

Large Development Review and Infrastructure Master Plan Rules and Regulations

Adopted October 1, 2019



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Large Development Review and Infrastructure Master Plan Rules and Regulations

Adopted by the Development Review Committee October 1, 2019

Approved for Legality



City Attorney's Office

2/7/2020

Date

Approved and Adopted



Manager, Community Planning and Development

5.FEB. 2020

Date



Manager, Department of Transportation and Infrastructure

1/27/2020

Date



Manager, Department of Parks and Recreation

2/4/20

Date

Adopted and published as enabled by Former Chapter 59 Section 59-314(p) and Denver Zoning Code Section 12.4.12.21 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.

Section 1. Large Development Review Rules and Regulations

1.1 Purpose

The purpose of the Large Development Review (LDR) Rules and Regulations is to supplement Denver Zoning Code Section 12.4.12, Large Development Review according to the intent of the LDR process set forth in DZC Section 12.4.12.1 and below in Sections 1.2 and 1.3. In the event of any conflict between these rules and regulations and the DZC or Denver Revised Municipal Code (D.R.M.C.), the standards in the DZC and D.R.M.C. shall control.

1.2 General Intent of the LDR Review Process

The intent of the Large Development Review (LDR) process is to implement City Council adopted plans that provide guidance for future land use and development, and resulting public infrastructure, open space, and public parks, on sites that are large or otherwise require a more coordinated inter-agency development review process. The LDR process provides an early opportunity to identify issues and the development's relationship with significant public infrastructure improvements such as major multi-modal facilities and connections thereto, major utility facilities, and publicly accessible parks and open spaces. The LDR results in a framework for coordinating development, infrastructure improvements, and regulatory decisions before site-specific development proceeds within the subject area.

1.3 Specific Intent of the LDR Review Process

The LDR process is intended to:

