

WESTMINSTER



Comprehensive Plan

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WESTMINSTER

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1.0

Introduction & Vision



The Comprehensive Plan is the official policy document of the Westminster City Council and Planning Commission. The Comprehensive Plan provides a consistent statement of the city's plans and policies for future development, and is meant to be a dynamic document that can evolve and respond to changing conditions. All parts of the Plan work together towards the realization of the city's vision for the future.



Photo Credit: Fred Girk

1.1 PURPOSE OF THE COMPREHENSIVE PLAN

The vision described in the Westminster 2035 Comprehensive Plan lays the foundation for livability, accessibility, community identity and growth over the next two decades. The Comprehensive Plan (referred to as the Plan through the remainder of this document) establishes a cohesive approach to reach this vision, involving all aspects of physical planning in the city. The long-range policies of the Plan provide a basis for evaluating specific development opportunities and public projects, with coordination among all city departments. Plan policies also provide the basis for establishing and setting priorities for more detailed plans and implementation programs including the Westminster Municipal Code, specific and area plans, and the Capital Improvement Program.

Purpose of the Plan Update

The last update to the city's Comprehensive Land Use Plan (CLUP) occurred in 2004. Since this update, the city, economy and development trends have evolved significantly. Several key factors have contributed to the need for a comprehensive update to the Plan. These include:

- The city is nearing its physical build-out and little vacant land remains for development. As a result, the majority of new growth in the city will likely be accommodated in redevelopment and infill areas.
- Much of the future development in the city will rely on existing infrastructure and resources, planning for which will need to be closely tied to land uses and development intensity in order to provide adequate services and maintain the city's high quality of life.



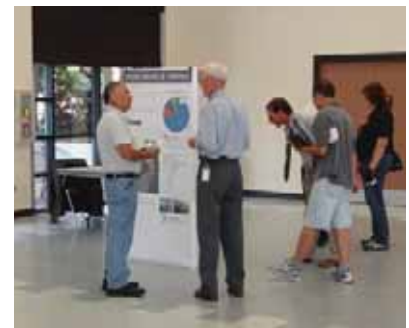
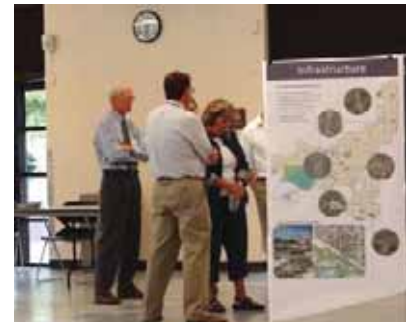
- Many areas in the city that were formerly designated as District Centers in the 2004 CLUP require more detailed direction for land use and development intensity to ensure that new development occurs in desired areas and in concert with the city's vision, growth management efforts and infrastructure capacity.
- Finally, the need to accommodate mixed-use and transit-supportive development, ensure development continuity in commercial and employment centers, and preserve land for services and light industry requires a more refined palette of land use classifications.

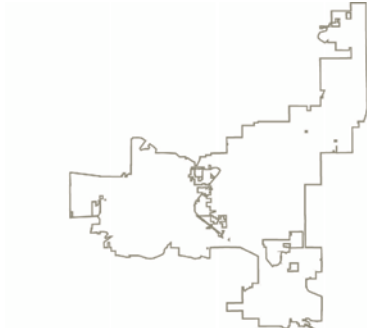
These factors require alignment of all physical planning efforts in the city in order to ensure a high quality of life, as well as fiscal and economic sustainability for the city. As a result, the original scope of the CLUP document has been expanded to provide an equal focus on all planning within the city, including land use, economic development, transportation, community design, parks, recreation, libraries and open space, and public utilities and services. The name of the CLUP has also changed to the Comprehensive Plan since the focus of this document has expanded beyond land use matters.

Plan Process

Input from city officials as well as community stakeholders, city and regional agencies, and the overall Westminster community was a key element of the planning process. The Plan update process was initiated in October of 2012, with introduction of a more inclusive planning approach presented to City Council and Planning Commission. Stakeholder and agency interviews followed, which included Westminster property and business owners, representatives from neighboring jurisdictions, school districts and many others, with the intent of understanding key issues, opportunities and challenges that would influence policy direction in the Plan. Upon completion of a citywide concept plan, a community-wide workshop was held in July 2013 at City Park Recreation Center and online via WestyConnect, the city's interactive communication portal for all aspects of city life and planning. Additional neighborhood meetings in South Westminster were held during the public review period of the draft plan.

Direct involvement with city officials was also an essential element of the planning process. At each major milestone of plan development, City Council and Planning Commission provided input and direction. All documents, presentations and analysis produced during the planning process, including presentations to the Council, were posted on the city's Comprehensive Plan project website.





City Boundary

1.2 REGIONAL LOCATION AND CONTEXT

Regional Location and Planning Boundaries

The City of Westminster is centrally located between the cities of Boulder and Denver, in the northwest quadrant of the Denver Metropolitan (Denver Metro) area. The city is bordered by the City and County of Broomfield to the north and west, unincorporated Jefferson County to the west, the cities of Thornton, Northglenn and Federal Heights to the east, unincorporated Adams County to the southeast and the City of Arvada to the southwest. The western portion of the city directly abuts the Rocky Flats National Wildlife Refuge in Jefferson County. Two major highways traverse the city—US Highway 36 (US 36), connecting the city northwest to Boulder and the mountains, and Interstate 25 (I-25), running between Denver and Fort Collins. The city’s regional location is shown in Figure 1-1.

