A. Introduction and Purpose

The Stapleton Development Plan (SDP) is a required document within the Mixed-Use Zone Designation in the City and County of Denver (2002). It is an overview plan designed to establish the framework for development that contains infrastructure standards and controls that limit and manage urban sprawl and support compact urban growth. The SDP reflects the city's vision for the Stapleton Area and is intended to be a guide document used as a master plan for the development of a large or phased project.

Approval of a GSP will constitute approval of the master plan and will guide all future development within the area defined by the GSP.

The mixed-use zoning requires a GSP for any of the following conditions:
- Establishment of infrastructure such as streets, parks or drainage systems
- Establishment of street centers to be significantly altered
- If the primary stormwater drainage system or drainage basin will be altered by development
- If an aggregation of open space extends beyond a single zone lot.

Stapleton South General Development Plan

This GSP covers the Stapleton South area, which includes approximately 2,150 acres, most of T-10, and part of Lakeshore T-10. The Stapleton South area is scheduled to begin in late 2000. The Stapleton South area (County of T-10) will be developed in later phases and will be gated by a separate GSP.

Stapleton South General Development Plan

- Development throughout Stapleton will be consistent with the principles of sustainable development found in the 1998 Stapleton Development Plan (the "Original".
- Development should accommodate and enhance the following:
  - Land uses that provide a variety of transportation alternatives and pedestrian links.
  - A variety of living and employment alternatives for a broad mix of economic levels.
  - A wide use of natural resources – including water and energy.
  - Land uses and design shall emphasize water conservation and climate-adapted plant materials.
  - The use of building materials that are in keeping with concepts of "green" construction practices.
  - Consideration of solar orientation when selecting building locations.
  - Use of green or grey water for irrigation.
  - Parks and open space that restore and enhance natural habitat for a variety of birds, animals and vegetation, are compatible with the natural environment and are well integrated into the fabric of the community.

B. Development Concept

The development for Stapleton South is based on the guiding principles of the Stapleton Development Plan. The Stapleton development plan for Stapleton South supports the guiding principles of the "green" design.

- Infrastructure is designed to enhance the affordability of housing as well as offer transit and other amenity features that will appeal to the neighborhood and provide an attractive residential environment.
- Existing pedestrian and automobile traffic in the neighborhood will be supported by a comprehensive system of pedestrian and bicycle paths.
- The St. Louis and County governments' plans for the neighborhood development support the "green" development.
- The requirements to maintain the 2002 standards for the Stapleton Development Plan area are shown on Sheet 7.

C. Zoning

The Stapleton District is divided into three districts: Zoned Plan districts, Mixed-Use Zones, and In-Between Zones within the Stapleton South area. The zoned plan districts are shown on Sheet 7.
E. Zoning (cont.)

OMA – 30 Commercial Mix-Up District

The C-MU-30 District provides for a wide range of commercial, office, retail, industrial, and residential uses that allow property owners to develop economically for the best-legal-possible uses subject to the following:

- Zoning regulations shall be subject to the development of the Station Area.
- Zoning regulations shall provide that the development of the Station Area shall be subject to the development of the Station Area.
- Zoning regulations shall provide that the development of the Station Area shall be subject to the development of the Station Area.

F. Transportation and Major Street Network

Station Area will require extensive improvements to local and regional transportation systems. Major improvements will be required to support the construction of an improved transportation network. The station area will be subject to the development of the Station Area.

- Zoning regulations shall be subject to the development of the Station Area.
- Zoning regulations shall provide that the development of the Station Area shall be subject to the development of the Station Area.

General Notes

- Zoning regulations shall be subject to the development of the Station Area.
- Zoning regulations shall provide that the development of the Station Area shall be subject to the development of the Station Area.
- Zoning regulations shall provide that the development of the Station Area shall be subject to the development of the Station Area.

Truck Open Space

Truck open space is located within the Station Area. The Station Area is subject to the development of the Station Area.

