BUCKLEY ANNEX
GENERAL DEVELOPMENT PLAN
A PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST, 6TH PRINCIPAL MERIDIAN
LOCATED AT THE INTERSECTION OF LOWRY BOULEVARD & QUEBEC STREET

COVER SHEET

LEGAL DESCRIPTION
SEE GENERAL NOTES, SHEET 3.

STATISTICAL INFORMATION
SEE GENERAL NOTES, SHEET 3.

GENERAL NOTES
SEE GENERAL NOTES, SHEET 3.


gdp boundary exhibit & legal description

appellant and owner
Lowry Economic Redevelopment Authority
By: ____________________________  Title: ____________________________
Name: __________________________
State of Colorado: CO
City and County of Denver: ____________
The foregoing instrument was acknowledged before me this _____ day of ____________, 2012.

by: ____________________________

Witness my hand and official seal

My commission expires ___________________

Notary Public

Christopher A. Brooks, a Registered Land Surveyor in the State of Colorado, do hereby certify that the description as shown on Sheet 2, for the Buckley Annex General Development Plan was prepared under my supervision.

Christopher A. Brooks, PLS 38063
for and on behalf of Matrix Design Group, Inc.

This Buckley Annex General Development Plan ("GDP") is in conformance with Section 12.4.12 of the Denver Zoning Code of the City and County of Denver, and constitutes a planning document for all subsequent development within the area covered by this Buckley Annex General Development Plan. In addition, this GDP vests those rights specified herein.

Approved by: _________________________________________________________         Date: __________________________
Manager of Community Planning & Development

Approved by: _________________________________________________________         Date: __________________________
Manager of Public Works

Approved by: _________________________________________________________         Date: __________________________
Manager of Parks and Recreation

Approved by: _________________________________________________________         Date: __________________________
Zoning Administrator

I hereby certify that this instrument was recorded in my office at ____________ o’clock M., ____________, 2012, and duly recorded in Book ____________ at Pages ____________, and Reception Number __________________________.

________________________________________
Clerk and Recorder
by ________________________________ Deputy

Fee:  ____________________________________
GENERAL DEVELOPMENT PLAN
BUCKLEY ANNEX
A PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST, 6TH PRINCIPAL MERIDIAN
LOCATED AT THE INTERSECTION OF LOWRY BOULEVARD & QUEBEC STREET

1. THIS EXHIBIT DESCRIBES THE BOUNDARIES OF THIS GENERAL DEVELOPMENT PLAN. IT INCLUDES OWNERSHIP PARCELS, PORTIONS OF TRANSPORTATION RIGHTS-OF-WAY, EASEMENTS AND OTHER ENCUMBRANCES. THIS EXHIBIT AND DESCRIPTION SHALL NOT BE USED TO TRANSFER PROPERTY OR AS A BASIS FOR DESCRIBING ENCUMBRANCES.

2. THIS EXHIBIT DOES NOT REPRESENT A MONUMENTED SURVEY. IT IS INTENDED ONLY TO DEPICT THE ATTACHED DESCRIPTION.

DESRIPTION
LOWRY BUCKLEY ANNEX
A PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST, CITY AND COUNTY OF DENVER, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 8; THENCE NORTH 89°59'52" WEST, ALONG THE NORTHERLY LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 120.00 FEET; THENCE SOUTH 00°02'35" WEST, PARALLEL WITH AND 120.00 FEET WEST OF SAID EASTERLY LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 30.00 FEET TO THE SOUTHERLY LINE OF FIRST AVE. AND THE POINT OF BEGINNING; THENCE ALONG THE WESTERLY LINES OF THE SOUTH PART OF EDC PARCEL AS DESCRIBED AT RECEPTION NUMBER 9700080389 IN THE CLERK AND RECORDER'S OFFICE OF SAID CITY AND COUNTY OF DENVER THE FOLLOWING TWO COURSES;