The city’s land area is expansive, encompassing 33.8 square miles. The planning boundary of this Comprehensive Plan coincides with the outer extent of the existing city limits, with the exception of a few areas at the southwest and southeast portions of the city in unincorporated Jefferson and Adams counties, respectively (see Chapter 2: Land Use for additional discussion of unincorporated areas).



73rd Avenue is the historic core of Westminster. Improvements over the years have been focused on streetscape and facade improvements to ensure the area serves as a community destination for years to come.

Physical Context

City Evolution

Incorporated in 1911, Westminster began as a small community centered on the commercial district in the vicinity of 73rd Avenue and Bradburn Boulevard. The city remained relatively small until the post World War II era. Since 1950, the population has grown from 1,686 to approximately 108,000 persons by 2010 (U.S. Census). During that same period the city’s land area increased from 4.5 square miles to almost 34 square miles, resulting from the annexation of large tracts of vacant lands to the north and west. This expansion was facilitated in part by the purchase of water resource rights that provided the city with greater capacity for development. Today, Westminster is an expansive city that is located within two counties, Adams and Jefferson, as well as three separate school districts.

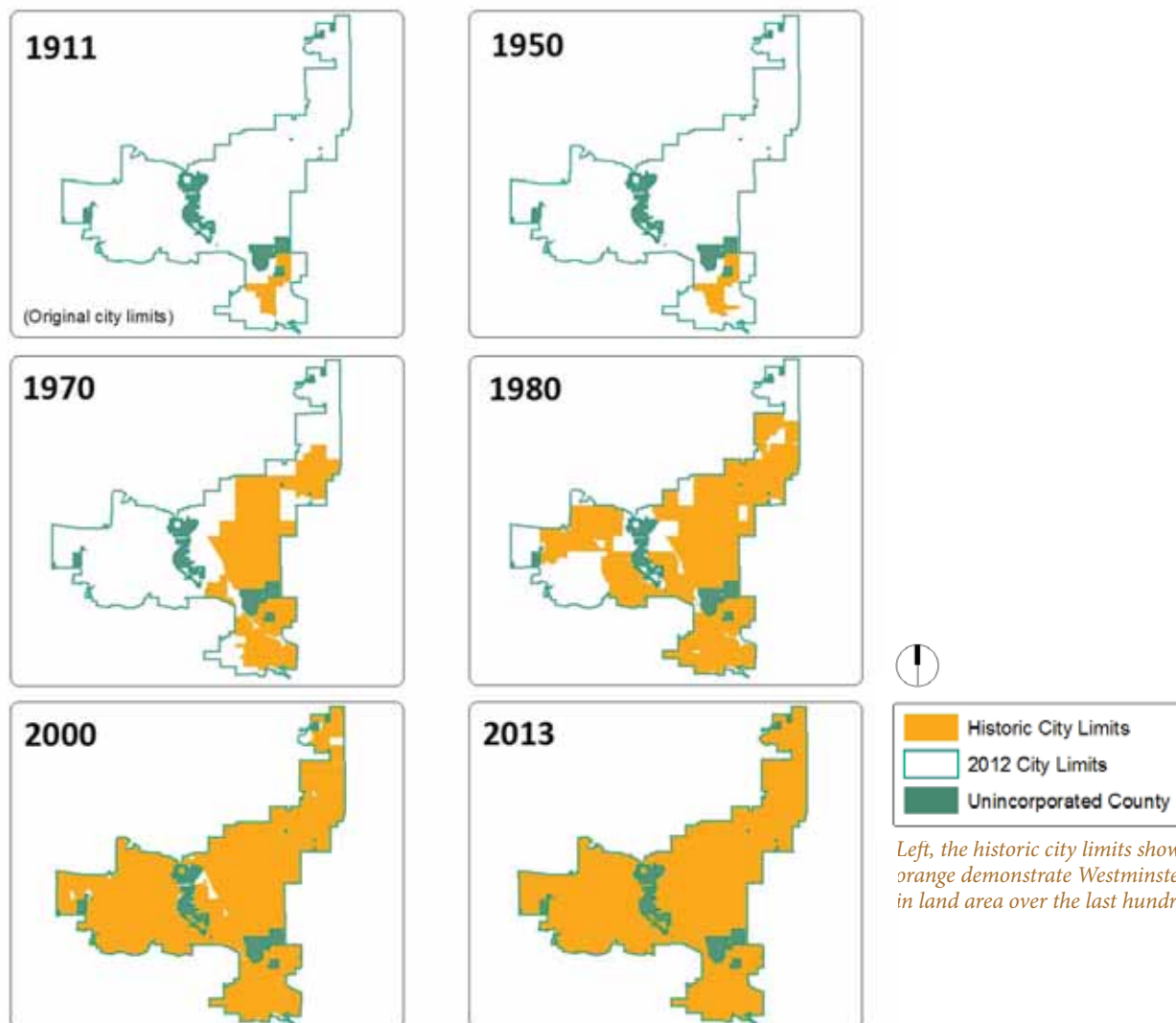
Physical Influences

Natural features of the Front Range landscape have influenced land use patterns and growth of the city. The city’s gently rolling hills are interspersed with several creek corridors including Little Dry Creek, Walnut Creek and Big Dry Creek and its tributaries. Associated floodplains and wetlands areas provide important wildlife habitat. The majority of this sensitive habitat area