- Zoning regulations shall be subject to the development of the Station Area.
- Zoning regulations shall provide that the development of the Station Area shall be subject to the development of the Station Area.
- Zoning regulations shall provide that the development of the Station Area shall be subject to the development of the Station Area.
STAPLETON REDEVELOPMENT
GENERAL DEVELOPMENT PLAN - SOUTH AREA

Regional Water Quality & Storm Drainage Design

Regional outfalls will be sized for water quality volumes. Storm water quantity
requirements are as required by Regional Water Quality Management District
Permits. Permit volumes for regional detention facilities will include 100-year
water quality design volume and a 10-year regional flood control requirement.
Regional detention facilities will be designed to meet the Regional Water
Quality Management District requirements as part of the Development Plan
approval.

Individual Stormwater Facilities

Individual facilities will be designed to meet the Regional Water Quality
Management District requirements as part of the Development Plan
approval.

Regional Water Quality Management District

The Regional Water Quality Management District is the regulatory body for all
stormwater management within the Denver Metropolitan Area. The District
administers the Regional Water Quality Management District Act and is
responsible for the development and enforcement of stormwater management
requirements for the region.

Individual Stormwater Facilities

Individual stormwater facilities may be designed and constructed at the
discretion of the developer. These facilities will be designed to meet the
Regional Water Quality Management District requirements as part of the
Development Plan approval.

K. Electrical Service

The existing electric system in Stapleton was designed to serve the airport
development and the surrounding commercial, recreational, and housing
areas. The system includes underground vaults and underground feeders to
carry power to the development. The system is designed to handle future
development and to provide redundancy in the event of a utility outage.

Existing and proposed major electrical facilities are shown on Sheet 14.

L. Natural Gas Service

The existing Public Service Company (PSC) natural gas feeder lines in the
district of Stapleton and adjacent area will supply natural gas to the
development. The PSC will provide natural gas service to new developments in
the area.

Existing and proposed major gas facilities are shown on Sheet 15.

M. Information and Communication Technologies

The information and communication system will be designed to meet the
requirements of the Stapleton Regional Development Plan. The system will
provide for the transmission of data and voice services to the
development. The system will be designed to meet the needs of the
residents of Stapleton and the businesses located in the area.

Existing and proposed major information and communication
facilities are shown on Sheet 15.
Legend:
- GDP Area Boundary
- Trunk Open Space
- Mixed Use
- Residential
- Office/R&D
- Regional Retail
- Industrial/R&D
- Transit-Oriented Development
- Area for Location of Intermodal Center

Notes:
- Development: 1,697 Acres
- Trunk Open Space: 647 Acres
- Total Land: 2,344 Acres

Land Use Plan
Sheet 6 of 18
## STAPLETON REDEVELOPMENT
### GENERAL DEVELOPMENT PLAN - SOUTH AREA
#### ROADWAY DESIGN CRITERIA

