GENERAL NOTES
1. Any cross streets are subject to the requirements of Former Chapter 58 and some are subject to the Denver Zoning Code. See current zoning code for specific parcel. Therefore, this GPD was created and reviewed in accordance with both codes. The text below demonstrates detailed compliance as it relates to the Denver Federal GPD.
2. No portions of the GPD trigger vested property rights under Article 10 of the Denver Zoning Code or Section 59-314(c) of Former Chapter 58.
3. This GPD area shows the new name for Indian Race and Howard Place as 13th Ave and 19th Ave respectively. Any change to existing streets names is subject to current City and County of Denver process.

GDP REQUIREMENTS

Some parcels within the GDP boundary are subject to the requirements of Former Chapter 58 and some are subject to the Denver Zoning Code. See current zoning code for specific parcel. Therefore, this GDP was created and reviewed in accordance with both codes. The text below demonstrates detailed compliance as it relates to the Denver Federal GPD.

1. Guiding Documents

- All parcels within the boundary of the GDP subject to Former Chapter 59 followed the process and requirements for General Development Plans as set forth in Section 59-134 of Former Chapter 59.
- All parcels within the boundary of the GDP subject to the Denver Zoning Code followed the process and requirements for General Development Plans as set forth in Section 12.10 Denver Zoning Code.

- The GDP Rules and Regulations were followed for both, as applicable.

2. GDP Required Trigger Amendment

- All parcels subject to Former Chapter 59 (Per Section 59-134.2) due to the expiration of a change in streets classification and aggregation of open space, a GDP is required. In accordance with this Section, the Manager of GDP directed the GDP:
- Approval Authority:

2.1. Approval Authority:
- Approval Authority is the Planning Board based upon a recommendation from the Denver Development Review Committee because the GDP was initiated by the Manager of GDP.
- In accordance with Section 12.10 Denver Development Review Committee shall have approval authority, after consideration of the recommendations from the Planning Board.
- The Approval Authority signature initials on Sheet 1 reflect the required approval authority.
- Approval was based on an approved revised criteria as set forth in Section 59-134(c) of Former Chapter 59 and Section 12.10 of the Denver Zoning Code.

3. GDP Applicability and Effect

Applicability of and Effect of this GDP is established in Former Chapter 59 Section 59-134(c) and Denver Zoning Code Section 12.4.12.15. The following is further clarification for the Denver Federal GDP:

- Parcels subject to Former Chapter 59:

The GDP shall: (a) shall control only the Planned Review and approval as set forth in Section 59-134(c) of the Denver Zoning Code; and (b) shall establish new district parameters, use, and other criteria, and may continue to be subject toagma or prior plan.

- Parcels subject to Denver Zoning Code:

On Site Development Plan applications as set forth in Section 12.4.12.15 shall be subject to a comprehensive review of the GDP.

1. The intent is to protect small parcels from application of the GDP such as change in use, street names, small development, open space, parks, etc., or any existing streets in the GDP area.

4. Applications to enter the GDP Area:

All official map amendments within the boundary of the GDP shall be reviewed for consistency with the GDP.

5. When the GDP is applicable to the following, the intent of the new law is to apply:

- Street Rights of Way: The Denver Federal GDP will be used to guide development of on-street improvements and improvements of property or public project by project basis.
- Water/Sewer/Stormwater: The Denver Federal GDP will be used to guide development of on-street improvements for public or private project by project basis.
- Open Space: For the Denver Federal GDP, open space rules are required by Former Chapter 59 and the Denver Zoning Code. The GDP replaces this requirement as to where and amounts as represented on Sheet 1. Final locations are those that cannot be changed without a major amendment, and feasible locations are those that can be changed with a minor amendment as long as the development plan is consistent with such criteria.
- Flood Insurance Rate Maps: As far as flood insurance is concerned, the GDP may be less or more restrictive than the insurance rate map.
- Parking Requirements: As far as parking is concerned, the GDP may be different than the parking requirements provided by the Denver Zoning Code.
- Substance Abuse: The GDP might be more restrictive than the Denver Zoning Code.

