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 located in T5S/R67W/1/2 SEC. 8, Denver, Colorado.
2. For information of the plan, see Appendix C, Appendix E, and Appendix F.
3. All notices subject to the plan, and the plan, shall be signed by the owner).

ZONING, WAIVERS AND CONDITIONS
The site is located in the "General Plan" section of the City and County of Denver, located at 7630 North Maris St., Denver, Colorado. The site is subject to the zoning and waiver conditions of the City and County of Denver, located at 7630 North Maris St., Denver, Colorado.

STATEMENT OF INTENT
The BELLEVUE STATION TRANSIT ORIENTED DEVELOPMENT is a Transit-Oriented Development (TOD) that is planned to be developed in accordance with the guidelines set forth in the "General Plan" section of the City and County of Denver, located at 7630 North Maris St., Denver, Colorado.

STATISTICAL INFORMATION & ANTICIPATED PROGRAM
The proposed development is anticipated to be in accordance with the "General Plan" section of the City and County of Denver, located at 7630 North Maris St., Denver, Colorado. The development is anticipated to be completed in accordance with the guidelines set forth in the "General Plan" section of the City and County of Denver, located at 7630 North Maris St., Denver, Colorado.

VICINITY MAP

SURVEYOR’S CERTIFICATION
I, David E. Shimp, P.L.S., a Registered Surveyor in the State of Colorado, do hereby certify that the property, which is the subject of the BELLEVUE STATION TRANSIT ORIENTED DEVELOPMENT, is in accordance with the requirements of the "General Plan" section of the City and County of Denver, located at 7630 North Maris St., Denver, Colorado.

CLERK & RECORDER’S CERTIFICATION
This General Development Plan (GDP) is for the year 2020. The GDP is planned to be developed in accordance with the "General Plan" section of the City and County of Denver, located at 7630 North Maris St., Denver, Colorado.

APPROVALS
The following approvals are required for the development of the BELLEVUE STATION TRANSIT ORIENTED DEVELOPMENT:

1. Approval by the Denver Planning Board
2. Approval by the Denver Board of Adjustment
3. Approval by the Denver Board of Adjustment
4. Approval by the Denver Board of Adjustment
5. Approval by the Denver Board of Adjustment
6. Approval by the Denver Board of Adjustment
7. Approval by the Denver Board of Adjustment
8. Approval by the Denver Board of Adjustment
9. Approval by the Denver Board of Adjustment
10. Approval by the Denver Board of Adjustment

SHEET INDEX

PROJECT NAME: BELLEVUE STATION
OWNER'S NAME: DENVER DEVELOPMENT AUTHORITY
DATE: 06/01/2020

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

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

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

P - 1048

CIVITAS

1220 Broadwall St.
Denver, CO 80229
Tel. 303 572 0809
Fax 303 425 0838

Bellevue Station T.O.D.
General Development Plan

Site

Downtown:
The site is located near the future T.O.D. The T.O.D. is planned to be a high density, mixed-use development with a mix of residential, commercial, and community facilities.

Purpose of the GPD:
The Bellevue Station GPD is intended to create a transit-oriented development that will accommodate the needs of the community.

Development Strategies:
The development plans for the Bellevue Station GPD include:

1. The development of a mixed-use project that will include:
   a. Residential units
   b. Commercial spaces
   c. Community facilities

2. The creation of a pedestrian-friendly environment

3. The implementation of sustainable design principles

4. The provision of public transportation infrastructure

5. The establishment of a vibrant community

6. The enhancement of environmental sustainability

7. The promotion of economic growth

Development Projects:
The development projects for the Bellevue Station GPD include:

1. The creation of a pedestrian-friendly environment

2. The implementation of sustainable design principles

3. The provision of public transportation infrastructure

4. The establishment of a vibrant community

5. The enhancement of environmental sustainability

6. The promotion of economic growth

7. The provision of community facilities

Conclusion:
The Bellevue Station GPD is a comprehensive plan that will guide the development of the area around the station. The plan will ensure that the development is sustainable, environmentally friendly, and economically viable.