1.) SOUTH 00°02'35" WEST, PARALLEL WITH AND 120.00 FEET WEST OF SAID EASTERLY LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 1260.16 FEET;
2.) NORTH 90°00'00" WEST A DISTANCE OF 973.87 FEET TO A CORNER IN SAID WESTERLY LINE OF THE SOUTH PART OF EDC PARCEL;
THENCE NORTH 89°59'31" WEST, ALONG THE NORTHERLY LINE OF BAYAUD AVE., A DISTANCE OF 1455.03 FEET TO THE EASTERLY LINE OF S. MONACO ST. PARKWAY; THENCE NORTH 00°11'21" EAST, PARALLEL WITH AND 90.00 FEET EAST OF THE WESTERLY LINE OF SAID SOUTHEAST QUARTER AND ALONG THE EASTERLY LINE OF S. MONACO ST. PARKWAY, A DISTANCE OF 1260.06 FEET TO THE SOUTHERLY LINE OF SAID FIRST AVE. Thence SOUTH 89°59'52" EAST, PARALLEL WITH AND 30.00 FEET SOUTH OF SAID NORTHERLY LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 8 AND ALONG SAID SOUTHERLY LINE OF FIRST AVE., A DISTANCE OF 2425.68 FEET TO THE POINT OF BEGINNING.

CONTAINING 3,058,748 SQUARE FEET OR 70.219 ACRES, MORE OR LESS.

BASE OF BEARINGS: BEARINGS ARE BASED ON THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST, CITY AND COUNTY OF DENVER, STATE OF COLORADO, 2000, COSINE TERMS. THE NORTH PART OF SAID QUARTER IS A 3 1/4" ALUMINUM CAP IN A RANGE BOX STAMPED BRW INC, PLS 20683. THE SOUTHEAST CORNER OF SAID QUARTER IS A 1" STEEL ROD 0.5' BELOW THE ASPHALT.
A. Introduction and Purpose

A General Development Plan (GDP) establishes a framework for future land use and development and resulting public infrastructure. The GDP provides an opportunity to identify issues and the development’s relationship with significant public infrastructure improvements such as major road-modal facilities and connections through major utility facilities, and public accessible parks and open spaces. An approved GDP provides a master plan for outstanding development, infrastructure improvements, and regulatory boundaries as development proceeds within the subject area.

This General Development Plan for the Buckley Annex has been created within the guiding principles and framework of the 2006 Buckley Annex Redevelopment Plan (the “Redevelopment Plan”). Many of the rules and principles in this sheet are consistent and through the Buckley Annex GDP come directly from the Redevelopment Plan. The term “Buckley Annex” shall be applied to property located within the boundaries defined for this document (see Sheet 2).

B. Background Information

Development throughout Buckley Annex will consist of the principles of sustainable development by encouraging and fostering the following:

- Land use provides a variety of transportation alternatives and pedestrian trails;
- Builds a variety of large and employment opportunities for a broad mix of economic levels;
- A wise use of natural resources - including water and energy;
- Landscaping that emphasizes water conservation uses xeriscaped, and other plants.

- The use of building materials that are in keeping with concepts of “sustainable” construction practices;
- Consideration of LCCD NGO requirements;
- Protection of the air, water, and natural environment;

C. Development Goals

- The Buckley Annex GDP calls for creation of a comprehensive community through the integration of housing, employment, and recreation. The 7-acre Buckley Annex land plan is shaped by an open space system that connects the walkable neighborhood and manages development to the surrounding neighborhoods, parks, and commercial area.

- Housing:
  - Consider a range of housing product types to attract a vibrant and diverse community.
  - Provide alternate housing options.
  - Choose a variety of moderate density and low density housing.
  - Provide high quality residential development that will complement existing portions of the community and the surrounding neighborhoods.
  - Integrate housing into a dynamic, mixed-use development.
  - Build-to lines to create access to the neighborhood and promote appropriate affinities between building type and street type.

- Land Use:
  - A diverse mixed-use plan will be more sustainable in the marketplace.
  - Communities are enhanced by integrating with neighboring areas and systems.
  - Integrate and diverse uses provide pedestrian walkable.
  - A pedestrian walkable design will provide the road to the greater community.
  - Open spaces should be high quality in design and offer pedestrian access.
  - Maximize connections between the surrounding areas for all transportation modes.
  - Develop mixed-use pedestrian centers and prioritize on-site access to the greatest extent possible.

- Design Principles:
  - In order to be a GDP Development Concept while fitting within the existing fabric of the adjacent neighborhoods, a number of edge treatments will be implemented with various types of land uses, roadway improvements, and landscaping as discussed below.

