

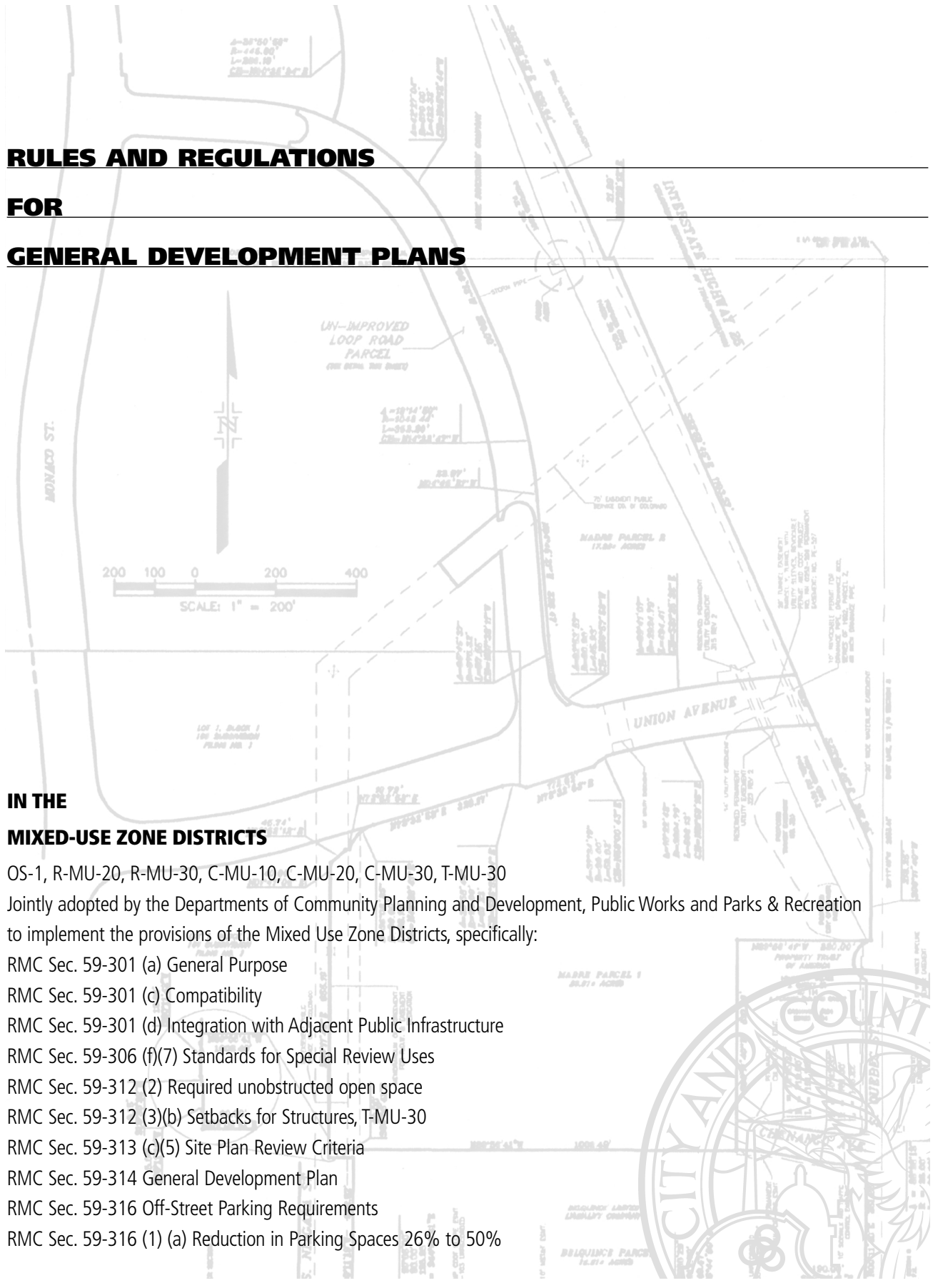
**RULES AND REGULATIONS**  
**FOR**  
**GENERAL DEVELOPMENT PLANS**

**IN THE**  
**MIXED-USE ZONE DISTRICTS**

OS-1, R-MU-20, R-MU-30, C-MU-10, C-MU-20, C-MU-30, T-MU-30

Jointly adopted by the Departments of Community Planning and Development, Public Works and Parks & Recreation to implement the provisions of the Mixed Use Zone Districts, specifically:

- RMC Sec. 59-301 (a) General Purpose
- RMC Sec. 59-301 (c) Compatibility
- RMC Sec. 59-301 (d) Integration with Adjacent Public Infrastructure
- RMC Sec. 59-306 (f)(7) Standards for Special Review Uses
- RMC Sec. 59-312 (2) Required unobstructed open space
- RMC Sec. 59-312 (3)(b) Setbacks for Structures, T-MU-30
- RMC Sec. 59-313 (c)(5) Site Plan Review Criteria
- RMC Sec. 59-314 General Development Plan
- RMC Sec. 59-316 Off-Street Parking Requirements
- RMC Sec. 59-316 (1) (a) Reduction in Parking Spaces 26% to 50%



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## INTRODUCTION

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### Structure of these Rules and Regulations

These Rules and Regulations govern the process and substance of General Development Plans (GDPs) in Denver's mixed-use zone districts. They provide specific rules to implement the broad concepts related to large, complex or phased development as **enabled by City Council** in the Revised Municipal Code Sections:

- 59-301 (a) General Purpose;
- 59-301 (c) Compatibility;
- 59-301 (d) Integration with Adjacent Public Infrastructure;
- 59-306 (f)(7) Standards for Special Review Uses;
- 59-312 (2) Required unobstructed open space;
- 59-312 (3)(b) Setbacks for Structures, T-MU-30
- 59-313 (c)(5) Site Plan Review Criteria;
- 59-314 General Development Plan;
- 59-316 Off-Street Parking Requirements; and
- 59-316 (1) (a) Reduction in Parking Spaces 26% to 50%.

The regulations are divided into two major sections: the **procedures** for application and approval of a General Development Plan, and the **content** requirements that must be met prior to approval.

**Procedures** include a requirement for a **pre-application meeting** between the development team and the city staff. That meeting is intended to **define the specific scope** of the proposed General Development Plan, including an agreement about the required boundary and level of detail above the basic submittal requirements that may be appropriate for the particular project. This section also includes requirements for **public notice** and input and establishes the **force and effect** of approved GDPs. Procedures also include the **fees, applicability thresholds, formatting requirements, review and approval processes** and final **recordation** of the approved GDP.

The **Content** sections are divided into three categories for each of the content topics. The **Intent** defines the purpose of the review as it relates to the topic. The **Standards** are the objective and quantitative requirements related to the topic that must be demonstrated in the GDP. The **Criteria for Approval** are qualitative requirements that are more subjective in nature. Standards and Criteria are provided for all possible combinations of submittal elements from Section 4.0. Because individual GDP applications may include different combinations from these charts, not every standard will apply to every GDP application. Only applicable standards will be used to review the application; the other Standards and Criteria do not apply. Both the applicable Standards and the applicable Criteria must be met by the individual GDP in order to gain DRC approval. The use of "shall" in the Standards indicates the typical solution, assuming the Standard applies. It may be varied either as provided for in the Standards or by using the Criteria in conjunction with the Intent statements.

The **Implementation Plan** section is for use by those projects that will be phased in design or construction. It is intended to define a conceptual timeframe, allocate potential public and private construction responsibilities and determine a framework for other actions that are related to the implementation of the development project. The Implementation Plan is for information only; it is not an enforceable part of the GDP.

**Tables, checklists, matrices and illustrations** are found throughout the document. These graphic illustrations serve as visual summaries of the more specific text. The checklists in particular are meant to condense and summarize the information imbedded throughout the narrative and serve as a convenience to the applicant and to the staff reviewers.

## **Section 1.0 Purpose and Intent of General Development Plans**

### **1.1 Purpose of Mixed Use Districts**

Denver’s mixed-use zone districts are enacted to provide for and encourage a compatible mix of uses in accordance with the Denver Comprehensive Plan. The zoning provisions establish and define the uses of land. The more specific rules and regulations are used to determine the siting and character of the improvements and structures in a manner that allows a balanced mix of uses in a pedestrian-friendly environment. The regulatory system is meant to assure that adjacent uses are compatible and that design is of a high quality. Public amenities such as streets, sidewalks and tree lawns, parkways, parks, creek corridors, open spaces and direct access to permanent mass transit facilities should be used to organize private development. (see RMC 59-301 (a)).

### **1.2 Purpose and Intent of General Development Plans**

The intent of the General Development Plan (GDP) is to establish a workable framework for the development of large or phased projects. The GDP identifies issues related to major transportation, water, wastewater, open space, land use and urban design within the GDP area and provides a conceptual plan for integrating the anticipated land uses with the necessary infrastructure and other improvements. Review of the GDP is the principal mechanism for coordinating city agency requirements and approvals. Approval of the GDP constitutes approval of a master plan that will guide all future development within the defined boundaries (see RMC 59-314). However, GDPs are not self-implementing documents. Further actions are required to bring the preliminary concepts in the GDP forward during subsequent development planning and construction.

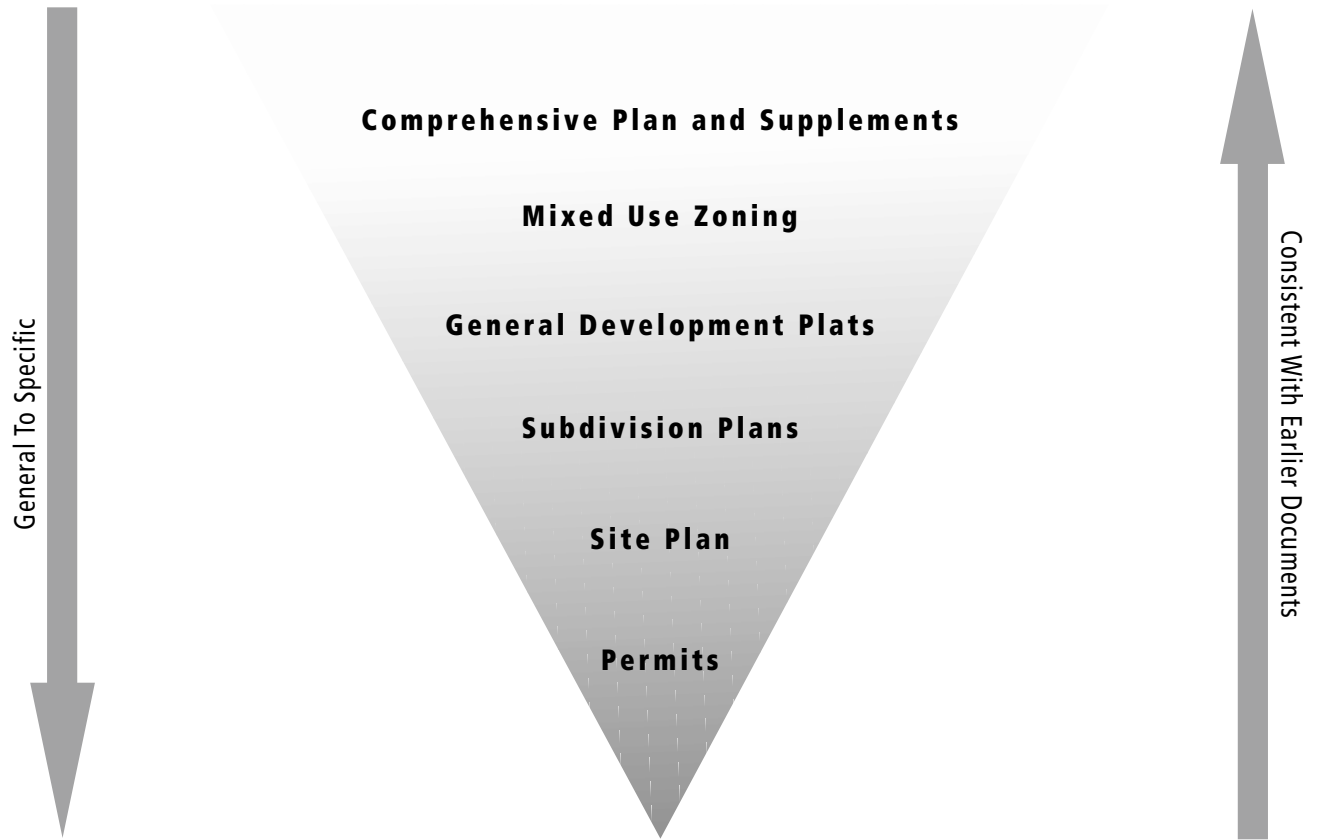
General Development Plans are necessary to:

- 1.** Ensure that the landowner and developer investigate the broad effects development of property will have on the site and also on adjacent properties and public infrastructure;
- 2.** Guide the future growth and development of those portions of the city identified for development in accordance with the City’s land use and transportation plan;
- 3.** Protect the natural, social and economic character of the city by encouraging orderly development that ensures appropriate timing and sequencing;
- 4.** Ensure that public facilities and services are available concurrent with development and will have a sufficient capacity to serve the proposed development(s);
- 5.** Prevent the pollution of water bodies and groundwater; assure the adequacy of drainage; and establish protection for and wise stewardship of natural resources;
- 6.** Provide for open spaces through the efficient design and layout of the land.

The GDP approvals may be modified in conjunction with subsequent approvals if additional information reveals development constraints that are not evident during General Development Plan review. Modifications to the GDP may be required, based on specific information presented during land subdivision or Site Plans. Later subdivision and Site Plans shall be consistent with the approved General Development Plan.

The GDP approvals and procedures are further established to provide a land developer with reasonable assurances that specific uses proposed from time to time, if in accordance with an approved General Development Plan, will be acceptable to the City's development review agencies, and to provide City agencies with a long-term proposal for the development of a given area.

### 1.3 Relationship to other Plans and Regulations



## Section 2.0 Applicability and Fees

### 2.1 GDP Requirement and Fees

**A. Requirements:** The chart below shows the thresholds for whether a GDP is required or optional for each zone district.

Zone District	Requirement
OS-1 C-MU-10 C-MU-20 C-MU-30	<p>GDP <b>required</b> if the proposed development:</p> <ul style="list-style-type: none"> <li>■ Establishes or causes a change in the required arterial and collector street grid, or</li> <li>■ Establishes or causes a change in an existing water drainage course.</li> </ul> <p>GDP <b>optional</b> if applicant(s) elect to submit a GDP to establish a coordinated development plan for the project area.</p>
R-MU-20 R-MU-30	<p>GDP <b>required</b> if the proposed development:</p> <ul style="list-style-type: none"> <li>■ Establishes or causes a change in the required arterial and collector street grid, or</li> <li>■ Establishes or causes a change in an existing water drainage course, or</li> <li>■ Aggregates open space beyond a single zone lot, or</li> <li>■ Reduces amount of required open space through aggregation of open space</li> </ul> <p>GDP <b>optional</b> if applicant(s) elect to submit a GDP to establish a coordinated development plan for the project area.</p>
TMU-30	GDP is <b>required</b> for any development that includes property zoned T-MU-30.

### B. Fees:

**1. Application fees:** City and County of Denver application fees include comprehensive fees for the Departments of Community Planning and Development (CPD), Public Works (PW) and Parks and Recreation (PR). They do not include fees for Denver Water, the State of Colorado or any public utilities, which may be assessed separately by the applicable organization. Fees are based on the amount of acreage under review within each GDP area. The fees are applied to the City's review and mailing expenses for the General Development Plan application. The Manager of CPD may waive an application fee in whole or in part in his/her discretion for unusual circumstances. Applicable fees are payable to Manager of Revenue.

Fee for GDP Application	Fee for Minor Amendment Application
\$5000 application fee + \$750 per acre or any portion thereof to a maximum of \$50,000	\$100



**2. Recordation fees:** A separate recordation fee will be assessed following approval of the Final GDP.

**Fee for GDP Recordation**

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\$1 plus \$10 per sheet

**3. Implementation Actions:** Separate fees may also be assessed for subsequent implementation actions, including but not limited to subdivision, land dedication or vacation, historic landmark designation and/or Site Plan review.

**2.2 Applicant**

General Development Plan may be initiated by:

- A.** One or more property owners for the land area, and/or
- B.** The City and County of Denver. The Manager of Community Planning and Development may apply for a General Development Plan in instances when the Manager finds it necessary to implement the Comprehensive Plan. In the event that the City is the Applicant for a GDP, the approving authority shall be the Planning Board.

Following approval and recordation of the GDP, it shall control all subsequent Site Plans and shall be binding on all property owners, their successors and assigns.

**2.3 Boundaries**

The intent of the General Development Plan is to anticipate a development program and the necessary infrastructure systems that will support development. Therefore, the boundary shall be determined by the Manager of Community Planning and Development or his/her designee and shall be based on what is in the best interest of the City to achieve this. The Manager shall make a “good faith” effort to consult and collaborate with affected property owners when determining the GDP boundary. However, the Manager need not have the approval of the property owner(s) when establishing the most appropriate boundary.

In determining the boundary, the Manager may consider elements such as:

- A.** Geographic features (e.g. slope, waterways and drainage, soils);
- B.** Physical features and barriers (e.g. roads, buildings, railroads);
- C.** Zone district boundaries;
- D.** Zone district waivers and conditions;
- E.** Jurisdictional boundaries;
- F.** Ownership patterns;
- G.** Policies and goals of the **Comprehensive Plan**, including **Blueprint Denver** and small area plans (e.g. Areas of Change).

The General Development Plan shall be submitted for the entire land area within the determined boundary. However, subareas within the GDP boundary may have varying levels of detail, depending on known factors and projected development timing. Infrastructure systems and connections shall be shown for the entire GDP area.

## **Section 3.0 Procedures for Application, Approval & Amendment**

### **3.1 Intent**

The General Development Plan (GDP) review process is intended to:

- A.** Provide for the orderly assessment of land development proposals by City agencies;
- B.** Ensure that the GDP is consistent with adopted elements of the Denver Comprehensive Plan and complies with the Denver Zoning Code, the City’s design and development standards and criteria, and the standards and criteria of the reviewing agencies;
- C.** Coordinate the review of all City and other public agencies that have a substantial interest in the GDP;
- D.** Provide for the notification and appropriate input from the public on significant development proposals subject to the GDP provisions;
- E.** Identify the appropriate type and level of detail that may be in addition to the basic submittal requirements for the site-specific GDP;
- F.** Identify the type and scope of required technical studies, plans and documents appropriate for the site-specific GDP.

