

City of Greenwood Village

Agenda – Final Planning and Zoning Commission

6060 South Quebec Street
Greenwood Village, CO
80111

Please turn off all cellular phones and/or audible pagers.

All Council meetings are digitally recorded, and Council members may participate by remote electronic means.

Council Chambers is ADA-accessible – Hearing-impaired apparatus available.

Handheld amplified receivers and headsets are available upon request.

*For accessibility information and requests, call 303-804-4113 or email
TheVillage@GreenwoodVillage.com at least one business day prior to the*



Tuesday, April 7, 2026

6:00 PM

Council Chambers

DINNER (5:00 PM)

REGULAR MEETING (6:00 PM)

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. APPROVAL OF MINUTES

5. ELECTION OF CHAIR

6. ELECTION OF VICE CHAIR

7. PUBLIC HEARINGS

- A. PZ-25-00060 - Ionna EVCS - Site Development Plan - 6565 S Boston St (2026-72)
- B. PZ-26-00011 - The Orchard Second Amendment - 8081 E Orchard Rd (Applicant has withdrawn application.) (2026-54)

8. PUBLIC COMMENT

9. NEW BUSINESS

10. DISCUSSION ITEMS

11. ADJOURNMENT

City of Greenwood Village

Planning & Zoning Commission

April 7, 2026



6060 South Quebec
Street Greenwood
Village, CO 80111

25-00060-SDP

Staff Report

Address

6565 S Boston Street

Legal Description & Lot Size

Lot 2 Southtech Sub 2nd Flg Amended

4.59 acres

Applicant

Lena Strauss of Dewberry on behalf of IONNA

Property Owner

C2 Land LP

Zoning

Mixed Commercial (M.C.)

Planning Area

Arapahoe Road Corridor

Request

A site development plan amendment to allow for the construction of six (6) EV charging stations.

Staff Recommendation

Approval

Attachments:

1. Maps: Vicinity, Zoning, Aerial, and Site Photos
2. Proposed SDP
3. Marriott Courtyard SDP
4. Comprehensive Plan - Arapahoe Road
5. House Bill 23-1233

Staff

Brandon Nehl, Planner I

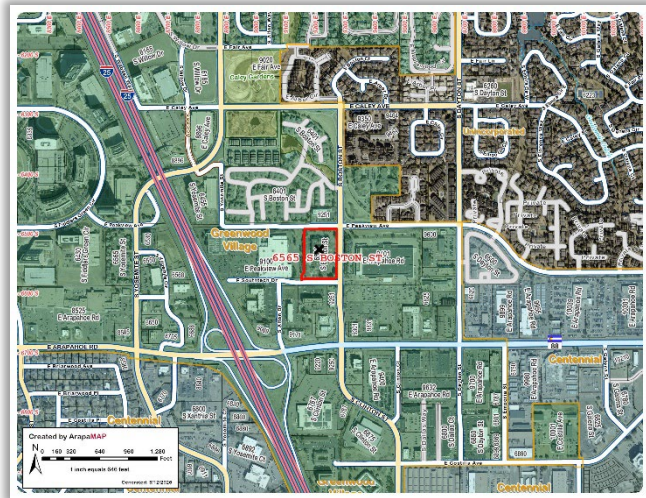
bnehl@greenwoodvillage.com

(303) 486-5799

Public Notice & Comments - As of 03/31/2026

# Sent	Comments Received	Support	Oppose
669	0	N/A	N/A

Public notice was provided as required per Land Development Code (LDC) Section 16-2-270. The affidavits of posting and mailing will be presented at the April 7, 2026, hearing.



Executive Summary

The Applicant is requesting approval to modify the Marriott Courtyard Site Development Plan (SDP) to allow for the construction of electric vehicle charging infrastructure on the subject property. This would be the 1st amendment to the SDP. A proposal to reduce an approved SDP's open space and parking by less than 5% is considered a minor modification and requires review and approval from the Planning and Zoning Commission (PZC).

Background

- The original Final Development Plan was approved in December of 1985.
- The subject property was annexed into the City of Greenwood Village in 1987.
- Existing historical final development plans (FDPs) are now processed as site development plans (SDPs) pursuant to Chapter 16 - Land Development Code.

Applicant's Request

Table 1: Proposed Modification

Electric vehicle charging infrastructure	• Install (1) Utility Transformer • Install (1) 3000A, 277/480V Service Switchboard • Install (6) Alpitronic HYC400 Dual Port Dispensers & (12) Stalls of Charging • Install (7) Light Posts • Install (1) Retaining Wall • There is a net loss of one (1) parking space. Per HB23-1233, new ADA EV charging stalls can be counted as 2 parking stalls.
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Analysis

The applicable section of the LDC Sec. 16-2-50(f)(2), if an applicant wishes to modify an approved SDP, the applicant shall submit a request for such modification to the Community Development Department Director. The Director shall determine whether the proposed modification is a major, minor, or administrative modification. A modification is considered a minor modification if open space and parking requirements are reduced by no more than five percent (5%), there is no increase in density, height or floor area ratio, nor a decrease in any approved setbacks. Table 2 on the following page provides a comparison of the LDC's development standards for developments located in the M.C. zone district vs. the proposed modification:

Development Type	M.C. Zone District	Proposed Development	Deviation from Code
Electric vehicle charging infrastructure	• To soften the appearance of mechanical enclosures and provide a transition to surrounding landscaped areas, evergreen trees or upright evergreen shrubs shall be planted around the exterior of mechanical enclosures, except the gate areas necessary for access.	• Evergreen trees/shrubs will be planted around the equipment pads to soften the appearance of the enclosure and provide a transition to surrounding landscaped areas.	

	The minimum open space on a parcel shall be twenty percent (20%).	The site would maintain a total of 34.5% open space. 140 sq ft of open space (-0.5%) will be removed to place a transformer and switchboard.	
	Motel/Hotel uses are required to provide 1 parking space per sleeping room for first 100 rooms, + 1 per every 2 rooms > 100, + 1 per 2 employees on maximum shift + 1 per 400 sq. ft. NFA public meeting area and restaurant. The original site development plan approved a total of 160 off-street parking spaces.	The proposed development would be modifying 14 existing parking spaces and removing one (1) standard parking space.	Only one (1) parking space will be removed totaling 159 parking spaces.
	Light poles are required to be 25 feet or less and its light source is required to be five thousand (5,000) Kelvin or less.	The proposed light poles would be 12 feet in height and three thousand (3,500) Kelvin.	

Review Criteria

In considering an application for a SDP minor modification, the Planning and Zoning Commission (PZC) shall consider the following criteria as outlined in LDC Section 16-2-50. PZC is to provide the final decision on the proposed SDP minor amendment. The approval criteria and Staff's findings are presented below.

Staff has determined that the proposed modification aligns with the goals set forth in the Comprehensive Plan for this area. Specifically, the proposal conforms to the Arapahoe Road Planning Area's goals of promoting high-quality commercial site aesthetics. The proposed -0.5% reduction in open space is considered minimal and does not materially impact the overall quality or functionality of existing open space and landscaping treatments.

The modification also advances the planning area's objective of enhancing streetscape conditions through vegetative improvements. The scope of work includes the installation of additional evergreen trees and shrubs around the proposed transformer and switchboard, thereby reinforcing pedestrian-scale landscaping and visual continuity.

Staff finds that the proposed land use is compatible with adjacent and nearby uses. Fueling stations are an established use within the vicinity, and the integration of electric vehicle (EV) charging stations represents a complementary and increasingly prevalent form of vehicle refueling infrastructure. Potential adverse impacts

associated with the installation of new charging equipment have been mitigated through the incorporation of adequate screening from the public right-of-way and adjoining parcels.

Furthermore, the proposal maintains the existing supply of off-street parking. EV charging spaces will function equivalently to standard parking stalls in terms of access and circulation. Coordination with directly impacted tenants occurred during the design development phase, particularly with respect to the placement and configuration of the equipment pad.

Currently, the site provides 160 off-street parking spaces, which provides adequate parking per Section 16-2-530 of the Land Development Code (LDC). The proposed development would result in a net loss of one parking space, which is expected to have a minimal impact on parking requirements.

House Bill 23-1233 (Attachment 5 of this staff report) was signed into law and went into effect on May of 2023. Per HB23-1233, "any parking space served by an electric vehicle charging station or any parking space used to site electric vehicle charging equipment must be counted as at least one standard automobile parking space; and any van-accessible parking space that is designed to accommodate a person in a wheelchair, is served by an electric vehicle charging station, and is not designated as parking reserved for a person with a disability under section 42-4-1208 must be counted as at least two standard automobile parking spaces." Greenwood Village's City Attorney was consulted on the subject matter and authenticated that counting one handicapped parking space as two standard spaces can be allowable under the Bill provided that the space is served by an electric vehicle charging station and is not designated for handicapped parking.

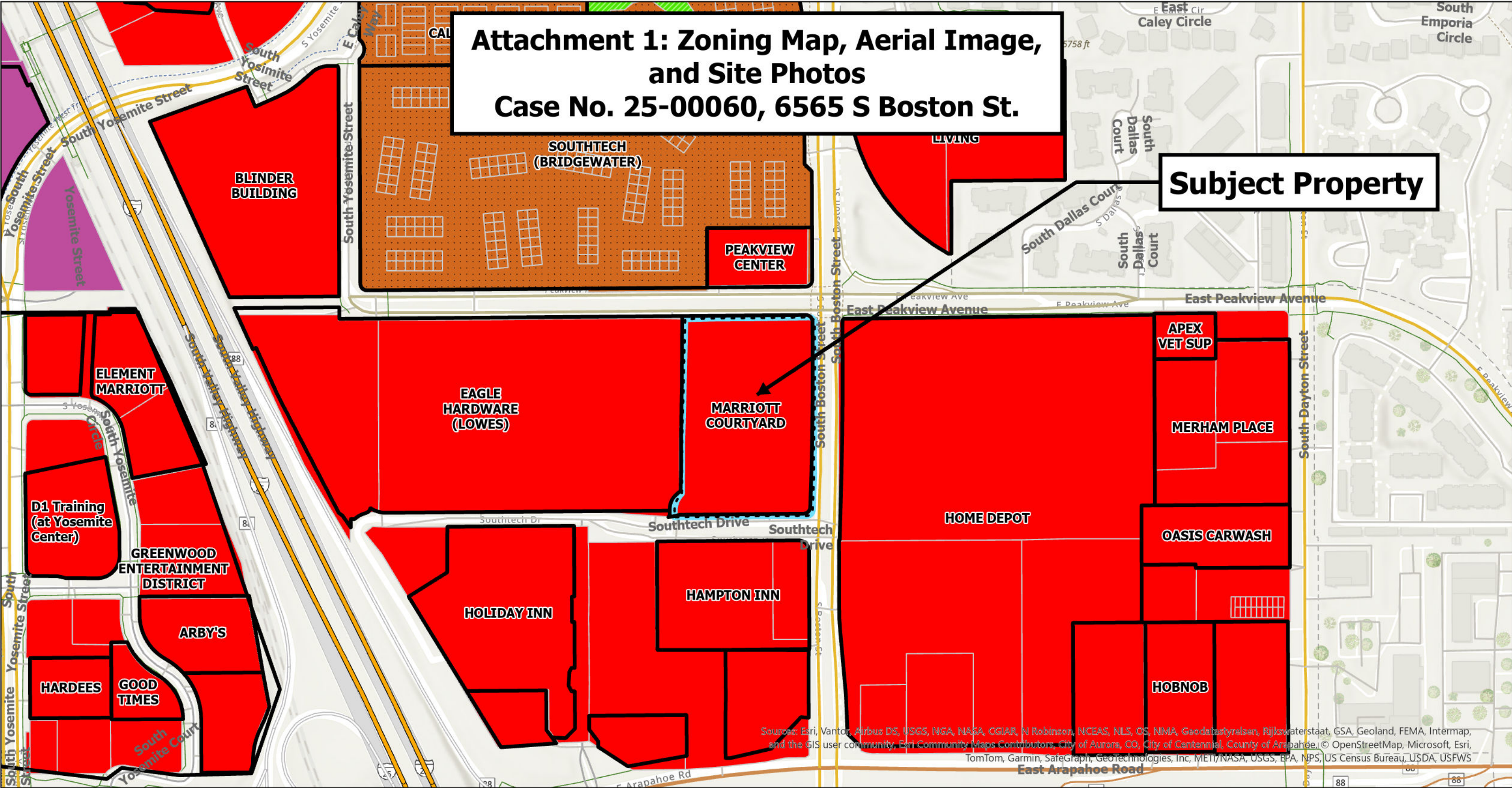
Criteria	Finding	Rationale
1. Whether the proposed SDP modification is in conformance with the Comprehensive Plan.	Yes	Staff finds that the proposed modification is consistent with the goals outlined in the Comprehensive Plan for this planning area. The proposed development is in conformance with the Arapahoe Road Planning Area's goal and objective of promoting high-quality commercial property appearance. Staff finds that the proposed reduction of open space to be so de minimis (-0.5%) and that it will not detract from the quality of existing open space and landscaping. This planning area's goal and objective of encouraging new developments to plant trees and is also being addressed with the proposed scope of work's intention to add additional evergreen trees/shrubs to the subject property around the proposed transformer and switchboards.
2. Whether the proposed SDP modification is compatible with surrounding land uses.	Yes	Staff finds that the proposed modification is compatible with surrounding land uses as fueling stations are commonly found in the subject property's vicinity and the proposed vehicle charging stations would provide an additional form of vehicle propulsion which is becoming increasingly popular.
3. Whether the proposed SDP modification adequately mitigates any adverse impacts it causes, including without limitation	Yes	Staff find that the proposed SDP modification adequately mitigates any adverse impacts it causes as it will provide adequate screening for the new transformer and switchboard. The EV charging only

adverse impacts on traffic, view corridors, noise, property values and the provision of public services.

parking spaces will function as standard off-street parking spaces and the additional handicap parking space could be double counted per HB23-1233 resulting in a loss of one parking space.

Attachment 1: Zoning Map, Aerial Image, and Site Photos
Case No. 25-00060, 6565 S Boston St.

Subject Property



Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community, Esri Community Maps Contributors, City of Aurora, CO, City of Centennial, County of Arapahoe, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Legend

Zoning Type

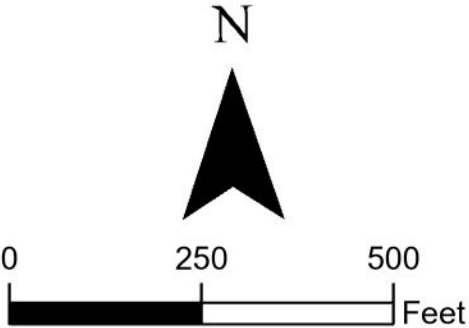
B-1 (Business Professional)	B-3 (Community Business)	R-1 PUD (Residential 0.1 PUD)	R-1.0 (Residential 1.0)	R-2.5 (Residential 2.5)	O-2 (Open Space)
B-1 PUD (Business Professional PUD)	B-3 PUD (Community Business PUD)	R-1.0 PUD (Residential 1.0 PUD)	R-1.0 PUD (Residential 1.0 PUD)	R-2.5 PUD (Residential 2.5 PUD)	T.C. (Town Center)
B-2 (Neighborhood Business)	B-4 (Service Business)	R-25 PUD (Residential 0.25 PUD)	R-1.5 PUD (Residential 1.5 PUD)	A (Agricultural)	T.C. PUD (Town Center PUD)
B-2 PUD (Neighborhood Business PUD)	B-4 PUD (Service Business PUD)	R-5 PUD (Residential 0.5 PUD)	R-2.0 (Residential 2.0)	L-I (Light Industrial)	Subject Property
	R-.05 PUD (Residential 0.05 PUD)	R-.75 PUD (Residential 0.75 PUD)	R-2.0 PUD (Residential 2.0 PUD)	M-C (Mixed Commercial)	Site Development Plan
				O-1 (Open Space)	

Page 7

GREENWOOD VILLAGE
COMMUNITY DEVELOPMENT

6565 S Boston St.
Greenwood Village, CO 80121

Date Printed:



Disclaimer: Greenwood Village makes no warranty as to the accuracy of this map and assumes no responsibility or liability to any user. This map is not a legal document. It is intended to serve as a graphical representation only.



E PEAKVIEW AVE

E PEAKVIEW AVE

SBOSTON ST

STON ST

SBOSTON ST

BOSTON ST

GREENWOOD
VILLAGE

MARRIOTT COURTYARD

PROPOSED
SCOPE OF WORK

E SOUTHTECH DR

E SOUTHTECH DR

TRANSFORMER AND SWITCHBOARDS ARE TO BE SCREENED BY 14 GREEN MOUNTAIN BOXWOOD TREES

PROPOSED LOCATION OF TRANSFORMER

PROPOSED LOCATION OF SWITCHBOARDS

PROPOSED LOCATION OF EV CHARGING STATION #1

PARKING SPACE TO BE REMOVED.



PROPOSED LOCATION OF EV CHARGING STATION #2

PROPOSED LOCATION OF EV CHARGING STATION #3

PROPOSED LOCATION OF EV CHARGING STATION #4

PROPOSED LOCATION OF EV CHARGING STATION #5

EXISTING CURB TO BE REMOVED.



VIEW FACING NORTH



SCOPE OF WORK

MARRIOTT COURTYARD HOTEL
FIRST AMENDMENT

RECOMMENDED FOR APPROVAL BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF GREENWOOD VILLAGE.

THIS DAY OF, 20

CHAIR

CERTIFICATE OF DEDICATION AND OWNERSHIP

KNOW ALL MEN BY THESE PRESENTS THAT, BEING THE OWNER, MORTGAGEE, OR LIENHOLDER OF CERTAIN LANDS IN GREENWOOD VILLAGE, COLORADO, DESCRIBED AS FOLLOWS:

THESE PRESENTS Laid OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS AND BLOCKS, AS SHOWN ON THIS PLAT, UNDER THE NAME AND STYLE OF, AND DO HEREBY DEDICATE TO THE PUBLIC THE STREETS, EASEMENTS AND OPEN SPACE FOR THE PURPOSES SHOWN HEREIN.

EXECUTED THIS DAY OF, 20

OWNER MORTGAGEE OR LIENHOLDER.

(STATE OF COLORADO)
(COUNTY OF ARAPAHOE)

THE FOREGOING CERTIFICATE OF DEDICATION AND OWNERSHIP WAS ACKNOWLEDGED BEFORE.

THIS DAY OF, 20, BY

NOTARY PUBLIC

MY COMMISSION EXPIRES:

PARCEL 1: LOT 2, SOUTHTECH SUBDIVISION FILING NO. 2 AMENDED, COUNTY OF ARAPAHOE, STATE OF COLORADO

PARCEL 2: A SLOPE EASEMENT AREA AS SET FORTH AND MORE FULLY DESCRIBED IN THAT CERTAIN GRANT OF SLOPE EASEMENT AND AGREEMENT RECORDED APRIL 1, 1986 IN BOOK 4712 AT PAGE 372.

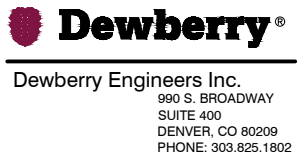
AND BEING THE SAME PROPERTY CONVEYED TO THE C2 LAND, L.P., A DELAWARE LIMITED PARTNERSHIP FROM ESSEX HOUSE CONDOMINIUM CORPORATION,

A DELAWARE CORPORATION BY SPECIAL WARRANTY DEED DATED DECEMBER 29, 2005 AND RECORDED JANUARY 5, 2006 IN INSTRUMENT NO. B6001986.

TAX PARCEL NO. 2075-22-3-32-002

SITE DEVELOPMENT PLAN
PZ-25-00060

VESTING NOTE:
THIS PLAN CONSTITUTES A SITE SPECIFIC DEVELOPMENT PLAN PURSUANT TO THE GREENWOOD VILLAGE MUNICIPAL CODE AND C.R.S., SECTION 24-68-101, AND ESTABLISHES VESTED PROPERTY RIGHTS, FOR THREE (3) YEARS FROM ITS EFFECTIVE DATES, TO UNDERTAKE AND COMPLETE THE DEVELOPMENT AND USE OF THE PROPERTY IN ACCORDANCE WITH THIS PLAN.



DRAWN BY: GFS

CHECKED BY: SES

APPROVED BY: HWJ

IONNA PROJECT #: CO-0006

JOB #: 50187871

PROJECT # PZ-25-00060

SUBMITTALS

Table with 3 columns: REV., DATE, DESCRIPTION. Rows include Title Sheet Updates, City Comments, and Issued for Permit.

SITE MODEL:
STANDARD

SITE NAME:
CO-0006 GREENWOOD VILLAGE, CO

SITE ADDRESS:
6565 S. BOSTON STREET
GREENWOOD VILLAGE, CO 80111

SHEET TITLE

TITLE SHEET

SHEET NUMBER

T-1

SITE INFORMATION

PROPOSED SITE ADDRESS:
6565 S. BOSTON STREET
GREENWOOD VILLAGE, CO 80111

PROPERTY OWNER:
C2 LAND LP
1717 MCKINNEY AVE SUITE 1900
DALLAS, TX 75202

PARCEL ID:
PARCEL ID: 2075-22-3-32-002

POWER COMPANY:
XCEL ENERGY
CONTACT: (800) 628-2121
PHONE: TBD
EMAIL: TBD
WORK ORDER: TBD

COUNTY:
ARAPAHOE COUNTY

LATITUDE*:
39° 35' 50.90" N

LONGITUDE*:
104° 52' 52.00" W
*BASED ON GOOGLE EARTH

DEWBERRY DESIGN CONTACT:
STEPHEN STOUT
DEWBERRY ENGINEERS INC.
(973) 434-1354
SStout@Dewberry.com

APPLICABLE CODES

ALL WORK SHALL COMPLY WITH THE FOLLOWING APPLICABLE CODES:
CITY OF GREENWOOD VILLAGE UNIFORM BUILDING & ENERGY CODES, CONSISTENT WITH THE FOLLOWING CODES:
2018 INTERNATIONAL BUILDING CODE
2018 INTERNATIONAL ENERGY CONSERVATION CODE
2017 NATIONAL ELECTRIC CODE (NEC)
IN THE EVENT OF CONFLICT, THE MOST RESTRICTIVE CODE SHALL PREVAIL.

PROJECT DESCRIPTION

- INSTALL (1) UTILITY TRANSFORMER
- INSTALL (1) 3000A, 277/480V SERVICE SWITCHBOARD
- INSTALL (6) ALPITRONIC HYC400 DUAL PORT DISPENSERS & (12) STALLS OF CHARGING
- INSTALL (7) LIGHT POSTS
- INSTALL (1) RETAINING WALL

ZONING INFORMATION

PERMITTING JURISDICTION: CITY OF GREENWOOD VILLAGE
APN: 10313571
ZONING: B2

DRAWING INDEX

Table with 2 columns: SHT. NO., SHEET TITLE. Rows include Title Sheet, General Notes, Overall Site Plan, Existing Conditions Plan, Equipment & Parking Plan, Landscape Plan, Grading Plan, Construction Details, Electrical One-Line Diagram, Electrical Details, Utility Details, and Utility Design.

BEFORE SCALING

CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE IONNA REPRESENTATIVE IN WRITING OF DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.

CALL BEFORE YOU DIG



COLORADO ONE CALL
811 OR 1-800-922-1987

CONTRACTOR NOTE

CONTRACTOR SHALL COMPLETE INSTALL PER THE SIGNED AND SEALED SET OF DRAWINGS. ANY NECESSARY DEVIATIONS FROM THE DRAWINGS MUST BE SUBMITTED THROUGH AN RFI REQUEST PROCESS WITH ENGINEERING FOR AN APPROVAL PRIOR TO CONTRACTOR PROCEEDING WITH A DEVIATION OF THE SIGNED AND SEALED SET OF DRAWINGS.



GENERAL NOTES:

1. FOR THE PURPOSE OF CONSTRUCTION DRAWING, THE FOLLOWING DEFINITIONS SHALL APPLY:
GENERAL CONTRACTOR(S) OR SUB-CONTRACTOR(S) – CIVIL CONTRACTOR AND/OR ELECTRICIAN CONTRACTOR
PROJECT OWNER/CONSTRUCTION MANAGER – IONNA
PROJECT HOST – LEGAL PROPERTY OWNER
ENGINEER – DEWBERRY ENGINEERS INC.
2. PRIOR TO THE SUBMISSION OF BIDS, THE BIDDING THE GENERAL CONTRACTOR SHALL VISIT THE SITE TO FAMILIARIZE WITH THE EXISTING CONDITIONS AND TO CONFIRM THAT THE WORK CAN BE ACCOMPLISHED AS SHOWN ON THE CONSTRUCTION DRAWINGS. ANY DISCREPANCY FOUND SHALL BE BROUGHT TO THE ATTENTION OF PROJECT OWNER PRIOR TO THE COMMENCEMENT OF WORK.
3. ALL MATERIALS FURNISHED AND INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS, AND ORDINANCES. THE GENERAL CONTRACTOR SHALL ISSUE ALL APPROPRIATE NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS, AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY REGARDING THE PERFORMANCE OF THE WORK.
4. ALL WORK CARRIED OUT SHALL COMPLY WITH ALL APPLICABLE MUNICIPAL AND UTILITY COMPANY SPECIFICATIONS AND LOCAL JURISDICTIONAL CODES, ORDINANCES AND APPLICABLE REGULATIONS.
5. UNLESS NOTED OTHERWISE, THE WORK SHALL INCLUDE FURNISHING MATERIALS, EQUIPMENT, APPURTENANCES, AND LABOR NECESSARY TO COMPLETE THE INSTALLATION AS INDICATED ON THE DRAWINGS FOR A FULLY FUNCTIONAL CHARGING STATION AND COMPLETE PROJECT.
6. THE SUB-CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS UNLESS SPECIFICALLY STATED OTHERWISE.
7. IF THE SPECIFIED EQUIPMENT CANNOT BE INSTALLED AS SHOWN ON DRAWINGS, THE GENERAL CONTRACTOR SHALL PROPOSE AN ALTERNATIVE INSTALLATION SPACE FOR APPROVAL BY THE PROJECT ENGINEER. ONLY WRITTEN APPROVALS SHALL BE DEEMED TO CONFIRM ANY SUCH CHANGES AS BEING APPROVED.
8. PLANS ARE NOT TO BE SCALED. THESE PLANS ARE INTENDED TO BE A DIAGRAMMATIC OUTLINE ONLY UNLESS OTHERWISE NOTED. DIMENSIONS SHOWN ARE TO FINISH SURFACES UNLESS OTHERWISE NOTED. SPACING BETWEEN EQUIPMENT IS THE MINIMUM REQUIRED CLEARANCE. THEREFORE, IT IS CRITICAL TO FIELD VERIFY DIMENSIONS. SHOULD THERE BE ANY QUESTIONS REGARDING THE CONTRACT DOCUMENTS, THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A CLARIFICATION FROM THE ENGINEER PRIOR TO PROCEEDING WITH THE WORK. DETAILS ARE INTENDED TO SHOW DESIGN INTENT. MODIFICATIONS MAY BE REQUIRED TO SUIT UNIQUE JOB DIMENSIONS OR CONDITIONS AND SUCH MODIFICATIONS SHALL BE INCLUDED AS PART OF WORK.
9. THE GENERAL CONTRACTOR SHALL REVIEW ROUTING OF CONDUIT, POWER AND GROUNDING CABLES AS SHOWN ON THE POWER, GROUNDING PLAN DRAWING. THE GENERAL CONTRACTOR SHALL CONFIRM THE ACTUAL ROUTING WITH THE CONSTRUCTION MANAGER AND PROJECT HOST.
10. INFORMATION SHOWN ON THESE DRAWINGS WAS OBTAINED FROM SITE VISITS AND/OR DRAWINGS PROVIDED BY THE PROJECT HOST. THE GENERAL CONTRACTOR SHALL VERIFY ALL EXISTING DIMENSIONS AND CONDITIONS AND SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL OR PROCEEDING WITH CONSTRUCTION.
11. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS AND INSPECTIONS REQUIRED FOR CONSTRUCTION. IF GENERAL CONTRACTOR CANNOT OBTAIN A PERMIT, THEY MUST NOTIFY THE CONSTRUCTION MANAGER IMMEDIATELY.
12. APPLICABLE BUILDING CODES:
THE GENERAL CONTRACTORS WORK SHALL COMPLY WITH ALL APPLICABLE NATIONAL, STATE, AND LOCAL CODES AS ADOPTED BY THE LOCAL AUTHORITY HAVING JURISDICTION (AHJ) FOR THE LOCATION. THE EDITION OF THE AHJ ADOPTED CODES AND STANDARDS IN EFFECT ON THE DATE OF CONTRACT AWARD SHALL GOVERN THE DESIGN.
THE GENERAL CONTRACTOR WORK SHALL COMPLY WITH THE LATEST EDITION OF THE FOLLOWING STANDARDS:

AMERICAN CONCRETE INSTITUTE (ACI) 318; BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE
AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC)
MANUAL OF STEEL CONSTRUCTION, ASD, FOURTEENTH EDITION
13. FOR ANY CONFLICTS BETWEEN SECTIONS OF LISTED CODES AND STANDARDS REGARDING MATERIAL, METHODS OF CONSTRUCTION, OR OTHER REQUIREMENTS, THE MOST RESTRICTIVE REQUIREMENT SHALL GOVERN. WHERE THERE IS CONFLICT BETWEEN A GENERAL REQUIREMENT AND A SPECIFIC REQUIREMENT, THE SPECIFIC REQUIREMENT SHALL GOVERN.
14. THE GENERAL CONTRACTOR SHALL MAINTAIN IN GOOD CONDITION ONE COMPLETE SET OF PLANS WITH ALL REVISIONS, ADDENDA, AND CHANGE ORDERS ON THE PREMISES AT ALL TIMES.
15. THE GENERAL CONTRACTOR SHALL COORDINATE WORK AND SCHEDULE WORK ACTIVITIES WITH OTHER GENERAL CONTRACTOR(S) AND/OR SUB-CONTRACTOR(S).
16. CONSTRUCTION SHALL BE DONE IN A WORKMANLIKE MANNER BY COMPETENT EXPERIENCED WORKMEN IN ACCORDANCE WITH APPLICABLE CODES AND THE BEST ACCEPTED PRACTICE.
17. THE GENERAL CONTRACTOR SHALL COORDINATE AND MAINTAIN ACCESS FOR ALL TRADES AND GENERAL CONTRACTOR(S) AND/OR SUB-CONTRACTOR(S) TO THE SITE AND/OR BUILDING.
18. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURITY OF THE SITE FOR THE DURATION OF CONSTRUCTION UNTIL JOB COMPLETION.
19. THE GENERAL CONTRACTOR SHALL CONTACT UTILITY LOCATING SERVICES PRIOR TO THE START OF CONSTRUCTION.
20. THE GENERAL CONTRACTOR SHALL PROVIDE WRITTEN NOTICE TO THE PROJECT HOST 48 HOURS PRIOR TO COMMENCEMENT OF WORK.
21. THE GENERAL CONTRACTOR AND SUB-CONTRACTORS SHALL BE RESPONSIBLE FOR THE SAFETY OF WORK AREA, ADJACENT AREAS AND BUILDING OCCUPANTS THAT ARE LIKELY TO BE AFFECTED BY THE WORK UNDER THIS CONTRACT. WORK SHALL CONFORM TO ALL OSHA REQUIREMENTS AND THE LOCAL JURISDICTION.
22. THE GENERAL CONTRACTOR SHALL PROVIDE PORTABLE FIRE EXTINGUISHERS WITH A RATING OF NOT LESS THAN 2-A OR 2-A:10-B:C AND SHALL BE WITHIN 25 FEET OF TRAVEL DISTANCE TO ALL PORTIONS OF WHERE THE WORK IS BEING COMPLETED DURING CONSTRUCTION.
23. ALL BROCHURES, OPERATING AND MAINTENANCE MANUALS, CATALOGS, SHOP DRAWINGS, AND OTHER DOCUMENTS SHALL BE TURNED OVER TO THE PROJECT OWNER AT COMPLETION OF CONSTRUCTION AND PRIOR TO PAYMENT.
24. GENERAL CONTRACTOR SHALL SUBMIT A COMPLETE SET OF AS-BUILT REDLINES AND ALL SPECIFIED CLOSE-OUT DOCUMENTATION TO THE PROJECT OWNER UPON COMPLETION OF PROJECT AND PRIOR TO FINAL PAYMENT.
25. THE GENERAL CONTRACTOR SHALL LEAVE THE WORK AREA AND SURROUNDING PREMISES IN A CLEAN CONDITION.
26. THE PROPOSED FACILITY WILL BE UNMANNED AND DOES NOT REQUIRE POTABLE WATER OR SEWER SERVICE, AND IS NOT FOR HUMAN HABITATION (NO HANDICAP ACCESS REQUIRED).
27. NO TRASH CORRAL/SOLID WASTE STORAGE AREA IS TO BE INSTALLED AS PART OF PROJECT.