- Development proposals for Buckley Annex seeks to achieve the vision:

- Lowry Boulevard:
  - Lowry Boulevard is expected to be an active urban boulevard that will be made more intimate by building massing, framing the street and architecture; this orientation may be in addition to any other required or provided access and layout.
  - All development should provide as much Lowry Boulevard building frontage and activity as possible, and have active pedestrian entries visible from Lowry Boulevard and connected to the Lowry Boulevard street sidewalk by the most direct route practical.

- Neighborhood to buffer the neighborhood from the higher density areas along Lowry Boulevard while providing pedestrian and bicycle connections to and across the site.

- Height: Maximum 2.5 Stories

- Urban Design:
  - Vehicular access from alley.
  - Lot sizes: 3,000 square feet to 7,000 square feet.
  - Consistent sidewalk width.

- Neighborhood Center West:

- Intent: The current character along Monaco Parkway is respected through a 35’ setback, the preservation of the existing storm water basin, and the addition of landscaping. Non-residential space located at the intersection of Lowry Boulevard and Monaco Parkway will be walled-off with primary frontage and entry along Lowry Boulevard. Secondary frontage and signage is allowable along Monaco Parkway.

- Land Use: Mixed Use (Residential, Retail, Office, Etc.)

- Height: Maximum 5 stories, 3 stories maximum along Monaco Parkway.

- Urban Design:
  - Across Monaco Parkway from Crestmoor Neighborhood, building and signs will be setbacks 35 feet from right-of-way with landscaping and an improved sidewalk along Monaco Parkway in accordance with neighborhood’s existing signs in a designaton “Parkway”.

- Build-to lines and pedestrian entries along Lowry Boulevard.

- Rafter Boulevard:

- Intent: The Rafter Boulevard subarea connects the entire neighborhood by defining Lowry Boulevard as a comfortably scaled urban rowhouse/townhouses district.

- Lowry/Boulder/Rafter/Broomwood contain a blend pedestrian/boulevard where bikers, joggers, and walkers pass by using the trails to the Crestmoor Park, neighborhood retail, the community park, and the surrounding neighborhoods.

- Land Use: Single Unit Attached, single unit detached.

- Height: Maximum 3 stories.

- Urban Design:
  - Build-to lines and pedestrian entries along Lowry Boulevard.

- South Residential:

- Intent: This residential area focuses on single-family detached and attached homes in close proximity to the neighborhood center to the west and the community park to the east. Single and detached, single unit attached, or multi-unit on the southern edge provide a transition from the higher density uses in the adjacent neighborhoods.

- Land Use: Mixed use (residential, retail, office, Etc.)

- Height: Maximum 3 stories.

- Urban Design:
  - Pedestrian and vehicular access from the street.

- Community Park South Residential:

- Intent: Along the Park Heights Neighborhood, lower density residential will be utilized to provide a buffer between the neighborhood and the mixed-use development to the north.

- The Community Park South subarea presents an opportunity for single family detached homes to enjoy a prime location on the community park and serve as a transition to the existing Park Heights neighborhood to the south. This subarea also provides a pedestrian connection that directly links the Park Heights Neighborhood to the common park.

- Land Use: Single use detached.

- Height: Maximum 2.5 stories.

- Urban Design:
  - Build-to lines from the street.
  - Street facing garages shall not be allowed along Osceola Street, but may be allowed along Archer Place, and they must be set back from the front of the house. Accessory dwelling units (ADUs) are allowed.

- Rowhouse Boulevard:

- Intent: The Rowhouse Boulevard subarea connects the entire neighborhood through a 35’ setback, the preservation of the existing storm water basin, and the addition of landscaping. Non-residential space located at the intersection of Lowry Boulevard and Rowhouse Boulevard will be walled-off with primary frontage and entry along Lowry Boulevard. Secondary frontage and signage is allowable along Rowhouse Boulevard.

- Land Use: Residential, Retail, Office, Etc.

- Height: Maximum 2.5 stories.

- Urban Design:
  - Build-to lines and pedestrian entries along Lowry Boulevard.

- Community Park Mix Use Center:

- Intent: The Community Park Mix Use Center serves as a community-wide gathering place that is defined by a significant community park and place; new opportunities for park-side residents and multi-family and single-family opportunities that lead into the park extension. The mix uses for additional new park and park facilities will be provided in the northeast corner of the site to support the existing Roosevelt Park (active recreation). 14 Avenue and Saddle Street will be made stronger by community parks on the west and the inner center grid. 2. Alongside of Tennyson Street:

- Land Use: Mixed use (residential, retail, office, Etc.)