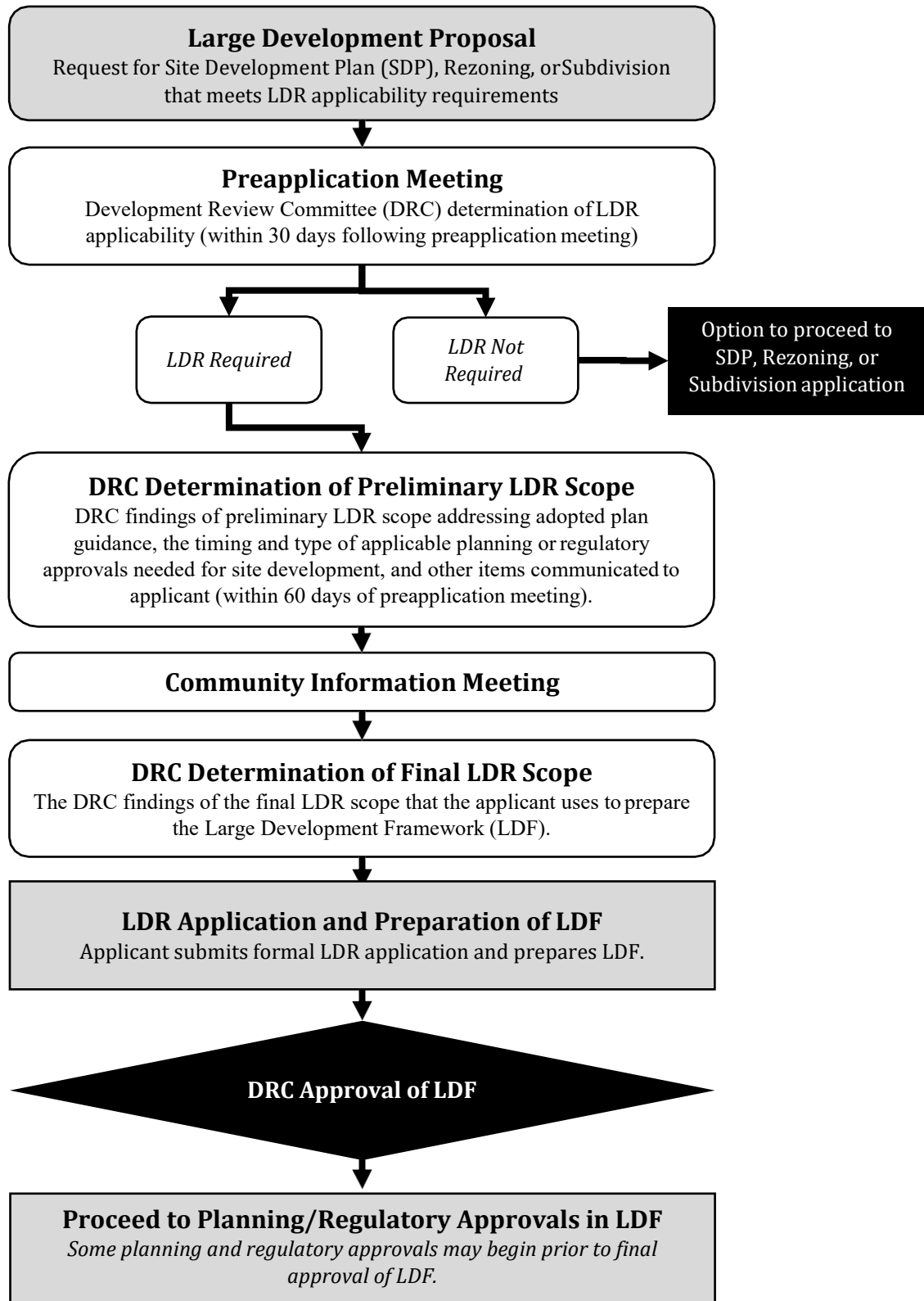
- A. Provide for the coordinated assessment of general land development proposals by the City and other interested public agencies;
- B. Ensure that development in the LDR area is consistent with City Council adopted plans;
- C. Ensure that development in the LDR area will implement adopted plan policies related to infrastructure, open space, and public parks, as applicable, by establishing the appropriate timing and requirements for subsequent regulatory steps, submittals and approvals;
- D. Produce a written document ("Large Development Framework") that states and describes all applicable planning and regulatory reviews and establishes a rational sequence of the required reviews to ensure that development in the LDR area is consistent with DZC Section 12.4.12.1.A. General Intent; and
- E. Provide an early opportunity for public and community information about the LDR and framework process.

1.4 LDR Applicability

The Large Development Review (LDR) process and preparation of a Large Development Framework (LDF) is mandatory only when the Development Review Committee (DRC)¹ determines that one or more of the factors in DZC Section 12.4.12.2 Applicability are present.

¹ Denver Zoning Code Section 12.2.5 establishes the DRC as the managers of Community Planning and Development, Department of Transportation and Infrastructure, and Parks and Recreation, or their designated representatives, provided that additional agencies may participate at the discretion of the Manager of Community Planning and Development.

Illustrative Graphic of LDR Process



Note: this flowchart is illustrative only and does not address some steps that may be part of the LDR process, including but not limited to review and referral periods.

1.5 LDR Boundaries

In determining the boundaries of the LDR area, the Development Review Committee (DRC) shall consider all relevant factors, including but not limited to the following:

- A. The area subject to the LDR request;
- B. All real property in the LDR area within the City and County of Denver under common ownership by an applicant. Common ownership means ownership by the same person, corporation, firm, entity, company, partnership, or unincorporated association; or ownership by different corporations, firms, companies, partnerships, entities, or unincorporated associations, in which a stockholder, partner, member, associate, or person owns an interest in each corporation, firm, company, partnership, entity, or unincorporated association. An applicant shall not avoid the LDR process by submitting piecemeal applications or approval requests for subdivision plats, rezoning, site or development plans, or building permits.
- C. Zone district boundaries; and
- D. Existing City Council adopted plans, General Development Plans, or other regulatory approvals that address land use and infrastructure in the LDR area.