### **3.2 Application And Review Procedures**

The procedures have four phases: Concept /Pre-application Phase, Application, Technical Review Phase, and Approval and Recordation Phase. The authority for staff review is entrusted to the Development Review Committee (DRC), as enabled by RMC 59-619 (a) (1), consisting of the Managers of Community Planning and Development, Public Works, Parks and Recreation, the Zoning Administrator, the Chief of Denver Fire Department, the Manager of Denver Water, or their designees (also referred to as “city staff”). The DRC may also include the directors of public utilities, Denver Public Schools, and additional City and County of Denver departments or agencies, or their designees, at the request of the Manager of CPD. The Manager of CPD, or the Manager’s designee, shall Chair the DRC. See appendix for complete list of referral agencies. For GDPs that include property in the T-MU-30 zone districts and in instances when the City is the Applicant for the GDP, the DRC recommends approval or denial of the Final General Development Plan to the Planning Board, which has authority for approval or denial. Appeals of the Planning Board decision are made to District Court. In all other zone districts, the DRC has authority to approve or deny the Final GDP. Appeals of the DRC decision are made to the Board of Adjustment for Zoning Appeals.

#### **3.2.1 Phase One: Concept/Pre-Application Phase**

**A. Conceptual Discussions and Work Sessions:** Meeting(s) between the applicant and city staff are encouraged to discuss aspects of the GDP. No approvals, written or implied, will be given at this stage, except that required technical studies may be scoped in preparation for the Pre-Application Meeting.

**B. Public Outreach:** Applicant meetings with adjacent property owners, registered neighborhood organizations, city council members, any relevant special districts and any additional property owners are required to explain the conceptual development proposal and solicit feedback about the anticipated benefits and impacts. Evidence of meetings or offers to meet with these stakeholder groups is required at the time of application.

**C. Pre-Application Meeting(s):** The pre-application meeting(s) between the applicant and city staff is to review the development concept for a fatal flaw analysis, to document the appropriate level of detail and specificity required for the particular GDP application, and otherwise to prepare for the application and technical review phases. . The discussions may take

place at a single meeting or at a series of meetings as necessary to define the scope of the GDP appropriately and agree on the outcomes defined in Paragraph 4 below.

**1. Scheduling:** Applicants shall contact the Zoning Administrator for assignment of a Case Manager. The Case Manager shall schedule the Pre-Application Meeting with the applicant and the assigned city staff from the DRC departments and other public and/or quasi-public agencies as needed. See appendix for complete list.

**2. Pre-Application Submittal Requirements:** The applicant shall provide twelve (12) copies of the Pre-Application materials listed below to the Case Manager 14 days before the Pre-Application Meeting. The pre-application materials are to prepare for the Phase I meetings and do not constitute an application for a General Development Plan. For GDP application submittals, see Section 4.0.

- i. Completed Pre-Application form
- ii. A sketch plan that includes:
  - a. Vicinity Map
  - b. Names of streets
  - c. Dimensions of property
  - d. Existing and Adjacent Zoning, including waivers and conditions
  - e. Adjacent land uses
  - f. North arrow
  - g. Scale, graphic and written
- iii. Statement of Development Intent: A short written statement explaining the applicant’s goals for the development and the design intent established to meet these goals. The design intent statement should include the land use and site design concepts.
- iv. Applicant statement of known issues to be resolved in the GDP.
- v. Applicant statement of known applicable regulations or guidelines, such as, but not limited to: landmark structures or districts, mountain view protection ordinances, adjacency to parks or parkway setbacks, metropolitan districts, impact fee areas, special height districts, or design guidelines.

**3. Pre-application Materials to be provided by the DRC:** The DRC shall provide information to the Applicant to prepare for Phase II, Application. Such materials may include:

- i. Project Tracking Number for document and file management
- ii. Determination of notification list to comply with Section 3.2.2.B, below.
- iii. Information about existing conditions, regulations, previously-approved GDPs, previously-approved design guidelines and/or applicable supplements to the Denver Comprehensive Plan (including neighborhood, corridor and small area plans).

**4. Expected Outcomes:** The Case Manager shall prepare, and the DRC and Applicant shall sign, a written agreement documenting the outcomes of the Pre-Application Meeting(s), which will include:

- i. Establishment of a Project Tracking Number
- ii. DRC and Applicant agreement on development concept.

- iii. DRC and Applicant agreement on the boundaries of the GDP application.
- iv. DRC and Applicant agreement on the appropriate level of detail and specificity for the GDP application or portions thereof; certain requirements may be waived in writing for all or a portion of the GDP area (see Chart 1 in Section 4.0 Formatting Requirements).
- v. DRC and Applicant agreement on technical studies, plans and/or documents to be completed prior to application in order to provide the outcomes listed in Section 4.2.B.
- vi. Applicant understanding of public participation requirements.
- vii. Applicant understanding of procedures for application, review and approval.

### **3.2.2 Phase Two: Application**

**A. Application:** Within 30 days of the Pre-Application Meeting, the applicant shall demonstrate activity on the GDP, such as work sessions with city agencies, public meetings, submittal of technical studies for city approval, or submittal of a GDP application. The time may be extended in 30 day increments at the request of the applicant and the approval of the Case Manager. If no activity is demonstrated within the timeframe, the case will be deactivated until and unless the applicant schedules another Pre-Application Meeting.

The Applicant shall submit a complete application with applicable fees (see Section 2.0) to the Case Manager following the Submittal Requirements in Section 4.0.

**B. Application Presentation:** Within three (3) business days of receiving the application and at least 21 calendar days prior to such meeting, the Case Manager shall schedule a public meeting and shall send written notice of such meeting to:

1. The applicant;
2. Members of the DRC or their designees, additional city staff, and/or additional staff from other public agencies, utilities or organizations as needed (see appendix);
3. Denver Public Schools
4. The City Council member(s) in whose district the GDP is located and the At-Large Council members;
5. All property owners within the defined GDP boundaries who are not co-applicants for the GDP;
6. All property owners within 200 feet of the GDP boundary;
7. Any special districts of which any part of the district's boundaries are included in the GDP boundaries;
8. All Registered Neighborhood Organizations whose boundaries include or are within 200 feet of the GDP boundary, and,
9. All Registered Neighborhood Organizations that have provided the City with an electronic address shall receive notice electronically.

At the public meeting, the applicant shall present the substantive content of the GDP application. A staff member from CPD shall facilitate the public meeting.

**C. Public Comment:** Members of the public and those receiving notice of the GDP application as listed in Section 3.2.2.B may provide written comments on the GDP application to the Zoning Administrator within 15 days of the public meeting. Such written comments shall be forwarded to the DRC or their designees for consideration during the technical review phase.

### 3.2.3 Phase Three: Technical Review

**A. Development Review Committee Review:** Assigned staff from the DRC agencies shall review the application for conformance with the applicable zoning, these GDP rules and regulations and any other applicable ordinances and regulations. Staff members shall provide all comments on required revisions to the Case Manager within 21 days. The Case Manager shall compile and coordinate all staff comments and forward them to the applicant within three (3) days.

**B. Applicant Revisions:** All staff and public comments shall be provided to the applicant by the Case Manager at or prior to the conclusion of the review period (within 27 days after the Application Presentation). The applicant may submit a revised application to the Case Manager up to three (3) additional times for continued review and refinement. The city staff shall make all comments for revisions within 14 days per additional review period (aka "short review"). In the event that that the applicant makes any changes to previously-approved technical studies, the city review time will be extended to 21 days (aka "long review"). The City Council member(s) in whose district(s) the GDP is located and the At-Large Council members shall be forwarded all modifications of the application.

**C. Final GDP:** At the expiration of the technical review phase (i.e. initial review plus up to three additional review periods), the application is deemed to be Final and ready for staff decision. If there are no required changes to the initial application, or the applicant declines to resubmit for continued review and refinement, the application may also be deemed to be Final.

**D. DRC Action and/or Recommendation:** In non-T-MU-30 zone districts, the DRC shall decide to approve or deny the Final GDP within 14 days. For GDPs whose boundaries include property in the T-MU-30 zone districts, the DRC shall recommend, within 14 days, a decision that the Planning Board approve or deny the Final GDP within 14 days. The Final GDP and the DRC Recommendation are forwarded to the Case Manager for Phase Four processes ("Approval and Recordation"). If the Final GDP is denied, or recommended for denial, the applicant has the option of withdrawing the application prior to Phase Four. If an application is withdrawn, a new application for a GDP for the same land area may be submitted at any time. The new application will be considered under these same procedures, beginning with Phase One: Concept/Pre-Application.

**E. Deactivation:** If there is no activity on an application for 30 days, the case will be deactivated and a letter to that effect will be sent to the applicant.

### 3.2.4 Phase Four: Approval and Recordation

**A. Administrative Approval:** For applications for a General Development Plan that do not include property zoned T-MU-30 or in instances when the City is not the Applicant, the Development Review Committee shall be the approval authority. The DRC shall approve or deny the application based on the criteria in Section 3.2.4(B)(4), Planning Board criteria. If the Final GDP is approved, see Section C for Recordation procedures. If the Final GDP is denied, a letter to that effect will be sent to the applicant.

**B. Planning Board Hearing:** For applications for a General Development Plan that includes property zoned T-MU-30 or in instances when the City is the Applicant for the GDP, the Planning Board shall be the approval authority. The Planning Board procedures are as follows:

- 1. Schedule Hearing:** Within 14 days of receipt of the Final GDP and DRC Recommendation, the Case Manager shall schedule a public hearing before the Denver Planning Board. The public hearing shall be set at the convenience of the Planning Board, not earlier than 21 days and not later than 90 days from the time of the request.

**2. Public Notice:**

**i. Posting:** The property to be included in the GDP shall be posted for at least 20 days prior to the Planning Board hearing. The Zoning Administrator shall provide the signs. The applicant shall post the property with the number, size and location of signs as determined by the Zoning Administrator. Zoning Administrator shall verify the posting. The signs shall include the following information:

- a. The boundaries included in the GDP;
- b. The general uses allowed in the GDP;
- c. The date, time and place of the Planning Board public hearing;
- d. The project tracking number;
- e. Any other information required by the Zoning Administrator.

**ii. Mailing:** The Zoning Administrator shall mail notice of public hearing time and place at least 20 days prior to the hearing to:

- a. The applicant for the GDP;
- b. All property owners within the GDP boundaries (may be combined with (a) if the applicant is the sole owner);
- c. All property owners within 200 feet of the GDP boundary;
- d. All registered neighborhood organizations whose boundaries include or are within 200 feet of the GDP boundary;
- e. The City Council member(s) in whose district(s) the GDP is located and the At-Large City Council members;
- f. Any special district in which any portion of the GDP lies;
- g. Any neighboring municipality or county with is contiguous to any boundary of the GDP; and
- h. Denver Public Schools

**3. Planning Board Public Hearing:** The Planning Board shall take testimony from the city staff and the public following the board rules for public hearings. The Case Manager or his/her designee shall convey the DRC recommendation for approval or denial to the Planning Board.

**4. Planning Board Findings:** Following the public hearing, the Planning Board shall review the proposed GDP and make Findings on the criteria. No GDP shall be approved unless the Planning Board shall find that all of the following criteria are met by the proposed GDP and every finding of fact shall be supported in the record of the board proceedings:

- i. That the GDP is consistent with the Comprehensive Plan, including adopted amendments and supplements:
  - a. That the proposed land uses, transportation systems, open space systems and other relevant factors are consistent with the City’s land use and transportation plan.
  - b. That the proposed land uses, transportation systems, open space systems and other relevant factors are consistent with any relevant small area plans, such as neighborhood, corridor or district plans.
  - c. That the proposed land uses, transportation systems, open space systems and other relevant factors are consistent any applicable citywide plans, such as parks master plan, bicycle master plan, strategic transportation plan, capital facilities plans, etc.

- ii. That the GDP complies with applicable City codes, rules, regulations, and standards, including any previously-adopted design guidelines applying to the proposed GDP area:
  - a. The street pattern is appropriate to serve properties under consideration and the pedestrian circulation and development program arrangement promotes pedestrian access to transit;
  - b. The proposal makes adequate provision for planned streets and thoroughfares;
  - c. Connecting roads are adequate to handle projected traffic, or provision has been made to correct deficiencies.
  - d. The proposal makes adequate provision for surface water drainage, water supply, and sewage treatment;
  - e. The street layout is consistent with the City use, development resource management policy, and with subdivision design principles;
  - f. Unique natural resource features and sensitive areas are protected through the open space provisions and appropriate lot layout; and
  - g. Development will occur in an orderly fashion.

**5. Planning Board Decision:** Within 90 days of the public hearing, the Planning Board shall approve, return the GDP for modification, or deny the Final GDP based on its Findings on the Board Review Criteria. The time may be extended with the consent of the applicant. In order to approve the Final GDP, the Board shall find in favor of the GDP on all criteria.

**i. Approval:** Within 14 days, the Board Decision for Approval shall be forwarded to the Zoning Administrator for action in accordance with such decision. See Section C, Recordation and Signatures.

**ii. Return for Modification:** The Planning Board may determine that the Final GDP does not comply with all of the Board Review Criteria, but that the GDP could be modified to comply with one or more criteria. In these circumstances, the Planning Board may decide to return the Final GDP to the applicant for modification, with the required modifications to be enumerated at the time of the decision that would bring the GDP into conformance with the Board Review Criteria. The applicant may revise the GDP to meet the Planning Board conditions, and submit the revised GDP to the DRC. Within 21 days, the DRC shall review the revised GDP and prepare Findings and a Recommendation for the Planning Board. The DRC Findings shall determine whether the revised GDP has met the Planning Board conditions, and whether the revisions have caused additional changes to the overall GDP. The DRC Recommendation shall be for approval or denial of the revised GDP. The revised GDP and the DRC Findings and Recommendation shall be forwarded to the Planning Board. Within 45 days, the Planning Board shall consider the revised GDP and the DRC Findings and Recommendation at a public meeting. The Planning Board shall determine Findings for each of the Board Review Criteria for the revised GDP. If the Board finds in favor of the revised GDP on all of the criteria, the Board Decision shall be for Approval. If the Board does not find in favor of the revised GDP on one or more of the criteria, the Board Decision shall be for Denial.

**iii. Denial:** Within 14 days, the Board Decision for Denial shall be forwarded to the Zoning Administrator for action in accordance with such decision. If the Planning Board denies a Final GDP, or a revised GDP, a letter to that effect shall be issued by the Zoning Administrator and sent to the Applicant. The file shall be deactivated. An application for a new GDP for the same land may be filed at any time, following these rules and regulations.

## C. Approved Applications: Signatures and Recordation

All approved General Development Plans, and all approved amendments to existing GDPs shall be recorded in the real property records with a notation that all development within such boundaries shall be subject to the provisions of such GDP or amendment, unless or until amended. Narrative documents (e.g. design guidelines, transportation demand management plans, implementation strategies, etc.) shall be filed with the City Clerk and referenced by Clerk Filing Number within the recorded GDP.

### 1. Recordation Requirements

- i. Once the approval sheets are completed, the applicant shall submit an original set of plans for recording. The original set of plans may be either:
  - a. An ink hand-drawn or machine-drawn original, with no press-on lettering, tape or patterns and with no sticky-back or other adhesives, or
  - b. A photographic blackened positive mylar, provided that all of the drawing and lettering is legible.
- ii. The original plan submitted for recording must meet the following specifications:
  - a. 24"x 36" size
  - b. Double-matted (matte finish on both sides) mylar having a minimum thickness of 0.003 inch.
  - c. If an ink drawing, black ink only, with all ink on the top surface of the mylar.
  - d. If a photo reproduction, black line only, with the emulsion on the top surface (or face) of the photo mylar.
  - e. Original signatures with black acetone-based ink. **NOTE:** For photo mylar, all signatures must be obtained after the photo reproduction. The mylar must be correction-free at the time signatures are obtained.
  - f. Raised or embossed surveyor's seal and, if applicable, raised or embossed corporate seal.

The original mylar for recording should be delivered to the Case Manager, together with a transmittal letter and applicable fees (see Section 2.0)

The original mylar is signed by the Zoning Administrator, Manager of CPD, Manager of Public Works, Manager of Parks and Recreation and, for GDPs that include property in the T-MU-30 zone district or where the City is the applicant, the Chair of the Planning Board. Following signing, the Zoning Administrator shall forward the GDP to the City Surveyor and to the Clerk and Recorder. The recorded original remains on file at the Department of Public Works, Engineering Division.

**2. Effect of Recorded Plans:** All recorded GDPs and GDP amendments shall be binding upon the applicants and their successors and assigns and approving City agencies, and shall limit and control the issuance of all zoning permits and certificates and the construction, location, use and operation of all land and structures included within the GDP or GDP amendment. An approved GDP does not expire but remains in effect until or unless amended or replaced by a subsequent GDP.

**3. Vesting:** A recorded GDP shall be in full force and effect until and unless such time as the GDP is amended or replaced by a new GDP for the same location following the applicable rules and regulations. An approved GDP shall constitute a site specific development plan which triggers a vested property right pursuant to CRS 24-68-102(4). Such property right which has been vested shall remain vested for a period of three years. The applicant's vested rights are directly proportional to the level of detail approved in the General Development Plan. The applicant obtains vested rights only to the extent that the GDP specifically includes development program, architecture and engineering solutions and those solutions are specifically approved. The recorded GDP is binding upon the applicants, their successors and assigns and approving City review committee agencies. The



Implementation and Phasing Plan portion of the GDP is for information and planning purposes only and is not part of the GDP entitlement or vesting. The GDP Implementation and Phasing Plan is not a self-implementing document and is to be used for strategic timing only. It neither confers nor denies any property rights or public funding.

