

# BELLEVUE STATION TRANSIT ORIENTED DEVELOPMENT GENERAL DEVELOPMENT PLAN

A PART OF THE E 1/2, SECTION 8,  
TOWNSHIP 5 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN  
CITY AND COUNTY OF DENVER, STATE OF COLORADO  
LOCATED AT BELLEVUE AVE AND I-25, DENVER, COLORADO

## GENERAL NOTES

1. Site is zoned T-MU-30. Map # SE263, Ordinance #340, Series 2003
2. Approval for this plan does not constitute or imply compliance with ADA requirements.
3. Each parcel is subject to site plan review and approval.
4. All successors and/or assigns of the current property owners shall be bound by and adhere to the provisions of this document.

## ZONING, WAIVERS AND CONDITIONS

SITE IS ZONED T-MU-30 WITH WAIVERS AND CONDITIONS AS STATED BELOW, AS ESTABLISHED BY ORDINANCE NO. 340, SERIES OF 2003:

The owner will and hereby does:

(A) Waive the requirements related to front setbacks for structures set forth in Section 59-430.10(3) (new code Section 59-312(3)) of the Revised Municipal Code of the City and County of Denver and instead shall comply with the following:

The minimum front setbacks for structures shall be zero feet, except that the minimum setback shall be between zero and ten feet for: (1) structures containing more than fifty percent (50%) gross floor area in residential use and no ground floor commercial, (2) structures located on the following perimeter streets: Union Avenue, Bellevue Avenue, Niagara Street and the Loop Road, depicted on the map herein, and (3) structures located on zone lots which abut, with no intervening public or private right-of-way or street, a zone lot with zoning other than T-MU-30, with or without waivers. The minimum front setbacks for structures requiring a setback of between zero and ten feet shall be determined at the schematic design phase of development plan review pursuant to Section 59-430.11 (new code Section 59-313) of the Denver Revised Municipal Code. The department of zoning administration shall transmit the application showing the proposed minimum front setback to the planning office for review. The planning office shall make a recommendation to the zoning administrator as to the appropriate minimum front setback based upon the following criteria:

- (a) spatially enhances the public or private street in order to facilitate pedestrian activity and create a clear urban character;
- (b) enhances pedestrian-oriented activities at ground level of structures that face Bellevue Avenue, Niagara Street, Union Avenue, and the Loop Road;
- (c) encourages easy pedestrian access to structures and uses along Bellevue Avenue, Niagara Street, Union Avenue, and the Loop Road;
- (d) enhances the relationship between the ground floor use, orientation, and scale of the structure with the adjacent street and sidewalk; and
- (e) enhances the relationship between the ground floor use, orientation, and scale of the structure with the adjacent uses and structures when not separated by a public or private street or right-of-way.

The Planning Office shall forward its recommendation to the Zoning Administrator within thirty (30) days of receipt of the application. The Zoning Administrator shall determine the appropriate minimum front setback based upon the above criteria after reviewing the Planning Office recommendation.

(B) Waive the requirements related to side setbacks for structures set forth in Section 59-430.10(3) (new code Section 59-312(3)) of the Denver Revised Municipal Code and instead the minimum side setbacks for structures shall be zero (0) feet.

(C) Waive the requirements related to rear setbacks for structures set forth in Section 59-430.10(3) (new code Section 59-312(3)) of the Denver Revised Municipal Code and instead the minimum rear setbacks for structures shall be zero (0) feet, except that the minimum rear setback for residential structures or structures containing more than fifty percent (50%) gross floor area in residential uses shall be zero (0) to twenty (20) feet as measured from the rear zone lot line for use by right or use by special review structures with no rear alley and zero (0) to twenty (20) feet as measured from the alley centerline for use by right or use by special review structures with a rear alley.

(D) We, the undersigned owners of the property under application for the rezoning referenced above, do hereby waive the requirements related to permitted signs set forth in Section 59-430.13(1) and (3) (new code Section 59-315(1) and (3)) of the Denver Revised Municipal Code and instead shall comply with the following:

- (i) General sign concepts shall be required as part of any required General Development Plan. Such general sign concepts shall:
  - (a) create organized and inter-related systems of signs, sign structures, lighting and graphics;
  - (b) provide high quality sign and graphic design and durable materials appropriate to an urban setting;
  - (c) create signs and graphic elements that are appropriate to and expressive of the use they identify;

(ii) create signs and graphic elements that are related to and/or respect the architecture of the building which they serve; and

(iii) encourage a variety of signs and graphic elements which are compatible with, and enhance the character of the surrounding area.

(iv) A comprehensive sign plan in accordance with Sections 59-537(c) (1), (3), (4), (5), and (6) (new code Sections 59-537(c)(1), (3), (4), (5) and (6)) of the Denver Revised Municipal Code shall be prepared. Until a comprehensive sign plan is approved, only the provisions of Section 59-430.13 (new code Section 59-315) shall apply. Once a comprehensive sign plan is approved, only the provisions of Section 59-430.13 (new code Section 59-315), other than those specifically addressed in the comprehensive sign plan, shall apply.

(v) All way-finding signage shall be exempt from the calculation of allowed signage.

All other provisions of Section 59-430.13 (new code Section 59-315) of the Denver Revised Municipal Code shall remain in full force and effect.

## STATEMENT OF INTENT

The development and design intent for Bellevue Station is to create a transit oriented mixed-use development complementary to the proposed Southeast Corridor light rail transit (LRT) station located adjacent to and within the property. The land plan has been developed to create an urban environment with a mix of uses including office, residential, hospitality, retail, and entertainment.

The proposed concept encourages higher densities, strong connectivity between uses and activities, both horizontally and vertically, with an emphasis on vitality and a walkable environment. The proposed development generally increases in height and density west to east, encouraging the greatest height and density near the I-25 corridor, and generally orients development around a core focal point, at this time envisioned as an urban plaza, near the future LRT station.

## STATISTICAL INFORMATION & ANTICIPATED PROGRAM

The development concept focuses on creating a balanced mix of uses that will result in long-term development sustainability. This mix of uses has a strong residential base, necessary to attract and support retail and commercial activities. With the closest regional-scale retail approximately five-miles away, the development's retail and commercial interests will serve both internal and external markets, filling a significant gap in this area of the City for both residents and day-time workers. Agricultural uses may occupy portions of the site on an interim basis. Such uses might overlap with initial development, but would be phased out as the site approaches build-out. The land use program is consistent with the goals and permitted uses of the site's T-MU-30 zoning.

Infrastructure, utility and transportation studies supporting this General Development Plan are based on the anticipated program listed below (all numbers are approximate). It should be noted that although the legal descriptions included in this document total approximately 59 acres, the owners are in the process of transferring land to the Golden Mile Metropolitan District (for the construction of Niagara Street) and the Regional Transportation District (through condemnation proceedings). Total land area after these transfers will be approximately 51 acres, as indicated below.

Gross Project Area	51.00 +/- Acres	2,221,560.00 +/- SF
Area to be deeded for rights-of-way	12.61 +/- Acres	549,291.60 +/- SF
Net Project Area	38.39 +/- Acres	1,672,268.40 +/- SF
Open Space (10%)	5.10 +/- Acres	222,156.00 +/- SF

(all numbers are approximate)

No. Dwelling Units	2000 DU's
GFA Retail	162,000 SF
Office	2,100,000 SF
Hospitality	120,000 SF

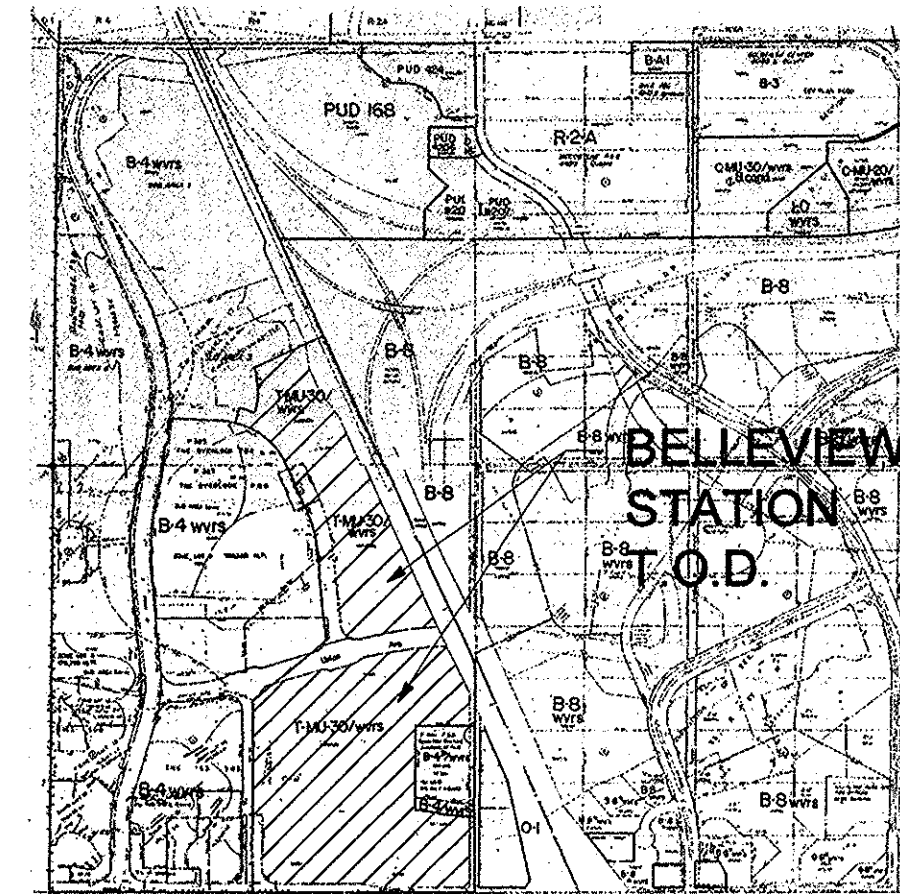
Anticipated FAR	2.4
Maximum Allowable FAR (T-MU 30)	5.0
Anticipated Range of Building Heights	36 - 220 Feet
Maximum Permitted Building Height	220 Feet

This General Development Plan (GDP) is based on technical studies using the development program outlined above. The project's extended time frame of development, however, requires that the land use program be considered somewhat flexible, such that the program can respond to evolving market conditions. The applicant acknowledges, however, that a significant change in the development plan will require supporting evidence of feasibility, and a formal modification to this development plan.

The applicant and owners reserve the right to increase, decrease or otherwise modify the development, density and program within the parameters of the site's T-MU-30 zoning so long as such modification is in conformance with the above Statement of Intent, the Denver Revised Municipal Code, and can be accommodated by the infrastructure improvements.

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## VICINITY MAP

1" = 1000'



## APPROVALS

This General Development Plan is in conformance with Section 59-314 of the Revised Municipal Code of the City and County of Denver and constitutes a guidance document for all subsequent development within the area covered by this plan.

Approved by Scott Straps 2-6-06  
Zoning Administrator Date

Approved by Scott Straps 2-6-06  
For Manager of Community Planning and Development Date

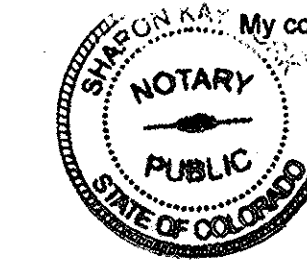
Conditions  
Approved by Barbara Kelly 2-15-06  
Denver Planning Board Date

## OWNER'S SIGNATURE

We, the undersigned, shall comply with all regulations contained in Chapter 59, Article VII, Division 15, Section 59-314 of the Revised Municipal Code of the City and County of Denver.

Belquence Ltd. Liability Co.  
By Robert E. Warren, Jr. Date 1/20/06  
Robert E. Warren, Jr.

Witness my hand and official seal.



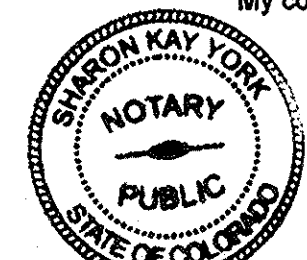
My commission expires 11/10/06 Sharon Key York  
Notary Public

650 S. Cherry St Ste 1005  
Address Denver CO 80246

We, the undersigned, shall comply with all regulations contained in Chapter 59, Article VII, Division 15, Section 59-314 of the Revised Municipal Code of the City and County of Denver.

Madre Investment Co., LLC  
By Robert E. Warren, Jr. Date 1/20/06  
Robert E. Warren, Jr.

Witness my hand and official seal.



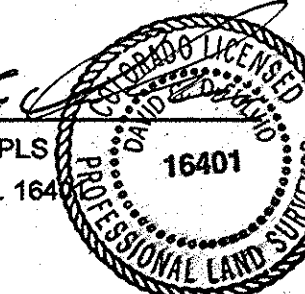
My commission expires 11-10-06 Sharon Key York  
Notary Public

650 S. Cherry St Ste 1005  
Address Denver CO 80246

## SURVEYOR'S CERTIFICATION

I, David C. DiFulvio, PLS, a Registered Land Surveyor in the State of Colorado, do hereby certify that the property exhibit for the Bellevue Station Transit Oriented Development Plan was made under my supervision and the accompanying plan accurately and properly shows said parcel.

By David C. DiFulvio Date 1-27-06  
David C. DiFulvio, PLS  
Colorado Reg. No. 16401



## CLERK & RECORDER'S CERTIFICATION

State of Colorado

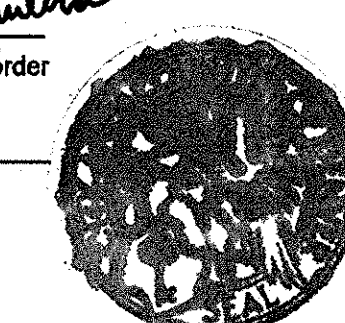
City and County of Denver

I hereby certify that this instrument was filed for record in my office at 3:05 o'clock P. m., February 21 2006

Wayne Vaden  
Clerk and Recorder, Ex-Officio Clerk of the City and County of Denver

By Manuel Aguilera  
Deputy Clerk and Recorder

Fee 141.00



**CIVITAS**  
1200 Bannock St.  
Denver, CO 80204  
Tel. 303 571.0053  
Fax 303 425.0438

Bellevue Station T.O.D.  
General Development Plan

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Belquence Ltd. Liability Co.  
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Surveyor  
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303.692.0470 fax

Stamp:

Issue Record:	
6.18.04	City Submittal
3.18.05	City Re-Submittal
10.14.05	City Re-Submittal #2
11.14.05	City Re-Submittal #3

Revisions:

CVT Proj. #: 3.04.0008  
Drawn: SDW  
Checked: RAB

Cover Sheet  
Sheet No.  
1 of 14



# BELLEVUE STATION TRANSIT ORIENTED DEVELOPMENT GENERAL DEVELOPMENT PLAN

A PART OF THE E 1/2, SECTION 8,  
TOWNSHIP 5 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN  
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Tel. 303 571.0053  
Fax 303 425.0438