6. Public Feedback: Feedback of Existing and Future Use and Utility Users: Public Service Company of Colorado, an Xcel Energy Company, in its successor and assigns, Xcel Energy Company, and all other utility owners, and any other users, will be consulted with on any matters related to or within areas as described in the GDP, which may include but are not limited to transportation, utility distribution facilities, power lines, power lines and natural gas pipelines, and improvements to such areas as included within this GDP and as may be approved by Public Service Company of Colorado, an Xcel Energy Company, in its successor and assigns, Xcel Energy Company, and all other utility owners.

7. GDP Amendments:

A. Amendments to Former Chapter 58 of Denver Zoning Code Amendments and Minor Amendments are defined in Section 59-314(1) of Former Chapter 59. The following are clarifications applicable to the GDP:

- As noted in Sheet 4, changes to the current conditions information, such as current zoning, do not warrant other type of Amendment to the GDP.
- Parcels subject to Denver Zoning Code: Amendments and Minor Amendments are defined in Section 59-314(a) of Former Chapter 59. The following are clarifications applicable to the GDP:

- As noted in Sheet 6, changes to the current conditions information, such as current zoning, do not warrant other type of Amendment to the GDP.
- As far as Public Service Company of Colorado, an Xcel Energy Company, in its successor and assigns, or any other utility owner or any other user, will be consulted with on any matters related to or within areas as described in the GDP, which may include but are not limited to transportation, utility distribution facilities, power lines, power lines and natural gas pipelines, and improvements to such areas as included within this GDP and as may be approved by Public Service Company of Colorado, an Xcel Energy Company, in its successor and assigns, Xcel Energy Company, and all other utility owners.

8. Street Improvement Requirements:

The GDP does not add any existing street improvement requirements in effect. Subdivision detention and off-site water quality may be provided for the GDP Area and such facilities are shown on Sheet 15. It will be determined at the time of individual development whether or not these facilities will be constructed. All street design standards are to be consistent with the City of Denver and City of South Park Hill design standards. All street design standards shall be in compliance with the City and County of Denver Floodplain ordinance. Please see street design plans for location of footpaths, sub-basin facilities, potential water quality and proposed storm sewer routing.

9. Water Service

Water service will be provided by Denver Water. Some existing mains may need to be replaced. Ultimate location of mains will be determined at the time of individual development. Approximate locations of existing and proposed water mains are shown on the sanitary sewer map.

10. Stormwater Management

- The GDP does not add any existing stormwater permits currently in effect. Subdivision detention and off-site water quality may be provided for the GDP Area and such facilities are shown on Sheet 15. It will be determined at the time of individual development whether or not these facilities will be constructed. All storm storage design is to be consistent with the City of Denver and City of South Park Hill design standards. Please see storm drain plans for location of footpaths, sub-basin facilities, potential water quality and proposed storm sewer routing.

11. Affordable Housing

- The GDP does not add any existing affordable housing requirements currently in effect. Subdivision detention and off-site water quality may be provided for the GDP Area and such facilities are shown on Sheet 15. It will be determined at the time of individual development whether or not these facilities will be constructed. All storm storage design is to be consistent with the City of Denver and City of South Park Hill design standards. Please see storm drain plans for location of footpaths, sub-basin facilities, potential water quality and proposed storm sewer routing.

12. General Notes

- Some existing mains may need to be replaced. Ultimate location of mains will be determined at the time of individual development. Approximate locations of existing and proposed mains are shown on the sanitary sewer map.
A parcel of land in the 3rd, 1st of Section 32, Township 3 South, Range 68 West, and the NE 1/4 and the SE 1/4 of Section 5, Township 4 South, Range 68 West of the 6th Principal Meridian City and County of Denver, State of Colorado, more particularly described as follows:

Beginning at the intersection of the centerline of North Federal Blvd. and the centerline of West Dick Connor Avenue;

thence east along said centerline of West Dick Connor Avenue to the centerline of Mile High Stadium West Circle;

thence north along said centerline of Mile High West Stadium Circle to the intersection of the westerly extension of the south line of Block 4, Tynan’s Addition to the City of Denver, Second Filing;

thence east along said centerline to the intersection of the centerline of West 9th Avenue and North Decatur Street;

thence north along said east line of Parcel Block 4, to the intersection of Block 2, North Decatur Street, and the extended east line of Block 15, Parcel Block 15;

thence north along said centerline of North Decatur Street to the intersection of North Zuni Street and the extended centerline of said West 9th Avenue;

thence west along the extended centerline of North Zuni Street to the intersection with the centerline of Block 3, Parcel Block 15;

thence south along the centerline of said North Zuni Street to the intersection of the centerline of Block 2, Parcel Block 15, with the centerline of Block 4 of the Denver Human Services Center Planned Unit Development;

thence west along said west line of Parcel 5 and its extension, to the intersection with the northerly line of West 9th Avenue;

thence east along said centerline of Parroil 5 and its extension to the point of beginning.