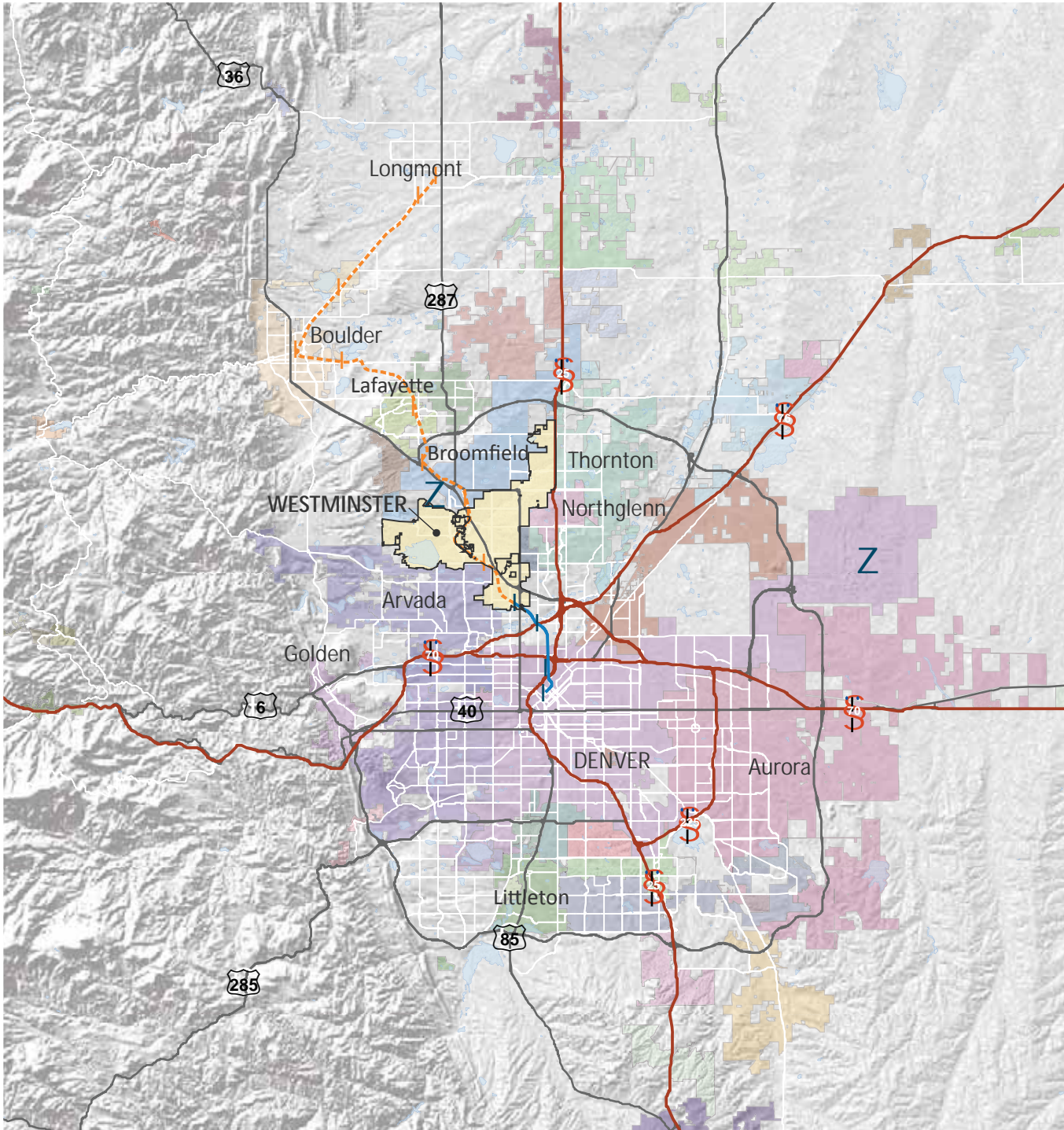
is a part of the city’s open space network, which comprises over 3,000 acres of land. Additional sensitive habitat area is located within the city’s 2,919 acres of park land and 644 acres of public golf courses.

Additional physical features that have impacted the pattern and extent of development in the city include the city’s topography and major transportation infrastructure. Although the topography of the city is generally level, there are areas with steep slopes that exceed 15 percent grade. These areas include land north of 120th Avenue and south of 84th Avenue near Lowell and Federal boulevards. Although development is limited by the slopes, it is enhanced by the views to the mountains and downtown Denver, respectively. Development is also influenced by the presence of the Rocky Mountain Metropolitan Airport. Noise-related impacts and critical zones can impact development adjacent to the airport. The associated Airport Influence Area and critical zones are indicated on Figure 1-2.