Bellevue Station T.O.D.  
General Development Plan

**Owners:**  
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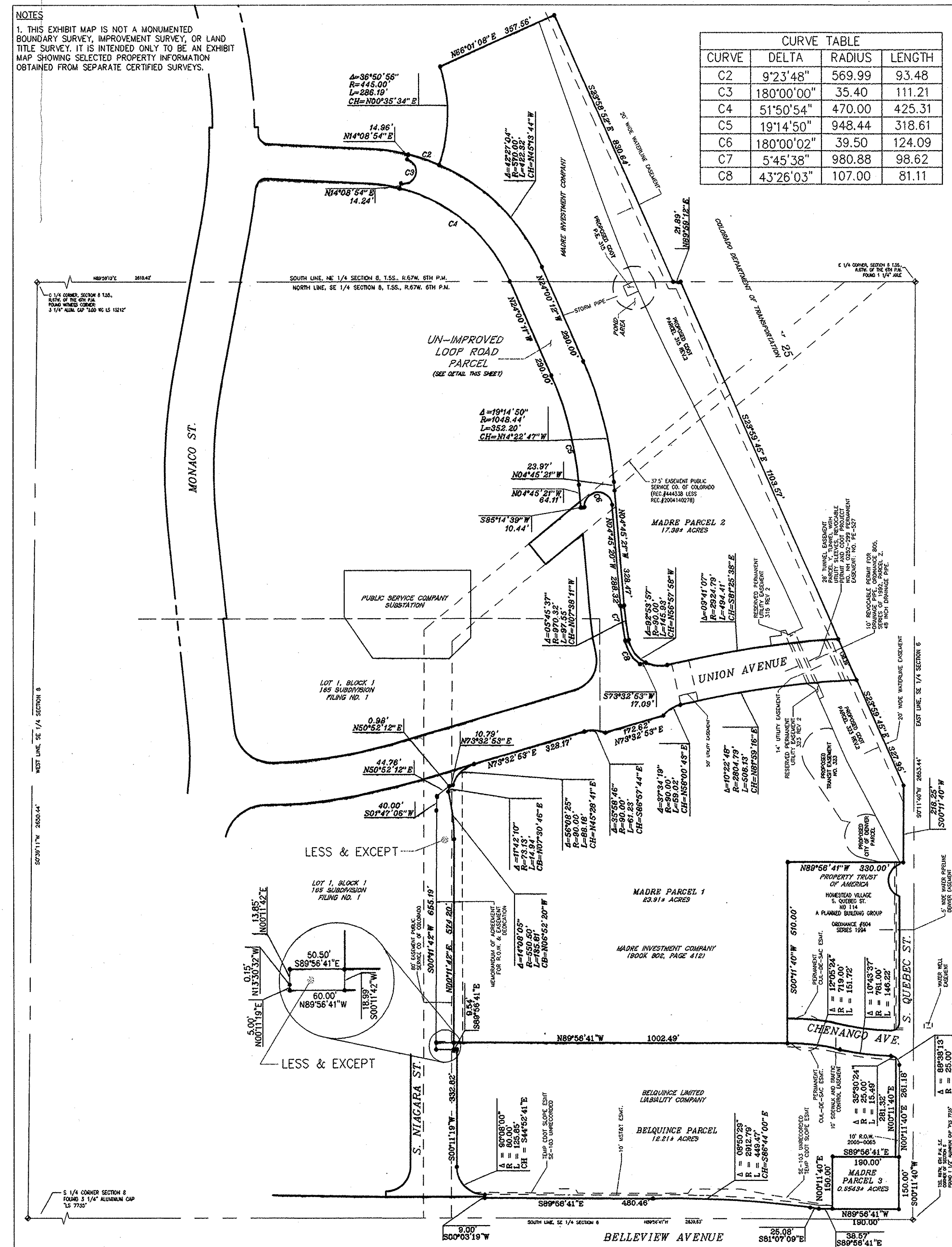
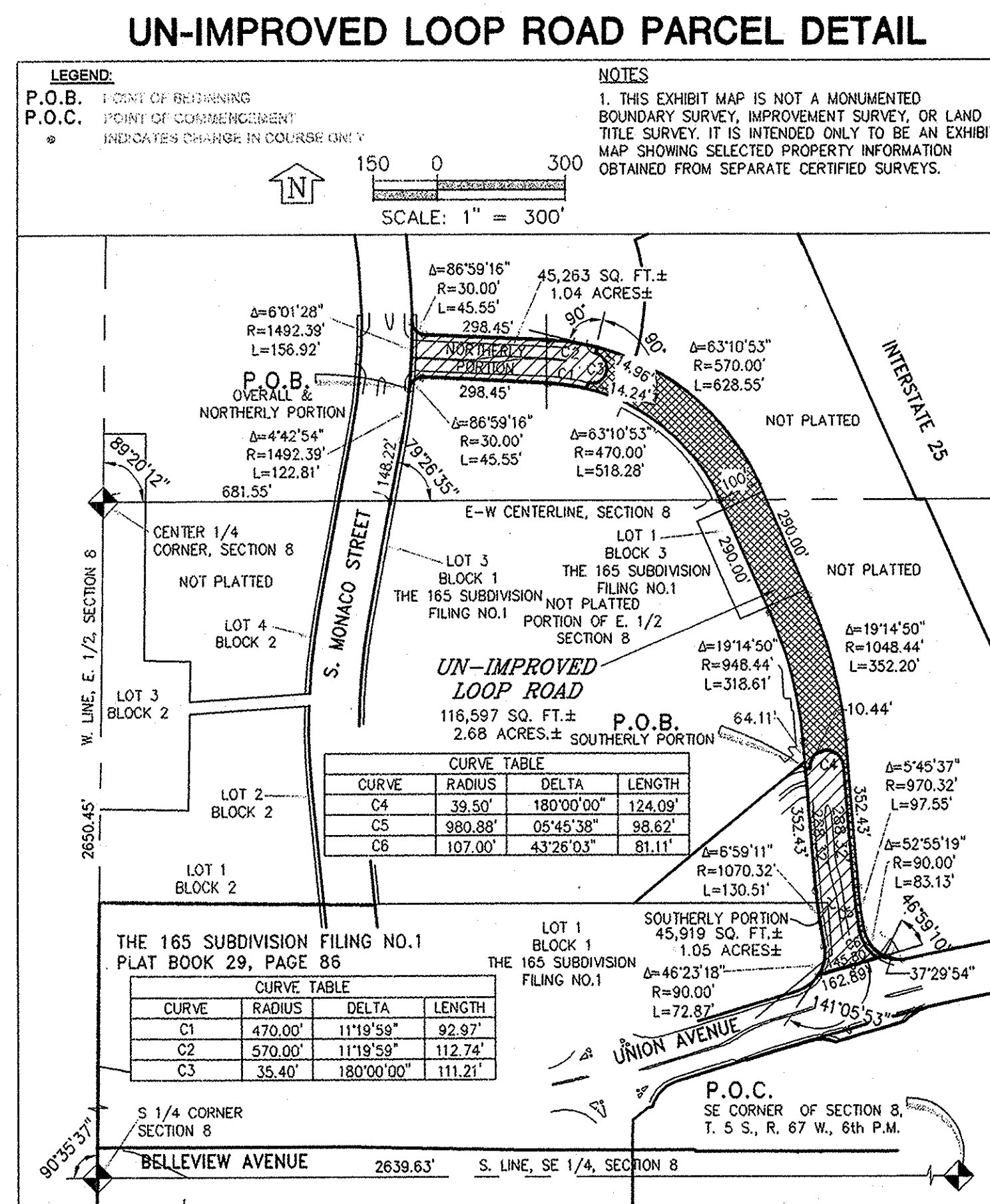
Revisions:

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Drawn: SDW

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Property Exhibit  
Sheet No.  
3 of 14



**NOTES:**

1. THIS EXHIBIT MAP IS NOT A MONUMENTED BOUNDARY SURVEY, IMPROVEMENT SURVEY, OR LAND TITLE SURVEY. IT IS INTENDED ONLY TO BE AN EXHIBIT MAP SHOWING SELECTED PROPERTY INFORMATION OBTAINED FROM SEPARATE CERTIFIED SURVEYS.

2. SURVEY INFORMATION SHOWN HEREON IS FROM BOUNDARY SURVEY PLATS PREPARED BY BENCHMARK SURVEYING, L.P., DATED 05/10/94 AND 04/04/97, JOB NO. 3472, AND IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. REFER TO SURVEY FOR MORE DETAILED INFORMATION AND LEGAL DESCRIPTIONS.

**EXHIBIT MAP**  
BELQUENCE LIMITED LIABILITY COMPANY AND  
MADRE INVESTMENT COMPANY PROPERTIES

**Farnsworth Group**  
1600 17th St., Suite 200  
Denver, CO 80202  
303.733.8888 ph  
303.733.8888 fax

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**Zoning**

The entire site was rezoned to T-MU-30 in 2003. The T-MU-30 district allows a broad mix of uses, a maximum height of 220 feet, and a maximum floor-area-ratio (FAR) of 5. This district grants an automatic 25% reduction in parking requirement, with up to a 50% reduction based on special review. Waivers included in the zoning address setbacks and signage. All other requirements of the T-MU-30 zone are in effect.

**Purpose of the GDP**

The Bellevue Station GDP seeks to integrate proposed site uses with the proposed street network and infrastructure improvements. The project uses a carefully balanced mix of uses to maximize transit use, reduce private vehicular trips and promote an active, urban character.

Site development parameters are set by two dominating factors: downstream outfall constraints on stormwater conveyance, and internal and external roadway capacity. The proposed development plan does not show a maximum development scenario, but rather shows the level of development that is desirable for maximum sustainability, based on the off-site constraints noted above.

**Sustainable Principles**

Development throughout the Bellevue Station T.O.D. will encourage and foster the following:

- a range and mix of land uses that encourage transit use and alternative modes of transportation;
- a variety of transportation alternatives and connections between those options;
- a system of convenient and attractive pedestrian connections that are integrated within the overall design of the development;
- a variety of living and employment alternatives for a broad mix of economic levels;
- a wise use of natural resources, including water and energy;
- consideration of solar orientation and views when selecting building locations;
- parks and open space that are well integrated into the fabric of the community.

**Amendments to the GDP**

The determination by the Zoning Administrator under Section 59-314(f)(5) of the Revised Municipal Code of the City and County of Denver as to whether a proposed amendment to this GDP is a major or minor amendment shall be based on the following clarification to the criteria set forth in Section 59-314(f)(5)(a):

1. This GDP is a framework plan only and does not specifically allocate height, mix of uses or density of the development. Changes to these items will not require any amendment, major or minor, to this GDP.
2. This GDP suggests possible locations of public amenities, but does not dedicate land to parks, trails, open space, natural areas or public facilities. Dedication will occur at the time of site plan and plat approval.

**Implementation**

Following approval of this GDP, the subject property will also go through the following processes:

1. Utility, Infrastructure and Transportation Master Plans
2. Design Standards and Guidelines
3. Site Plan & Plat approval
4. Building Permits

Individual development parcels within the GDP boundary will be subject to further review beyond the scope of the GDP process. For all projects within this GDP, Design Standards and Guidelines will be completed prior to or concurrent with Site Plan & Plat. The City's site plan review process for T-MU-30 (Section 59-313) further defines the content of and process for reviewing individual site plans, proposed special review uses and building footprints.

Individual infrastructure and transportation studies have been prepared to evaluate infrastructure for the Bellevue Station TOD. These studies contain sufficient detail to support the proposed land uses. It is understood that these studies may be modified during the development process to include additional studies and updated technical data, and that more detailed studies may be required at the time of site plan approval.

Service plans for three metropolitan districts, Madre Metropolitan district No. 1, No. 2 and No. 3, were approved by the Denver City Council in July 2005, and the question of their organization and their ability to issue debt will be submitted to the electors within the boundaries of the Districts at an election in November 2005. The Districts will have the authority to impose a mill levy on the property and will construct the public infrastructure that will serve the development.

Once individual site plans have been approved, building and other required permits can be obtained to allow for actual development to occur on the site.

**Existing Conditions**

**Existing Structures and Contiguous Uses**

Mountain View Golf Course currently occupies the site in its entirety. The site has few structures, none of which will be incorporated into the final development. The existing clubhouse and maintenance sheds will be demolished to accommodate future development.

The gas station located on the southeastern corner of the property will also be removed. Environmental mitigation of any negative impacts resulting from this land use will take place prior to development and will be the responsibility of the property owner.

The existing low-rise hotel abutting the eastern boundary of the property is not controlled by the applicant. Current development plans assume that this land use will remain.

**Existing Topography**

The site has a ridgeline, illustrated on the accompanying diagram, running generally in a northwest direction across the lower portion of the site. Topography west of the site continues to drop, placing the subject property considerably higher than adjacent development.

**Views**

As indicated above, topography sets the site on a high point above adjacent development, offering excellent views for development. Panoramic views extend from Pike's Peak in the southwest to Long's Peak in the northwest. Building placement, orientation and design will pay particular attention to maximizing these views.

**Existing Street Conditions**

The site is bounded by I-25 and Quebec Street to the east, and Bellevue Avenue to the south. Union Avenue bisects the property in an east-west direction. North of Union Avenue, the site's western boundary is an unfinished, unnamed stub road. This road has stubs off of Union Avenue and off of Monaco Street. South of Union Avenue, the site's western boundary is Niagara Street, currently stubbed in from the south. Niagara Street's northern curb cut on Union Avenue is already in place and the road will be completed by Goldsmith Metropolitan District, under a separate agreement between that body and the property owners.

Three curb cuts are already in place on Bellevue Avenue. The easternmost curb cut currently accesses the existing gas station. The two additional curb cuts were constructed with the widening of Bellevue Avenue according to approved Colorado Department of Transportation (CDOT) access permits.

One curb cut off of Union Avenue, leading into the southern portion of the property, is already in place.

The intersection of Bellevue Avenue and Quebec Street, at the property's southeastern edge, is the only signalized intersection adjacent to the site.

**Noise Levels and Perimeter Traffic**

The site's proximity to I-25 and Bellevue Avenue results in high levels of traffic noise at the site's perimeter. The I-25 edge levels are considerably higher than those along Bellevue Avenue. Building placement, mass, design and interior site organization will be used to mitigate these effects.

**Proximity to Transit and Pedestrian Connections**

The Bellevue Station light rail stop is under construction on the eastern edge of the site, just south of the Union Avenue overpass. Approximately 79% of the site is within a quarter-mile radius of the station, and 92% is within a one-third mile radius, affording the site excellent connection to transit. The northern and southern portions of the site are connected by an existing pedestrian tunnel running under the Union Avenue overpass.

**Environmental and Habitat Concerns**

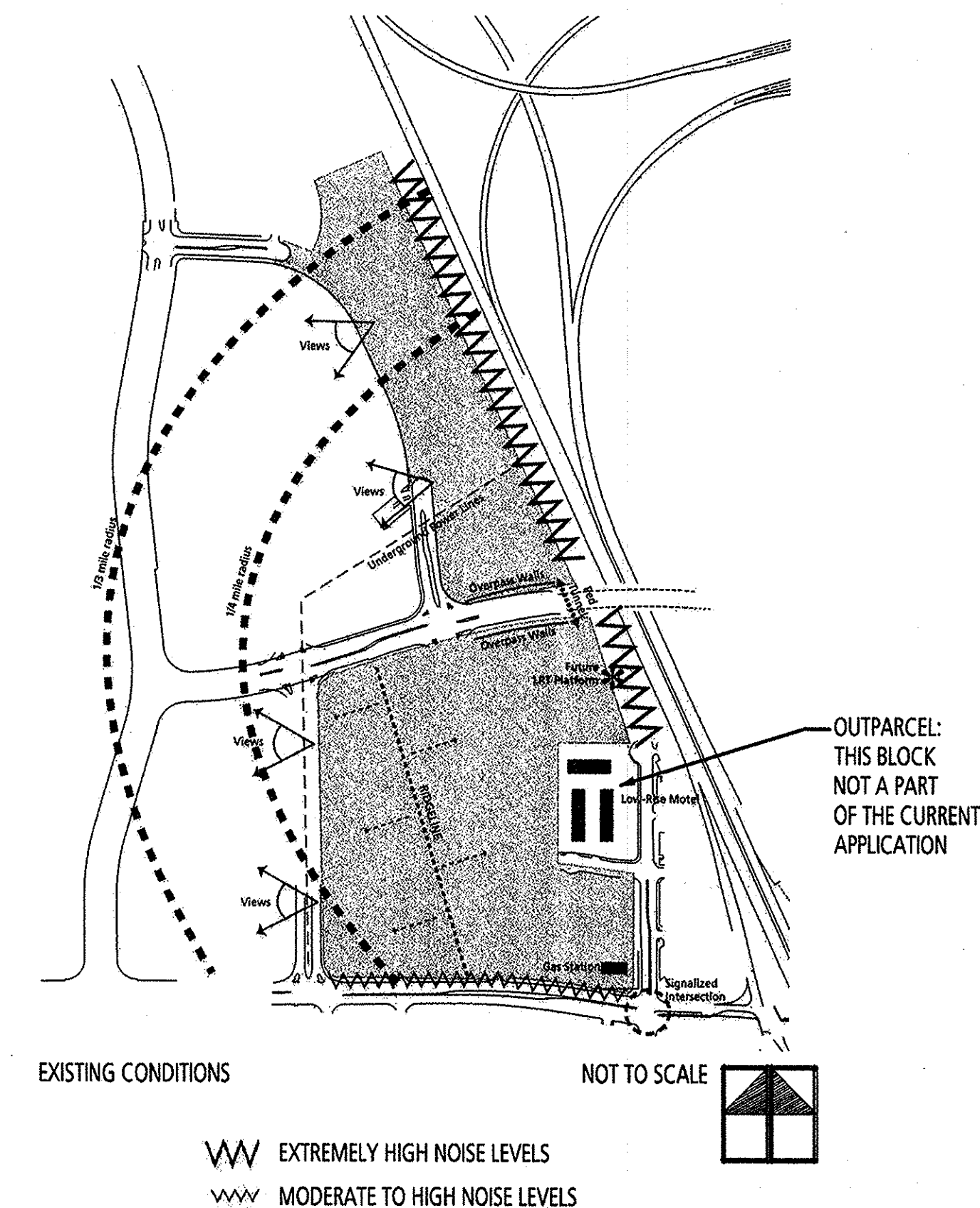
The site has no areas of environmental contamination requiring mitigation. No wetlands or endangered species have been found on site. The site does not serve as a wildlife corridor.

**Floodplain**

The site is not located within FEMA-identified floodplain.

**Additional Constraints**

Underground power lines run across the northern portion of the site and occupy a 37.5-foot easement, as marked on the plan at right.



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**Revisions:**

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Checked: RAB

GENERAL NOTES:  
SITE CONDITIONS

Sheet No.  
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**Development Concept**

The development and design intent for Bellevue Station is to create a transit oriented mixed-use development complementary to the proposed southeast corridor light rail transit (LRT) station located adjacent to and within the property. The land plan has been developed to create an urban environment with a mix of uses including office, residential, hospitality, retail, and entertainment.

The proposed concept encourages higher densities, strong connectivity between uses and activities, both horizontally and vertically, with an emphasis on vitality and a walkable environment. The proposed development generally increases in height and density west to east, encouraging the greatest height and density near the I-25 corridor, and generally orients development around a core focal point, at this time envisioned as a pedestrian plaza, near the future LRT station.

**Design Intent**

*Standards and Guidelines*

The development will be governed by both publicly- and privately-administered design controls. City-required design Standards and Guidelines are not included in this submittal, but will be developed prior to or concurrent with the site development plan or Planned Building Group (PBG) submittal. A further system of privately-administered Codes, Covenants and Restrictions will also apply to the property, addressing more specific details not addressed by the Standards and Guidelines.

*Architectural Character*

The development seeks an urban character that draws on regional identity, from downtown Denver and from the Rocky Mountain West. Both traditional and contemporary architectural styles will be encouraged, but structures must interact in a harmonious manner that creates a cohesive feel throughout the development. "Signature" buildings, special architectural features and public art may be used to emphasize areas of particular interest within the development, or to define gateways into the development.

Buildings are the primary creator of spatial enclosure on the street, and will reinforce a pedestrian-scale environment. Buildings will be externally focused, oriented toward the street or public right-of-way in order to add interest and activity to this realm. On exterior streets, building detailing will pay special attention to creating a compatible character between the Bellevue Station T.O.D. and adjacent uses.

*Street Character*

Bellevue Station T.O.D. will be first and foremost a pedestrian-scale development. Street design will encourage walking and provide a variety of pedestrian amenities such as benches, bicycle racks and media kiosks. Buildings will be oriented toward the street or primary pedestrian circulation route and ground floor detailing will have a high percentage of non-reflective glass, in order to reinforce visual permeability at the pedestrian level. Buildings will also have frequent pedestrian entry points from the street.