<table>
<thead>
<tr>
<th>Name of Roadway</th>
<th>Classification</th>
<th>ROW Width</th>
<th>No. Travel Lanes</th>
<th>Travel Lane Width</th>
<th>Total Road Width</th>
<th>Median Center Turn Width</th>
<th>Sidewalk Location</th>
<th>Sidewalk Width</th>
<th>Trail Lanes Width</th>
<th>On-Street Parking Allowed</th>
<th>Bike Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northerly - Central Park Blvd</td>
<td>Arterial Existing</td>
<td>2</td>
<td>12'</td>
<td>62'</td>
<td>12'</td>
<td>Both Sides</td>
<td>Varied</td>
<td>Both Sides</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Central Park Blvd - Aurora Bounded</td>
<td>Arterial Existing</td>
<td>4</td>
<td>12'</td>
<td>64'</td>
<td>14'</td>
<td>Both Sides</td>
<td>Varied</td>
<td>Both Sides</td>
<td>Yes (after 5)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>West</strong></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>MLK - Pierce</td>
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<td>540'</td>
<td>4</td>
<td>12'</td>
<td>100'</td>
<td>28' M</td>
<td>Both Sides</td>
<td>6'</td>
<td>10'</td>
<td>Both Sides</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>East Bound MLK Blvd</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quanbeck - Central Park Blvd</td>
<td>Arterial Varied</td>
<td>3</td>
<td>12'</td>
<td>37'</td>
<td>NA</td>
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<td>6'</td>
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</tr>
<tr>
<td>Central Park Blvd - 28th Ave.</td>
<td>Arterial</td>
<td>65'</td>
<td>2</td>
<td>12'</td>
<td>24'</td>
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<td>6'</td>
<td>10'</td>
<td>One Side</td>
<td>No</td>
</tr>
<tr>
<td><strong>West Bound MLK Blvd</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quanbeck - Central Park Blvd</td>
<td>Arterial Varied</td>
<td>3</td>
<td>12'</td>
<td>37'</td>
<td>NA</td>
<td>Both Sides</td>
<td>6'</td>
<td>10'</td>
<td>No Parking</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Central Park Blvd - 28th Ave.</td>
<td>Arterial</td>
<td>62'</td>
<td>2</td>
<td>12'</td>
<td>24'</td>
<td>NA</td>
<td>One Side</td>
<td>6'</td>
<td>10'</td>
<td>One Side</td>
<td>No</td>
</tr>
<tr>
<td>Quanbeck St.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montgomery - 28th</td>
<td>Arterial Existing</td>
<td>4</td>
<td>12'</td>
<td>Varied</td>
<td>28' M</td>
<td>One Side</td>
<td>6'</td>
<td>10'</td>
<td>No Parking</td>
<td>No</td>
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</tr>
<tr>
<td><strong>28th - 29th</strong></td>
<td>Arterial</td>
<td>TBD</td>
<td>4</td>
<td>12'</td>
<td>Varied</td>
<td>28' M</td>
<td>One Side</td>
<td>6'</td>
<td>10'</td>
<td>No Parking</td>
<td>No</td>
</tr>
<tr>
<td><strong>29th - MLK</strong></td>
<td>Arterial</td>
<td>5.5'</td>
<td>5</td>
<td>12'</td>
<td>Varied</td>
<td>Varied</td>
<td>One Side</td>
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<td>10'</td>
<td>One Side</td>
<td>No</td>
</tr>
<tr>
<td>MLK - Smith Road</td>
<td>Arterial Existing</td>
<td>144'</td>
<td>6</td>
<td>12'</td>
<td>100'</td>
<td>28' M</td>
<td>Both Sides</td>
<td>6'</td>
<td>10'</td>
<td>No Parking</td>
<td>No</td>
</tr>
<tr>
<td>Central Park Blvd</td>
<td>Arterial Collector</td>
<td>144'</td>
<td>4</td>
<td>12'</td>
<td>100'</td>
<td>28' M</td>
<td>Both Sides</td>
<td>6'</td>
<td>10'</td>
<td>No Parking</td>
<td>No</td>
</tr>
<tr>
<td>29th - Smith Road Connector</td>
<td>Arterial</td>
<td>144'</td>
<td>4</td>
<td>12'</td>
<td>100'</td>
<td>28' M</td>
<td>Both Sides</td>
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<td>No Parking</td>
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</tr>
<tr>
<td><strong>Dayton St.</strong></td>
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<td></td>
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</tr>
<tr>
<td>Smith Road</td>
<td>Arterial</td>
<td>144'</td>
<td>6</td>
<td>12'</td>
<td>100'</td>
<td>28' M</td>
<td>Both Sides</td>
<td>6'</td>
<td>10'</td>
<td>No Parking</td>
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</tr>
<tr>
<td>Harvest St.</td>
<td>Arterial</td>
<td>144'</td>
<td>6</td>
<td>12'</td>
<td>100'</td>
<td>28' M</td>
<td>Both Sides</td>
<td>6'</td>
<td>10'</td>
<td>No Parking</td>
<td>No</td>
</tr>
<tr>
<td>Smith Road</td>
<td>Arterial Collector</td>
<td>144'</td>
<td>4</td>
<td>12'</td>
<td>Varied</td>
<td>100'</td>
<td>28' M</td>
<td>Both Sides</td>
<td>6'</td>
<td>10'</td>
<td>No Parking</td>
</tr>
<tr>
<td>Quanbeck - Harvest St.</td>
<td>Arterial Collector</td>
<td>144'</td>
<td>4</td>
<td>12'</td>
<td>72'</td>
<td>8'</td>
<td>Both Sides</td>
<td>TBD</td>
<td>6'</td>
<td>No Parking</td>
<td>No</td>
</tr>
</tbody>
</table>