- Height: Maximum 3 stories.

- Urban Design:
  - Build-to lines and pedestrian entries along Lowry Boulevard and Tennyson Street.
  - Ground floor access.
  - Parking located to the side and/or the rear of buildings or structures.
  - Buildings and uses along the south (adjacent to the active park).

- 35’ setbacks from Graysen RCM to building line.
D. Infrastructure Master Plan

Redevelopment of Buckley Annex poses unique infrastructure challenges that require an integrated approach to planning land use, transportation elements, and utility systems. To facilitate this integrated, multi-disciplinary approach to planning, the provision of transportation infrastructure is important to support development at the former military base. Separate utility and traffic studies are being submitted to the City as companion documents to this GDP, but approved separately from the GDP.

Underlying principles for the development of infrastructure at Buckley Annex include the following:

- Develop plans that offer new linkages and relationships with surrounding neighborhoods by providing pedestrian and vehicular access, connected recreational resources, and infrastructure upgrades that enable potential patterns of existing systems.
- Promote designs that will create a sustainable environment and the natural resources and features of the site with consideration to LEED ND requirements.
- Provide designs that safely build-out conditions and which can be constructed in a phased manner whereby infrastructure is provided “just-in-time” to minimize initial cash flow and maintenance requirements.

B. Transportation and Street Network

The transportation system supports a diversified, local community, with multi-modal access to the surrounding neighborhoods.

- Support alternative transportation (including pedestrian and bicycle connections) to reduce automobile dependency.
- Promote designs that will create a sustainable environment and the natural resources and features of the site with consideration to LEED ND requirements.
- Transportation options support a diversified, local community, with multi-modal access to the surrounding neighborhoods.
- Support alternative transportation options (including pedestrian and bicycle connections) to reduce automobile dependency.
- Connectivity to the surrounding neighborhoods is key to providing an efficient transportation network.

Development of the Buckley Annex will provide numerous improvements to the local transportation system. The roadways provide a network of local and collector streets, bicycle and pedestrian facilities, and vehicle movement that establishes critical linkages to the surrounding local and regional transportation system for a variety of transportation modes as shown on Sheets 6, 8, and 9.

Improvements to 1st Avenue will give the roadway more of a residential collector feel and provide pedestrian and bicycle connections to and across the site including the additional library parking. Proposed changes include providing an on-street bicycle facility (see Sheet 9) and creating a new detached sidewalk along the south side with a landscaped tree lawn. On-street parking will not be provided along 1st Avenue.

Monaco Parkway:

Across Monaco Parkway from the Crestmoor Neighborhood, buildings and signs will be setback 35 feet from right-of-way with landscaping and a sidewalk along Monaco Parkway in accordance with Monaco's existing status as a designated “Parkway”. Pedestrian and bicycle access will be enhanced with access to the proposed sidewalk section of Monaco Parkway and Lowry Boulevard and a multi-use path provided along Lowry Boulevard to connect to the multi-use paths and parks planned on-site and the existing paths and parks east of Quebec Street.

Quebec Street:

Across Quebec Street, from Lowry Boulevard to Northwest Highway, the west side of Quebec Street will be extended to a total of 39 feet from right-of-way with landscaping and a sidewalk along Monaco Parkway in accordance with Monaco's existing status as a designated “Parkway”. Pedestrian and bicycle access will be enhanced with access to the proposed sidewalk section of Monaco Parkway and Lowry Boulevard and a multi-use path provided along Lowry Boulevard to connect to the multi-use paths and parks planned on-site and the existing paths and parks east of Quebec Street.

All such vested property rights shall remain vested for a period of three (3) years. The vesting only extends to the following specific portions of this GDP:

1. The street network subject to Public Works design criteria and warrant analysis to be constructed within the GDP area is vested as shown on Sheet 6.
2. The proposed transportation improvements to the roadway configurations shown in Sheet 6 are based on the current road network configuration at the study's effective date. These improvements do not change substantially to dictate a greater standard. The following is a summary of the proposed major street network:

- Lowry Boulevard:
- Monaco Parkway:
- 1st Avenue:
- Quebec Street:

3. The Roadway Typical Sections detailed on Sheet 7 are vested except that on-street parking in not vested. Roads constructed within Buckley Annex, no greater standards shall be required that these detailed in Sheet 7 unless existing traffic studies change substantially to justify application of a different standard in the opinion of the Manager of Public Works.
1. Individual parcels will be designed in accordance with the Lowry Design Guidelines and applicable zoning regulations.