SITE WORK NOTES:

PART 1 – GENERAL

- 1.1 REFERENCES:
- A. DOT (STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION–CURRENT EDITION).
 - B. AASHTO (AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS)
 - C. ASTM (AMERICAN SOCIETY FOR TESTING AND MATERIALS).
 - D. OSHA (OCCUPATION SAFETY AND HEALTH ADMINISTRATION).
- 1.2 INSPECTION AND TESTING:
- A. FIELD TESTING OF EARTHWORK COMPACTION AND CONCRETE CYLINDERS SHALL BE PERFORMED BY AN INDEPENDENT TESTING LAB. THIS WORK IS TO BE COORDINATED BY THE GENERAL CONTRACTOR.
 - B. ALL WORK SHALL BE INSPECTED AND VERIFIED FOR CONFORMANCE AND RELEASED BY THE ENGINEER WHO SHALL CARRY OUT THE GENERAL INSPECTION OF THE WORK WITH SPECIFIC CONCERN TO PROPER PERFORMANCE OF THE WORK AS SPECIFIED AND/OR CALLED FOR ON THE DRAWINGS. IT IS THE GENERAL CONTRACTOR(S) RESPONSIBILITY TO REQUEST TIMELY INSPECTIONS PRIOR TO PROCEEDING WITH FURTHER WORK THAT WOULD MAKE PARTS OF WORK INACCESSIBLE OR DIFFICULT TO INSPECT.
- 1.3 SITE MAINTENANCE AND PROTECTION:
- A. PROVIDE ALL NECESSARY JOB SITE MAINTENANCE FROM COMMENCEMENT OF WORK UNTIL COMPLETION OF THE CONTRACT.
 - B. AVOID DAMAGE AND TAKE PROTECTIVE MEASURES TO THE SITE AND TO EXISTING FACILITIES, IMPROVEMENTS, STRUCTURES, PAVEMENTS, CURBS, AND LANDSCAPING DESIGNATED TO REMAIN. ANY DAMAGED PART SHALL BE REPAIRED AT SUB-CONTRACTOR(S) EXPENSE TO THE SATISFACTION OF THE PROJECT HOST.
 - C. KEEP SITE FREE OF ALL PONDING OR STANDING WATER.
 - D. PROVIDE EROSION CONTROL MEASURES, IF REQUIRED, SHALL BE IN ACCORDANCE WITH STATE DOT, LOCAL PERMITTING AGENCY AND EPA REQUIREMENTS.
 - E. PROVIDE AND MAINTAIN ALL TEMPORARY FENCING, BARRICADES, WARNING SIGNALS AND SIMILAR DEVICES NECESSARY TO PROTECT AGAINST THEFT FROM PROPERTY DURING THE ENTIRE PERIOD OF CONSTRUCTION. REMOVE ALL SUCH DEVICES UPON COMPLETION OF THE WORK.
 - F. ALL EXISTING ACTIVE SEWER, WATER, GAS, ELECTRIC, AND OTHER UTILITIES SHALL BE PROTECTED AT ALL TIMES, AND WHERE REQUIRED FOR THE PROPER EXECUTION OF THE WORK, SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER. EXTREME CAUTION SHOULD BE USED BY THE SUB-CONTRACTOR WHEN EXCAVATING OR DRILLING PIERS AROUND OR NEAR UTILITIES. THE GENERAL CONTRACTOR SHALL PROVIDE SAFETY TRAINING FOR THE WORKING CREW. THIS SHALL INCLUDE BUT NOT BE LIMITED TO A) FALL PROTECTION, B) CONFINED SPACE, C) ELECTRICAL SAFETY, AND D) TRENCHING & EXCAVATION.
 - G. ALL EXISTING INACTIVE SEWER, WATER, GAS, ELECTRIC, AND OTHER UTILITIES, WHICH INTERFERE WITH THE EXECUTION OF THE WORK, SHALL BE REMOVED, CAPPED, PLUGGED OR OTHERWISE DISCONNECTED AT POINTS WHICH WILL NOT INTERFERE WITH THE EXECUTION OF THE WORK, AS DIRECTED BY THE ENGINEER, AND SUBJECT TO THE APPROVAL OF THE PROJECT OWNER AND/OR LOCAL UTILITIES.
 - H. EXISTING UTILITIES: DO NOT INTERRUPT EXISTING UTILITIES SERVING FACILITIES OCCUPIED BY THE PROJECT HOST OR OTHERS, EXCEPT WHEN PERMITTED IN WRITING BY THE PROJECT HOST AND THEN ONLY AFTER ACCEPTABLE TEMPORARY UTILITY SERVICES HAVE BEEN PROVIDED.
 - I. PROVIDE A MINIMUM 48-HOUR NOTICE TO THE PROJECT HOST AND RECEIVE WRITTEN NOTICE TO PROCEED BEFORE INTERRUPTING ANY UTILITY SERVICE.
 - J. SOD PLANTED IN THE FALL MUST ESTABLISH ITS ROOTS BEFORE THE FIRST WINTER FROST. DETERMINE WHEN THE FIRST FROST USUALLY OCCURS, AND PLANT THE SOD NO LATER THAN ONE MONTH BEFORE THE FIRST FROST. IF THE CONSTRUCTION IS FINISHED LATER THAN ONE MONTH BEFORE THE FIRST FROST, USE STRAW UNTIL SOD CAN BE INSTALLED.
 - K. THE GENERAL CONTRACTOR SHALL LEGALLY AND PROPERLY DISPOSE OF ALL SCRAP MATERIALS, RUBBISH, DEBRIS, STUMPS, STICKS, AND STONES.
 - L. THE GENERAL CONTRACTOR SHALL REMOVE ALL TRASH DEBRIS FROM THE SITE ON A DAILY BASIS.
 - M. CONTRACTOR TO TAKE NECESSARY PRECAUTIONS TO PROTECT TREES, VEGETATION, AND ROOT SYSTEMS DURING CONSTRUCTION.
 - N. CONTRACTOR TO COORDINATE POST CONSTRUCTION LANDSCAPING FINISHES WITH OWNER AND #####.

PART 2 – PRODUCTS

2.1 GRANULAR BACKFILL: SHALL MEET THE FOLLOWING GRADATION:

SIEVE SIZE	TOTAL PERCENT PASSING
1-1/2 INCH	100
1 INCH	75 TO 100
3/4 INCH	80 TO 100
3/8 INCH	35 TO 75
NO. 4	30 TO 60
NO. 30	7 TO 30
NO. 200	3 TO 15

2.2 GRANULAR BEDDING AND TRENCH BACKFILL: WELL-GRADED SAND MEETING THE GRADATION REQUIREMENTS OF ASTM D2487 (SE OR SW-SM).

2.3 ALL STRUCTURAL BACKFILL AND SUBBASE UNDER SLABS SHALL BE SELECT STRUCTURAL FILL MEETING THE GRADATION AND SOUNDNESS REQUIREMENTS IN ACCORDANCE WITH THE FOLLOWING:

SIEVE SIZE	TOTAL PERCENT PASSING
4 INCH	100
NO. 40	0 TO 70
NO. 200	0 TO 40

2.4 MATERIALS SHALL BE SUBSTANTIALLY FREE OF SHALE OR OTHER SOFT, POOR DURABILITY PARTICLES. IF TESTING IS ELECTED BY PROJECT OWNER, MATERIAL WITH A MAGNESIUM SULFATE SOUNDNESS LOSS EXCEEDING 30% WILL BE REJECTED.

2.5 COARSE AGGREGATE FOR SUBBASE COURSE SHALL CONFORM TO ASTM D2940.

2.6 UNSUITABLE MATERIAL: HIGH AND MODERATELY PLASTIC SILTS AND CLAYS (LL>45). MATERIAL CONTAINING REFUSE, FROZEN LUMPS, DEMOLISHED BITUMINOUS MATERIAL, VEGETATIVE MATTER, WOOD, STONES IN EXCESS OF 3 INCHES IN ANY DIMENSION, AND DEBRIS AS DETERMINED BY THE ENGINEER. TYPICALLY THESE WILL BE SOILS CLASSIFIED BY ASTM AS PT, MH, CH, OH, ML, AND OL.

PART 3 – EXECUTION

3.1 GENERAL:

- A. BEFORE STARTING GENERAL SITE PREPARATION ACTIVITIES, INSTALL EROSION AND SEDIMENT CONTROL MEASURES. THE WORK AREA SHALL BE CONSTRUCTED AND MAINTAINED IN SUCH CONDITION THAT IN THE EVENT OF A RAIN EVENT, NO SEDIMENT WILL LEAVE THE WORK SITE.
- B. BEFORE ALL SURVEY, LAYOUT, STAKING, AND MARKING, ESTABLISH AND MAINTAIN ALL LINES, GRADES, ELEVATIONS AND BENCHMARKS NEEDED FOR EXECUTION OF THE WORK.
- C. CLEAR AND GRUB THE AREA WITHIN THE LIMITS OF THE SITE. REMOVE TREES, BRUSH, STUMPS, RUBBISH AND OTHER DEBRIS AND VEGETATION RESTING ON OR PROTRUDING THROUGH THE SURFACE OF THE SITE AREA TO BE CLEARED.
- D. REMOVE THE FOLLOWING MATERIALS TO A DEPTH OF NO LESS THAN 12 INCHES BELOW THE ORIGINAL GROUND SURFACE: ROOTS, STUMPS, AND OTHER DEBRIS, BRUSH, AND REFUSE EMBEDDED IN OR PROTRUDING THROUGH THE GROUND SURFACE, RAKE, DISK OR PLOW THE AREA TO A DEPTH OF NO LESS THAN 6 INCHES, AND REMOVE TO A DEPTH OF 12 INCHES ALL ROOTS AND OTHER DEBRIS THEREBY EXPOSED.
- E. REMOVE TOPSOIL MATERIAL COMPLETELY FROM THE SURFACE UNTIL THE SOIL NO LONGER MEETS THE DEFINITION OF TOPSOIL. AVOID MIXING TOPSOIL WITH SUBSOIL OR UNDESIRABLE MATERIALS.

- F. EXCEPT WHERE EXCAVATION TO GREATER DEPTH IS INDICATED, FILL DEPRESSIONS RESULTING FROM CLEARING, GRUBBING AND DEMOLITION WORK COMPLETELY WITH GRANULAR FILL.
- G. REMOVE FROM THE SITE AND DISPOSE IN AN AUTHORIZED LANDFILL ALL DEBRIS RESULTING FROM CLEARING AND GRUBBING OPERATIONS. BURNING WILL NOT BE PERMITTED.
- H. PRIOR TO EXCAVATING, THOROUGHLY EXAMINE THE AREA TO BE EXCAVATED AND/OR TRENCHED TO VERIFY THE LOCATIONS OF FEATURES INDICATED ON THE DRAWINGS AND TO ASCERTAIN THE EXISTENCE AND LOCATION OF ANY STRUCTURE, UNDERGROUND STRUCTURE, OR OTHER ITEM NOT SHOWN THAT MIGHT INTERFERE WITH THE PROPOSED CONSTRUCTION. NOTIFY THE ENGINEER OF ANY OBSTRUCTIONS THAT WILL PREVENT ACCOMPLISHMENT OF THE WORK AS INDICATED ON THE DRAWINGS.
- I. SEPARATE AND STOCK PILE ALL EXCAVATED MATERIALS SUITABLE FOR BACKFILL. ALL EXCESS EXCAVATED AND UNSUITABLE MATERIALS SHALL BE DISPOSED OF OFF-SITE IN A LEGAL MANNER.
- J. DURING EXCAVATION, THE SUB-CONTRACTOR SHALL PROVIDE SHORING, SHEETING, AND BRACING AS REQUIRED TO PREVENT CAVING OR SLOUGHING OF EXCAVATION.
- K. WHEN DIRECTIONAL BORING IS REQUIRED, SUB-CONTRACTOR SHALL INSTALL A LOOSE TONING WIRE WITHIN INSTALLED CONDUIT TO ALLOW FOR IDENTIFICATION OF UNDERGROUND CONDUITS.

3.2 BACKFILL:

- A. AS SOON AS PRACTICAL, AFTER COMPLETING CONSTRUCTION OF THE RELATED STRUCTURE, INCLUDING EXPIRATION OF THE SPECIFIED MINIMUM CURING PERIOD FOR CAST-IN-PLACE CONCRETE, BACKFILL THE EXCAVATION WITH SPECIFIED MATERIAL TO RESTORE THE REQUIRED FINISHED GRADE.
- B. PRIOR TO PLACING BACKFILL AROUND STRUCTURES, ALL FORMS SHALL BE REMOVED AND THE EXCAVATION CLEARED OF ALL TRASH, DEBRIS, AND UNSUITABLE MATERIALS.
- C. NO FILL OR EMBANKMENT MATERIAL SHALL BE PLACED ON FROZEN GROUND. FROZEN MATERIALS, SNOW, OR ICE SHALL NOT BE PLACED IN ANY FILL OR EMBANKMENT.
- D. BACKFILL BY PLACING AND COMPACTING SUITABLE BACKFILL MATERIAL OR SELECT GRANULAR BACKFILL MATERIAL WHEN REQUIRED IN UNIFORM HORIZONTAL LAYERS OF NO GREATER THAN 12-INCHES LOOSE THICKNESS AND COMPACTED. WHERE HAND OPERATED COMPACTORS ARE USED, FILL MATERIAL SHALL BE PLACED IN LIFTS NOT TO EXCEED 12-INCHES IN LOOSE DEPTH AND COMPACTED.
- E. THOROUGHLY COMPACT EACH LAYER OF BACKFILL TO A MINIMUM OF 95 PERCENT OF THE MAXIMUM DRY DENSITY AS ESTABLISHED BY THE STANDARD PROCTOR TEST, ASTM D 698.
- F. WHENEVER THE DENSITY TESTING INDICATES THAT THE SUB-CONTRACTOR(S) HAS NOT OBTAINED THE SPECIFIED DENSITY, THE SUCCEEDING LAYER SHALL NOT BE PLACED UNTIL THE SPECIFICATION REQUIREMENTS ARE MET UNLESS OTHERWISE AUTHORIZED BY THE CONSTRUCTION MANAGER. THE SUB-CONTRACTOR SHALL TAKE WHATEVER APPROPRIATE ACTION IS NECESSARY, SUCH AS DISKING AND DRYING, ADDING WATER, OR INCREASING THE COMPACTIVE EFFORT TO MEET THE MINIMUM COMPACTION REQUIREMENTS.
- G. THE SUB-CONTRACTOR SHALL OBTAIN GRAB SAMPLES OF SUFFICIENT QUANTITY TO PROVIDE TO LAB FOR PURPOSE OF DETERMINING MAX DRY DENSITY. ALL LOOSE AND/OR ORGANIC MATERIAL SHALL BE REMOVED PRIOR TO PREPARATION OF THE AREA FOR PLACEMENT OF STRUCTURAL BACKFILL. OVERALL PLAN AREA OF WORK SHALL EXTEND 3'-0" MINIMUM BEYOND THE FINAL DIMENSIONS.
- H. SCARIFY THE EXISTING SOILS TO A DEPTH OF 6" AND RE-COMPACT USING A VIBRATING PLATE OR TAMPER, ANY SOFT AREAS SHALL BE OVEREXCAVATED 12" AND BACKFILLED WITH MATERIALS AND COMPACTION REQUIREMENTS SHOWN ON THE DRAWINGS.
- I. PLACEMENT AND COMPACTION OF STRUCTURAL BACKFILL AND SUBBASE SHALL BE IN 12" LIFTS. EXCAVATE FOR THE FOOTING EDGE AS SHOWN ON THE DRAWINGS.

3.3 TRENCHING EXCAVATION:

- J. UTILITY TRENCHES SHALL BE EXCAVATED TO THE LINES AND GRADES SHOWN ON THE DRAWINGS OR AS DIRECTED BY THE GENERAL CONTRACTOR. PROVIDE SHORING, SHEETING AND BRACING AS REQUIRED TO PREVENT CAVING OR SLOUGHING OF THE TRENCH WALLS.
- K. EXTEND THE TRENCH WIDTH A MINIMUM OF 6 INCHES BEYOND THE OUTSIDE EDGE OF THE OUTERMOST CONDUIT.
- L. WHEN SOFT YIELDING, OR OTHERWISE UNSTABLE SOIL CONDITIONS ARE ENCOUNTERED, EXCAVATE THE REQUIRED TRENCH TO A DEPTH OF NO LESS THAN 12 INCHES BELOW THE REQUIRED ELEVATION, THEN BACKFILL WITH 12" OF GRANULAR MATERIAL.

3.4 TRENCHING BACKFILL:

- A. PROVIDE GRANULAR BEDDING MATERIAL IN ACCORDANCE WITH THE DRAWINGS AND THE UTILITY REQUIREMENTS.
 - B. NOTIFY THE ENGINEER 24 HOURS IN ADVANCE OF BACKFILLING.
 - C. CONDUCT UTILITY CHECK TESTS BEFORE BACKFILLING. BACKFILL AND COMPACT TRENCH BEFORE ACCEPTANCE TESTING.
 - D. PLACE GRANULAR BACKFILL UNIFORMLY ON BOTH SIDES OF THE CONDUITS IN 6-INCH UNCOMPACTED LIFTS UNTIL 12 INCHES OVER THE CONDUITS. SOLIDLY RAM AND TAMP BACKFILL INTO SPACE AROUND CONDUITS AND HAUNCHES.
 - E. PROTECT CONDUIT FROM LATERAL MOVEMENT, IMPACT DAMAGE, OR UNBALANCED LOADING.
 - F. ABOVE THE CONDUIT EMBEDMENT ZONE, PLACE AND COMPACT SATISFACTORY BACKFILL MATERIAL IN 12-INCH MAXIMUM LOOSE THICKNESS LIFTS TO RESTORE THE REQUIRED FINISHED SURFACE GRADE.
 - G. COMPACT FINAL TRENCH BACKFILL TO A DENSITY EQUAL TO OR GREATER THAN THAT OF THE EXISTING UNDISTURBED MATERIAL IMMEDIATELY ADJACENT TO THE TRENCH BUT NO LESS THAN A MINIMUM OF 95 PERCENT OF THE MAXIMUM DRY DENSITY AS ESTABLISHED BY THE STANDARD PROCTOR TEST, ASTM D 698.
 - H. PER LOCAL REGULATORY AUTHORITY AND AS APPLICABLE, ALL TRENCHES IN PUBLIC RIGHT-OF-WAY SHALL BE BACKFILLED WITH FLOWABLE FILL OR OTHER MATERIAL PRE-APPROVED BY THE LOCAL JURISDICTION.
- 3.5 FINISH GRADING:
- A. PERFORM ALL GRADING TO PROVIDE POSITIVE DRAINAGE AWAY FROM STRUCTURES AND SMOOTH, EVEN SURFACE DRAINAGE OF THE ENTIRE AREA WITHIN THE LIMITS OF CONSTRUCTION. GRADING SHALL MATCH SURROUNDING TOPOGRAPHY AND STRUCTURES.
 - B. UTILIZE GRANULAR FILL RESULTING FROM THE EXCAVATION WORK IN THE CONSTRUCTION OF FILLS, EMBANKMENTS AND FOR REPLACEMENT OF REMOVED UNSUITABLE MATERIALS.
 - C. REPAIR ALL ACCESS ROADS AND SURROUNDING AREAS USED DURING THE COURSE OF THIS WORK TO THEIR ORIGINAL OR BETTER CONDITION.
 - D. AREAS OF THE PROJECT HOST'S PROPERTY DISTURBED BY THE WORK AND NOT COVERED BY THE EQUIPMENT OR PARKING/DRIVING AREAS SHALL BE GRADED TO A UNIFORM SLOPE AND STABILIZED TO PREVENT EROSION.

3.6 ASPHALT PAVING ROAD:

- A. AASHTO
- B. STATE SPECIFIC ASPHALT SPECIFICATIONS FOR HIGHWAYS
- C. THE SUB-CONTRACTOR IS RESPONSIBLE FOR RE-STRIPING AND APPLYING SEALCOATING, UNLESS OTHERWISE SPECIFIED.

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IONNA PROJECT #: CO-0006

JOB #: 50187871

PROJECT # PZ-25-00060

SUBMITTALS		
REV.	DATE	DESCRIPTION
5	04/02/26	TITLE SHEET UPDATES
4	03/26/26	CITY COMMENTS
3	03/18/26	CITY COMMENTS
2	02/27/26	CITY COMMENTS
1	01/28/26	CITY COMMENTS
0	09/15/25	ISSUED FOR PERMIT

SITE MODEL:
STANDARD

SITE NAME:
CO-0006 GREENWOOD VILLAGE, CO

SITE ADDRESS:
6565 S.BOSTON STREET
GREENWOOD VILLAGE, CO 80111

SHEET TITLE

GENERAL NOTES I

SHEET NUMBER
GN-1

ELECTRICAL NOTES:

1. THE GENERAL CONTRACTOR SHALL SUPPLY AND INSTALL ANY/ALL ELECTRICAL WORK INDICATED. ANY/ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH DRAWINGS. ANY/ALL APPLICABLE SPECIFICATIONS. IF ANY PROBLEMS ARE ENCOUNTERED BY COMPLYING WITH THESE REQUIREMENTS, SUB-CONTRACTOR SHALL NOTIFY THE PROJECT HOST AS SOON AS POSSIBLE, AFTER THE DISCOVERY OF THE PROBLEMS, AND SHALL NOT PROCEED WITH THAT PORTION OF WORK, UNTIL THE PROJECT HOST HAS DIRECTED THE CORRECTIVE ACTIONS TO BE TAKEN.

2. THE GENERAL CONTRACTOR SHALL VISIT THE JOB SITE AND FAMILIARIZE HIMSELF WITH ANY/ALL CONDITIONS AFFECTING ELECTRICAL AND COMMUNICATION INSTALLATION AND MAKE PROVISIONS AS TO THE COST THEREOF. ALL EXISTING CONDITIONS OF ELECTRICAL EQUIPMENT, LIGHT FIXTURES, ETC., THAT ARE PART OF THE FINAL SYSTEM, SHALL BE VERIFIED BY THE SUB-CONTRACTOR, PRIOR TO THE SUBMITTAL OF HIS BID. FAILURE TO COMPLY WITH THIS PARAGRAPH WILL IN NO WAY RELIEVE THE SUBCONTRACTOR OF PERFORMING ALL WORK NECESSARY FOR A COMPLETE AND WORKING SYSTEM.

3. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF THE NEC AND ALL CODES AND LOCAL ORDINANCES OF THE LOCAL POWER COMPANIES HAVING JURISDICTION AND SHALL INCLUDE BUT NOT BE LIMITED TO:

UL – UNDERWRITERS LABORATORIES

NEC – NATIONAL ELECTRICAL CODE

NEMA – NATIONAL ELECTRICAL MANUFACTURERS ASSOC.

OSHA – OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

SBC – STANDARD BUILDING CODE

NFPA – NATIONAL FIRE PROTECTION ASSOCIATION

4. DO NOT SCALE ELECTRICAL DRAWINGS, REFER TO SITE PLANS AND ELEVATIONS FOR EXACT LOCATIONS OF ALL EQUIPMENT, AND CONFIRM WITH ENGINEER ANY SIZES AND LOCATIONS WHEN NEEDED.

5. EXISTING SERVICES: THE GENERAL CONTRACTOR SHALL NOT INTERRUPT EXISTING SERVICES WITHOUT WRITTEN PERMISSION OF THE PROJECT HOST.

6. THE GENERAL CONTRACTOR SHALL PAY FOR ANY/ALL PERMITS, FEES, INSPECTIONS AND TESTING. THE GENERAL CONTRACTOR IS TO OBTAIN PERMITS AND APPROVED SUBMITTALS PRIOR TO THE WORK BEGINNING OR ORDERING EQUIPMENT.

7. THE TERM "PROVIDE" USED IN CONSTRUCTION DOCUMENTS AND SPECIFICATIONS, INDICATES THAT THE CONTRACTOR SHALL FURNISH AND INSTALL, UNLESS OTHERWISE SPECIFIED BY CONSTRUCTION MANAGER OR BY PROJECT DEVELOPER.

8. THE GENERAL CONTRACTOR SHALL CONFIRM WITH LOCAL UTILITY COMPANY ANY/ALL REQUIREMENTS SUCH AS THE: LUG SIZE RESTRICTIONS, CONDUIT ENTRY, SIZE OF TRANSFORMERS, SCHEDULED DOWNTIME FOR THE PROJECT HOST'S CONFIRMATION, ETC. ANY/ALL CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE CONSTRUCTION MANAGER, PRIOR TO BEGINNING ANY WORK.

9. CONDUCTORS: THE CONTRACTOR SHALL USE .98% CONDUCTIVITY COPPER OR ALUMINUM WITH TYPE (THWN-2) INSULATION, 600 VOLT, COLOR CODED UNLESS SPECIFIED DIFFERENTLY ON DRAWINGS.

10. ALL (THWN-2) WIRING INSTALLATIONS TO FOLLOW MANUFACTURER'S INSTRUCTIONS AND RECOMMENDATIONS.

11. OUTLET BOXES SHALL BE PRESSED STEEL IN DRY LOCATIONS, CAST ALLOY WITH THREADED HUBS IN WET/DAMP LOCATIONS AND SPECIAL ENCLOSURES FOR OTHER CLASSIFIED AREAS.

12. IT IS NOT THE INTENT OF THESE PLANS TO SHOW EVERY MINOR DETAIL OF THE CONSTRUCTION. CONTRACTOR IS EXPECTED TO FURNISH AND INSTALL ALL ITEMS FOR A COMPLETE ELECTRICAL SYSTEM AND PROVIDE ALL REQUIREMENTS FOR THE EQUIPMENT TO BE PLACED IN PROPER WORKING ORDER. SUB-CONTRACTOR IS TO PROVIDE ALL ELECTRICAL EQUIPMENT UNLESS OTHERWISE DIRECTED.

13. ALL WORK SHALL BE PERFORMED BY A LICENSED ELECTRICAL SUB-CONTRACTOR IN A FIRST CLASS, WORKMANLIKE MANNER. THE COMPLETED SYSTEM SHALL BE FULLY OPERATIVE AND SUBJECT TO REGULATORY INSPECTION AND APPROVAL BY THE CONSTRUCTION MANGER.

14. ALL WORK SHALL BE COORDINATED WITH OTHER TRADES TO AVOID INTERFERENCE WITH THE PROGRESS OF CONSTRUCTION.

15. THE GENERAL CONTRACTOR SHALL GUARANTEE ANY/ALL MATERIALS AND WORK FREE FROM DEFECTS FOR A PERIOD OF NOT LESS THAN ONE YEAR FROM DATE OF ACCEPTANCE.

16. THE CORRECTION OF ANY DEFECTS SHALL BE COMPLETED WITHOUT ANY ADDITIONAL CHARGE AND SHALL INCLUDE THE REPLACEMENT OR THE REPAIR OF ANY OTHER PHASE OF THE INSTALLATION, WHICH MAY HAVE BEEN DAMAGED THEREIN.

17. ADEQUATE AND REQUIRED LIABILITY INSURANCE SHALL BE PROVIDED FOR PROTECTION AGAINST PUBLIC LOSS AND ANY/ALL PROPERTY DAMAGE FOR THE DURATION OF WORK.

18. MATERIALS, PRODUCTS AND EQUIPMENT, INCLUDING ALL COMPONENTS THEREOF, SHALL BE NEW AND SHALL APPEAR ON THE LIST OF U.L. APPROVED ITEMS AND SHALL MEET OR EXCEED THE REQUIREMENTS OF THE NEC, NEMA AND IEEE.

19. GENERAL CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OR MANUFACTURES CATALOG INFORMATION OF ANY/ALL LIGHTING FIXTURES, SWITCHES AND ALL OTHER ELECTRICAL ITEMS FOR APPROVAL BY THE CONSTRUCTION MANAGER PRIOR TO INSTALLATION.

20. ANY CUTTING OR PATCHING DEEMED NECESSARY FOR ELECTRICAL WORK IS THE CONTRACTOR(S) RESPONSIBILITY AND SHALL BE INCLUDED IN THE COST FOR WORK AND PERFORMED TO THE SATISFACTION OF THE CONSTRUCTION MANAGER UPON FINAL ACCEPTANCE.

21. THE SUBCONTRACTOR SHALL LABEL ALL PANELS WITH ONLY TYPEWRITTEN DIRECTORIES.

22. DISCONNECT SWITCHES SHALL BE H.P. RATED HEAVY-DUTY, QUICK-MAKE AND QUICK-BREAK ENCLOSURES, AS REQUIRED BY EXPOSURE TYPE.

23. ALL CONNECTIONS SHALL BE MADE WITH A PROTECTIVE COATING OF AN ANTI-OXIDE COMPOUND SUCH AS "NOALOX" BY IDEAL INDUSTRIAL INC. COAT ALL WIRE SURFACES BEFORE CONNECTING. EXPOSED ALUMINUM & COPPER SURFACES, INCLUDING GROUND BARS, SHALL BE TREATED – NO SUBSTITUTIONS.

24. ALL EXTERIOR AND INTERIOR ABOVE GROUND CONDUIT SHALL BE RIGID GALVANIZED STEEL UNLESS SPECIFIED OTHERWISE. RACEWAYS: ALL CONDUITS SHALL BE SCHEDULE 40 EMT MEETING OR EXCEEDING NEMA TC2 – 1990 UNLESS SPECIFIED OTHERWISE. THE SUB-CONTRACTOR SHALL PLUG AND CAP EACH END OF SPARE AND EMPTY CONDUITS AND PROVIDE TWO SEPARATE PULL STRINGS – 200 LBS TEST POLYETHYLENE CORD. ALL CONDUIT BENDS SHALL BE A MINIMUM OF 3 FT. RADIUS. EMT CONDUITS WHEN SPECIFIED, SHALL MEET UL-6 FOR GALVANIZED STEEL. ALL FITTINGS SHALL BE SUITABLE FOR USE WITH THREADED RIGID CONDUIT. COAT ALL THREADS WITH 'BRITTE ZINC' OR 'GOLD GALV'.

25. SUPPORT OF ALL ELECTRICAL WORK SHALL BE AS REQUIRED BY NEC.

26. CONNECTORS FOR POWER CONDUCTORS: SUB-CONTRACTOR SHALL USE PRESSURE TYPE INSULATED TWIST-ON CONNECTORS FOR NO. 10 AWG AND SMALLER. USE SOLDERLESS MECHANICAL TERMINAL LUGS FOR NO. 8 AWG AND LARGER.

27. THE SUB-CONTRACTOR SHALL PLACE TWO LENGTHS OF WARNING TAPE AT A DEPTH OF 12" BELOW GROUND AND DIRECTLY ABOVE ELECTRICAL SERVICE CONDUITS. CAUTIONS TAPE TO READ "CAUTION BURIED ELECTRIC".

28. WHEN DIRECTIONAL BORING IS REQUIRED, SUB-CONTRACTOR SHALL INSTALL A LOOSE TONING WIRE WITHIN INSTALLED CONDUIT TO ALLOW FOR IDENTIFICATION OF UNDERGROUND CONDUITS.

29. ALL BOLTS SHALL BE STAINLESS STEEL.

30. ALL MATERIALS AND EQUIPMENT SUPPLIED AND INSTALLED BY THE SUBCONTRACTOR SHOULD BE NEW AND UNUSED.
- REINFORCED CONCRETE NOTES:
1. DESIGN AND CONSTRUCTION OF ALL CONCRETE ELEMENTS SHALL CONFORM TO THE LATEST EDITIONS OF THE FOLLOWING APPLICABLE CODES: ACI 301 "SPECIFICATIONS FOR STRUCTURAL CONCRETE FOR BUILDINGS"; ACI 318, "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE".

2. DO NOT USE RETEMPERED CONCRETE, OR ADD WATER TO READY-MIX CONCRETE AT THE JOB SITE. MIX DESIGN SHALL BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO PLACING CONCRETE.

3. ANY NEW CONCRETE NEEDED FOR THE CONSTRUCTION SHALL BE AIR-ENTRAINED AND SHALL HAVE 4000 PSI STRENGTH AT 28 DAYS (UNLESS OTHERWISE NOTED). ALL CONCRETE WORK SHALL BE DONE IN ACCORDANCE WITH ACI 318 CODE REQUIREMENTS.

4. MAXIMUM AGGREGATE SIZE SHALL BE 3/4".

5. THE FOLLOWING MATERIALS SHALL BE USED:

PORTLAND CEMENT:
REINFORCEMENT:
NORMAL WEIGHT AGGREGATE:
WATER:
ADMIXTURES:

ASTM C 150, TYPE I
ASTM A 615, GRADE 60
ASTM C 33
DRINKABLE
NON-CHLORIDE CONTAINING

6. REINFORCING DETAILS SHALL BE IN ACCORDANCE WITH "MNL-66(20): ACI DETAILING MANUAL" AND "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE", ACI-318-08.

7. REINFORCING STEEL SHALL CONFORM TO ASTM A 615, GRADE 60, DEFORMED UNLESS NOTED OTHERWISE. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A 185 WELDED STEEL WIRE FABRIC UNLESS NOTED OTHERWISE. SPLICES SHALL BE CLASS "B"; ALL HOOKS SHALL BE STANDARD, UNO.

8. THE FOLLOWING MINIMUM CONCRETE COVER SHALL BE PROVIDED FOR REINFORCING STEEL UNLESS SHOWN OTHERWISE ON DRAWINGS:

CONCRETE CAST AGAINST EARTH:

CONCRETE EXPOSED TO EARTH OR WEATHER:

CONCRETE NOT EXPOSED TO EARTH OR WEATHER OR NOT CAST AGAINST THE GROUND:

3 IN.
#6 AND LARGER
#5 AND SMALLER & WWF

SLAB AND WALL
BEAMS AND COLUMNS

2 IN.
1-1/2 IN.

3/4 IN.
1-1/2 IN.

9. A CHAMFER 3/4" SHALL BE PROVIDED AT ALL EXPOSED EDGES OF CONCRETE, IN ACCORDANCE WITH ACI 301 SECTION 4.2.4.

10. INSTALLATION OF CONCRETE ANCHOR, SHALL BE PER MANUFACTURERS WRITTEN RECOMMENDED PROCEDURE. THE ANCHOR BOLT, DOWEL OR ROD SHALL CONFORM TO MANUFACTURER'S RECOMMENDATION FOR EMBEDMENT DEPTH OR AS SHOWN ON THE DRAWINGS. NO REBAR SHALL BE CUT WITHOUT PRIOR ENGINEERING APPROVAL WHEN DRILLING HOLES IN CONCRETE.

11. CURING COMPOUNDS SHALL CONFORM TO ASTM C-309.

12. ADMIXTURES SHALL CONFORM TO THE APPROPRIATE ASTM STANDARD AS REFERENCED IN ACI-301.

13. DO NOT WELD OR TACKWELD REINFORCING STEEL.

14. ALL DOWELS, ANCHOR BOLTS, EMBEDDED STEEL, ELECTRICAL CONDUITS, PIPE SLEEVES, GROUNDS AND ALL OTHER EMBEDDED ITEMS AND FORMED DETAILS SHALL BE IN PLACE BEFORE START OF CONCRETE PLACEMENT.

15. LOCATE ADDITIONAL EXPANSION JOINTS REQUIRED TO FACILITATE CONSTRUCTION AS ACCEPTABLE TO ENGINEER. PLACE REINFORCEMENT CONTINUOUSLY THROUGH JOINT.

16. REINFORCEMENT SHALL BE COLD BENT WHENEVER BENDING IS REQUIRED.

17. PLACE CONCRETE IN A UNIFORM MANNER TO PREVENT THE FORMATION OF COLD JOINTS AND OTHER PLANES OF WEAKNESS. VIBRATE THE CONCRETE TO FULLY EMBED REINFORCING. DO NOT USE VIBRATORS TO TRANSPORT CONCRETE THROUGH CHUTES OR FORMWORK.

18. DO NOT PLACE CONCRETE IN WATER, ICE, OR ON FROZEN GROUND.

19. DO NOT ALLOW CONCRETE SUBBASE TO FREEZE DURING CONCRETE CURING AND SETTING PERIOD, OR FOR A MINIMUM OF 14 DAYS AFTER PLACEMENT.