1.6 LDR Scope Determination

The city shall consider the following when determining the scope of the Large Development Review (LDR) application related to the type and sequencing of regulatory approvals that are necessary for the proposed large development. This Section 1.6 applies to the DRC's determination of both the preliminary and final LDR scope set forth in DZC Sections 12.4.12.6 (Preliminary Determination of LDR Scope) and 12.4.12.9.B (Final DRC Determination of LDR Scope). An approved LDF may set forth other regulatory or planning approvals not listed in this Section 1.6.

A. Official Map Amendments in Large Development Framework (LDF) Area

The Manager of Community Planning and Development shall determine the sequence of any necessary Official Map Amendments considering the need to:

1. Determine the range of possible land uses and intensities for the purposes of identifying and assessing infrastructure, open space, and public parks systems; and
2. Provide an opportunity for future public notification on the proposed change in land uses and development intensity.

B. Infrastructure Master Plan in Large Development Framework (LDF)

The DRC may require approval of an Infrastructure Master Plan (IMP), following approval of a LDF, to establish conceptual, horizontal land use, development, and infrastructure systems prior to final, site-specific planning and engineering design.

C. Subdivision under D.R.M.C., Chapter 50 in Large Development Framework (LDF)

1. The DRC may require approval of a Subdivision under D.R.M.C., Chapter 50, following approval of the LDF, to establish and enable dedication of land for areas for infrastructure, open space, public schools, and public parks, as applicable.
2. Such subdivision(s) shall be consistent with applicable regulatory approvals (e.g., Infrastructure Master Plan, Site Development Plans).
3. The LDF may set forth the required phasing of multiple subdivisions in the LDF area.
4. Any land dedication required through a subsequent subdivision(s) approval shall be according to City Council adopted plan policies, the D.R.M.C, DZC, or adopted Department of Parks and Recreation (“DPR”) or Department of Transportation and Infrastructure (“DOTI”) rules and regulations.

D. Amendments, Repeals, and Minor Deviations to an Approved General Development Plan

1. For LDF areas in existing General Development Plans (GDPs) with Denver Zoning Code zone districts, following approval of a LDF, the DRC may require approval of:
 - a. A GDP amendment or minor deviation according to DZC Section 12.4.12.18 Amendments and Minor Deviations to an Approved General Development Plan; or
 - b. A repeal of a GDP according to DZC Section 12.4.12.19 Repeal of an Approved General Development Plan.
2. The process for any GDP amendments following approval of the LDF shall be set forth in the LDF, including but not limited to a Planning Board public hearing and recommendation to the DRC.
3. The LDF shall only include a GDP amendment if retaining the GDP (as amended) ensures retention of community benefits not conferred through other regulatory tools.

E. Additional Requirements in Large Development Review (LDR) Scope

1. Affordable Housing Plan in Large Development Framework (LDF)

The Managers of Community Planning and Development and the Department of Economic Development & Opportunity (or successor City department or agency), may invite the LDR applicant to discuss affordable housing commitments which may result in an affordable housing plan as part of the LDR scope, as applicable.

2. Schools Plan in LDR Scope

The Manager of Community Planning and Development, in consultation with Denver Public Schools, may determine that a public schools plan is required to address the demand for public schools resulting from proposed development in the LDR area.

3. Public Park Land Requirements in LDR Scope

The Manager of the Department of Parks and Recreation (DPR) may determine that City Park land, or land required to be dedicated to the City by the Department of Parks and Recreation within the LDR area, is required in accordance with the D.R.M.C or DPR adopted rules and regulations or with City Council adopted plan policies.