2. Lowry Blvd shall be a Primary Street for purposes of zoning. All other Primary Streets required by zoning shall be determined at Site Development Plan.
Buckley Annex
General Development Plan
A part of the Southeast Quarter of Section 8, Township 4 South, Range 67 West, 6th Principal Meridian
Located at the intersection of Lorry Boulevard & Quebec Street
Vehicle Circulation

Legend:
- Existing Traffic Signal
- Proposed Traffic Signal (When MUTCD Warrants are met)
- Proposed Right-in / Right-out
- Potential All-Way Stop

All new signal locations are subject to warrant analysis.

Traffic Signals:
- 2-Lane Local and Collector Roads
- 3-Lane Collector Road
- 4-Lane Arterial Road
- 6-Lane Arterial Road

Street Network:
- 2-Lane Local and Collector Roads
- 3-Lane Collector Road
- 4-Lane Arterial Road
- 6-Lane Arterial Road

Note:
1. See Sheet 7 for Roadway Typical Sections.
2. All proposed roadways shown within the GDP Boundary will be dedicated as public streets.
3. Final alignments to meet all Public Works criteria.

To be installed when warranted.

To be installed with road extension.

Vehicle circulation
Sheet 6 of 13

General Development Plan
Buckley Annex
A part of the Southeast Quarter of Section 8, Township 4 South, Range 67 West, 6th Principal Meridian
Located at the intersection of Lorry Boulevard & Quebec Street
Vehicle Circulation

January 2013
BUCKLEY ANNEX
GENERAL DEVELOPMENT PLAN
A PART OF THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 4 SOUTH, RANGE 67 WEST, 6TH PRINCIPAL MERIDIAN
LOCATED AT THE INTERSECTION OF LOWRY BOULEVARD & QUEBEC STREET
ROADWAY TYPICAL SECTIONS

1. Exceptions to the Roadway Typical Sections may be allowed by the Manager of Public Works on a case-by-case basis without affecting vested rights or requiring an amendment to this General Development Plan.

2. A waiver will be requested to provide public sidewalks within access easements in consideration of LEED ND requirements for the applicable typical sections on this sheet.

NOTE:

EXISTING ATTACHED SIDEWALK TO BE REMOVED
EXISTING ASPHALT AND CURB & GUTTER TO BE REMOVED.

NORTHBOUND MONACO TO BE RESTRIPED TO PROVIDE TWO THROUGH LANES
MODIFY EXISTING SIDEWALK TO CREATE 8' MULTI-USE TRAIL

TYPICAL 2-LANE COLLECTOR
(ADJACENT TO COMMERCIAL OR MULTI-FAMILY)
*PONTIAC ST BETWEEN 1ST AND LOWRY BLVD ONLY

TYPICAL 2-LANE LOCAL
(3 UTILITIES)

TYPICAL 2-LANE LOCAL
(2 UTILITIES)

TYPICAL 1ST AVENUE
(MAGNOLIA TO POPLAR)
* IMPROVEMENTS TO 1ST AVENUE BETWEEN CURB LINES WILL BE LIMITED TO STRIPING TO CREATE BIKE LANES

TYPICAL LOWRY BOULEVARD
(MONACO PKWY TO NIAGARA ST)
(ONEIDA CT TO QUEBEC ST)
* LOWRY BOULEVARD SECTION WILL VARY BETWEEN ONEIDA & QUEBEC DUE TO TURN LANES AND RECEIVING LANES. LOWRY BETWEEN NIAGRA AND MONACO MAY BE STANDARD TREE LAWN OR AMENITY ZONE WHICH WILL BE DETERMINED DURING TEP PROCESS WITH CITY.