LEGEND

GDP BOUNDARY
The purpose of this sheet is to show current conditions and changes to these conditions, such as zoning changes, will not automatically trigger an amendment to the GDD.
DECATURE FEDERAL GENERAL DEVELOPMENT PLAN


LOCATED AT THE INTERSECTION OF FEDERAL BOULEVARD AND COLFAX AVENUE

"Creating a walkable and bikeable neighborhood requires an integrated system of well-designed street, park and public space connections. This allows the healthy choice of walking or biking to become the most convenient and attractive choice for people. Increases walkability and bicycle use enhances public health, community livability (including community cohesion) as well as offering substantial environmental and economic benefits."

STREET NETWORK NOTES (Sheets 4 & 5)

1. Further study will be required at this time to plan to determine the type of intersection control and intersection improvements within the CDP area. Peak hour traffic projections are needed to determine the appropriate cycle length and required signal indications.

2. The intersection of Colfax and Federal requires further study.

3. Street dimensions shall be City and County of Denver Standards at the time of this plan for individual projects unless a variance is requested and the variance approved.

4. The Street Design Manual and other design criteria are intended to be used as a reference tool only in order to be in line with Denver design criteria.

5. The final alignment design shall be subject to review by City and County of Denver for review and approval.

6. The alignment of the street works in a process of the streets 11th Street and the north-south street between Decatur and Bryant, south of 10th Avenue. 11th Street is currently at a 100' wide road with a four-lane turf and pedestrian walk. The 11th Street north of Federal Station is at a 100' wide road with a median strip.

7. The intersection of the pedestrian walk is intended to be used as a reference tool only in order to be in line with Denver design criteria.

8. The final alignment design shall be subject to review by City and County of Denver for review and approval.

9. If 11th Street is modified, consideration will be given to aligning easting 12th with the Riverside Street.
Creating a walkable and bikeable neighborhood requires an integrated system of well-designed streets, parks and public space connections. This allows the healthy choice of walking or biking to become the most convenient and comfortable choice for people, increased walkability and bikeability enhance public health, community livability (including community cohesion), as well as offering substantial environmental and equity benefits.

**DECATUR FEDERAL GENERAL DEVELOPMENT PLAN**


CITY AND COUNTY OF DENVER, STATE OF COLORADO

LOCATED AT THE INTERSECTION OF FEDERAL BOULEVARD AND COLFAX AVENUE

Transit, Bicycle and Pedestrian Circulation

- **Transit Corridors and Circulation:**
  - Route changes are based upon RTD West Corridor Service Plan for Open/CS Committee 19 June 2012 prepared by Denver Development describing West Corridor Service for May 2012. Board Approval is pending. Transit routes are identified along the following corridors:
    - Federal Boulevard - Routes 20, 38L, & 38
    - Coffee Avenue - Routes 15, 16, 18, 20
    - 5th Avenue - Route 9
    - Decatur Boulevard - Routes 9, 15, 30, & 31
- For circulation information refer to the Denver Area Plan and www.rtd-denver.com
- **Design of streets and intersections serving bus routes must account for bus turning movements**
- **Bicycle Circulation:**
  - The Platte River trail, Lakewood Gulch, and the West Gulch trail are class 1 facilities that should have bicycle connections encouraging bicycle access from the area to the trail. Bicycle facilities should be included on the designated roadways to provide connectivity to the area and as a regional context. Bicycle facilities should be based upon those identified in Denver Moves and the latest transportation requirements of the City and County of Denver.
- **Pedestrian Circulation:**
  - All streets are considered to have sidewalks to accommodate pedestrian movement. Pedestrian crossings should be consistent with creating a walking pedestrian environment that encourage walk trips, especially around the transit station, to and from the Stadium, to and from the Platte River trail. Pedestrian circulation between the Stadium and RTD station should provide a safe environment during heavy pedestrian volumes on game days and large Stadium events. Considerations could include extra wide sidewalks, a singular pedestrian path between the Stadium and station, reduced conflict points with Automobiles, or special paving systems to identify pedestrian routes.
- **Notes**
  - Notes from Sheet 5 of 13 also apply to this sheet.
  - Priority intersections include Federal Boulevard at Howard Place (14th), Federal Boulevard at 13th Avenue, and Federal Boulevard at 10th Avenue. These intersections should include design elements that enhance the pedestrian environment and consider crossing treatments such as wide and well marked crosswalks, curb extensions, and countdown signal. ADA compliance, and among other treatments.