Left, the historic city limits shown in orange demonstrate Westminster’s growth in land area over the last hundred years.

Figure 1-1: Regional Context



Legend

- Planned FasTracks Commuter Rail Line
- Future FasTracks Commuter Rail Line
- Water
- City Limits

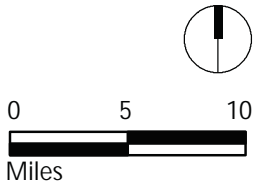
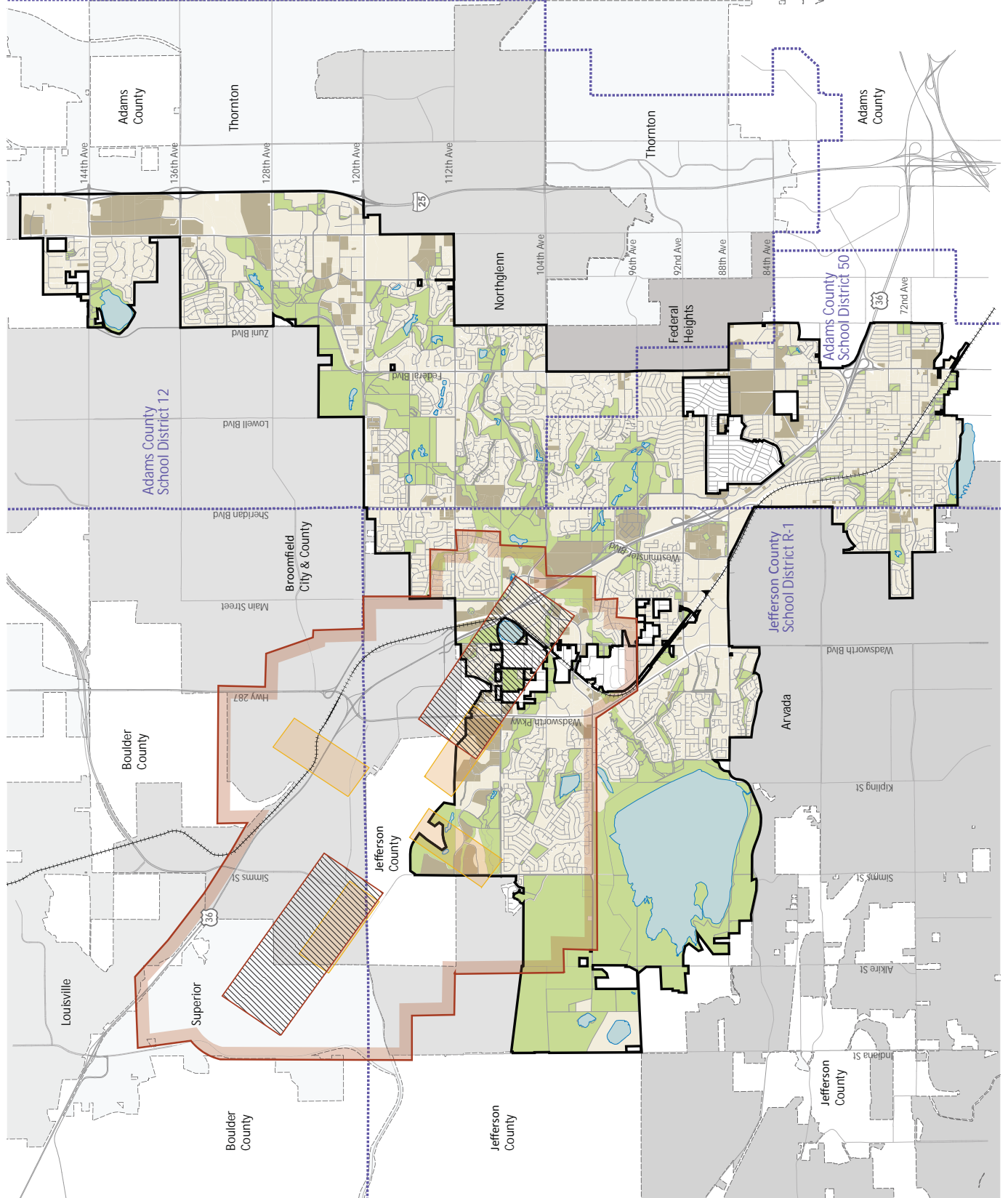
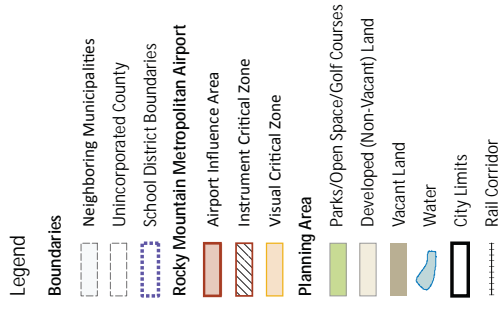


Figure 1-2: Physical Context



Updated 4/13/15



Planning Influences

DRCOG Metro Vision 2035 and Urban Centers

Last updated in 2005, with an update underway as of 2013, the Denver Regional Council of Governments (DRCOG) Metro Vision 2035 Plan provides direction for land use and transportation planning throughout the Denver metropolitan region. The City of Westminster is a participating jurisdiction in the Metro Vision 2035 Plan in that it is one of 27 cities and five counties that signed the Mile High Compact, a voluntary agreement among metro area cities and counties to manage growth and ensure consistency with regional planning efforts by DRCOG.