### **3.3 Amendment Procedures**

An approved GDP may be amended by a property owner at any time. An approved GDP may be amended by another applicant following the vesting period. Amendments may be processed simultaneously with the processing of a subdivision, Site Plan application or a Site Plan amendment. The Zoning Administrator shall decide whether a proposed amendment is “major” or “minor” by determining whether a change is significant, based on the criteria listed in section 3.3.1. A major amendment shall be processed according to these rules and regulations as if it were a new application. A minor amendment shall be processed according to the redline procedure outlined below.

To initiate an amendment, the applicant shall submit to the Zoning Administrator the same information stated in Section 4.0 Formatting Standards and a cover letter listing those GDP submission items that would change if the proposed amendment were approved.

#### **3.3.1 Major Amendments**

Changes of the following types, if included in the approved GDP, shall define an amendment as “major”:

- A.** Significantly modify or reallocate the allowable height, mix of uses, or density of a development; or
- B.** Significantly alter the location or amount of land identified for parks, trails, open space, natural areas or public facilities;
- C.** Any change from, or addition to, the GDP of a type that would require a GDP in a non-T-MU-30 zone district; or
- D.** Modify any other aspect of the GDP that would significantly change its character.

#### **3.3.2 Minor Amendments**

- A.** Amendments that do not meet the threshold of major amendments shall be designated “minor” amendments. The Zoning Administrator shall refer applications for a minor amendment to the departments or agencies which reviewed the original approved GDP, as well as any additional agencies which have an interest in the element proposed for modification, and the City Council member(s) in whose district the GDP is located, and the At-Large Council Members.

#### **B. Red Line Process for Minor Amendments**

- 1.** Submit twelve (12) copies of previously-approved GDP with proposed changes indicated in red ink to the Zoning Administrator. The Zoning Administrator shall assign a Case Manager.
- 2.** The Case Manager shall distribute the GDP amendment proposal to all agencies which reviewed the original GDP application, as well as any agencies which would be affected by the proposed amendments, within three (3) days.
- 3.** The Zoning Administrator shall notify the City Council member(s) in whose district the GDP is located and the At-Large Council Members of the application for minor amendment within three (3) days of receipt of the complete application. City Council comments on the proposed minor amendment shall be forwarded to the Case Manager within 14 days.
- 4.** The City Staff shall review and comment on the proposed minor amendment within 14 days.

5. The Case Manager shall forward all comments to the applicant for revision of the GDP amendment.
6. Following resolution of any issues, the Case Manager shall obtain the department and agency approvals or denials of the minor amendment. The departments and agencies may also recommend that the amendment be considered "major" and be referred to the full review and approval process.
7. The DRC approvals or denials of the proposed minor amendment, or recommendation for consideration as a major amendment, shall be forwarded to the Zoning Administrator and the Manager of CPD for action. The Manager of CPD and the Zoning Administrator shall approve, approve with conditions or deny such minor amendment.
8. Once approved, the amended GDP shall be recorded with the original GDP with the Clerk and Recorder and the Department of Public Works.

### 3.4 Appeals

#### 3.4.1 Appeals of Development Review Committee Decision

Any interested party may appeal the decision of the Development Review Committee to the Board of Adjustment for Zoning Appeals. Appeals shall be filed within 15 days of the Development Review Committee’s decision.

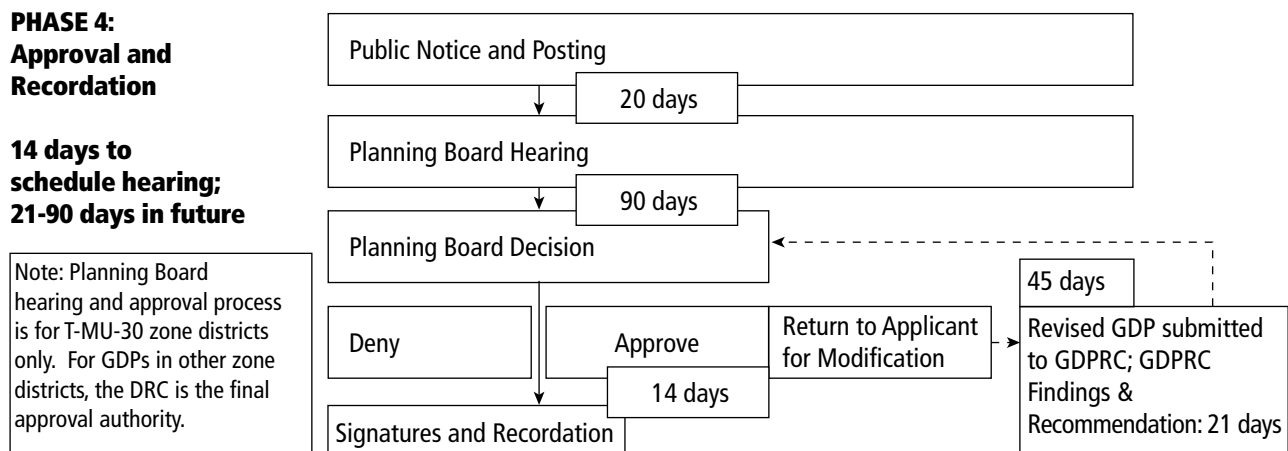
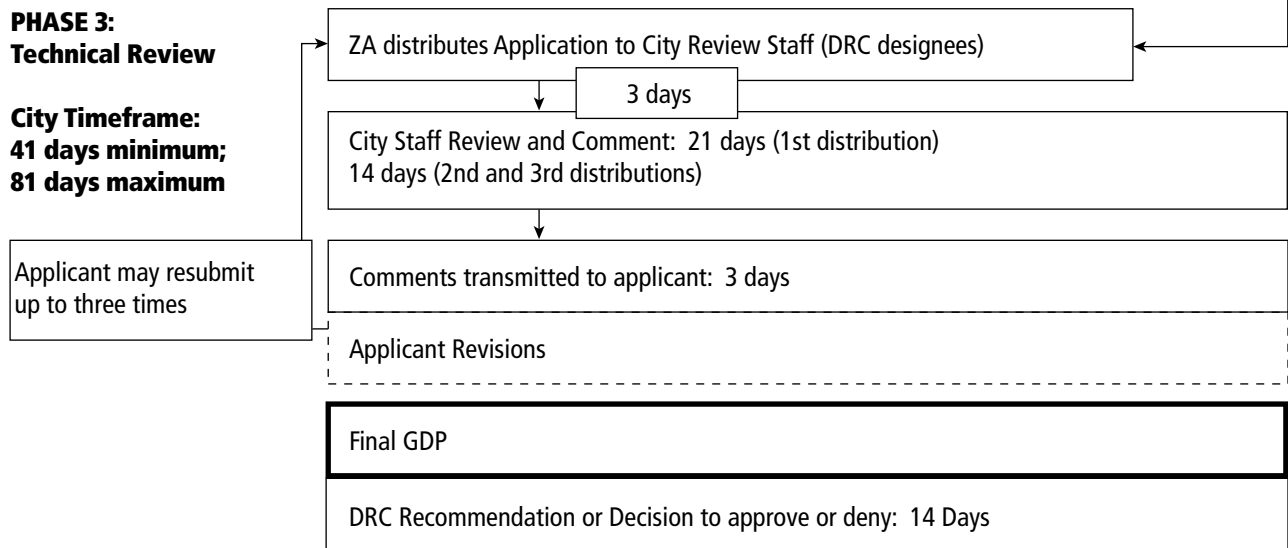
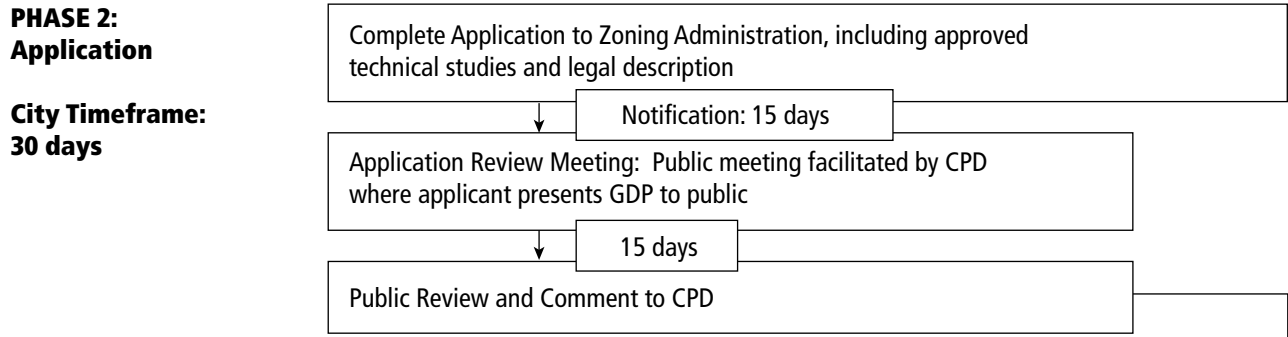
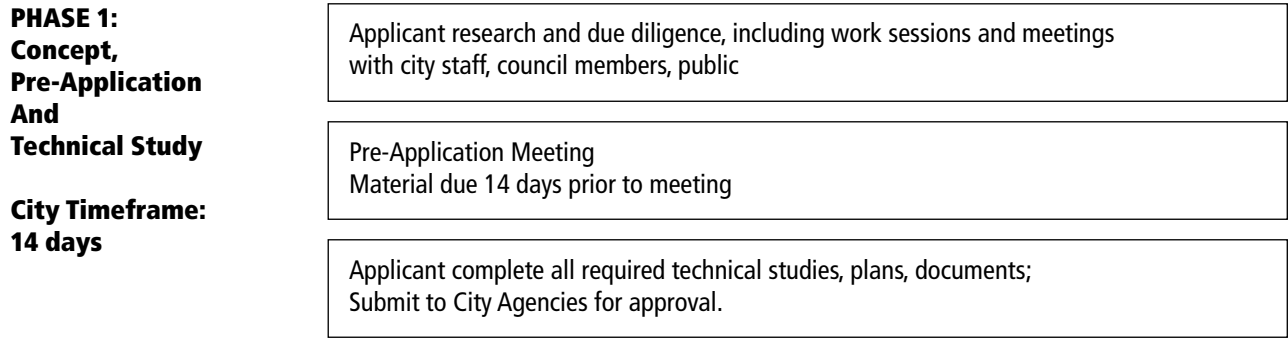
#### 3.4.2 Appeals of Planning Board Decision

Any interested party may appeal the decision of the Planning Board to District Court per the Colorado Rules of Civil Procedure (CRCP 106(a)(4)). Appeals shall be filed within 30 days of the Planning Board decision.

### 3.5 Matrix of Public Notice Requirements

Type of Notice/ Comments due	Receipt of GDP Application and Public Meeting Notice	Planning Board Hearing	Application for Minor Amendment	Application for Special Review Use	Application for Parking Reduction
Applicant	Within three (3) days	At least 20 days prior to hearing			
Mailing to property owners within GDP boundaries	Within three (3) days	At least 20 days prior to hearing		Within seven (7) days*	
Mailing to property owners within 200 feet of GDP boundaries	Within three (3) days	At least 20 days prior to hearing		Within seven (7) days*	
Mailing to RNOs within 200 feet of GDP boundaries	Within three (3) days	At least 20 days prior to hearing		Within seven (7) days*	Within three (3) days
Mailing to City Council District and At-Large Representatives	Within three (3) days	At least 20 days prior to hearing	Within three (3) days		Within three (3) days
Mailing to Special, Charter or Metropolitan Districts within the GDP boundaries	Within three (3) days	At least 20 days prior to hearing			
Signs posted on property		At least 20 days prior to hearing			
Comments due from Public/ City Council	Within 15 days of Public Meeting	At public hearing	Within 20 days	Within 30 days	Within 20 days

\*This notice is the responsibility of the applicant. All other notice shall be done by the Zoning Administrator.



## **Section 4.0 Formatting Requirements**

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### **4.1 GDP Boundaries**

The General Development Plan location and boundary information shall include:

- A.** All parcels proposed for development under the GDP (map and legal description);
- B.** All parcels abutting the property proposed for the GDP;
- C.** All adjacent lands under the same ownership as the owner and/or applicant proposing the GDP, and,
- D.** All parcels needed to provide access to public roads, open space, transit or trails.

### **4.2 Application Submittal**

#### **A. Application Materials**

- 1.** GDP graphic and narrative materials (see Section 4.2 (B) Submittal Requirements).
- 2.** Evidence of notification and/or meetings with adjacent property owners, the City Council member(s) in whose district the GDP is located, the At-Large City Council members, registered neighborhood organizations in which any portion of the boundary is included or within 200 feet of any part of the GDP area, applicable special or metropolitan districts, Denver Public Schools, and other property owners within the GDP boundaries. Evidence may include receipts for certified mail of notices, agendas and sign-in sheets for meetings, a signed letter acknowledging the meeting or refusal to meet and/or similar documents.
- 3.** Contact list, both written and electronic (Excel or Access on CD-ROM), for all required notification (see list in Section 3.2.2 (B))
- 4.** Two (2) sets of mailing labels for all required notification.
- 5.** Submittal of supporting technical documents as determined in the Pre-Application Meeting. All technical reports, studies, or other requested information are required at this phase in complete and approved form. Technical studies shall be approved by the appropriate city departments prior to inclusion in the application.
- 6.** Submittal of fees, payable to Manager of Revenue.

**B. Submittal Requirements**

**Chart 1: BASIC SUBMITTAL REQUIREMENTS for all General Development Plans**

<b>General</b>	<b>Format of Information</b>
Boundaries of the area included in the GDP	Map and legal description (lot & block or metes & bounds)
Existing Conditions, including: <ul style="list-style-type: none"> <li>▶ zone district designations, including waivers and/or conditions, if applicable</li> <li>▶ urban design and/or architectural standards and guidelines, if any</li> <li>▶ view preservation height limitations, if any</li> <li>▶ local, state or national historic landmark designations, if any, of structures or districts</li> <li>▶ buildings and structures, if any</li> <li>▶ transportation facilities, if any, including freeways, interchanges, railroads, fixed transit systems and stations, transportation structures, regional trails, arterial, collector and local roadways and/or alleys</li> <li>▶ designated parkways or greenways, if any</li> <li>▶ regional stormwater conveyance, detention and water quality location, size, design and outfall location, if any</li> <li>▶ water treatment plants and water trunk lines, if any</li> <li>▶ sanitary sewer lift stations and trunk lines, if any</li> <li>▶ regional utility plans, including water, gas, electric, cable, telecommunications and other wet and dry utilities, if any</li> <li>▶ parks or other open space, if any</li> <li>▶ rivers, creeks, gulches, drainageways and/or wetlands, if any</li> <li>▶ sensitive habitats or environmentally sensitive areas, if any</li> <li>▶ public facilities, such as recreation centers, libraries, museums, police stations, etc., if any</li> <li>▶ topography and grades</li> </ul>	Graphic  Show current conditions for the area to be included in the GDP and the surrounding one-half (1/2) mile radius.
<b>Proposed Development Concepts</b>	
Description of overall development concepts, including: <ul style="list-style-type: none"> <li>▶ land use concepts</li> <li>▶ preliminary concept of uses and ranges of square footage and general locational distribution</li> <li>▶ parking concept</li> <li>▶ public and private open space concept</li> <li>▶ public amenities concept</li> <li>▶ on-site circulation concept of primary auto, bicycle, pedestrian and transit</li> <li>▶ connections to surrounding context and public amenities, and</li> <li>▶ preliminary concepts for phasing and implementation of the General Development Plan.</li> </ul>	Narrative

<b>General</b>	<b>Format of Information</b>
<b>Proposed Development Program</b>	
Diagram of conceptual land uses with: <ul style="list-style-type: none"> <li>▶ density ranges by total square feet, units per acre, people per acre (human density) and floor area ratios;</li> <li>▶ general subareas;</li> <li>▶ locations of shared parking, if any;</li> <li>▶ existing and/or proposed zone district designation, including waivers and conditions</li> </ul>	Graphic Plan
Proposed incorporation, if any, of existing structures and proposed reuse, if different than current uses	Graphic Plan
Conceptual location, preliminary size, conceptual configuration and intended, use of proposed public parks, public and/or private open space and parkways	Graphic Plan
<b>Proposed Transportation Facilities</b>	
Arrow diagram of circulation plans for trunk vehicular, transit, bicycle and pedestrian service	Graphic Plan
Preliminary transportation analysis that addresses roadway network design and modal split	Narrative
Location of proposed freeways, interchanges, railroads, fixed transit systems and stations, and transportation structures, if any	Graphic Plan
Location, number and functional classification of proposed arterial and collector streets	Graphic Plan
Regional trail locations and connections, if any	Graphic Plan
Concept plan for relationship of development to public amenities, open spaces and/or surrounding context	Graphic Plan
<b>Proposed Regional Utilities</b>	
Preliminary regional stormwater conveyance, detention and water quality location, size, design concepts and outfall location	Graphic Plan Requires a master drainage study.
Proposed location and size of water treatment plants, if any, and water trunk lines	Graphic Plan Requires a master water study
Proposed location and size of sanitary sewer lift stations, if any, and trunk lines	Graphic Plan Requires a master sanitary sewer study
Proposed preliminary regional utility plans and needed capacity, including water, gas, electric, cable, telecommunications and other wet and dry utilities	Graphic Plan
<b>Proposed Implementation and Phasing Plan</b>	
Estimated sequence and estimated timing, where known, of project construction, public land and right of way dedications, site improvements, off-site improvements and supporting facilities	Narrative and Graphic Plan

**Chart 2: ADDITIONAL SUBMITTAL REQUIREMENTS that may be required by the Development Review Committee (DRC), which may be applied to the entire GDP site or to subareas within the GDP. Any of these items may also be requested by the Applicant.**

<b>Proposed Development Program</b>	<b>Format of Information</b>	<b>Trigger for DRC Requirement</b>
Proposed development standards (e.g. density, height, bulk, setbacks, open space) and descriptions of changes at the edges of the GDP boundary, if any	Graphic Plan, Narrative and Diagrams	If the GDP or a subarea within the GDP is adjacent to an Area of Stability
Conceptual location, preliminary size, conceptual configuration and intended use of proposed public facilities, including schools	Graphic Plan	If a public facility need is identified in a City capital facilities plan, Six Year Needs Assessment or Two Year Financing Plan; or if the school need is identified in a Denver Public Schools capital facilities plan or needs assessment; or if the potential build-out of the GDP development program would indicate the need for additional public facilities in the vicinity.
<b>Proposed Transportation Facilities</b>		
Proposed size and layout of block patterns	Narrative Plan	If the development program for the GDP or subarea includes walkability, or pedestrian scale.
<b>Description of Unresolved Issues</b>		
Description of major unresolved issues and discussion of how such issues will be addressed as development proceeds.	Narrative	If the related basic submittal requirement is waived.

