A. Introduction and Purpose

The General Development Plan (GDP) is an essential element of the Stapleton Redevelopment Plan, which seeks to revitalize the Stapleton area by transforming it into a vibrant, mixed-use community with commercial, residential, and recreational opportunities. The GDP serves as the overarching framework for planning and development within the Stapleton area, providing a roadmap for future growth and ensuring that the area's unique character is preserved.

The GDP is a comprehensive plan that sets forth the policies, goals, and objectives for the Stapleton area. It includes a detailed analysis of the area's current condition, identifies key development opportunities, and outlines strategies for achieving sustainable and economically viable development. The GDP is intended to guide the development of new buildings, roads, and infrastructure, as well as the protection and enhancement of existing natural and cultural resources.

B. Development Context

The Stapleton Redevelopment Plan is designed to meet the needs of a growing urban population while preserving the area's unique character and natural beauty. The plan seeks to create a diverse and inclusive community that is accessible, safe, and vibrant, with a mix of housing, commercial, and recreational opportunities.

The plan includes a variety of strategies for achieving these goals, including the promotion of sustainable development practices, the protection of open space and natural areas, and the enhancement of public amenities. The plan also addresses issues such as transportation, public safety, and economic development, ensuring that the Stapleton area remains a dynamic and attractive place for residents and businesses.

C. North Stapleton Infrastructure Master Plan

The North Stapleton Infrastructure Master Plan is a comprehensive plan that outlines the infrastructure needs for the North Stapleton area. The plan includes a detailed analysis of the area's current infrastructure, identifies key development opportunities, and outlines strategies for achieving sustainable and economically viable development.

The plan includes a variety of strategies for achieving these goals, including the promotion of sustainable development practices, the protection of open space and natural areas, and the enhancement of public amenities. The plan also addresses issues such as transportation, public safety, and economic development, ensuring that the North Stapleton area remains a dynamic and attractive place for residents and businesses.
C. Existing/Proposed Parks, Open Space, Trails, Schools, and Other Public Facilities

Parks and Open Space

The 1968 Stanford Development Plan specified that parks and open spaces area as one of the five fundamental areas. In addition to this, the Plan also included dedicated recreational, residential, aesthetic, and open space benefits for parks and greens. 

- Contribution of an improved plan to the physical appearance of the community.
- Intensive recreation demand for open space and surrounding areas.
- Special uses of the area are to be accommodated.
- Provision of adequate space to suit the needs of the community.
- Designation of special use of areas.
- Open spaces around schools.
- Open spaces for schools and open spaces for parks.

Open Space

- Open spaces at Santa Clara are to be provided around parks and open spaces in the neighborhood. This includes recreation and open space facilities, pedestrian paths, and recreation areas.

B. Parks

Parks and open spaces at Santa Clara are to be provided around parks and open spaces in the neighborhood. This includes recreation and open space facilities, pedestrian paths, and recreation areas.

C. Open Space

Open space planning and design for the neighborhood should consider the needs of the community and the environment. This includes recreation and open space facilities, pedestrian paths, and recreation areas.

Stapleton Development

The Stapleton Development Plan is to be considered in the context of the planning process. The Plan is to be reviewed and updated as needed.

D. Pedestrian Trails

Pedestrian trails are to be designed and provided as needed. The trails should be designed to connect with the existing pedestrian network.

E. Schools

Schools are to be designed and provided as needed. The schools should be designed to connect with the existing pedestrian network.

F. Other Public Facilities

Other public facilities should be designed and provided as needed. The facilities should be designed to connect with the existing pedestrian network.

Shelter

Shelter areas are to be provided as needed. The areas should be designed to connect with the existing pedestrian network.

B. Watershed

Watershed planning and design for the neighborhood should consider the needs of the community and the environment. This includes the provision of stormwater management and stormwater facilities.

C. Sanitary Sewer Systems

Sanitary sewer systems are to be provided as needed. The systems should be designed to connect with the existing sanitary sewer system.

D. Stormwater Management and Grading

Stormwater management and grading are to be considered in the context of the planning process. The management and grading should be designed to connect with the existing stormwater management and grading system.

E. Streets

Streets are to be designed and provided as needed. The streets should be designed to connect with the existing street network.

F. Utilities

Utilities are to be designed and provided as needed. The utilities should be designed to connect with the existing utility network.