The Metro Vision 2035 Plan establishes an Urban Growth Boundary for the City of Westminster that is anticipated to be developed by 2035. This area includes the city's five Urban Centers—North I-25, South Westminster, West 120th Avenue, downtown Westminster and Westminster Promenade (Figure 1-3). An Urban Center is defined by DRCOG as a multimodal, dense and mixed-use development node. Urban Centers identified in the Metro Vision 2035 Plan include areas with vacant and/or developed land that could be developed or intensified to meet the goals of the plan to locate 50 percent of all new housing units and 75 percent of all new jobs in Urban Centers between 2005 and 2035.

Adams County Comprehensive Plan

The eastern half of Westminster (east of Sheridan Boulevard) is located at the very western-most edge of the approximately 72-mile-wide Adams County. The County completed an update to its Comprehensive Plan in 2013. The plan encourages new urban residential growth into unincorporated infill areas or within municipal and county growth areas to reduce impacts to the County and maximize access to services and existing infrastructure. The plan also focuses its efforts on attracting new industrial and employment uses in both incorporated and unincorporated areas, and emphasizes annexation of enclaves into municipalities. The County is also interested in pursuing joint planning for the Federal Boulevard corridor in combination with the cities of Denver, Westminster and Federal Heights.

Jefferson County Comprehensive Plan

The western portion of Westminster, west of Sheridan Boulevard, is located within Jefferson County. Jefferson County comprises the western edge of the Denver metropolitan region, with Westminster located at its northeastern edge. The County recently completed an update to its Comprehensive Master Plan in late 2012. The Master Plan is comprised of multiple area plans and comprehensive development plans that guide land use and physical planning throughout the county. Westminster is located within the North Plains Area Plan, which provides direction for unincorporated land surrounded by the city, much of which is located in enclaves along the Wadsworth Boulevard corridor. The North Plains Area Plan designates the majority of enclave area south of Church Ranch Boulevard as low density single family (one-acre-plus lot) development. The northern enclaves west of the BNSF rail corridor are primarily low-intensity development that accommodates Airport Critical Zone limitations on population density for the Rocky Mountain Metropolitan Airport Critical Zone. These uses include one-acre-lot plus single family residential uses, open space and recreation, and commercial, industrial and agricultural uses. The enclave to the east of the rail corridor is designated as mixed-use commercial, which could accommodate retail, office and mixed-use retail/residential uses. For further information see Appendix A: North Plains Area Plan.









The Westminster Station, at approximately 70th Avenue and Irving Street, will open in 2016. The station and adjoining plazas parks and development will create a new transit-oriented destination and district in the city.