20. MAINTAIN TEMPERATURE OF CAST IN PLACE CONCRETE BETWEEN 50 DEGREES AND 90 DEGREES FAHRENHEIT. FOR COLD-WEATHER AND HOT-WEATHER CONCRETE PLACEMENT, CONFORM TO APPLICABLE ACI CODES AND RECOMMENDATIONS. IN EITHER CASE, MATERIALS CONTAINING CHLORIDE, CALCIUM, SALTS, ETC. SHALL NOT BE USED. PROTECT FRESH CONCRETE FROM WEATHER FOR 7 DAYS MINIMUM.

21. UNLESS INDICATED OTHERWISE ON THE DRAWINGS, REINFORCEMENT SPLICES SHALL MEET CLASS B, TENSION LAP REQUIREMENTS IN ACCORDANCE WITH ALL PROVISIONS OF ACI 318 LATEST EDITION, UNLESS NOTED OTHERWISE.

22. PROVIDE ACCESSORIES NECESSARY TO PROPERLY SUPPORT REINFORCING.
- TRAFFIC MANAGEMENT NOTES:
1. ALL TEMPORARY CONTROL WORK SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND ALL REVISIONS, UNLESS SUPERCEDED BY THESE PLANS.

2. ALL SIGN LEGENDS, BORDERS, AND MOUNTING SHALL BE IN ACCORDANCE WITH THE MUTCD.

3. TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK.

4. TEMPORARY CONSTRUCTION SIGNING, BARRICADES, AND ALL OTHER NECESSARY WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM THE HIGHWAY OR COVERED WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.

5. SIGNS AND SIGN SUPPORTS LOCATED ON OR NEAR THE TRAVELED WAY, CHANNELIZING DEVICES, BARRIERS, AND CRASH ATTENUATORS MUST PASS THE CRITERIA SET FORTH IN NCHRP REPORT 350, "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES" AND/OR "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH).

6. CONTRACTORS SHALL NOTIFY THE OWNER AND ALL TENANTS OF THIS PROPERTY AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS CONDUIT INSTALLATION, EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT, AND SIMILAR OPERATIONS.

7. THE FIRST FIVE PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH TYPE A LIGHTS.

8. MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH.

9. MINIMUM LANE WIDTH IS TO BE 11 FEET (3.3m) UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF DRUMS OR MEDIAN BARRIER.

10. EXISTING PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES THROUGH A COMBINATION OF PEDESTRIAN DETOURS OR PROTECTED SAFE ROUTES. ALL PEDESTRIAN ROUTES SHALL MEET APPLICABLE ACCESSIBILITY REQUIREMENTS.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE AND PROTECTION OF TRAFFIC THROUGHOUT CONSTRUCTION AT THIS LOCATION. THE CONTRACTOR SHALL INSTALL TEMPORARY TRAFFIC SIGNS, DRUMS, CONES, OR OTHER TRAFFIC CONTROL DEVICES TO DIRECT VEHICLES AND PEDESTRIANS AROUND THE WORK ZONE.
- HORIZONTAL DIRECT DRILLING NOTES:
1. THE WORK SPECIFIED IN THIS SECTION CONSISTS OF FURNISHING AND INSTALLING UNDERGROUND UTILITIES USING THE DIRECTIONAL BORING (HORIZONTAL DIRECTIONAL DRILLING, HDD) METHOD OF INSTALLATION, ALSO COMMONLY REFERRED TO AS GUIDED HORIZONTAL BORING. THIS WORK SHALL INCLUDE ALL SERVICES, EQUIPMENT, MATERIALS, AND LABOR FOR THE COMPLETE AND PROPER INSTALLATION, TESTING, RESTORATION OF UNDERGROUND UTILITIES AND ENVIRONMENTAL PROTECTION AND RESTORATION.

2. WORK PLAN: PRIOR TO BEGINNING WORK, THE CONTRACTOR MUST SUBMIT TO THE ENGINEER A GENERAL WORK PLAN OUTLINING THE PROCEDURE AND SCHEDULE TO BE USED TO EXECUTE THE PROJECT. PLAN SHOULD DOCUMENT THE THOUGHTFUL PLANNING REQUIRED TO SUCCESSFULLY COMPLETE THE PROJECT.

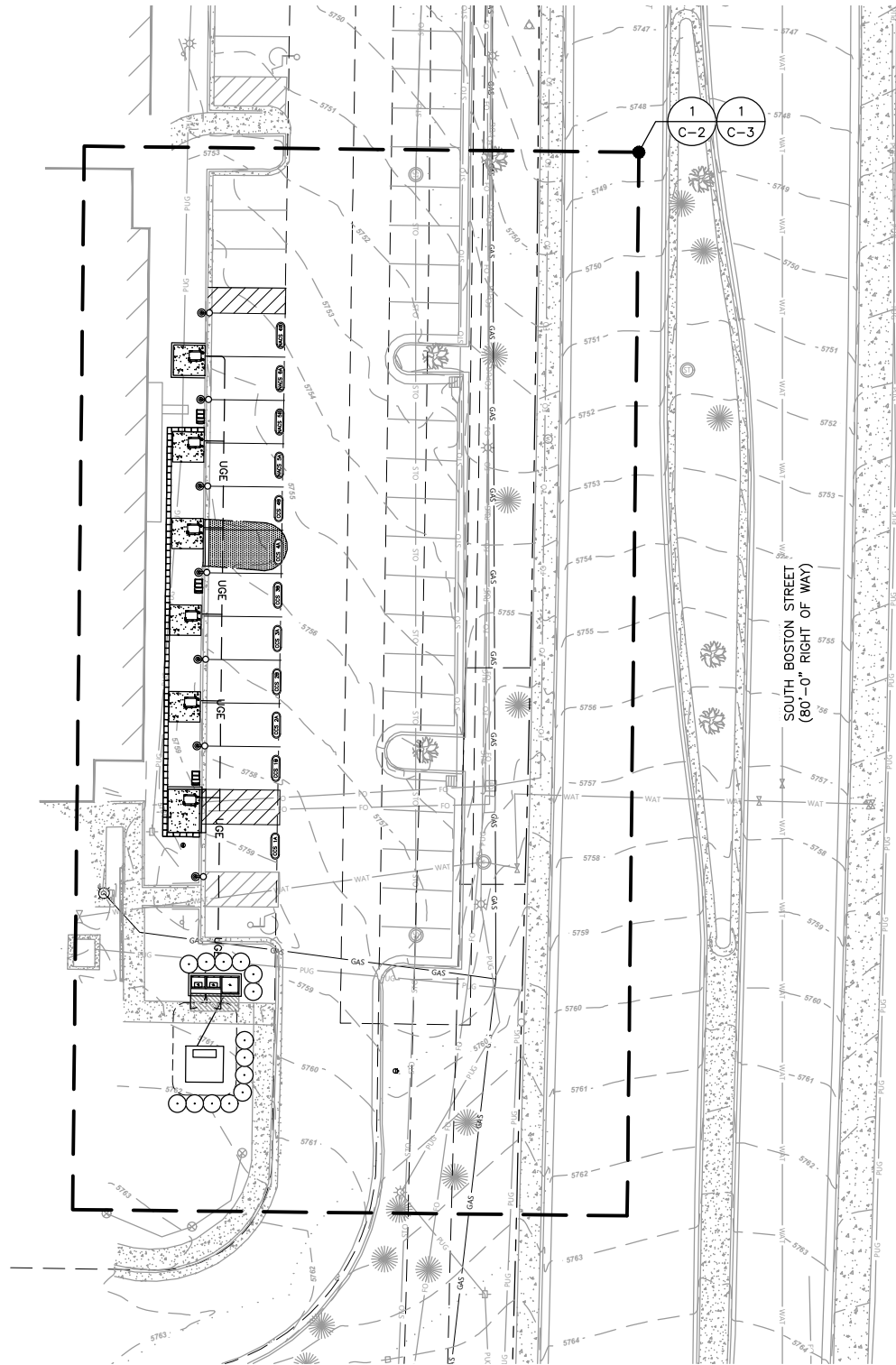
3. ENVIRONMENTAL PROTECTION: CONTRACTOR SHALL PLACE SILT FENCE BETWEEN ALL BORING OPERATIONS AND ANY DRAINAGE, WETLAND, WATERWAY OR OTHER AREA DESIGNATED FOR SUCH PROTECTION BY CONTRACT DOCUMENTS, STATE, FEDERAL AND LOCAL REGULATIONS. ADDITIONAL ENVIRONMENTAL PROTECTION NECESSARY TO CONTAIN ANY HYDRAULIC OR BORING FLUID SPILLS SHALL BE PUT IN PLACE, INCLUDING BERMS, LINERS, TURBIDITY CURTAINS AND OTHER MEASURES. CONTRACTOR SHALL ADHERE TO ALL APPLICABLE ENVIRONMENTAL REGULATIONS. FUEL OR OIL MAY NOT BE STORED IN BULK CONTAINERS WITHIN 200' OF ANY WATER-BODY OR WET-LAND.

4. UTILITY LOCATES: CONTRACTOR SHALL NOTIFY ALL COMPANIES WITH UNDERGROUND UTILITIES IN THE WORK AREA VIA THE STATE OR LOCAL 'ONE-CALL' TO OBTAIN UTILITY LOCATES. ONCE THE UTILITIES HAVE BEEN LOCATED CONTRACTOR SHALL PHYSICALLY IDENTIFY THE EXACT LOCATION OF THE UTILITIES BY VACUUM OR HAND EXCAVATION, WHEN POSSIBLE, IN ORDER TO DETERMINE THE ACTUAL LOCATION AND PATH OF ANY UNDERGROUND UTILITIES WHICH MIGHT BE WITHIN 20 FEET OF THE BORE PATH. CONTRACTOR SHALL NOT COMMENCE BORING OPERATIONS UNTIL THE LOCATION OF ALL UNDERGROUND UTILITIES WITHIN THE WORK AREA HAVE BEEN VERIFIED.

5. SAFETY: CONTRACTOR SHALL ADHERE TO ALL APPLICABLE STATE, FEDERAL AND LOCAL SAFETY REGULATIONS AND ALL OPERATIONS SHALL BE CONDUCTED IN A SAFE MANNER. SAFETY MEETINGS SHALL BE CONDUCTED AT LEAST WEEKLY WITH A WRITTEN RECORD OF ATTENDANCE AND TOPIC SUBMITTED TO ENGINEER.

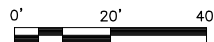
6. SITE RESTORATION: FOLLOWING BORING OPERATIONS, CONTRACTOR WILL DE-MOBILIZE EQUIPMENT AND RESTORE THE WORK-SITE TO ORIGINAL CONDITION. ALL EXCAVATIONS WILL BE BACKFILLED AND COMPACTED TO 95% OF ORIGINAL DENSITY. LANDSCAPING WILL BE RESTORED TO ORIGINAL.

7. RECORD KEEPING: CONTRACTOR SHALL MAINTAIN A DAILY PROJECT LOG OF BORING OPERATIONS AND A GUIDANCE SYSTEM LOG WITH A COPY GIVEN TO ENGINEER AT COMPLETION OF PROJECT. AS-BUILT DRAWINGS SHALL BE CERTIFIED AS TO ACCURACY BY CONTRACTOR.
- IONNA™**
- 2900 S. MAIN STREET
SANTA ANA, CA 92707
- Dewberry®**
- Dewberry Engineers Inc.
- 990 S. BROADWAY
SUITE 400
DENVER, CO 80209
PHONE: 303.825.1802
-
- DRAWN BY: GFS
- CHECKED BY: SES
- APPROVED BY: HWJ
- IONNA PROJECT #: CO-0006
- JOB #: 50187871
- PROJECT # PZ-25-00060
- SUBMITTALS
- | REV. | DATE | DESCRIPTION |
|------|----------|---------------------|
| | | |
| | | |
| 5 | 04/02/26 | TITLE SHEET UPDATES |
| 4 | 03/26/26 | CITY COMMENTS |
| 3 | 03/18/26 | CITY COMMENTS |
| 2 | 02/27/26 | CITY COMMENTS |
| 1 | 01/28/26 | CITY COMMENTS |
| 0 | 09/15/25 | ISSUED FOR PERMIT |
- SITE MODEL:
- STANDARD
- SITE NAME:
- CO-0006 GREENWOOD
VILLAGE, CO
- SITE ADDRESS:
- 6565 S. BOSTON STREET
GREENWOOD VILLAGE, CO
80111
- SHEET TITLE
- GENERAL NOTES II
- SHEET NUMBER
- GN-2
- Page 14



OVERALL SITE PLAN

SCALE: 1"=40' FOR 11"x17"
1"=20' FOR 22"x34"



NOTES:

1. CONTRACTOR SHALL HAND DIG AROUND ANY EXISTING UNDERGROUND UTILITIES LOCATED WITHIN THE AREA OF PROPOSED WORK. PROTECT EXISTING UTILITIES IN PLACE WHERE POSSIBLE AND ONLY RELOCATE AS REQUIRED/APPROVED.
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5. CONTRACTOR TO CONFIRM FINAL HARDSCAPE AND LANDSCAPE FINISHES FOR DISTURBED AREAS WITH IONNA AND THE PROPERTY OWNER.
6. CONTRACTOR TO LOCATE NATURAL GAS PIPING PRIOR TO CONSTRUCTION. ALL PROPOSED ELECTRICAL CONDUITS & ELECTRICAL EQUIPMENT TO BE KEPT A MINIMUM OF 24" FROM GAS LINE.

LEGEND

	SANITARY MANHOLE		BOUNDARY LINE
	CATCH BASIN		RIGHT-OF-WAY LINE
	STORM MANHOLE		EASEMENT LINE
	HYDRANT		SAN — SANITARY SEWER
	GATE VALVE		STO — STORM SEWER
	WATER METER		PUG — POWER UNDERGROUND
	ELECTRIC JUNCTION BOX		GAS — GAS LINE
	STREET LIGHT		FO — FIBER OPTIC
	NATURAL GAS METER		CURB, EDGE & GUTTER
	SIGN (SEE LABEL)		WAT — WATERMAIN
	BOLLARD		MAST ARM
	WATER MANHOLE		CONCRETE SURFACE
	FIBER OPTIC MANHOLE		ASPHALT SURFACE
	FIBER OPTIC PEDESTAL		PARCEL ID NO.
	BENCHMARK (SEE LABEL)		PARCEL IDENTIFICATION NUMBER
	HANDICAPPED STALL		SET MONUMENT, 1/2IN IRON ROD WITH WESTWOOD CAP (UNLESS NOTED OTHERWISE)
	CONIFEROUS TREE		FOUND MONUMENT (SEE LABEL)
	DECIDUOUS TREE		
	ELECTRIC BOX		

TABLE A OPTIONAL ITEM NOTES

2. The address of the subject property is 6565 South Boston Street, Greenwood Village, Colorado 80111.
3. The foregoing property is located within Zone X (unshaded) (Area of Minimal Flood Hazard) according to FEMA FIRM Map Number 08005C0457K, Effective Date December 17, 2010.
4. Subject tract area is 4.588 acres, or 199855 square feet.
5. Elevations and contours shown hereon are based on NAVD88, derived from on the ground survey displaying 1' contour intervals. Site benchmark shown hereon.
- 6(b). Subject tract is within Greenwood Village City Limits, called M-C (Mixed Commercial, low-intensity office and commercial uses), no zoning report provided to the surveyor as of this date.
8. The surveyor has made a good faith effort to show all substantial, above ground, visible, and permanent features observed during the course of the survey.
9. 60 marked parking spaces were found within the requested topographic area, 4 handicap marked stall, and 56 regular stalls. All identifiable parking spaces were located within the subject property.

SURVEYOR'S GENERAL NOTES

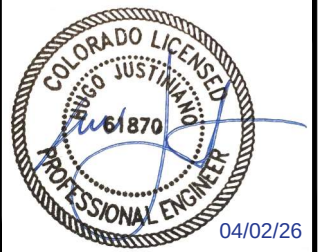
1. This survey was prepared with a Title Commitment prepared by Fidelity National Title Insurance Company, Commitment No. 5000015579, with a date of June 12, 2025.
2. Elevations are based on NAVD88 (Geoid 18).
3. The basis of bearings is the Colorado State Plane Coordinate System, Central Zone, NAD83(2011).
4. Plat Reference: Southtech Subdivision Filing No. 2 Amended, Book 87, Page 79 Recorded in the Office of County Clerk and Recorder of Arapahoe County, Colorado.
5. Topographic detail is limited to the area shown per client request.

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DRAWN BY: GFS

CHECKED BY: SES

APPROVED BY: HWJ

IONNA PROJECT #: CO-0006

JOB #: 50187871

PROJECT # PZ-25-00060

SUBMITTALS

REV.	DATE	DESCRIPTION
5	04/02/26	TITLE SHEET UPDATES
4	03/26/26	CITY COMMENTS
3	03/18/26	CITY COMMENTS
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1	01/28/26	CITY COMMENTS
0	09/15/25	ISSUED FOR PERMIT

SITE MODEL:
STANDARD

SITE NAME:
CO-0006 GREENWOOD
VILLAGE, CO

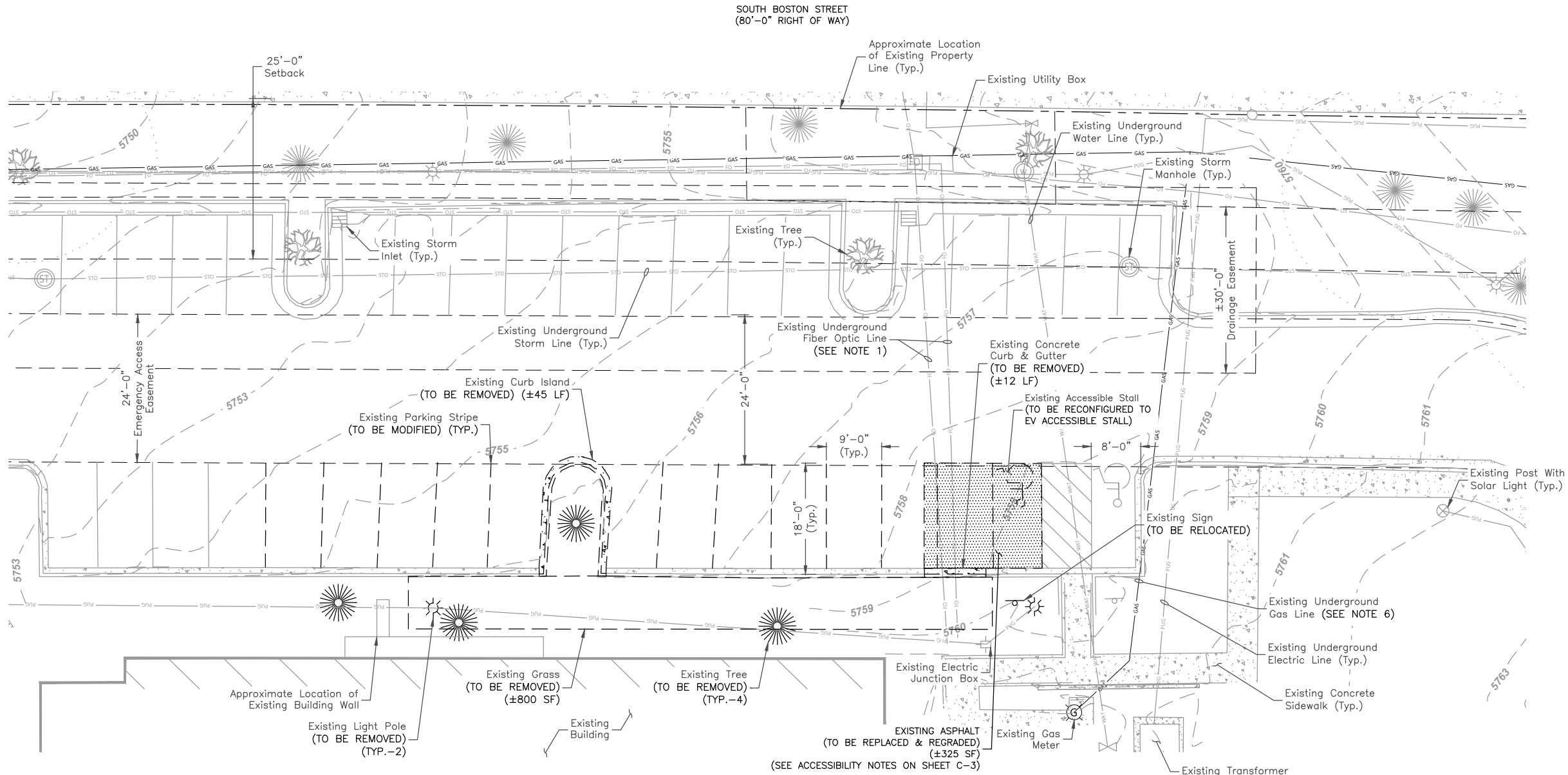
SITE ADDRESS:
6565 S. BOSTON STREET
GREENWOOD VILLAGE, CO
80111

SHEET TITLE

OVERALL SITE PLAN

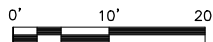
SHEET NUMBER

C-1



EXISTING CONDITIONS PLAN

SCALE: 1"=20' FOR 11"x17"
1"=10' FOR 22"x34"



1

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SITE MODEL:
STANDARD

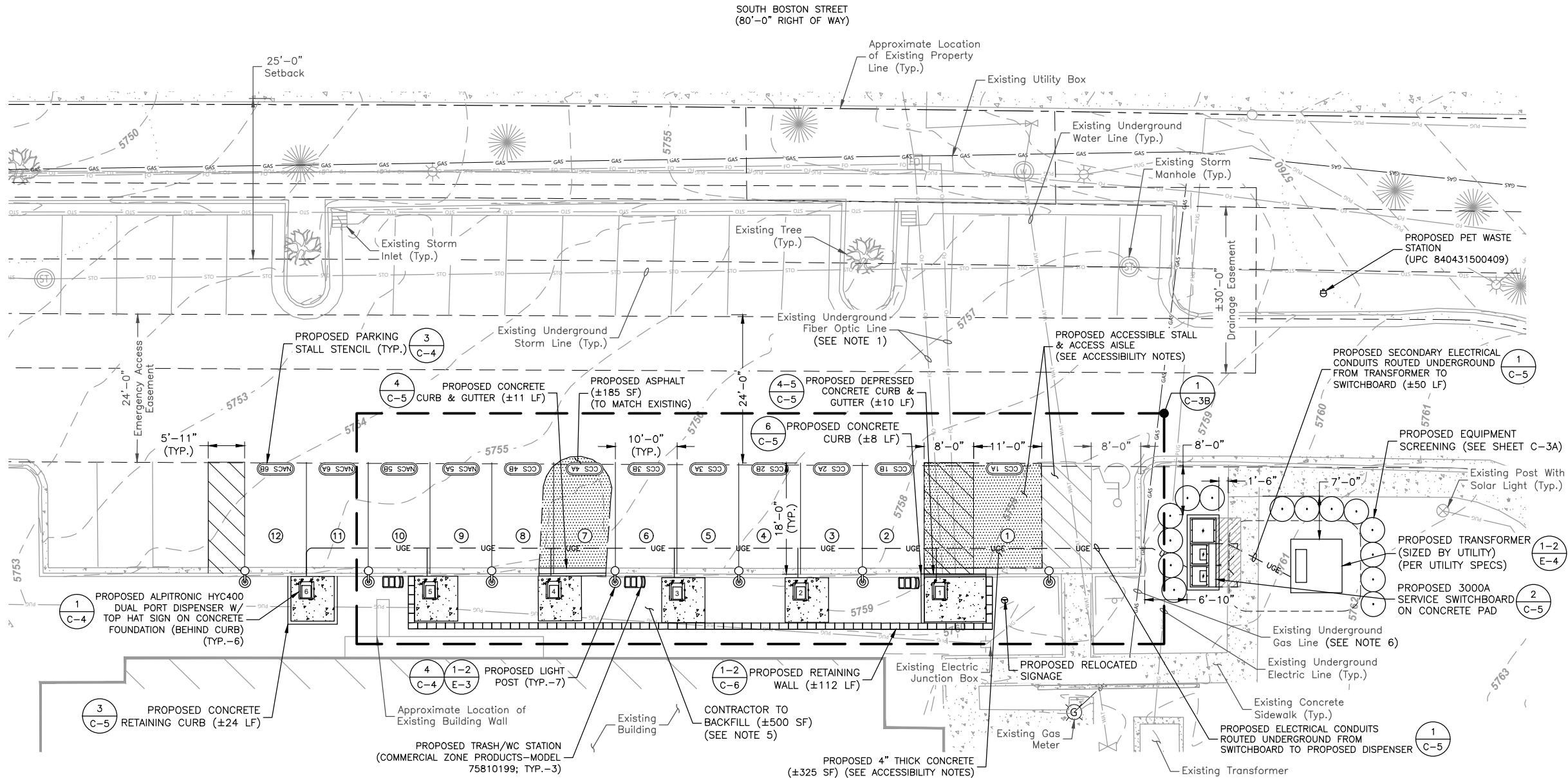
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CO-0006 GREENWOOD
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6565 S. BOSTON STREET
GREENWOOD VILLAGE, CO
80111

SHEET TITLE
EXISTING CONDITIONS
PLAN

SHEET NUMBER

C-2



ACCESSIBILITY NOTES:

- CONTRACTOR TO VERIFY THAT ACCESSIBLE STALL SURFACE SLOPES DO NOT EXCEED 2% IN ALL DIRECTIONS.
- ACCESSIBLE PATH SHALL NOT EXCEED 5% IN DIRECTION OF TRAVEL AND 2% CROSS-SLOPE.
- CONTRACTOR SHALL REPLACE PAVEMENT AS REQUIRED TO MEET ACCESSIBLE REQUIREMENTS. FEATHER PROPOSED PAVEMENT INTO EXISTING CONDITIONS TO PROVIDE POSITIVE DRAINAGE.
- CONTRACTOR SHALL PRODUCE PHOTOS AND WRITTEN DOCUMENTATION TO IONNA CM CONFIRMING THAT SLOPES HAVE BEEN FIELD VERIFIED. CONTRACTOR SHALL PROVIDE PHOTOS AND SIGNED DOCUMENTS TO THE CITY.
- ANY VAN ACCESSIBLE PARKING SPACE THAT IS WHEELCHAIR ACCESSIBLE AND SERVED BY AN EV CHARGING STATION IS COUNTED AS AT LEAST 2 STANDARD AUTOMOBILE PARKING SPACES. PER HB-23-1233.

CHARGING STALL LEGEND	
DESCRIPTION	SYMBOL
CHARGING DISPENSER NUMBERS	#
CHARGING STALL COUNT	Ⓢ

PROPOSED EVCS STALL SCHEDULE	
DESCRIPTION	QUANTITY
TOTAL # OF EXISTING STALLS RECONFIGURED	14
TOTAL # OF STANDARD EVCS EQUIPPED WITH CCS	7
TOTAL # OF STANDARD EVCS EQUIPPED WITH NACS	4
TOTAL # OF ACCESSIBLE EVCS EQUIPPED WITH CCS (VAN ACCESSIBLE)	1
NET STALL COUNT* (PER ACCESSIBILITY NOTE 5)	-1

DEVELOPMENT STANDARDS TABLE	
DESCRIPTION	VALUE
MIN. OPEN SPACE COVERAGE	35%
FRONT SETBACK	25 FEET
SIDE SETBACK	25 FEET
REAR SETBACK	25 FEET
PROPOSED BICYCLE PARKING SPACES	0
EXISTING UNOBSTRUCTED OPEN SPACE	65,000 SQFT
UNOBSTRUCTED OPEN SPACE REMOVED AS A RESULT OF THIS PROJECT	143 SQFT
PROPOSED UNOBSTRUCTED OPEN SPACE	64,860 SQFT
OPEN SPACE COVERAGE REMOVED	0.5%

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COLORADO LICENSED
HUGO JUSTINIANO
PROFESSIONAL ENGINEER
04/02/26

DRAWN BY: GFS
CHECKED BY: SES
APPROVED BY: HWJ
IONNA PROJECT #: CO-0006
JOB #: 50187871
PROJECT # PZ-25-00060

SUBMITTALS		
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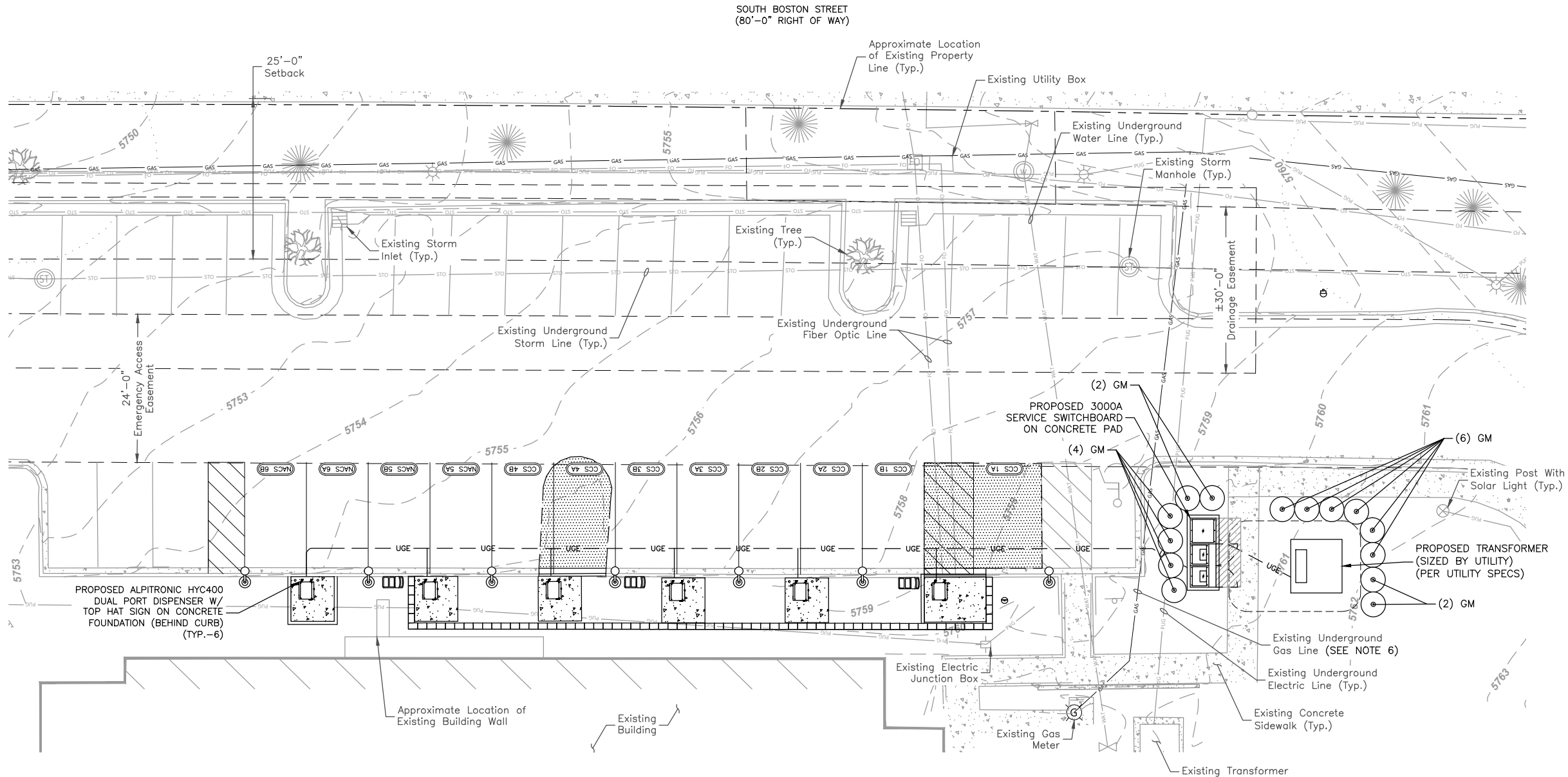
SITE MODEL:
STANDARD

SITE NAME:
CO-0006 GREENWOOD
VILLAGE, CO

SITE ADDRESS:
6565 S. BOSTON STREET
GREENWOOD VILLAGE, CO
80111

SHEET TITLE
EQUIPMENT &
PARKING PLAN

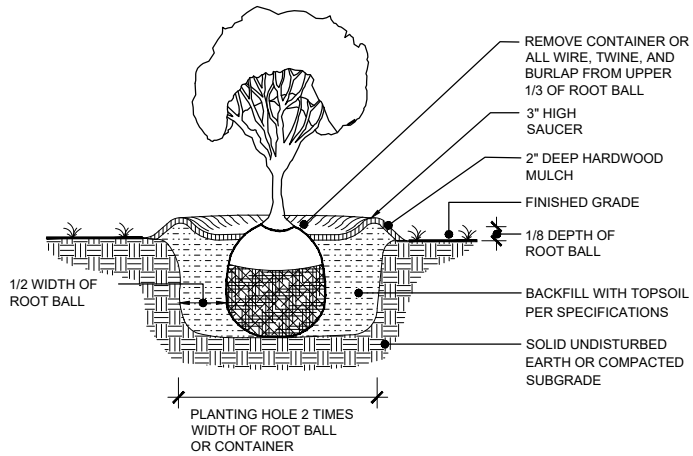
SHEET NUMBER
C-3



LANDSCAPE PLAN
SCALE: 1"=20' FOR 11"x17"
1"=10' FOR 22"x34"
0' 10' 20'

- LANDSCAPE NOTES:**
1. PLANTS SHALL MEET OR EXCEED CURRENT "AMERICAN STANDARDS FOR NURSERY STOCK" BY AMERICAN ASSOCIATION OF NUSERYMEN (AAN), PARTICULARLY WITH REGARD TO SIZE, GROWTH, SIZE OF BALL, AND DENSITY OF BRANCH STRUCTURE.
 2. ALL PLANTS SHALL BE PROPERLY IDENTIFIED BY WEATHERPROOF LABELS SECURELY ATTACHED THERETO BEFORE DELIVERY TO PROJECT SITE. LABELS SHALL IDENTIFY PLANTS BY NAME, SPECIES, AND SIZE. LABELS SHALL NOT BE REMOVED UNTIL FINAL INSPECTION.
 3. ANY AND ALL REQUESTS FOR SUBSTITUTIONS MUST BE APPROVED BEFORE DELIVERY TO THE SITE AND MUST PROVIDE PROOF OF APPROPRIATENESS PER NOTE/S ON PLANT SCHEDULE.
 4. AREAS DISTURBED AND NOT RECEIVING PLANTING AS NOTED ON LANDSCAPE PLAN AND PLANT SCHEDULE SHALL BE SEEDED WITH LAWN MATCHING EXISTING LAWN.