**Chart 3: ADDITIONAL SUBMITTAL OPTIONS that may be requested by the Applicant, which may be applied to the entire GDP site or to subareas within the GDP.**

<b>Proposed Development Program</b>	<b>Format of Information</b>	<b>Conditions for Selecting this Option</b>
Design Standards and Guidelines	Narrative and Graphic Plan	Required prior to Site Plan in a T-MU-30 district; may be done before, simultaneous with, or after the GDP, but shall be completed prior to application for a Site Plan.

Master Sign Plan	Graphic Plan and Narrative	May be included in the GDP or may be submitted separately at any time.
Location and size of any special review uses	Graphic Plan and Narrative	May be included in the GDP or submitted separately at any time.
Location, size and conceptual use of aggregated open space	Graphic Plan and Narrative	May only be approved through inclusion in the GDP.
Shared parking plan with 26% to 50% parking requirement reduction	Graphic Plan and Narrative	May only be approved through inclusion in the GDP.
<b>Proposed Transportation Facilities</b>	<b>Format of Information</b>	<b>Conditions for Selecting this Option</b>
Traffic signal locations, laneage requirements and intersection control for arterial and collector roadways	Graphic Plan and Narrative	Requires the completion and approval of a traffic impact study
Typical street or trail cross-sections, including travel lanes, bicycle lanes, sidewalks, treelawns and/or amenity zones, if different than Denver standard cross-sections	Graphic Plan	Requires the completion and approval of a traffic impact study
Proposed location and typical cross-section of local streets	Graphic Plan	Requires the completion and approval of a traffic impact study
Proposed location and typical cross-section of alleys	Graphic Plan	
Transportation Demand Management Program	Narrative	May be included in the GDP or submitted separately at any time.
Proposed truck routes	Graphic	May be included in the GDP or submitted separately at any time.
<b>Proposed Utilities</b>		
Water quality best management practices	Narrative	May be included in the required drainage master study



**Chart 4: SITE PLAN SUBMITTAL REQUIREMENTS not included in the GDP, but may be reviewed simultaneously with the GDP submittal for one or more Site Plans within the GDP boundaries.**

List of submittal elements are examples of typical items only; for full submittal requirements, see Site Plan Rules and Regulations.

	<b>Format of Information</b>
<b>Development Plan</b>	
Zone lots and building/pad sites	Graphic Plan
Building location, including setbacks	Graphic Plan
Building area (gross floor area in square feet and floor area ratio)	Graphic Plan and Narrative
Building elevations and materials	Graphic Plan
Building orientation, including entries	Graphic Plan
Site parking location and layout	Graphic Plan
<b>Transportation</b>	
Street furniture type and location	Graphic Plan and Narrative
Curbs providing access to building sites	Graphic Plan
Non-fixed transit location (bus stops)	Graphic Plan
Local trails	Graphic Plan
<b>Utilities</b>	
Site stormwater detention and water quality location, size and design	Graphic Plan
Utility lines (size and location), easements and design (existing and proposed)	Graphic Plan
<b>Parks and Open Space</b>	
Landscape plan	Graphic Plan
Site grading	Graphic Plan
Parks and recreation field design and landscape plan	Graphic Plan

**4.3 Format Requirements**

**A.** Except for the cover sheet, subsequent sheets may combine information for purposes of coordination, clarity and to avoid redundancy. Therefore, simple GDPs will have fewer sheets than more complex GDPs.

**B. General Formatting**

1. Sheet size: 24" x 36"
2. Preferred scale: 1"=50' for T-MU-30; 1" = 400' for all other zone districts. With prior approval, other scales which may be allowed are 1"=20'; 1"=30'; 1" = 40"; 1"=60', 1"=100' and 1"=200'
3. Each sheet shall have a border, 1-inch from the top, bottom and right side and a minimum of 3-inches from the left side. See Figure 1
4. All sheets shall have a title block including name of development, "General Development Plan" title, Project Identification Number, quarter section, township and range. Include location of project by nearest intersection under title. The title block is centered at the top of each sheet. See Figure 1.
5. All lettering shall be at least 3/32 inches high (equivalent to 10-point size).
6. All sheets shall be numbered in lower right corner above the border.

7. Plans shall be oriented with north at the top of the sheet.
8. Plans shall include north arrow, bar/graphic scale and statement of scale.
9. Plans shall include the boundary area subject to the GDP in a heavy solid line on all sheets. Plans shall indicate where property lines differ from boundary lines.
10. All sets shall be folded into 8"x12". Plans shall be folded into thirds vertically and then into thirds horizontally to the finished size. See Figure 1.

**B. Cover Sheet**

1. Title Block
2. Vicinity map identifying the subject property, the zone district of the property, the zone district(s) of surrounding property, the adjoining streets, and major streets within 1/2 mile radius, and public facilities in the surrounding area. Generally, the vicinity map should include the area within 1/2 mile radius of the subject property and be at a scale of 1"=1000'.
3. Legal description of property boundaries.
4. Statistical information, including:
  - i. Gross project area in square feet and acres.
  - ii. Area of existing right of way and area to be dedicated for additional right of way, in acres and square feet
  - iii. Area of existing park land and area to be dedicated for additional parks, in acres and square feet
  - iv. Net project area after dedications, in acres and square feet
  - v. Gross area to be developed by general land use type (e.g. residential, office, retail, industrial, parking, open space)

- 5.** General notes, including:
  - i.** Sheet Index. Label each sheet and provide page number for each sheet in the GDP plan set.
  - ii.** "Site is zoned \_\_\_\_." Include a list of all applicable waivers and conditions.
  - ii.** "Angles not shown are either 90 degrees or the supplement of the angle indicated."
  - iii.** "It is expressly understood by the applicant that vested rights are directly proportional to the level of detail approved in the General Development Plan. The applicant obtains vested rights only to the extent that the GDP specifically includes development program, architecture and engineering solutions and those solutions are specifically approved. The recorded GDP is binding upon the applicants, their successors and assigns and approving City review committee agencies."
- 6.** Owner's certification statement and signature block. See Figure 1. If the City and County of Denver is the Applicant for the GDP, affected property owners may, but are not required, to sign the application. In the event that the GDP is initiated by one or more property owners and includes property owned by one or more additional parties, the GDP shall be signed by the Applicant Owner and may be signed by other property owners. The other property owners are not required to sign the application.
- 7.** Surveyor's Certification. See Figure 1.
- 8.** Approvals. The signature block for City Agency approvals. See Figure 1.
- 9.** Clerk and Recorder's Certification. The signature block for the Clerk and Recorder. See Figure 1.

## **Section 5.0: CONTENT STANDARDS**

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The Content standards are divided into topics of Development Program; Parks, Private Open Space and Public Facilities; Transportation; Transportation Demand Management Plan; Water and Wastewater Systems; Utilities and Urban Design. Each of these topical sections includes three classifications. **Intent** statements define the purpose of the review as it relates to the topic. The **Standards** are the objective and quantitative requirements related to the topic that must be demonstrated in the GDP. The **Criteria** for Approval are qualitative requirements that are more subjective in nature. Standards and Criteria are provided for all possible combinations of submittal elements from the Basic Submittal (Chart 1), Additional Requirements (Chart 2) and Additional Options (Chart 3) from Section 4.0. Because individual GDP applications may include different combinations from these charts, not every standard will apply to every GDP application. Only applicable standards will be used to review the application; the other Standards and Criteria do not apply. Both the applicable Standards and the applicable Criteria must be met by the individual GDP in order to gain DRC approval. The use of “shall” in the Standards indicates the typical solution, assuming the Standard applies. It may be varied either as provided for in the Standards or by using the Criteria in conjunction with the Intent statements.

### **Section 5.1 Development Program**

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#### **5.1.1 Intent**

The purpose of the development program section of the GDP is to:

- A.** To determine the preliminary location, intensity and density of land uses;
- B.** To determine appropriate transitions between proposed uses and densities, especially at the periphery of the General Development Plan area;
- C.** To demonstrate compatibility between uses, including such elements as type and location of use, building scale and design, open space and buffering and urban design;
- D.** To mitigate incompatible impacts and effects; and
- E.** To attain the land use, design, natural, social and economic goals and objectives for the area contained within the General Development Plan as documented by the Comprehensive Plan and adopted supplements, including Blueprint Denver and adopted neighborhood, corridor or district plans.

#### **5.1.2 Development Program Standards**

##### **5.1.2.1 Mixed Uses**

- A.** Neighborhoods and Centers shall incorporate a mix of uses, which could include housing, commercial uses, and working places, including live-work units. Each neighborhood shall have a communal gathering place. Shops in proximity to the neighborhood shall be located so as to satisfy ordinary daily household needs.

##### **5.1.2.2 Compatibility.**

- A.** Where necessary to insure compatibility of buildings and uses with each other and with off-site properties, the GDP may specify modification of the development regulations, requirements and standards of the underlying zone district, including but not limited to maximum densities, maximum building heights, maximum lot coverage, and greater setback/build-to requirements and/or building bulk planes. Modifications to the development standards may be more restrictive than the applicable zone district, including waivers and conditions, but may not be less restrictive. Any modification of development standards shall produce an environment equal or superior to that produced by existing zoning standards.

Modifications may include density changes at the periphery of the zone district or within the GDP boundaries or sub-area, height and bulk changes at the periphery of zone district or within the GDP boundaries or subarea, setback changes , any other building envelope standards needed to promote compatibility between the area subject to the GDP and the adjacent land uses.

- B.** All uses and structures shall be compatible with one another through appropriate design parameters addressing:
  - 1.** Location, including setbacks and build-to lines of structures
  - 2.** Orientation
  - 3.** Operations
  - 4.** Massing
  - 5.** Scale
  - 6.** Visual and sound privacy

**5.1.2.3 Mixed Dwelling Types.** The neighborhoods shall incorporate a range of dwelling types, suitable for a variety of household types.

**5.1.2.3 Building Frontages.** Building frontages shall be designed to collectively support pedestrian streetscapes while masking most parking lots.

**5.1.2.4 Parking.** Parking uses shall be located to:

- A.** Support transit.
- B.** Minimize impacts to local neighborhood streets.
- C.** Direct vehicular traffic to the appropriate arterial and collector streets.

**5.1.2.5 Multiple Transportation Options.** Appropriate thoroughfares shall be designed to create an environment equitable to pedestrians, bicyclists and automobiles.

**5.1.2.6 Pedestrian Shed.** The basic increment of the proposed development shall be diverse, compact, walkable neighborhoods and neighborhood centers. Neighborhood size shall be such that most residents would walk to the central gathering place or to transit. Typically, this dimension is between 1/2 and 1/4 mile.

**5.1.2.7 Connections.** Pedestrian connections to local and regional centers and public places shall be made in all directions, except in cases of strong physical barriers such as freeways, rivers or railroads.

**5.1.2.8 Block patterns.** Size and layout of blocks, lots and parcels shall support a pedestrian-scaled environment.

**A. Typical Block Configuration.** Typical blocks will conform to the following principles, unless varied as provided in Section B, below:

- 1.** Blocks shall be rectangular.
- 2.** The narrow sides of the blocks shall be oriented to the north and south and the long sides of the blocks shall be oriented to the east and west.
- 3.** Typical block size should be 300 feet by 660 feet.

**B. Variations from Typical Block Standards.** The General Development Plan may include variations from the typical block standards with the approval of the Managers of Community Planning and Development and Public Works where one or more of the following circumstances apply. Maximum block size shall be no more than 900 feet by 1980 feet.

- 1. Land Use.** If the anticipated development program would be better served by a different block configuration.
- 2. Connectivity.** If the existing or proposed road network would be better served by a different block configuration.
- 3. Environmental Impact.** If sensitive habitat, wetlands, wildlife corridor or natural area would be impacted by the typical block configuration or better served by different block configurations.
- 4. Obstruction.** If a natural or human-made obstruction interferes with the typical block configuration.

**5.1.2.9 Alleys.** Service to residential, commercial and mixed use areas shall be through alleys to preserve the pedestrian street environment. Alleys may include one (a straight line), two (an "L" configuration) or three (a "T" configuration) segments per block.

**5.1.2.10 Environmental Sustainability.** Development shall preserve ecologically sensitive landscapes through methods such as designating permanent open space and through appropriate design and use of land.

**5.1.3 Criteria for Approval.**

- A.** The proposed land uses are generally in conformance with the adopted Comprehensive Plan and Blueprint Denver, including any adopted supplements such as neighborhood, corridor or district plans, and the proposed land uses are in conformance with the relevant zone districts (including waivers and conditions), or that the means for reconciling any differences have been addressed.
- B.** The combination of land uses, including a variety of residential types, commercial, industrial, public and semi-public areas, are arranged and designed in such a manner as to properly relate to each other, the surrounding community, the planned thoroughfare and public transportation systems, and other public facilities such as water and sewer systems, parks, schools and utilities.
- C.** The proposed development, including density, access and circulation is compatible with the existing and/or permissible future use of adjacent property.
- D.** The proposed street spacing creates block sizes that provide pedestrian scale to development.
- E.** The density for residential development and building envelope standards are compatible with existing and planned development of adjacent parcels.
- F.** Early phases of development are designed so as to promote long-term quality and character.
- G.** Principles of environmental sustainability, as documented in the Comprehensive Plan, are integrated into the development plan concepts of the General Development Plan, including:
  - ▶ Compact development patterns with a compatible mix of uses;
  - ▶ Walkable neighborhoods with transportation choices; and
  - ▶ Parks and other open spaces that protect and enhance significant natural resources.

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## **Section 5.2 Parks, Private Open Space and Public Facilities**

### **5.2.1 Intent**

The Open Space and Public Facilities Concept element is intended to:

- A.** To show the general location, general configuration and intended use for the intended public and private open spaces and bicycle and pedestrian corridors.
- B.** To identify areas of high resource values such as important wildlife and native plant habitats, natural water features, wetlands, geological formations, and historic resources that must be considered in the location, size and configuration of natural areas, open space, and parks.
- C.** To determine the number, location, distribution, size and configuration of proposed new or enlarged publicly owned parks.
- D.** To evaluate the concepts and needs for proposed and existing park uses, such as active or passive recreation, natural areas, trails, etc., including connections to the regional trail and bicycle systems and public facilities.
- E.** To assess and establish means for making improvements to existing parks, open space, recreational facilities, and trails provided in lieu of dedicated parkland.
- F.** To establish the locations where “Green Streets” goals set by the Denver Parks and Recreation Master Plan known as “Game Plan” would be achieved.
- G.** To determine the extension of existing designated parkways and boulevard into newly-developing areas and the character and location of new parkways and boulevards.
- H.** To determine the number, location, distribution, size and configuration of aggregated private open space provided in lieu of open space on individual zone lots or in lieu of dedicating new parkland.
- I.** To evaluate the concepts for and establish the uses of aggregated open space, including public accessibility, recreation, events, civic plazas, etc.
- J.** To determine the location, distribution, land area, and general uses for public facilities, such as schools, recreation or community centers, police or fire stations, libraries, etc.

### **5.2.2 Publicly Owned Parks, Open Space and Trails Standards**

**5.2.2.1 Dedication of New Parks.** The General Development Plan shall identify parks and open space to be dedicated to the City and County of Denver to support the open space needs of new residents and employees and to mitigate impacts from new users on the existing system of parks and open space.

- A.** Typical Amount of Parkland to be Dedicated. Parks and Recreation Game Plan’s performance goal of 8-10 acres of parkland for every 1,000 residents shall provide the baseline for calculating the need for new parkland.
- B.** Variations from Dedication of New Parks. The Manager of Parks and Recreation may waive all or part of the requirement for dedication of new parkland as described in Section 5.2.2.2 “Open Space Required by Zone Districts” and Section 5.2.2.3 “Alternative Parks Plan.”

**5.2.2.2 Open Space Required by Zone Districts.** In the zone districts which allow for the aggregation of open space to meet the requirements of the zoning code (see section 5.2.4), the Manager may allow such aggregated open space to substitute for dedication of new parkland which may otherwise be required. The Manager of Parks and Recreation may also allow existing dedicated parks or open space to be included in the open space required per the zone district. That is, the same permanent open space may be counted towards both the zoning and the park dedication requirements.

**5.2.2.3 Alternative Parks Plan.** Under appropriate circumstances and subject to policies, rules and regulations set by the Department of Parks and Recreation, the General Development Plan may include a separate component showing why and how the nature of the proposed development and the needs and interests of the GDP community would be better served by an alternative plan for providing parks, open space, trails, or recreational facilities. The alternative plan may address or include:

- A.** expansion of or improvements to existing publicly owned parks, open space, trails, or recreational facilities within or near the GDP area which would serve the GDP community;
- B.** the provision of parks, open spaces, trails, or recreational facilities that are either publicly or privately owned, so long as the continued public accessibility and use of these areas can be reasonably assured;
- C.** special needs of the projected population of the GDP community;
- D.** land dedications or public improvements that would create or enhance connectivity amongst significant public facilities, parks, open spaces, trails, and/or recreational facilities;
- E.** land dedications or public improvements that provide a joint venture or use opportunity with public-service entities, such as Denver Public Schools, which provide or need park, open space, trail, or recreational facilities; or
- F.** any proposal that would advance the vision or goals of Denver Parks & Recreation’s Master Plan, known as “Game Plan,” as amended from time to time.

If an alternative plan is proposed, it will be reviewed by the Manager of Parks and Recreation who may accept, reject, or modify the alternative plan based on the appropriateness of the alternative plan in light of the standards listed below, the needs and interests of the GDP community and the City at large, the ability of the Department of Parks and Recreation or another entity to administer and operate any proposed facilities, and other criteria established by policies, rules, and regulations of the Department of Parks and Recreation.