G. Stormwater

Stormwater management and grading are to be considered in the context of the planning process. The management and grading should be designed to connect with the existing stormwater management and grading system.

H. Utilities

Utilities are to be designed and provided as needed. The utilities should be designed to connect with the existing utility network.

I. Stormwater Management

Stormwater management and grading are to be considered in the context of the planning process. The management and grading should be designed to connect with the existing stormwater management and grading system.

J. Streets

Streets are to be designed and provided as needed. The streets should be designed to connect with the existing street network.

K. Utilities

Utilities are to be designed and provided as needed. The utilities should be designed to connect with the existing utility network.

L. Stormwater Management

Stormwater management and grading are to be considered in the context of the planning process. The management and grading should be designed to connect with the existing stormwater management and grading system.

M. Streets

Streets are to be designed and provided as needed. The streets should be designed to connect with the existing street network.

N. Utilities

Utilities are to be designed and provided as needed. The utilities should be designed to connect with the existing utility network.
<table>
<thead>
<tr>
<th>Rd #</th>
<th>Roadway Name (if known)</th>
<th>Segment</th>
<th>Classification</th>
<th>Number of Travel Lanes</th>
<th># of Lanes</th>
<th>ROW Total</th>
<th>Median</th>
<th>Sidewalk</th>
<th>Tree Lawn*</th>
<th>Bike Lane</th>
<th>On-Street Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>N1</td>
<td>Local Streets 49th Pl., 50th Ave., 50th Pl., 50th Dr., 52nd Ave., 55th Ave., Cimion St., Trenton S., Trenton Way, Verberna Way, Wabash St., Wabash Way, Willow St., Willow Ct., Xania St., Yosemite Ct.</td>
<td>Segments within North Stapleton Major Amendment: No. 2 not specifically listed below.</td>
<td>Local*</td>
<td>2</td>
<td>60'</td>
<td>30'-32'</td>
<td>N/A</td>
<td>5</td>
<td>5.5'</td>
<td>N/A</td>
<td>Both sides</td>
</tr>
<tr>
<td>N2</td>
<td>Willow St., Verberna St/Wabash Way/54th Ave.</td>
<td>Northfield Blvd. to 50th Pl.</td>
<td>Collector**</td>
<td>2</td>
<td>64'</td>
<td>36'</td>
<td>N/A</td>
<td>5</td>
<td>5.5'</td>
<td>N/A</td>
<td>Both sides</td>
</tr>
<tr>
<td>N3</td>
<td>Spruce St., 48th Ave., 49th Pl., Xania St., Yosemite St., Tamarac St., Veroan St., &amp; Wabash S.</td>
<td>49th Pl. to 56th Ave</td>
<td>Collector**</td>
<td>2</td>
<td>66'</td>
<td>40'</td>
<td>N/A</td>
<td>5</td>
<td>5.5'</td>
<td>N/A</td>
<td>Both Sides**</td>
</tr>
<tr>
<td>N4</td>
<td>Dallas St.</td>
<td>47th Ave. to 56th Ave.</td>
<td>Collector**</td>
<td>2</td>
<td>72'</td>
<td>44'</td>
<td>N/A</td>
<td>5</td>
<td>5.5'</td>
<td>N/A</td>
<td>Both Sides**</td>
</tr>
<tr>
<td>N5</td>
<td>Uinta St.</td>
<td>49th Pl. to 56th Ave.</td>
<td>Collector**</td>
<td>2</td>
<td>76'</td>
<td>48'</td>
<td>N/A</td>
<td>5</td>
<td>5.5'</td>
<td>5'</td>
<td>Both Sides</td>
</tr>
<tr>
<td>N6</td>
<td>Central Park Blvd.</td>
<td>Northfield Blvd. to 56th Ave.</td>
<td>Minor Arterial</td>
<td>4</td>
<td>133'</td>
<td>91'</td>
<td>19'</td>
<td>8</td>
<td>12.5'</td>
<td>5'</td>
<td>Both Sides</td>
</tr>
<tr>
<td>N8</td>
<td>Performance Green Coupler**</td>
<td>49th Pl. to 50th Ave.</td>
<td>Local*</td>
<td>1</td>
<td>46'</td>
<td>30'</td>
<td>N/A</td>
<td>5</td>
<td>5.5'</td>
<td>N/A</td>
<td>Both Sides</td>
</tr>
</tbody>
</table>