Bellevue Station T.O.D.
General Development Plan

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

Sheet No. 4 of 14

GENERAL NOTES:
SITE CONDITIONS

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

GENERAL NOTES:
1. THE CROSSECTIONS SHOWN IN THESE SHEET
   TENOSHIE DOLUMATE PLACE THE RIGHT OF WAY
   ONLY AND DO NOT REFLECT CITY OF DENVER APPROVAL.
   MINIMUM FREDUCED CURB EXORDIES ARE SHOWN ON THE
   STREETCARE SHEET OF THE DOCUMENT.
   THESE CROSSECTIONS ARE ONLY MEANS OF CONVEYING
   TOGETHER, WILL BE A MINIMUM OF 10 FEET. UNLESS
   A DREDGER ZONE IS APPROVED BY THE CITY OF DENVER
   DURING SITE PLAN REVIEW
   1. PARKING LANE MAY BE SUMMARIZED AT SOME
   LOCATIONS, IN ORDER TO ACCOMMODATE TURNING
   MOVEMENTS.

TYPE 3: MIXED USE RESIDENTIAL
MHS

TYPE 4: SOUTH OF UNION AVE
MHS

TYPE 5: NORTH OF UNION AVE
MHS

TYPE 6: PRIVATE STREET
MRS

BELLEVIEW STATION T.O.D. G.D.P.
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
TOWER CITY AND COUNTY OF DENVER, STATE OF COLORADO
LOCATED AT BELLEVUE AVE AND I-25, DENVER, COLORADO

Legend:

Open Space Network: Urban
All spaces will be constructed, owned, and maintained by the owner(s), subject to the agreement that assign. Open spaces shown in the Plan are illustrative in nature only and do not represent actual location, configuration, size or use of open space. The conceptual open space boundaries shown in Sectional and site plans are defined as between areas encompassing approximately 5.5 acres in the case of the 1,500 square feet open space required for the 5-acre project. Open spaces will adhere to the number of general principles, including:

Accessibility: all open spaces are accessible by public access. Spaces will be designed to comply with accessibility requirements of public access.

South-Central: open spaces will be designed to provide a sense of urban character, and will be designed to accommodate a mix of uses, including retail, office, residential, and recreational uses. Open spaces will be designed to accommodate the needs of pedestrians, cyclists, and other users of public space.

Public Open Space:
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PLANNED LANDSCAPE:

West of
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
TOWER CITY AND COUNTY OF DENVER, STATE OF COLORADO
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West of
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GENERAL DEVELOPMENT PLAN
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TOWNSHIP 5 SOUTH, RANGE 87 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY AND COUNTY OF DENVER, STATE OF COLORADO
LOCATED AT BELLEVUE AVE AND I-25, DENVER, COLORADO

Phasing

Development will generally begin at the project's outer edges and move inward toward the central station, with the transit plan developed in the initial phase. Subsequently, walk to pedestrian and bicycle connections to the transit station will be incorporated into each phase. This phasing is both practical and strategic. Near a prominent intersection, the site perimeter offers the most accessible and affordable connections to existing infrastructure, including roadway and underground utilities.

On the strategic side, this phasing allows the project to build toward the long-term design vision expressed in this GPD in two primary ways. First, initial development will provide the population base necessary to support the area's reactivated transit routes. Second, developers from the perimeter of the project towards the CF center will be encouraged to bring their development potential to improve the walkability and connectivity to the core of the project, including the transit station.

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

Phase One (2006-2010)
Although project phasing may change to respond to market conditions, Phase One will likely be predominantly residential development. The housing will offer the market and residential needs to support office and commercial development. Infrastructure will be provided to serve new areas with residential development, with improved pedestrian connections to the light rail station at a priority.

Phase Two (2011-2014)
Later phases will focus on more intensive, mixed-use development, which may include office and commercial development. The focus will be on the core of the project where mixed-use development is expected to be more prevalent with retail development.