PLANT SCHEDULE							
ABBREV.	BOTANICAL NAME/COMMON NAME	QUANTITY	SIZE	CONDITION	FORM	SPACING	NOTES
GM	BUXUS X 'GREEN MOUNTAIN' / GREEN MOUNTAIN BOXWOOD	14	5' HEIGHT MIN. AT PLANTING	CONTAINER / B&B	FULL, EVENLY DISTRIBUTED BRANCHES, VIGOROUS, NO BARE SPOTS	AS SHOWN, NO GREATER THAN 4' O.C.	ALTERNATIVE EVERGREEN SPECIES MAY BE CONSIDERED, BUT CONTRACTOR MUST PROVIDE PROOF THAT MATURE WIDTH OF SPECIES IS NOT GREATER THAN 6'



SHRUB PLANTING DETAIL
SCALE: N.T.S.

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COLORADO LICENSED
HUGO JUSTINIANO
PROFESSIONAL ENGINEER
04/02/26

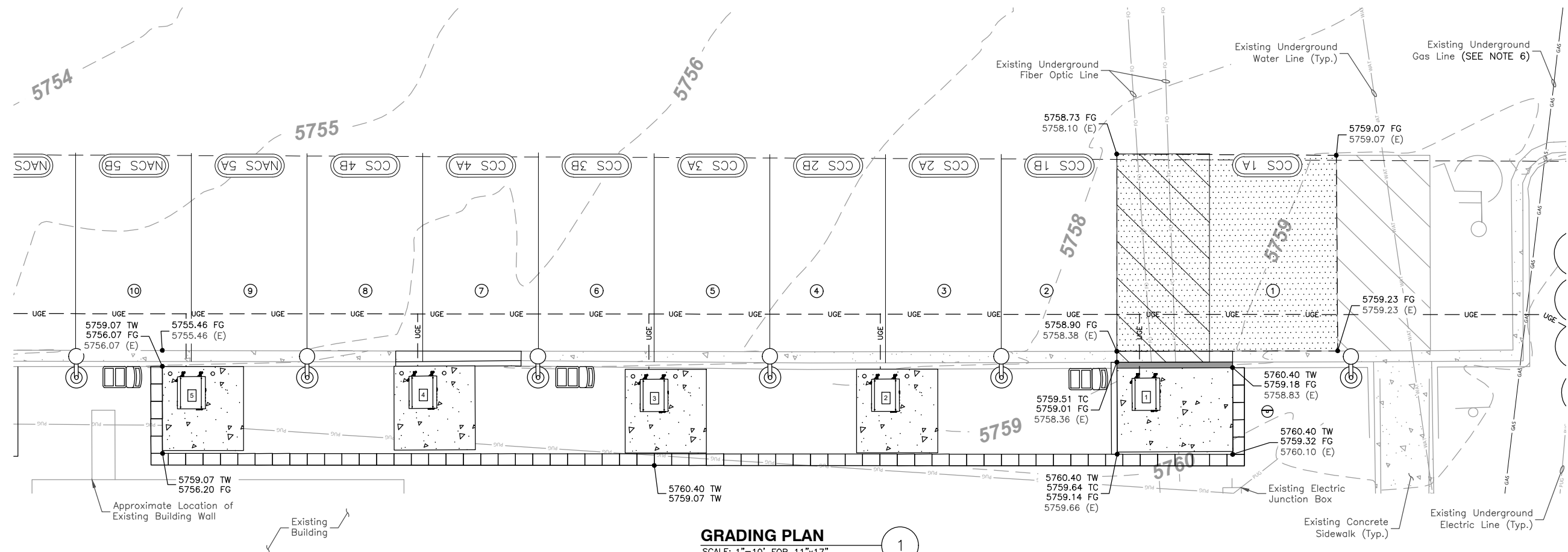
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STANDARD
SITE NAME:
CO-0006 GREENWOOD VILLAGE, CO
SITE ADDRESS:
6565 S. BOSTON STREET
GREENWOOD VILLAGE, CO 80111

SHEET TITLE
LANDSCAPE PLAN

SHEET NUMBER
C-3A



GRADING PLAN

SCALE: 1"=10' FOR 11"x17"
1"=5' FOR 22"x34"



ACCESSIBILITY NOTES:

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2. ACCESSIBLE PATH SHALL NOT EXCEED 5% IN DIRECTION OF TRAVEL AND 2% CROSS-SLOPE.
3. CONTRACTOR SHALL REPLACE PAVEMENT AS REQUIRED TO MEET ACCESSIBLE REQUIREMENTS. FEATHER PROPOSED PAVEMENT INTO EXISTING CONDITIONS TO PROVIDE POSITIVE DRAINAGE.
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LEGEND

XXX.XX (E)	EXISTING GRADE
XXX.XX FG	FINISH GRADE
XXX.XX TC	TOP OF CURB
XXX.XX TW	TOP OF WALL

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SITE MODEL:

STANDARD

SITE NAME:

CO-0006 GREENWOOD
VILLAGE, CO

SITE ADDRESS:

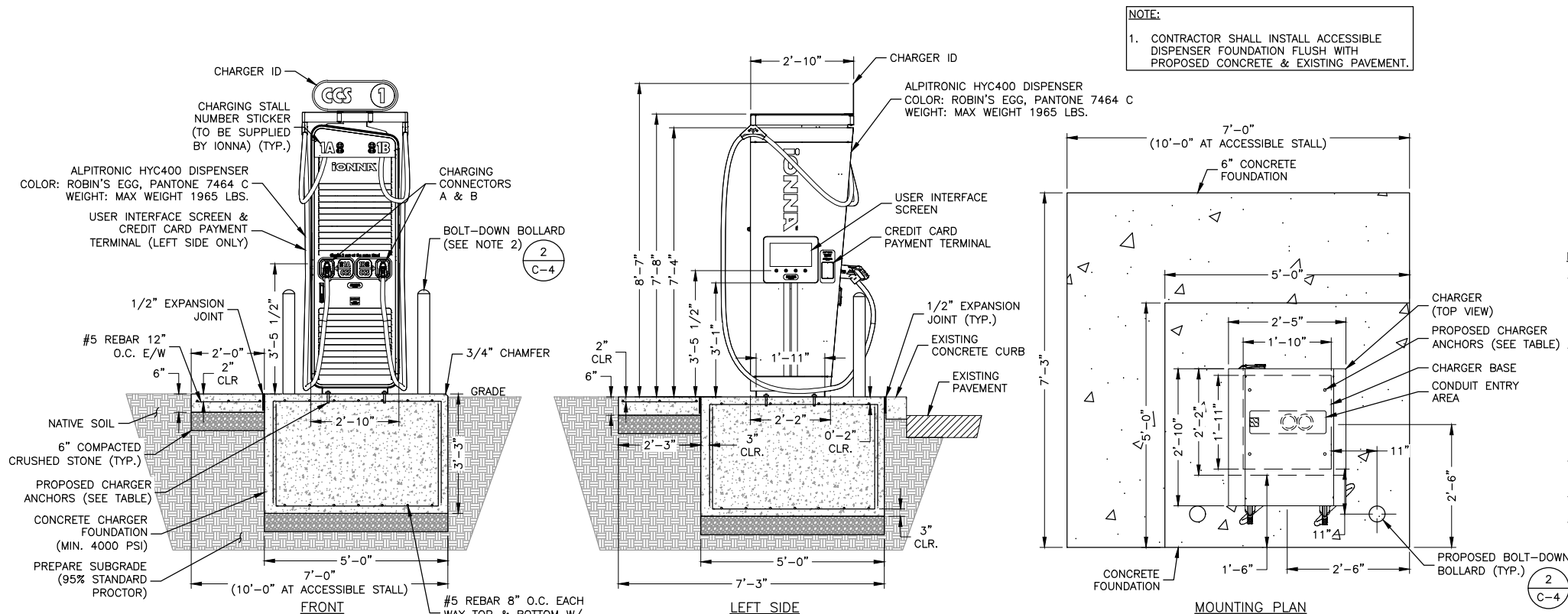
6565 S. BOSTON STREET
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80111

SHEET TITLE

GRADING PLAN

SHEET NUMBER

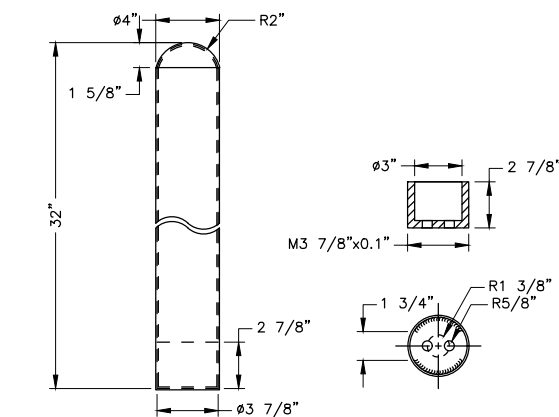
C-3B



ALPITRONIC HYC400 DETAIL (STANDARD BEHIND CURB)

SCALE: N.T.S.

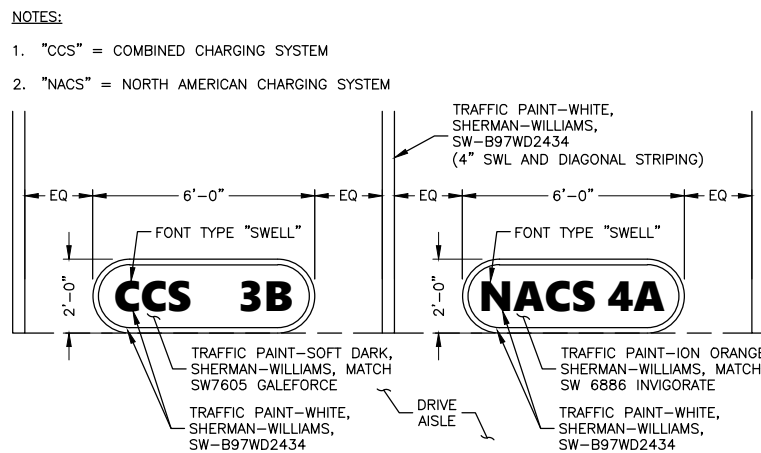
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ENCORE 32X4" BOLT DOWN BOLLARD

SCALE: N.T.S.

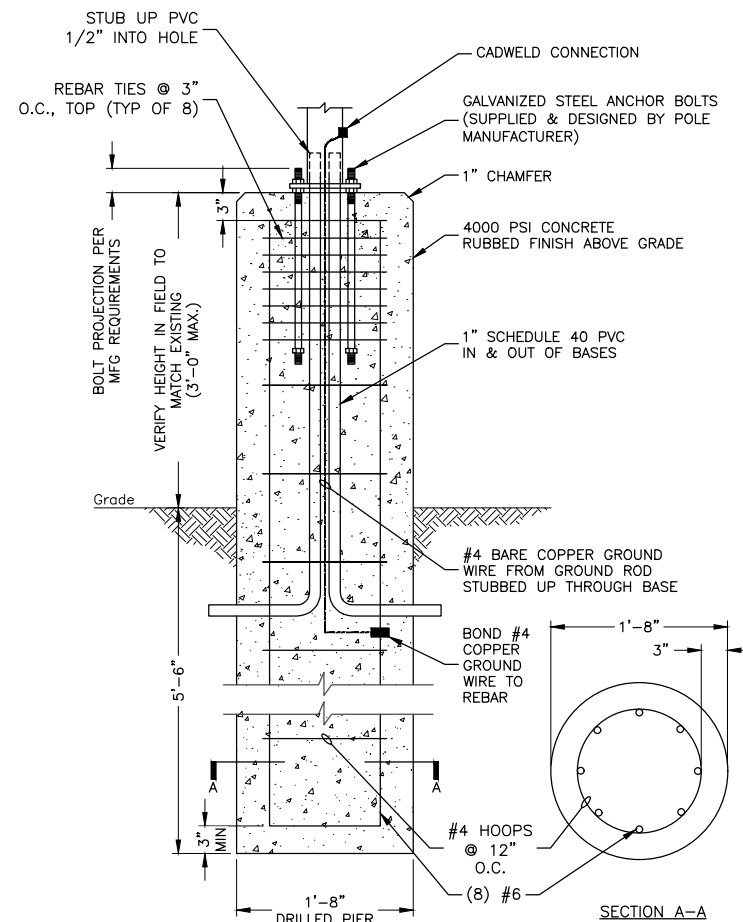
2



PARKING STALL STENCIL LAYOUT

SCALE: N.T.S.

3



LIGHT POLE BASE DETAIL

SCALE: N.T.S.

4

ANCHORS	ALT. ANCHORAGE
(4) 5/8" HILTI KWIK BOLT TZ2 W/ 2-3/4" EFFECTIVE EMBEDMENT (3-1/4" NOMINAL EMBEDMENT)	(4) 1/2" HILTI HIT-HY 200 V3 + HAS THREADED ROD W/ 4-1/2" EMBEDMENT

NOTES:

- CONTRACTOR TO REFERENCE LATEST VERSION OF ALPITRONIC HYPERCHARGER 'OPERATION INSTRUCTION AND INSTALLATION GUIDE-HARDWARE' PRIOR TO CONSTRUCTION.
- CONTRACTOR TO ENSURE ALL REQUIRED CHARGER CLEARANCES ARE MET AND NO DOOR SWINGS ARE RESTRICTED.
- FOUNDATION SIZE IS RATED FOR WINDSPEEDS UP TO 140 MPH.
- ALL ANCHOR BOLTS TO BE 316 SS GRADE.
- ALL THREADED RODS TO BE 316 SS GRADE.

CHARGER SPECIFICATIONS:

WEIGHT: ±1235 LBS UP TO ±1965 LBS
ENCLOSURE RATING: NEMA 3R
CORROSION PROTECTION CLASS (ISO12944-2): C3
OPERATING TEMP: -30°C-55°C
HUMIDITY: 5%-95% RELATIVE HUMIDITY
EFFICIENCY: >97.5% UNDER FULL LOAD
NOMINAL VOLTAGE: 480V
NOMINAL INPUT CURRENT: 480A
FREQUENCY: 60 HZ
POWER FACTOR: >0.99

IONNA

2900 S. MAIN STREET
SANTA ANA, CA 92707

Dewberry

Dewberry Engineers Inc.
990 S. BROADWAY
SUITE 400
DENVER, CO 80209
PHONE: 303.825.1802



DRAWN BY: GFS

CHECKED BY: SES

APPROVED BY: HWJ

IONNA PROJECT #: CO-0006

JOB #: 50187871

PROJECT # PZ-25-00060

SUBMITTALS		
REV.	DATE	DESCRIPTION
5	04/02/26	TITLE SHEET UPDATES
4	03/26/26	CITY COMMENTS
3	03/18/26	CITY COMMENTS
2	02/27/26	CITY COMMENTS
1	01/28/26	CITY COMMENTS
0	09/15/25	ISSUED FOR PERMIT

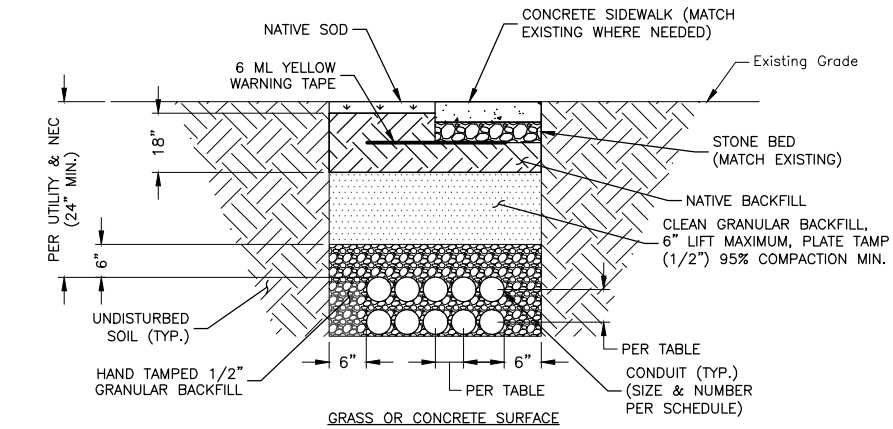
SITE MODEL:
STANDARD

SITE NAME:
CO-0006 GREENWOOD VILLAGE, CO

SITE ADDRESS:
6565 S. BOSTON STREET
GREENWOOD VILLAGE, CO 80111

SHEET TITLE
CONSTRUCTION DETAILS I

SHEET NUMBER
C-4



TYP. BURIED CONDUIT TRENCH DETAILS

SCALE: N.T.S.

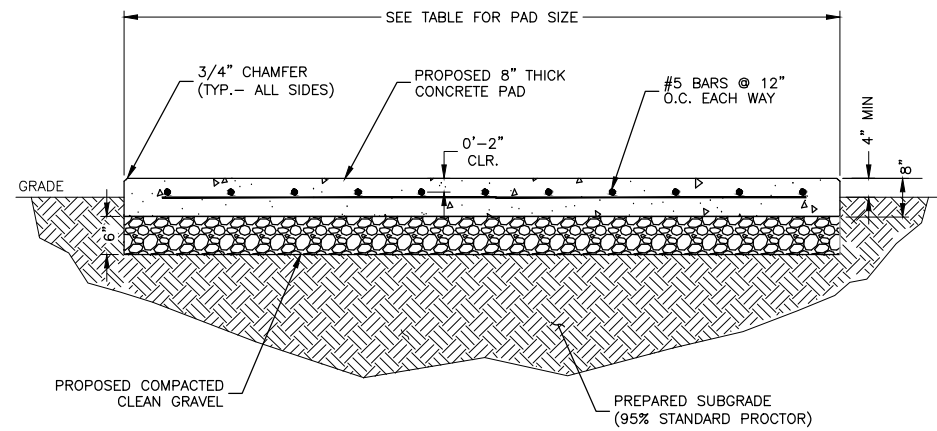
1

MINIMUM CENTER TO CENTER CONDUIT SPACING

AC (PRIMARY)	7.5" O.C.
AC (SECONDARY/FEEDERS)	7.5" O.C.
DC (POSTS)	7.5" O.C.

NOTES:

- IF FREE OF ORGANIC OR OTHER DELETERIOUS MATERIAL, EXCAVATED MATERIAL MAY BE USED FOR BACKFILL.
- IF NOT, PROVIDE CLEAN, COMPACTIBLE MATERIAL. COMPACT IN 8" LIFTS. REMOVE ANY LARGE ROCKS PRIOR TO BACKFILLING. CONTRACTOR TO VERIFY LOCATION OF EXISTING U/G UTILITIES PRIOR TO DIGGING.
- CONCRETE ENCASE CONDUIT WHEN TRENCHING UNDER SITE ACCESS ROAD.
- ANY PAVEMENT DAMAGE DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR TO PRE CONSTRUCTION CONDITIONS OR BETTER.
- MAINTAIN 12" SEPARATION MIN. BETWEEN AC OR DC CONDUCTORS AND COMMUNICATION CABLES.
- CONFIRM ALL DEPTHS W/UTILITY & NEC PRIOR TO CONSTRUCTION.



CONCRETE PAD DIMENSIONS					
PAD TYPE	CONCRETE	L	W	t (THICKNESS)	AREA
SWITCHBOARD*	4000 PSI	12'-6"	5'-3"	8"	63.0 SF

NOTE:

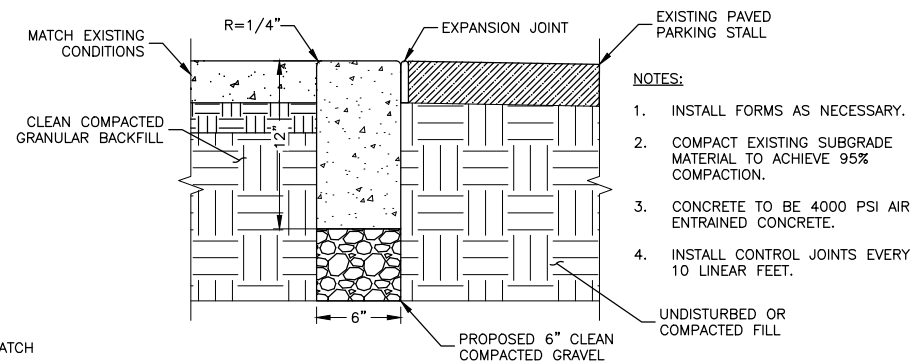
- SEE CONCRETE NOTES ON SHEET GN-2.

* SWITCHGEAR ANCHORS SHALL BE: (12) 1/2"Ø HILTI HIT-HY 200 V3 + HIS-N B7 W/ 5" EFFECTIVE EMBEDMENT

CAST IN PLACE CONCRETE PAD

SCALE: N.T.S.

2



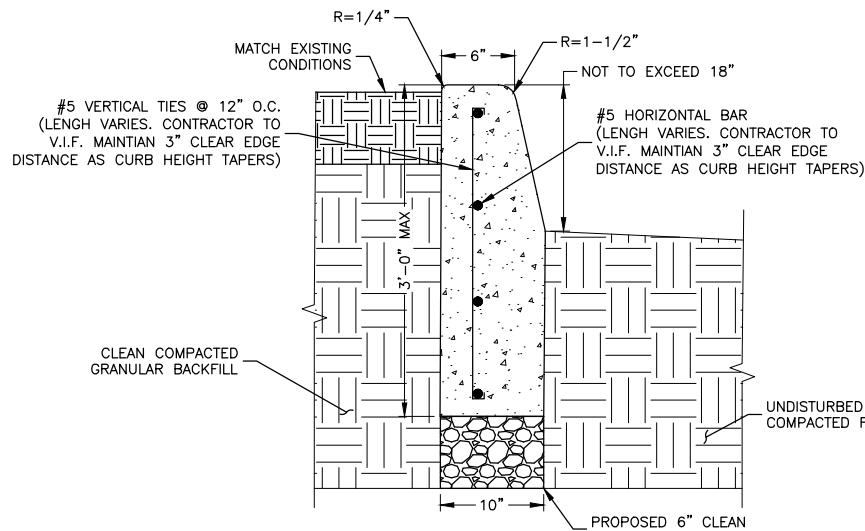
NOTES:

- INSTALL FORMS AS NECESSARY.
- COMPACT EXISTING SUBGRADE MATERIAL TO ACHIEVE 95% COMPACTION.
- CONCRETE TO BE 4000 PSI AIR ENTRAINED CONCRETE.
- INSTALL CONTROL JOINTS EVERY 10 LINEAR FEET.

DEPRESSED CONCRETE CURB DETAIL

SCALE: N.T.S.

5



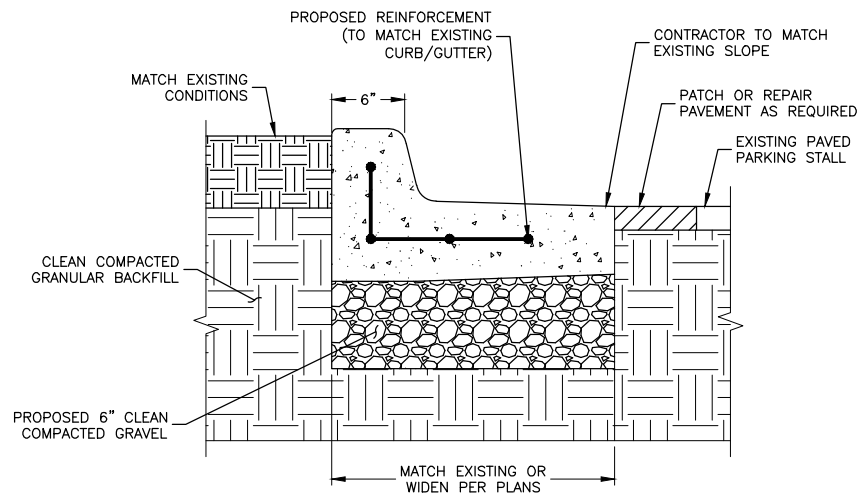
NOTES:

- SAW CUT AREA TO BE REPAIRED/REPLACED. DISPOSE OF DEBRIS PROPERLY OFF SITE.
- INSTALL FORMS AS NECESSARY.
- COMPACT EXISTING SUBGRADE MATERIAL TO ACHIEVE 95% COMPACTION.
- CONCRETE TO BE 4000 PSI AIR ENTRAINED CONCRETE.
- INSTALL CONTROL JOINTS EVERY 10 LINEAR FEET.

CONCRETE RETAINING CURB DETAIL

SCALE: N.T.S.

3



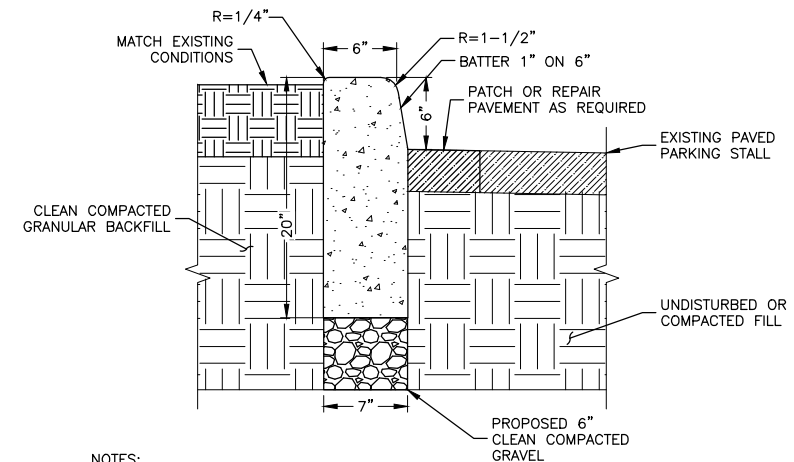
NOTES:

- SAW CUT AREA TO BE REPAIRED/REPLACED. DISPOSE OF DEBRIS PROPERLY OFF SITE.
- INSTALL FORMS AS NECESSARY.
- COMPACT EXISTING SUBGRADE MATERIAL TO ACHIEVE 95% COMPACTION.
- CONCRETE TO BE 4000 PSI AIR ENTRAINED CONCRETE.
- INSTALL CONTROL JOINTS EVERY 10 LINEAR FEET.
- CONTRACTOR TO MATCH EXISTING SLOPE TO ALLOW PROPER DRAINAGE.

CURB & GUTTER DETAIL

SCALE: N.T.S.

4



NOTES:

- SAW CUT AREA TO BE REPAIRED/REPLACED. DISPOSE OF DEBRIS PROPERLY OFF SITE.
- INSTALL FORMS AS NECESSARY.
- COMPACT EXISTING SUBGRADE MATERIAL TO ACHIEVE 95% COMPACTION.
- CONCRETE TO BE 4000 PSI AIR ENTRAINED CONCRETE.
- INSTALL CONTROL JOINTS EVERY 10 LINEAR FEET.

CONCRETE CURB DETAIL

SCALE: N.T.S.

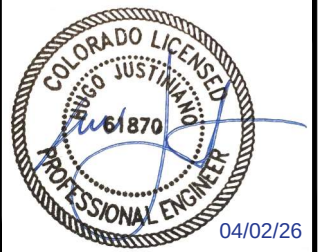
6

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SANTA ANA, CA 92707

Dewberry

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SUITE 400
DENVER, CO 80209
PHONE: 303.825.1802



DRAWN BY: GFS

CHECKED BY: SES

APPROVED BY: HWJ

IONNA PROJECT #: CO-0006

JOB #: 50187871

PROJECT # PZ-25-00060

SUBMITTALS

REV.	DATE	DESCRIPTION
5	04/02/26	TITLE SHEET UPDATES
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3	03/18/26	CITY COMMENTS
2	02/27/26	CITY COMMENTS
1	01/28/26	CITY COMMENTS
0	09/15/25	ISSUED FOR PERMIT

SITE MODEL:
STANDARD

SITE NAME:
CO-0006 GREENWOOD
VILLAGE, CO

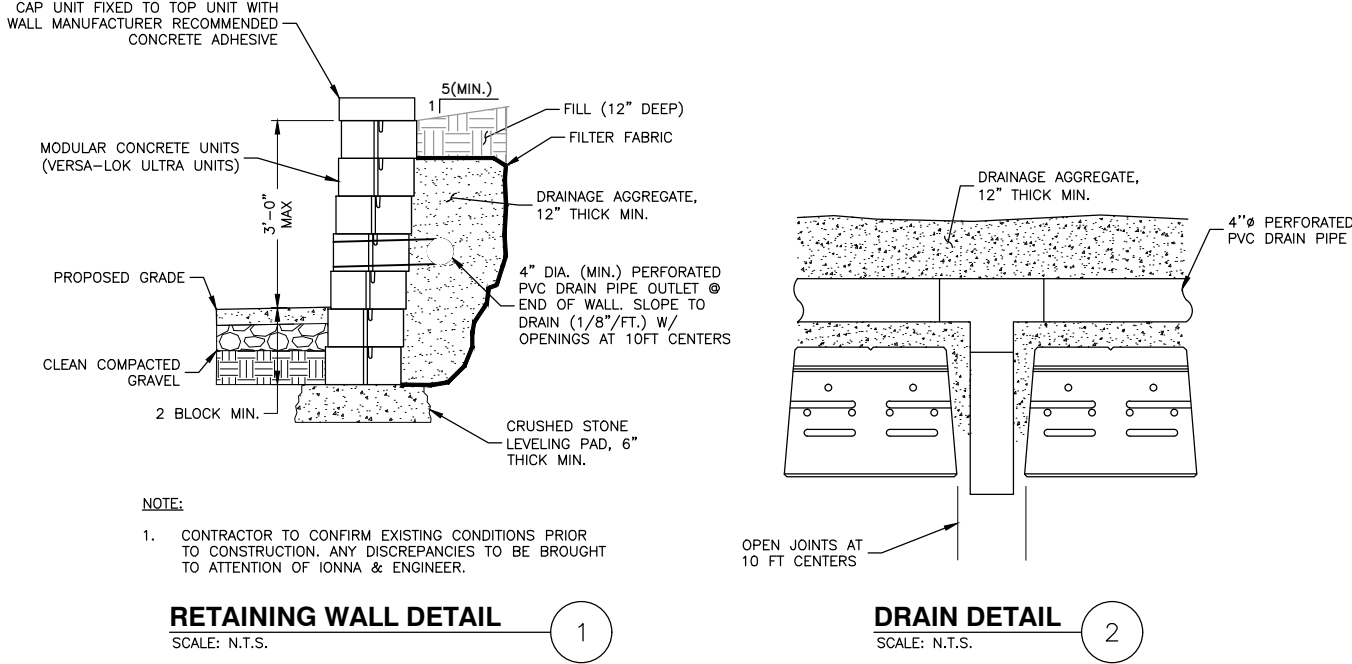
SITE ADDRESS:
6565 S. BOSTON STREET
GREENWOOD VILLAGE, CO
80111

SHEET TITLE

CONSTRUCTION
DETAILS II

SHEET NUMBER

C-5



IONNA™

2900 S MAIN STREET
SANTA ANA, CA 92707

Dewberry®

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DENVER, CO 80209
PHONE: 303.825.1802

COLORADO LICENSED
HUGO JUSTINIANO
61870
PROFESSIONAL ENGINEER
04/02/26

DRAWN BY:GFS

CHECKED BY:SES

APPROVED BY:HWJ

IONNA PROJECT #:CO-0006

JOB #:50187871

PROJECT #PZ-25-00060

SUBMITTALS		
REV.	DATE	DESCRIPTION
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1	01/28/26	CITY COMMENTS
0	09/15/25	ISSUED FOR PERMIT

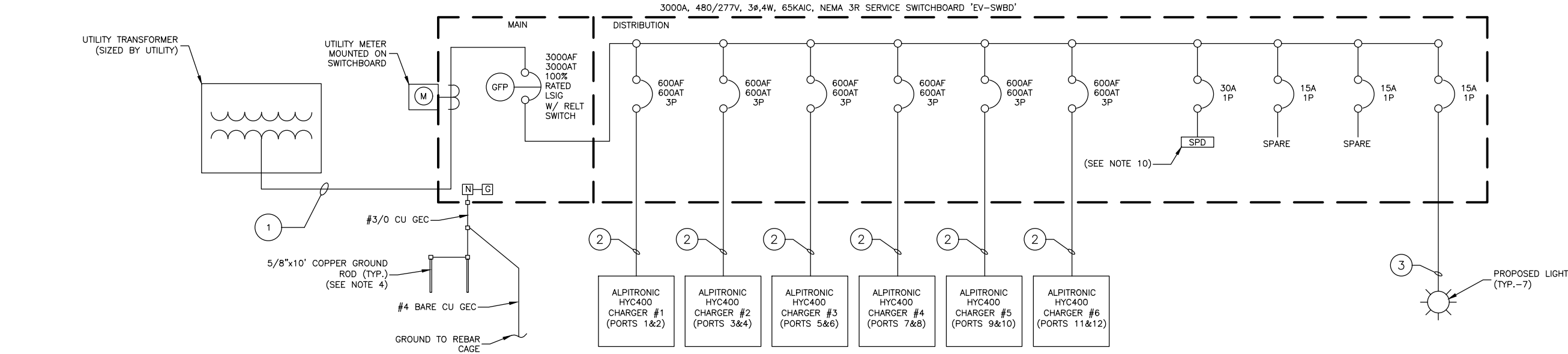
SITE MODEL:
STANDARD

SITE NAME:
CO-0006 GREENWOOD
VILLAGE, CO

SITE ADDRESS:
6565 S. BOSTON STREET
GREENWOOD VILLAGE, CO
80111

SHEET TITLE
CONSTRUCTION
DETAILS III

SHEET NUMBER
C-6



SYSTEM ONE-LINE DIAGRAM
SCALE: N.T.S.