**5.2.2.4 Park Standards.** The General Development Plan must demonstrate how it is in compliance with the Game Plan, the comprehensive plan, any small area plans relevant to the GDP area, and established policies, rules, and regulations of the Department of Parks and Recreation. This would include, among other things, the appropriate number, sizing, location, distribution and configuration of parks, open spaces, and trails in light of various factors:

- A.** anticipated recreational and leisure needs in the GDP community and the surrounding neighborhoods, including emerging sports and recreational activities;
- B.** the provision of parkland sites capable of containing and supporting the identified recreational and leisure needs, which parkland sites typically will be no less than 8 acres each, with 10 acres being the optimal minimum; in special circumstances, the Manager of Parks and Recreation may consider smaller acreages;
- C.** logical and safe access to parks for pedestrian and bicycles from residential areas, existing or proposed trail systems, and public facilities, especially recreation and community centers, schools and libraries;
- D.** the accessibility and usability of proposed active recreational facilities within parks, including playgrounds, ballfields, pools, trailheads, or recreation centers, and the provision of associated off-street parking where needed;
- E.** the availability of open space near or within residential areas that is “walkable” and provides visual relief from surrounding development;
- F.** the layout and design of trails and other pedestrian and bike corridors to fully and appropriately accommodate the public use of, and demand for, these pathways, including any associated public amenities;
- G.** the protection, preservation, and restoration of historic and natural features, including landmark structures, geological



formations, wildlife and native plant habitat, natural waterways, ponds, and wetlands;

- H.** appropriate integration and enhancement of natural waterways, ponds, and historic ditches in parks and open space and along trails;
- I.** the compatible design and placement of human-made drainageways and storm water detention facilities in parks and open space and along trails (however, land dedicated for parks, open space, and trails may not be used for human-made above-ground drainageways and storm water detention or retention facilities unless the Manager of Parks and Recreation determines that such facilities, in whole or part, directly serve as park or trail amenities);
- J.** the placement and orientation of parks and trails to take advantage of scenic views;
- K.** complementing, enhancing and/or connecting to the existing system of parks, trails, parkways and open spaces; and
- L.** the placement and orientation of parks, open space, and trails to provide connectivity with or support of other parks, opens space, trail corridors, natural areas, and public facilities such as schools.

### **5.2.3 Parkways and Boulevards/Green Streets/Enhanced Pedestrian Streets Standards**

**5.2.3.1 Consistency with Plans.** Parkway, boulevards and Green Streets shall be provided consistent with the guidance in the Denver Comprehensive Plan, including adopted supplements such as Parks and Recreation Game Plan, Pedestrian Master Plan, Blueprint Denver, the Denver’s Designated Parkways and Boulevards Assessment and Management Recommendations, and any policies, rules, and regulations implementing said plans and recommendations.

**5.2.3.2 Extension of Existing Parkways.** Existing parkways and boulevards may be extended to newly-developing areas subject to the GDP as determined jointly by the Departments of Parks and Recreation, Public Works, and Community Planning and Development.

**5.2.3.3 Establishment of New Parkways.** New parkways and boulevards may be constructed in newly-developing areas subject to the GDP as determined jointly by the Departments of Parks and Recreation, Public Works, and Community Planning and Development.

**5.2.3.4 Designation of Parkways.** New and extended parkways and boulevards may be designated as part of the official city parkway system by City Council through ordinance.

**5.2.3.5 Maintenance of Parkways.** Maintenance and replacement of landscape within parkways and boulevards and of trees along Green Streets shall be as provided by ordinance, policies, rules and regulations or by maintenance or other agreements.

### **5.2.3.6 Parkway Standards. See also section 5.3.3, Standards for Road System**

- A.** Parkway and boulevards shall provide sufficient right of way to include a minimum of:
  - 1.** 5 foot wide sidewalks, measured edge to edge
  - 2.** 10 foot wide tree lawns, measured from back of curb to edge of sidewalk
  - 3.** 2 foot wide utility strips, measured from edge of sidewalk to property line
  - 4.** 18 foot wide medians, measured flow line to flow line
  - 5.** 12 foot wide travel lanes

**B.** Parkways and boulevards may be required to provide sufficient additional right of way to include:

1. On-street parking, 8 1/2 feet wide
2. Bicycle lanes, 6 feet wide

#### **5.2.4 Aggregated Private Open Space Standards**

**5.2.4.1 Open Space Reduction.** Privately-owned open space required by the R-MU-30 zone district (except for single and two unit dwellings) may be reduced to 10% of the GDP area, provided that **all** of the following conditions are met:

- A.** Required open space is aggregated in one or more publicly-accessible areas;
- B.** Aggregated open space is entirely usable; and
- C.** The proposal for the open space takes into consideration that the open space may not be dedicated to or maintained by the City and County of Denver. If not maintained by the City, the ownership and continued responsibility for maintenance of the open space must be ultimately held by an entity capable of managing the open space on a long term basis, such as a homeowners or property association or a special district.

**5.2.4.2 Open Space Aggregation.** Privately-owned open space required in the R-MU-20, R-MU-30 or T-MU-30 zone district may be transferred between zone lots, provided that one or more of the following conditions are met:

- A.** The transferred area enhances the connection to transit facilities, plazas or streets;
- B.** The transferred area enhances the pedestrian environment;
- C.** The transferred area enhances or creates public space;
- D.** The transferred area is a benefit to the neighborhood; **AND**

That **all** of the following conditions are met:

- A.** The transferred area is publicly accessible and will remain accessible to the public;
- B.** The transferred area is entirely useable open space; and
- C.** The proposal for the open space takes into consideration that the open space may not be dedicated to or maintained by the City and County of Denver. If not maintained by the City, the ownership and continued responsibility for maintenance of the open space must be ultimately held by an entity capable of managing the open space on a long term basis, such as a homeowners or property association or a special district.

**5.2.4.3 Entirely Usable Open Space.** Open space may be considered entirely usable if it contributes to natural, recreational, aesthetic, historic and/or civic values. Common and customary accessory uses may be allowed. However, accessory parking uses shall be limited to 10% of the gross land area of the open space. Only parking associated with the open space may be allowed. Natural drainageways, historic ditches and wetlands may be included in the aggregated open space. To the extent compatible with and subsidiary to the proposed use of the open space, human-made drainageways may be included in the aggregated open space. Entirely useable open space shall be of a size and configuration to support the proposed use. It shall also have adequate access and connections to the roadway and/or regional trail system.

#### **5.2.5 Public Facilities Standards**

**5.2.5.1 Access to Transit.** The General Development Plan shall situate public facilities and appropriate open space so as to take advantage of available or planned multi-modal access.

**5.2.5.2 Pedestrian Connections.** The General Development Plan shall identify proximate locations of common access points and multi-modal access.

**5.2.5.3 Create Town Centers.** The General Development Plan shall situate public facilities where other public facilities may be located so as to develop and create a “town center” area that can be utilized as an organizing feature of the community. Such “town center” areas should include pedestrian-friendly public plazas and neighborhood serving retail.

**5.2.5.4 Schools.** The following criteria will guide the selection of school sites within the GDP area:

**A.** Location

1. School sites should be located in residential neighborhoods with elementary and middle schools accessed from local or collector streets.
2. High Schools should be located on or near arterial streets and should be accessible via public transportation.
3. Where possible, neighboring residences should not directly abut the property line for a school site; rather, the school site should be surrounded on all sides by residential streets and/or parks.
4. School sites adjacent to parks are preferred.
5. School sites with a reasonable proximity to fire and other emergency service facilities are generally preferred, but generally should not be located directly adjacent to or across from an emergency services site.
6. School sites should not be located within 750 feet of any establishment anticipated to serve alcohol or sell alcoholic beverages.
7. Regional stormwater detention facilities should not be located on school sites, unless such facilities are designed to be completely underground or completely enclosed.
8. School sites should have access to two streets to allow one entrance for buses and one entrance for student drop-off/pick-up.

**B.** Size

1. The size of a school site may increase or decrease depending on the nature of the programs to be included within the specific school. Generally, the site must be sufficient to accommodate the building footprint, parking facilities and playing fields. The size can be flexible if joint parking and/or playing fields are accommodated with an adjacent park.
2. The general size of an elementary school site (grades kindergarten through 5) is 8-10 acres.
3. The general size of a middle school site (grades 6-8) is 12-15 acres.
4. The general size of a high school site (grades 9-12) is 35-40 acres.

**5.2.5.5 Recreation Centers, Libraries, and Other Public Facilities.** Public facilities, such as recreation and community centers, libraries, and schools, should be sited adjacent to parks, open space, and trails wherever possible so as to promote joint and community use.

**5.2.6 Criteria for Approval**

**A.** The General Development Plan makes provision for planned public facilities reflected in the current Denver Six Year Needs Assessment, adopted plans, or any other public facilities plans adopted by the City, and/or any applicable Denver Public Schools capital facility plan.

- B.** New or enhanced park land complements, enhances, connects to or otherwise contributes to the existing system of parks, trails and open space.
- C.** Provisions have been made to connect to or continue regional trails through the GDP area.
- D.** Open space transferred between zone lots enhances the connection to transit facilities, plazas or streets; enhances the pedestrian environment; enhances or creates public space, or is a benefit to the neighborhood, and aggregated open space is publicly accessible and is entirely useable open space.
- E.** Principles of environmental sustainability, as documented in the Comprehensive Plan, are integrated into the General Development Plan, including:
  - ▶ Respect, conserve, and, where practical, expand wildlife habitat, watersheds, open space and other significant natural resources;
  - ▶ Integrate energy efficient and renewable energy design in the GDP;
  - ▶ Integrate resources conservation strategies, including pollution prevention, improved air quality and water conservation.

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## **Section 5.3 Transportation**

### **5.3.1 Intent**

- A.** To determine the arterial and collector street layout and subsequent right of way width requirements within the GDP boundary.
- B.** To determine the number of streets necessary for adequate local streets to support the comprehensive plan, including **Blueprint Denver** and other adopted supplements.
- C.** To demonstrate that the proposed street system provides vehicular, pedestrian, bicycle and transit linkages with existing adjacent streets and future developments.
- D.** To design the hierarchy of streets (arterial, collector and local) for the appropriate purpose, taking into account traffic volumes, land uses, and connectivity.
- E.** To determine which of Denver’s street types are to be applied to proposed streets.
- F.** To maintain the safety, capacity and function of the roadway.
- G.** To protect and promote Denver’s priceless environmental quality and scenic beauty.
- H.** To maintain and promote the efficient, cost-effective and safe movement of persons and goods.
- I.** To provide for well-planned land subdivision and other development by following established standards for design and improvement of roadways and other pedestrian and vehicular movement systems.
- J.** To ensure adequate access to all properties for fire, police and other vital services.

### **5.3.2 General Transportation Standards**

**5.3.2.1 Consistency with Plans.** Transportation Systems shown in the General Development Plan shall be consistent with and reviewed under the applicable rules and regulations for transportation standards and policies adopted by the Department of Public Works. All technical studies must be complete and approved prior to approval of the General Development Plan.

**5.3.2.2 Environmental Impacts.** New roads shall not be constructed in areas designated natural or conservancy areas

where a feasible alternative exists. Roads permitted in such areas shall be located, designed and constructed to ensure minimal environmental impacts.

**5.3.2.3 Avoid Natural Hazard Areas.** Roads shall not be constructed in 10 year flood areas, on steep or naturally unstable slopes, or in other hazardous areas except where no alternative is feasible.

**5.3.2.4 Minimize Impact on Wildlife.** Roads shall be designed to minimize impacts on wildlife, significant wildlife habitat or migration routes.

**5.3.2.5 Road Drainage.** Drainage from roads and road construction shall be controlled using Best Management Practices (BMPs) so that the transport of pollutants and sediments into water bodies or onto adjacent properties will be avoided or minimized.

**5.3.2.6 Avoidance of External Effects.** The design and construction of roads shall minimize the impacts on existing residences and historic structures.

**5.3.2.7 Access for Emergency Vehicles.** All dwellings and other structures shall be accessible by emergency and service vehicles.

**5.3.2.8 Safety.** Road layout and design shall provide for the safety of motorists, bicyclists, pedestrians, and users of abutting properties.

**5.3.2.9 Separate Types of Traffic.** Pedestrian and bicycle traffic shall be separated from vehicular traffic where desired for safety.

**5.3.2.10 Traffic Impact Studies.** Traffic Impact Studies (TIS) are used to assess the impacts of a development proposal on the existing and/or planned street system. See the Department of Public Works transportation standards and policies for information on determining the scope of work for a particular TIS. Section 4.2(B) contains information on circumstances in which a TIS is required for elements in the General Development Plan.

### **5.3.3 Standards for Road System**

**5.3.3.1 Denver Street Grid System.** The Denver street grid system shall be continued in all developing and redeveloping areas through application of the following principles, except in circumstances described in 5.3.3.1.B, below:

#### **A. Street Grid Standards**

- 1. Arterial Streets.** Arterial streets are located at one-mile intervals and serve regional traffic. Arterials provide connections to adjacent cities, allow for continuous travel through Denver, accommodate longer trips, and provide connections to the highway system. Within a one-mile section, between six (6) and ten (10) roadways intersect the Arterial. Arterial street types are applied to Commercial and Mixed Use streets. Some arterial streets may be at locations other than the one-mile interval and provide intra-community circulation versus providing regional connections. These arterials do not exceed three miles in length and may be applied to Residential, Main Street and Mixed Use streets.
- 2. Collector Streets.** Multiple Collector streets are located between Arterials. The number of Collectors is dependent upon the established roadway system and the mix of land use. Collector streets should connect across Arterials. This allows for a link between areas surrounded by Arterials without forcing this traffic onto the Arterial

streets. This also allows for pedestrian, bicycle and transit connections that are not forced onto Arterial roadways due to the lack of other connections. Any Collector street that intersects an Arterial at the quarter (1/4) mile (from the parallel Arterial) shall not be signalized. If the roadway system layout indicates that a signal would be necessary to serve the anticipated demand, the Collector is realigned to the 1/8 mile (660 feet) spacing to maintain good signal progression along Arterial streets. Collector street types are applied to Residential, Main Street, Mixed Use and Industrial street types.

- 4. Local Streets.** Local streets are intended to provide primarily residential uses with access to their properties, a very walkable environment for pedestrians and use by bicycle traffic. Transit services are not accommodated on most local streets. Local streets may directly intersect with Arterial streets. In many cases, access to and from the Local street is restricted with access preferred from alleys. The spacing between Local streets shall be between 300 feet and 660 feet. Local street types are applied to Residential, Main Street, Mixed Use and Industrial streets.
- 5. Alleys.** Alleys provide service access to adjacent land uses and are not intended to distribute traffic. Alleys are applied to residential, mixed use and most commercial areas.

**B. Variations from Typical Street Grid.** The General Development Plan may include variations from the typical street grid spacing with the approval of the Manager of Public Works where one or more of the following circumstances apply:

- 1. Obstruction.** If a natural or human-made obstruction interferes with typical street spacing;
- 2. Environmental Impact.** If sensitive habitat, wetlands, wildlife corridor or natural area interferes with typical street spacing;
- 3. Safety.** If pedestrian, bicycle, transit or vehicular safety would be compromised by typical street spacing;
- 4. Land Use.** If the anticipated development program would be better served by a different street spacing; or
- 5. Connectivity.** If connections to the existing road network would be preserved or extended by a different street spacing, or by crossings of drainage or water facilities and/or channels to maintain street connectivity.

**5.3.3.2 Street Types.** All streets and roads in the General Development Plan shall be classified by functional type. Such classification shall establish a hierarchy which separates roads by function in order to achieve safety and efficiency in road layout and design. The cross section must be continuous for a minimum of one block length. Changes to the Street Type shall occur at intersections and not mid-block. In addition, a road of any classification may be designated by the City Council as a Parkway on the basis of its particular value as a green street connecting Denver parks or other public locations, the scenic nature of the adjacent land uses, or the views from the roadway. See Section 5.2.3 for additional street standards for Parkways.

**A. Functional class.** The Denver Street Types include the following functional classifications, as detailed in the Department of Public Works street standards:

- 1.** Arterial, 6 lane, with median, without parking
- 2.** Arterial, 4 lane, with median, with parking
- 3.** Arterial, 4 lane, without median, parking optional
- 4.** Collector, 3 lane, with center turn lane
- 5.** Collector, 2 lane
- 6.** Local, 2 lane

**B. Construction.** Roads shall be designed and constructed in accordance with the Department of Public Works construction standards for the applicable functional classification

**C. Cross-Sections.** Location and type of arterial and collector streets shall be determined based on the Department of Public Works street standards. All cross-sections shall include public right-of-way for travel lanes, tree lawn or amenity zone, utility easements and sidewalks in dimensions as approved by the Department of Public Works. Additional right of way may be required for parking lanes, bicycle lanes, medians, or additional pedestrian or transit facilities.

**D. Variations to Standard Street Types.** The General Development Plan may include variations from the standard street cross-sections with the approval of the Manager of Public Works where one or more of the following circumstances apply:

- 1. Obstruction.** If a natural or human-made obstruction limits the available right of way;
- 2. Safety.** If pedestrian, bicycle, transit or vehicular safety would be better served by a variation to the standard street cross-section;
- 3. Land Use.** If the anticipated development program would be better served by a variation to the standard street cross-section; or
- 4. Connectivity.** If connections to the existing road network would be preserved or extended by a variation to the standard street cross-section.

**5.3.3.3 Dedication.** Streets are intended to be public roadways constructed on dedicated right of way, except as provided for in section 5.3.3.4 , below. Dedication of the required public right of way shall be completed after approval of the General Development Plan, either through subdivision or prior to any application for Site Plan review.

**5.3.3.4 Private Streets.** The Managers of Public Works and Community Planning and Development may consider proposals to retain streets as private property when one or more of the following circumstances apply:

- A. Land Use.** If the anticipated development program would be better served by private streets;
- B. Accessibility.** If the private street is exclusively for the convenience of the users of the development;
- C. Connectivity.** If connections, access and circulation for the General Development Plan area as a whole will not be degraded;
- D. Private Street Types.** If the street cross-section does not meet the requirements of the Department of Public Works street standards but does meet applicable standards for health, safety, welfare, convenience and appearance as required by the Department of Community Planning and Development, and/or
- E. Maintenance.** If appropriate arrangements for private repair and maintenance of the private street are made.