**Notes:**
1. Street classifications including "arterial" and "collector" are for urban design purposes only.
2. Bike route preferred location to be included within the roadway. Exceptions may be allowed on a case-by-case basis.
3. Road width is measured from curb line to curb line and includes medians.
4. Roads that connect with roads in Aurora need to be coordinated with that jurisdiction.
5. Exceptions to Roadway Design Criteria may be allowed on a case-by-case basis.

**MARCH 2001**
### STAPLETON REDEVELOPMENT
**GENERAL DEVELOPMENT PLAN - SOUTH AREA**
**ROADWAY DESIGN CRITERIA**
**SHEET 17 OF 18**

#### ROADSIGN DESIGN CRITERIA (cont'd)

<table>
<thead>
<tr>
<th>NAME OF ROADWAY</th>
<th>Classification</th>
<th>ROW Width</th>
<th>No. Travel Lanes</th>
<th>Travel Lane Width</th>
<th>Total Road Width</th>
<th>Median</th>
<th>Center Turn Width</th>
<th>Sidewalk Location</th>
<th>Sidewalk Width</th>
<th>Tree Lawn Width</th>
<th>On-Street Parking Allowed</th>
<th>Bike Routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>25th Ave.</td>
<td>Collector</td>
<td>60'</td>
<td>2</td>
<td>11'</td>
<td>39'</td>
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<td>Both Sides</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>No</td>
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</tr>
<tr>
<td>Janis St.</td>
<td>Collector</td>
<td>150'</td>
<td>2</td>
<td>16'</td>
<td>108'</td>
<td>60' M</td>
<td>Both Sides</td>
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</tr>
<tr>
<td>33rd Ave.</td>
<td>Collector</td>
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<td>2</td>
<td>11'</td>
<td>39'</td>
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<td>0</td>
<td>0</td>
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<td>No</td>
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</tr>
<tr>
<td>Janis St.</td>
<td>Collector</td>
<td>120'</td>
<td>2</td>
<td>12'</td>
<td>36'</td>
<td>NA</td>
<td>Both Sides</td>
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</tr>
<tr>
<td>38th Ave.</td>
<td>Collector</td>
<td>72'</td>
<td>3</td>
<td>12'</td>
<td>42'</td>
<td>NA</td>
<td>Both Sides</td>
<td>12'</td>
<td>0</td>
<td>0</td>
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</tr>
<tr>
<td>Janis St.</td>
<td>Collector</td>
<td>66'</td>
<td>3</td>
<td>12'</td>
<td>36'</td>
<td>NA</td>
<td>Both Sides</td>
<td>12'</td>
<td>0</td>
<td>0</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>38th Ave.</td>
<td>Collector</td>
<td>72'</td>
<td>3</td>
<td>12'</td>
<td>42'</td>
<td>NA</td>
<td>Both Sides</td>
<td>12'</td>
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<td>0</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Janis St.</td>
<td>Collector</td>
<td>72'</td>
<td>3</td>
<td>12'</td>
<td>36'</td>
<td>NA</td>
<td>Both Sides</td>
<td>12'</td>
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<td>0</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>38th Ave.</td>
<td>Collector</td>
<td>72'</td>
<td>3</td>
<td>12'</td>
<td>36'</td>
<td>NA</td>
<td>Both Sides</td>
<td>12'</td>
<td>0</td>
<td>0</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

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