**LEGEND**

- ON-STREET BICYCLE FACILITY
- OFF-STREET BICYCLE AND
  SHARED PEDESTRIAN FACILITY
- EXISTING SIGNAL
- PRIORITY INTERSECTION
- LIGHT RAIL STATION
- BUS TRANSIT CORRIDOR
- RAIL TRANSIT CORRIDOR
DECATUR FEDERAL GENERAL DEVELOPMENT PLAN


CITY AND COUNTY OF DENVER, STATE OF COLORADO

LOCATED AT THE INTERSECTION OF FEDERAL BOULEVARD AND COLFAVENUE

The bend of the GDP proposes an aggregation of open spaces throughout the GDP area to serve the needs of the mixed-use community. Some goals of the open space include:

- Enhance and expand the South Platte River Greenway
- Create a new riverfront park serving active and passive recreation opportunities
- Provide public spaces to the UST (Urban Service Authority) Bond area
- Continue footpaths and sidewalks through greenways through well designed streets and pedestrian walkways or publicly accessible spaces within private development.
- Continue to maintain and enhance existing parks as necessary
- Utilize streets as public spaces

Open Space Descriptions

13th Avenue Park - Fixed

The open space is planned to be a public owned and maintained linear open space along 13th Avenue between Salt Lake Street and Olympic Street. The open space shall include greenbelt areas on the east and west sides of the roadway, pedestrian and wildlife crossing points on the north and south sides of the road. The greenbelt area is designed to enhance the aesthetics of the roadway and provide access to the riverfront. The open space area is intended to be a publicly accessible and maintained linear open space along the South Platte River and 13th Avenue.

Sun Valley Riverfront Park - Fixed

This open space is planned to be a public owned and maintained linear open space along the South Platte River. The park will be a neighborhood park connecting the 6th Avenue neighborhood and the Riverfront. The open space shall include greenbelt areas on the east and west sides of the roadway, pedestrian and wildlife crossing points on the north and south sides of the road. The open space area is intended to provide a public access opportunity for the community to enjoy the South Platte River.

Sun Valley Riverfront Park - Flexible

This open space is planned to be a public owned and maintained linear open space along the South Platte River. The park will be a neighborhood park connecting the 6th Avenue neighborhood and the Riverfront. The open space shall include greenbelt areas on the east and west sides of the roadway, pedestrian and wildlife crossing points on the north and south sides of the road. The open space area is intended to provide a public access opportunity for the community to enjoy the South Platte River.

Station Plaza - Fixed

This open space is planned to be a public owned and maintained linear open space along the South Platte River. The park will be a neighborhood park connecting the 6th Avenue neighborhood and the Riverfront. The open space shall include greenbelt areas on the east and west sides of the roadway, pedestrian and wildlife crossing points on the north and south sides of the road. The open space area is intended to provide a public access opportunity for the community to enjoy the South Platte River.

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10th Avenue Park - Flexible

This open space is planned to be a public owned and maintained linear open space along the South Platte River. The park will be a neighborhood park connecting the 6th Avenue neighborhood and the Riverfront. The open space shall include greenbelt areas on the east and west sides of the roadway, pedestrian and wildlife crossing points on the north and south sides of the road. The open space area is intended to provide a public access opportunity for the community to enjoy the South Platte River.

10th Avenue Park - Fixed

This open space is planned to be a public owned and maintained linear open space along the South Platte River. The park will be a neighborhood park connecting the 6th Avenue neighborhood and the Riverfront. The open space shall include greenbelt areas on the east and west sides of the roadway, pedestrian and wildlife crossing points on the north and south sides of the road. The open space area is intended to provide a public access opportunity for the community to enjoy the South Platte River.