1.7 LDR Application

The LDR application shall be made in accordance with DZC Section 12.3.3, Submission of Applications, and DZC Section 12.4.12.8, Application and Fees. LDR applications shall be submitted only after the mandatory preapplication meeting and Community Information Meeting. The LDR

application shall include the following, as determined applicable by the Manager of Community Planning and Development, to address the items from the Preliminary Determination of LDR Scope according to DZC Section 12.4.12.6 and the outcomes from the required Community Information Meeting:

- A. Narrative of the proposed development addressing the estimated range of proposed land uses and intensities and proposed infrastructure changes;
- B. Map and legal description of the proposed LDR area;
- C. Map depicting the conceptual location of open space areas to meet the minimum requirements in DZC Section 10.8.1, Open Space in Large Developments;
- D. Map depicting the conceptual location of proposed streets;
- E. A phasing plan establishing the timing and responsibility for construction of public improvements, infrastructure, and open space, as applicable;
- F. Written report summarizing the required Community Information Meeting; and
- G. Other items considered by the DRC and Manager of Community Planning and Development, which may include, but are not limited to:
 1. Real property ownership patterns in the LDR area;
 2. An affordable housing plan, as applicable; and
 3. Information depicting the timing of and responsibility for the construction and location of public park land that is required in accordance with adopted Denver Parks and Recreation rules and regulations, the Denver Zoning Code, or the Denver Revised Municipal Code.

1.8 Review and Referral by Development Review Committee

The LDR application shall be referred to other affected or interested agencies or departments for review and comment, including but not limited to the following agencies (or successor agencies or departments):

- A. The Office of Economic Development & Opportunity – Affordable Housing, Neighborhood Equity;
- B. Department of Transportation and Infrastructure – Transportation, Wastewater, Floodplain, Transportation Design and Transportation Mobility;
- C. Department of Parks and Recreation – Office of the City Forester, Natural Resources, Parks Planning;
- D. Department of Public Health and Environment;
- E. Denver Public Schools;
- F. Denver Water;
- G. Department of Community Planning and Development – Development Services, Planning Services;
- H. City Attorney’s Office; and
- I. Any special districts providing or proposing infrastructure service to the LDR area.

1.9 Preparation and Submittal of Large Development Framework

The approved and recorded LDF may include, but is not limited to, the items listed in DZC Section 12.4.12.10 (Preparation and Submittal of Large Development Framework). The approved and recorded LDF may also include the items listed in Section 1.7 LDR Application above as determined by the Manager of Community Planning and Development.

1.10 Conduct of Community Information Meeting

The purpose of the Community Information Meeting required as part of the LDR process is to provide an early opportunity to share information with the community related to the proposed changes in the LDR area. The information shared with the community during this meeting includes but is not limited to the applicant's proposed development concept, relevant City Council adopted plan policies, and opportunities for future community engagement related to the proposed changes on the subject site, as applicable.

- A. At the community information meeting, the applicant shall present the large development proposal. Community Planning and Development staff shall present the DRC's preliminary findings from Section 12.4.12.6 (Preliminary Determination of LDR Scope) related to the LDR boundaries, whether there is clear and sufficient City Council adopted plan guidance addressing the LDR area, the timing and type of any necessary planning process, and required regulatory processes.
- B. In addition to presenting the preliminary findings of the LDR scope, Community Planning and Development staff's role at the community information meeting is to address City standards, processes, and City Council adopted plan policies that relate to the large development proposal.
- C. The applicant shall record all public comment and questions, and submit a written report summarizing the community information meeting, and the applicant's response, if any, to community input. The report shall be submitted to the Manager of Community Planning and Development by no later than 15 days after the community information meeting date. The Manager of Community Planning and Development shall forward the report to the DRC for its review and consideration. The report shall be included in the application for Large Development Review and the Large Development Framework.

1.11 Planning Board Informational Items

Community Planning and Development staff shall share the results of approved Large Development Review Frameworks with the Planning Board within a reasonable timeframe after approval. The presentation shall include, but not be limited to, a summary of the Manager's determination of clear and sufficient City Council adopted plan guidance, a summary of any community input received, and the contents of the Large Development Framework. Such presentation may be placed on the Planning Board agenda as an informational item.