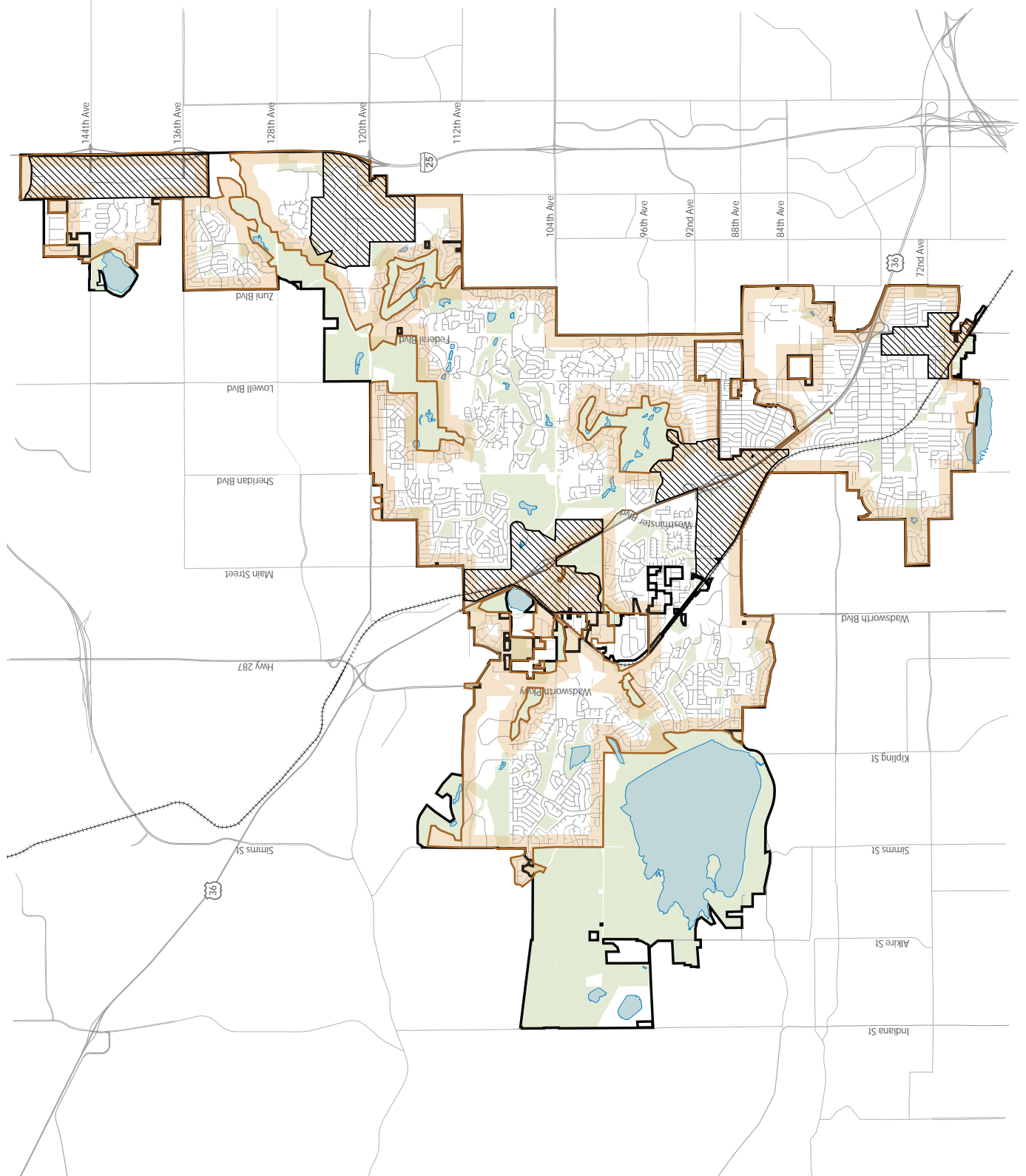
US 36 Corridor

As a component of the voter-approved 2004 FasTracks program, the Northwest Corridor improvements along US 36 include a commuter rail line from Denver's Union Station to Boulder and Longmont; enhanced bus service (Bus Rapid Transit or BRT), which will include local and regional bus service improvements to stations, routes and vehicles; bus ramp by-pass lanes at every interchange west of Federal Boulevard; and a managed toll/high occupancy vehicle/bus lane west of Pecos Street to Table Mesa in Boulder. This will connect with the existing I-25 High Occupancy Vehicle/High Occupancy Toll lanes east of Pecos Street. These improvements will provide improved multimodal transportation options between Boulder and Denver, and will benefit existing development and enhance future development opportunities in Westminster particularly, around the Westminster Center and Church Ranch park-and-rides.

The City of Westminster strongly supports commuter rail transit through the city in the relative near term (phased approach) and eventual completion of the line to at least Boulder as funding/financing becomes available. Three stations along the FasTracks Northwest Corridor commuter rail line are located in the city at Westminster Station near 70th Avenue and Irving Street, downtown Westminster at 88th Avenue and Harlan Street, and

Figure 1-3: Growth Management

- Legend
-  DRCOG 2011 Urban Growth Boundary
 -  DRCOG Urban Centers
 -  Parks/Open Space/Golf Courses
 -  Water
 -  City Limits
 -  Rail Corridor



Updated 4/13/15



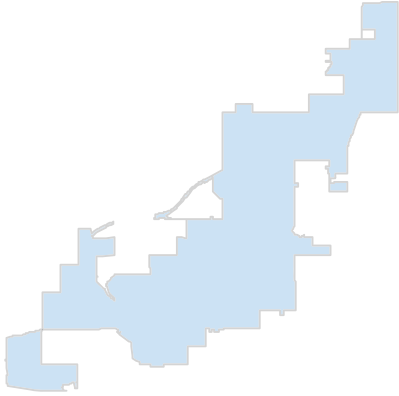
Church Ranch just north of the Shops at Walnut Creek. Westminster Station is funded as part of RTD's Eagle P3 project and will be an end-of-line station until funding/financing becomes available for the remainder of the Northwest rail corridor. Commuter rail service to this station is anticipated to begin in 2016. The City of Westminster will continue to aggressively pursue efforts to extend the commuter rail line through downtown Westminster and Church Ranch.

The Northwest Area Mobility Study (NAMS) represents consensus between RTD, CDOT, corridor stakeholders and local jurisdictions on short and long-term transit improvements in the corridor. The document identifies five major priorities, including: completion of US 36 Bus Rapid Transit (BRT) service; planning and design for BRT service along Colorado 119 and US 287; development of strategies to address reverse commute solutions between Denver Union Station and Pecos Street along I-25; annual evaluation of strategies to accelerate implementation of the Northwest Rail line; and study of further implementation of BRT on other arterial corridors.