**5.3.3.5 Half Streets.** Half-streets along a development boundary or within any part of a development shall not be permitted unless approved by the Manager of Public Works. The full right of way and pavement width of all classes of streets shall be provided unless other arrangements are approved by the Manager of Public Works. See Section 6.0 Implementation Plan.

**5.3.3.6 Traffic Signal System.** Traffic signal locations shall be determined based on the Department of Public Works standards.

**A. Typical Traffic Signal Spacing.** All signals shall meet the applicable warrant per the Manual on Uniform Traffic Control Devices. All traffic signal locations shall meet the following standards, except as varied by 5.3.3.6.B, below:

- 1.** Signals are located on arterial streets;
- 2.** Signals are located where arterial streets intersect, at one-mile intervals.
- 3.** Additional signals may be located at the half-mile between arterials, where a minor arterial or collector intersects a major arterial.

4. Additional signals may be located within one-eighth mile on either side of the half-mile or the mile intersections.
5. No signals may be located at the quarter-mile or three-quarter mile points between arterials.
6. No signals may be located on local streets.

**B. Variations to Typical Traffic Signal Spacing.** Variations may be considered by the Manager of Public Works on the recommendation of the City Traffic Engineer based on the following factors:

1. Total number of connections in the system;
2. Balance of needs and considerations for multiple modes of transportation;
3. Proximity of existing signals;
4. Support of anticipated development program, and/or
5. Other components of public health and safety.

### **5.3.4 Standards for Pedestrian and Bicycle System**

**5.3.4.1 Consistency with Plans.** The planned pedestrian and bicycle facilities shall be provided consistent with the Denver Comprehensive Plan, including adopted supplements such as the Pedestrian Master Plan and the Bicycle Master Plan.

**5.3.4.2 Streetscape.** The Denver Streetscape Design Manual shall be the primary guideline for all roads in the General Development Plan boundary, except where it is superseded by more specific streetscape guidelines for the project or where it conflicts with state or federal regulations.

**5.3.4.3 Connection to Regional Trails.** The GDP shall provide for paths and/or easements to link to regional and local trails.

**5.3.4.4 Design of Sidewalks.** Sidewalks shall be provided adjacent to all roads and within dedicated public right of way. Unless superseded by guidelines for designated Parkways, Enhanced Bus Corridors or Green Streets as defined in adopted City plans, all sidewalks shall meet the following minimum design standards:

- A.** Sidewalks in commercial or mixed use areas shall have a standard unobstructed width of between five (5) and 15 feet, based on adjacent land uses, urban design goals and overall pedestrian circulation system.
- B.** Sidewalks in residential or industrial areas shall have a standard unobstructed width of between five (5) and ten (10) feet, based on urban design goals and overall pedestrian circulation system.
- C.** Sidewalks in residential, commercial or mixed use areas shall be detached from the curb and separated from the street travel lanes by a tree lawn or amenity zone between eight (8) and twelve (12) feet wide, based on urban design goals and overall pedestrian circulation system..
- D.** Sidewalks in industrial areas may be attached to the curb with prior permission from the Manager of Public Works and the Manager of Community Planning and Development. Otherwise, they shall be detached from the curb and separated from the street travel lanes by a tree lawn or amenity zone a minimum of eight (8) feet wide.
- E.** Sidewalks adjacent to Enhanced Bus Corridors as defined in adopted city plans shall have a minimum unobstructed width of between eight (8) and sixteen (16 feet), with an additional eight (8) foot amenity zone or tree lawn.
- F.** Sidewalks shall be parallel to the adjacent roadway and shall not be circuitous or curvilinear.



**5.3.4.5 Design of Paths.** Paths that link major activity centers to Parkways or to the Regional Trail System, or that become part of the Regional Trail System, shall meet the following minimum design standards:

- A.** Paths shall be visually distinguished from roads, driveways, and parking spaces.
- B.** Paths shall have a standard unobstructed width of 10 feet.
- C.** Where necessary, pedestrian paths shall be separated from bicycle and/or equestrian paths.

### **5.3.5 Standards for Transit**

**5.3.5.1 Consistency with Plans.** Transit facilities shall be provided consistent with the Denver Comprehensive Plan, including any adopted supplements, such as district, neighborhood or corridor plans. Transit facilities shall also be consistent with adopted plans of the Regional Transportation District or other managing entity.

**5.3.5.2 Design of Transit Facilities.** Transit facilities shall be designed according to the standards of the Regional Transportation District and the design guidelines of any applicable design review regulations. If the transit facility in question is not managed by RTD, it shall be designed according to the standards of the managing entity, including but not limited to the Ski Train, AmTrack, Bus Companies and/or Denver International Airport.

**5.3.5.3 Connections.** Transit facilities shall be located adjacent to and accessible from activity centers and commercial areas.

### **5.3.6 Standards for Railroads and Truck Routes**

**5.3.6.1 Consistency with Plans.** Freight routes, including railroads and truck routes, shall be provided consistent with federal, state, Public Utility Commission and City and County of Denver plans.

**5.3.6.2 Designated Truck Routes.** Truck routes may be shown in the General Development Plan and shall be compatible with the anticipated development program.

### **5.3.7 Criteria for Approval**

Street system improvements required to accommodate existing and proposed land uses and projected traffic are compatible with the existing adjacent uses and uses shown in Blueprint Denver for the subject and adjacent properties, including:

- A.** Provide an interconnected transportation system that encourages multiple modes of transportation, disperses traffic, and provides streets that accommodate multiple transportation modes including motor vehicles, transit, bicycles and pedestrians.
- B.** The existing or proposed street system is adequate to accommodate trips from existing and planned land uses without creating safety hazards.
- C.** The existing or proposed street system continues Denver’s traditional street patterns of arterials, collectors and local streets on a grid system and continues Denver’s physical character, including interconnected street networks, connectivity to existing roads, parkways, tree-lined streets and detached sidewalks.
- D.** The GDP provides clear and adequate pedestrian connections and linkages between buildings and transit facilities, public rights of way and transit facilities, and between multiple modes of transit. The existing or proposed street system connects pedestrians and bicyclists to significant locations, such as parks, transit, housing, trails, shopping, schools, and public facilities.
- E.** The proposed street spacing creates block sizes that provide pedestrian scale to development.
- F.** The street network improves the flow of traffic, eliminates conflicts between vehicles, improves pedestrian and

bicycle safety, enhances the walking environment, and allows space for street amenities such as on-street parking and street trees.

- G.** Inter-modal transit centers integrate appropriate facilities for all modes of travel.
- H.** Transit stops provide safe, secure, convenient and comfortable locations to access transit.
- I.** The bicycle system is connected to and continues an interconnected systems of bicycle lanes, bicycle routes and off-street paths.
- J.** The block and street layout for all development is compatible with existing and planned development of adjacent parcels.
- K.** The number, location and design of proposed streets minimizes traffic impacts to local neighborhood streets.
- L.** Provisions have been made to connect to or continue regional trails through the GDP area.

## **Section 5.4 TRANSPORTATION DEMAND MANAGEMENT PLAN**

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### **5.4.1 Intent**

- A.** To integrate transportation demand management (TDM) strategies into overall roads and transportation infrastructure needs assessment.
- B.** To integrate transportation demand management strategies into overall parking needs assessment.
- C.** To provide a general framework for all TDM plans that can be modified for the needs of a site-specific General Development Plan.

### **5.4.2 Applicability**

A Transportation Demand Management (TDM) plan requirement may be included as part of the General Development Plan approval to address one of two issues relating to transportation:

- A. Reduction in Parking:** Should the applicant request a reduction in parking as permitted in the mixed-use zone districts (4.2.B Chart 3) a TDM plan will be required.
- B. Trip Reduction Plan:** Should the applicant request a discount for traffic (5.3.2.10) due to the presence of transit, a TDM plan would be required to document how the Trip Reduction Goal will be achieved.

### **5.4.3 Reduction in Parking**

- A.** TDM plan: A TDM plan to address a discount taken in the parking requirements may include but not be limited to one or more of the following:

#### **1. TDM Program Coordinator**

Designation of a TDM Program Coordinator responsible for the administration of the TDM program and coordination with outside entities, including the City.

#### **2. TDM Program**

TDM program elements may include but are not limited to:

- i.** parking management provisions, including preferential parking and reduced rates for carpool and/or vanpools;
- ii.** employee parking cash-out;
- iii.** transit bus pass subsidies;

- iv. bike lockers, showers, clothes lockers or bike station facility;
- v. alternative work schedules and flex-time;
- vi. telecommuting;
- vii. ride-matching and guaranteed ride home programs;
- viii. on-site transit/paratransit circulation services;
- ix. vanpool/carpool programs;
- x. incentive programs to encourage employee to use alternative modes of transportation; and
- xi. other acceptable industry practices as demonstrated in other developments in the country.

### 3. A TDM Study

A study based on the phasing of the applicant’s project will identify an agreed upon time frame until a specified build-out to determine the proportion of single occupant vehicle use, success of the TDM program, and proposed program changes. The method for determining the proportion of single occupant vehicle use should be representative of the typical trip making characteristics of residents, employees and visitors in the area identified in the TIS. The study method and documentation shall be agreed upon by the applicant and the Manager of Public Works.

### 4. Transportation Management Association (TMA)

Establishment of a Transportation Management Association (TMA) or participation in an existing TMA.

- B. Good Faith Effort:** The entity responsible for managing off street, non-residential parking and the TDM plan shall submit its initial TDM program to the Manager of Public Works for review and a determination of “good faith effort.” Subsequent submittals shall be submitted to the Manager or Public Works for review and a determination of “good faith effort” on the an agreed upon schedule. Determination of a “good faith effort” shall be based on the following criteria:
1. Compliance with minimum requirements specified in the agreed upon TDM Plan.
  2. Comprehensiveness of the strategies included, not to exceed that which would be considered reasonable given similar activities property owners or employers around the country.
  3. Applicability and consistency of the strategies identified in the **Denver Comprehensive Plan, Blueprint Denver, Metro Vision** – the Denver Regional Council of Governments (DRCOG) regional growth management plan and the **Blueprint for Clean Air** – the Regional Air Quality Council’s long range air quality plan.
- B. Non-attainment of Goals:** Should a determination of “good faith effort” not be made, then the Manager of Public Works shall give the applicant responsible for managing off street, non-residential parking and the TDM program 15 days to respond to this determination. If at the end 15 days, no response is given or the City’s Manage of Public Works again determines a “good faith effort” has not been made, the Manager will submit a program of mandatory transportation demand management actions for implementation within 60 days. Mandatory actions could include financial penalties, required participation in the RTD EcoPass Program or other measures.

#### 5.4.4 Trip Reduction Strategy Plan

- A. Traffic Impact Study (TIS)** must document the Trip Reduction Goal (TRG) that was assumed for the analysis; this is the reduction in standard trip generation due to the proximity to transit, the mixed-use nature of the project, and any other features of the development that would result in reduced trip generation. The applicant will submit a list of TDM strategies or formal TDM plan and when those strategies are required for implementation. As the development is phased, the applicant should show associated strategies with the phasing plan.

**B. Monitoring**

A Monitoring Program may be required to evaluate achievement of the Trip Reduction Goal.

**5.4.5 Criteria for Approval**

- A.** Transportation demand will shift from single occupancy vehicles to other modes of travel;
- B.** Access to transit service will increase for residents, workers and visitors to a development that is within 1,500 feet or a permanent transit facility;
- C.** Trip reduction strategies will encourage successful mixed-use development;
- D.** Transportation mode split for work trips into and around the project area will achieve or exceed that identified in the Traffic Impact Study (TIS);
- E.** Amount of air emissions will be lowered; and
- F.** Demand on existing City infrastructure will be reduced, lessening maintenance requirements and necessary capital improvements.

**Section 5.5 WATER AND WASTEWATER SYSTEMS**

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**5.5.1 Intent**

- A.** To protect natural resources from the adverse impacts of development;
- B.** To preserve the quality and availability of safe drinking water from the potential of contamination and degradation due to the proximity of specific land uses or activities;
- C.** To maintain standards of water quality and quantity within local bodies of water by establishing provisions regulating the management of stormwater;
- D.** To prevent the contamination of surface waters and sanitary sewers from stormwater runoff;
- E.** To preserve environmentally sensitive or beneficial areas including lakeshores, wetland areas, areas harboring protected species, fisheries and/or conservation areas;
- F.** To preserve the natural function of all floodways and floodplain areas and limit the potential of flood damage by regulating development and land use activities within the delineated 100-year flood zone;
- G.** To ensure that water and sanitary sewer utilities and facilities are available concurrent with new development.

**5.5.2 Technical Studies and Plans**

**5.5.2.1 Required Plans.** The following information must be approved by the Department of Public Works prior to approval of the General Development Plan:

- A.** Master Sanitary Sewer Study
- B.** Master Drainage Study

**5.5.2.2 Development Phasing.** If a development is to be constructed by stages, storm drainage and sanitary sewer studies shall be submitted and approved for the entire development before construction of any one phase can be initiated. When developing in phases, the applicant shall be required to covenant that all storm drainage and sanitary sewer facilities and on-site grading will be constructed in accordance with approved storm drainage and sanitary sewer studies and/or plans for the entire development. No person(s) shall have the authority to redesign or alter the construction of any phase of the develop-

ment without first obtaining written approval from the Manager of Public Works. When all phases of construction have been completed, inspected and accepted by the Manager of Public Works, the applicant may request, if applicable, termination of the Covenant.

**5.5.2.3 Department of Public Works Technical Resources**

- A.** Rules and Regulations Governing Sewerage Charges and Fees and Management of Wastewater
- B.** Storm Drainage Design and Technical Manual
- C.** Sanitary Sewer Design Technical Manual
- D.** Urban Drainage and Floor Control District Drainage Criteria Manual
- E.** City and County of Denver Storm Drainage Master Plan
- F.** City and County of Denver Water Quality Master Plan

**5.5.3 Stormwater Standards**

**5.5.3.1 Limitation of the amount of stormwater runoff.** No development shall cause adjacent land owners, water courses, channels, or conduits to receive stormwater runoff from the proposed development site at a higher peak flow rate or at higher velocities than would have resulted from the same storm event occurring over the site of the proposed development with the land in its undeveloped condition. Both major and minor storm events shall be considered per the technical manual requirements.

**5.5.3.2 Stormwater detention.** On-site or regional detention basins or equivalent management facilities shall be provided within the development in order to properly limit surface runoff. All stormwater management facilities shall be constructed within the confines of the proposed development, except in the case of approved regional stormwater detention facilities.

**5.5.3.3 Timing of stormwater management facility construction.** Where the development of a site could result in danger to persons, land or wildlife due to runoff during construction, the facilities for stormwater runoff control shall be constructed prior to any earth moving or drainage construction on the site.

**5.5.3.4 Compatibility with open spaces.** Where possible, stormwater runoff facilities shall use human-made and natural drainageways for compatible use as parks, open space, trails, recreation facilities and/or wildlife corridors.

**5.5.3.5 Compatibility with urban design goals.** All stormwater runoff facilities shall be designed using Best Management Practices that result in safe, efficient, attractive, and environmentally sustainable facilities that meet or further the urban design goals of the development.

**5.5.3.6 Compatibility with existing master plans.** All stormwater runoff facilities shall be designed using the City’s most current master drainage plan.

**5.5.4 Water Quality and Erosion Control Standards**

Stormwater quality and erosion control is required as part of the City’s municipal stormwater discharge permit which authorizes the discharge of stormwater from regulated small Municipal Separate Storm Sewer Systems (MS4s). The Environmental Protection Agency (EPA) requires that discharges from regulated small Municipal Separate Storm Sewer Systems (MS4s) must be covered under the National Pollutant Discharge Elimination System (NPDES) program. All development shall be required to

meet the following standards of the Department of Public Works:

**5.5.4.1 Post Construction Water Quality Control.** Stormwater Quality Control shall be addressed in the Master Drainage Study and shall establish specific water quality requirements that must be met by individual parcels or a Metropolitan District where regional facilities for storm drainage detention and water quality are proposed. Shared detention facilities are encouraged.

**5.5.5 Water Standards**

**5.5.5.1 Public water accessible.** Where an approved public water supply is reasonably accessible or procurable, the applicant shall make application to Denver Water to connect to such water supply. If approval is granted, the applicant shall connect to the system and install water lines to make the water supply available to each lot within the development.

**5.5.5.2 Water supply not accessible.** Where an approved public water supply is not reasonably accessible or procurable, alternate arrangements satisfactory to Denver Water, the Manager of Community Planning and Development, the Manager of the Department of Public Works and the Chief of the Denver Fire Department shall be determined prior to any approval of the General Development Plan.

**5.5.5.3 Firefighting water supply or fire hydrants.** The developer shall provide a fire fighting water supply or fire hydrants within the development. Such hydrants shall be of the type, size, number and installed in such locations as determined by the Denver Fire Chief.

**5.5.5.4 Location within streets and rights-of-way.** Water facilities shall be installed in the same rights-of-way to the greatest extent possible. Where not practical, water facilities may be placed within easements or rights-of-way provided for the particular facilities.

**5.5.6 Sanitary Sewer Standards**

**5.5.6.1 Public Sanitary Service.** Where a public sanitary sewer system is located within five hundred (500) feet, and legal access is attainable, the applicant shall connect to such sanitary sewer system and provide adequate connection lines to development parcels. Sanitary sewer service may be made available by the extension of the City sewerage system. The developer shall make provision for adequate sewer services to the development site.

**5.5.6.2 Location within streets and rights-of-way.** Sanitary sewer facilities shall be installed in rights-of-way to the greatest extent possible. Where not practical, sanitary sewer facilities may be placed within easements or rights-of-way provided for the particular facilities.

**5.5.6.3 Compatibility with existing master plans.** All sanitary sewers shall be designed using the City’s most current master sanitary sewer plan.