Sun Valley Riverfront Park - Flexible

This open space is planned to be a public owned and maintained linear open space along the South Platte River. The park will be a neighborhood park connecting the 6th Avenue neighborhood and the Riverfront. The open space shall include greenbelt areas on the east and west sides of the roadway, pedestrian and wildlife crossing points on the north and south sides of the road. The open space area is intended to provide a public access opportunity for the community to enjoy the South Platte River.

Sun Valley Riverfront Park - Fixed

This open space is planned to be a public owned and maintained linear open space along the South Platte River. The park will be a neighborhood park connecting the 6th Avenue neighborhood and the Riverfront. The open space shall include greenbelt areas on the east and west sides of the roadway, pedestrian and wildlife crossing points on the north and south sides of the road. The open space area is intended to provide a public access opportunity for the community to enjoy the South Platte River.

South Platte River Greenway, Lakewood Shuler, Las Animas Ravine, and South Platte Greenway parks and open spaces. These spaces are described below. Each description provides whether the location is classified as fixed or flexible. Fixed locations are those that can not be changed without a major amendment, and flexible locations are those that can be changed with a minor deviation as long as the proposed open space meets the intent. The description section establishes primary intent of the open space concept, specific guidelines and additional considerations, as applicable on developments and amendments.

Sun Valley Riverfront Park - Flexible

This open space is planned to be a public owned and maintained linear open space along the South Platte River. The park will be a neighborhood park connecting the 6th Avenue neighborhood and the Riverfront. The open space shall include greenbelt areas on the east and west sides of the roadway, pedestrian and wildlife crossing points on the north and south sides of the road. The open space area is intended to provide a public access opportunity for the community to enjoy the South Platte River.

Sun Valley Riverfront Park - Fixed

This open space is planned to be a public owned and maintained linear open space along the South Platte River. The park will be a neighborhood park connecting the 6th Avenue neighborhood and the Riverfront. The open space shall include greenbelt areas on the east and west sides of the roadway, pedestrian and wildlife crossing points on the north and south sides of the road. The open space area is intended to provide a public access opportunity for the community to enjoy the South Platte River.
DECATUR FEDERAL GENERAL DEVELOPMENT PLAN


CITY AND COUNTY OF DENVER, STATE OF COLORADO

LOCATED AT THE INTERSECTION OF FEDERAL BOULEVARD AND COLFAX AVENUE

MATCHLINE SEE SHEET 9 OF 14

LEGEND

EXISTING

PROPOSED

SITE GROUND

WATER LINE

WATER LINE SEED

NOTES:

1. PROPOSED WATER LINES SHOWN ARE PRELIMINARY.
2. LOCATIONS AND SIZES OF WATER AND SANITARY SEWER LINES WILL BE DETERMINED AT THE TIME OF INDIVIDUAL SITE PLAN DEVELOPMENT.
3. WATER MAIN DESIGN AND LOCATION WILL BE APPROVED THROUGH THE DENVER WATER DEPARTMENT AT THE TIME OF INDIVIDUAL SITE PLAN DEVELOPMENT.
4. ALL PROPOSED WATER LINES SHOWN WILL BE PUBLIC.
5. SITE DEVELOPMENT WILL BE SERVED BY A PUBLIC WATER SYSTEM, OWNED, OPERATED, AND MAINTAINED BY DENVER WATER.
6. THE WATER PLANS FOR THE PROJECT MUST BE SUBMITTED TO DENVER WATER FOR REVIEW AND APPROVAL.
7. AN APPROVED DENVER WATER BACKFLOW PREVENTION DEVICE MUST BE INSTALLED ON ALL METERED CONNECTIONS AND FIRE LINES.
8. IT IS THE DEVELOPER'S RESPONSIBILITY TO PERFORM THE NEEDED MODIFICATIONS NECESSARY TO OBTAIN THE REQUIRED FIRE SERVICE FROM THE FIRE DEPARTMENT.
9. WATER PLANS WILL BE APPROVED BY SEPARATE DOCUMENTS AT THE TIME OF INDIVIDUAL SITE PLAN DEVELOPMENT.
10. FIRE PLANS FOR THE SITE WILL BE DETERMINED AT THE TIME OF INDIVIDUAL SITE PLAN DEVELOPMENT.
11. EXISTING LOCATIONS OF WATER LINES ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS AND MISTIC. ADDITIONAL THICKNESS FACTORS WILL BE REQUIRED DURING THE FUTURE PHASES OF SITE DEVELOPMENT.
12. FIRE LINES SHALL BE LOCATED IN ACCORDANCE WITH APPENDIX C OF THE IFC.
13. FIRE APPARATUS ACCESS ROADS SHALL HAVE AN UNRESTRICTED WIDTH PER TABLE 855.2-1-A OF THE IFC.
DECATUR FEDERAL GENERAL DEVELOPMENT PLAN