Phase Three (2015-2020)
Phase Three will primarily focus on the core of the project and the transit station. The value created by Phase One and Two involved in the transit station. This phase will also include other pedestrian and cyclist connections developed in previous phases.
BELLEVUE STATION TRANSIT ORIENTED DEVELOPMENT
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LEGEND

- - - - CONCEPTUAL PROPERTY LINE
CONCEPTUAL NEW WATER MAIN
CONCEPTUAL NEW WATER MAIN + TREE REPLACEMENT
CONCEPTUAL FIRE HYDRANT

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

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 SUBDIVISION FOR DOMESTIC, FIRE AND IRRIGATION PURPOSES.

AN 18" WIDE MAIN THAT RUNS ALONG THE WEST SIDE OF I-25 WILL BE PROVIDED TO ALONG CONSTRUCTION OF THE TOWN PROJECT IN ORDER TO SERVICE THE PROPERTY WHICH CONNECTS TO THE EXISTING 18" MAIN IN UNION AVENUE. CROSSING SOUTH THEN EAST IN ADJACENT AVENUES ACROSS THE BELLEVUE STATION PROPERTY, AND CONNECTS TO THE EXISTING 18" MAIN IN QUEBEC STREET.

IN ADDITION TO THE REQUIRED DWD, THE PROPOSED POTABLE WATER SYSTEM WILL BE LOADED INTERNALLY WITH A NETWORK OF 12" WATER MANS ALONG WITH THE INTERNAL STREETS. AN 18" MAIN WILL BE CONSTRUCTED ALONG THE NORTH SIDE OF UNION AVENUE AND BELLEVUE AVENUE, A 12" MAIN WILL CONNECT THE EXISTING 18" STUB LOCATED IN 37 STREET STUB NEAR UNIONS AVENUE, AND THE WATER MAIN BY STREET STUB NEAR MONACO STREET. THE POTABLE WATER SYSTEM WILL BE NEEDED TO PROVIDE ADEQUATE FLOW DELIVERY WITH A MINIMUM RESIDUAL PRESSURE OF 30 PSI IN CONSTRUCTION WITH MAXIMUM DAY CONDITIONS. A MINIMUM RESIDUAL PRESSURE OF 41 PSI UNDER MAXIMUM HOUR CONDITION WILL ALSO BE PROVIDED.

THERE IS AN EXISTING WELL ON THE SITE, THE WATER FROM WHICH IS TESTING. 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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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 90% OF THE SUBURBAN-SIDE GRAVITY FLOW
NORTHEAST TO AN EXISTING 3" SEWER MAIN IN MONACO STREET. THE
MAJORITY OF THE REMAINING ONE-THIRD OF THE SUBURBAN FLOW WILL GRAVITY
FLOW TO THE SOUTHWEST TO AN EXISTING LIFT STATION AT THE CORNER OF
BELLEVUE AVENUE AND MONACO STREET. FROM THE LIFT STATION, FLOW IS
CONVEYED IN TWO 10" FORCE MAINS NORTH IN MONACO STREET TO A HIGH
POINT WHERE THEY CAN THEN BE CARRIED BY GRAVITY IN THE 10" AND 3" SEMI-
SEWER MAINS IN MONACO STREET.

THE CAPACITIES OF THE LIFT STATION, FORCE MAINS, AND GRAVITY SEWERS
HAVE BEEN PRELIMINARILY DESIGNED EFFICIENT TO CARRY THE ADDITIONAL FLOW
FROM THE DEVELOPMENT BASED ON ULTIMATE DESIGN CAPACITIES SHOWN IN
THE 1993-94 SUBDIVISION SANITARY SEWER MASTER PLAN. THE CAPACITY OF THE
CITY SEWER SYSTEM WILL BE FURTHER ANALYZED TO DETERMINE
THE SPECIFIC DEVELOPMENT TRIGGER FOR UPGRADING THIS SEWER.

EXISTING DENVER PROPERTIES ALONG MONACO STREET WILL BE SERVED FROM
THE OAKLEY/EAST 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.