**5.5.6.4 Criteria for Approval**

Proposed wastewater and water systems shall address drainage, water quality, sanitary sewer service and water supply service in a comprehensive manner, including:

- A.** Maximizing levels of public safety and property protection related to flooding, stormwater conveyance, and water quality;
- B.** Integration of appropriate storm water detention and water quality Best Management Practices;

- C.** Using multi-purpose facilities where appropriate, such as incorporating linear open space within riparian corridors by integrating drainage facilities and features with natural waterways, recreation areas, trails and open space.
- D.** Enhancing public safety and avoiding water-related hazards;
- E.** Designing drainage facilities and features to complement and enhance the urban design goals of the development area.
- F.** Ensuring compatibility with current and proposed land uses and needs;
- G.** Minimizing negative environmental impacts;
- H.** Maximizing opportunities for water quality enhancements;
- I.** Ensuring the Master Drainage Study includes project(s) identified in the Denver Capital Improvements Program, the Six-Year Needs Assessment, the Denver Storm Drainage Master Plan and other approved facilities plans.

## **Section 5.6 UTILITIES**

### **5.6.1 Intent**

- A.** To ensure that adequate utilities will be available concurrent with development;
- B.** To provide for the appropriate location, layout, engineering and design of new facilities.

### **5.6.2 Standards for Utility Location, Layout, Engineering and Design**

**5.6.2.1 Location within streets and rights-of-way.** Utilities and transportation facilities shall be installed in the same rights-of-way to the greatest extent possible. Where not practical, utility lines may be placed within easements or rights-of-way provided for the particular facilities.

**5.6.2.2 Buried utilities required.** New telephone, communications, electric, gas and other similar utility lines and services shall be placed underground except where this requirement is in conflict with the requirements of public and private utility companies or other regulatory agencies. Transformers, switching boxes, terminal boxes, metering, roadway lighting, signal devices, gas regulators, compressor stations or other similar facilities necessarily appurtenant to underground facilities may be placed above ground, but should be placed so that they do not compromise sight distance from site access points and so that they are as unobtrusive as possible with respect to the character of the streetscape. To the extent possible, these facilities should be located in the rear yard or alley rather than the front yard.

**5.6.2.3 Minimize environmental impacts.** Environmental impacts resulting from installation or maintenance of utilities shall be minimized. Areas disturbed during construction shall be replanted with native vegetation or other planting as approved in a Landscape Plan and maintained until firmly established. Clearing shall be confined to that necessary to allow installation and to prevent interference by vegetation once the system is in operation.

**5.6.2.4 Coexistence with street trees.** Utilities located in the tree lawn, amenity zone or sidewalk area of the public right of way shall be located to avoid conflict with the root systems of street trees. Utility conduits shall be located as far from the tree lawn center line as possible.

**5.6.2.5 Fees.** The developer shall be responsible for all construction or installation charges including those required by the utility provider (except those installed at the expense of the utility company involved). Utilities are subject to all other applicable City, State and Federal regulations.

**5.6.2.6 Compatibility with stormwater facilities.** All utility systems and facilities, such as communication, water, gas and electrical systems, installed in any area of special flood hazard shall be designed, located and/or constructed to eliminate damage from flood waters.

**5.6.2.7 Consistent with public utility standards.** The design, layout and construction of utilities shall conform with the standards of the permitting utility.

### **5.6.3 Standards for Easements**

**5.6.3.1 Location of Easements.** New utility easements shall be planned so as to be free from conflicting legal encumbrances, to avoid unnecessary removal of trees or excessive excavations, to avoid locations or routes where street tree plantings or landscape screening is either required or customary, and to be free from obstructions.

**5.6.3.2 Dimensions.** Standard easement widths shall be provided as required by the relevant utility company.

**5.6.3.3 Joint Location of Easements.** Where easements are combined with a watercourse, drainage way, channel or stream, a usable utility easement of at least ten (10) feet in width outside that required for water shall be provided if the use would be in conflict with drainage requirements. Multiple use of a given easement is encouraged. The developer is encouraged, in lieu of providing easements on each and every lot line, to propose a layout based upon a plan for providing the necessary utilities in order to reduce the number, width, and complexity of easements. Such a proposal is subject to approval by the utility agencies involved and by the City. Easements may also be required under certain conditions for the right-of-way to include signs, walkways and other special areas.

### **5.6.4 Criteria for Approval**

- A.** Utilities are available to directly serve the area of the proposed land use or other arrangements (contractual, development agreement, performance bond, etc.) have been made to ensure that adequate utilities will be available concurrent with development.
- B.** Utilities are designed to be compatible with the urban design, open space and land use goals of the development.



## **Section 5.7 URBAN DESIGN**

### **5.7.1 Intent**

- A.** To develop guidelines for the area or sub-areas that will result in an attractive urban setting with a pedestrian friendly environment, an interconnected street grid system, transit corridors, a system of parks and parkways, and natural features.
- B.** To develop guidelines for amenities within public right-of-way and open space, including sidewalks and amenity zones with tree lawns or trees in grates, landscaping, street furniture, signage and lighting.
- C.** To develop design guidelines for private sector design, private aggregated open space, parking, and pedestrian pathways.
- D.** To support the balanced mix of land uses within a high quality built and natural environment.
- E.** To determine arrangements for on-going maintenance and repair of streetscape and public amenities.

### **5.7.2 Urban Design Standards and Guidelines Document**

Design guidelines may be approved as part of a GDP and shall be required in a T-MU-30 zone district prior to application for a Site Plan. If not adopted as part of the GDP approval, design guidelines may be adopted separately as rules and regulations pursuant to section 12-18 of the Denver revised municipal code.

### **Sample Table Of Contents For Design Standards And Guidelines**

- A.** Introduction: Location, context, history, development goals and vision, explanation of terms and organization of document
- B.** Procedures for Design Review: Participants, review process and schedule, submittal requirements, public notification and involvement, approval authority, procedures for appeal
- C.** Standards and Guidelines
  - 1.** Subareas: specific architectural or site standards for smaller areas or buildings
  - 2.** Site Related Issues: public right of way and streetscape, vehicular access, pedestrian access, parking and parking structures
  - 3.** Building Location and Orientation: building placement, setbacks and build-to lines or zones
  - 4.** Building Massing: building adjacencies, building form
  - 5.** Building Facades: architectural scaling elements, surface variation, materials, percentage of window to wall, window glazing transparency, window detailing
  - 6.** Landscape: public and private open space, walls, fencing, pedestrian paths
  - 7.** Special relationships to significant planned or existing features or infrastructure
  - 8.** Signage design
  - 9.** Master sign plan: parameters for identification, directional, interpretation, wayfinding and other signage.

### **5.7.3 Urban Design Standards**

The following urban design standards are to be addressed in the General Development Plan and/or shall be incorporated in the Design Standards and Guidelines Document for application to PlanSite Plans or applied to Special Review Uses included in the GDP.

### **5.7.3.1 Site Design**

Site design shall achieve all of the following standards:

- A.** Provide safe, direct and attractive pedestrian and bicycle connections to building entries and public sidewalks within parking lots and transit facilities
- B.** Utilize building site and design strategies to create mixed-use environments that encourage complementary use relationships and that minimize the adverse impacts between diverse uses, including noise and wind mitigation.
- C.** Locate, screen, and buffer service, storage, delivery, and refuse areas to minimize the view from streets, adjacent zone lots, and open spaces
- D.** Minimize the visual and functional impacts of parking areas, parking structures, and residential garages on streets, pedestrian and bicycle circulation, open spaces, and adjoining development
- E.** Improve the efficiency of parking areas by allowing multiple uses to share parking spaces, curb cuts, and circulation drives
- F.** Detail requirements for streetscape design and lighting in the public right of way

### **5.7.3.2 Building Design**

Building design shall achieve all of the following standards:

- A.** Locate buildings to reinforce and complement the quality, character and function of adjoining public space and rights of way.
- B.** Provide an operable building entrance facing or clearly visible from the public right of way or other public vantage point.
- C.** Provide architecturally finished and detailed elevations for all exposures of the building with the primary façade, typically the street-facing elevation, having appropriate architectural expression
- D.** Create buildings that provide human scale and interest through use of varied forms, materials, details, and colors.
- E.** Use durable materials that complement Denver’s tradition as a city of brick and masonry
- F.** Minimize the use of highly reflective glass, particularly at the street level

### **5.7.3.3 Transit Mixed-Use**

In addition to the site and building design criteria above, the following criteria shall apply in districts with fixed transit service:

- A.** Configure buildings to emphasize and reinforce their relationship to the transit facility.
- B.** Provide clear and adequate pedestrian visual connections and access linkages between buildings and transit facilities, public rights of way, and transit facilities, and connecting all other modes of travel.
- C.** Configure the site so that a clear, safe, and attractive pedestrian system is the primary public element to which buildings are oriented, with the transit facility as an easily identifiable component.
- D.** Maximize pedestrian amenities such as street furniture and open space near transit facilities and along the primary pedestrian connections to transit facilities.
- E.** Arrange building uses, heights, and scaling devices to reinforce the main station area and to provide a reasonable transition to adjoining development.

## **5.7.4 Criteria for Approval**

### **5.7.4.1 Public Sector Urban Design Review Criteria**

These review criteria apply to elements within the public right of way and public property:

- A.** Continue Denver’s character, including tree-lined streets, detached sidewalks, interconnected street networks, and convenient access to parks, parkways, open space, public facilities, and transit
- B.** Use human-made and natural features such as active and passive open spaces, drainage corridors, streets, alleys, and parkways to organize, focus and interrelate development sites, edges, transitions and interconnections.

### **5.7.4.2 Private Sector Urban Design Review Criteria:**

These review standards apply to that portion of the development that is within the site:

- A.** Arrange land use areas, including residential, employment, retail, service, and open space uses to be pedestrian oriented and conveniently arranged to facilitate interaction.
- B.** If building locations are shown, they define street edges with buildings and landscaping to promote pedestrian activity.
- C.** Private streets have the same quality as public streets, such as sidewalks, tree lawns with street trees and buildings located so as to define the street.

**Section 5.8 GENERAL DEVELOPMENT PLAN CRITERIA CHECKLIST**

This form summarizes the Criteria for Approval from each of the Content Sections. It is for use in the staff evaluation of the final GDP to determine whether the GDP has meet the criteria for approval. In reviewing an application for a GDP, City staff will check APPROVED, DENIED or NOT APPLICABLE to identify whether the application meets the applicable criteria. If criteria are not met, the applicant shall provide an acceptable explanation or the GDP will not be approved.

**Final Checklist**

Approved	Denied	N/A	Criteria for Approval of a General Development Plan	Corresponds to Submittal Element (Section 4.0)
			The proposed land uses are generally in conformance with the adopted Comprehensive Plan (including any adopted supplements such as neighborhood or corridor plans), Blueprint Denver, and the zoning map (including waivers and conditions), or that the means for reconciling any differences have been addressed.	Chart 1, Proposed Development Concepts; Proposed Development Program; Proposed Transportation Facilities; Proposed Regional Facilities; and Proposed Implementation and Phasing Plan.  Chart 2, Proposed Development Program; Proposed Transportation Facilities; and Description of Unresolved Issues.  Chart 3, Proposed Development Program; Proposed Transportation Facilities and Proposed Utilities.
			The combination of land uses, including a variety of residential types, commercial, industrial, public and semi-public areas, are arranged and designed in such a manner as to properly relate to each other, the surrounding community, the planned thoroughfare and public transportation systems, and other public facilities such as water and sewer systems, parks, schools and utilities.	Chart 1, Proposed Development Concepts
			The proposed development, including density, access and circulation is compatible with the existing and/or permissible future use of adjacent property.	Chart 1, Proposed Development Concepts; Proposed Development Program  Chart 2, Proposed Development Program  Chart 3, Proposed Development Program
			The density for residential development and building envelope standards are compatible with existing and planned development of adjacent parcels.	Chart 2, Proposed Development Program
			Early phases of development are designed so as to promote long-term quality and character.	Chart 1, Proposed Development Concepts and Proposed Implementation and Phasing Plan.  Chart 2, Description of Unresolved Issues

Approved	Denied	N/A	<b>Criteria for Approval of a General Development Plan</b>	<b>Corresponds to Submittal Element (Section 4.0)</b>
			<p>On and off-site public facilities are adequate, or will be adequate if the development is phased in, to serve the properties under consideration and will provide access to adjoining land in a manner that will allow development of those adjoining lands in accordance with Blueprint Denver.</p>	<p>Chart 1, Proposed Development Concepts; Proposed Development Program; Proposed Transportation Facilities; Proposed Regional Facilities; and Proposed Implementation and Phasing Plan.</p> <p>Chart 2, Proposed Development Program; Proposed Transportation Facilities; and Description of Unresolved Issues.</p>
			<p>The General Development Plan makes provision for planned public facilities reflected in the current Denver Six Year Needs Assessment, adopted plans, or any other public facilities plans adopted by the City, and/or any applicable Denver Public Schools capital facility plan.</p>	<p>Chart 1, Proposed Implementation and Phasing Plan</p>
			<p>Open space transferred between zone lots enhances the connection to transit facilities, plazas or streets; enhances the pedestrian environment; enhances or creates public space, or is a benefit to the neighborhood, and aggregated open space is publicly accessible and is entirely useable open space.</p>	<p>Chart 1, Proposed Development Concepts and Proposed Implementation and Phasing Plan</p>
			<p>Principles of environmental sustainability, as documented in the Comprehensive Plan, are integrated into the development plan concepts of the General Development Plan, including:</p> <ul style="list-style-type: none"> <li>• Compact development patterns with a compatible mix of uses;</li> <li>• Walkable neighborhoods with transportation choices;</li> <li>• Parks and other open spaces that protect and enhance significant natural resources;</li> <li>• Respect, conserve and, where practical, expand wildlife habitat, watersheds, open space and other significant natural resources;</li> <li>• Integrate energy efficient and renewable energy design in the GDP; and</li> <li>• Integrate resource conservation strategies, including pollution prevention, improved air quality and water conservation.</li> </ul>	<p>Chart 1, Proposed Development Concepts; Proposed Development Program; Proposed Transportation Facilities; Proposed Regional Facilities; and Proposed Implementation and Phasing Plan.</p> <p>Chart 2, Proposed Development Program; Proposed Transportation Facilities.</p>

Approved	Denied	N/A	<b>Criteria for Approval of a General Development Plan</b>	<b>Corresponds to Submittal Element (Section 4.0)</b>
			<p>Street system improvements required to accommodate existing and proposed land uses and projected traffic are compatible with the existing adjacent uses and uses shown in Blueprint Denver for the subject and adjacent properties, including:</p> <ul style="list-style-type: none"> <li>▶ Provide an interconnected transportation system that encourages multiple modes of transportation, disperses traffic, and provides streets that accommodate multiple transportation modes including motor vehicles, transit, bicycles and pedestrians.</li> <li>▶ The existing or proposed street system is adequate to accommodate trips from existing and planned land uses without creating safety hazards.</li> <li>▶ The existing or proposed street system continues Denver’s traditional street patterns of arterials, collectors and local streets on a grid system and continues Denver’s physical character, including interconnected street networks, connectivity to existing roads, parkways, tree-lined streets and detached sidewalks.</li> <li>▶ The GDP provides clear and adequate pedestrian connections and linkages between buildings and transit facilities, public rights of way and transit facilities, and between multiple modes of transit. The existing or proposed street system connects pedestrians and bicyclists to significant locations, such as parks, transit, housing, trails, shopping, schools, and public facilities.</li> <li>▶ The proposed street spacing creates block sizes that provide pedestrian scale to development.</li> <li>▶ The proposed street network improves the flow of traffic, eliminates conflicts between vehicles, improves pedestrian and bicycle safety, enhances the walking environment, and allows space for street amenities such as on-street parking and street trees.</li> </ul>	<p>Chart 1, Proposed Development Concepts, Proposed Transportation Facilities and Proposed Implementation and Phasing Plan.</p> <p>Chart 2, Proposed Transportation Facilities and Description of Unresolved Issues.</p> <p>Chart 3, Proposed Transportation Facilities.</p>

Approved	Denied	N/A	<b>Criteria for Approval of a General Development Plan</b>	<b>Corresponds to Submittal Element (Section 4.0)</b>
			<ul style="list-style-type: none"> <li>▶ Inter-modal transit centers integrate appropriate facilities for all modes of travel.</li> <li>▶ Transit stops provide safe, secure, convenient and comfortable locations to access transit.</li> <li>▶ The bicycle system is connected to and continues an interconnected systems of bicycle lanes, bicycle routes and off-street paths.</li> <li>▶ The block and street layout for all development is compatible with existing and planned development of adjacent parcels.</li> <li>▶ The number, location and design of proposed streets minimizes traffic impacts to local neighborhood streets.</li> <li>▶ Provisions have been made to connect to or continue regional trails through the GDP area.</li> </ul>	
			<p>The Traffic Demand Management will further the following goals:</p> <ul style="list-style-type: none"> <li>▶ Transportation demand will shift from single occupancy vehicles to other modes of travel;</li> <li>▶ Access to transit service will increase for residents, workers and visitors to a development that is within 1,500 feet or a permanent transit facility;</li> <li>▶ Trip reduction strategies will encourage successful mixed-use development;</li> <li>▶ Transportation mode split for work trips into and around the project area will achieve or exceed that identified in the Traffic Impact Study (TIS);</li> <li>▶ Amount of air emissions will be lowered; and</li> <li>▶ Demand on existing City infrastructure will be reduced, lessening maintenance requirements and necessary capital improvements.</li> </ul>	<p>Chart 3, Proposed Transportation Facilities</p> <p>Chart 1, Proposed Development Concepts</p>