TYPICAL 1ST AVENUE
(MONACO TO MAGNOLIA)
(POPLAR TO QUEBEC)
* IMPROVEMENTS TO 1ST AVENUE BETWEEN CURB LINES WILL BE LIMITED TO STRIPING TO CREATE SHARED LANE

TYPICAL LOWRY BOULEVARD
(NIAGARA ST TO ONEIDA CT)

TYPICAL QUEBEC STREET
(ALONG PROPERTY FRONTAGE)

1ST AVENUE TYPICAL SECTIONS

ROADWAY TYPICAL SECTIONS
SHEET 7 OF 13
1. This plan shows existing bus routes and bus stops. Any changes to the existing system will require approval from RTD at the time of development. Changes required by RTD shall not trigger the need to amend the Approved GDP.

2. Bus stop infrastructure including bus pad, paved connection to sidewalk, and a paved passenger waiting area will be designed and constructed at the Transportation Engineering Plan level. Any additional stop amenities will be determined at the time of Site Development Plan.
The Redevelopment Plan identified an open space network "that builds upon Lowry's diverse park system, connects the Buckley Annex to surrounding neighborhoods and the larger open space network, and integrates stormwater detention." Objectives for parks and open space include the following:

- Contribute to a dramatic change in the physical appearance of the Buckley Annex site.
- Meet local and regional demand for open space and recreation opportunities.
- Complement Denver's system of urban parks.
- Provide cost-effective and environmentally beneficial approaches to water management on site.
- Connect Buckley Annex to the rest of the City and region through physical and visual linkages.
- Provide recreational opportunities for residents of Denver.
- Preserve existing land contours and vegetation where possible.
- Parks and open space that restore and enhance habitats for a variety of birds, animals and vegetation, are compatible with the natural environment and are well integrated into the fabric of the community.

It is envisioned that usable parks and open space will be provided for residents as development occurs. These facilities will serve primary neighborhood needs with exact boundaries to be further defined during the design process while maintaining approximately 13 acres of open space within Buckley Annex. This translates to roughly 19% of the site being developed as open space which exceeds the City's 10% requirement.

The character of parks and open space will vary throughout Buckley Annex and will be accessible to all residents. Both formal and informal parks will be provided in different scales and sizes - including neighborhood greens, a community park, and neighborhood parks. In addition to meeting the recreational needs of the Buckley Annex, the neighborhood parks and open space are intended to provide a structure that organizes and defines the neighborhood. All parks and open space will be owned, operated, and maintained by one or more homeowner associations, metropolitan districts, or other future entities.

A trail system will be provided throughout the site for both recreation and community access (pedestrian & bicycle). Trails will be located along drainageways as well as along trails and in parks. Trails will provide both local and regional recreation and will connect with existing trails and paths that are outside the GDP boundary. In addition to the walkways provided on both sides of every roadway, additional pedestrian connections have been defined where access will be provided through the adjacent open space and/or future development. The trail alignments shown on this sheet are schematic at this time. Exact geometries will be determined during the design process.

Where "pedestrian connections" are noted, pedestrian access will be provided to the roadway sidewalk through the adjacent open space and/or future development. Exact geometries will be determined during the design process.
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EXISTING & PROPOSED WATER

LEGEND

- Existing Water Line
- Proposed Water Line
- Proposed Non-Potable Water Line
- Water Zone Boundary
- Water Demo