Rocky Mountain Metropolitan Airport and Master Plan

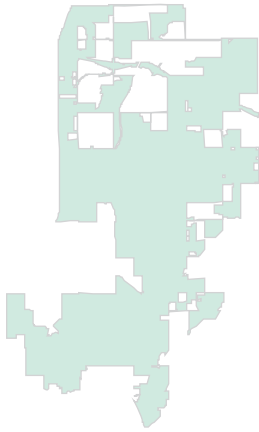
The Rocky Mountain Metropolitan Airport is located in Jefferson County just northwest of Westminster's city limits, between Simms Street and Wadsworth Parkway. Jefferson County owns and operates the airport, and recently completed an update to the airport's master plan in 2011. The master plan is an advisory document for local municipal jurisdictions within the Airport Influence Area. The master plan provides projections for airport operations and development on airport-owned land as well as land use guidance for lands within its Airport Influence Area, and most importantly, within its Instrument Critical Zone. The City of Westminster will continue to work with Jefferson County as land use decisions are made for property within the Instrument Critical Zone (see Figure 1-2).

The airport's master plan projects an annual 1.8 percent increase of airport operations through 2030. The increased activity will be coupled with slightly larger aircraft utilizing the airport. With this increased activity, the master plan proposes approximately 180-220 acres of development of airport-related commercial and industrial uses to the southwest of the existing runways. The master plan also identifies the need for an expanded terminal, airport operation facilities and improved circulation with a redirection of Simms Street and an extension of Jefferson Parkway along the northwest portion of the airport.



City and County of Broomfield

Westminster shares its northern and partial western boundary with the City and County of Broomfield. Broomfield's Comprehensive Plan was last updated in 2005, with adopted amendments in 2011. The plan emphasizes revitalization of the area's older commercial and industrial uses along Main Street (which turns into Westminster Boulevard in Westminster to the south). Along US 36, the Arista and Interlocken developments have attracted a significant amount of office space and higher density housing. The city is planning for additional expansion on the opposite eastern end of the city with the master planned North Park development along I-25, north of Highway 7.



City of Thornton

The City of Thornton shares the I-25 corridor boundary at the northeast end of Westminster. The cities participate in a retail sales tax revenue sharing agreement along I-25 between 128th and 150th avenues to the south and north and Huron and Washington streets to the west and east. The agreement supports growth of commercial and employment uses in both cities. The City of Thornton's Comprehensive Plan, last updated in 2012, designates the I-25 corridor area as Regional Commercial and Employment Center—the latter focused at the I-25 and E-470 interchange. Additional planning efforts in the city focus on multiple proposed stations along the planned RTD North Metro Corridor commuter rail line.



City of Northglenn

The City of Northglenn abuts a portion of the eastern boundary of Westminster between 104th and 120th avenues. Northglenn adopted an updated Comprehensive Plan in 2010. The plan designates the Huron Street and 120th Avenue corridors with primarily single family residential and some commercial use. The city is interested in the potential for looking at a joint planning effort with the City of Westminster and RTD for the Wagon Road Park-and-Ride at 120th Avenue and I-25.



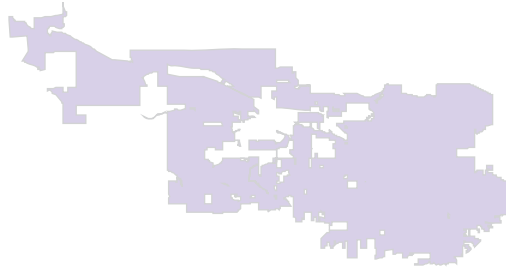
City of Federal Heights

The City of Federal Heights borders Westminster to the east along Federal Boulevard between 84th and 104th avenues. Land along Federal Boulevard is primarily zoned commercial, and includes many older strip commercial centers. To the east, the border between the two cities along Zuni Street includes Water World and industrial zones. The City of Federal Heights has shown interest in developing a corridor plan in concert with the City of Westminster and Adams County to improve development opportunities and enhance the streetscape along Federal Boulevard.



City of Arvada

The City of Arvada adjoins Westminster along the south and west boundary of the city. The shared boundary roughly runs east-west along 88th Avenue/86th Parkway and then north-south along Sheridan Boulevard. Wadsworth Boulevard/Wadsworth Parkway is a key corridor that runs north-south between both cities. The City of Arvada's Comprehensive Plan (as of 2008) calls for primarily commercial development at key nodes along Wadsworth Boulevard and Sheridan Boulevard, with residential for the remainder of the border. The Clear Creek/I-76 Community Plan Area, calls for single family development along the boundary. In addition to the Clear Creek Plan, Arvada has identified four Transit-Oriented Development Influence Areas along the planned Gold Line commuter rail extension through the southern portion of the city. An update to the Arvada Comprehensive Plan is expected to be complete in 2014.





Views of City Hall: Left, from Yates Street; Right, Looking east to west over the city.

1.3 VISION AND GUIDING PRINCIPLES

The City of Westminister City Council has established a clear vision for the future. This vision and its principles, summarized below and described in full in the city’s Strategic Plan, provide a foundation for this Comprehensive Plan.



Vision Statement

“Westminister is an enduring community—a unique sense of place and identity. We have a choice of desirable neighborhoods that are beautiful and sustainable by design.

Westminister residents enjoy convenient choices for an active, healthy lifestyle, are safe and secure and have ease of mobility within our city and convenient connection to the metro area.

Westminister is a respectful, diverse community in which residents are engaged.

Westminister city government provides exceptional city services, and has a strong tax base through a sustainable local economy.”