NOTES:

- ALPITRONIC HYC400 CHARGING DISPENSER(S).
- PROPOSED CTs/PTs SHALL BE LOCATED AS APPROVED BY THE UTILITY COMPANY.
- ALL ELECTRICAL WORK ON SITE TO BE CONDUCTED TO NEC CODE AND LOCAL UTILITY REGULATIONS. CONTRACTOR TO REFERENCE UTILITY DESIGN AND STANDARDS PRIOR TO CONSTRUCTION.
- GROUND RODS TO BE SEPARATED BY MINIMUM 6'-0" OR PROVIDE A CERTIFIED TEST SHOWING RESISTANCE TO GROUND IS 25 OHMS OR LESS.
- SERVICE ENTRANCE MAIN DISCONNECT SWITCH W/ GROUND FAULT PROTECTION & ARC ENERGY REDUCTION SWITCH PER NEC. 230.95 & 240.87.
- PROVIDE LOCKABLE OPEN CIRCUIT BREAKER IN ACCORDANCE WITH NEC 110.25 AND IN COMPLIANCE WITH NEC 625.43.
- SERVICE EQUIPMENT SHALL BE FIELD MARKED PER NEC 110.24(A) AND 230.70(B). REQUIRED MARKINGS SHALL BE DURABLE FOR THE ENVIRONMENT AND CLEARLY INCLUDE: IDENTIFICATION OF EACH SERVICE DISCONNECT (E.G., "SERVICE DISCONNECT"), THE MAXIMUM AVAILABLE FAULT CURRENT AT THE SERVICE EQUIPMENT, AND THE DATE THE FAULT-CURRENT CALCULATION WAS PERFORMED.
- CONDUCTORS SHOWN IN ELECTRICAL FEEDER SCHEDULE ARE BASED ON 75° COLUMN OF NEC TABLE 310.15(B)(16).
- PROVIDE A UL 1449 LISTED TYPE 3 SURGE PROTECTIVE DEVICE (SPD), CONNECTED ON THE LOAD SIDE OF THE CIRCUIT BREAKER. THE SPD SHALL HAVE A MINIMUM 42KAIC SHORT CIRCUIT CURRENT RATING (SCCR), AND BE INSTALLED PER NEC AND MANUFACTURER'S INSTRUCTIONS WITH MINIMAL CONDUCTOR LENGTHS.
- PROVIDE A UL 1449 LISTED TYPE 2 SURGE PROTECTIVE DEVICE (SPD), WITH AN AMPERE INTERRUPTING CAPACITY (AIC) / SHORT CIRCUIT CURRENT RATING (SCCR) EQUAL TO OR EXCEEDING THE AIC RATING OF THE SERVICE EQUIPMENT. THE SPD SHALL PROVIDE PROTECTION FOR ALL APPLICABLE MODES, INCLUDING LINE-TO-NEUTRAL (L-N), LINE-TO-GROUND (L-G), NEUTRAL-TO-GROUND (N-G), AND LINE-TO-LINE (L-L). INCLUDE STATUS INDICATORS AND REMOTE ALARM CONTACTS, AND BE INSTALLED PER NEC AND MANUFACTURER'S INSTRUCTIONS.

ELECTRICAL FEEDER SCHEDULE			
NO.	FROM	TO	CONFIGURATION
1	PROPOSED UTILITY TRANSFORMER	PROPOSED 3000A SWITCHBOARD: INCOMING	[9 SETS:] (3) 600KCMIL AL (XHHW-2) (1) 600KCMIL AL NEUT (XHHW-2) IN 4" PVC CONDUIT
2	PROPOSED 3000A SWITCHBOARD (600A BREAKER) (TYP.-6)	PROPOSED ALPITRONIC HYC400 CHARGER (TYP.-6)	[2 SETS PER CHARGER:] (3) 500KCMIL AL (THWN-2) (1) #2/0 AWG AL GND (THWN-2) IN 3.5" PVC CONDUIT
3	PROPOSED 3000A SWITCHBOARD (15A BREAKER)	PROPOSED SITE LIGHTING	[1 SET:] (2) #8 CU (THWN-2) (1) #8 CU GND (THWN-2) IN 1" PVC CONDUIT

PANEL SCHEDULE							
PANEL NAME: EV-SWBD MANUFACTURER: ZPOWER VOLTAGE: 480/277VAC, 3Ø, 4W MAIN DISCONNECT MEANS: MCB (100% RATED)				MAIN RATING: 3000A, 100% RATED BUS RATING: 3000A FAULT CURRENT RATING: 65KAIC ENCLOSURE RATING: NEMA 3R			
CKT NO.	DESCRIPTION	BREAKER	POLE	LOAD (kVA) AØ	LOAD (kVA) BØ	LOAD (kVA) CØ	TOTAL CIRCUIT PROPOSED LOAD (kVA)
1	HYC400 #1 (PORTS 1&2)	600AF 600AT	3	133.02	133.02	133.02	399.06
2	HYC400 #2 (PORTS 3&4)	600AF 600AT	3	133.02	133.02	133.02	399.06
3	HYC400 #3 (PORTS 5&6)	600AF 600AT	3	133.02	133.02	133.02	399.06
4	HYC400 #4 (PORTS 7&8)	600AF 600AT	3	133.02	133.02	133.02	399.06
5	HYC400 #5 (PORTS 9&10)	600AF 600AT	3	133.02	133.02	133.02	399.06
6	HYC400 #6 (PORTS 11&12)	600AF 600AT	3	133.02	133.02	133.02	399.06
7	SPD	30A	1	-	-	-	-
8	SPARE	15A	1	-	-	-	-
9	SPARE	15A	1	-	-	-	-
10	SITE LIGHTING	15A	1	0.70	-	-	0.70
PROPOSED kVA PER PHASE:				798.12	798.12	798.12	
PROPOSED SWITCHBOARD TOTAL CONNECTED LOAD:				2,394.4 KVA			
PROPOSED SWITCHBOARD TOTAL CONNECTED CURRENT:				2,880.0 A			
PEAK DEMAND IS LIMITED BY LOAD MANAGEMENT CONTROL MAXIMUM SITE DEMAND:				3000 A			

UTILITY FAULT CURRENT
VOLTAGE: 480/277V
TRANSFORMER SIZE: I.B.D. KVA
*FAULT CURRENT: I.B.D. AMPS
* FAULT CURRENT INFORMATION PROVIDED BY UTILITY ON XX/XX/XX.

GROUNDING NOTES:

- ALL GROUNDING SHALL COMPLY WITH NEC ARTICLE 250 AND ARTICLE 625. VERIFY ALL SPECIFIC GROUNDING AND BONDING REQUIREMENTS WITH EVSE MANUFACTURER'S INSTALLATION MANUAL.
- EQUIPMENT GROUNDING CONDUCTOR, SIZED PER NEC 250.122. RUN WITH BRANCH CIRCUIT CONDUCTORS FROM DISTRIBUTION SERVICE TO EACH EVSE.
- BOND METALLIC STRUCTURAL ELEMENTS (E.G., SUPPORT POSTS, BOLLARDS, CANOPIES) TO THE EQUIPMENT GROUNDING SYSTEM PER NEC 250.104(C). ROUTE BONDING JUMPER VIA SHORTEST PRACTICAL PATH IN RACEWAY OR DIRECTLY ATTACHED TO STRUCTURE.

SCOPE OF WORK			
UTILITY	XCEL ENERGY (COLORADO)		
CATEGORY	ITEMS	IONNA	UTILITY
PRIMARY	PRIMARY TRENCHING/BORING		X
	INSTALL PRIMARY CONDUIT		X
	INSTALL PULL ROPE		X
	PROVIDE PRIMARY FEEDERS		X
	INSTALL PRIMARY FEEDERS		X
TRANSFORMER	PROVIDE ROAD CUTS/ROAD BORES (IF NECESSARY)		X
	INSTALL TRANSFORMER PAD		X
	PROVIDE TRANSFORMER		X
	INSTALL TRANSFORMER		X
	LAND CONNECTIONS-PRIMARY		X
SWITCHBOARD	LAND CONNECTIONS-SECONDARY		X
	PROVIDE METER		X
	INSTALL METER		X
	PROVIDE METER SOCKET		X
	INSTALL METER SOCKET	X	
SECONDARY	METERING CIRCUIT CONDIUT	X	
	METERING CIRCUIT CONDUCTORS		X
	PROVIDE CURRENT TRANSFORMERS (CT)		X
	INSTALL CURRENT TRANSFORMERS (CT)	X	
	LAND CONNECTIONS-SECONDARY	X	
	SECONDARY TRENCHING	X	
	INSTALL SECONDARY CONDUIT	X	
	INSTALL SWITCHBOARD PAD	X	
	INSTALL PULL ROPE	X	
	PROVIDE SECONDARY FEEDERS	X	
	INSTALL SECONDAR FEEDERS	X	
	PROVIDE ROAD CUTS/ROAD BORES (IF NECESSARY)	X	
	PAVEMENT REPLACEMENT (IF NECESSARY)	X	

IONNA™
2900 S MAIN STREET
SANTA ANA, CA 92707

Dewberry®
Dewberry Engineers Inc.
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DRAWN BY: GFS

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IONNA PROJECT #: CO-0006

JOB #: 50187871

PROJECT # PZ-25-00060

SUBMITTALS		
REV.	DATE	DESCRIPTION
5	04/02/26	TITLE SHEET UPDATES
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SITE MODEL:
STANDARD

SITE NAME:
CO-0006 GREENWOOD VILLAGE, CO

SITE ADDRESS:
6565 S. BOSTON STREET
GREENWOOD VILLAGE, CO 80111

SHEET TITLE

ELECTRICAL
ONE-LINE DIAGRAM

SHEET NUMBER

E-1

hyc400

NOTE: IMAGE BELOW IS FOR REFERENCE ONLY. ACTUAL CHARGERS INSTALLED ONSITE WILL BE OF A DIFFERENT COLOR SCHEME. SEE DETAIL ON CIVIL SHEETS FOR MORE INFORMATION.



Product data sheet 1/3

100 kW to 400 kW
DC-charging system
for EVs

Up to **97.5 %**
efficiency under full load

Up to **2x 600 A**
simultaneous output

50 kW
dynamic load management granularity

150 - 1000 V
output range

Bidirectional
future capability

All-in-one design for an ultra-compact footprint

Up to 4 simultaneous charge outputs

Power-Stack scalable architecture

Product data sheet hyc400UL / V1-1
© Alpitronic Americas LLC
5815 Westpark Drive, Charlotte, NC 28217
info@alpitronic.us

www.hypercharger.us



Product data sheet 1/3

100 kW to 400 kW
DC-charging system
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Up to **97.5 %**
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Product data sheet hyc400UL / V1-1
© Alpitronic Americas LLC
5815 Westpark Drive, Charlotte, NC 28217
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www.hypercharger.us



hyc400

Product data sheet 2/3

Charging Interfaces

Connection options	CCS1, J3400 (NACS), CHAdeMO
Cable lengths	11.5 ft (3.5 m), 16.4 ft (5 m), 25 ft (7.5 m)
RFID system	ISO/IEC 14443A/B, ISO/IEC 15693, NFC
Network connections	Dual SIM, 4G LTE Modems 10/100 Base-T Ethernet
Energy management	Configurable static power limit, Dynamic Power limit via OCPP/Modbus
Network communications protocol	Open Charge Point Protocol (OCPP) 1.6 and 2.0.1 Modbus, API
Vehicle communications protocol	DIN 70121, ISO 15118, Autocharge, Plug and Charge, CHAdeMO 1.2

Electrical

AC nominal voltage (RMS)	480 V ±10%
AC nominal input current (RMS)	480 A
Input connection	3-Phase: L1, L2, L3, GND (no neutral)
Frequency	60 Hz
Power factor	> 0.99 at full load
THDi (Total harmonic distortion)	< 5% at full load
Conversion efficiency	up to 97.5% at full load
SCCR	65 kA
Surge protection	Type 1, In 20 kA, I _{max} 50 kA
Standby power consumption	43 W
DC output	100 kW (one Power-Stack), max. 300 A 200 kW (two Power-Stacks), max. 600 A 300 kW (three Power-Stacks), max. 900 A (600 A max. per cable) 400 kW (four Power-Stacks), max. 1200 A (600 A max. per cable)
Output voltage	150 - 1000 VDC

(1) Standard environmental conditions 60°F [20°C], 10 ft (3 m) distance
(2) See Manual for environmental details
(3) Depending on the configuration

Product data sheet 2/3

www.hypercharger.us



Product data sheet 2/3

Charging Interfaces

Connection options	CCS1, J3400 (NACS), CHAdeMO
Cable lengths	11.5 ft (3.5 m), 16.4 ft (5 m), 25 ft (7.5 m)
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Network connections	Dual SIM, 4G LTE Modems 10/100 Base-T Ethernet
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(2) See Manual for environmental details
(3) Depending on the configuration

Product data sheet 2/3

www.hypercharger.us



hyc400

Product data sheet 3/3

General

Operating temperature	-30°C up to +55°C (-22°F to 131°F) ⁽²⁾
Storage/transport temperature	-40°C to 70°C (-40°F to 158°F)
Altitude	<4,000 m (< 13,000 ft) ⁽²⁾
Humidity (in operation, storage)	Up to 95% non-condensing
Enclosure type	NEMA 3R (IP54) Indoor/Outdoor
Impact resistance (IEC 62262)	IK10
Noise emission	< 52 dBA ⁽³⁾
Dimensions (H x W x D)	88 x 29 x 26 in. (2185 x 732 x 663 mm)
Weight	1235 lbs up to 1965 lbs (560 kg up to 890 kg) ⁽³⁾
Accessibility	Meets ADA requirements for height and reach
User interface	15.6" display, 4 buttons, RGB connector status
Multilingual system	GUI in 27 languages
Remote management	Access control, configuration, diagnostics, software updates

Configuration Options

Branding	Options for custom colors (powder coating), custom vinyl
CMS (Cable Management System)	Metal swing arm keeps 16.4 ft (5 m) off the ground
Payment system	Credit card reader optional (Payter/Nayax), EMV Chip, Tap to Pay

Compliance and Safety

NRTL	UL 2202, UL 2231-1, UL 2231-2 CSA C22.2 No. 346.22, No. 2811-12, No. 2812-12 File No. E515867
Metering	CTEP No. 5966-24
EMC	FCC 47CFR Part 15B (Class A)
Electrical safety	NEC (NFPA 70) Article 625
NEVI	Buy America, 100% US Steel

More Information:
www.hypercharger.us



Product data sheet 3/3

General

Operating temperature	-30°C up to +55°C (-22°F to 131°F) ⁽²⁾
Storage/transport temperature	-40°C to 70°C (-40°F to 158°F)
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Payment system	Credit card reader optional (Payter/Nayax), EMV Chip, Tap to Pay

Compliance and Safety

NRTL	UL 2202, UL 2231-1, UL 2231-2 CSA C22.2 No. 346.22, No. 2811-12, No. 2812-12 File No. E515867
Metering	CTEP No. 5966-24
EMC	FCC 47CFR Part 15B (Class A)
Electrical safety	NEC (NFPA 70) Article 625
NEVI	Buy America, 100% US Steel

More Information:
www.hypercharger.us



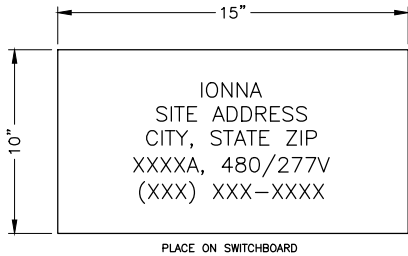
REFERENCE DATASHEETS

SCALE: N.T.S.

1

NOTES:

1. PLACE LABEL IN A VISIBLE LOCATION: SWITCHBOARD (METER COMPARTMENT).
2. RED BACKGROUND, WHITE LETTERING.
3. VERIFY FINAL PLACARD INFORMATION WITH IONNA.



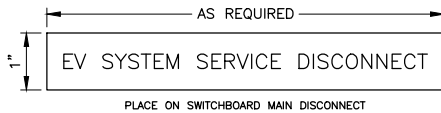
METER LABEL

SCALE: N.T.S.

2

NOTES:

1. PLACE LABEL IN A VISIBLE LOCATION: SWITCHGEAR.
2. RED BACKGROUND, WHITE LETTERING.
3. TEXT: MIN. 3/8" AND 1/8" HEIGHT, ALL CAPITAL LETTERS ARIAL OR SIMILAR FONT, NON-BOLD.
4. MATERIAL NOTE: ENGRAVED ON OUTDOOR-RATED PLASTIC LAMINATE WITH ADHESIVE BACKING SUITABLE FOR THE ENVIRONMENT.
5. APPLICABLE NEC SECTIONS: NEC 110.22.



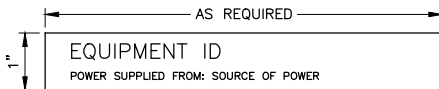
MAIN CIRCUIT BREAKER LABEL

SCALE: N.T.S.

3

NOTES:

1. PLACE LABEL ON FRONT OF EQUIPMENT IN VISIBLE LOCATION: EV CHARGER CABINETS, SWITCHBOARDS, PANELS, AND METERING ENCLOSURES.
2. BLACK BACKGROUND, WHITE LETTERING.
3. TEXT: MIN. 1/2" HEIGHT, ALL CAPITAL LETTERS ARIAL OR SIMILAR FONT, NON-BOLD.
4. MATERIAL NOTE: ENGRAVED ON OUTDOOR-RATED PLASTIC LAMINATE WITH ADHESIVE BACKING SUITABLE FOR THE ENVIRONMENT.
5. APPLICABLE NEC SECTIONS: NEC 408.4 (B).



EQUIPMENT IDENTIFICATION LABEL

SCALE: N.T.S.

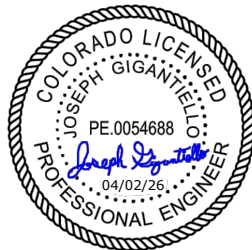
4

IONNA™

2900 S. MAIN STREET
SANTA ANA, CA 92707

Dewberry®

Dewberry Engineers Inc.
990 S. BROADWAY
SUITE 400
DENVER, CO 80209
PHONE: 303.825.1802



DRAWN BY: GFS

CHECKED BY: SES

APPROVED BY: HWJ

IONNA PROJECT #: CO-0006

JOB #: 50187871

PROJECT # PZ-25-00060

SUBMITTALS

REV.	DATE	DESCRIPTION
5	04/02/26	TITLE SHEET UPDATES
4	03/26/26	CITY COMMENTS
3	03/18/26	CITY COMMENTS
2	02/27/26	CITY COMMENTS
1	01/28/26	CITY COMMENTS
0	09/15/25	ISSUED FOR PERMIT

SITE MODEL:

STANDARD

SITE NAME:

CO-0006 GREENWOOD
VILLAGE, CO

SITE ADDRESS:

6565 S. BOSTON STREET
GREENWOOD VILLAGE, CO
80111

SHEET TITLE

ELECTRICAL DETAILS I

SHEET NUMBER

E-2

REV. 10.16.24

REV. 12.17.24


Dewberry®

CHECKED BY: _____

CHECKED BY: _____

IONNA PROJECT #: CO-000

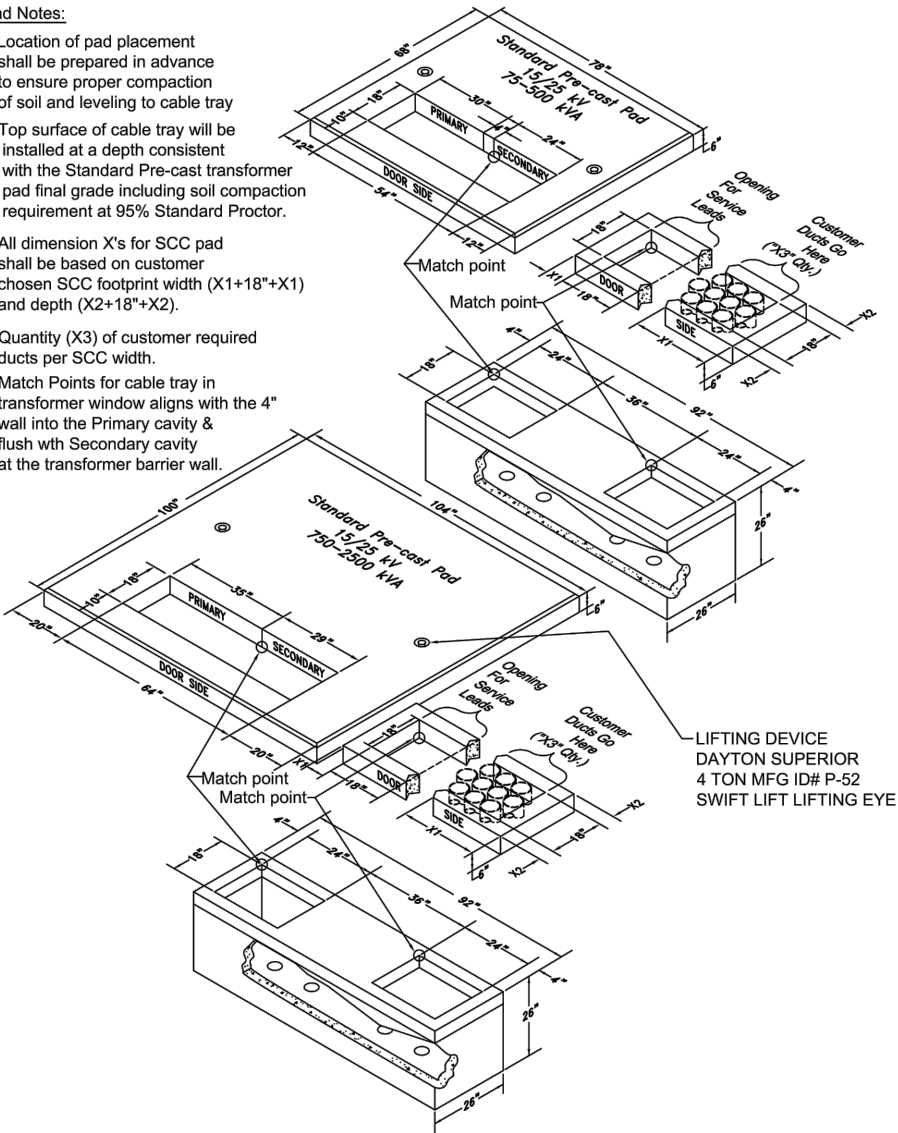
JOB #: 501878

DRAWING CC-40

SECONDARY CONNECTION CABINET-TRANSFORMER PRE-CAST PAD
15/25 kV for 75-500 kVA & 15/25 kV for 750-2500 kVA
In-Line Orientation-Preferred

Pad Notes:

- 1) Location of pad placement shall be prepared in advance to ensure proper compaction of soil and leveling to cable tray
- 2) Top surface of cable tray will be installed at a depth consistent with the Standard Pre-cast transformer pad final grade including soil compaction requirement at 95% Standard Proctor.
- 3) All dimension X's for SCC pad shall be based on customer chosen SCC footprint width (X1+18"+X1) and depth (X2+18"+X2).
- 4) Quantity (X3) of customer required ducts per SCC width.
- 5) Match Points for cable tray in transformer window aligns with the 4" wall into the Primary cavity & flush with Secondary cavity at the transformer barrier wall.



	Issued	Replaces	Drawn by	Approved	File	STANDARD FOR ELECTRIC INSTALLATION AND USE
	Jan-10	Oct-07	JD		I-6.80	
						PAGE I-6.80

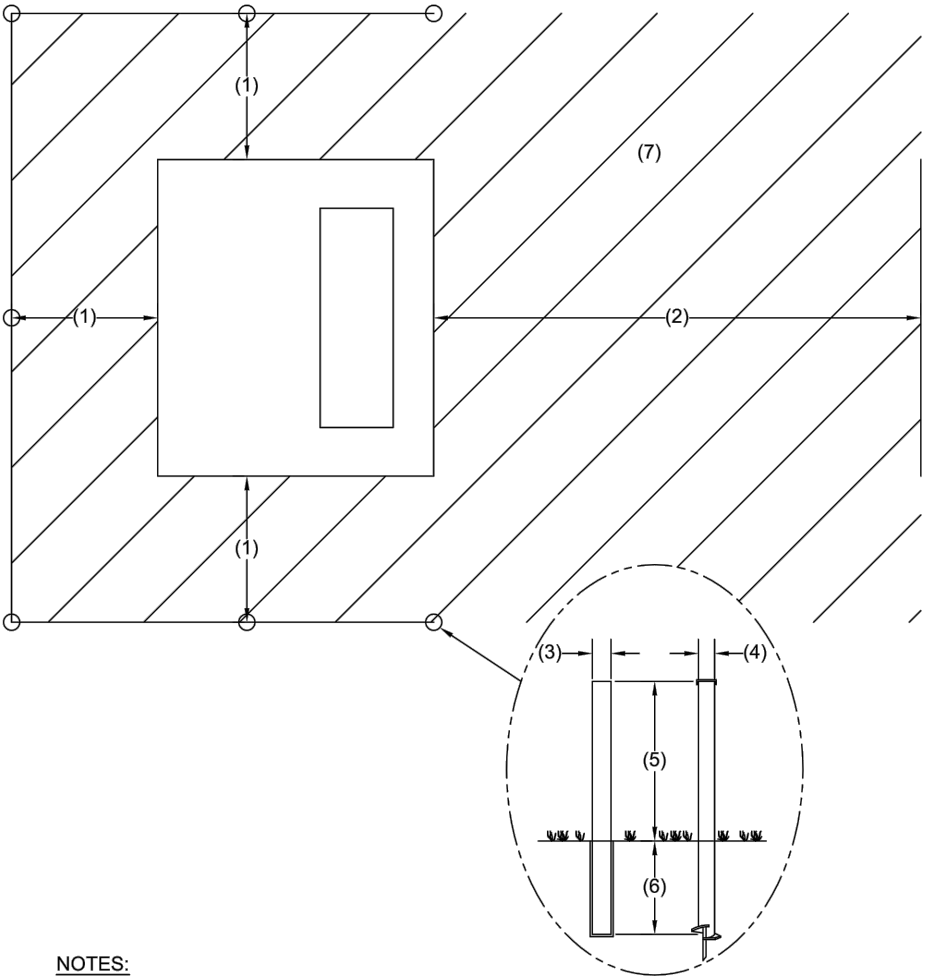
3 PHASE TRANSFORMER PAD DETAIL

SCALE: N.T.S.

1

DRAWING CR-90

OBSTRUCTION AND BUMPER PROTECTION CLEARANCE REQUIREMENTS
FOR PAD-MOUNTED EQUIPMENT



NOTES:

- (1) 3' minimum, non door-side for oil-filled equipment
2' minimum, non door-side for switch equipment
- (2) 10' minimum, door-side for pad-mounted equipment except primary metering
- (3) 4" diameter (slugged)
- (4) 3-1/2" diameter with helix
- (5) 4' minimum height
- (6) 3' minimum depth
- (7) The shaded area shown above must be level and free from obstructions.

	Issued	Replaces	Drawn by	Approved	File	STANDARD FOR ELECTRIC INSTALLATION AND USE
	Mar-13	Jan-13	JD		I-7.9	
						PAGE I-7.9

3 PHASE TRANSFORMER CLEARANCE REQUIREMENT DETAIL

SCALE: N.T.S.

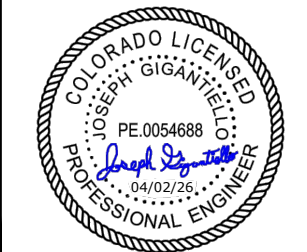
2

IONNA

2900 S. MAIN STREET
SANTA ANA, CA 92707

Dewberry

Dewberry Engineers Inc.
990 S. BROADWAY
SUITE 400
DENVER, CO 80209
PHONE: 303.825.1802



DRAWN BY: GFS

CHECKED BY: SES

APPROVED BY: HWJ

IONNA PROJECT #: CO-0006

JOB #: 50187871

PROJECT # PZ-25-00060

SUBMITTALS		
REV.	DATE	DESCRIPTION
5	04/02/26	TITLE SHEET UPDATES
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1	01/28/26	CITY COMMENTS
0	09/15/25	ISSUED FOR PERMIT

SITE MODEL:
STANDARD

SITE NAME:
CO-0006 GREENWOOD
VILLAGE, CO

SITE ADDRESS:
6565 S. BOSTON STREET
GREENWOOD VILLAGE, CO
80111

SHEET TITLE

UTILITY DETAILS

SHEET NUMBER

E-4

**6565 SOUTH BOSTON STREET, GREENWOOD VILLAGE,
CO 80111**

GPS: 39.597397, -104.881056

FEEDER: CLAR1196
CONSTRUCTION TYPE: EV CHARGER NEW DISTRIBUTION UPGRADE

EVCS PROGRAM
TCL: 1,916 KW (DE-REATED FROM 2,396 KW)

INSTRUCTIONS:
INSTALL NEW 15 KV PMH-9 SWG_456 - 227 WITH NEW UG SMU-20 150 AMP FUSES
INSTALL A FEEDER LEVEL SPLICE BETWEEN EXISTING 1000 AL UG FEEDER AND THE EXISTING SWITCH POSITION
INSTALL NEW 400' (+20' LEAD) 1/0 UG PRIMARY WIRE FROM NEW PMH-9 TO THE NEW UG XFMR IN 400' OF CONDUIT VIA 400' BORE
INSTALL NEW 277/480 UG 3PH 2000 KVA XFMR (569 - 877)
INSTALL NEW 150' (+315' LEADS) OF 1000 AL UG FEEDER WIRE FROM SPLICE TO THE NEW PMH-9 IN 6" CONDUIT VIA 150' BORE

RETIRE 5' EXISTING UG 1000 AL FEEDER LINE BETWEEN TWO SPLICE POINTS

DESIGN CONTACT:
JACK MCKINNEY
(720) 993-9393
JACK.MCKINNEY@XCELENERGY.COM

CUSTOMER CONTACT:
DAVID LANE
(919) 750-5301
DAVID.LANE@IONNA.COM

DOUGLAS FULCHER
dfulcher@dewberry.com

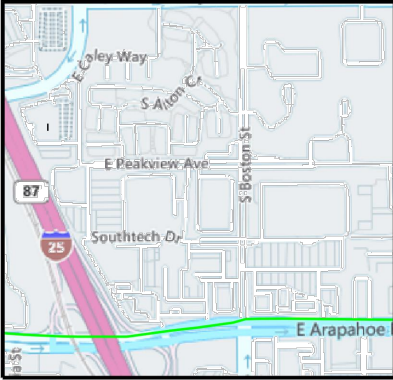
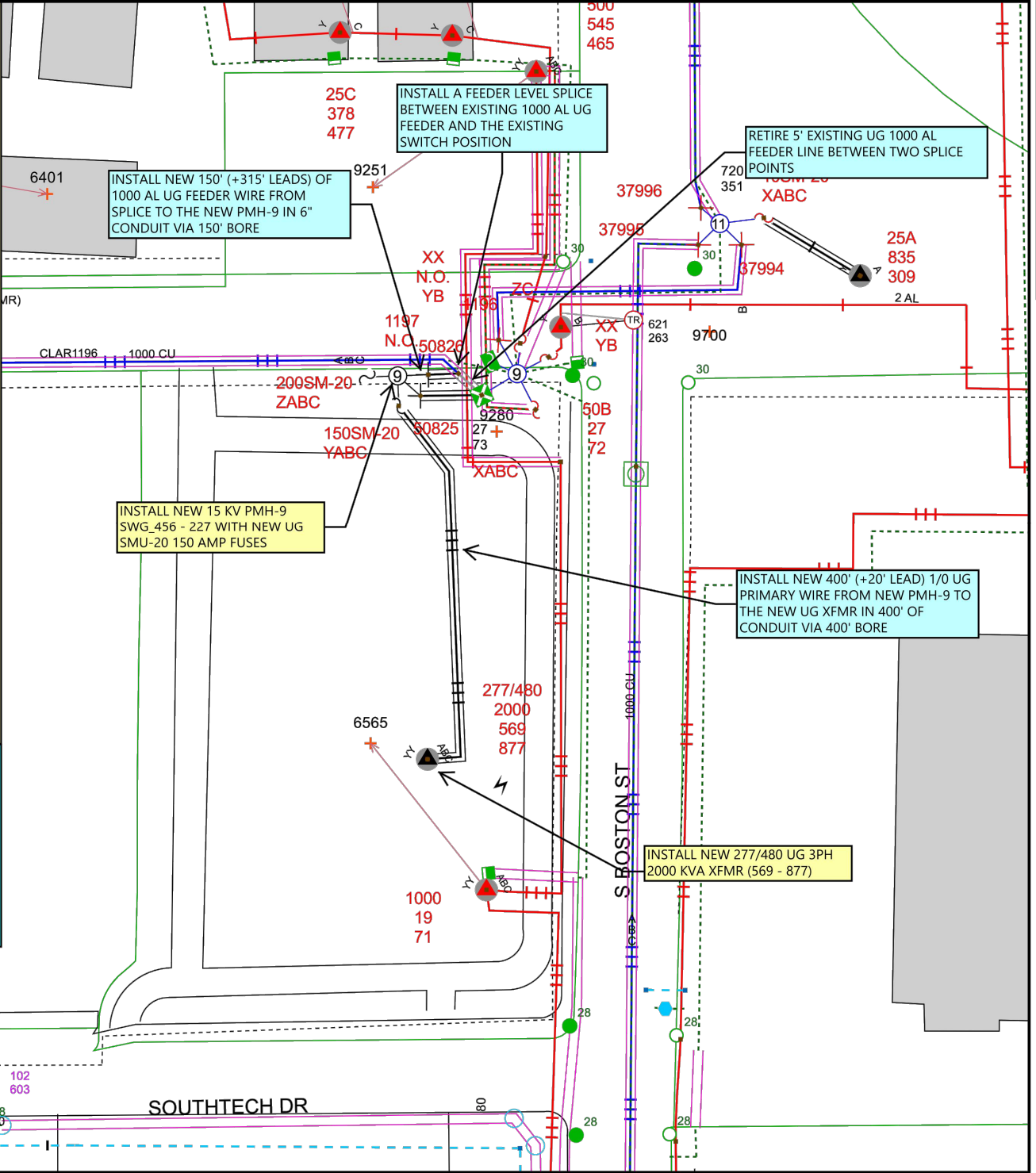
CITY PERMIT NEEDED
TRAFFIC CONTROL NEEDED
CRANE NEEDED
SOD RESTORATION NEEDED

SPAN SUMMARY:
INSTALL NEW 400' (+20' LEAD) 1/0 UG PRIMARY WIRE FROM NEW PMH-9 TO THE NEW UG XFMR IN 400' OF CONDUIT VIA 400' BORE

INSTALL NEW 150' (+315' LEADS) OF 1000 AL UG FEEDER WIRE FROM SPLICE TO THE NEW PMH-9 IN 6" CONDUIT VIA 150' BORE

INSTALL A FEEDER LEVEL SPLICE BETWEEN EXISTING 1000 AL UG FEEDER AND THE EXISTING SWITCH POSITION

RETIRE 5' EXISTING UG 1000 AL FEEDER LINE BETWEEN TWO SPLICE POINTS



LLMAT SN: 15767015
LLMAT WO: 115132304
UID: 1000031255

Work Order Information	
Service Request #	: 000015320944
Design Number	: 000001234185
Designer/Planner ID	: 315168
Designer/Planner Name	: JACK MCKINNEY
Designer/Planner Ph #	: (720) 993-9393
Manager Approval	:

Joint Utility	
E:	G:
T:	C:

Design Location	
Division	: SOUTHEAST METRO REGION
County	: Arapahoe
City	: GREENWOOD VILLAGE
Address	: 6565 SOUTH BOSTON STREET
T: 5S	R: 67W S: 22
Map #	: 2172096 03 Permit : GREENWOOD VILLAGE