NOTE
1. Alignments shown are for illustrative purposes only. Final alignments will be determined at Site Development Plan.
2. The water system depicted on this sheet shows a zone boundary along Lowry Boulevard. The zone boundary may shift due to the phasing of the project where the most efficient use of infrastructure will influence the zone boundary. Minor changes to the proposed network of zone boundary will not require an amendment to this General Development Plan.
3. Public water will be provided by Denver Water pursuant to the Charter of the City. Development of Buckley Annex will require extension of the current Denver Water system.
4. Potable water supplies are available adjacent to the site. Connections to the existing system are anticipated along 1st Ave at Magnolia Street, Niagara Street, Newport Street, Osceola Court, and Pinon Street (along 1st Ave at Mariano Ranch Way East and Quebec Street). The fire flow pressures for the entire site are maintained within two pressure zones. The local potable water system is sized to provide adequate fire flow delivery with minimum residual pressure of 20 pounds per square inch (psi) in conjunction with maximum day conditions.
5. Design plans for development will be submitted to Denver Water for review and approval.
1. Alignments shown are for illustrative purposes only. Final alignments will be determined at Site Development Plan.
2. Alternate alignment to be used in event of southeast portion of site being developed prior to construction of sanitary sewer connection from the northwest. Alignment modifications will not require an amendment to this General Development Plan.
3. Existing manholes, inlets, and pipes shown as demo in open space shall be abandoned and/or removed per City and County of Denver Storm Drainage & Sanitary Sewer Construction Detail & Specifications 3.5.
4. The Buckley Annex sanitary sewer system will connect to the existing public system at 1st Avenue & Monaco Parkway. The total area associated with Buckley Annex is projected to produce 0.5 million gallons per day (MGD) average daily flow and 1.2 MGD peak daily flow at the connection point at 1st Avenue & Monaco Parkway. A portion of the site may be connected to the existing sanitary sewer system in Quebec Street if the phasing of the project makes this the preferred alternative.
5. Sanitary sewer plans for individual parcels must be in conformance with the approved 2012 Buckley Annex Sanitary Sewer Report.
1. Sub-regional stormwater facilities will be provided on the Buckley Annex site in accordance with City and County of Denver's "Storm Drainage Design and Technical Criteria Manual," Urban Drainage and Flood Control District's "Urban Storm Drainage Criteria Manual" and the approved Final Drainage Report to be prepared for the redevelopment project. These facilities will provide stormwater detention, water quality capture volume (WQCV) and control stormwater discharges from the site, unless regional facilities are available to provide the same required functions. Pond volumes will be controlled for the 10-year and 100-year storm events in addition to accommodating the WQCV, where applicable. Per City requirements, the WQCV shall be considered to be a portion of the 100-year detention volume. Individual parcel detention may be required if a parcel is developed prior to the construction of the applicable downstream detention pond.

2. The pond locations as shown on this sheet are conceptual. Detention and water quality requirements may be accomplished using ponds as illustrated or other means such as rooftop detention or underground storage, subject to subsequent review and approval. Some alternatives (such as underground water quality) may require a variance. Final detention and water quality types, locations and sizes will be determined by the approved Final Drainage Report for the Buckley Annex Redevelopment to be prepared or at Site Development Plan approval for individual parcels. Changes in detention and water quality types, locations or sizes will not require an amendment to this General Development Plan.

3. A Stormwater Management Plan will be prepared for issuance of a Construction Activities Stormwater Discharge Permit prior to the start of any construction. This plan will provide an adequate level of control of exposed soils subject to potential erosion for the duration of construction, re-vegetation and final stabilization.

4. Maintenance of the sub-regional ponds will be the responsibility of a future home owner's association, special district or other future entity.
Anticipated phasing of the development described in this General Development Plan is depicted in this Sheet 13 and intended to be advisory only and not binding and in no way creates or compromises any vested right. All infrastructure work will be phased to serve the development as it progresses.

Phasing is expected to follow market conditions for both residential and commercial developments. Phase 1 construction as indicated in the phasing graphic and described below, is anticipated to begin as early as 2013. Follow-on development is expected to occur thereafter based on market conditions. Right-of-way dedication to be done by plat using established acceptance procedures.

Phase 1: Anticipated mixed-use development at the southwest corner and residential/open space development at the northwest corner of the site along with adjacent drainage facilities and utilizing the existing sanitary sewer outfall to the northeast. Roadway construction includes portions of Lowry Blvd, Pontiac St, Archer Pl, Niagara St, and the full length of Magnolia St. The mixed-use development will have access to Quebec Street at Lowry Blvd and at Archer Place while the residential development will have access to 1st Avenue at Magnolia St and at Niagara St. Improvements will also be made to 1st Ave between Monaco Pkwy & Niagara St with this phase. Anticipated Timing: 2013-2014.

Phase 2: Remaining residential development north of Lowry Blvd, mixed-use development between Oneida Ct and Pontiac St, and adjacent portions of open space. This phase will also include the extension of Lowry Blvd and the construction of the remaining roadway north of Lowry Blvd. Improvements to 1st Avenue will continue adjacent to Phase 2 from Niagara St to Pontiac St. Anticipated Timing: 2014-2015.

Phase 3: Build-out of the full site including remaining portion of mixed-use development north of Lowry Blvd, everything south of Lowry Blvd, and completion of the 1st Avenue and Lowry Boulevard improvements. Anticipated Timing: 2015-2016.