Approved	Denied	N/A	<b>Criteria for Approval of a General Development Plan</b>	<b>Corresponds to Submittal Element (Section 4.0)</b>
			<p>Proposed wastewater and water systems shall address drainage, water quality, sanitary service and water supply service in a comprehensive manner, including:</p> <ul style="list-style-type: none"> <li>▶ Maximizing levels of public safety and property protection related to flooding, stormwater conveyance, and water quality;</li> <li>▶ Integration of appropriate storm water detention and water quality Best Management Practices;</li> <li>▶ Using multi-purpose facilities such as incorporating linear parks within riparian corridors by integrating drainage facilities and features with natural waterways, recreation areas, trails and open space;</li> <li>▶ Enhancing public safety and avoiding water-related hazards;</li> <li>▶ Designing drainage facilities and features to complement and enhance the urban design goals of the development area.</li> <li>▶ Ensuring compatibility with current and proposed land uses and needs;</li> <li>▶ Minimizing negative environmental impacts;</li> <li>▶ Maximizing opportunities for water quality enhancements;</li> <li>▶ Minimizing life cycle costs of drainage systems and components;</li> <li>▶ Providing flexibility in phasing construction of drainage systems and components;</li> <li>▶ Ensuring the Master Drainage Study includes project identified in the Denver Capital Improvements Program, the Six-Year Needs Assessment, the Denver Storm Drainage Master Plan, and other approved facilities plans.</li> </ul>	<p>Chart 1, Proposed Development Concepts, Proposed Regional Utilities and Proposed Implementation and Phasing Plan.</p> <p>Chart 3, Proposed Development Program and Proposed Utilities</p>



Approved	Denied	N/A	<b>Criteria for Approval of a General Development Plan</b>	<b>Corresponds to Submittal Element (Section 4.0)</b>
			Utilities are available to directly serve the area of the proposed land use or that other arrangements (contractual, development agreement, performance bond, etc.) have been made to ensure that adequate utilities will be available concurrent with development.	Chart 1, Proposed Regional Utilities and Proposed Implementation and Phasing Plan.
			Utilities are designed to be compatible with the urban design, open space and land use goals of the development.	Chart 1, Proposed Development Concept, Proposed Development Program, Proposed Regional Utilities
			<p>The General Development Plan incorporates the following urban design principles both directly and through any Design Standards and Guidelines document:</p> <ul style="list-style-type: none"> <li>▶ Continue Denver’s character, including tree-lined streets, detached sidewalks, interconnected street networks, and convenient access to parks, parkways, open space, public facilities, and transit</li> <li>▶ Use human-made and natural features such as active and passive open spaces, drainage corridors, streets, alleys, and parkways to organize, focus and interrelate development sites, edges, transitions and interconnections.</li> <li>▶ Arrange land use areas, including residential, employment, retail, service, and open space uses to be pedestrian oriented and conveniently arranged to facilitate interaction.</li> </ul>	<p>Chart 1, Proposed Development Concepts; Proposed Development Program; Proposed Transportation Facilities; Proposed Regional Facilities; and Proposed Implementation and Phasing Plan.</p> <p>Chart 2, Proposed Development Program; Proposed Transportation Facilities; and Description of Unresolved Issues.</p> <p>Chart 3, Proposed Development Program; Proposed Transportation Facilities and Proposed Utilities.</p>

## **Section 6.0: PROPOSED IMPLEMENTATION AND PHASING PLAN**

The implementation plan shall be submitted as maps, tables and narrative. Although many of the implementation items may be conceptual rather than absolute, the implementation plan identifies the priorities and responsibilities for actions that will result in the ultimate construction of the GDP as approved. The narrative should indicate the degree of certainty for each of the implementation elements.

The Implementation Plan portion of the GDP is for information and planning purposes and is not part of the GDP entitlement or vesting. The GDP Implementation Plan is not a self-implementing document and is to be used for strategic timing only. It neither confers nor denies any property rights or public funding. See Section 4.2.4(C)(3) for vesting information.

### **6.1 Intent**

- A.** To determine phasing needs for orderly development and sufficient infrastructure;
- B.** To document potential responsibilities, timing and triggers for phased development;
- C.** To determine appropriate regulatory, investment and partnership mechanisms for achieving build-out of the approved General Development Plan;
- D.** To determine an action plan for orderly, timely and adequate implementation of the GDP.

### **6.2 Construction and Infrastructure Phasing**

- A.** Implementation Plan shall describe:
- B.** Projected start date for development;
- C.** Estimated timeframe for complete build-out;
- D.** Determination if development will be constructed in phases;
- E.** If phased, the locations and start times of each phase;
- F.** If phased, the relationship between phased construction and construction of major infrastructure;
- G.** If phased, interim measures to meet infrastructure needs prior to full build out and final infrastructure construction;
- H.** If phased, financial and legal assurances that final infrastructure systems will be built following interim measures, such as but not limited to such mechanisms as letter of credit or bond.

### **6.3 Infrastructure and Public Facilities**

Implementation Plan shall describe amount, timing and responsible party, if applicable, of:

- A.** Proposed land dedication(s) or vacation(s) for right of way;
- B.** Proposed land dedication(s) for parks;
- C.** Proposed cash in lieu of land dedication(s);
- D.** Proposed park and trail improvements;
- E.** Maintenance agreements for aggregated open space;
- F.** Proposed regional detention facilities;
- G.** Proposed regional wet and dry utility facilities and/or easements;
- H.** Any other proposed public facilities and/or easements.

## 6.4 Implementation Mechanisms and Strategies

GDP implementation strategies include regulatory actions, partnerships and investment. Narrative shall describe potential strategies for implementing the final GDP.

**Regulatory Actions:** May include actions such as subdivision, zoning map amendments, dedication of land for right of way or parks, vacation of right of way, approval of design guidelines, designation of new view planes, designation of new parkways, designation of historic landmark structures or districts, etc. Identify action to be taken, responsible party, and timing.

**Partnerships:** May include actions such as establishing intergovernmental agreements, special districts, development agreements, covenants, homeowner associations, etc. Identify action to be taken, responsible party and timing.

**Investment:** May include public funding sources such as bonds, tax increment financing, local improvement districts, etc. Identify action to be taken, responsible party and timing.

## APPENDICES

### A. GLOSSARY OF TERMS AND ACRONYMS

#### A

ADT	Average Daily Trips
Amenity Zone	A portion of the public right of way that contains streetscape elements
Approval Sheets	The signature sheet for designated members of the General Development Review Committee or its designees to indicate approval of the GDP.
Applicant	Person(s) who submit a proposal for a General Development Plan for a specific location.
Approved GDP	A site-specific General Development Plan that contains all required information, meets all City content and formatting standards, has been reviewed through the GDP process, approved by the DRC and the Planning Board and signed by the Zoning Administrator.
Arterial Street	A street which has the primary function of carrying through traffic, but which may also provide limited access to abutting property.
Attached Sidewalk	Sidewalk immediately adjacent and attached to a street curb.

#### B

Block	Land bounded by public or private streets.
MP	Best Management Practices
BOA	Board of Adjustment for Zoning Appeals
Boulevards	See Parkways

#### C

CASMP	Construction Activities Stormwater Management Plan
CDPS	Colorado Discharge Permit System
City	The City and County of Denver
Center, Town	The focal point of one of more neighborhoods. Centers provide convenient access to shops, restaurants and community-oriented services, such as day care, libraries and meeting halls. There are shorter auto trips and more walking and bicycling since residential and commercial areas are near one another. The size of a center and its role in the city vary correspondingly with the scale and accessibility of the surrounding neighborhoods. Ideally, centers should support both daytime an evening activities to create an attractive and safe neighborhood destination.
City Staff	Employees of the City and County of Denver, acting on behalf of the City, as designees of applicable City agencies or departments.
Collector Street	A street which has the primary function of providing for the distribution of traffic within neighborhoods, and which carries through traffic and provides access to abutting properties.
Common Land or Common Area	Any tract or parcel of land designated for common use and/or ownership for: access, recreation, utilities, open space or surface drainage control.
Complete Application	An application for a site-specific General Development Plan that contains all required information and meets all City formatting standards that has been submitted to the Zoning Administrator with applicable fees.

Complete GDP	A site-specific General Development Plan that contains all required information and meets all City formatting standards that has been submitted to the Zoning Administrator with applicable fees.
Comprehensive Plan	The general plan of the City and County of Denver as authorized by RMC Section 12-61.
Controlled Access Highway	A highway, street or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street or roadway.
CPD	Department of Community Planning and Development
CMU	Commercial Mixed Use zone district
CRCP	Colorado Rules of Civil Procedure
CRS	Colorado Revised Statutes

**D**

DES	Development Engineering Services, a division of the Department of Public Works
Detached Sidewalk	A walkway separated from the curb by an amenity zone, usually a tree lawn or trees in tree grates.
Detention Pond	A facility constructed to impound or retard peak storm runoff temporarily.
Developer	Any person who causes land to be developed.
Development	Any human-caused change to improved or unimproved real estate, including but not limited to buildings, structures, filling, grading, paving, excavation or mining.
DPR	Department of Parks and Recreation
DRC	Development Review Committee; a committee consisting of the Manager of Community Planning and Development, the Manager of Public Works, the Zoning Administrator, the Chief of the Denver Fire Department, the Manager of Parks and Recreation, and the Manager of the Denver Water Board, or their designated representatives, as authorized in RMC 59-619(a)(1).

**E**

EPA	United States Environmental Protection Agency
FAR	Floor Area Ratio; gross floor area as a ratio of a zone lot.
Final GDP	A site-specific General Development Plan that contains all required information, meets all City content and formatting standards, has been reviewed through the GDP process and is ready for a decision of Approval or Denial without further revisions.
Floodplain	An area in and adjacent to a waterway or storm runoff channel, which is subject to an intermediate regional (100 year) flood and which area thus is so adverse to part, current or future construction or prudent land use as to constitute a significant hazard to public health, safety or welfare.

**G**

GDP	General Development Plan as defined in RMC Section 59-314.
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**H**

Human Scale	A design term that denotes building variety, contrast, fine detail, texture and proportion. It includes those elements which relate architecture to the size of an individual and includes an intuitive understanding of the function and size of the buildings. Human-scale architectural elements allow for comfortable interaction and use of the built environment by integrating individual buildings into their surrounding context.
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**I**

Improvements, off-site	Any public improvement outside the boundaries of a General Development Plan that may be reasonably required by any agency of the City or by any utility provider to properly serve the development or to protect an adjacent use or property. Such improvements include but are not limited to: the extension or enlargement of utility lines, roadways, drainage control, water quality enhancement, right of way, or public facilities.
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Improvements, street	Street pavements, curbs, gutters, sidewalks, pedestrian walks, water mains, sanitary and storm sewers, underground gas lines, underground and overhead electric and telephone lines, street trees, ornamental street lights, and other such items within the public right of way as may be specifically designated by the Manager of Public Works.
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**L**

Local Street	A street which has the primary function of providing access to abutting property.
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LPC	Denver Landmark Preservation Commission
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**M**

Master Sign Plan	A plan for identification, directional, advertising, interpretation and other signs that may be included in the Design Standards and Guidelines Document or as a separate submittal. The Master Sign Plan may be more restrictive than the sign code section of the Zoning Code, including size, lighting, number and other quantities, but may not be less restrictive.
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MS4s	Municipal Separate Storm Sewer Systems
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MUTCD	Manual on Uniform Traffic Control Devices
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Mylar	The commonly used name for any polyester film suitable for original and photographically reproduced drawings and images.
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**N**

Neighborhood	An area that consists primarily of residential land uses. A city should contain neighborhoods that offer a variety of housing types, as well as complementary land use types such as stores, parks and schools that provide the basic needs of nearby residents. Neighborhoods are primarily residential but vary in density, size and adjacency of non-residential uses. Typical neighborhoods are 500 to 1000 acres, but higher density neighborhoods may be much smaller. Four general types of residential areas are mixed use; urban residential; single-family/duplex residential and single-family residential.
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NPDES	National Pollutant Discharge Elimination System
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NTMP	Neighborhood Traffic Management Plan
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**P**

PB	Denver Planning Board
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Pedestrian-friendly	A design term denoting a built environment conducive to walking to destinations. Elements of a pedestrian-friendly environment include but are not limited to: sidewalks, treelawns, street trees, benches, transit stops, adjacent public uses, and architectural elements of buildings such as doors, windows, and porches.
Pedestrian Ramp	An area of concrete sloping from the sidewalk to the street at intersections to assist people crossing the intersection.
Pedestrian Shed	A typical distance that a pedestrian can walk in ten minutes; approximately one-quarter to one-half mile.
Parkways (also Boulevards)	Streets, avenues, boulevards or roadways designated by City Council as part of the Denver Parks system, subject to additional rules and regulations for landscaping, street cross sections, building setbacks, local access, sign size and location, etc. Parkways include: East Alameda Avenue, Bonnie Brae Boulevard; Buchtel Blvd.; City Park Esplanade; Cherry Creek Drive; Clermont St.; Colorado Blvd.; Downing Street; Federal Blvd.; Forest St.; Franklin St.; Gilpin St.; Hale Parkway; High Street; South Irving Street; Martin Luther King Blvd.; Magnolia St.; South Marion Street; Monaco Street; Montview Blvd.; Park Avenue; Richthofen Place; Speer Blvd.; University Blvd.; Williams Street; East 1st Avenue; East 3rd Avenue; East 4th Avenue; East 6th Avenue; East 7th Avenue; West 14th Avenue; East 17th Avenue; East 26th Avenue; West 46th Avenue
PW	Department of Public Works
<b>R</b>	
RMC	Revised Municipal Code, as amended
R-MU	Residential Mixed Use zone district
RNO	Registered Neighborhood Organization, as defined in RMC Section 12-91
Roadway	That portion of a right of way which is surfaced, improved, designed or ordinarily used for travel by motor vehicles.
ROW	Public Right of Way; property dedicated to public use and ownership, usually streets, alleys and sidewalks
RTD	Regional Transportation District
<b>S</b>	
Sewer, Public	A sewer which is owned, operated and maintained by the City and County of Denver or Metro Wastewater Reclamation District, or other municipal or quasi-municipal corporation of the state.
Sewer, Private	A sewer privately owned and maintained, and used by one or more properties.
Sewer, Sanitary	A pipe or conveying network of the public sanitary sewerage system which carries sewage and to which storm, surface, and groundwater are not intentionally admitted.
Sewer, Storm	A pipe or conduit which carries storm and surface waters and drainage.
Site Plan	A site plan for all construction of use by right or use by special review structures or additions to structures in the OS-1, R-MU-20, R-MU-30, C-MU-10, C-MU-20, C-MU-30 and/or T-MU-30 zone districts, as defined in RMC Sec. 59-313.
Special Districts	Districts as allowed by the Denver Charter or Colorado Revised Statutes Title 32.
Streetscape	Elements that define a street character, such as sidewalks, treelawn, trees, lights, benches, etc.

Storm Sewer System	A conveyance or system of conveyances including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, storm drains, pipes or conduits used for collecting or conveying stormwater.
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Stormwater	Precipitation-induced surface runoff
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Structure	An edifice or building of any kind; any human-made creation constructed, erected, formed or placed in a more or less permanent location on or in the ground. See RMC Sec. 59-2(281) for complete definition.
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**T**

TEP	Traffic Engineering Plan
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TDM	Traffic Demand Management
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TIS	Traffic Impact Study
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TMU	Transit Mixed Use Zone District
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TOD	Transit-Oriented Development
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Tree Lawn	A portion of the public right of way between the curb and sidewalk that is landscaped with trees and ground cover, usually sod.
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TRG	Trip Reduction Goal
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**W**

WMD	Wastewater Management Division, a division of the Department of Public Works
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**Z**

ZA	Zoning Administrator/Administration
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Zone Lot	The land designated as a building site for a structure; also, the land area occupied by a use or structure. Such land area shall be composed of a single parcel of contiguous land and may be designated as a zone lot only by the owner or owners thereof. All designations of zone lots shall be filed with the Zoning Administrator. See RMC Sec. 59-2(322) for complete definition.
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## **B. DEVELOPMENT REVIEW COMMITTEE REFERRAL AGENCIES**

### **Community Planning and Development**

Development Review, Planning Services, Urban Design, Zoning Administration

### **Public Works**

Engineering/Surveyor, Development Engineering Services, Transportation, Wastewater

### **Parks and Recreation**

Parks Planning, City Forester

### **Other Denver Agencies**

Fire Department, Public Safety, Environmental Health, Police Department

### **Utilities**

Xcel Energy, Denver Water, Comcast Cable, Qwest Telephone

### **State of Colorado**

Colorado Dept. of Transportation, Colorado Division of Wildlife, Colorado Dept. of Public Health and Environment

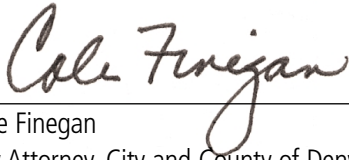
### **Other Public Organizations**

Metro Wastewater Reclamation, Regional Transportation District, Urban Drainage and Flood Control, Denver Public Schools, Adjacent Jurisdictions (counties, cities or towns)

**RULES AND REGULATIONS  
FOR  
GENERAL DEVELOPMENT PLANS  
In The  
Mixed-Use Zone Districts  
OS-1, RMU-20, RMU-30, CMU-10, CMU-20, CMU-30, TMU-30**

Adopted December, 2005

**Approved for Legality**

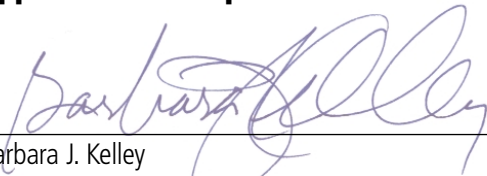


Cole Finegan  
City Attorney, City and County of Denver

12/12/2005

Date

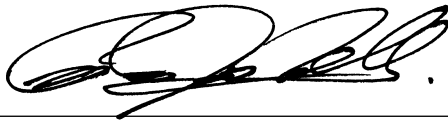
**Approved and Adopted**



Barbara J. Kelley  
Chair, Denver Planning Board

12/14/2005

Date



Peter J. Park  
Manager, Community Planning and Development

12/12/2005

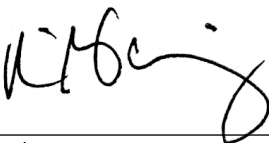
Date



Guillermo Vidal  
Manager, Department of Public Works

12/13/2005

Date



Kim Bailey  
Manager, Department of Parks and Recreation

12/13/2005

Date

Adopted and published as enabled by Section 59-314(p) and pursuant to Section 12-18, Section 39-2, and Section 2-91 of the Revised Municipal Code, as amended, of the City and County of Denver.