The street network south of Union Avenue will be laid out on a north-south grid. This arrangement, Denver's historic and prevailing grid orientation, locates primary facades and entrances to the east and west, maximizing solar access on pedestrian streets and into building interiors. Streets will be organized into a hierarchy that corresponds with and reinforces the street's primary use. Detached sidewalks, or attached sidewalk with rows of street trees, will be favored.

*Materials and Detailing*

Architectural and public realm detailing will favor high-quality, enduring materials that reflect Denver's traditions and local resources. Street-level architecture will have a high level of detail enhancing pedestrian interest, including a high degree of ground floor transparency and frequent street entries to ground-floor uses.

*Relation to Transit*

The development seeks to promote public transit and alternative transportation. The street and open space network will facilitate connections with transit. The development pattern looks to build on the proximity of the transit station, and draw this energy into the development.

*Ordering Features*

The portion of the site south of Union Avenue will be designed on a grid to facilitate quick and convenient access to the transit station. The northern portion of the site, because of the shallow east-west depth of the property in this area, will use "Street D" to the west as its primary circulation and ordering feature. Pedestrian and bicycle links will be made between this road and the pedestrian tunnel under the Union Avenue overpass, so that non-vehicular traffic will have an off-road connection to the transit station. Depending on final land use allocation, linear open space may also serve as an ordering feature on this northern portion of the site.

*Parks, Open Space and Trails*

The development will provide publicly-accessible open space integrated within the overall development plan. The open space system will facilitate non-vehicular movement and internal connection throughout the development. This open space will be designed to provide public gathering space, accommodate both active and passive uses and connect first-floor uses with the spaces that surround them. To the greatest extent possible, drainage and detention areas will be designed as public amenities. Piping for the regional grey water system will be installed, in anticipation of the eventual extension of this system to the site. Until the grey water system comes on-line, landscape areas will be irrigated with well water drawn from an existing on-site well, as long as the existing well remains viable. The configuration and extent of private open space is not known at this time, and will be determined at the site plan level.

*Signage Concept*

A comprehensive signage plan will be developed at a later point in the design process. The plan will ensure a coordinated system of signage, with common design elements, that complements and enhances both site architecture and furnishings. Signage will reinforce development character through materials and form. Signage will be integrated with streetscape design, adding pedestrian interest and fine detail. Signage will serve informational, advertising and wayfinding purposes, with particular emphasis on transit facilities.

**Anticipated Development Program**

*Mix of Uses*

The development will include a horizontal and vertical mix of uses. The northern portion of the site, north of Union Avenue, is slated for a mix of residential and office development. An expanded mix of uses, including residential, office, retail, entertainment and hospitality, is anticipated south of Union Avenue.

*Residential (2000 units)*

The development will include a variety of for-sale and for-rent housing products distributed in medium and high-rise buildings. The project will meet current City of Denver requirements, as set forth in Ordinances 617, 618, 654 and 807 (all year 2002), for affordable and workforce housing.

*Office (2.1 million SF)*

The project's office space will be located in single- and mixed-use buildings concentrated near the transit station. Multiple sites have been identified as potential corporate headquarters parcels.

*Retail & Entertainment (162,000 SF)*

The site will include a variety of retail, restaurant and entertainment options. These uses will be concentrated in the pedestrian plaza and along the site's "Main Street" (Street A) at ground level. This piece of the development is envisioned as a high-quality, finely detailed pedestrian mall, and builds on its proximity to the transit station. This "Main Street" detailing and mix of uses will extend to Street A's intersection with Bellevue Avenue, expanding the pedestrian environment and attracting vehicular traffic into the development.

*Hospitality (120,000 SF)*

This plan identifies a potential hotel site as an anchor of the transit plaza. This use will activate the plaza and provide a signature architectural element in this sector of the development.

*Density and Distribution of Uses*

Land uses will be arranged to benefit and maximize transit use, with the strongest mix of uses immediately adjacent to the light rail station. This area will be dominated by office, retail, entertainment and hospitality. This placement will maximize visibility for retail interests, and attract office tenants by offering convenient workplace transit. Vertical and horizontal mix of uses is anticipated on the site.

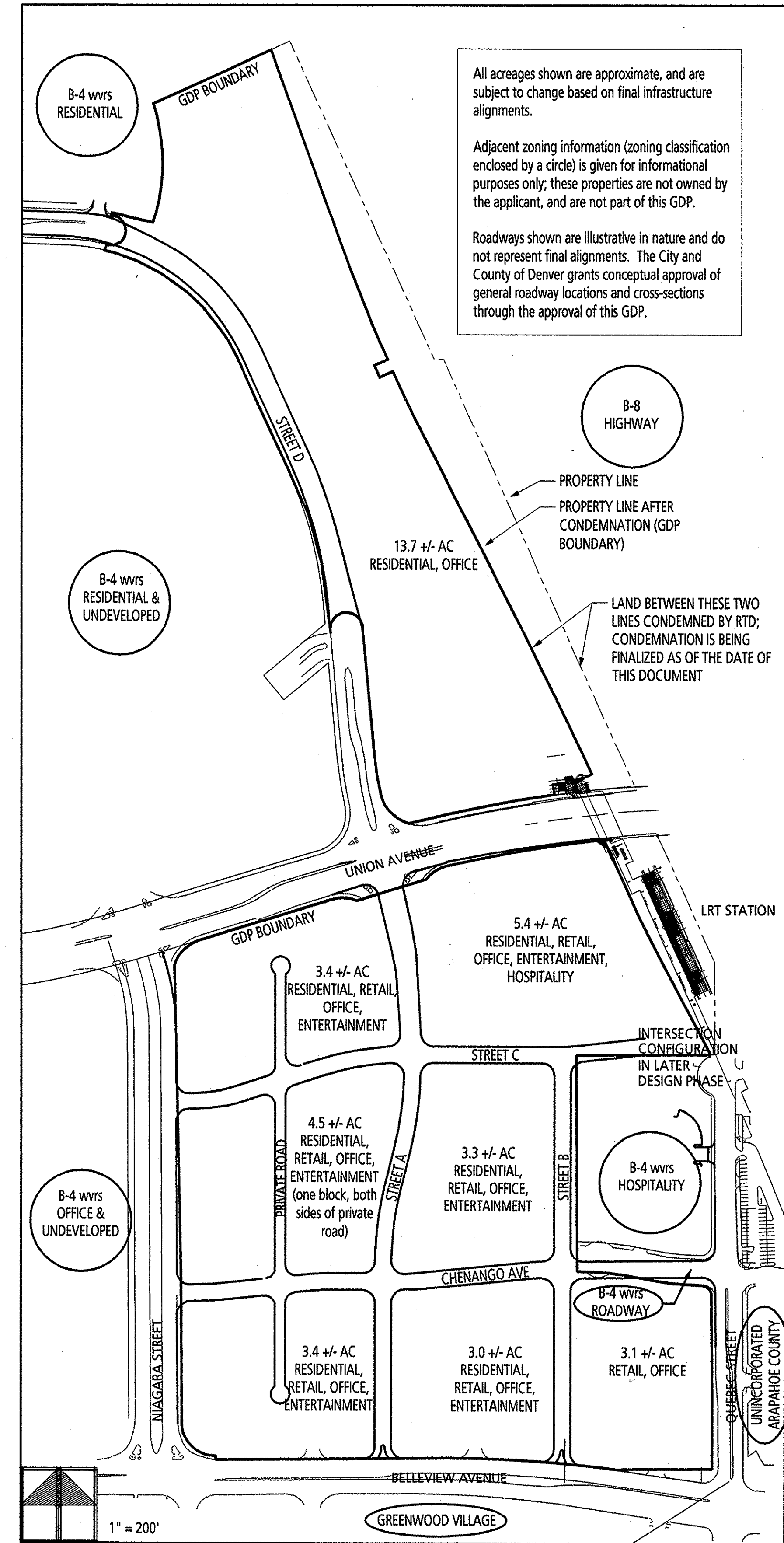
*Heights*

Generally, the site's tallest buildings will be located north of Union Avenue. This portion of the site is very narrow, and will require greater building heights in order to ensure economic viability.

South of Union Avenue, heights will generally step down as one moves away from the station, with medium-rise buildings at the site's western perimeter. Particular attention will be given to maintaining solar access at the street level. Perimeter locations may also offer the opportunity for taller, signature buildings that would mark site entries and create development identity. The site's eastern boundary may necessitate taller buildings, in order to raise internal, particularly residential, uses above noise from I-25. Taller buildings throughout the site will include horizontal step-backs, as necessary, to promote a pedestrian-scale street character.

*Parking*

The T-MU-30 zone district allows an automatic parking reduction of 25%, granted upon request, with up to a 50% reduction possible, subject to application and review. This project anticipates an overall parking reduction of 25% site-wide, with opportunities for further reductions on a block-by-block basis, determined by ultimate land use and proximity to the transit station. Specific information regarding shared parking, and parking reductions in excess of 25%, will be provided at the PBG/site plan stage of development approvals.



All acreages shown are approximate, and are subject to change based on final infrastructure alignments.

Adjacent zoning information (zoning classification enclosed by a circle) is given for informational purposes only; these properties are not owned by the applicant, and are not part of this GDP.

Roadways shown are illustrative in nature and do not represent final alignments. The City and County of Denver grants conceptual approval of general roadway locations and cross-sections through the approval of this GDP.

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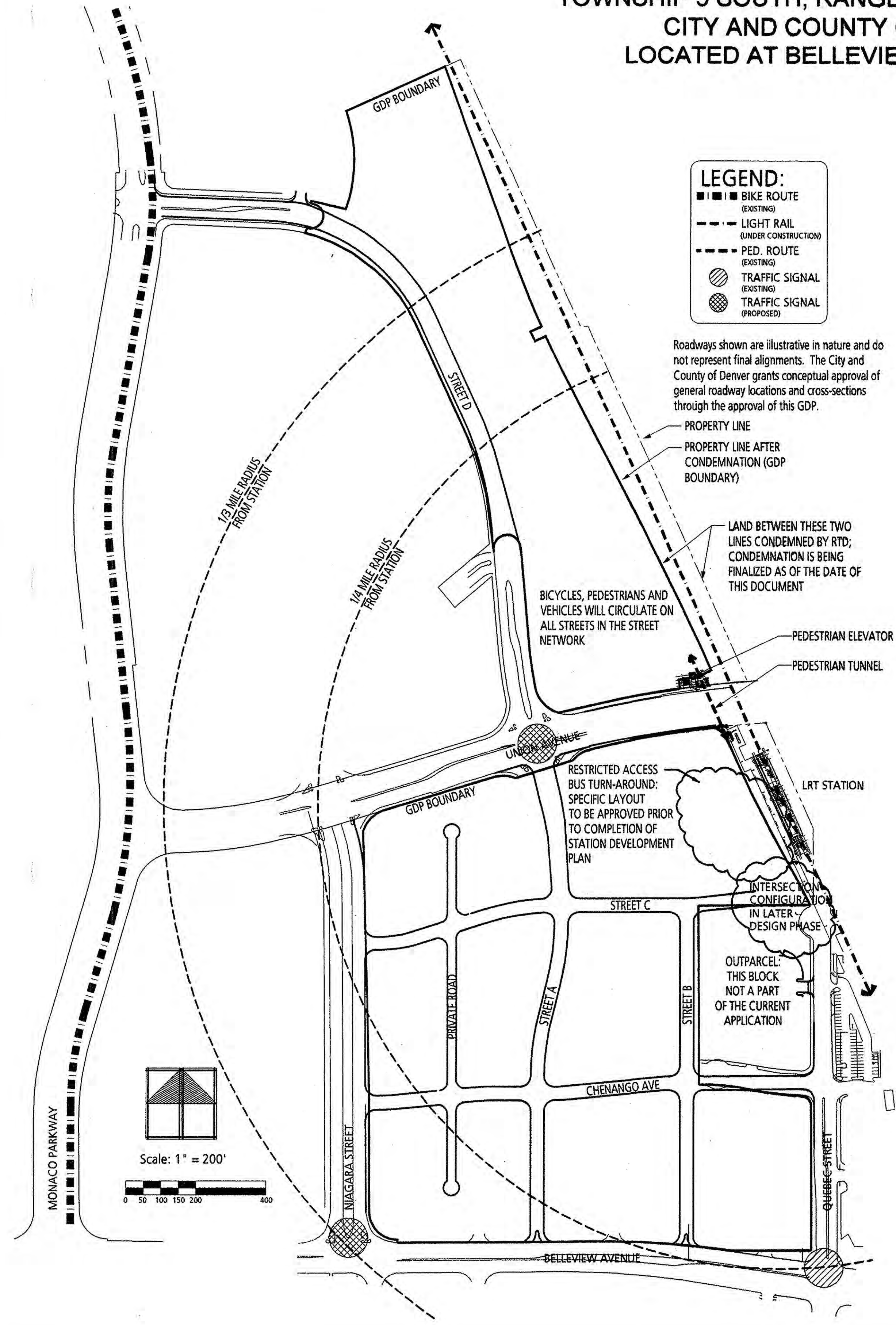
GENERAL NOTES:  
DESIGN CONCEPT  
Sheet No.  
5 of 14

ANTICIPATED DEVELOPMENT PROGRAM

BELLEVUE STATION T.O.D. G.D.P.

# BELLEVIEW STATION TRANSIT ORIENTED DEVELOPMENT GENERAL DEVELOPMENT PLAN

A PART OF THE E 1/2, SECTION 8,  
TOWNSHIP 5 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN  
CITY AND COUNTY OF DENVER, STATE OF COLORADO  
LOCATED AT BELLEVIEW AVE AND I-25, DENVER, COLORADO



**LEGEND:**

- BIKE ROUTE (EXISTING)
- - - LIGHT RAIL (UNDER CONSTRUCTION)
- - - PED. ROUTE (EXISTING)
- ⊙ TRAFFIC SIGNAL (EXISTING)
- ⊙ TRAFFIC SIGNAL (PROPOSED)

Roadways shown are illustrative in nature and do not represent final alignments. The City and County of Denver grants conceptual approval of general roadway locations and cross-sections through the approval of this GDP.

PROPERTY LINE  
PROPERTY LINE AFTER CONDEMNATION (GDP BOUNDARY)

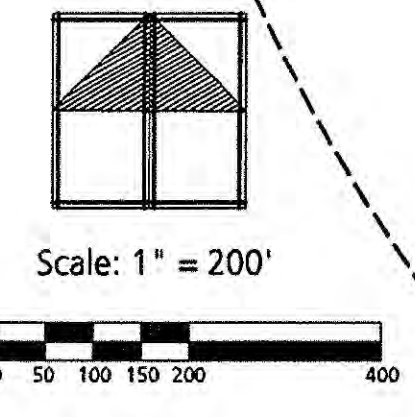
LAND BETWEEN THESE TWO LINES CONDEMNED BY RTD; CONDEMNATION IS BEING FINALIZED AS OF THE DATE OF THIS DOCUMENT

PEDESTRIAN ELEVATOR  
PEDESTRIAN TUNNEL

RESTRICTED ACCESS BUS TURN-AROUND: SPECIFIC LAYOUT TO BE APPROVED PRIOR TO COMPLETION OF STATION DEVELOPMENT PLAN

INTERSECTION CONFIGURATION IN LATER DESIGN PHASE

OUTPARCEL: THIS BLOCK NOT A PART OF THE CURRENT APPLICATION



**Transportation and Major Street Network**  
*Pedestrians and Bicycles*  
In order to foster an urban character and facilitate pedestrian movement, the primary street network will be organized on a grid. All streets will have sidewalks to facilitate pedestrian movement. Bicycles will move on all streets within the grid. Open space may also be used to supplement and enhance the primary street-based pedestrian and bicycle network. Refer to Sheet 10, Open Space, of this document for illustration of off-street, multi-use trail connections.

Pedestrian connection to the LRT station will be provided at all stages of development. Interim connection will be a lighted, hard-surfaced pathway that is ADA-compliant. Relocation of this connection in subsequent phases or site plans will require City and County of Denver approval. Exact configuration of permanent pedestrian access to the LRT station will also require City and County of Denver approval.

A number of major Denver bike routes, including D-19, D-17 and D-22, run within a mile of the Belleview Station property. Connections to these routes will be marked with standard Denver Bike Route signage. Specific layout and location of bicycle connections between the project and the LRT station will be determined at the site plan level, and must be approved by the City and County of Denver.

*Light Rail Transit and Bus Circulation*  
Belleview Station will be located on the eastern boundary of the property, just south of Union Avenue. An existing pedestrian tunnel through the Union Avenue overpass structure allows off-street pedestrian movement between the two portions of the site and will provide connection to the station. Pedestrian connections to the LRT platform must be approved by the City and County of Denver, and must be constructed concurrently with first site plan approval or opening of the LRT station. These pedestrian connections will be constructed by the property owners, their successors and/or assigns. Subsequent phases and/or site plans will require City and County of Denver approval to relocate the pedestrian connections. Pedestrian connections to the LRT platform must be maintained during all phases of development. Future bus loading, pedestrian connections and traffic patterns must be reviewed and approved by the City and County of Denver at each stage of development.

Belleview Station will operate as a timed transfer station, and buses will offer close and easy connection to light rail. It is anticipated that local private shuttle service operating within the adjacent Denver Tech Center will be extended to this development as well.

Bus circulation will operate in an interim and permanent configuration at different phases of development. In the interim condition, buses will serve the light rail platform via both Quebec Street and Union Avenue. On Quebec Street, buses will load and unload passengers in a restricted-access bus turnaround adjacent to the light rail station. The turnaround will be signed for buses only, with an adjacent cul-de-sac provided just south of the bus turnaround for passenger vehicle turnaround. Passengers connecting to or from buses on west-bound Union Avenue will access the station via an elevator on the north side of Union; this elevator will connect overpass and station levels, and will be constructed under the TREX project. Passenger connection to or from buses on east-bound Union Avenue is currently being addressed by RTD. The permanent condition for all bus circulation to the light rail platform will be determined at a later date. Permanent bus circulation must be approved by RTD and the City and County of Denver.