MATCHLINE SEE SHEET 11 OF 14

LEGEND

NOTES:
1. PROPOSED SANITARY SEWER MAINS SHOWN ARE PRELIMINARY.
2. LOCATIONS AND SIZES OF SANITARY SEWER MAINS WILL BE DETERMINED AT THE TIME OF FINAL DEVELOPMENT. MAINS LOCATED IN THE ROW WILL BE PUBLIC PUBLIC MAINS ON PRIVATE PROPERTY WILL REQUIRE EASEMENTS.
3. THE SANITARY SEWER MAINS WILL BE APPROVED THROUGH THE CITY AND COUNTY OF DENVER DEVELOPMENT ENGINEERING SERVICES WITH INDIVIDUAL SITE DEVELOPMENT PLAN.
4. EASEMENTS LOCATIONS AND WIDTHS SHOWN AT LOCATIONS AND DO NOT REPRESENT FINAL ALIGNMENTS AND WIDEBGS. ADDITIONAL ROW IS FOR ENGINEERING SERVICES WITH INDIIVIDUAL SITE DEVELOPMENT PLAN.
5. A SANITARY SEWER MAIN WILL BE REQUIRED AT THE TIME OF SITE DEVELOPMENT CONSTRUCTION. MAJOR INFRASTRUCTURE IMPROVEMENTS MAY BE REQUIRED IF IT IS DETERMINED CURRENT INFRASTRUCTURE IS INADEQUATE.
6. ALL NEW CONNECTIONS TO METRO SANITARY SEWER RECLAMATION DISTRICT INTERCEPTOR AND EXISTING CONNECTORS TO BE APPROVED WILL REQUIRE METRO SANITARY SEWER APPROVAL.
7. APPROVAL AND A WRITTEN AGREEMENT WITH METRO SANITARY SEWER RECLAMATION DISTRICT WILL BE REQUIRED PRIOR TO CONSTRUCTION.
8. PUBLIC SANITARY SEWER AND EASEMENT RECLAMATION WILL NOT BE GRANTED UNTIL THE NEW SEWER IS CONSTRUCTED, AS BUILT AND ACCEPTED BY THE CITY.

MARTIN/MARTIN ASSUMES NO RESPONSIBILITY FOR UTILITY LOCATIONS. THE LOCATIONS SHOWN ON THE DRAWING ARE BASED ON INFORMATION PROVIDED FROM THE BEST AVAILABLE INFORMATION. IT IS HOWEVER, THE RESPONSIBILITY OF THE OWNER TO FIELD VERIFY THE LOCATIONS SHOWN ON THE DRAWING PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.
DECATUR FEDERAL GENERAL DEVELOPMENT PLAN
CITY AND COUNTY OF DENVER, STATE OF COLORADO
LOCATED AT THE INTERSECTION OF FEDERAL BOULEVARD AND COLFAX AVENUE