1.12 Amendments to an Approved Large Development Framework

Denver Zoning Code Section 12.4.12.16 Amendments to an Approved Large Development Framework shall apply with the addition of the following requirements. For any party other than the owner(s) or agent of the owner(s) of the properties to which the LDF amendment applies to initiate an LDF amendment there must be either changed conditions in the LDF area or the LDF approval was based on insufficient or erroneous information. Such changed conditions shall be since the date of the approval of the existing LDF and to such a degree that the LDF amendment is in the public interest. Examples of such change include but are not limited to a change in the applicable project scope, a City Council adopted plan affecting the LDF area, or a significant regulatory change impacting the proposed development program.

Section 2. Infrastructure Master Plan Rules and Regulations

2.1 Purpose of IMP Rules and Regulations

The purpose of the Infrastructure Master Plan (IMP) Rules and Regulations is to supplement the process set forth in Denver Zoning Code Section 12.4.14, Infrastructure Master Plan. In the event of any conflict between these rules and regulations and the Denver Zoning Code (DZC) or Denver Revised Municipal Code (D.R.M.C), the standards in the DZC and D.R.M.C shall control.

An IMP process may be required if the proposed development either is or is not subject to the Large Development Review (LDR) process in DZC Section 12.4.12.

2.2 Intent of the IMP Process

The intent of the Infrastructure Master Plan (IMP) process is to:

- A.** Implement City Council adopted plans by establishing conceptual, horizontal land use, development, and infrastructure systems for large development areas prior to final, site-specific planning and engineering design;
- B.** Implement regulatory processes and actions established through a Large Development Framework (LDF), as applicable, including but not limited to official map amendments (rezonings) and subdivisions; and
- C.** Use existing development review processes established in DZC Article 12 to coordinate infrastructure, open space, and public parks systems, both in and surrounding an LDR area, as applicable.

2.3 Review Process

A. Application Contents

The concept IMP application shall include a narrative, data, and maps that include the following, as determined applicable by the DRC:

- 1.** The boundary of the IMP area;
- 2.** The land use concepts, including estimated square footages, number of dwelling units, and distribution of land uses across the IMP area;
- 3.** All open space areas meeting the requirements in DZC Section 10.8.1, Open Space in Large Developments, as applicable, and any other aggregated open space areas required through the DRMC, DZC, or adopted rules and regulations;
- 4.** The vehicular, pedestrian, and bicycle circulation concept, including both transportation connections internal to the IMP area and connecting to surrounding transportation systems;
- 5.** Conceptual utility plans in conjunction with preliminary engineering studies for water, wastewater, and stormwater infrastructure;
- 6.** Any proposed Right-of-Way vacations, dedications, and/or utility abandonments or relocation; and
- 7.** A development phasing plan addressing the timing, responsibility, and financial commitments to complete construction of all public improvements, including but not limited to infrastructure such as streets, pedestrian and bicycle connections, open space, and public parks in accordance with the DZC, D.R.M.C, adopted rules and regulations, or City Council adopted plan policies.

Other items considered by the DRC, which may include, but are not limited to:

8. Conceptual street cross sections;
9. Anticipated future parcel and zone lot configurations;
10. A narrative addressing incorporation of existing structures into the IMP area and future development plans;
11. The publicly-dedicated park land concept in accordance with the D.R.M.C, Department of Parks and Recreation (DPR) adopted rules and regulations, or City Council adopted plan policies;
12. The public school land dedication concept, as applicable;
13. The designation of Primary and Side Streets, and Zone Lot Lines, in compliance with the Denver Zoning Code;
14. The proposed building heights;
15. A Transportation Impact Study;
16. Identification of regulatory floodplain boundaries and other areas of known localized flooding;
17. An affordable housing plan in accordance with the approved Large Development Framework (LDF), as applicable; or
18. Environmental standards to be met and remediation needed prior to acceptance of any infrastructure or conveyance of land to the city.

B. Review, Referral, and Decision by Development Review Committee

1. The IMP application shall be referred to other affected or interested agencies or departments for review and comment, including but not limited to the following agencies (or successor agencies or departments)
 - a. The Office of Economic Development & Opportunity – Affordable Housing, Neighborhood Equity;
 - b. The Division of Real Estate;
 - c. Department of Transportation and Infrastructure – Transportation, Wastewater, Floodplain, Transportation Design and Transportation Mobility;
 - d. Department of Parks and Recreation – Office of the City Forester, Natural Resources, Parks Planning;
 - e. Department of Public Health and Environment;
 - f. Denver Public Schools;
 - g. Denver Water;
 - h. Department of Community Planning and Development – Development Services, Planning Services;
 - i. City Attorney’s Office; and
 - j. Any special districts providing or proposing infrastructure service to the IMP area.