The bus turn-around will be constructed by the TREX project on a temporary easement, under a private agreement, entitled the Substitute Facilities Agreement (SFA) and dated 7/04, between transit authorities and the property owners. When the permanent bus facilities come on-line in later phases of the development, the turnaround will be removed, and the easement and its associated restrictions will cease to apply.

The TREX project is responsible for the design and construction of the passenger vehicle cul-de-sac. The cul-de-sac will be located within one or more easements granted by the property owner(s) to the City and County of Denver. One of the easements is currently under review by the City and County of Denver. When the permanent bus facilities come on-line in later phases of the development, and appropriate ROW is dedicated to serve the permanent street configuration, the passenger vehicle cul-de-sac easement(s) will be relinquished. Both the permanent bus facilities and the permanent street configuration must be approved by the City and County of Denver.

Configuration and location of permanent bus facilities must be acceptable to the City of Denver, RTD, and the property owners. Options agreeable to all of these entities will be formulated and evaluated at a later design phase. Final approval of permanent bus facilities and the Quebec Street/Street C intersection will be determined at the TEP level.

All street cross-sections within the development have been designed to accommodate bus and shuttle operations. Transit circulation is discouraged on the block of 'Street A' between 'Street C' and Chenango Ave, however, in order to promote a more inviting pedestrian environment.

*Vehicular Circulation*  
Proposed site circulation will reduce access from Belleview Avenue from three existing curb cuts to two new curb cuts. The two proposed curb cuts have been conceptually approved by CDOT, with exact spacing of the curb cuts to be determined at a later point of design through a formal access permit process. Both of these curb cuts will offer right in/right out access along median-divided Belleview Avenue. Proposed site access also includes two access points off of Niagara Street on the project's western boundary, one access point off of Union Avenue (serving both the southern and northern portions of the project), and two access points off Quebec Street on the project's eastern boundary. All of these access points have been conceptually approved by the City and County of Denver. Final City approval of access points will be granted during site plan review.

The gridded street network offers a clear and easily-understood pattern of movement throughout the site. Multiple access points avoid overloading any single intersection, and smaller street cross-sections preserve the urban character and pedestrian scale of the development. The distribution of land uses across the site is specifically designed to maximize efficiency of the gridded system, disperse traffic throughout the site and encourage overall trip reductions.

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11.14.05	City Re-Submittal #3	

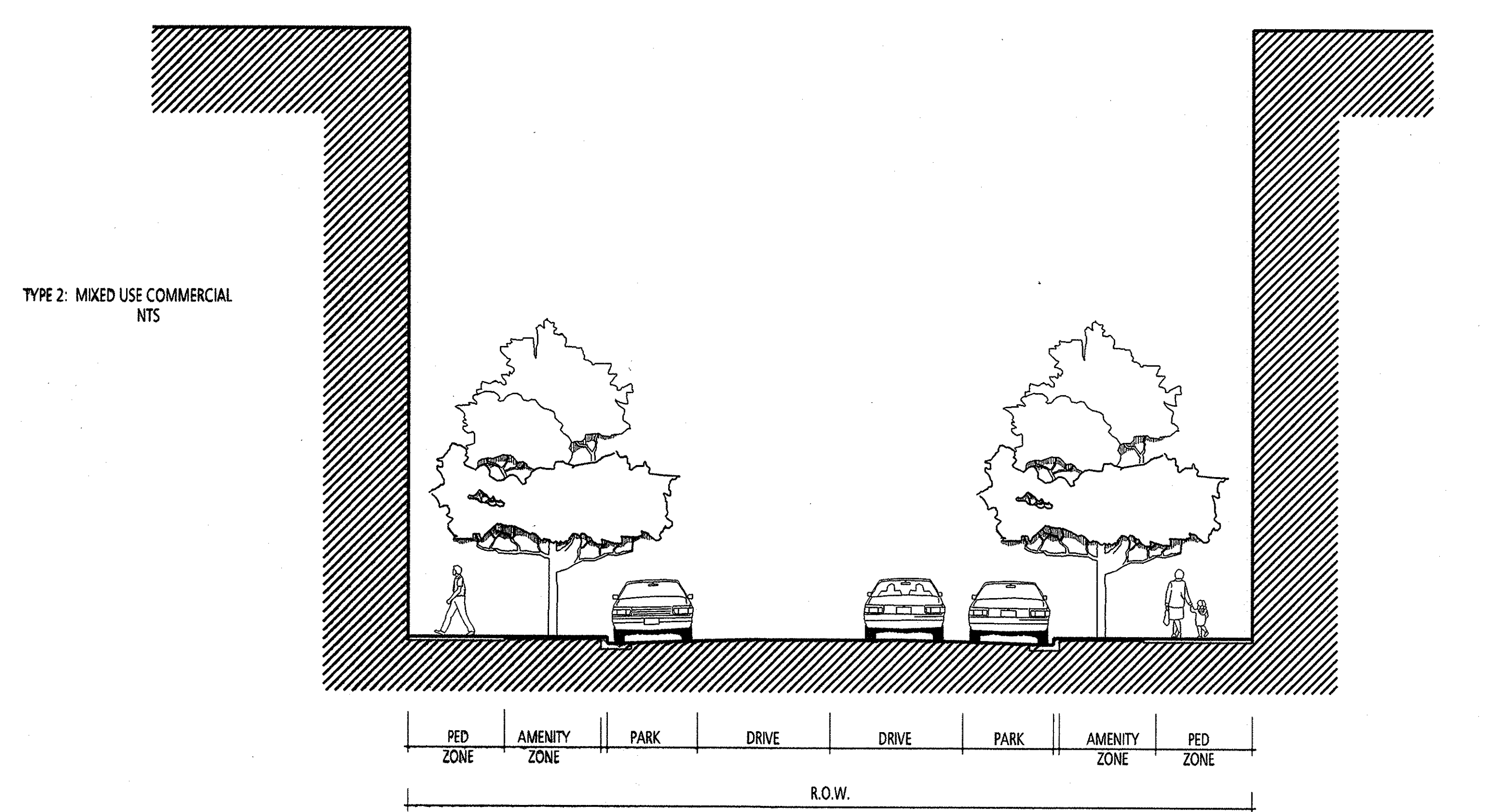
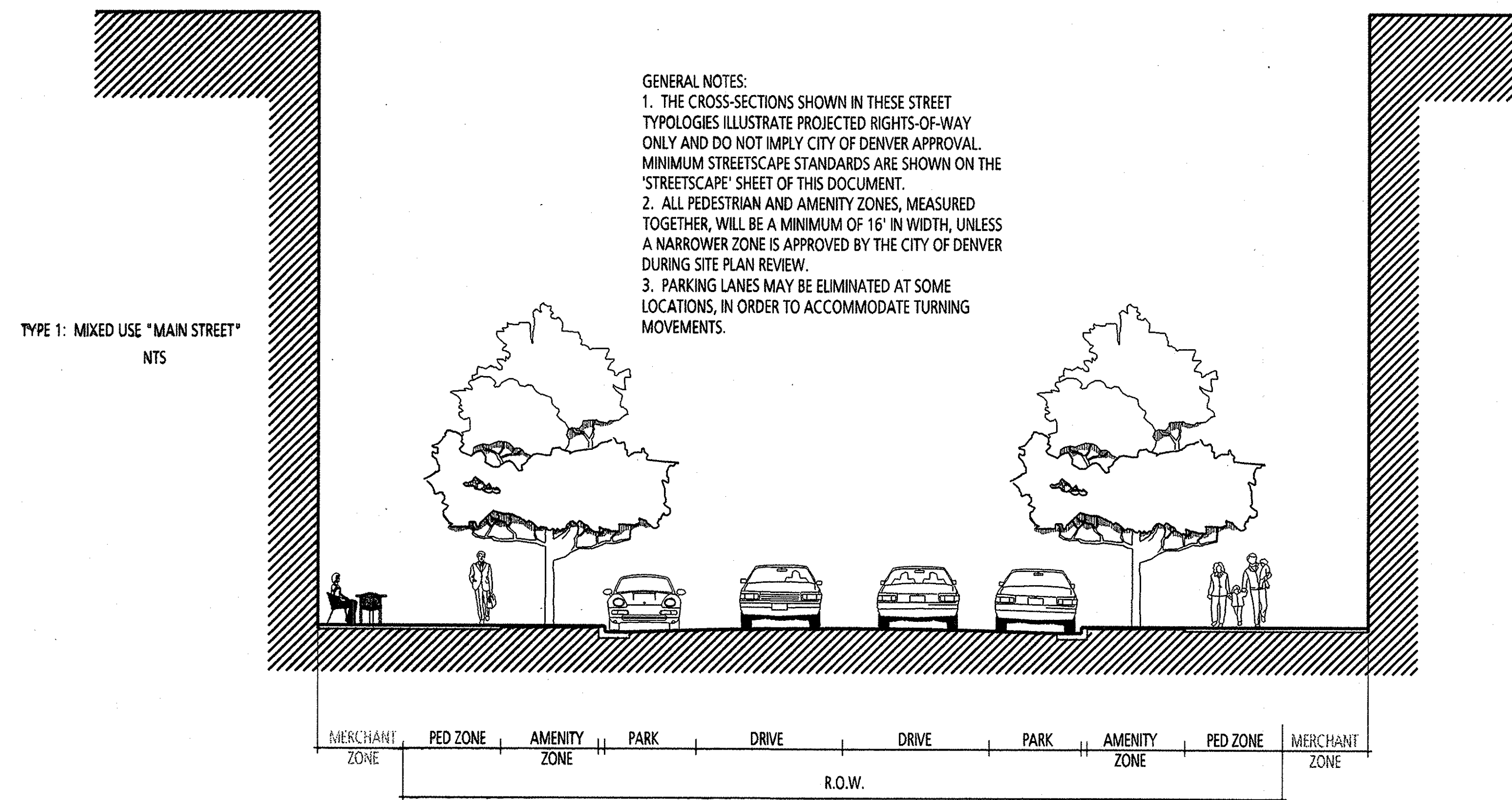
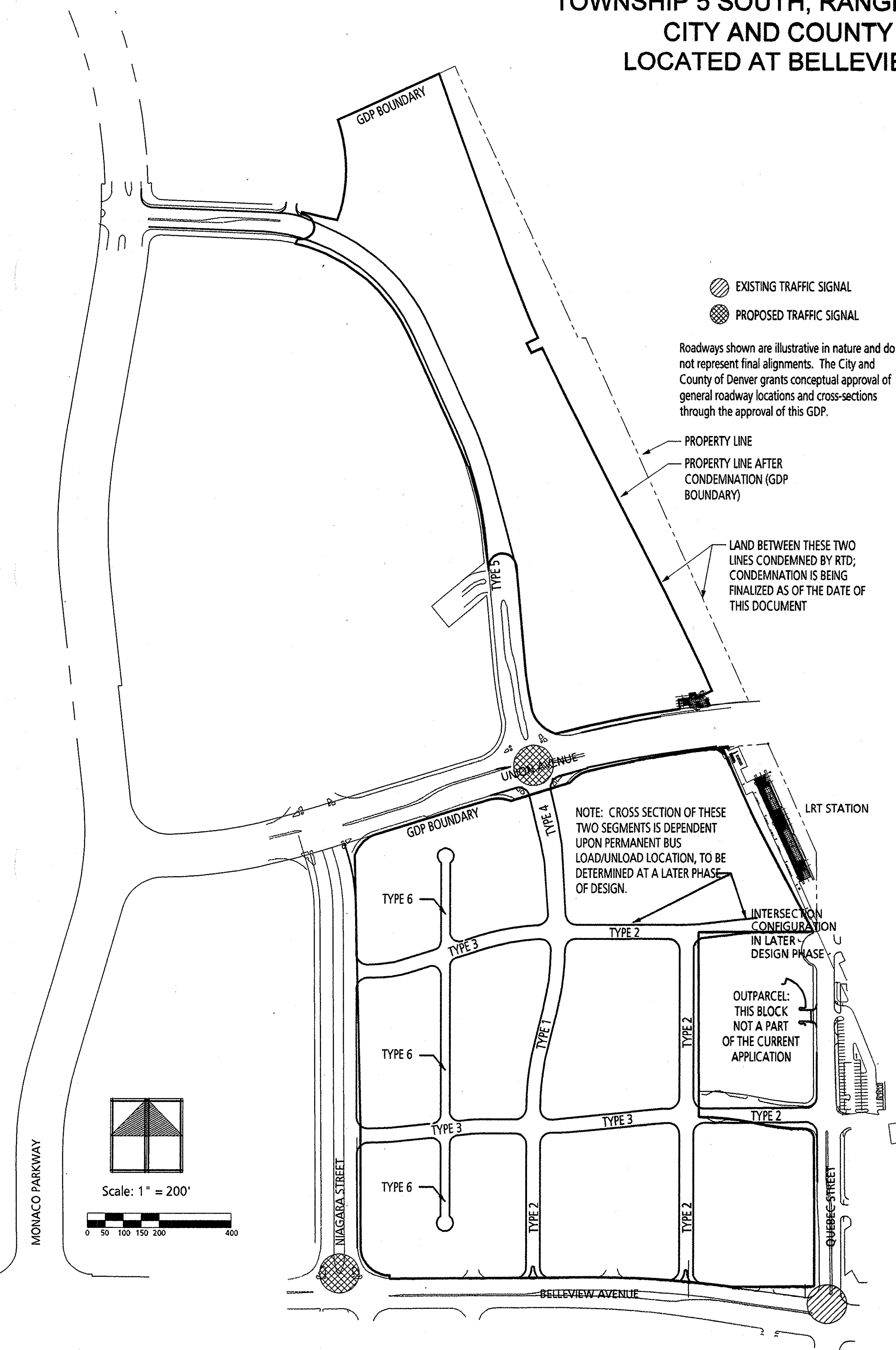
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No.	Date	Description

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Checked: RAB

# BELLEVIEW STATION TRANSIT ORIENTED DEVELOPMENT GENERAL DEVELOPMENT PLAN

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CITY AND COUNTY OF DENVER, STATE OF COLORADO  
LOCATED AT BELLEVIEW AVE AND I-25, DENVER, COLORADO



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Belleview Station T.O.D.  
 General Development Plan