NOTES:
1. PROPOSED SANITARY SEWER MAINS SHOWN ARE PRELIMINARY.
2. LOCATIONS AND SIZES OF SANITARY SEWER MAINS WILL BE DETERMINED AT THE TIME OF FINAL DESIGN/PREPARATION OF CONSTRUCTION PRACTICE AND WILL NOT REQUIRE PUBLIC WATER OR PRIVATE UTILITY LOCATIONS.
3. THE SANITARY SEWER MAIN WILL BE APPROVED THROUGH THE CITY AND COUNTY OF DENVER DEVELOPMENT ENGINEERING SERVICES WITH INFORMAL SITE DEVELOPMENT PLAN.
4. ROADWAY LOCATIONS AND WIDTHS SHOWN ARE ILLUSTRATIVE IN NATURE AND DO NOT REPRESENT FINAL ALIGNMENTS AND WIDTHS. ADDITIONAL TRAFFIC ANALYSES WILL BE REQUIRED DURING THE FUTURE PHASES OF DEVELOPMENT OF THIS SITE THAT COULD AFFECT THE ROADWAY ALIGNMENT AND WIDTH.
5. A SANITARY SEWER MAIN WILL BE REQUIRED AT THE TIME OF SITE DEVELOPMENT PLAN SUBMISSION. LANDSCAPE, HOUSING INFRASTRUCTURE, AND OTHER INFRASTRUCTURE I MAY BE REQUIRED IF IT IS DETERMINED CURRENT INFRASTRUCTURE IS INSUFFICIENT.
6. ALL NEW CONNECTIONS TO METRO WASTEWATER RECLAMATION DISTRICT INTERCEPTORS AND EXISTING CONNECTIONS TO BE AMENDED WILL REQUIRE METRO WASTEWATER APPROVAL.
7. APPROVAL AND A SURVEY AGREEMENT WITH METRO WASTEWATER RECLAMATION DISTRICT WILL BE REQUIRED PRIOR TO CONSTRUCTION.
8. PUBLIC SANITARY MANAGEMENT AND EXCAVATION REQUIREMENTS WILL NOT BE GRANTED UNTIL THE NEW MAINS IS CONSTRUCTED AS ROUTED AND ACCEPTED BY THE CITY.

MARTIN/MARTIN ASSUMES NO RESPONSIBILITY FOR UTILITY LOCATION. THE UTILITIES SHOWN ON THIS DRAWING HAVE BEEN LOCATED BY A PROFESSIONAL LAND SURVEYOR. PUBLIC WATER OR PRIVATE UTILITY CONTRACTORS RESPONSIBLE TO FIELD CONFIRM THE LOCATION OF ALL UTILITIES PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.
NOTES:

1. A Phase II Drainage Study prepared by a professional engineer will be required and will include INDV requirements and volumes at the time of site development plan development.

2. On-site detention will be required for the 10-year storm event (100-year detention is required on the wet gulch floodplain at the time of the original design). On-site detention can be provided by the most efficient drainages.

3. Water quality will need to be provided for each developed parcel and adjacent new area.

4. On-site water quality will be required for sites that do not receive water quality from regional, water quality/ detention facilities.

5. Ground water levels must be addressed in the future phase II Drainage reports.

6. Urban drainage and flood control districts are currently in the process of reevaluating the wet gulch floodplain and is subject to change as a result of the new study. Updated is planning to reevaluate the gulch flood plain in 2015 and is subject to change as a result of the new study.

7. Floodplain permits will be required for all construction in the 100-year floodplain. Buildings within the flood plain must be protected to a minimum of 1.5 feet above the base flood elevation. All development in the 100-year floodplain (100-year floodplain) shall be in compliance with the city and county of Denver floodplain ordinance.

8. Building finished flood elevation must be 24" above curb & gutter plan level or 24" above 100-year flood line at all drains. Flooded areas must be protected from the base flood elevation by the most efficient drainages. Floodway plans will be required on site development plan.

9. Water quality being provided in the ROW will require a variance. Water quality in the ROW will need to meet USGS criteria as well as Denver's aesthetics and safety requirements.

10. All effluents to the South Platte River, Lakewood, Gulch, or Wet Gulch will require LOCS approval.

11. All storm sewer located in public ROW will be maintained by the city and county of Denver. Any mains located on private property will be maintained by the property owner.

12. This site does not require any off-site detention ponds to be developed on land owned by public service company, an oil company, energy company, or its successors and assigns.

13. Floodway and floodplain limits for Lakewood Gulch are currently under review by FEMA. Letter of map revisions (LOMR) and fee (LOMR) process through FEMA and the city and county of Denver.

14. Floodway and floodway limits for Lakewood Gulch are currently under review by FEMA. Letter of map revisions (LOMR) and fee (LOMR) process through FEMA and the city and county of Denver.

15. Basins 1 through 4 have proposed sub-regional water quality/detention ponds. Basins 5 through 10 are assumed to provide their own on-site water quality/detention.

16. Groundwater will be addressed during infrastructure design stage of development and ground quality control by a professional engineer.

17. Ownership, operation, and maintenance of all water quality/detention facilities will be assumed by a permanent, non-exclusive easement (paid) agreement. The city and county of Denver will not own ownership or maintenance of these facilities.