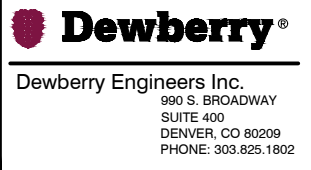
Electric	
Feeder: CLAR1196	Voltage: 13.2 KV
Phase: ABC N	Bkup Dev ID:

Gas	
System	: Pressure
Size	: Material
Dead End	:

Work Order # :
Date: 02/18/2026
Sketch: 1 Of 1 Sketch Data
Scale: 1" equals 100'


CONSTRUCTION USE ONLY
☐ NO CHANGES (BUILT AS DESIGNED)
☐ CHANGES MADE AS INDICATED
(ALL URD MUST HAVE ACTUAL MEASUREMENTS FROM THE FIELD SITE)

RFO
FOREMAN _____ DATE _____
TEAM LEADER _____



FOR REFERENCE ONLY

DRAWN BY: GFS

CHECKED BY: SES

APPROVED BY: HWJ

IONNA PROJECT #: CO-0006

JOB #: 50187871

PROJECT # PZ-25-00060

PROJECT # PZ-25-00060

SUBMITTALS		
REV.	DATE	DESCRIPTION
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4	03/26/26	CITY COMMENTS
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0	09/15/25	ISSUED FOR PERMIT

SITE MODEL:
STANDARD
SITE NAME:
CO-0006 GREENWOOD VILLAGE, CO
SITE ADDRESS:
6565 S. BOSTON STREET
GREENWOOD VILLAGE, CO 80111

SHEET TITLE

UTILITY DESIGN

SHEET NUMBER

E-5

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MARRIOTT COURTYARD HOTEL

SOUTHTECH

A PART OF BLOCK 'D' SOUTHTECH SUBDIVISION FILING NO. 2, LOCATED IN THE
SW 1/4 OF SECTION 22, T5S, R67W OF THE 6TH P.M.,
ARAPAHOE COUNTY, STATE OF COLORADO

FINAL DEVELOPMENT PLAN

SITE DATA	
	Preliminary Development Plan
	Final Development Plan
Total Building Footprint:	64,746 Sq.Ft.
Square Footage of Building:	83,000 Sq.Ft.
Unobstructed Open Space:	(Does Not Include Courtyard) 65,000 Sq.Ft.
Total Site Acreage:	4.59 Acres
Zoning:	MU-PUD
	(Case 2.85-41 Southtech)
Use:	Hotel with Restaurant & Lounge Facilities
Max. Building Footprint:	35%
Max. Building Height:	50 Feet
Min. Open Space:	25%
Total On-Site Parking:	1 Space Per Room Plus 5 Employee Parking
Signage:	2 Dbl. Faced Signs 40 Sf. 8 Feet High

A parcel of land located in the Southwest one-quarter of the 6th Principal Meridian, Township 5 South, Range 67 West of the 6th Principal Meridian, Section 22, T5S, R67W, is a subdivision plat on file under Reception No. 148,872, in the Office of the Clerk and Recorder, County of Arapahoe, State of Colorado, being more particularly described as follows:

Commencing at the Northwest corner of said Block D; thence along the North line of said Block D, the following three (3) courses:

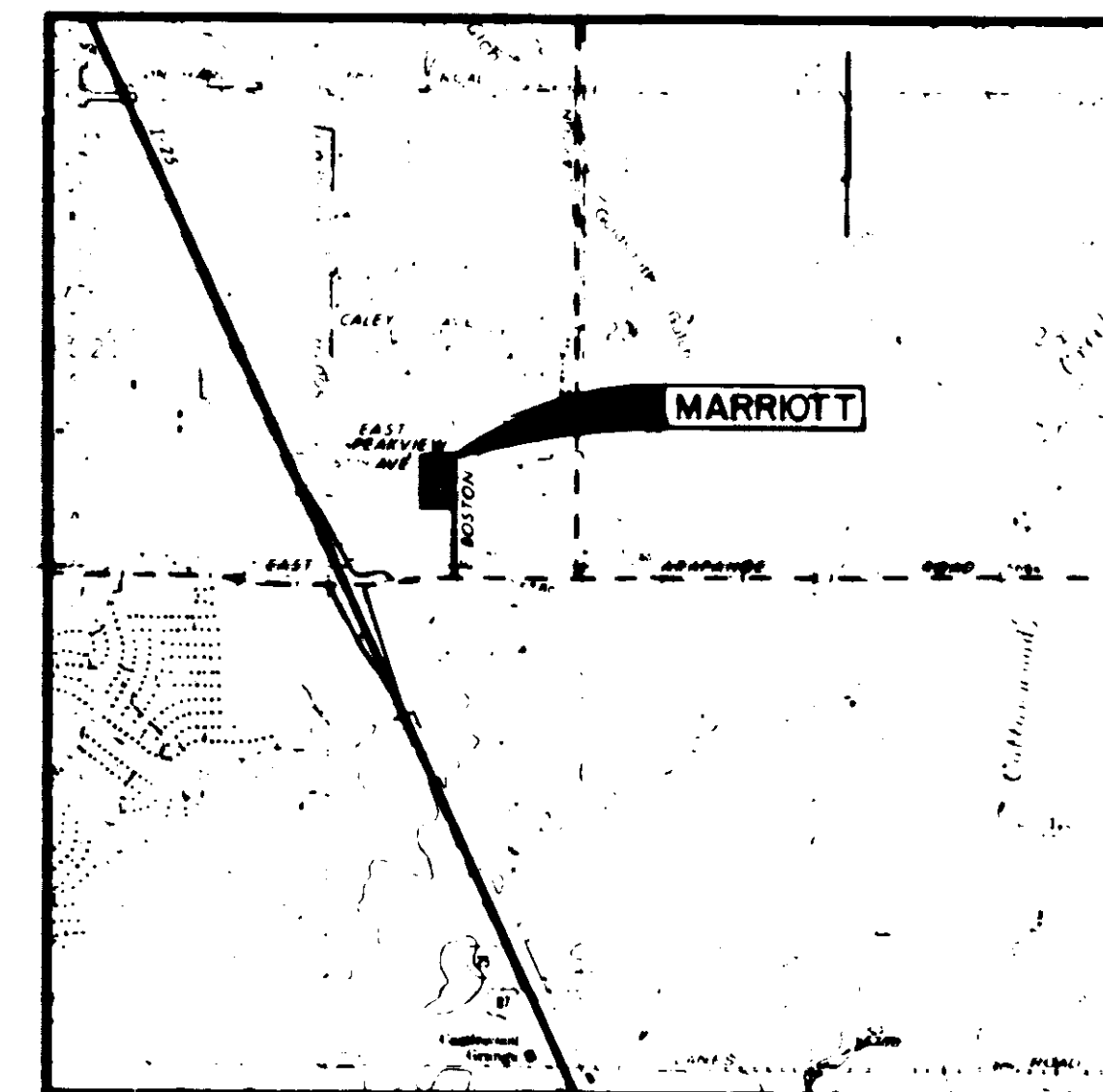
- 1.) N 89°44'04" E, a distance of 291.67 feet;
- 2.) S 00°00'00" W, a distance of 32.60 feet;
- 3.) N 89°45'33" E, a distance of 952.63 feet

to the POINT OF BEGINNING; thence along the North, East and South lines of said Block D, the following seven (7) courses:

- 1.) N 89°45'33" E, a distance of 340.92 feet to a point of curve;
- 2.) along the arc of said curve to the right having a central angle of 90°15'07", a radius of 19.00 feet, an arc distance of 29.94 feet, and whose chord bears S 45°06'52" E, a chord distance of 26.93 feet to a point of tangent;
- 3.) S 00°00'40" W, along said tangent, a distance of 112.39 feet to a point of curve;
- 4.) along the arc of said curve to the right having a central angle of 01°50'34", a radius of 9629.53 feet, an arc distance of 309.69 feet, and whose chord bears S 00°55'57" W, a chord distance of 309.67 feet to a point of reverse curve;
- 5.) along the arc of said curve to the left having a central angle of 00°32'23", a radius of 9709.53 feet, an arc distance of 91.45 feet, and whose chord bears S 01°35'03" W, a chord distance of 91.44 feet to a point of reverse curve;
- 6.) along the arc of said curve to the right having a central angle of 88°56'28", a radius of 19.00 feet, an arc distance of 29.49 feet, and whose chord bears S 45°47'05" W, a chord distance of 26.62 feet to a point of tangent;
- 7.) S 89°44'01" W, along said tangent, a distance of 341.28 feet;

thence N 00°54'16" E, departing the South line of said Block D, a distance of 28.41 feet to a point on a non-tangent curve; thence along the arc of said curve to the right having a central angle of 00°32'23", a radius of 10069.53 feet, an arc distance of 94.84 feet, and whose chord bears W 01°35'03" E, a chord distance of 94.84 feet to a point of reverse curve; thence along the arc of said curve to the left having a central angle of 01°50'34", a radius of 9269.53 feet, an arc distance of 298.11 feet, and whose chord bears N 00°55'57" E, a chord distance of 298.10 feet to a point of tangent; thence N 00°00'40" E, along said tangent, a distance of 129.90 feet to the POINT OF BEGINNING, containing 4.55 acres more or less.

Basis of Bearings: The Westerly line of the Northwest one-quarter of the Southwest one-quarter of Section 22, Township 5 South, Range 67 West of the 6th Principal Meridian, being N 00°00'00" E, (assumed).



VICINITY MAP
SCALE 1" = 200'

Contractor shall be responsible for the notification and field location of all existing utilities, whether shown on plans or not, before beginning construction.

Benchmark: Intersection of E. Peakview Ave. and S. Boston St. chisled "X" south of intersection on nose of island, elevation 5738.48

NOTES

- 1.) The owner(s), developer(s), and/or subdivider(s) of the subdivision known as Part of Block "D", SOUTHTECH SUBDIVISION FILING NO. 2, and their respective successors, heirs and/or assigns agree to the following notes:
 - A.) To include said development with a special district for the purpose of participating in the construction of necessary off-site improvements at the time of approval of final development plans.
 - B.) To cooperate with other owners of other parcels and/or other special districts in off-site roadway improvements as necessitated by development impacts as may be determined by the Board of County Commissioners.
 - C.) To complete such other improvements to public roadways brought about or impacted by this development as may be determined by the Board of Commissioners.
 - D.) To participate and cooperate in any transportation management program as specified in the Arapahoe Airport Influence Area Transportation Study if such a program is approved and/or adopted by the Board of County Commissioners.
 - E.) The owner, their successor and/or assignees in interest shall be responsible for maintenance of all detention/retention facilities installed pursuant to the subdivision agreement. Requirements include, but are not limited to maintaining the specified storm water detention/retention volumes, maintaining outlet structures, flow restriction devices and facilities needed to convey flow to said basins. Arapahoe County shall have the right to enter properties to inspect said facilities at any time. If, as authorized by drainage easements conveyed with the plat these facilities are not properly maintained, the County may provide necessary maintenance and assess the maintenance cost to the owner of the property.
 - F.) The owners of this subdivision, their successors and/or assignees in interest, the homeowners association or some other entity other than Arapahoe County is responsible for the maintenance and upkeep of all landscaped areas between the fence line/property line and any paved roadways.

After final development plan approval, issuance of individual building permits will be subject to the following stipulation and/or condition precedent which owner agrees to in conjunction with approval of the final P.U.D. and final plat. That building permits will be issued only after the owners guarantee public improvements in a form acceptable to the Board of County Commissioners pursuant to statute.

2.) Aviation and Hazard Easement:

- A.) An Aviation and Hazard Easement affecting all property contained within this Final Development Plan has been legally executed. Said easement document can be found in Book 4658, Page 5-8, of the records of the Arapahoe County Clerk and Recorder.
- B.) The lands contained within this Final Development Plan lie within the Centennial Airport Influence Area, an area which is likely to be affected by aircraft operations and their potential noise and/or crash hazards to a greater degree than lands situated outside of the Influence Area.
- C.) All lands contained within this Final Development Plan, shall comply with F.A.A. Part 77, "Height and Obstructions Criteria".

CERTIFICATE OF APPROVAL BY THE COUNTY COMMISSIONERS

Approved by the Board of County Commissioners of Arapahoe County, State of Colorado.

Witness my Hand and the Corporate Seal of Arapahoe County, this _____ day of _____, 19____.

Attest: _____ Chairman: _____

Castin Engineering

C-1 OF 2

A key map showing the location of the site. The map is a street grid with East Caley Ave at the top, Le Peak View in the middle, and Southtech Drive at the bottom. S. Canton St runs vertically on the right side. The site is located at the intersection of Le Peak View and Southtech Drive, marked with a shaded rectangle. A north arrow is located in the bottom left corner. The text 'KEY MAP' is written in a box at the bottom.

<u>DETENTION DESIGN</u>			
TYPE:	Combination underground pipe & parking lot		
MATERIAL:	CMP (Aluminum)		
	<u>10 Year</u>	<u>100 Year</u>	
VOLUME:	BASIN "B" 8,503 cf	13,617 cf	
	BASIN "C" 5,152 cf	8,233 cf	
ORIFICE:	BASIN "B" 0.28' Dia.	0.38' Dia.	
	BASIN "C" 0.22' Dia.	0.29' Dia.	

+	Cross in concrete
o	Pin & cap L.S. No. 20683
	6" vertical curb and gutter
FL	Flowline
T.O.C	Top of curb
FF	Finished floor
	Fence
<u>Concrete</u>	Concrete
	Existing sanitary sewer
	Proposed sanitary sewer service
	Existing storm sewer
	Proposed storm sewer
	Existing water line
	Proposed water line service
oe	Overhead electric
◆	Light pole
○	Power pole
⊗	Sanitary sewer manhole
⊗	Storm sewer manhole
●	Water meter
— —	Fire hydrant
⋈	Valve and box
⌒	Handicap ramp
SP	Parking spaces
R	Radius

NOTE: There are no fences proposed
on this parcel

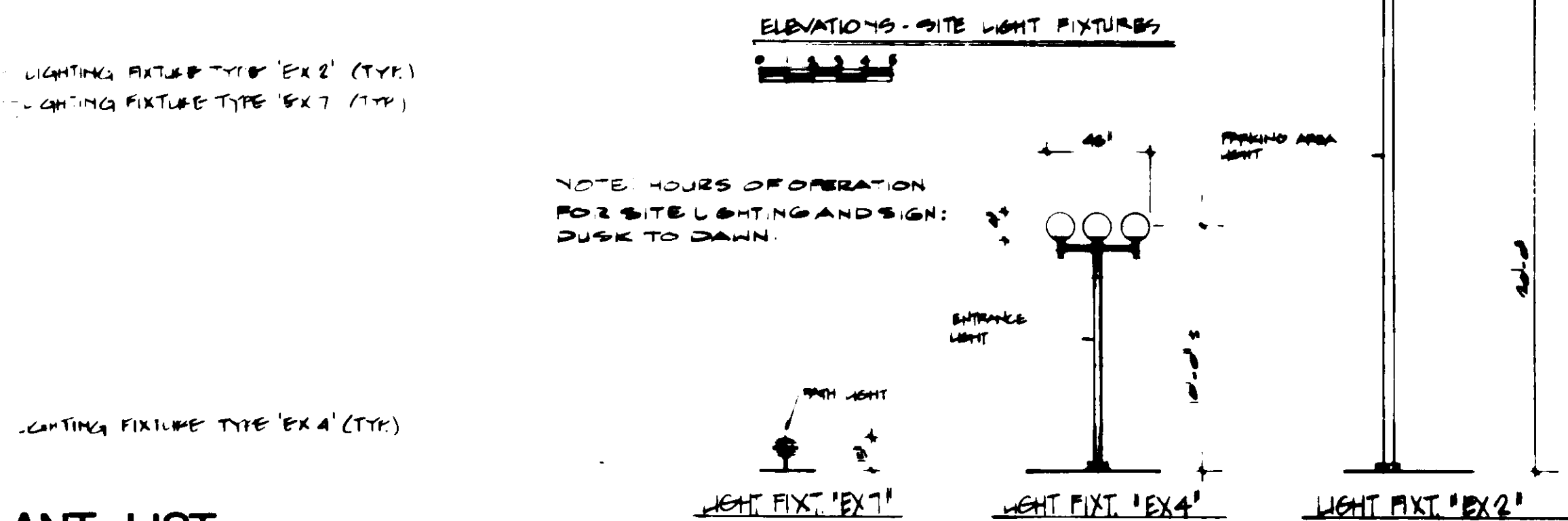


1. The contractor shall maintain a qualified supervisor on the site at all times during construction through completion of pick-up work.
2. The contractor shall verify all plant material quantities prior to installation. Plant material quantities listed for convenience of contractor. Actual number of syrobs shall have priority over quantity designated.
3. The contractor shall furnish and pay for all trees, shrubs, vines, and sodded turf. The contractor shall also be responsible and pay for all planting of plant materials, the specified guarantee of all plant materials, the staking and guying of trees, and the continuous protection of all plant materials upon their arrival to the site.
4. All plant material shall be subject to approval by the landscape architect and/or owner prior to installation.
5. The contractor shall advise landscape architect of any substitutions or changes required and request approval. The ability and such substitutions shall be subject to approval by the landscape architect and/or owner prior to installation.
6. Beginning approximately 30 days after planting, apply 5 lbs. ammonium phosphate per one thousand (1,000) square feet on a monthly basis.
7. Fertilizer tablets shall be agriform 12 gram tablets (20-10-5) in quantities as recommended by manufacturers' recommendations. Place tablets at half depth of the rootball.
8. Ground cover planting shall be continuous except for beneath exterior balcony overhangs when indicated. Fill all other areas plant as soon as plan.
9. Fine prune all specimen trees after planting.
10. Upon completion remove all extraneous material and debris, broom and wash area clean.
11. All transitions between the turf and shrub areas shall be unheathered.
12. All landscape areas, especially parking lot islands and shrub beds next to buildings shall be excavated at all building materials and poor soil to a depth of 1'-18" and filled with topsoil. All landscape areas shall be sown a light yellow clay. All landscape areas to be crowned a minimum of 4" higher than adjacent curbs or walks and with a 2% slope.

13. Dig shrub pits 1' larger than shrub root balls and tree pits 2' larger than root balls. Backfill with one part top soil and one part soil from excavated planting hole.
14. See details M, N, and O, sheet L-6 for tree planting, staking and guying.
15. See detail P, sheet L-6 for shrub planting.
16. Remove all twine, wire and burlap from tree and shrub earth balls and from tree trunks.
17. Lawn trees to be mulched with a 2' wide by minimum of 6" deep shredded bark ring or approved alternate design for trunk protection.
18. Shrub beds to be mulched with 3" of shredded wood bark.
19. Shrubs shall be planted no closer than 30" and trees no closer than 36" to parking spaces to allow for automobile overhangs.
20. Installation of plant material shall be in accordance with the American Association of Nurserymen Landscape Standards and with the general planting specifications as set forth in Appendix A.

SOD AND SEED MIXTURES

1. All areas not otherwise indicated as planting beds or sod shall be seeded and mulched.
2. Class of sod shall be state certified sod composed of a Kentucky Bluegrass blend as follows:
 - 20-60% Certified Merton
 - 20-40% Certified Renbue (Kentucky origin)
 - 0-40% Certified Adelphi, Pylking or Pennstar
 - 0-20% Certified Pennlaw or Jamestown
3. Seed mixtures for dry or hydrosed application shall be a blue grass mixture of certified seed as follows:
 - 20-60% Certified Merton
 - 20-40% Certified Renbue
 - 0-40% Certified Adelphi, Pylking or Pennstar
 - 0-20% Certified Pennlaw or Jamestown Creeping Red Rescue



PLANT LIST

[illegible][illegible]

MARRIOTT
COURTYARD
HOTEL
SOUTHTECH F.D.P.
AJS-82 2 OF 3

Arapahoe Road Corridor Planning Area

CHAPTER CONTENT

Planning Area Description 143
Planning Area Boundaries
Planning Area History

Arapahoe Road Character 144
Natural Environment
Built Environment

Arapahoe Road Inventory 145
Utilities/Services
Planning Area Facilities
Public Facilities

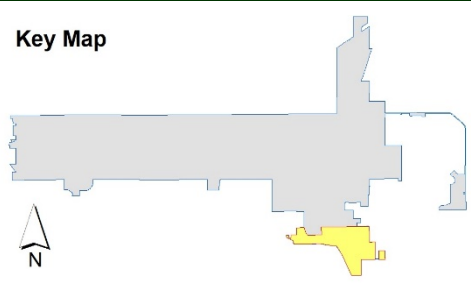
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Key Map



PLANNING AREA DESCRIPTION

Planning Area Boundaries

The Arapahoe Road planning area includes the area along the Arapahoe commercial corridor. More specifically, the district is bounded by Peakview Avenue to the north, Dayton Street and Emporia Street to the east, Costilla Avenue and Easter Avenue to the south, and Syracuse Way to the west.

Planning Area History

This planning area became part of the Village through annexation in 1987.



Arapahoe Road Planning Area

ARAPAHOE ROAD CHARACTER

Natural Environment

Natural features in this planning area are incorporated into the built and suburban environment. Generally, there are limited open and/or undeveloped areas within this area

Built Environment

The character of the planning area is commercial activity with the following characteristics:

- Land Uses: This is a developed commercial area consisting primarily of retail, restaurant and hotel uses, with a limited amount of light industrial and office uses.
- Street Characteristics: Paved streets meander throughout the planning area. Valley pan or drainage ditches are prevalent.



Arapahoe Road Corridor Planning Area

ARAPAHOE ROAD INVENTORY

Utilities/Services

The following utility/service providers serve the Arapahoe Road planning area:

- School District: Cherry Creek
- Sanitation: Castlewood
- Water: Castlewood
- Metro Districts: Interstate South

Planning Area Facilities

Parks and open space consist of the following:

- Developed Parks: None
- Open Space: None
- Bike Paths: None
- Equestrian Paths: None

Parks, Homeowners Associations, Schools

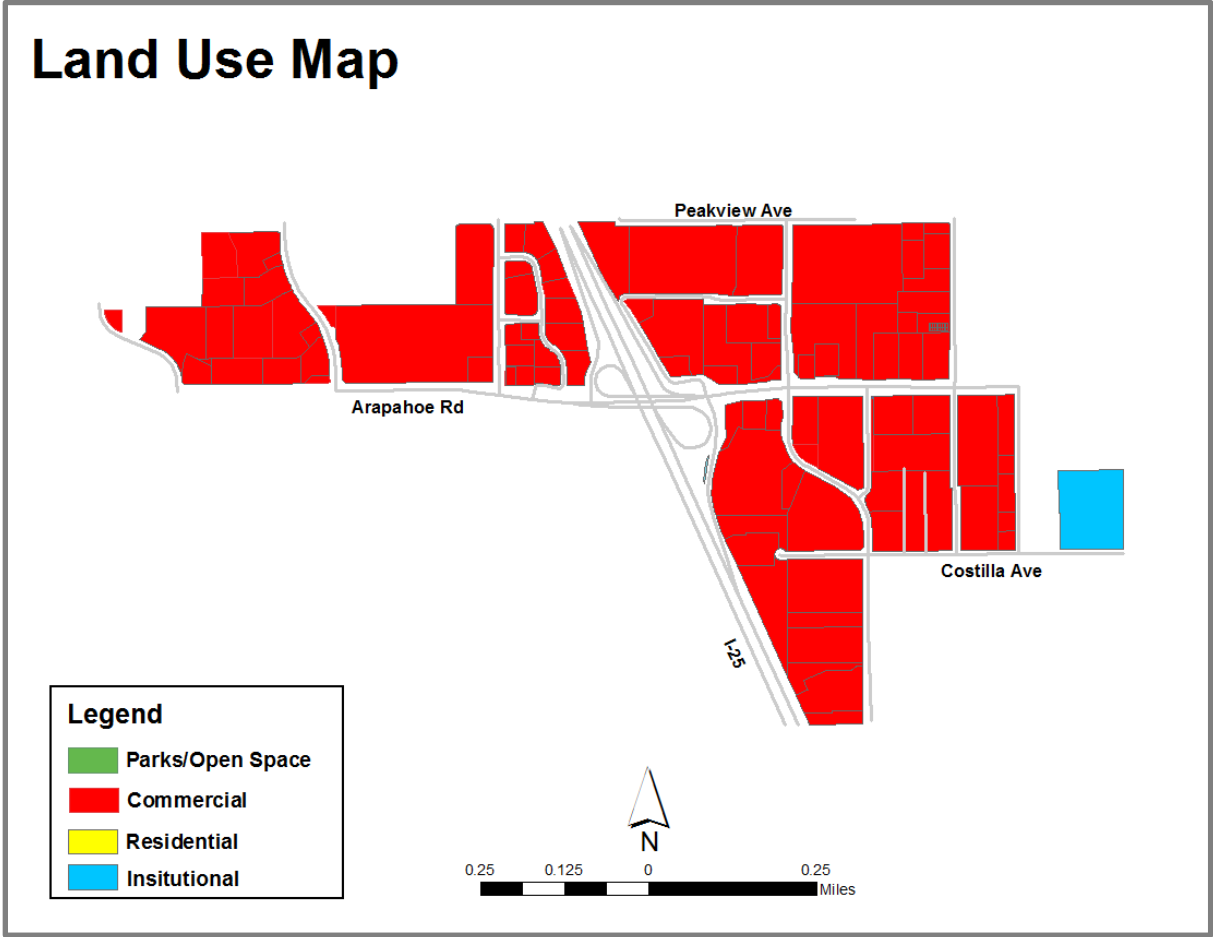
None

Public Facilities

The Greenwood Village Public Works and Parks Maintenance Facility is located in the planning area.



Arapahoe Road Planning Area

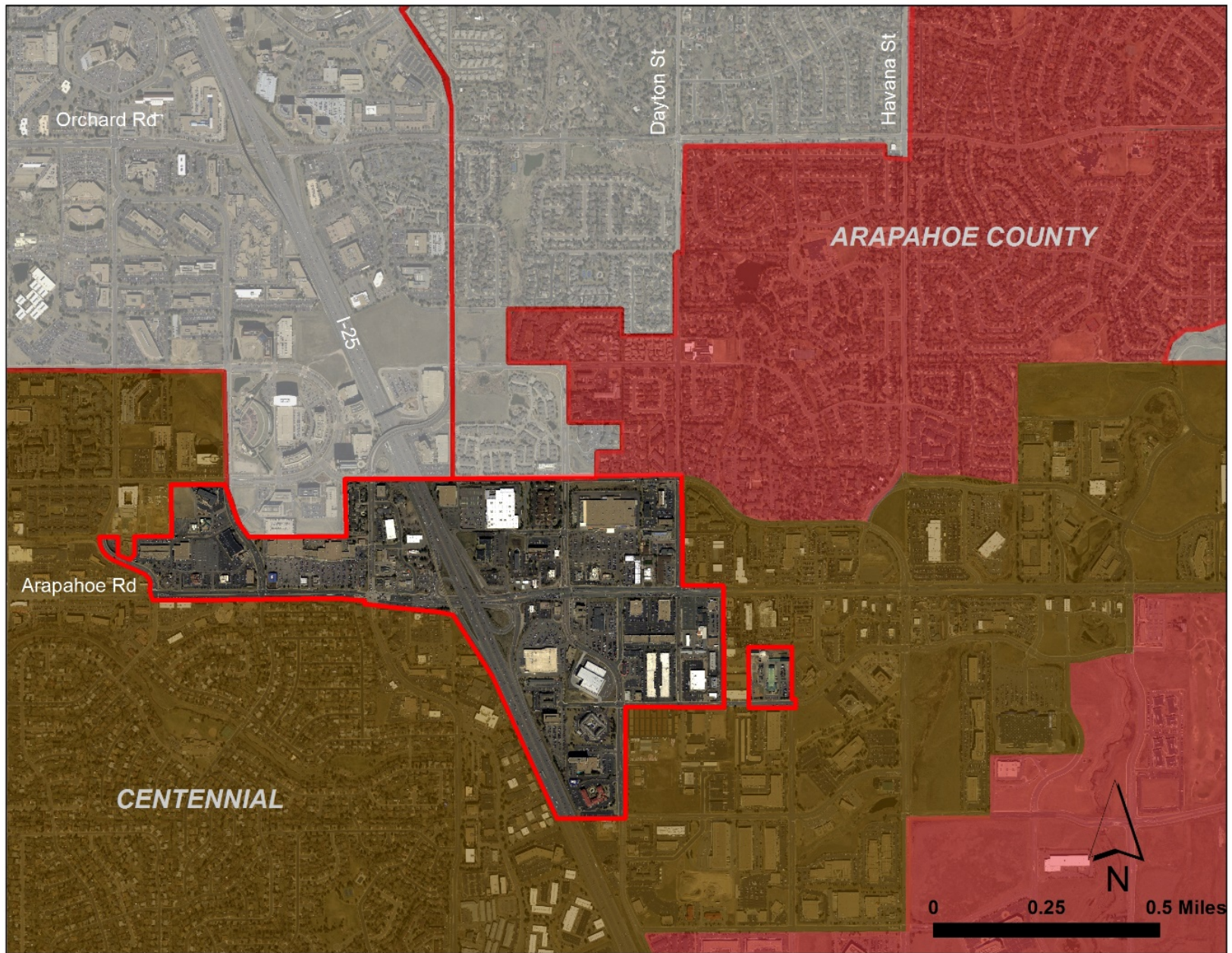


ARAPAHOE ROAD PLANNING AREA VISION

The Arapahoe Road planning area will serve as a sub-regional commerce destination area. Land uses should support, maintain, or grow the tax base in the Planning Area. The site design and architectural features should distinguish this section of Arapahoe Road as reflective of the Greenwood Village identity. It is envisioned that automobiles will continue to be the primary mode of transportation within the area.

The vision for the area west of Interstate 25 is intended to create retail/restaurant/entertainment opportunities with high quality establishments. The vision for the area east of Interstate 25 is a hotel and big box retail area closer to the Interstate, with retail and restaurants and other allowable uses along Arapahoe Road. The goal is to maintain the portions of the area east of Interstate 25 with generally similar uses, while continuing to limit the amount of light industrial.

Arapahoe Road Corridor Planning Area



Arapahoe Road Planning Area

Land Use



Goals / Objectives

Foster redevelopment of commercial properties to improve the appearance of commercial properties.

Foster redevelopment to increase the sales tax base.

Promote high quality commercial property appearance and conditions in the Arapahoe Road Planning Area.

Assure compatibility of land uses in the redevelopment of commercial parcels.

Discourage requests for residential rezoning in the Planning Area so as to maintain its commercial character.

Policies

1a. Retain commercial land uses and encourage redevelopment opportunities.

1b. Continue to promote the role of the Planning Area as a regional commercial destination by encouraging commercial and service uses that serve the needs of the entire region.

1c. Adopt policies and standards to support commercial redevelopment in selected locations within the district, such as areas designated for in-fill and redevelopment, including location standards and design compatibility regulations.

1.d. Encourage redevelopment of existing commercial buildings into more economically feasible land use scenarios.

Arapahoe Road Corridor Planning Area

Transportation

Goals / Objectives

Minimize congestion.

Policies

2a. Promote land use patterns, parking policies, and traffic management methods that support an efficient roadway system.

2b. Minimize new curb cut access to and from Arapahoe Road and adjacent arterial and collector streets to balance the goal of efficient traffic flow and effective access to businesses.



Arapahoe Road Planning Area

Image, Identity, & Quality of Life

Goals / Objectives

Encourage new developments to plant trees and shrubs adjacent to sidewalks.

Foster high quality appearance of Arapahoe Road commercial development.

Bring non-conforming retail signs into compliance with the sign code.

All commercial signage in the Planning Area should reflect high quality materials and design.



Arapahoe Road Corridor Planning Area

Image, Identity, & Quality of Life



Policies

- 4a. Enhance the economic viability of the planning area by promoting design techniques to make the area more attractive and accessible.*
- 4b. Require development or redevelopment of commercial uses to present an image of high quality and value. Facades shall be integrated and articulated to reduce the massive scale and uniform, impersonal appearance of large retail buildings and to provide visual interest that will be consistent with the identity, character, and scale of the community and the Planning Area.*
- 4c. Sites shall be developed in a manner that is sensitive to existing development.*
- 4d. Redevelopment should enhance older areas along the corridor to improve the appearance.*
- 4e. Improve streetscapes in the Arapahoe Commercial Corridor by adding attractive landscaping by reducing the amount and scale of signage.*
- 4f. Provide and encourage direct pedestrian connections to building entries from sidewalks and parking structures. Encourage landscaping to break up the apparent size and monotony of parking areas.*
- 4g. Encourage the design of new buildings or retrofit existing buildings to create a coordinated and visually attractive streetscape.*

Arapahoe Road Planning Area

An Act

HOUSE BILL 23-1233

BY REPRESENTATIVE(S) Mauro and Valdez, Brown, Woodrow, Bacon, Boesenecker, deGruy Kennedy, Dickson, Duran, Epps, Froelich, Garcia, Hamrick, Jodeh, Joseph, Kipp, Lindsay, Mabrey, Michaelson Jenet, Ortiz, Parenti, Sirota, Story, Amabile, English, Gonzales-Gutierrez, McCormick, Velasco, Vigil, Willford;
also SENATOR(S) Priola and Winter F., Cutter.

CONCERNING ENERGY EFFICIENCY, AND, IN CONNECTION THEREWITH, REQUIRING THE STATE ELECTRICAL BOARD TO ADOPT RULES FACILITATING ELECTRIC VEHICLE CHARGING AT MULTIFAMILY BUILDINGS, LIMITING THE ABILITY OF THE STATE ELECTRICAL BOARD TO PROHIBIT THE INSTALLATION OF ELECTRIC VEHICLE CHARGING STATIONS, FORBIDDING PRIVATE PROHIBITIONS ON ELECTRIC VEHICLE CHARGING AND PARKING, REQUIRING LOCAL GOVERNMENTS TO COUNT CERTAIN SPACES SERVED BY AN ELECTRIC VEHICLE CHARGING STATION FOR MINIMUM PARKING REQUIREMENTS, FORBIDDING LOCAL GOVERNMENTS FROM PROHIBITING THE INSTALLATION OF ELECTRIC VEHICLE CHARGING STATIONS, EXEMPTING ELECTRIC VEHICLE CHARGERS FROM BUSINESS PERSONAL PROPERTY TAX, AND AUTHORIZING ELECTRIC VEHICLE CHARGING SYSTEMS ALONG HIGHWAY RIGHTS-OF-WAY.

Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. Legislative declaration. (1) The general assembly finds and declares that:

(a) Colorado has adopted economy-wide greenhouse gas emission goals of, at minimum, a 26% reduction by 2025, a 50% reduction by 2030, and a 90% reduction by 2050;

(b) The governor's "Colorado Greenhouse Gas Pollution Reduction Roadmap", released on January 14, 2021, identified transportation as a leading source of greenhouse gas pollution and identified vehicle electrification as a key strategy for reducing greenhouse gas pollution from the transportation sector;

(c) The general assembly has already declared, in SB19-077, that widespread adoption of electric vehicles should provide consumers with fuel cost savings and electric utility customers with potential cost-savings benefits;

(d) Sales of electric vehicles currently account for more than 10% of all new vehicle sales in Colorado, and this market share is projected to increase to more than 80% by 2032;

(e) Multifamily housing that is constructed today will need to accommodate much higher levels of electric vehicles within the lifetime of these buildings;

(f) Availability of electric vehicle charging infrastructure is a critical component of electric vehicle adoption and use;

(g) Including sufficient electric vehicle charging infrastructure in places where people live is critical to the adoption and use of electric vehicles, and new multifamily housing is a top priority for developing this infrastructure; and

(h) It is far less expensive to build electric-vehicle-capable parking spaces at the time of initial construction than in retrofits. Requiring new buildings to include electric vehicle charging infrastructure will enable faster and more equitable adoption of electric vehicles and avoid costly

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future retrofits for electric vehicle charging infrastructure.

(2) Therefore, it is important for the state of Colorado to:

(a) Adopt electric vehicle charging infrastructure requirements, including provisions for:

(I) Available electrical capacity;

(II) Space for future electrical infrastructure in new multifamily housing; and

(III) Major renovations to existing multifamily housing; and

(b) Consider cost-effective electric vehicle ready standards and installed electric vehicle charging standards.

SECTION 2. In Colorado Revised Statutes, 12-115-107, **add** (3) and (4) as follows:

12-115-107. Board powers and duties - rules - definitions.

(3) (a) NO LATER THAN SEPTEMBER 1, 2023, THE BOARD SHALL PROMULGATE RULES REQUIRING THAT, TO OBTAIN AN ELECTRICAL PERMIT UNDER THIS ARTICLE 115 ON OR AFTER MARCH 1, 2024, A PERMIT APPLICANT MUST COMPLY WITH THE EV POWER TRANSFER INFRASTRUCTURE REQUIREMENTS FOR MULTIFAMILY BUILDINGS IN THE MODEL ELECTRIC READY AND SOLAR READY CODE.

(b) (I) IF THE RULES ADOPTED IN ACCORDANCE WITH THIS SUBSECTION (3) CONFLICT WITH A PROVISION OF THE BUILDING OR ZONING CODE, THE RULES PREVAIL UNLESS THE PROVISION PROVIDES FOR GREATER ACCESS TO PARKING SUPPLIED BY EV POWER TRANSFER INFRASTRUCTURE THAN IS REQUIRED BY THE RULES.

(II) IF A PROVISION OF A LOCAL BUILDING OR ZONING CODE PREVENTS A PROJECT OR DEVELOPMENT FROM COMPLYING WITH THE RULES ADOPTED IN ACCORDANCE WITH THIS SUBSECTION (3), THEN THE RULES PREVAIL.

(c) (I) THIS SUBSECTION (3) APPLIES TO ELECTRICAL PERMITS FOR NEW CONSTRUCTION OF OR FOR MAJOR RENOVATIONS OF MULTIFAMILY

BUILDINGS THAT MUST COMPLY WITH THE EV POWER TRANSFER INFRASTRUCTURE REQUIREMENTS OF THE MODEL ELECTRIC READY AND SOLAR READY CODE.

(II) THE BOARD AND THE DEPARTMENT SHALL NOT ENFORCE THE RULES PROMULGATED UNDER SUBSECTION (3)(a) OF THIS SECTION BEFORE MARCH 1, 2024.

(III) IF AN ELECTRICAL PERMIT APPLICATION IS SUBMITTED TO A LOCAL ELECTRICAL INSPECTION AUTHORITY BEFORE THE ENFORCEMENT DATE IN SUBSECTION (3)(c)(II) OF THIS SECTION BUT AN ELECTRICAL PERMIT HAS NOT YET BEEN ISSUED, THE LOCAL ELECTRICAL INSPECTION AUTHORITY MAY DETERMINE HOW TO APPLY THE REQUIREMENTS OF THE RULES DEVELOPED IN ACCORDANCE WITH SUBSECTION (3)(a) OF THIS SECTION.

(IV) IF A SITE DEVELOPMENT PLAN APPLICATION IS SUBMITTED TO A LOCAL GOVERNMENT AND HAS BEEN APPROVED BY MARCH 1, 2024, THE LOCAL GOVERNMENT MAY DETERMINE HOW TO APPLY THE REQUIREMENTS OF THE RULES DEVELOPED IN ACCORDANCE WITH SUBSECTION (3)(a) OF THIS SECTION.

(d) (I) IN PROMULGATING THE RULES REQUIRED UNDER SUBSECTION (3)(a) OF THIS SECTION, THE BOARD SHALL ENSURE ALL REQUIREMENTS ADOPTED IN THE RULES ARE IN COMPLIANCE WITH THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE, AS AMENDED UNDER SUBSECTION (2)(a)(I) OF THIS SECTION.

(II) WITHIN NINETY DAYS AFTER ANY UPDATE MADE BY THE ENERGY CODE BOARD TO THE EV POWER TRANSFER INFRASTRUCTURE REQUIREMENTS FOR MULTIFAMILY HOUSING IN THE MODEL ELECTRIC READY AND SOLAR READY CODE, THE BOARD SHALL UPDATE THE RULES PROMULGATED UNDER SUBSECTION (3)(a) OF THIS SECTION WITH THE SAME CHANGES. THE BOARD SHALL NOT ENFORCE THE UPDATED RULES UNTIL TWO HUNDRED SEVENTY DAYS AFTER THE UPDATED RULES ARE ADOPTED.

(III) THE RULES PROMULGATED UNDER SUBSECTION (3)(a) OF THIS SECTION DO NOT SUPERCEDE OR PREEMPT THE SAFETY REQUIREMENTS OF OTHER BUILDING CODES, WHETHER PROMULGATED BY AN AGENCY OF THE STATE OF COLORADO OR OF A LOCAL GOVERNMENT.

(e) ANY INSTALLATIONS OR UPGRADES PERFORMED IN ACCORDANCE WITH THE RULES PROMULGATED UNDER THIS SUBSECTION (3) ON THE LOAD SIDE OF THE UTILITY METER MUST COMPLY WITH THIS ARTICLE 115, INCLUDING SUBSECTION (2)(a) OF THIS SECTION, WHICH REQUIRES COMPLIANCE WITH THE NATIONAL ELECTRICAL CODE, AND SECTIONS 12-115-109 AND 12-115-115, AND ALL RULES OF THE BOARD.

(f) FOR ALL ELECTRIC VEHICLE INFRASTRUCTURE OR CHARGING STATIONS OWNED BY AN ELECTRIC UTILITY, THE UTILITY SHALL COMPLY WITH SECTION 40-5-107 (3)(b).

(g) AS USED IN THIS SUBSECTION (3) AND IN SUBSECTION (4) OF THIS SECTION:

(I) "ELECTRIC VEHICLE CHARGING SYSTEM" HAS THE MEANING SET FORTH IN SECTION 38-12-601 (6)(a).

(II) "EV POWER TRANSFER INFRASTRUCTURE" MEANS ANY SYSTEM THAT IS USED TO CHARGE ELECTRIC VEHICLES AND THAT IS ADDRESSED IN OR REQUIRED BY THE MODEL ELECTRIC READY AND SOLAR READY CODE.

(III) "MAJOR RENOVATIONS" MEANS RENOVATIONS THAT CHANGE A MINIMUM OF FIFTY PERCENT OR MORE OF THE PARKING AREA.

(IV) "MODEL ELECTRIC READY AND SOLAR READY CODE" MEANS THE CODE DEVELOPED BY THE ENERGY CODE BOARD UNDER SECTION 24-38.5-401 (5)(a) TO MAKE BUILDINGS ELECTRIC READY AS SPECIFIED IN SECTION 24-38.5-401 (5)(b).

(4)(a) NOTWITHSTANDING ANY AUTHORITY GRANTED TO THE BOARD BY THIS SECTION, THE BOARD SHALL NOT PROMULGATE RULES PROHIBITING THE INSTALLATION OF ELECTRIC VEHICLE CHARGING SYSTEMS UNLESS THE RULES ARE NARROWLY DRAFTED TO ADDRESS A BONA FIDE SAFETY CONCERN.

(b) ANY RULE PROMULGATED BY THE BOARD THAT PROHIBITS THE INSTALLATION OF ELECTRIC VEHICLE CHARGING SYSTEMS IS SUBJECT TO JUDICIAL REVIEW AS AUTHORIZED IN ARTICLE 4 OF TITLE 24.

SECTION 3. In Colorado Revised Statutes, 38-12-601, **amend**

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(1)(a) and (7); and **add** (1)(c) as follows:

38-12-601. Unreasonable restrictions on electric vehicle charging systems and electrical vehicle parking - definitions. (1) Notwithstanding any provision in the lease to the contrary, and subject to subsection (2) of this section:

(a) A tenant may install, at the tenant's expense for the tenant's own use, a level 1 or level 2 electric vehicle charging system on or in:

(I) The leased premises; **and**

(II) AN ASSIGNED OR DEEDED PARKING SPACE THAT IS PART OF OR ASSIGNED TO THE LEASED PREMISES; OR

(III) A PARKING SPACE THAT IS ACCESSIBLE TO BOTH THE TENANT AND OTHER TENANTS;

(c) A LANDLORD SHALL NOT RESTRICT PARKING BASED ON A VEHICLE BEING A PLUG-IN HYBRID VEHICLE OR PLUG-IN ELECTRIC VEHICLE.

(7) This section applies **only** to residential rental properties AND COMMERCIAL RENTAL PROPERTIES.

SECTION 4. In Colorado Revised Statutes, 38-33.3-106.8, **amend** (1)(d), (2)(a), and (4) introductory portion; and **add** (2)(c) as follows:

38-33.3-106.8. Unreasonable restrictions on electric vehicle charging systems and electrical vehicle parking - legislative declaration - definitions. (1) The general assembly finds, determines, and declares that:

(d) The general assembly encourages common interest communities not only to allow electric vehicle charging stations AND THE PARKING OF ELECTRIC VEHICLES in accordance with this section, but also to apply for grants from the electric vehicle grant fund created in section 24-38.5-103 ~~C.R.S.~~, or otherwise fund the installation of charging stations on common property as an amenity for residents and guests.

(2) Notwithstanding any provision in the declaration, bylaws, or rules and regulations of the association to the contrary, and except as

provided in subsection (3) or (3.5) of this section, an association shall not:

(a) Prohibit a unit owner from using, or installing at the unit owner's expense for the unit owner's own use, a level 1 or level 2 electric vehicle charging system on or in:

(I) A unit; ~~or~~

(II) AN ASSIGNED OR DEEDED PARKING SPACE THAT IS PART OF OR ASSIGNED TO A UNIT; OR

(III) A PARKING SPACE THAT IS ACCESSIBLE TO BOTH THE UNIT OWNER AND OTHER UNIT OWNERS;

(c) RESTRICT PARKING BASED ON A VEHICLE BEING A PLUG-IN HYBRID VEHICLE OR PLUG-IN ELECTRIC VEHICLE.

(4) An association shall consent to a unit owner's placement AND USE of an electric vehicle charging system on a limited common element parking space, carport, or garage owned by the unit owner or otherwise assigned to the owner in the declaration or other recorded document if:

SECTION 5. In Colorado Revised Statutes, 30-15-401, **amend** (1)(h) as follows:

30-15-401. General regulations - definitions. (1) In addition to those powers granted by sections 30-11-101 and 30-11-107 and by parts 1, 2, and 3 of this article 15, the board of county commissioners may adopt ordinances for control or licensing of those matters of purely local concern that are described in the following enumerated powers:

(h) (I) To control and regulate the movement and parking of vehicles and motor vehicles on public property; except that:

(A) Misdemeanor traffic offenses and the posted speed limit on any state highway located within the county ~~shall be deemed a matter~~ ARE MATTERS of statewide interest;

(B) FOR THE PURPOSES OF ANY MINIMUM PARKING REQUIREMENT A BOARD OF COUNTY COMMISSIONERS IMPOSES, THE BOARD OF COUNTY

COMMISSIONERS IS SUBJECT TO SECTION 30-28-140; AND

(C) FOR THE PURPOSE OF REGULATING THE INSTALLATION OF ELECTRIC VEHICLE CHARGING STATIONS, THE BOARD OF COUNTY COMMISSIONERS IS SUBJECT TO SECTION 30-28-212.

(II) The county may establish fire lanes and emergency vehicle access on public or private property zoned commercial or residential and provide for fines and punishment of violators.

SECTION 6. In Colorado Revised Statutes, **add** 30-28-140 as follows:

30-28-140. Parking and electric vehicle charging stations - legislative declaration. (1) (a) THE GENERAL ASSEMBLY FINDS THAT:

(I) COLORADO HAS ADOPTED ECONOMY-WIDE GREENHOUSE GAS EMISSION GOALS OF, AT MINIMUM, A TWENTY-SIX PERCENT REDUCTION BY 2025, A FIFTY PERCENT REDUCTION BY 2030, AND A NINETY PERCENT REDUCTION BY 2050;

(II) THE GOVERNOR'S "COLORADO GREENHOUSE GAS POLLUTION REDUCTION ROADMAP", RELEASED ON JANUARY 14, 2021, IDENTIFIED TRANSPORTATION AS A LEADING SOURCE OF GREENHOUSE GAS POLLUTION AND IDENTIFIED VEHICLE ELECTRIFICATION AS A KEY STRATEGY FOR REDUCING GREENHOUSE GAS POLLUTION FROM THE TRANSPORTATION SECTOR;

(III) MOTOR VEHICLE POLLUTION, INCLUDING GREENHOUSE GAS EMISSIONS, DOES NOT STAY WITHIN THE GEOGRAPHIC BOUNDARIES OF THE LOCAL GOVERNMENT WHERE IT IS EMITTED;

(IV) ACCORDING TO THE UNITED STATES DEPARTMENT OF ENERGY, AN ELECTRIC VEHICLE PRODUCES AN AVERAGE OF LESS THAN ONE-FOURTH OF THE EMISSIONS OVER ITS LIFETIME THAN THE AVERAGE EMISSIONS OF A MOTOR VEHICLE POWERED BY AN INTERNAL COMBUSTION ENGINE;

(V) SALES OF ELECTRIC VEHICLES CURRENTLY ACCOUNT FOR MORE THAN TEN PERCENT OF ALL NEW VEHICLE SALES IN COLORADO, AND THIS MARKET SHARE IS PROJECTED TO INCREASE TO MORE THAN EIGHTY PERCENT

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BY 2032;

(VI) BUILDINGS CONSTRUCTED TODAY WILL NEED TO ACCOMMODATE HIGHER NUMBERS OF ELECTRIC VEHICLES WITHIN THE LIFETIME OF THESE BUILDINGS;

(VII) PEOPLE MAY FORGO PURCHASING OR DRIVING AN ELECTRIC VEHICLE BECAUSE THEY ARE CONCERNED ABOUT THE AVAILABILITY OF CHARGING STATIONS;

(VIII) LOCAL GOVERNMENT PROVISIONS THAT SET MINIMUM REQUIREMENTS FOR PARKING MAY CREATE A DISINCENTIVE TO INSTALL CHARGING STATIONS IF A PARKING SPACE SERVED BY A CHARGING STATION IS NOT COUNTED TOWARD MEETING THE MINIMUM PARKING REQUIREMENT; AND

(IX) FEWER CHARGING STATIONS ACT AS A DISINCENTIVE TO PURCHASE OR DRIVE AN ELECTRIC VEHICLE.

(b) THE GENERAL ASSEMBLY DECLARES THAT MINIMUM PARKING REQUIREMENTS, TO THE DEGREE THAT THEY LOWER THE NUMBER OF CHARGING STATIONS AVAILABLE TO ELECTRIC VEHICLE DRIVERS, DECREASE ELECTRIC VEHICLE USE, WHICH CAUSES MORE POLLUTANTS TO BE EMITTED INTO THE ENVIRONMENT AND LOWERS THE AIR QUALITY OF OTHER LOCAL GOVERNMENT JURISDICTIONS AND COLORADO AS A WHOLE. THEREFORE, MINIMUM PARKING REQUIREMENTS ARE A MATTER OF MIXED LOCAL AND STATEWIDE CONCERN TO THE DEGREE THAT THEY LOWER THE NUMBER OF CHARGING STATIONS AVAILABLE TO ELECTRIC VEHICLE DRIVERS.

(2) FOR THE PURPOSES OF ANY MINIMUM PARKING REQUIREMENT IMPOSED BY A BOARD OF COUNTY COMMISSIONERS:

(a) ANY PARKING SPACE SERVED BY AN ELECTRIC VEHICLE CHARGING STATION OR ANY PARKING SPACE USED TO SITE ELECTRIC VEHICLE CHARGING EQUIPMENT MUST BE COUNTED AS AT LEAST ONE STANDARD AUTOMOBILE PARKING SPACE; AND

(b) ANY VAN-ACCESSIBLE PARKING SPACE THAT IS DESIGNED TO ACCOMMODATE A PERSON IN A WHEELCHAIR, IS SERVED BY AN ELECTRIC VEHICLE CHARGING STATION, AND IS NOT DESIGNATED AS PARKING

RESERVED FOR A PERSON WITH A DISABILITY UNDER SECTION 42-4-1208 MUST BE COUNTED AS AT LEAST TWO STANDARD AUTOMOBILE PARKING SPACES.

(3) THIS SECTION DOES NOT LOWER THE PROTECTIONS PROVIDED FOR PEOPLE WITH DISABILITIES, INCLUDING THE NUMBER OF PARKING SPACES FOR PEOPLE THAT ARE MOBILITY IMPAIRED, THAN THE PROTECTIONS PROVIDED BY THE FEDERAL "AMERICANS WITH DISABILITIES ACT OF 1990", 42 U.S.C. SEC. 12101 ET SEQ., AND PARTS 6 AND 8 OF ARTICLE 34 OF TITLE 24.

SECTION 7. In Colorado Revised Statutes, **add** 31-23-315 as follows:

31-23-315. Parking and electric vehicle charging stations - legislative declaration - conflict of law. (1) (a) THE GENERAL ASSEMBLY FINDS THAT:

(I) COLORADO HAS ADOPTED ECONOMY-WIDE GREENHOUSE GAS EMISSION GOALS OF, AT MINIMUM, A TWENTY-SIX PERCENT REDUCTION BY 2025, A FIFTY PERCENT REDUCTION BY 2030, AND A NINETY PERCENT REDUCTION BY 2050;

(II) THE GOVERNOR'S "COLORADO GREENHOUSE GAS POLLUTION REDUCTION ROADMAP", RELEASED ON JANUARY 14, 2021, IDENTIFIED TRANSPORTATION AS A LEADING SOURCE OF GREENHOUSE GAS POLLUTION AND IDENTIFIED VEHICLE ELECTRIFICATION AS A KEY STRATEGY FOR REDUCING GREENHOUSE GAS POLLUTION FROM THE TRANSPORTATION SECTOR;

(III) MOTOR VEHICLE POLLUTION, INCLUDING GREENHOUSE GAS EMISSIONS, DOES NOT STAY WITHIN THE GEOGRAPHIC BOUNDARIES OF THE LOCAL GOVERNMENT WHERE IT IS EMITTED;

(IV) ACCORDING TO THE UNITED STATES DEPARTMENT OF ENERGY, AN ELECTRIC VEHICLE PRODUCES AN AVERAGE OF LESS THAN ONE-FOURTH OF THE EMISSIONS OVER ITS LIFETIME THAN THE AVERAGE EMISSIONS OF A MOTOR VEHICLE POWERED BY AN INTERNAL COMBUSTION ENGINE;

(V) SALES OF ELECTRIC VEHICLES CURRENTLY ACCOUNT FOR MORE THAN TEN PERCENT OF ALL NEW VEHICLE SALES IN COLORADO, AND THIS

MARKET SHARE IS PROJECTED TO INCREASE TO MORE THAN EIGHTY PERCENT BY 2032;

(VI) BUILDINGS CONSTRUCTED TODAY WILL NEED TO ACCOMMODATE HIGHER NUMBERS OF ELECTRIC VEHICLES WITHIN THE LIFETIME OF THESE BUILDINGS;

(VII) PEOPLE MAY FORGO PURCHASING OR DRIVING AN ELECTRIC VEHICLE BECAUSE THEY ARE CONCERNED ABOUT THE AVAILABILITY OF CHARGING STATIONS;

(VIII) LOCAL GOVERNMENT PROVISIONS THAT SET MINIMUM REQUIREMENTS FOR PARKING MAY CREATE A DISINCENTIVE TO INSTALL CHARGING STATIONS IF A PARKING SPACE SERVED BY A CHARGING STATION IS NOT COUNTED TOWARD MEETING THE MINIMUM PARKING REQUIREMENT; AND

(IX) FEWER CHARGING STATIONS ACT AS A DISINCENTIVE TO PURCHASE OR DRIVE AN ELECTRIC VEHICLE.

(b) THE GENERAL ASSEMBLY DECLARES THAT MINIMUM PARKING REQUIREMENTS, TO THE DEGREE THAT THEY LOWER THE NUMBER OF CHARGING STATIONS AVAILABLE TO ELECTRIC VEHICLE DRIVERS, DECREASE ELECTRIC VEHICLE USE, WHICH CAUSES MORE POLLUTANTS TO BE EMITTED INTO THE ENVIRONMENT AND LOWERS THE AIR QUALITY OF OTHER LOCAL GOVERNMENT JURISDICTIONS AND COLORADO AS A WHOLE. THEREFORE, MINIMUM PARKING REQUIREMENTS ARE A MATTER OF MIXED LOCAL AND STATEWIDE CONCERN TO THE DEGREE THAT THEY LOWER THE NUMBER OF CHARGING STATIONS AVAILABLE TO ELECTRIC VEHICLE DRIVERS.

(2) FOR THE PURPOSES OF ANY MINIMUM PARKING REQUIREMENT IMPOSED BY THE GOVERNING BODY OF A MUNICIPALITY:

(a) ANY PARKING SPACE SERVED BY AN ELECTRIC VEHICLE CHARGING STATION OR ANY PARKING SPACE USED TO SITE ELECTRIC VEHICLE CHARGING EQUIPMENT MUST BE COUNTED AS AT LEAST ONE STANDARD AUTOMOBILE PARKING SPACE; AND

(b) ANY VAN-ACCESSIBLE PARKING SPACE THAT IS DESIGNED TO ACCOMMODATE A PERSON IN A WHEELCHAIR, IS SERVED BY AN ELECTRIC

VEHICLE CHARGING STATION, AND IS NOT DESIGNATED AS PARKING RESERVED FOR A PERSON WITH A DISABILITY UNDER SECTION 42-4-1208 MUST BE COUNTED AS AT LEAST TWO STANDARD AUTOMOBILE PARKING SPACES.

(3) (a) NOTWITHSTANDING SECTION 31-23-309, THIS SECTION CONTROLS IF THERE IS A CONFLICT BETWEEN THIS SECTION AND ANOTHER SECTION IN THIS PART 3 OR BETWEEN THIS SECTION AND A REGULATION MADE UNDER AUTHORITY OF THIS PART 3.

(b) THIS SECTION DOES NOT LOWER THE PROTECTIONS PROVIDED FOR PEOPLE WITH DISABILITIES, INCLUDING THE NUMBER OF PARKING SPACES FOR PEOPLE THAT ARE MOBILITY IMPAIRED, THAN THE PROTECTIONS PROVIDED BY THE FEDERAL "AMERICANS WITH DISABILITIES ACT OF 1990", 42 U.S.C. SEC. 12101 ET SEQ., AND PARTS 6 AND 8 OF ARTICLE 34 OF TITLE 24.

SECTION 8. In Colorado Revised Statutes, **add** 30-28-212 as follows:

30-28-212. Charging station rules prohibited.

(1) NOTWITHSTANDING ANY AUTHORITY GRANTED TO A BOARD OF COUNTY COMMISSIONERS BY THIS PART 2, THE BOARD SHALL NOT ADOPT AN ORDINANCE OR A RESOLUTION PROHIBITING THE INSTALLATION OF OR UTILIZATION OF ELECTRIC VEHICLE CHARGING STATIONS UNLESS THE ORDINANCE OR RESOLUTION IS NARROWLY DRAFTED TO ADDRESS A BONA FIDE SAFETY CONCERN. THE BOARD SHALL NOT RESTRICT PARKING BASED ON A VEHICLE BEING A PLUG-IN HYBRID VEHICLE OR PLUG-IN ELECTRIC VEHICLE.

(2) A COUNTY OFFICIAL SHALL NOT PROHIBIT THE INSTALLATION OF OR UTILIZATION OF AN ELECTRIC VEHICLE CHARGING STATION, OR RESTRICT PARKING BASED ON A VEHICLE BEING A PLUG-IN HYBRID VEHICLE OR PLUG-IN ELECTRIC VEHICLE, UNLESS EXPRESSLY AUTHORIZED BY ORDINANCE OR RESOLUTION.

(3) ANY ORDINANCE OR RESOLUTION PROMULGATED BY THE BOARD OF COUNTY COMMISSIONERS THAT PROHIBITS THE INSTALLATION OF OR UTILIZATION OF ELECTRIC VEHICLE CHARGING STATIONS, OR THAT RESTRICTS PARKING BASED ON A VEHICLE BEING A PLUG-IN HYBRID VEHICLE OR PLUG-IN ELECTRIC VEHICLE, IS SUBJECT TO JUDICIAL REVIEW IN THE DISTRICT COURT WITH JURISDICTION OVER THE COUNTY.

SECTION 9. In Colorado Revised Statutes, **add** 31-15-603 as follows:

31-15-603. Charging station rules prohibited.

(1) NOTWITHSTANDING ANY AUTHORITY GRANTED TO THE GOVERNING BODY OF A MUNICIPALITY BY THIS PART 6, THE GOVERNING BODY OF THE MUNICIPALITY SHALL NOT ADOPT AN ORDINANCE OR RESOLUTION PROHIBITING THE INSTALLATION OF OR UTILIZATION OF ELECTRIC VEHICLE CHARGING STATIONS UNLESS THE ORDINANCE OR RESOLUTION IS NARROWLY DRAFTED TO ADDRESS A BONA FIDE SAFETY CONCERN. THE GOVERNING BODY OF THE MUNICIPALITY SHALL NOT RESTRICT PARKING BASED ON A VEHICLE BEING A PLUG-IN HYBRID VEHICLE OR PLUG-IN ELECTRIC VEHICLE.

(2) A MUNICIPAL OFFICIAL SHALL NOT PROHIBIT THE INSTALLATION OF OR UTILIZATION OF AN ELECTRIC VEHICLE CHARGING STATION, OR RESTRICT PARKING BASED ON A VEHICLE BEING A PLUG-IN HYBRID VEHICLE OR PLUG-IN ELECTRIC VEHICLE, UNLESS EXPRESSLY AUTHORIZED BY ORDINANCE OR RESOLUTION.

(3) ANY ORDINANCE OR RESOLUTION PROMULGATED BY THE GOVERNING BODY OF A MUNICIPALITY THAT PROHIBITS THE INSTALLATION OF OR UTILIZATION OF ELECTRIC VEHICLE CHARGING STATIONS, OR THAT RESTRICTS PARKING BASED ON A VEHICLE BEING A PLUG-IN HYBRID VEHICLE OR PLUG-IN ELECTRIC VEHICLE, IS SUBJECT TO JUDICIAL REVIEW IN A DISTRICT COURT WITH JURISDICTION OVER THE MUNICIPALITY.

SECTION 10. In Colorado Revised Statutes, 30-28-211, **add** (2)(a.5), (2)(a.8), (2)(b.8), (3.5)(e), and (3.5)(f) as follows:

30-28-211. Energy efficient building codes - legislative declaration - definitions. (2) As used in this section, unless the context otherwise requires:

(a.5) "COLORADO PLUMBING CODE" HAS THE MEANING SET FORTH IN SECTION 12-155-103 (5).

(a.8) "ELEVATOR AND ESCALATOR CODE" MEANS THE RULES ADOPTED IN ACCORDANCE WITH SECTION 9-5.5-112.

(b.8) "NATIONAL ELECTRICAL CODE" HAS THE MEANING SET FORTH

IN SECTION 12-115-103 (8).

(3.5) (e) NOTWITHSTANDING THE TIMING REQUIREMENT OF SUBSECTION (3.5)(a) OF THIS SECTION, A BOARD OF COUNTY COMMISSIONERS MAY COMPLY WITH SUBSECTION (3.5)(a) OF THIS SECTION WHEN THE BOARD ADOPTS ONE OR MORE BUILDING CODES OTHER THAN THE NATIONAL ELECTRICAL CODE, THE ELEVATOR AND ESCALATOR CODE, AND THE COLORADO PLUMBING CODE, OR BY JUNE 30, 2026, WHICHEVER IS EARLIER, IF:

(I) THE BOARD OF COUNTY COMMISSIONERS ADOPTS OR UPDATES:

(A) THE NATIONAL ELECTRICAL CODE BY REFERENCE WHEN ADOPTED OR UPDATED BY THE STATE ELECTRICAL BOARD;

(B) THE ELEVATOR AND ESCALATOR CODE BY REFERENCE WHEN ADOPTED OR UPDATED BY THE DIRECTOR OF THE DIVISION OF OIL AND PUBLIC SAFETY WITHIN THE DEPARTMENT OF LABOR AND EMPLOYMENT; OR

(C) THE COLORADO PLUMBING CODE BY REFERENCE WHEN ADOPTED OR UPDATED BY THE STATE PLUMBING BOARD; AND

(II) THE ADOPTION OR UPDATE OF THE NATIONAL ELECTRICAL CODE, THE ELEVATOR AND ESCALATOR CODE, OR THE COLORADO PLUMBING CODE OCCURS ON A TIMING CYCLE DIFFERENT FROM THE SCHEDULED ADOPTION OR UPDATE OF ONE OR MORE BUILDING CODES OTHER THAN THE NATIONAL ELECTRICAL CODE, THE ELEVATOR AND ESCALATOR CODE, OR THE COLORADO PLUMBING CODE.

(f) NOTWITHSTANDING THE TIMING REQUIREMENT OF SUBSECTION (3.5)(b) OF THIS SECTION, A BOARD OF COUNTY COMMISSIONERS MAY COMPLY WITH SUBSECTION (3.5)(b) OF THIS SECTION WHEN THE BOARD ADOPTS ONE OR MORE BUILDING CODES OTHER THAN THE NATIONAL ELECTRICAL CODE, THE ELEVATOR AND ESCALATOR CODE, AND THE COLORADO PLUMBING CODE, OR BY JUNE 30, 2030, WHICHEVER IS EARLIER, IF:

(I) THE BOARD OF COUNTY COMMISSIONERS ADOPTS OR UPDATES:

(A) THE NATIONAL ELECTRICAL CODE BY REFERENCE WHEN

ADOPTED OR UPDATED BY THE STATE ELECTRICAL BOARD;

(B) THE ELEVATOR AND ESCALATOR CODE BY REFERENCE WHEN ADOPTED OR UPDATED BY THE DIRECTOR OF THE DIVISION OF OIL AND PUBLIC SAFETY WITHIN THE DEPARTMENT OF LABOR AND EMPLOYMENT; OR

(C) THE COLORADO PLUMBING CODE BY REFERENCE WHEN ADOPTED OR UPDATED BY THE STATE PLUMBING BOARD; AND

(II) THE ADOPTION OR UPDATE OF THE NATIONAL ELECTRICAL CODE, THE ELEVATOR AND ESCALATOR CODE, OR THE COLORADO PLUMBING CODE OCCURS ON A TIMING CYCLE DIFFERENT FROM THE SCHEDULED ADOPTION OR UPDATE OF ONE OR MORE BUILDING CODES OTHER THAN THE NATIONAL ELECTRICAL CODE, THE ELEVATOR AND ESCALATOR CODE, OR THE COLORADO PLUMBING CODE.

SECTION 11. In Colorado Revised Statutes, 31-15-602, **add** (2)(a.5), (2)(a.8), (2)(b.8), (3.5)(d), and (3.5)(e) as follows:

31-15-602. Energy efficient building codes - legislative declaration - definitions - repeal. (2) As used in this section, unless the context otherwise requires:

(a.5) "COLORADO PLUMBING CODE" HAS THE MEANING SET FORTH IN SECTION 12-155-103 (5).

(a.8) "ELEVATOR AND ESCALATOR CODE" MEANS THE RULES ADOPTED IN ACCORDANCE WITH SECTION 9-5.5-112.

(b.8) "NATIONAL ELECTRICAL CODE" HAS THE MEANING SET FORTH IN SECTION 12-115-103 (8).

(3.5) (d) NOTWITHSTANDING THE TIMING REQUIREMENT OF SUBSECTION (3.5)(a) OF THIS SECTION, A GOVERNING BODY OF A MUNICIPALITY MAY COMPLY WITH SUBSECTION (3.5)(a) OF THIS SECTION WHEN THE BODY ADOPTS ONE OR MORE BUILDING CODES OTHER THAN THE NATIONAL ELECTRICAL CODE, THE ELEVATOR AND ESCALATOR CODE, AND THE COLORADO PLUMBING CODE, OR BY JUNE 30, 2026, WHICHEVER IS EARLIER, IF:

(I) THE GOVERNING BODY OF THE MUNICIPALITY ADOPTS OR UPDATES:

(A) THE NATIONAL ELECTRICAL CODE BY REFERENCE WHEN ADOPTED OR UPDATED BY THE STATE ELECTRICAL BOARD;

(B) THE ELEVATOR AND ESCALATOR CODE BY REFERENCE WHEN ADOPTED OR UPDATED BY THE DIRECTOR OF THE DIVISION OF OIL AND PUBLIC SAFETY WITHIN THE DEPARTMENT OF LABOR AND EMPLOYMENT; OR

(C) THE COLORADO PLUMBING CODE BY REFERENCE WHEN ADOPTED OR UPDATED BY THE STATE PLUMBING BOARD; AND

(II) THE ADOPTION OR UPDATE OF THE NATIONAL ELECTRICAL CODE, THE ELEVATOR AND ESCALATOR CODE, OR THE COLORADO PLUMBING CODE OCCURS ON A TIMING CYCLE DIFFERENT FROM THE SCHEDULED ADOPTION OR UPDATE OF ONE OR MORE BUILDING CODES OTHER THAN THE NATIONAL ELECTRICAL CODE, THE ELEVATOR AND ESCALATOR CODE, OR THE COLORADO PLUMBING CODE.