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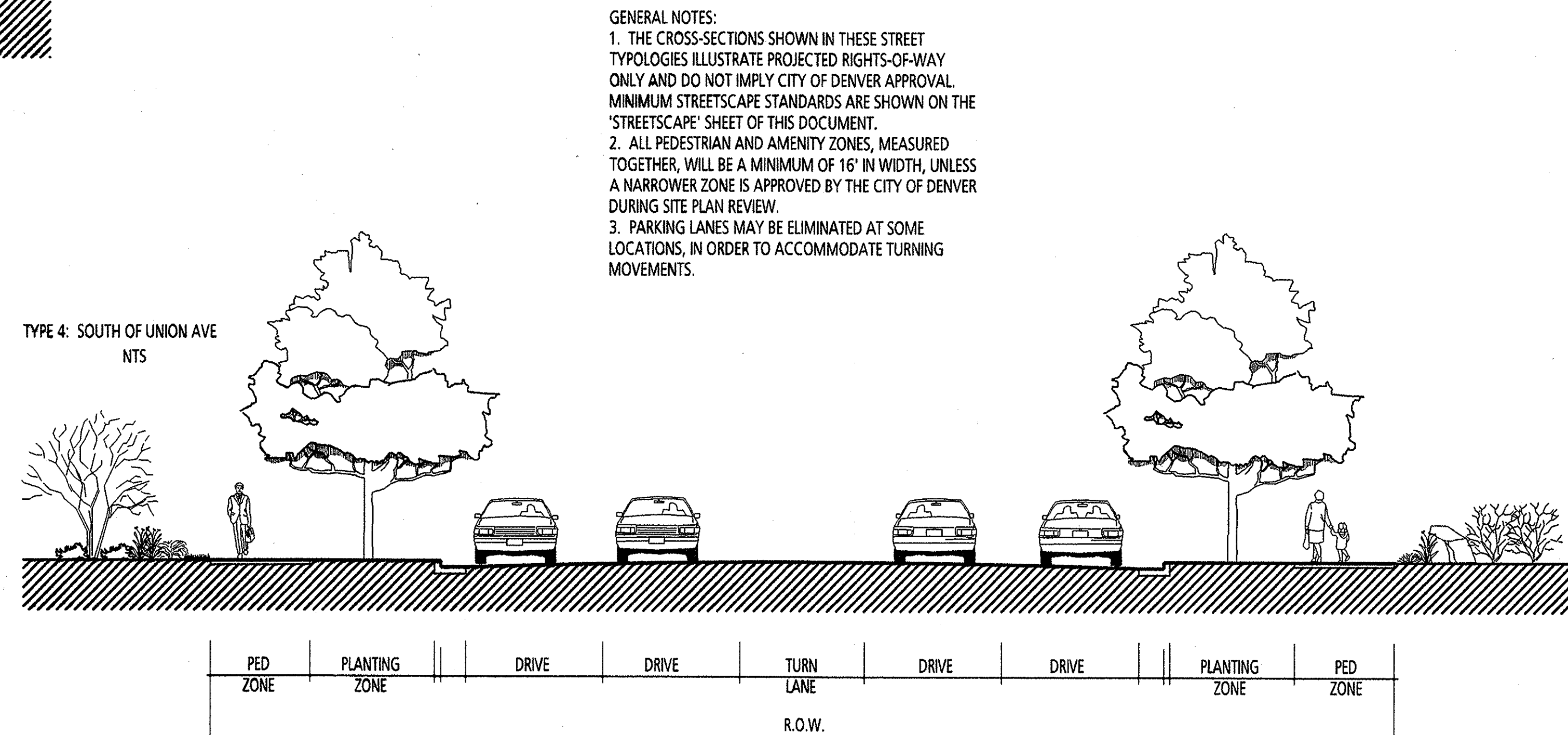
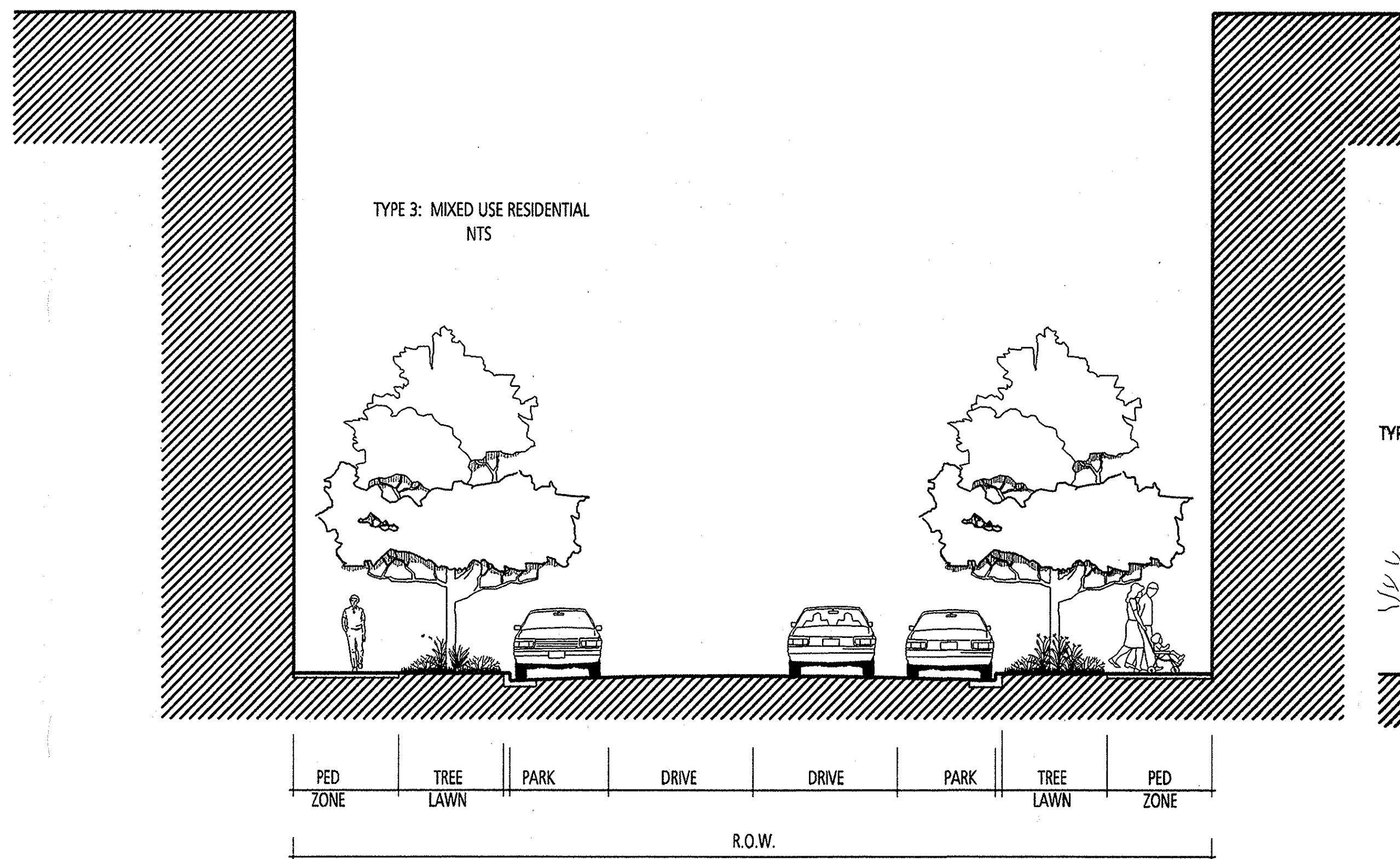
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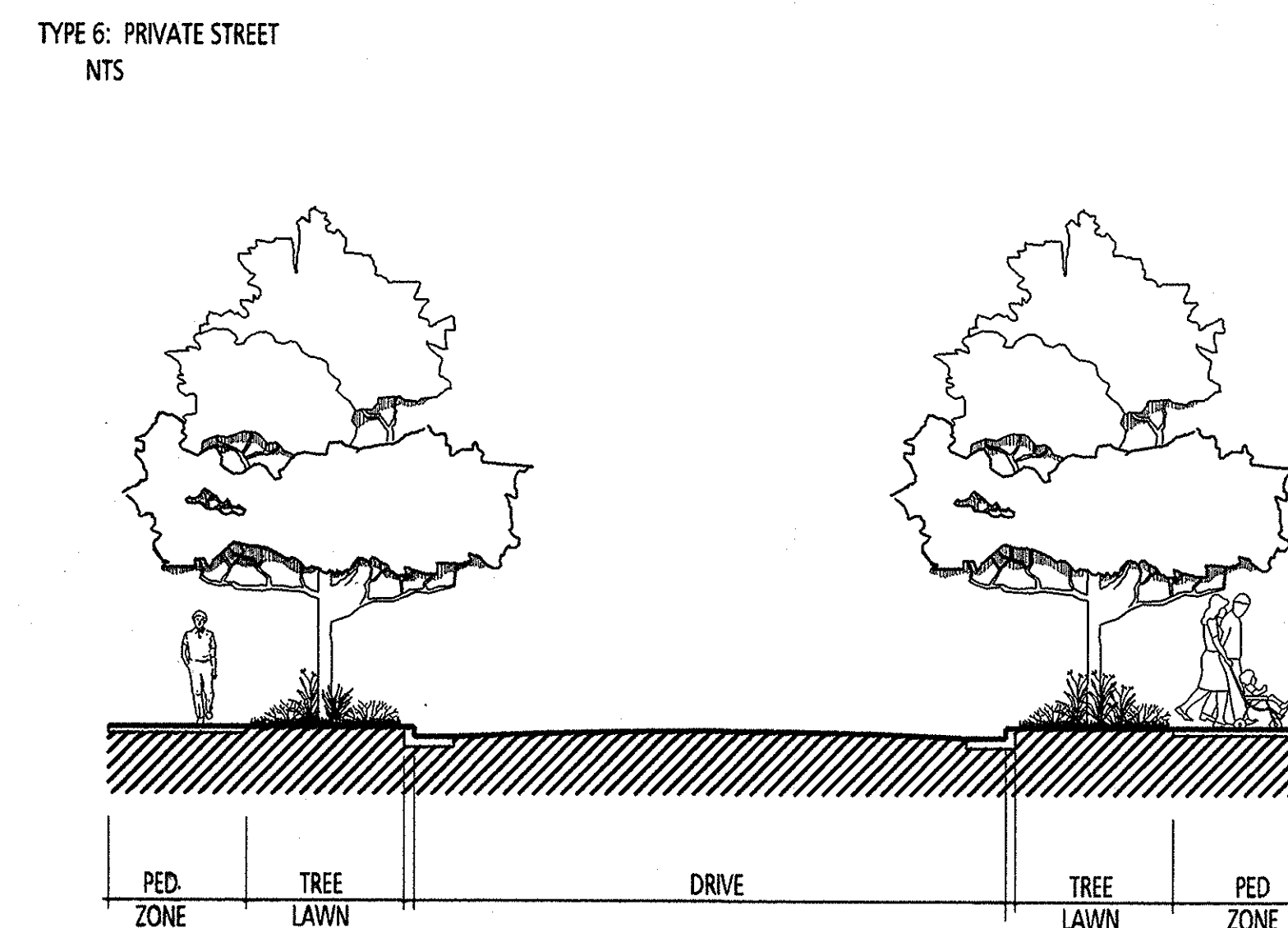
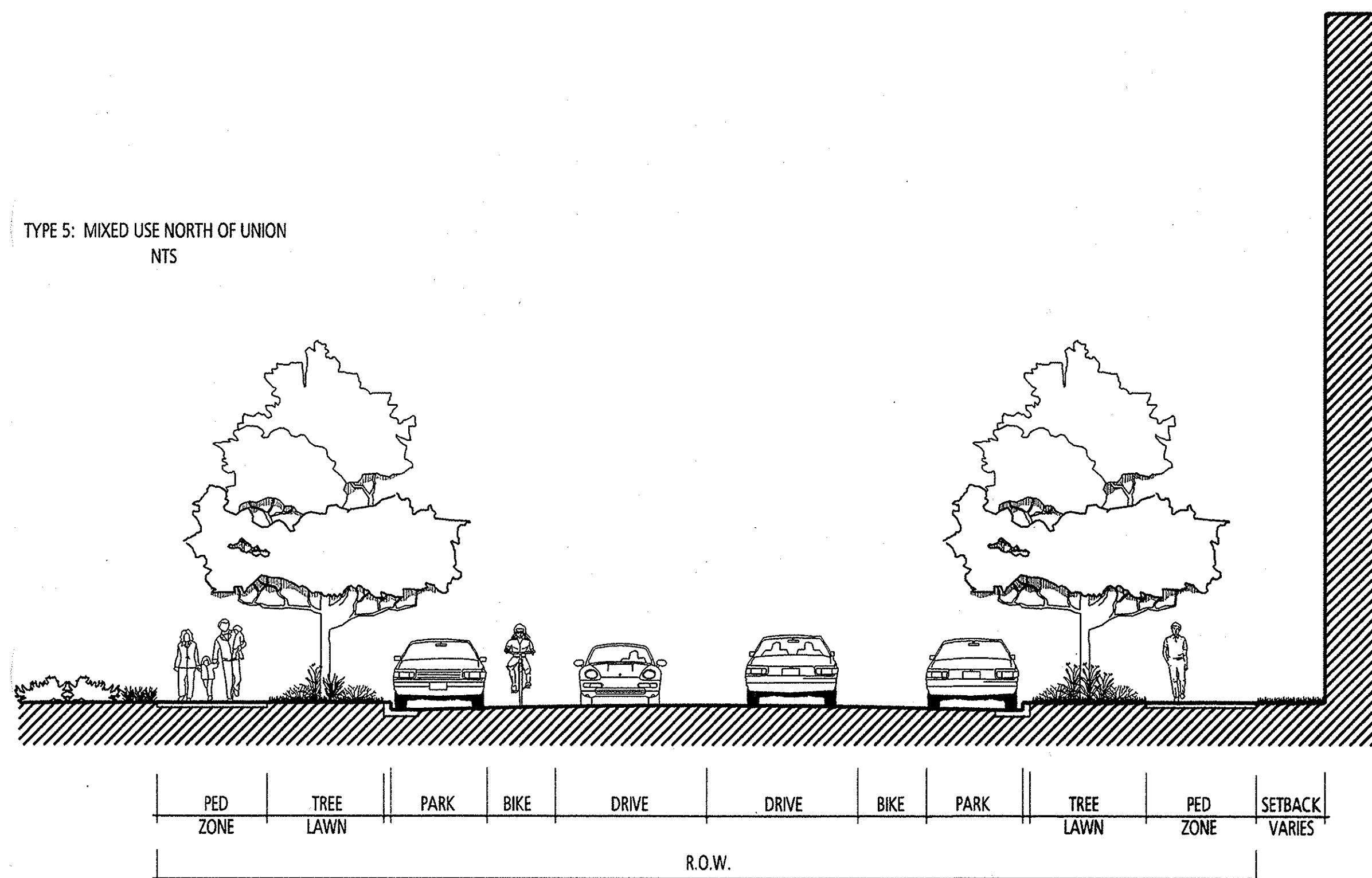

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# BELLEVUE STATION TRANSIT ORIENTED DEVELOPMENT GENERAL DEVELOPMENT PLAN

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CITY AND COUNTY OF DENVER, STATE OF COLORADO  
LOCATED AT BELLEVUE AVE AND I-25, DENVER, COLORADO



GENERAL NOTES:  
1. THE CROSS-SECTIONS SHOWN IN THESE STREET TYPOLOGIES ILLUSTRATE PROJECTED RIGHTS-OF-WAY ONLY AND DO NOT IMPLY CITY OF DENVER APPROVAL. MINIMUM STREETSCAPE STANDARDS ARE SHOWN ON THE 'STREETSCAPE' SHEET OF THIS DOCUMENT.  
2. ALL PEDESTRIAN AND AMENITY ZONES, MEASURED TOGETHER, WILL BE A MINIMUM OF 16' IN WIDTH, UNLESS A NARROWER ZONE IS APPROVED BY THE CITY OF DENVER DURING SITE PLAN REVIEW.  
3. PARKING LANES MAY BE ELIMINATED AT SOME LOCATIONS, IN ORDER TO ACCOMMODATE TURNING MOVEMENTS.



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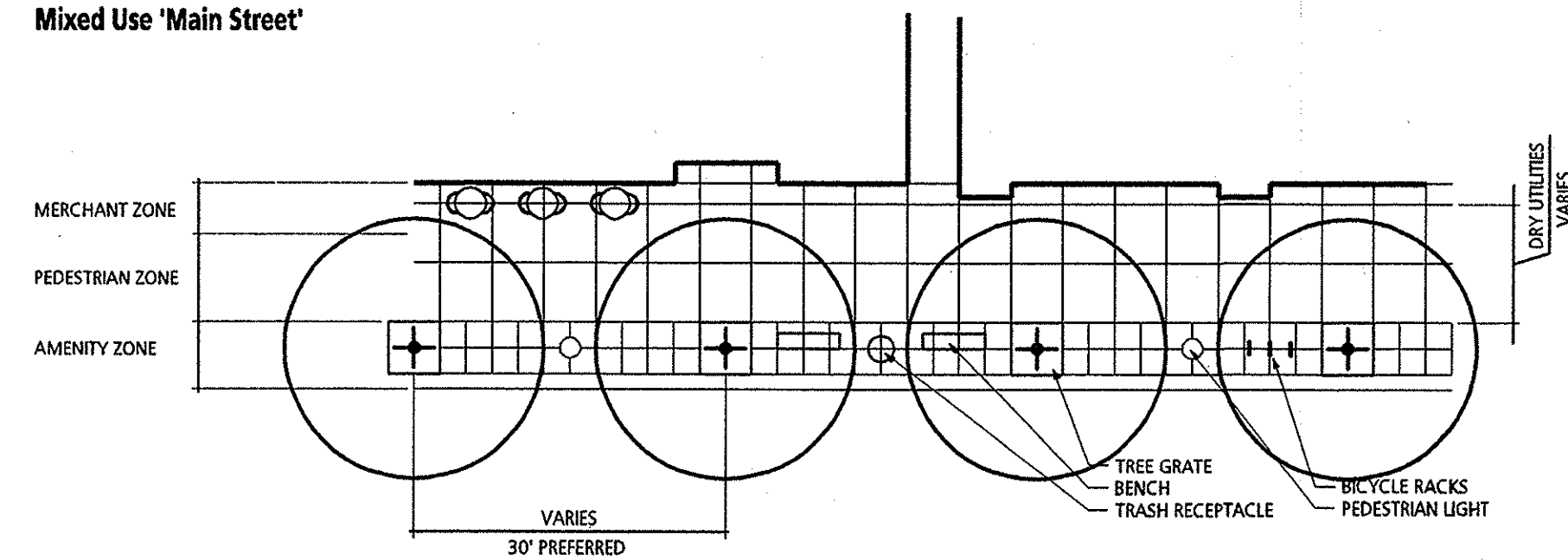


# BELLEVIEW STATION TRANSIT ORIENTED DEVELOPMENT GENERAL DEVELOPMENT PLAN

A PART OF THE E 1/2, SECTION 8,  
TOWNSHIP 5 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN  
CITY AND COUNTY OF DENVER, STATE OF COLORADO  
LOCATED AT BELLEVIEW AVE AND I-25, DENVER, COLORADO

GENERAL NOTE:  
THE PLANS SHOWN IN THESE STREET TYPOLOGIES  
ILLUSTRATE CONCEPTUAL DESIGN ONLY AND DO NOT  
IMPLY CITY OF DENVER APPROVAL.

### Mixed Use 'Main Street'



### Mixed Use 'Main Street' (Type 1 cross-section)

#### Width

This street type will be the widest cross-section, allowing for outdoor seating and merchandising, as described below.

#### Location

This plan corresponds to the section Type 1, on the 'Cross Sections' sheet of this document. At present, this street is planned exclusively for internal use, primarily on Street A.

#### Zones

The street is divided into three zones: amenity zone, pedestrian zone, and merchant zone. The amenity zone will include trees in tree grates and pedestrian lighting, as well as a variety of pedestrian amenities such as benches, trash receptacles, and bicycle racks. The pedestrian zone is the free and clear area dedicated exclusively to pedestrian movement. The merchant zone is a space immediately adjacent to the building that may be used for outdoor cafe seating, merchandise display and similar activities related to the building's ground-floor use.