C. IMP Amendments and Minor Modifications – Application Fees

1. The DRC shall have the authority to assess lower building and land development fees for minor modifications to IMPs not considered IMP amendments in accordance with Section 2.3.C.2 below.
2. Any of the following changes to an approved IMP, if included in the IMP, shall be considered an IMP amendment subject to the applicable building and land development fees for IMPs. The DRC shall decide if the proposed change falls within any of the following:

- a. Significantly modifying or reallocating the mix of uses or density of development such that the infrastructure planned within the IMP is no longer adequate;
- b. Significantly altering the location or amount of land area intended for publicly accessible open space, public parks, or other public purposes required by the Denver Zoning Code or by other City ordinances, rules, or regulations;
- c. Substantially moving or altering the vehicle access and circulation to or within the development;
- d. Changing or negating any IMP condition of approval;
- e. Change to any vested rights established through the IMP;
- f. A proposed repeal of the IMP; or
- g. Modifying any other element of the approved IMP that would substantially change its character or impacts on surrounding property, as determined by the Manager of Community Planning and Development.

2.4 Infrastructure Master Plan Review Standards

A. General Intent

The intent of these IMP standards is to supplement standards contained in the Denver Zoning Code (DZC) and other City rules and regulations applicable to development in the IMP area to address the impacts associated with development of a large area. Depending on the location, scale, and type of development, some standards may not be applicable as determined by the DRC. In the event of a conflict between these IMP standards and any standards in the DZC or Denver Revised Municipal Code (D.R.M.C.), the DZC and D.R.M.C. standards shall control. The DRC shall approve an IMP only upon finding that the following standards have been met, as applicable.

B. Environmental Review Standards

1. Specific Intent

To minimize the impacts of development and infrastructure on natural resource areas, ecologically sensitive areas, or areas otherwise not suitable for development due to environmental constraints.

2. Environmental Standards for IMPs

- a. Development shall preserve ecologically sensitive landscapes through methods including but not limited to designating permanent open space or through appropriate design and use of adjacent lands and development.
- b. New roads shall not be constructed in areas designated natural or conservancy areas where a feasible alternative exists. If permitted, roads in such areas shall be located, designed, and constructed to ensure minimal environmental impacts.
- c. 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 and all adverse impacts to the natural environment have been mitigated to the maximum extent possible.
- d. Roads shall be designed to minimize impacts on wildlife, significant wildlife habitat, or wildlife migration routes.

- e. 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 shall be avoided or minimized.
- f. 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 the minimum area necessary to allow installation and to prevent interference by vegetation once the system is in operation.
- g. Development shall address tree and natural resource requirements set forth in any policies, design standards, or plans adopted by the Department of Parks and Recreation or the Department of Transportation and Infrastructure.
- h. All site improvements shall be in compliance with Denver's Floodplain Ordinance (D.R.M.C. Chapter 56, Article V).

C. Public Facilities Review Standards

1. Specific Intent

To integrate and coordinate the construction and provision of public facilities for different purposes in the IMP area to promote efficient development and land use patterns.

2. Public Facilities Standards for IMPs

- a. The IMP shall situate public facilities where other public facilities may be located as an organizing feature for future development.
- b. The IMP shall be consistent with the public facilities elements of adopted plans.
- c. Public facilities, such as recreation and community centers, libraries, and schools, should be sited adjacent to public parks, open space, and trails wherever possible to promote joint and community use.
- d. The IMP shall situate public facilities and appropriate open space to take advantage of available or planned multi-modal access.