(e) NOTWITHSTANDING THE TIMING REQUIREMENT OF SUBSECTION (3.5)(b) OF THIS SECTION, A GOVERNING BODY OF A MUNICIPALITY MAY COMPLY WITH SUBSECTION (3.5)(b) OF THIS SECTION WHEN THE BODY ADOPTS ONE OR MORE BUILDING CODES OTHER THAN THE NATIONAL ELECTRICAL CODE, THE ELEVATOR AND ESCALATOR CODE, AND THE COLORADO PLUMBING CODE, OR BY JUNE 30, 2030, WHICHEVER IS EARLIER, IF:

(I) THE GOVERNING BODY OF A MUNICIPALITY ADOPTS OR UPDATES:

(A) THE NATIONAL ELECTRICAL CODE BY REFERENCE WHEN ADOPTED OR UPDATED BY THE STATE ELECTRICAL BOARD;

(B) THE ELEVATOR AND ESCALATOR CODE BY REFERENCE WHEN ADOPTED OR UPDATED BY THE DIRECTOR OF THE DIVISION OF OIL AND PUBLIC SAFETY WITHIN THE DEPARTMENT OF LABOR AND EMPLOYMENT; OR

(C) THE COLORADO PLUMBING CODE BY REFERENCE WHEN ADOPTED OR UPDATED BY THE STATE PLUMBING BOARD; AND

(II) THE ADOPTION OR UPDATE OF THE NATIONAL ELECTRICAL CODE, THE ELEVATOR AND ESCALATOR CODE, OR THE COLORADO PLUMBING CODE OCCURS ON A TIMING CYCLE DIFFERENT FROM THE SCHEDULED ADOPTION OR UPDATE OF ONE OR MORE BUILDING CODES OTHER THAN THE NATIONAL ELECTRICAL CODE, THE ELEVATOR AND ESCALATOR CODE, OR THE COLORADO PLUMBING CODE.

SECTION 12. In Colorado Revised Statutes, **add** 39-3-138 as follows:

39-3-138. EV supply equipment - exemption. FOR PROPERTY TAX YEARS COMMENCING ON AND AFTER JANUARY 1, 2023, BUT BEFORE JANUARY 1, 2030, AN ELECTRIC VEHICLE CHARGING SYSTEM, AS DEFINED IN SECTION 38-12-601 (6)(a), IS EXEMPT FROM THE LEVY AND COLLECTION OF PROPERTY TAX.

SECTION 13. In Colorado Revised Statutes, 43-3-101, **amend** (3); and **add** (4) as follows:

43-3-101. Freeways - how declared - commercial enterprises prohibited - definition. (3) Except as provided in SUBSECTION (4) OF THIS SECTION, section 32-9-119.8, ~~C.R.S.~~, and part 15 of article 1 of this ~~title~~, **no** TITLE 43, A commercial enterprise or activity for serving motorists, other than emergency services for disabled vehicles, shall NOT be conducted or authorized on any property designated as or acquired for or in connection with a freeway or highway by the department of transportation or any other governmental agency. At locations deemed appropriate by the transportation commission, the department of transportation shall construct local service roads, which open into or connect with a freeway, in such manner as to facilitate the establishment and operation of competitive commercial enterprises for serving users of the freeway on private property abutting such local service roads.

(4)(a) IF THE REQUIREMENTS OF SUBSECTION (4)(b) OF THIS SECTION ARE SATISFIED, THE DEPARTMENT OF TRANSPORTATION MAY COLLABORATE WITH PUBLIC OR PRIVATE ENTITIES TO DEVELOP PROJECTS FOR THE CONSTRUCTION OF ELECTRIC VEHICLE CHARGING SYSTEMS ALONG INTERSTATE HIGHWAY RIGHTS-OF-WAY, INCLUDING REST AREAS, AS PRIORITIZED BY THE DEPARTMENT.

(b) THE PROVISIONS OF SUBSECTION (4)(a) OF THIS SECTION APPLY WHEN 23 U.S.C. SEC. 111, OR ITS SUCCESSOR STATUTE, IS MODIFIED, OR WHEN ANY OTHER FEDERAL LAW IS ENACTED, TO EXPAND THE ALLOWABLE COMMERCIAL SERVICES ALONG INTERSTATE HIGHWAY RIGHTS-OF-WAY, INCLUDING REST AREAS, AND THE MODIFIED OR NEWLY ENACTED LAW NO LONGER PROHIBITS THE CONSTRUCTION OF ELECTRIC VEHICLE CHARGING SYSTEMS ALONG INTERSTATE HIGHWAY RIGHTS-OF-WAY, INCLUDING REST AREAS.

(c) THE DEPARTMENT OF TRANSPORTATION MAY COLLABORATE WITH PUBLIC OR PRIVATE ENTITIES TO DEVELOP PROJECTS FOR THE CONSTRUCTION OF ELECTRIC VEHICLE CHARGING SYSTEMS ALONG STATE HIGHWAY RIGHTS-OF-WAY, INCLUDING REST AREAS, AS PRIORITIZED BY THE DEPARTMENT.

(d) AS USED IN THIS SUBSECTION (4), "ELECTRIC VEHICLE CHARGING SYSTEM" HAS THE MEANING SET FORTH IN SECTION 38-12-601 (6)(a).

SECTION 14. In Colorado Revised Statutes, 24-4-109, **amend** (2)(a) and (2)(b)(II); and **add** (2)(b)(IV), (5), and (6) as follows:

24-4-109. State engagement of disproportionately impacted communities - definitions. (2) **Definitions.** (a) (I) (A) ~~The environmental justice action task force created in section 25-1-133 will recommend to the general assembly potential modifications to the definitions established in this subsection (2). The definitions established in this subsection (2) apply unless and until the general assembly acts by bill to modify one or more of the definitions~~ ALL STATEWIDE AGENCIES SHALL USE THE DEFINITION OF DISPROPORTIONATELY IMPACTED COMMUNITY SET FORTH IN SUBSECTION (2)(b)(II) OF THIS SECTION.

(B) IN APPLYING THE DEFINITION OF DISPROPORTIONATELY IMPACTED COMMUNITY, A STATEWIDE AGENCY MAY PRIORITIZE OR TARGET CERTAIN CRITERIA OF THE DEFINITION OF DISPROPORTIONATELY IMPACTED COMMUNITY OR CERTAIN SUBSETS OF COMMUNITIES THAT MEET THE DEFINITION OF DISPROPORTIONATELY IMPACTED COMMUNITY IF THE STATEWIDE AGENCY MAKES A DETERMINATION BY RULE OR OTHER PUBLIC DECISION-MAKING PROCESS THAT THE PRIORITIZATION OR TARGETING IS WARRANTED AND REASONABLY TAILORED TO THE CATEGORY OF STATEWIDE AGENCY ACTION INVOLVED. A STATEWIDE AGENCY WITH RULEMAKING

AUTHORITY SHALL MAKE THE DETERMINATION BY RULE.

(C) A DETERMINATION OF THE PUBLIC UTILITIES COMMISSION THAT IT WILL PRIORITIZE OR TARGET CERTAIN CRITERIA OF THE DEFINITION OF DISPROPORTIONATELY IMPACTED COMMUNITY OR SUBSETS OF COMMUNITIES THAT MEET THE DEFINITION OF DISPROPORTIONATELY IMPACTED COMMUNITY DOES NOT CONSTITUTE ANY PREJUDICE OR DISADVANTAGE OR ANY UNREASONABLE DIFFERENCE AS SET FORTH IN SECTION 40-3-106 (1)(a).

(II) ~~This subsection (2)(a) is repealed, effective September 1, 2024.~~

(b) As used in this section and sections 25-1-133, 25-1-134, and 25-7-105 (1)(e), unless the context otherwise requires:

(II) ~~"Disproportionately impacted community" means a community THAT IS DESCRIBED IN SUBSECTION (2)(b)(II)(G) OR (2)(b)(II)(H) OF THIS SECTION OR that is in a census block group, as determined in accordance with the most recent United States census, where the proportion of households that are low income is greater than forty percent, the proportion of households that identify as minority is greater than forty percent, or the proportion of households that are housing cost-burdened is greater than forty percent; or is any other community as identified or approved by a state agency, if: The community has a history of environmental racism perpetuated through redlining, anti-Indigenous, anti-immigrant, anti-Hispanic, or anti-Black laws; or the community is one where multiple factors, including socioeconomic stressors, disproportionate environmental burdens, vulnerability to environmental degradation, and lack of public participation, may act cumulatively to affect health and the environment and contribute to persistent disparities. As used in this subsection (2)(b)(H), "cost-burdened" means a household that spends more than thirty percent of its income on housing, and "low income" means the median household income is less than or equal to two hundred percent of the federal poverty guideline. FIVE YEAR UNITED STATES BUREAU OF THE CENSUS AMERICAN COMMUNITY SURVEY AND MEETS ONE OR MORE OF THE FOLLOWING CRITERIA:~~

(A) THE PROPORTION OF THE POPULATION LIVING IN HOUSEHOLDS THAT ARE BELOW TWO HUNDRED PERCENT OF THE FEDERAL POVERTY LEVEL IS GREATER THAN FORTY PERCENT;

(B) THE PROPORTION OF HOUSEHOLDS THAT SPEND MORE THAN THIRTY PERCENT OF HOUSEHOLD INCOME ON HOUSING IS GREATER THAN FIFTY PERCENT;

(C) THE PROPORTION OF THE POPULATION THAT IDENTIFIES AS PEOPLE OF COLOR IS GREATER THAN FORTY PERCENT;

(D) THE PROPORTION OF THE POPULATION THAT IS LINGUISTICALLY ISOLATED IS GREATER THAN TWENTY PERCENT;

(E) A STATEWIDE AGENCY DETERMINES, AFTER A COMMUNITY PRESENTS EVIDENCE OF BEING AND REQUESTS TO BE CLASSIFIED AS A DISPROPORTIONATELY IMPACTED COMMUNITY, THAT THE POPULATION IS DISPROPORTIONATELY IMPACTED BASED ON EVIDENCE, PRESENTED IN A RELEVANT STATEWIDE AGENCY DECISION-MAKING PROCESS, THAT A CENSUS BLOCK GROUP IS DISPROPORTIONATELY IMPACTED BECAUSE IT HAS A HISTORY OF ENVIRONMENTAL RACISM PERPETUATED THROUGH REDLINING OR THROUGH ANTI-INDIGENOUS, ANTI-IMMIGRANT, ANTI-LATINO, OR ANTI-BLACK LAWS, POLICIES, OR PRACTICES AND THAT PRESENT-DAY DEMOGRAPHIC FACTORS AND DATA DEMONSTRATE THAT THE COMMUNITY CURRENTLY FACES ENVIRONMENTAL HEALTH DISPARITIES;

(F) THE COMMUNITY IS IDENTIFIED BY A STATEWIDE AGENCY AS BEING ONE WHERE MULTIPLE FACTORS, INCLUDING SOCIOECONOMIC STRESSORS, VULNERABLE POPULATIONS, DISPROPORTIONATE ENVIRONMENTAL BURDENS, VULNERABILITY TO ENVIRONMENTAL DEGRADATION OR CLIMATE CHANGE, AND LACK OF PUBLIC PARTICIPATION MAY ACT CUMULATIVELY TO AFFECT HEALTH AND THE ENVIRONMENT AND MAY CONTRIBUTE TO PERSISTENT DISPARITIES;

(G) THE COMMUNITY IS A MOBILE HOME PARK, AS DEFINED IN SECTION 38-12-201.5 (6), REGARDLESS OF WHETHER THE MOBILE HOME PARK IS A CENSUS BLOCK GROUP; OR

(H) THE COMMUNITY IS LOCATED ON THE SOUTHERN UTE OR UTE MOUNTAIN UTE INDIAN RESERVATION, REGARDLESS OF WHETHER THE COMMUNITY IS A CENSUS BLOCK GROUP;

(IV) "STATEWIDE AGENCY" MEANS ANY BOARD, BUREAU, COMMISSION, DEPARTMENT, INSTITUTION, DIVISION, SECTION, OR OFFICER OF

THE STATE. "STATEWIDE AGENCY" DOES NOT INCLUDE:

(A) THE LEGISLATIVE BRANCH;

(B) THE JUDICIAL BRANCH;

(C) STATE EDUCATIONAL INSTITUTIONS ADMINISTERED PURSUANT TO TITLE 23, EXCEPT PART 1 OF ARTICLE 8, PARTS 2 AND 3 OF ARTICLE 21, AND PARTS 2 TO 4 OF ARTICLE 31 OF TITLE 23; OR

(D) THE ADJUTANT GENERAL OF THE NATIONAL GUARD, WHOSE POWERS AND DUTIES ARE SET FORTH IN SECTION 28-3-106.

(5) (a) (I) THE DIVISION OF ADMINISTRATION IN THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT SHALL ADMINISTER THE COLORADO ENVIROSCREEN TOOL SO THAT A CENSUS BLOCK GROUP THAT SCORES ABOVE THE EIGHTIETH PERCENTILE IN THE COLORADO ENVIROSCREEN TOOL IS PRESUMED TO BE A DISPROPORTIONATELY IMPACTED COMMUNITY UNDER SUBSECTION (2)(b)(II)(F) OF THIS SECTION. A STATEWIDE AGENCY DETERMINING WHETHER A COMMUNITY IS A DISPROPORTIONATELY IMPACTED COMMUNITY UNDER SUBSECTION (2)(b)(II)(F) OF THIS SECTION SHALL APPLY THE MOST RECENT VERSION OF THE COLORADO ENVIROSCREEN TOOL AVAILABLE AT THE TIME THE STATEWIDE AGENCY MAKES THE DETERMINATION.

(II) AS USED IN THIS SUBSECTION (5)(a), "COLORADO ENVIROSCREEN TOOL" MEANS THE ENVIRONMENTAL JUSTICE MAPPING TOOL DEVELOPED AND ADMINISTERED BY THE DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT AND COLORADO STATE UNIVERSITY, OR ANY SUCCESSOR TOOL.

(b) A CENSUS BLOCK GROUP THAT IS WITHIN A CENSUS TRACT THAT QUALIFIES AS DISADVANTAGED AS DETERMINED UNDER THE CLIMATE AND ECONOMIC JUSTICE SCREENING TOOL DEVELOPED BY THE COUNCIL ON ENVIRONMENTAL QUALITY IN THE OFFICE OF THE PRESIDENT OF THE UNITED STATES IS PRESUMED TO BE A DISPROPORTIONATELY IMPACTED COMMUNITY UNDER SUBSECTION (2)(b)(II)(F) OF THIS SECTION. A STATEWIDE AGENCY DETERMINING WHETHER A COMMUNITY IS A DISPROPORTIONATELY IMPACTED COMMUNITY UNDER SUBSECTION (2)(b)(II)(F) OF THIS SECTION SHALL APPLY THE MOST RECENT VERSION OF THE CLIMATE AND ECONOMIC

JUSTICE SCREENING TOOL AVAILABLE WHEN IT IS DETERMINING WHETHER A COMMUNITY IS A DISPROPORTIONATELY IMPACTED COMMUNITY.

(6) THE PROVISIONS OF SUBSECTION (2)(b)(II) OF THIS SECTION ARE SEVERABLE, AND IF ANY PROVISION OF SUBSECTION (2)(b)(II) OF THIS SECTION IS FOUND BY A COURT OF COMPETENT JURISDICTION TO BE UNCONSTITUTIONAL, THE REMAINING PROVISIONS ARE VALID, UNLESS:

(a) IT APPEARS TO THE COURT THAT THE VALID PROVISIONS ARE SO ESSENTIALLY AND INSEPARABLY CONNECTED WITH, AND SO DEPENDENT ON, THE UNCONSTITUTIONAL PROVISION THAT IT CANNOT BE PRESUMED THAT THE LEGISLATURE WOULD HAVE ENACTED THE VALID PROVISIONS WITHOUT THE UNCONSTITUTIONAL ONE; OR

(b) THE COURT DETERMINES THAT THE VALID PROVISIONS, STANDING ALONE, ARE INCOMPLETE AND ARE INCAPABLE OF BEING EXECUTED IN ACCORDANCE WITH THE LEGISLATIVE INTENT.

SECTION 15. In Colorado Revised Statutes, 8-83-502, **amend** (4) as follows:

8-83-502. Definitions. As used in this part 5, unless the context otherwise requires:

(4) "Disproportionately impacted community" ~~means any community of color, low-to-middle income community, or indigenous community that is or has been directly impacted by coal pollution~~ HAS THE MEANING SET FORTH IN SECTION 24-4-109 (2)(b)(II).

SECTION 16. In Colorado Revised Statutes, **amend** 24-30-104 as follows:

24-30-104. Burnham Yard rail property site - required development planning. The executive director of the department of personnel shall engage with stakeholders including the city and county of Denver, the department of transportation, the department of local affairs, the regional transportation district created in section 32-9-105, and the communities, including disproportionately impacted communities, as defined in section ~~43-1-128 (2)(c)~~ SECTION 24-4-109 (2)(b)(II), and registered neighborhood organizations in the vicinity of the Burnham Yards

rail property to create a site plan to support transit-oriented development at the Burnham Yard rail property site and potential recommendations for how to suballocate parcels for various beneficial uses at the site. The executive director shall, in consultation with the other governmental stakeholders named in this section, actively reach out to the communities, including disproportionately impacted communities, and registered neighborhood organizations in the vicinity of the Burnham Yards rail property regarding all stages of the development of the property, provide meaningful opportunities for members of those communities to express their views regarding the development of the property, and endeavor to identify groups or individuals from those communities who are interested in and capable of representing the interests of those communities throughout the development process. The executive director shall also identify any additional stakeholders, and as appropriate already engaged stakeholders, to engage with who may have an interest in developing the suballocated parcels for the best use such as the department of local affairs for affordable housing, local housing authorities, and the great outdoors Colorado program for potential green space development. The site plan must consider opportunities for the site including front range passenger rail service, multi-family and affordable housing development, community benefits, green spaces, parkland, recreational opportunities, retail, and links to transit and multi-modal options to connect the site to the surrounding community. The site plan must promote the development and operation of quality public private partnership opportunities and include a well-defined framework to facilitate collaboration between public and private entities in infrastructure development and operation and enable investment of public and private capital.

SECTION 17. In Colorado Revised Statutes, 24-38.5-302, **amend** (3) as follows:

24-38.5-302. Definitions. As used in this part 3, unless the context otherwise requires:

(3) (a) ~~"Disproportionately impacted community" means a community that is in a census block group, as determined in accordance with the most recent United States decennial census, where the proportion of households that are low income is greater than forty percent, the proportion of households that identify as minority is greater than forty percent, or the proportion of households that are housing cost-burdened is~~

~~greater than forty percent "DISPROPORTIONATELY IMPACTED COMMUNITY"~~
HAS THE MEANING SET FORTH IN SECTION 24-4-109 (2)(b)(II).

~~(b) As used in this subsection (3):~~

~~(I) "Cost-burdened" means a household that spends more than thirty percent of its income on housing.~~

~~(II) "Low income" means the median household income is less than or equal to two hundred percent of the federal poverty guideline.~~

SECTION 18. In Colorado Revised Statutes, 25-7.5-102, **amend** (7) as follows:

25-7.5-102. Definitions. As used in this article 7.5, unless the context otherwise requires:

~~(7) (a) "Disproportionately impacted community" means a community that is in a census block group, as determined in accordance with the most recent United States decennial census, where the proportion of households that are low income is greater than forty percent, the proportion of households that identify as minority is greater than forty percent, or the proportion of households that are housing cost-burdened is greater than forty percent "DISPROPORTIONATELY IMPACTED COMMUNITY" HAS THE MEANING SET FORTH IN SECTION 24-4-109 (2)(b)(II).~~

~~(b) As used in this subsection (7):~~

~~(I) "Cost-burdened" means a household that spends more than thirty percent of its income on housing.~~

~~(II) "Low income" means the median household income is less than or equal to two hundred percent of the federal poverty guideline.~~

SECTION 19. In Colorado Revised Statutes, 40-1-102, **add** (6.5) as follows:

40-1-102. Definitions. As used in articles 1 to 7 of this title 40, unless the context otherwise requires:

(6.5) "DISPROPORTIONATELY IMPACTED COMMUNITY" HAS THE MEANING SET FORTH IN SECTION 24-4-109 (2)(b)(II).

SECTION 20. In Colorado Revised Statutes, 40-2-108, **repeal** (3)(d) as follows:

40-2-108. Rules - definitions - legislative declaration. (3) (d) **As used in this subsection (3):**

~~(I) "Cost-burdened" means a household that spends more than thirty percent of its income on housing.~~

~~(II) "Disproportionately impacted community" means a community that is in a census block group, as determined in accordance with the most recent United States census, where the proportion of households that are low income is greater than forty percent, the proportion of households that identify as minority is greater than forty percent, or the proportion of households that are housing cost-burdened is greater than forty percent, or is any other community as identified or approved by a state agency, if:~~

~~(A) The community has a history of environmental racism perpetuated through redlining, anti-Indigenous, anti-immigrant, anti-Hispanic, or anti-Black laws; or~~

~~(B) The community is one where multiple factors, including socioeconomic stressors, disproportionate environmental burdens, vulnerability to environmental degradation, and lack of public participation, may act cumulatively to affect health and the environment and contribute to persistent disparities.~~

~~(III) "Low income" means meeting one or more of the following criteria:~~

~~(A) Median household income less than or equal to two hundred percent of the federal poverty guideline;~~

~~(B) Median household income less than or equal to eighty percent of the area median income; or~~

~~(C) Qualification under income guidelines adopted by the~~

~~department of human services pursuant to section 40-8.5-105.~~

SECTION 21. In Colorado Revised Statutes, 43-1-128, **amend** (2)(c) as follows:

43-1-128. Environmental impacts of capacity projects - additional requirements - legislative declaration - definitions. (2) As used in this section, unless the context otherwise requires:

(c) (I) ~~"Disproportionately impacted community" means a community that is in a census block group, as determined in accordance with the most recent United States decennial census, where the proportion of households that are low income is greater than forty percent, the proportion of households that identify as minority is greater than forty percent, or the proportion of households that are housing cost-burdened is greater than forty percent~~ "DISPROPORTIONATELY IMPACTED COMMUNITY" HAS THE MEANING SET FORTH IN SECTION 24-4-109 (2)(b)(II).

~~(H) As used in this subsection (2)(c):~~

~~(A) "Cost-burdened" means a household that spends more than thirty percent of its income on housing.~~

~~(B) "Low income" means the median household income is less than or equal to two hundred percent of the federal poverty guideline.~~

SECTION 22. In Colorado Revised Statutes, 43-4-1202, **amend** (5) as follows:

43-4-1202. Definitions. As used in this part 12, unless the context otherwise requires:

(5) (a) ~~"Disproportionately impacted community" means a community that is in a census block group, as determined in accordance with the most recent United States decennial census, where the proportion of households that are low income is greater than forty percent, the proportion of households that identify as minority is greater than forty percent, or the proportion of households that are housing cost-burdened is greater than forty percent~~ "DISPROPORTIONATELY IMPACTED COMMUNITY" HAS THE MEANING SET FORTH IN SECTION 24-4-109 (2)(b)(II).

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~~(b) As used in this subsection (5):~~

~~(I) "Cost-burdened" means a household that spends more than thirty percent of its income on housing.~~

~~(II) "Low income" means the median household income is less than or equal to two hundred percent of the federal poverty guideline.~~

SECTION 23. Safety clause. The general assembly hereby finds,

determines, and declares that this act is necessary for the immediate preservation of the public peace, health, or safety.



Julie McCluskie
SPEAKER OF THE HOUSE
OF REPRESENTATIVES



Steve Fenberg
PRESIDENT OF
THE SENATE

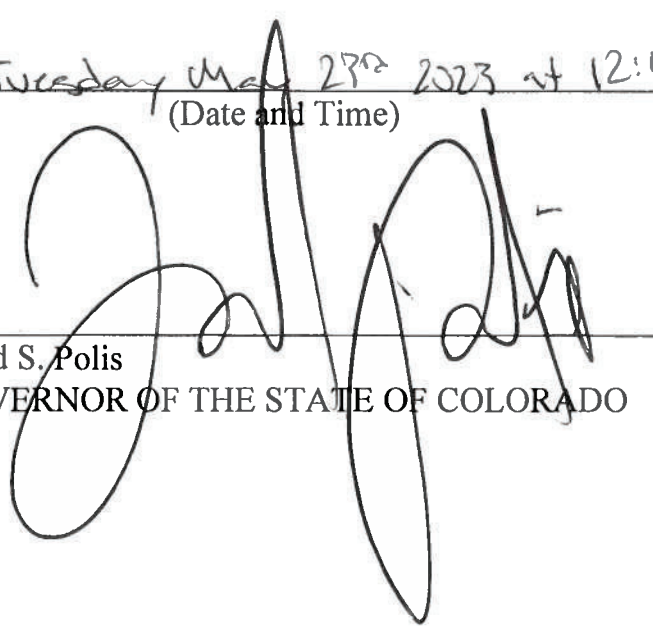


Robin Jones
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES



Cindi L. Markwell
SECRETARY OF
THE SENATE

APPROVED Tuesday May 23rd 2023 at 12:45 PM
(Date and Time)



Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO

Staff Report

Case No. PZ-26-00011

Planning & Zoning Commission

April 7, 2026

Subject Property Address:

8081 E. Orchard Road

Project Size / Zoning:

11.599 Acres / Town Center

Comprehensive Plan Planning Area:

Interstate Corridor Planning Area

Applicant:

Jay Carson
1400 Glenarm Pl, Suite 300
Denver, CO 80202

Property Owner:

Alberta 8081 East Orchard, LLC

Request:

Site Development Plan (SDP) minor amendment that would result in a reduction of the proposed Whole Foods from 35,500 SF to 30,000 SF.

Staff Recommendation:

Approval

Attachments:

1. Vicinity and Zoning Map, Aerials, Street Views
2. Neighborhood Input Meeting Summary
3. Letter of Description and Justification
4. Proposed Site Development Plan Amendment
5. Comp Plan – Interstate Corridor
6. Staff Report for 9-16-2024 SDP & SUP
7. City Council Meeting Minutes (9-16-24)
8. P & Z Commission Meeting Minutes (11-18-25)
9. Staff Report Case 25-32 2538 8081 E Orchard Rd
10. City Council Meeting Minutes (12-1-25)

Staff

Grady Timmerman, Planner II
gtimmerman@greenwoodvillage.com
(303) 486-5792

Public Notice & Comments – As of 4/2/2026

No. Sent	Comments Received	Support	Oppose
649	N/A	N/A	N/A

Public Notice was provided as required by the Land Development Code (LDC, Section 16-2-270). The affidavits of mailing and posting will be presented at the April 7, 2026 hearing.



Executive Summary

The applicant is proposing a Site Development Plan (SDP) amendment to make minor modifications to the latest version of the SDP approved in December of 2025. The amendment reflects updated tenant requirements from Whole Foods and Amazon related to store size for new locations, resulting in a reduction of the building footprint from 35,500 square feet to 30,000 square feet. This modification introduces approximately 5,500 square feet of additional retail space along the Orchard Road frontage.

Background

- The Subject Property is located at the northwest corner of the Interstate 25 (I-25) and the Orchard Road interchange, east of Greenwood Plaza Boulevard.
- The zoning of the property is Town Center (T.C.), and the Subject Property is in the Interstate Corridor Area of the City's Comprehensive Plan. Adjacent properties to the east, south, and west are also zoned T.C., while one property to the north is zoned Business Professional (B-1). Adjacent uses include offices to the north, east, and south. A hotel is to the west.
- The lots comprising the Subject Property were annexed in 1975. The 1975 Annexation was a large annexation that included properties from Holly Street on the west to Dayton Street on the east.
- The Greenwood Plaza Master Development Plan (MDP) was approved by the City Council in 1977. The MDP generally matches the development standards found in the LDC for the T.C. zone district, with additional standards regarding setbacks and specific use requirements outlined by the Planning Area. Additionally, the MDP provides building height requirements based on a radial height plane exhibit. The center point of the radial height plane is located in the middle of the Triad Office Buildings and is intended to protect mountain views for all properties in the MDP.
- The existing building and parking structure were built in 1985. Originally, the site was used for Beau Monde, a regional mall, and was most recently utilized as a religious ministry with some smaller tenants.
- The northeast corner of the site is the highest point of the Subject Property, which generally slopes down to the southwest corner.
- On September 3, 2024 the Planning and Zoning Commission recommended approval for the proposed SDP (6 – Yes to 1 – No) and SUP (7 – Yes to 0 – No).
- On September 16, 2024 City Council conditionally approved the SDP/SUP contingent upon the approval of a Final Plat and a Site Improvement Agreement (SIA).
- On November 18, 2025 the Planning and Zoning Commission unanimously recommended approval for both the plat and the amendment. The Planning and Zoning Commission is not a recommending body for Site Improvement Agreements (SIA).
- On December 1, 2025 Greenwood Village's City Council approved the plat, SDP amendment, and the SIA.

Applicant Request

Site Development Plan Amendment

The applicant is requesting an amendment to the SDP to make minor modifications to the Whole Foods building, parking counts/pick-up area, and building elevations. These modifications are necessary for the anchor tenant. The proposed tenant believes that these modifications would help them to better serve their customers and the operation of the proposed specialty grocer.

The previously approved Whole Foods building square footage and footprint is not changed with this proposal. It is now reduced to include Whole Foods at 30,000 square feet and 5,500 square feet of shops and restaurants facing south and Orchard Road. Parking counts have been adjusted accordingly to allow for new retail shops and restaurant space. Covered pick-up spaces have been moved to the north portion of the main parking field. Parking south of the newly proposed shops and restaurants has been re-stripped. The building elevation concept is retained as approved, but with improvements. The west-facing Whole Foods main entry shifts north two bays, while at the south elevation with 5 bays of brick or stucco, are proposed to be converted to storefront glazing.

As indicated in LDC Sec. 16-2-50(f)(2), if an applicant wishes to modify an approved SDP, the applicant shall submit a request for such modification to the Community Development Department Director. The Director shall determine whether the proposed modification is a major, minor, or administrative modification. A modification is considered a minor modification if open space and parking requirements are decreased by no

more than five percent (5%). The following table provides a comparison of the LDC's development standards for developments located in the T.C. zone district vs. the proposed modification:

Comparison of Code Allowance to Proposed Modification			
Development Scope	T.C. Zone District	Proposed Modification	Deviation From Code
Parking Counts/Pick-up Area	Minimum off-street parking requirement: bank (1 per 200 sq. ft. NFA), grocer (1 per 200 sq. ft. NFA), retail (1 per 200 sq. ft. NFA), and restaurant (1 per 100 sq. ft. NFA). 240 spaces in total required.	Based on the NFA and its uses, the subject property is required to provide a minimum of 247 parking spaces. The proposed development would provide 247 parking spaces.	No deviations from the Land Development Code are being proposed that weren't previously approved by the SDP/SUP.
Whole Foods Building	There are no development standards in the T.C. zone district that regulates the demising of a structure.	The previously approved building square footage and footprint is not changed with this proposal. It is now demised to include Whole Foods at 30,000 SF and 5,500 SF of shops and restaurants.	No deviations from the Land Development Code are being proposed that weren't previously approved by the SDP/SUP.
Building Elevations	The City encourages the use of exterior building materials and architectural components that are compatible with the surrounding area.	The proposed elevation change does include high quality materials like the addition of 900 square feet of glazing.	No deviations from the Land Development Code are being proposed that weren't previously approved by the SDP/SUP.

Analysis

Staff finds that the proposed SDP modification is consistent with the goals and objectives of the Comprehensive Plan for this planning area. The development supports the Interstate Corridor Planning Area's objective of promoting a diverse economic and employment base while ensuring high-quality architecture and site design. The proposal is further found to be consistent with applicable Comprehensive Plan's policies, including Policy 1a, which encourages a mix of complementary retail and restaurant uses serving both the business community and Village residents, and Policy 3d, which supports design measures that minimize the presence of blank walls along streets, parks, and public spaces.

The proposed modification is found to be compatible with surrounding land uses. The introduction of additional retail space is permitted by right within the Town Center zone district and is consistent with the existing and

planned character of adjacent properties. Staff finds that the revised building design demonstrates a high level of quality in terms of architectural style, building materials, and color palette.

Additionally, staff finds that the proposed SDP modification will not result in any adverse impacts. The requested changes are anticipated to improve the overall quality of the development, specifically through the incorporation of additional glazing along the façade facing E. Orchard Road, which constitutes an enhancement over the previously approved ornamental plaster. Staff further finds that the proposed modification does not alter the approved building footprint and will not impact site design elements, including parking, open space, building height, or other applicable development standards.

SDP Minor Amendment Review Criteria

In considering an application for a minor SDP modification, Planning & Zoning Commission shall consider the following criteria as outlined in LDC Section 16-2-50. The approval criteria and staff's findings are presented below.

Criteria	Finding	Considerations
1. Whether the proposed SDP modification is in conformance with the Comprehensive Plan.	Yes	Staff finds that the proposed modification is consistent with the goals outlined in the Comprehensive Plan for this planning area. The proposed development is in conformance with the Interstate Corridor Planning Area's goal and objective of encouraging development that supports a diverse economic and employment base and assuring the highest quality architecture and site planning design. These goals/objectives are further reinforced by the following policies: 1a. Maintain a mixture of complementary retail and restaurant amenities that serve the business office community and the Village residents and 3d. support design measures that eliminate or minimize the impacts of blank walls along streets, parks, and plazas.
2. Whether the proposed SDP modification is compatible with surrounding land uses.	Yes	Staff finds that the proposed modification is compatible with surrounding land uses as the modification is proposing additional retail and restaurant spaces which are a use-by-right in the Town Center zone district and surrounding properties. Staff also finds the proposed building redesign to be high-quality in terms of colors, materials, and architectural style.
3. Whether the proposed SDP modification adequately mitigates any adverse impacts it causes, including without limitation adverse impacts on traffic, view corridors, noise, property values and the provision of public services.	Yes	Staff does not find there to be any adverse impacts anticipated with the proposed SDP modification. The proposed modifications are expected to provide a higher quality development overall as the additional square footage of glazing along the façade that faces E. Orchard Road is an improvement from the ornamental brick or stucco that was previously approved. The proposed modification will maintain the building's same footprint and does not impact any changes to the site regarding the amount of parking, open space, height, etc.