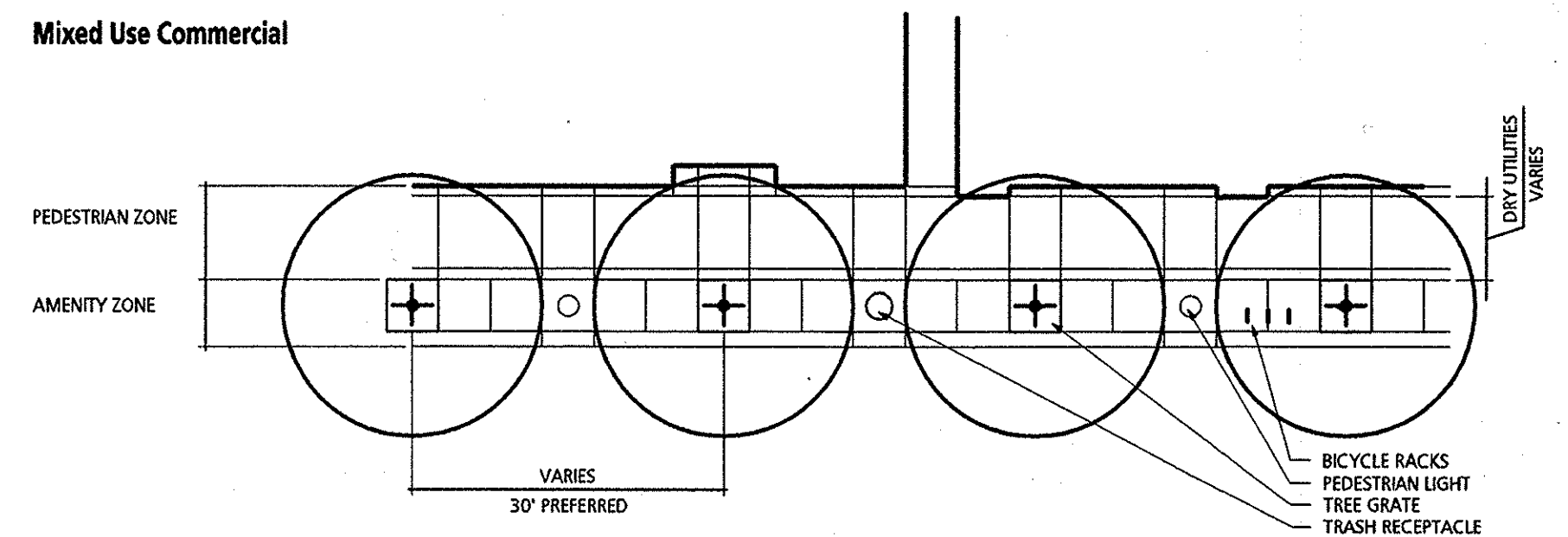
#### Paving

Paving is a key part of creating a street hierarchy, and this street will receive the most detailed treatment. It is not known at this time what paving materials will be used, but as indicated in the plan view, difference in scale and material may be used to add interest and delineate the various zones described above.

#### Setbacks

Minimum setbacks across the entire property are defined as zero, unless the building in question meets one of three criteria, as defined in the zoning waivers reproduced on Sheet One of this document.

### Mixed Use Commercial



### Mixed Use Commercial (Type 2 cross-section)

#### Location

This plan corresponds to the section Type 2, on the 'Cross Sections' sheet of this document. It is anticipated that this street type will be used only on streets internal to the development.

#### Zones

This street has two zones: amenity and pedestrian. The amenity zone is a scaled-down version of that in the preceding street type. Trees will be in grates; both trees and pedestrian lighting will be spaced similarly to the 'Main Street' section. Furnishings in the amenity zone will focus less on lingering (items such as benches will be concentrated on the 'Main Street' section) and more on function (trash receptacles, bike racks). As before, the pedestrian zone is the free and clear area dedicated exclusively to pedestrian movement.

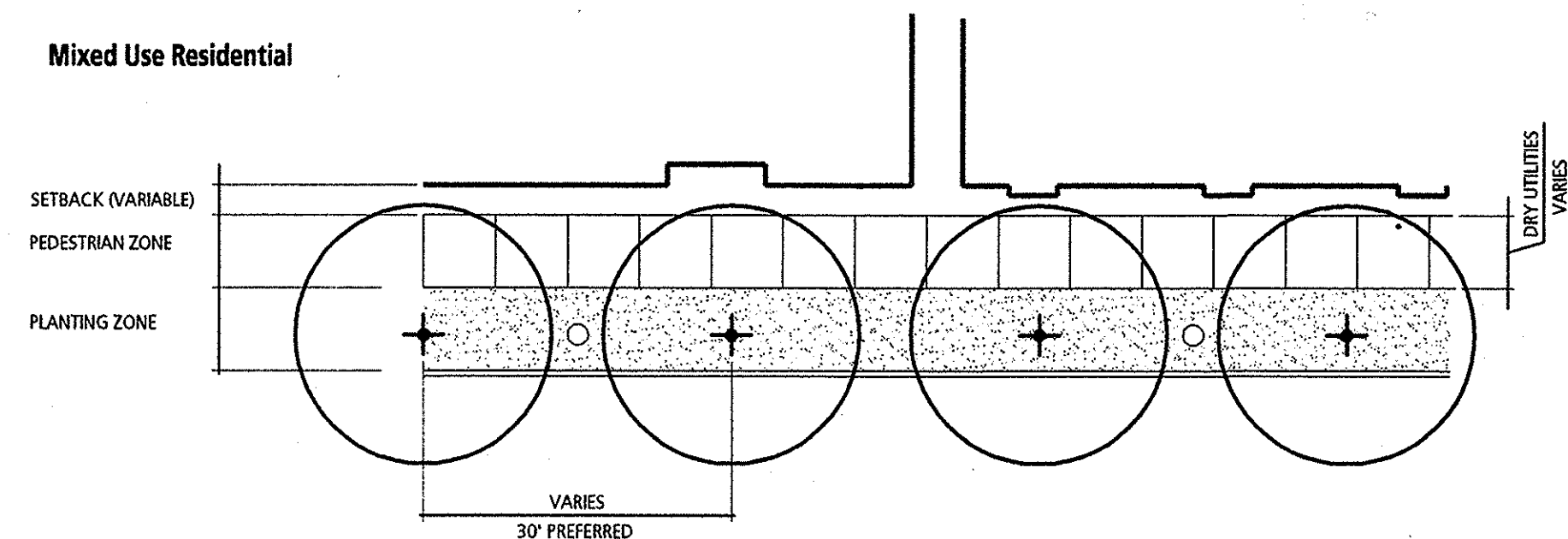
#### Paving

Paving again marks the difference between pedestrian and amenity zones. A 'medium' level of finish and detailing continues the character created in the 'Main Street' section.

#### Setbacks

Minimum setbacks across the entire property are defined as zero, unless the building in question meets one of three criteria, as defined in the zoning waivers reproduced on Sheet One of this document.

### Mixed Use Residential



### Mixed Use Residential (Type 3, 4, 5 cross-sections)

#### Width

This street type will vary in width, dependent upon its location. Internal streets of this type will use a width appropriate to the character of residential development. On development edges, width will respond to adjacent roadway character.

#### Location

This plan corresponds loosely to Sections 3, 4 and 5 on the 'Cross Sections' sheet of this document. This street may be internal or external. Where external, the width of both sidewalk and planting zone will respond to adjacent conditions and projected uses.

#### Zones

The street is divided into a pedestrian zone and a planting zone. Trees will be planted in tree lawns, possibly supplemented by additional ornamental or seasonal plantings.

#### Paving

The street will have the simplest paving scheme, while still paralleling the character of the other street types.

#### Setbacks

As defined in the zoning waivers attached to the property (detailed on Sheet One of this document), the perimeter streets of Union Avenue, Belleview Avenue, Niagara Street, and Loop Road (labeled in this document as 'Street D') shall have a zero to ten foot minimum setback. Depending upon final streetscape design, additional ROW dedication for a pedestrian and amenity zone may be required on Belleview Avenue; such determination will take place at a later phase of design.

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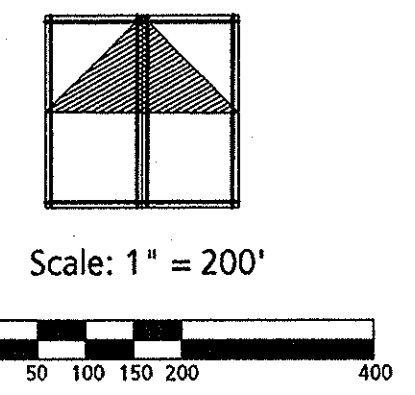
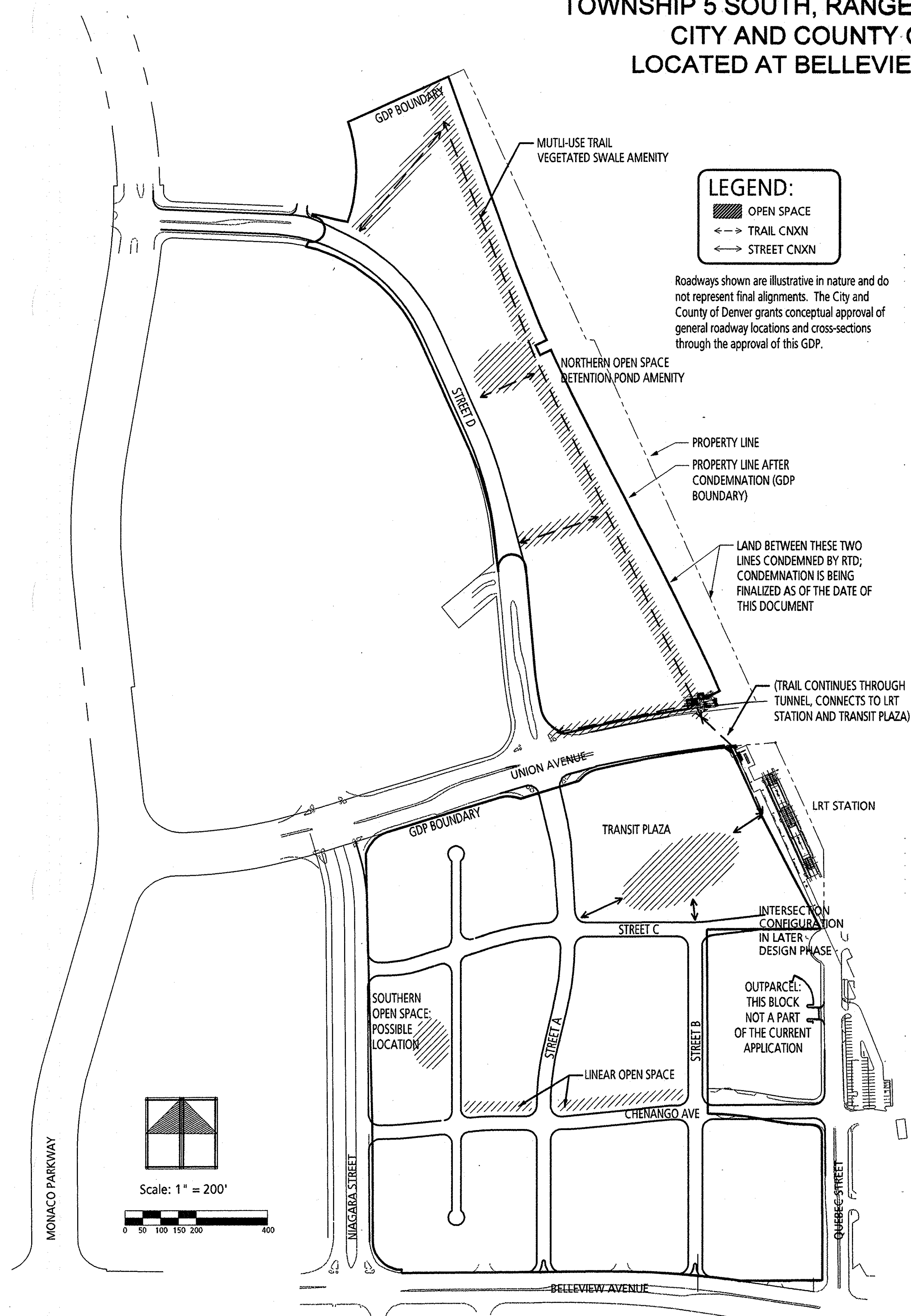
CVT Proj. #: 3.04.0008

Drawn: SDW

Checked: RAB

# BELLEVUE STATION TRANSIT ORIENTED DEVELOPMENT GENERAL DEVELOPMENT PLAN

A PART OF THE E 1/2, SECTION 8,  
TOWNSHIP 5 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN  
CITY AND COUNTY OF DENVER, STATE OF COLORADO  
LOCATED AT BELLEVUE AVE AND I-25, DENVER, COLORADO



**Open Space Network: Intent**  
 All spaces will be constructed, owned and maintained by the owners, their successors and/or their assigns. Open spaces shown in this GDP are illustrative in nature only, and do not represent final location, configuration or size of open spaces. The conceptual open space locations shown at left (excluding wet pond area, as specified below) encompass approximately 5.3 acres of land, exceeding the 5.1 acres of open space required (10%) for this 51-acre project. Open spaces will adhere to a number of general principles, including:

- accessibility: All open spaces counting toward the required 10% open space will be publicly accessible and open for public use. Spaces will be designed to visually and physically reinforce their public nature.
- size: All open spaces counting toward the required 10% open space will be large enough to provide a clear amenity, whether active or passive. At least one parcel south of Union Avenue will be a minimum of 0.25 acres, specifically focused on providing open space to the development's residential occupants.
- function: All open spaces counting toward the required 10% open space will fulfill one or more of the following goals: enhanced pedestrian environment, enhanced connectivity, enhanced or newly created public open space, public accessibility.

**Open Space Network: Typology**  
 The site's T-MU-30 zoning allows for the aggregation of public open space, and this option has been exercised in the plan shown at left. Current planning delineates five types of open space, with different scales and serving different purposes. These spaces are labeled at left and described below.

**Northern Open Space and Pond Amenity**  
 The open space surrounding the detention pond is intended to create usable public open space. It will provide for a variety of passive recreational activities, such as strolling, reading or nature interpretation. The pond itself is designed as a wet pond, with a landscaped and vegetated freeboard area to accommodate appropriate stormwater detention levels. This landscape area around the pond is envisioned as a naturalized area, possibly including both sod and native grasses, in addition to shade and ornamental trees, as well as walking paths and seating. While this landscape area will be counted towards the 10% open space requirement, the surface area of the pond itself will not. The outlet structure for this pond will be integrated into the overall design of the facility. This area will include a bicycle/pedestrian connection to the multi-use trail.

**Southern Open Space**  
 The space will be publicly-accessible, a minimum of 0.25 acre, and will accommodate small-scale active and passive uses. This space will be centrally located, with a well-defined street connection emphasizing the public nature of the space. The hatching at left indicates a possible location for this space. The southern space will focus on a residential character, and is envisioned as a complement to the larger open spaces north of Union Avenue. This space will likely include a combination of hard- and softscape elements appropriate to the urban character of the surrounding architecture.

**Transit Plaza**  
 The Transit Plaza will be the true signature space of the Bellevue development. The plaza will feature the highest quality materials, and will function as the TOD's main gathering place. The transit plaza will be a flexible space, between 0.75 and 1.5 acres in size, animating the entire development and capable of accommodating outdoor activities that may range from outdoor dining, on a daily basis, to outdoor concerts or events, on a periodic basis. The plaza will be a predominantly hardscape environment surrounded by mid- to high-rise buildings. The plaza will have a permeable edge, with materials and detailing extending to the streetscape on Street C, and to the project's signature Main Street (Street A).

**Linear Open Space**  
 The linear open spaces along Chenango Avenue complement and funnel pedestrians toward the project's signature Main Street (Street A). These spaces will be adjacent to the public sidewalk, and may combine both hardscape and softscape into occupiable space that will also function as a circulation corridor. The linear open spaces will be publicly accessible, and visually integrated with the adjacent streetscape.

**Multi-Use Trail and Swale**  
 This trail will connect the northern open space and pond to the light rail station and the southern portion of the development, via an existing pedestrian tunnel under Union Avenue. Current plans show the trail as a 10-foot wide, hard-surfaced pathway designed to accommodate both pedestrians and bicycles. As indicated at left, the multi-use trail will be connected to Street D at several points. The path will parallel a dry swale designed to convey stormwater to the northern detention pond. This swale will be located between the trail and the LRT fencing at the property's eastern boundary. The swale and adjacent landscape will be designed as an amenity, with appropriate vegetation to enhance the aesthetic value of the corridor as well as buffer the project edge from the LRT corridor.

**Open Space Network: Phasing**  
 Open space amenities will be constructed in phases, concurrent with adjacent development. The open spaces south of Union Avenue are likely to be the first open spaces, and will be constructed as residential development builds on the blocks fronting Niagara Street. The east-west bicycle/pedestrian connection immediately north of the Union Avenue overpass will also be built in the initial construction phase, in order to provide pedestrian tunnel/LRT platform access to existing residential development north of the project. The linear open spaces along Chenango are envisioned as part of the "Main Street" (Street A) corridor, and will be built along with Street A. The north-south multi-use trail north of Union will be constructed in tandem with Street D. The northern detention pond is a necessary part of the site's stormwater system and will be constructed as soon as development occurs in blocks not draining to the Monaco Pond. The open space amenity around the detention pond will not be constructed, however, until development occurs on the parcels immediately north or south of the pond.