D. Transportation Review Standards

1. Specific Intent

- a. To determine the arterial, collector, and local street layout and subsequent Right-of-Way width requirements in the IMP area to implement adopted plans;
- b. To provide vehicular, pedestrian, and bicycle linkages with existing adjacent streets and future developments; and
- c. To ensure safe access to all properties for emergency services.

2. Transportation Standards for IMPs

Transportation systems shown in the IMP shall be consistent with and reviewed under the applicable rules and regulations for transportation standards and policies adopted by the Department of Transportation and Infrastructure. The following additional transportation standards apply to IMPs. In the event of a conflict between these standards and any Department of Transportation and Infrastructure rules and regulations, adopted plans, the DZC, or the D.R.M.C.; the standards in the DOTI rules and regulations, DZC, and D.R.M.C. shall control.

a. Street, Alley, and Block Layout Standards

- i. 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.
- ii. The block and street layout for all development shall be compatible with existing and planned development of adjacent parcels.
- iii. The block sizes shall be sized and designed to support and provide pedestrian scale to future development.

b. Multimodal Transportation and Transit Facilities

- i. The IMP shall provide an interconnected transportation system that encourages multiple modes of transportation, disperses traffic, and provides streets that accommodate multiple transportation modes including vehicles, transit, bicycles and pedestrians.
- ii. Transit facilities in an IMP shall:
 - (a) Be integrated with appropriate facilities for all modes of travel;
 - (b) Provide safe, secure, convenient and comfortable locations to access transit; and
 - (c) Be located adjacent to and accessible from activity centers and commercial areas.

c. Street Design and Cross Sections

- i. The design and construction of all streets shall minimize the impacts on existing residences, local neighborhood streets, and historic structures.
- ii. All street cross-sections shall include public Right-of-Way for travel lanes, tree lawns and/or amenity zones, utilities, and sidewalks in dimensions as approved by the Department of Transportation and Infrastructure. Additional Right-of-Way may be required for parking lanes, bicycle facilities, medians, or additional pedestrian or transit facilities.
- iii. Half-streets along a development boundary or within any part of a development may be approved by the Manager of Transportation and Infrastructure. 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 Transportation and Infrastructure.
- iv. Utilities and transportation facilities in IMPs shall be installed in the same Rights-of-Way to the greatest extent possible.
- v. The IMP may include variations from the standard street cross-sections with the approval of the Manager of Transportation and Infrastructure, in consultation with the Manager of Community Planning and Development, where one or more of the following circumstances apply:
 - (a) If a natural or human-made obstruction limits the available Right-of-Way;
 - (b) If pedestrian, bicycle, transit or vehicular safety would be better served by a variation to the standard street cross-section;

- (c) If the transportation system would be better served by a variation to the standard street cross-section; or
- (d) If connections to the existing road network would be preserved or extended by a variation to the standard street cross-section.

d. Private Streets

The Managers of Transportation and Infrastructure and Community Planning and Development may consider proposals to retain streets as private property when all the following circumstances apply, and if agreements between the applicant and the City are set forth for private repair and maintenance of the private street:

- i. If the anticipated development program would be better served by private streets;
- ii. If private streets have at least the equivalent same design and amenity quality as public streets, such as sidewalks, tree lawns with street trees, and buildings located to define the street at a human scale;
- iii. If connections, access, and circulation for the IMP area will not be degraded; and
- iv. If the street cross-section does not meet the requirements of the Department of Transportation and Infrastructure street standards but does meet applicable standards for health, safety, welfare, convenience and design as required by the Department of Community Planning and Development.

e. Pedestrian and Bicycle System

i. Pedestrian and Bicycle Connectivity

- (a) Pedestrian and bicycle facilities shall be integrated with, and/or separated from motor vehicular facilities to maximize safety, and according to Blueprint Denver, Denver Moves, and other applicable adopted plan policies.
- (b) The transportation system within the IMP area shall connect pedestrian and bicycle facilities to bicycle and pedestrian facilities surrounding the IMP area; and
- (c) The transportation system shall conveniently connect pedestrian and bicycle facilities to significant locations, such as public parks, transit, housing, trails, employment centers, shopping, schools, and public facilities.