Notes:
1. The Roadway Design Criteria detailed on this Sheet is no longer applicable as outlined in Section K of the General Notes of this GDP on Major Amendment 2. For roads constructed within the Major Amendment 2 area, no greater standards shall be required than those listed in the 2013 Traffic Flow Studies conducted by Public Works and the City of Denver.
2. Cross-sections provide for 3.5' curbs and 3.5' to 5.5' roadways, or other curbs as required.
3. Roadway sections include minor modifications to the cross-sections to address Enhanced Crossings and pedestrian crossings at intersections for pedestrian safety.
4. Roadway sections include minor modifications to the cross-sections to address Enhanced Crossings and pedestrian crossings at intersections for pedestrian safety.
5. Sidewalks are added to the cross-sections to improve pedestrian safety.
6. The Performance Green Coupler is a one-way road with a green space between the lanes.
7. Parking on City streets is at the discretion of the City. Parking, if denied, may be required due to the presence of fire lanes or other restrictions.
8. All cross-sections include a green space between the lanes.
9. The Performance Green Coupler is a one-way road with a green space between the lanes.
10. Parking on City streets is at the discretion of the City. Parking, if denied, may be required due to the presence of fire lanes or other restrictions.
11. The Performance Green Coupler is a one-way road with a green space between the lanes.
12. Parking on City streets is at the discretion of the City. Parking, if denied, may be required due to the presence of fire lanes or other restrictions.
This is a proposed plan to be approved by RTD at the time of development. Changes required by RTD shall not trigger the need to amend the Revised GDP.

Bus stop infrastructure, including bus pad, paved connection to station, and a paved passenger waiting area will be designed and constructed at the time of development. Bus stop amenities, including bus bays, trash container, and shelters will be constructed by RTD when there is a bus route serving the area.

* The provision of a shuttle service between the Town Center and Northfield Blvd, serving the Intermodal Center, will be considered as redevelopment occurs.
STAPLETON REDEVELOPMENT
GENERAL DEVELOPMENT PLAN - NORTH AREA MAJOR AMENDMENT NO. 2
A PART OF SECTIONS 15, 16, 21 AND 22, TOWNSHIP 3 SOUTH, RANGE 21 WEST, 8TH PRINCIPAL MERIDIAN
LOCATED AT THE INTERSECTION OF NORTHFIELD BLVD. AND QUEBEC ST.
PHASING EXHIBIT

LEGEND

Excluded from Major Amendment No. 2

ESTIMATED SEQUENCE / PHASING:

Estimated phasing of the development described in this Major Amendment No. 2 is depicted in this Sheet 15 and intended to be advisory only and not binding and in no way creates or compromises a vested right. All infrastructure work will be phased to occur the development as it progresses, and as articulated in future individual Facility Development Agreements.

Phasing is expected to follow general market conditions for both residential and commercial developments. Phase 1 construction as indicated in the phasing graphics and described below, is anticipated to begin as early as 2013. Follow-on development is expected to occur thereafter, based on market conditions. Trails, open space conveyance and right-of-way dedication to follow construction and established acceptance procedures.

Phase 1: Residential development with adjacent drainage facilities, off-site sewers and connectivity to the south. Parks Improvements to back up space to follow adjacent development to provide amenities as the area is built out. Expected Timing: 2012 - 2013.

Phase 2: Residential development extending from Phase 1 including the elementary school, construction of Central Park Blvd. from Northfield Blvd. to 50th Dr. and reaping 300 connectivity, drainage and sewer outfalls provided under Phase 1. Parks improvements to back up space to follow adjacent development to provide amenities as the area is built out. Removal of existing temporary sanitary outfall constructed under existing is likely in this phase of the project. Expected Timing: 2013 - 2014.

Phase 3: Residential development including the high school and completion of Central Park Blvd. from 50th Dr. to 85th Ave. This phase will also continue a portion of the drainage facility along the south side of 85th Ave. from Central Park Blvd. to Spruce St. and the detention pond of Spruce St. and 85th Ave. Parks improvements to back up space to follow adjacent development to provide some amenities as the area is built out. Expected Timing: 2014 - 2016.

Phase 4: Complete the residential program in North Stapleton. Parks improvements to back up space to follow adjacent development to provide some amenities as the area is built out. Expected Timing: 2016 - 2017.