PUBLIC OPEN SPACE

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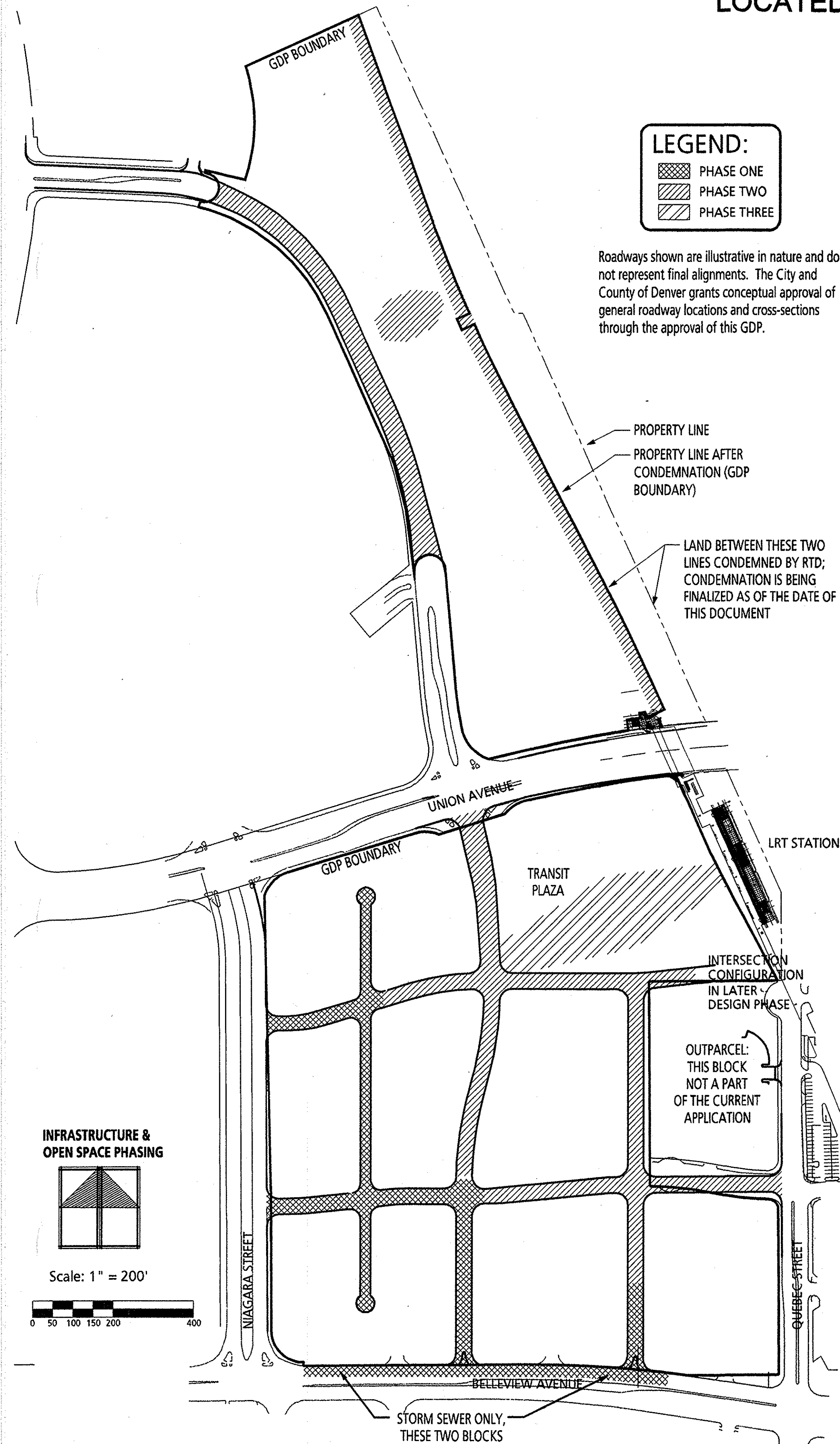
Revisions:

No.	Description

CVT Proj. #: 3.04.0008  
 Drawn: SDW  
 Checked: RAB

# BELLEVUE STATION TRANSIT ORIENTED DEVELOPMENT GENERAL DEVELOPMENT PLAN

A PART OF THE E 1/2, SECTION 8,  
TOWNSHIP 5 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN  
CITY AND COUNTY OF DENVER, STATE OF COLORADO  
LOCATED AT BELLEVUE AVE AND I-25, DENVER, COLORADO



**LEGEND:**

- PHASE ONE
- PHASE TWO
- PHASE THREE

Roadways shown are illustrative in nature and do not represent final alignments. The City and County of Denver grants conceptual approval of general roadway locations and cross-sections through the approval of this GDP.

**Phasing**

Development will generally begin at the project's outer edges and move in toward the transit station, with the transit plaza developed in the final phase. Accessible, well-lit pedestrian and bicycle connections to the transit station will be incorporated into each phase. This phasing is both practical and strategic. From a practical point of view, the site's perimeter offers the most accessible and affordable connections to existing infrastructure, including roadways and underground utilities.

On the strategic side, this phasing allows the project to build towards the long-term design vision expressed in this GDP in two primary ways. First, initial development will provide the population base necessary to support the site's proposed mix of uses. Second, developing from the perimeter of the project towards the LRT platform will enhance land values and enable the owner/developer to achieve long-term character and quality at the core of the project, including the transit plaza.

This projected phasing may change if the City and County of Denver requires infrastructure improvements, or if the developer determines a more favorable phasing based on changing market conditions.

**Phase One (2006-2010)**

Although projected phasing may change in response to market conditions, Phase One will likely be predominantly residential development. This housing will offer the market and residential bases necessary to support office and commercial development. Infrastructure and amenities will come on line concurrent with residential development, with improved pedestrian connections to the light rail station a priority.

**Phase Two (2011-2014)**

Later phases rely heavily on market conditions, which may accelerate or slow some portions of the project. The developer is also very interested in attracting uses that align with project goals; proposals by appropriate users may also modify projected phasing. For example, a 'good fit' with a company desiring a corporate headquarters site may accelerate the development of certain blocks, even if those blocks are originally slated for later development.

**Phase Three (2015-2029)**

Phase Three will develop what is envisioned as the site's signature piece: the transit plaza. The value created by Phases One and Two will ensure this piece can be executed at a high-quality level of design and finish. This phase will also pick up those outstanding parcels not developed in the previous phases.

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**PHASING**

# BELLEVUE STATION TRANSIT ORIENTED DEVELOPMENT GENERAL DEVELOPMENT PLAN

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- LEGEND**
- CONCEPTUAL PROPERTY LINE
  - CONCEPTUAL NEW WATER MAIN
  - - - CONCEPTUAL NEW WATER MAIN - TREX REPLACEMENT MAIN
  - CONCEPTUAL FIRE HYDRANT

**NOTE:**  
ALL UTILITIES ARE CONCEPTUAL AND DEPENDENT OF THE FINAL PLACEMENT OF ROADWAY.

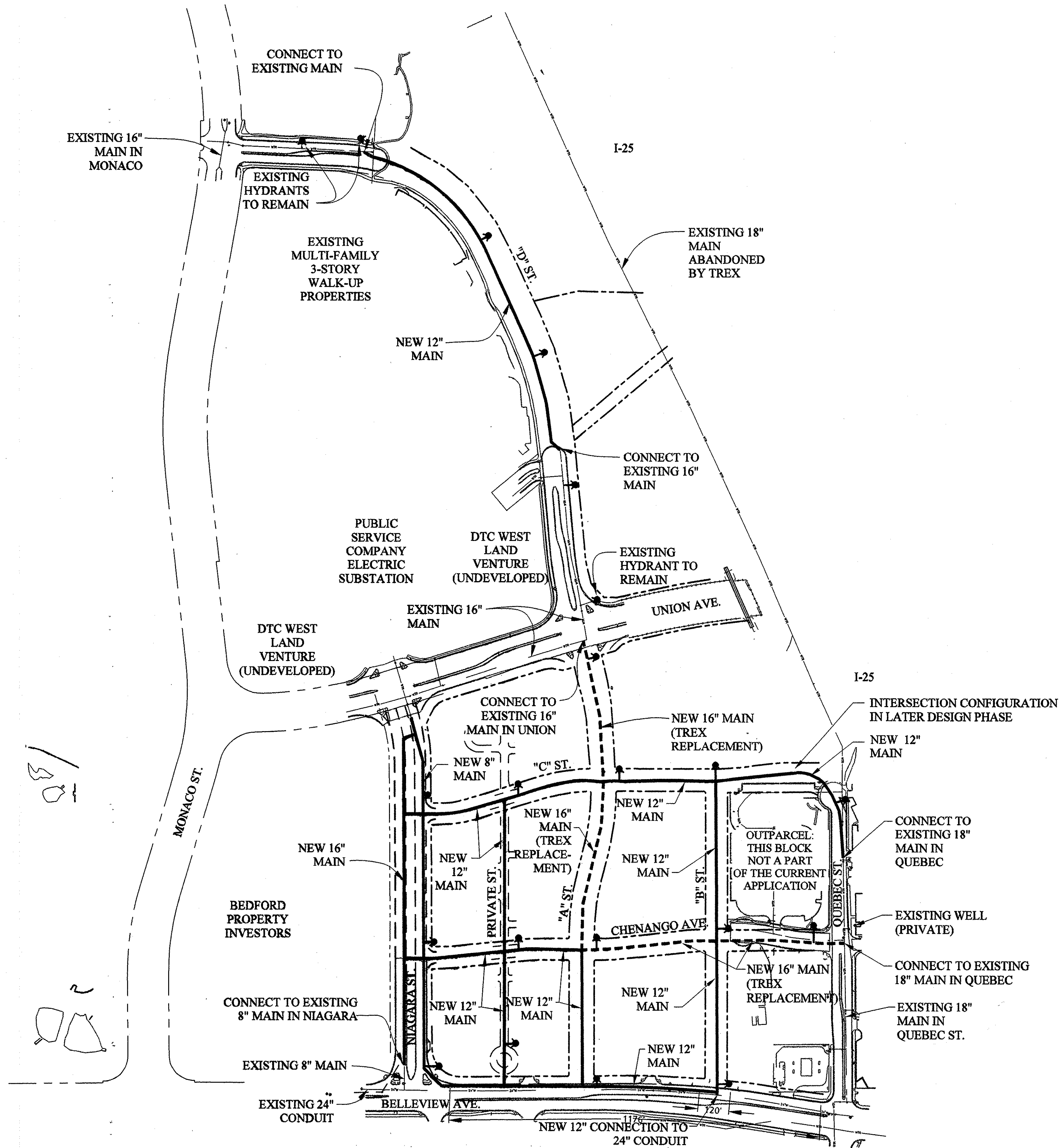
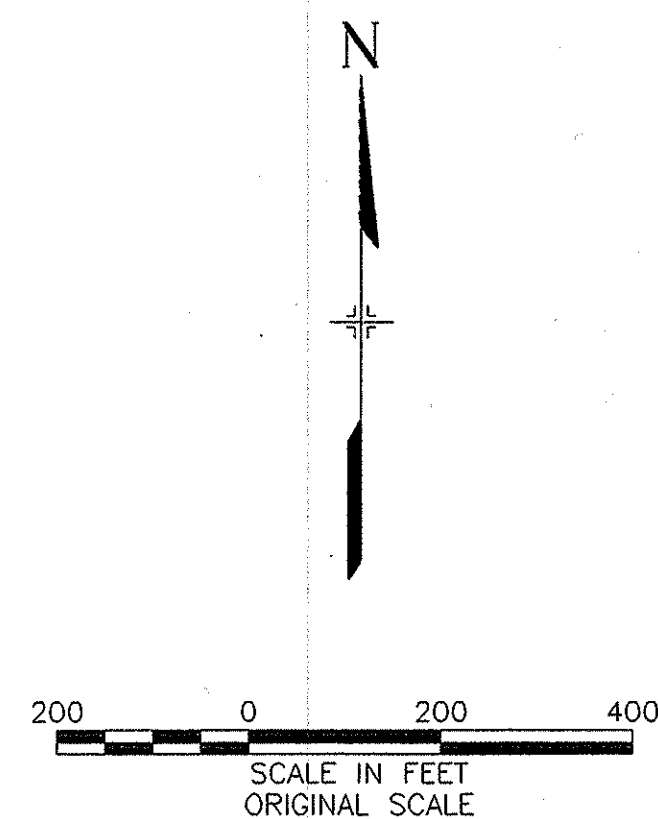
**WATER MAIN NOTES:**

THE DEVELOPMENT OF THE PROPERTY WILL REQUIRE THE EXTENSION OF THE CURRENT DENVER WATER DEPARTMENT (DWD) SYSTEM. AN EXTENSIVE POTABLE WATER SYSTEM WILL BE REQUIRED FOR THE SUBJECT PROPERTY FOR DOMESTIC, FIRE AND IRRIGATION PURPOSES.

AN 18" WATER MAIN THAT RUNS ALONG THE WEST SIDE OF I-25 WAS PLUGGED AND ABANDONED DURING CONSTRUCTION OF THE TREX PROJECT. IN ORDER TO PROVIDE A LOOPED SYSTEM, DWD WILL REQUIRE A 16" MAIN THROUGH THE PROPERTY WHICH CONNECTS TO THE EXISTING 16" MAIN IN UNION AVENUE, CROSSES SOUTH THEN EAST IN CHENANGO AVENUE ACROSS THE BELLEVUE STATION TOD PROPERTY, AND CONNECTS TO THE EXISTING 18" MAIN IN QUEBEC STREET.

IN ADDITION TO THE REQUIRED DWD MAIN, THE PROPOSED POTABLE WATER SYSTEM WILL BE LOOPED INTERNALLY WITH A NETWORK OF 12" WATER MAINS ALIGNED WITHIN THE INTERNAL STREETS. AN 8" MAIN WILL BE CONSTRUCTED IN NIAGARA STREET CONNECTING THE TWO EXISTING 8" STUBS NEAR UNION AVENUE AND BELLEVUE AVENUE. A NEW 12" MAIN WILL CONNECT THE EXISTING 16" STUB LOCATED IN 'D' STREET STUB NEAR UNION AVENUE AND THE WATER MAIN IN 'D' STREET STUB NEAR MONACO STREET. THE POTABLE WATER SYSTEM WILL BE SIZED TO PROVIDE ADEQUATE FIRE FLOW DELIVERY WITH A MINIMUM RESIDUAL PRESSURE OF 20 PSI IN CONJUNCTION WITH MAXIMUM DAY CONDITIONS. A MINIMUM RESIDUAL PRESSURE OF 40 PSI UNDER MAXIMUM HOUR CONDITION WILL ALSO BE PROVIDED.

THERE IS AN EXISTING WELL ON THE SITE THAT IS ADJUDICATED FOR DOMESTIC USE. IF THE WATER QUALITY IS ACCEPTABLE, THE WELL COULD BE USED FOR POTABLE WATER. REALISTICALLY THE WELL WILL BE USED FOR IRRIGATION PURPOSES ONLY.



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# BELLEVUE STATION TRANSIT ORIENTED DEVELOPMENT GENERAL DEVELOPMENT PLAN

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CITY AND COUNTY OF DENVER, STATE OF COLORADO  
LOCATED AT BELLEVUE AVE AND I-25, DENVER, COLORADO

- LEGEND**
- CONCEPTUAL PROPERTY LINE
  - CONCEPTUAL NEW SANITARY SEWER
  - ← FLOW DIRECTION
  - - - EXISTING SANITARY SEWER

**NOTE:**  
ALL UTILITIES ARE CONCEPTUAL AND DEPENDENT OF THE FINAL PLACEMENT OF ROADWAY.

**SANITARY SEWER NOTES:**

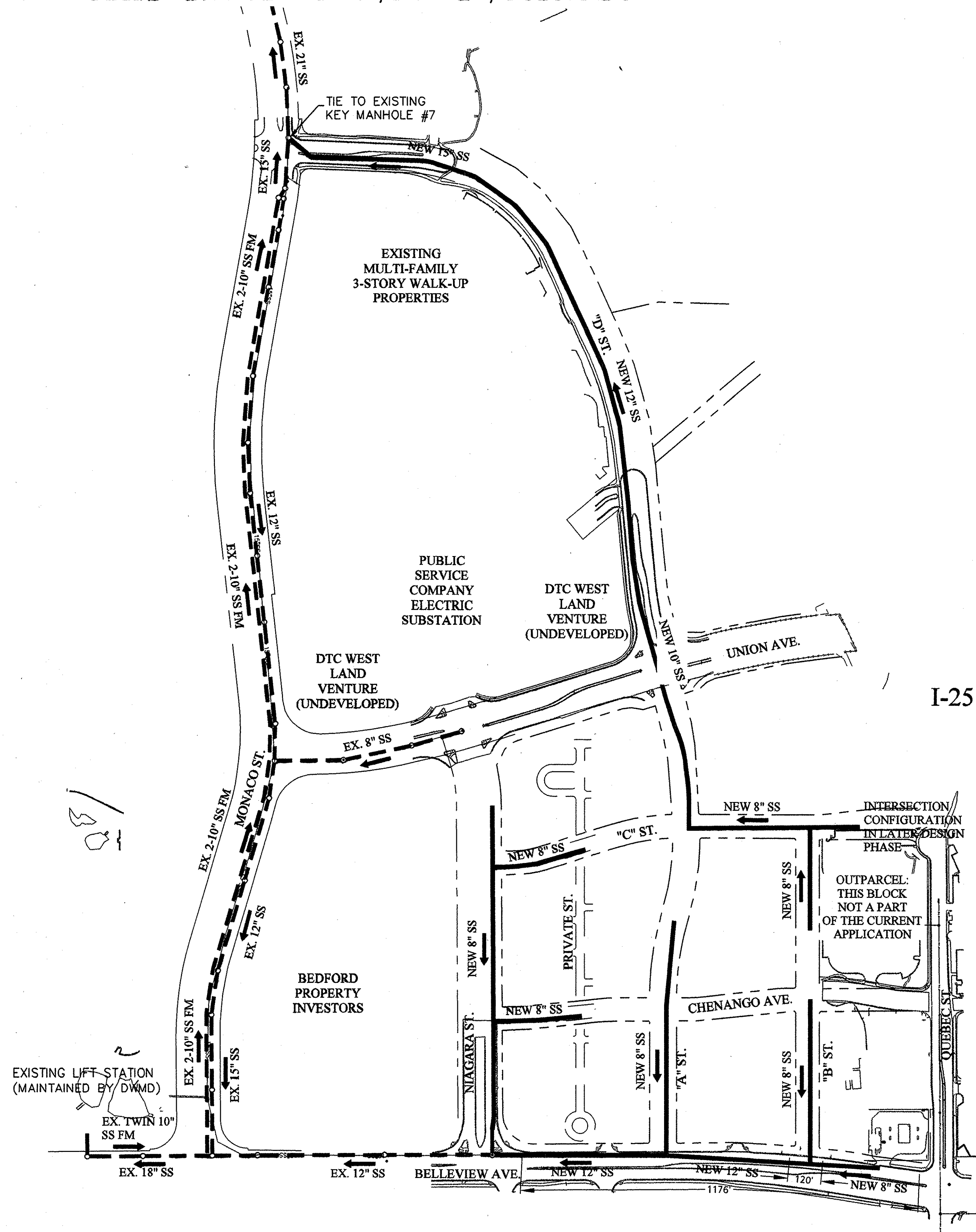
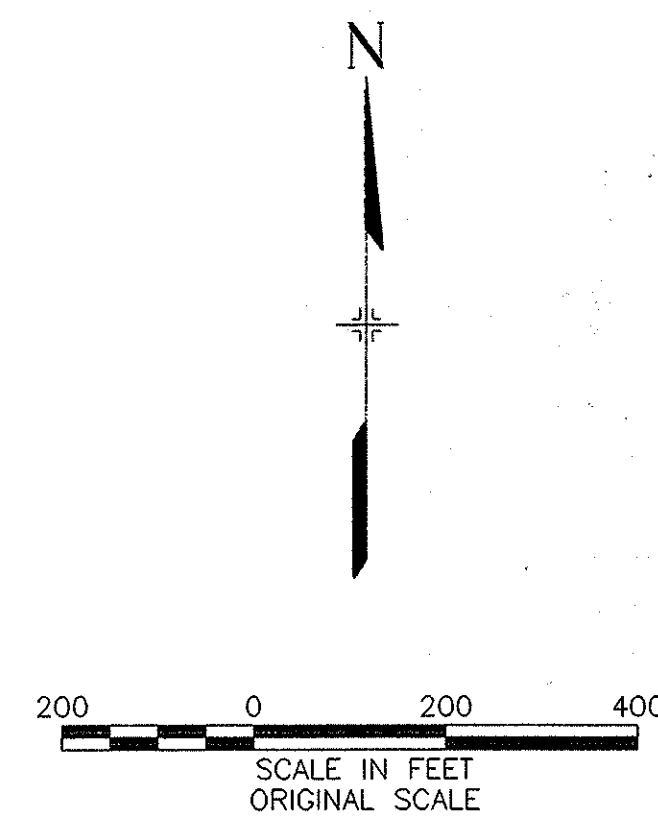
SANITARY SEWAGE COLLECTION WILL BE PROVIDED BY CONNECTIONS TO TWO EXISTING SANITARY SEWER MAINS.