f. IMP Parkways and Boulevard Standards

Development in the IMP shall be consistent with and reviewed under D.R.M.C., Chapter 49, Article II for Parkways and Boulevards, and any policies, design standards, or plans adopted by the Department of Parks and Recreation and Department of Transportation and Infrastructure. The following additional standards for parkways and boulevards apply to development in the IMP. In the event of a conflict between these standards and any Department of Transportation and Infrastructure (DOTI) or Department of Parks (DPR) and Recreation rules and regulations, adopted plans, the DZC, or the D.R.M.C., the standards in the DOTI and DPR rules and regulations, DZC, and D.R.M.C. shall control.

- i. The DRC may establish new parkways and boulevards that are designated by City Council through ordinance in the IMP area.
- ii. Existing parkways and boulevards may be extended to newly-developing areas in the IMP area, as determined jointly by the DRC.
- iii. New parkways and boulevards may be constructed in newly-developing areas subject to the IMP as determined jointly by the DRC.

E. Wastewater Review Standards

Wastewater systems shown in the IMP shall be consistent with and reviewed under the applicable rules and regulations and policies adopted by the Department of Transportation and Infrastructure. The following additional wastewater standards apply to IMPs. In the event of a conflict between these standards and any Department of Transportation and Infrastructure rules and regulations, adopted plans, or the D.R.M.C., the standards in the DOTI rules and regulations and D.R.M.C. shall control.

1. All sanitary sewers shall be designed using the City's most current Sanitary Sewer Design and Technical Criteria Manual and the City's most current Sanitary Sewer Master Plan.

F. Stormwater Review Standards

Stormwater systems shown in the IMP shall be consistent with and reviewed under the applicable rules and regulations and policies adopted by the Department of Transportation and Infrastructure. The following additional stormwater standards apply to IMPs. In the event of a conflict between these standards and any Department of Transportation and Infrastructure rules and regulations, adopted plans, or the D.R.M.C., the standards in the DOTI rules and regulations and D.R.M.C. shall control.

1. Specific Intent

To protect new developments, as well adjacent and downstream properties including public Right-of-Way, from negative storm drainage impacts.

2. Stormwater Standards for IMPs

- a. 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.
- b. All stormwater management facilities shall be constructed within the area of the proposed development to properly limit surface runoff, except in the case of approved regional stormwater detention facilities.
- c. Stormwater facilities shall use multi-purpose facilities where appropriate, such as incorporating linear open space within riparian corridors and by integrating drainage facilities and features with natural waterways, recreation areas, trails and open space.
- d. Stormwater facilities shall minimize negative environmental impacts and maximize opportunities for water quality enhancements.
- e. 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.

G. Utilities Review Standards

Utilities shown in the IMP shall be consistent with and reviewed under the applicable rules and regulations and policies adopted by the Department of Transportation and Infrastructure. The following additional utility standards apply to IMPs. In the event of a conflict between these standards and any Department of Transportation and Infrastructure rules and regulations, adopted plans, or the D.R.M.C., the standards in the DOTI rules and regulations and D.R.M.C. shall control.

1. Specific Intent

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

2. Utilities Standards for IMPs

- a. Utilities and transportation facilities shall be installed in the same Rights-of-Way to the greatest extent possible.
- b. 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 where possible. Utility conduits shall be located as far from the tree lawn center line as possible.
- c. 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.
- d. Storm drainage and sanitary sewer studies shall be submitted and approved for the entire development before construction of any one phase may be initiated. When developing in phases, the applicant shall be required to covenant that all storm drainage and sanitary sewer facilities and onsite 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 development without first obtaining written approval from the Manager of Transportation and Infrastructure. When all phases of construction have been completed, inspected and accepted by the Manager of Transportation and Infrastructure, the applicant may request, if applicable, termination of the covenant.
- e. New telephone, communications, electric, gas and other similar utility lines and services shall be placed underground except where this requirement conflicts 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 shall be sited to comply with Denver zoning rules, 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.