APPROXIMATELY TWO-THIRDS OF THE SUBJECT SITE GRAVITY FLOWS NORTHERLY TO AN EXISTING 21" SEWER MAIN IN MONACO STREET. THE MAJORITY OF THE REMAINING ONE-THIRD OF THE SUBJECT SITE WILL GRAVITY FLOW TO THE SOUTHWEST TO AN EXISTING LIFT STATION AT THE CORNER OF BELLEVUE AVENUE AND MONACO STREET. FROM THE LIFT STATION, FLOWS ARE CONVEYED IN TWO 10" FORCE MAINS NORTH IN MONACO STREET TO A HIGH POINT WHERE THEY CAN THEN BE CARRIED BY GRAVITY IN THE 15" AND 21" SEWER MAINS IN MONACO STREET.

THE CAPACITIES OF THE LIFT STATION, FORCE MAINS, AND GRAVITY SEWERS HAVE BEEN PRELIMINARILY DEEMED SUFFICIENT TO CARRY THE ADDED FLOWS FROM THE DEVELOPMENT BASED ON ULTIMATE DESIGN CAPACITIES SHOWN IN THE 1983 165 SUBDIVISION SANITARY SEWER MASTER PLAN. THE CAPACITY OF THE CITY SEWER DOWNSTREAM WILL BE FURTHER ANALYZED TO DETERMINE THE SPECIFIC DEVELOPMENT TRIGGER FOR UPSIZING THIS SEWER.

EXISTING DENVER PROPERTIES ALONG QUEBEC STREET WILL BE REMOVED FROM THE GOLDSMITH SANITATION DISTRICT AND CONNECTED TO A NEW DENVER SEWER UPON COMPLETION OF THE NEW CITY AND COUNTY OF DENVER SANITARY SEWER LINE.

THE OWNER WILL HAVE ALL AGREEMENTS IN PLACE PRIOR TO APPROVAL OF ANY SITE PLAN PROPOSED FOR THE PROPERTY.



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**Sanitary Sewer Plan  
Sheet No.  
13 of 14**

# BELLEVUE STATION TRANSIT ORIENTED DEVELOPMENT GENERAL DEVELOPMENT PLAN

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**STORMWATER MANAGEMENT NOTES:**

THE BELLEVUE STATION TOD PARCEL IS SITUATED ON A DRAINAGE DIVIDE WHERE RUNOFF FROM THE SITE OUTFALLS INTO TWO MAJOR RECEIVING DRAINAGEWAYS. RUNOFF FALLING ON THE EAST PORTION OF THE SITE FLOWS INTO GOLDSMITH GULCH, A TRIBUTARY TO CHERRY CREEK. THE WEST PORTION OF THE SITE DRAINS INTO PRENTICE GULCH, A TRIBUTARY TO GREENWOOD GULCH, WHICH IS TRIBUTARY TO LITTLE DRY CREEK. HISTORIC DRAINAGE PATTERNS WILL REMAIN ESSENTIALLY THE SAME FOR THE POST-DEVELOPMENT CONDITION, ALTHOUGH FINAL GRADING WILL BE ADVANCED AS THE PROJECT PROGRESSES.

THE CITY AND COUNTY OF DENVER (CCD) REQUIRES DEVELOPMENT TO MANAGE STORMWATER RUNOFF UP TO AND INCLUDING THE 100-YEAR STORM EVENT. STORM SEWERS, OPEN CHANNELS AND STREETS MAY BE USED AS CONVEYANCE METHODS FOR STORMWATER RUNOFF. A NETWORK OF STORM DRAINAGE INFRASTRUCTURE WILL BE NECESSARY TO ROUTE RUNOFF TO DESIGNATED OUTFALL POINTS.

CCD DRAINAGE CRITERIA REQUIRES STORAGE OF THE FOLLOWING THREE STORM EVENTS: 1) THE FIRST HALF-INCH OF RUNOFF FOR WATER QUALITY TREATMENT, 2) DETENTION OF THE 10-YEAR STORM EVENT, AND 3) DETENTION OF THE 100-YEAR STORM EVENT. STORAGE OF STORMWATER RUNOFF WILL BE MANAGED REGIONALLY IN THREE DIFFERENT PONDS, ONE LOCAL ONSITE POND AND TWO REGIONAL OFFSITE PONDS.

EACH STAGE/PHASE OF THE DEVELOPMENT WILL HAVE WATER QUALITY AND DETENTION REQUIREMENTS. TEMPORARY FACILITIES MAY BE CONSTRUCTED IF REGIONAL STRUCTURES HAVE NOT BEEN COMPLETED.

ALL DETENTION AND WATER QUALITY STRUCTURES WILL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE CITY AND COUNTY OF DENVER STORM DRAINAGE DESIGN AND TECHNICAL CRITERIA MANUAL AND UDPDC VOLUME 3.

**BELLEVUE AND MONACO POND**

AN EXISTING MULTI-STAGE DETENTION POND LOCATED ON THE NORTHWEST CORNER OF BELLEVUE AVENUE AND MONACO STREET WILL BE UTILIZED TO DETAIN AND TREAT STORMWATER RUNOFF FROM THE WEST PORTION OF THE SITE DRAINING TO PRENTICE GULCH. THIS POND WAS ORIGINALLY DESIGNED TO CAPTURE RUNOFF FROM THE LOCAL AREA, INCLUDING 25.8 ACRES OF THE FORMER GOLF COURSE SITE WHICH WILL NOW BE DEVELOPED. THE "STORM DRAINAGE STUDY FOR THE 165 SUBDIVISION" BY SELLARDS & GRIGG, INC., DATED SEPTEMBER 1983, PROVIDED A MASTER DRAINAGE PLAN FOR THE SITE. THE REPORT STATES, "... WHEN DEVELOPMENT OCCURS, SITE GRADING IMPROVEMENTS WILL CONFINE THE GOLF COURSE RUNOFF SO THAT IT DISCHARGES ONTO THE 165 SUBDIVISION ONLY AT TWO LOCATIONS. IT IS ALSO ASSUMED THAT DETENTION PONDING WILL BE PROVIDED ON THE GOLF COURSE PROPERTY AT THE TWO DISCHARGE POINTS WHICH WILL FULLY ATTENUATE THE 100-YEAR PEAK FLOW RATE FROM DEVELOPED TO NATURAL..." AS AN ALTERNATIVE TO PROVIDING DETENTION ON THE BELLEVUE TOD PROPERTY, THE EXISTING 18" 21" 24" 27" 30" STORM SEWER FROM THE SITE TO THE EXISTING DETENTION POND WILL BE UPSIZED TO FULLY CONVEY THE 100-YEAR RUNOFF. THE POND WILL REQUIRE ENLARGEMENT FROM THE EXISTING 4.53 ACRE-Feet CAPACITY TO UP TO 8.23 AC. FT. THE POND OUTFALL IS ADEQUATELY SIZED SINCE THE SAME LAND AREA WILL REMAIN TRIBUTARY TO THE POND, WITH RUNOFF TO BE RELEASED AT NATURAL CONDITIONS. THE POND OUTLET WILL BE RECONFIGURED TO MEET CURRENT CRITERIA FOR WATER QUALITY CONTROL.

A CONCEPTUAL GRADING PLAN WAS REVIEWED BY THE CITY TO CONFIRM THAT THE INCREASED VOLUME CAN BE ACCOMMODATED IN THE SPACE AVAILABLE. IF UNDER THE FINAL DESIGN, THE 8.23 AC-FT CAN NOT BE ACCOMMODATED, THEN NEEDED DETENTION AND WATER QUALITY WILL BE PROVIDED ON SITE.

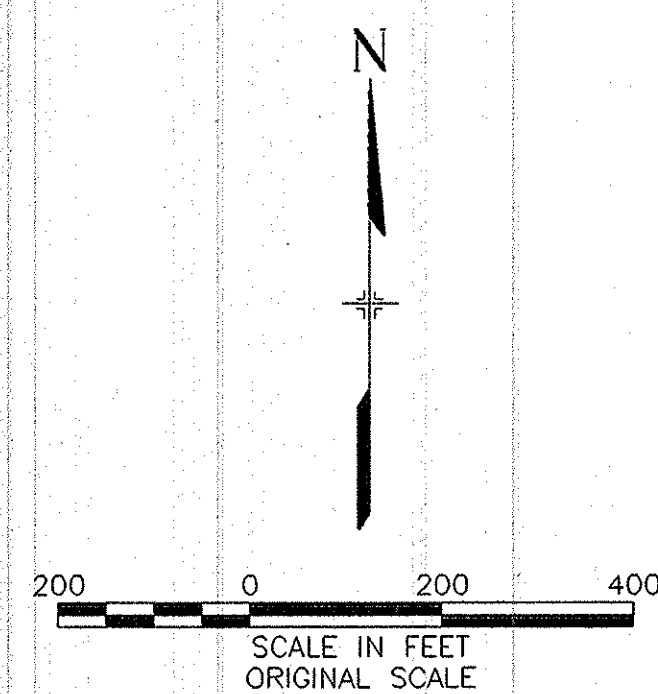
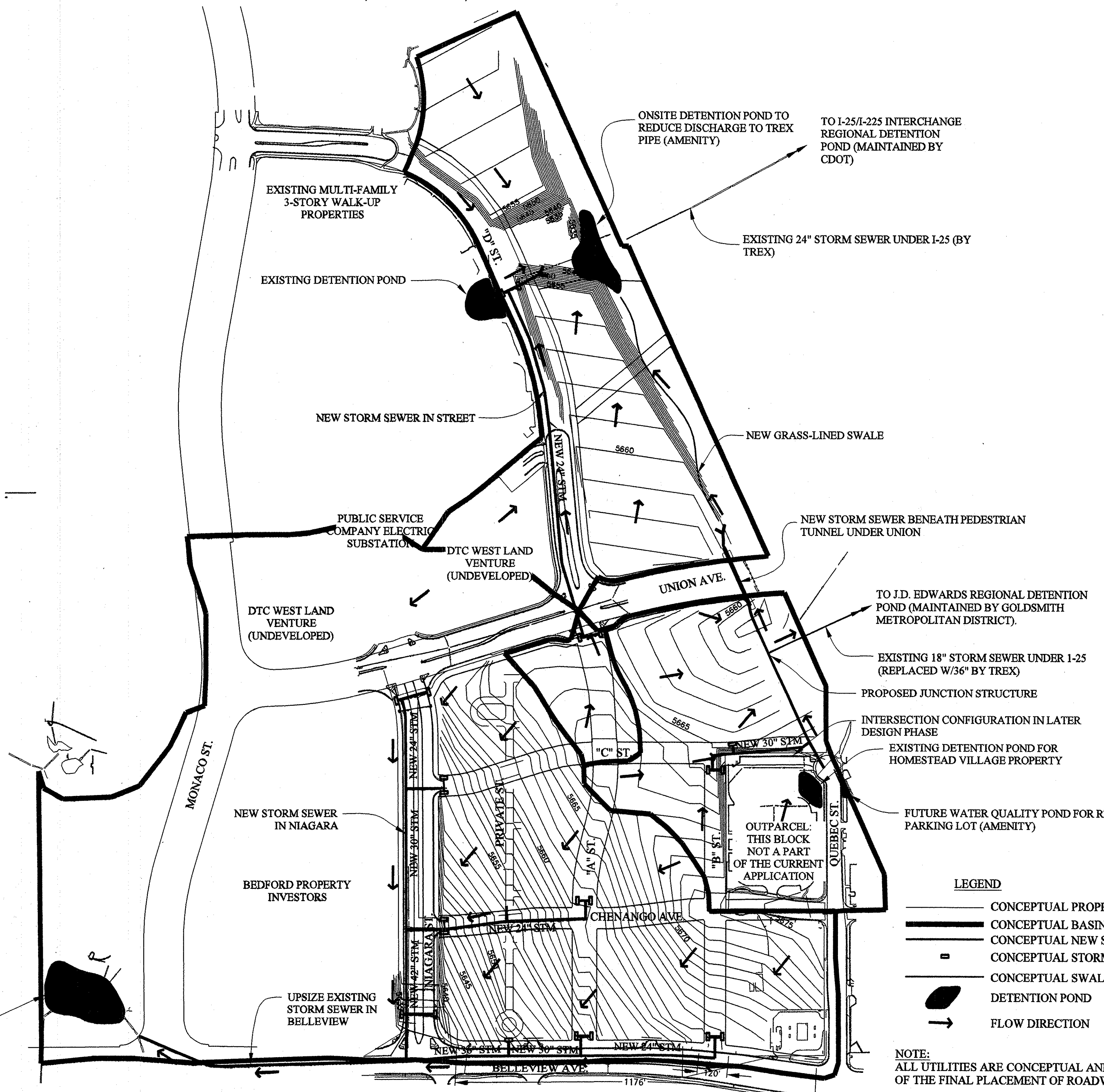
**J.D. EDWARDS POND**

THE LAND AREA ON THE EAST PORTION OF THE SITE, TRIBUTARY TO GOLDSMITH GULCH, CURRENTLY RUNS OFF THE GOLF COURSE AND FLOWS UNDER I-25 VIA EXISTING 18-INCH AND 24-INCH STORM SEWERS. THE 18-INCH PIPE HAS BEEN REPLACED BY THE TREX PROJECT WITH A 36-INCH STORM SEWER. RUNOFF FROM THE AREA SOUTH OF UNION AVENUE WILL FLOW VIA STORM SEWERS IN THE STREETS TO A JUNCTION STRUCTURE LOCATED NEAR THE FUTURE BELLEVUE STATION PLATFORM. THE FIRST HALF-INCH OF RAINFALL WILL BE CONVEYED TO THE NORTH AND TREATED IN THE ONSITE DETENTION POND SINCE THE JD EDWARDS POND IS NOT CURRENTLY CONFIGURED FOR WATER QUALITY. THE ALLOWED 16.5 CFS PER THE SECC TREX DRAINAGE REPORT FROM THE BELLEVUE STATION TOD PROPERTY WILL FLOW TO THE JD EDWARDS POND. EXCESS FLOWS WILL BE CONVEYED NORTH UNDER THE UNION AVENUE PEDESTRIAN TUNNEL AND WILL DISCHARGE TO A GRASS-LINED SWALE NORTH OF UNION AVENUE.

**ONSITE DETENTION POND**

THE PORTION OF THE SITE NORTH OF UNION AVENUE FLOWS OVERLAND TOWARDS A LOW POINT ON THE NORTH SIDE ADJACENT TO I-25. AT THIS LOCATION A DETENTION POND WILL BE CONSTRUCTED TO REDUCE DISCHARGE FROM THE SITE TO THE ALLOWABLE RATE AS INDICATED IN THE I-25 SOUTHEAST CORRIDOR PRELIMINARY DRAINAGE REPORT. DISCHARGE FROM THE POND WILL BE CONVEYED UNDER I-25 VIA THE 24" STORM SEWER TO THE NEW REGIONAL DETENTION POND LOCATED IN THE I-25/I-225 INTERCHANGE. THE DETENTION POND WILL HOLD RUNOFF FROM THE BASIN NORTH OF UNION AVENUE, THE EXCESS FLOWS FROM THE BASIN SOUTH OF UNION AVENUE, AND THE DISCHARGE FROM THE EXISTING DETENTION POND LOCATED IN THE MULTI-FAMILY RESIDENTIAL PROPERTY WEST OF THE SITE. WATER QUALITY WILL BE PROVIDED IN THE REGIONAL DETENTION FACILITY LOCATED IN THE INTERCHANGE.

THE OWNER WILL HAVE ALL AGREEMENTS IN PLACE PRIOR TO APPROVAL OF ANY SITE PLAN PROPOSED FOR THE PROPERTY.



- LEGEND**
- CONCEPTUAL PROPERTY LINE
  - CONCEPTUAL BASIN BOUNDARY
  - CONCEPTUAL NEW STORM SEWER
  - CONCEPTUAL STORM INLET
  - CONCEPTUAL SWALE CENTERLINE
  - DETENTION POND
  - FLOW DIRECTION

**NOTE:**  
ALL UTILITIES ARE CONCEPTUAL AND DEPENDENT OF THE FINAL PLACEMENT OF ROADWAY.

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3.18.05	City Re-Submittal
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11.14.05	City Re-Submittal #2

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