Guiding Principles

The following Guiding Principles build on the city’s vision and serve as the platform for the goals and policies of this Plan. They express a community vision for Westminister’s continued growth and further evolution into an active, diverse and livable city.



Distinctive City with a Strong Identity

Westminster is a distinctive community along the Front Range with its extensive open space network, well-designed infrastructure and high quality built environment. The Plan will continue to emphasize the city's community identity and presence both citywide and regionally. Efforts toward revitalization and city building will be focused in the downtown Westminster and South Westminster as well as key corridors like Federal Boulevard and retail centers with high vacancies. Redevelopment of the downtown Westminster site will establish the city's identity at both the citywide and regional scale, by creating a prominent physical presence along the US 36 corridor with high intensity mixed-use development. In South Westminster, the continuation of streetscape improvements and historic preservation efforts, as well as the infusion of activity and new development planned around Westminster Station, will enhance the area's image and establish its core as a key destination in the city. Other areas in the city, including regional retail and employment centers along the US 36 and I-25 corridors, Wadsworth Parkway and Sheridan and Federal boulevards will be the focus of strategic improvements, intensification and new development. The Plan also emphasizes the city's natural amenities and views to the mountains and Downtown Denver as distinctive visual and physical qualities of the city. Finally, the city will continue to develop Westminster's identity through cultural events and amenities, preservation of the city's unique history and buildings, and new opportunities for public art.



Vibrant Community with a Diverse, Healthy Economy

With its central location between Denver and Boulder, the City of Westminster is strategically positioned to capitalize on economic growth opportunities in the Denver Metro area. The city's diverse housing supply, open space and recreational amenities, and access to transit make Westminster a desirable place in which to live, work and visit. Furthermore, the city's proximity to Denver and Boulder provides an ideal location for employers wishing to attract and retain a high quality labor force. Building on the city's assets, the Plan will focus on growth and diversification of the city's employment and retail base to create a vibrant, active city environment. Employment development efforts will focus on establishing and reinforcing business and industry clusters in the city, with an emphasis on attracting technology, medical and biotech, and product development jobs. Likewise, the Plan will reinforce the city's retail base through planning for strategic growth, improvements and mixed-use opportunities to ensure a balanced approach to retail retention and growth in the city. Redevelopment of downtown Westminster will play a central role in expanding both the employment and retail base for the city.



Westminster has a rich tapestry of open and green spaces, expansive views and high quality architecture that sets it apart from surrounding communities.



The city has over 3,000 acres of open space, in addition to over 2,900 acres of parks and over 600 acres of public and private golf courses.

Comprehensive, Integrated Parks and Open Space System

Unique among other communities along the Front Range, Westminster's network of open space, trails and high quality parks defines the physical character and image of the city. This extensive network of trails, open space corridors, and conservation areas weaves through the fabric of the city, connecting with parks, neighborhoods, schools, community facilities, employment centers and activity districts. Residents, workers and visitors have access to a range of recreation opportunities and benefit from the protection of sensitive environmental habitats, water bodies and view corridors. The network also connects residents to regional trails, neighboring jurisdictions and transit stations. The Comprehensive Plan will continue the city's efforts to preserve and enhance the open space and parks system.



Well-Designed, Attractive Neighborhoods

Westminster is defined by its distinctive and varied neighborhoods and integrated open space network. The city's choice and quality of neighborhoods provides a range of settings and environments—from single family residences in pastoral settings to mixed-use live/work and multi-family dwellings in urban, walkable settings. The Plan will continue to foster a range of high quality living options within the city, with emphasis on providing an appropriate mix of land uses that support the city's active lifestyle. Parks, neighborhood shopping and services, schools and other community facilities will serve the needs of residents, reinforcing neighborhood character and cultural identity. Connections to employment centers, transit, commercial centers and the city's open space and trails system will be emphasized. Where mixed-use neighborhoods are planned, a mix of uses, range of densities and residential types, and interconnected street network will further foster an active, walkable environment throughout the city.



Westminster has a variety of neighborhoods that provide unique environments and a range of housing types, ages and affordability.

Balanced Housing Mix

Providing a balanced mix of housing opportunities in the city will continue to be a focus of planning efforts in the city. Ensuring that a wide range of incomes, age groups and lifestyle choices are accommodated will reinforce the city's identity as a diverse, attractive place in which to live and work. The Plan will focus on maintaining the city's diverse housing supply and locating complementary land uses and infrastructure to serve the needs of all community members. In addition, the city will pursue a variety of strategies to maintain the affordable housing stock that currently exists in the city.



Mixed Use and Transit-Oriented Development

The city is quickly approaching its physical build out of existing vacant land. As the city continues to evolve and grow, new development will be strategically focused as infill or redevelopment. The Plan will provide a framework for accommodating this new growth, and fostering development trends toward a vertical mix of uses, walkable setting and higher intensities of development. New mixed-use development will be focused in neighborhoods that have access to major transportation and transit corridors. New infrastructure and development in these mixed-use and transit-oriented areas will foster an active public realm with an interconnected street grid with blocks sized for walkability, building design that shapes and activates the pedestrian realm, and parks and public spaces that reinforce and foster community identity. Supporting policies and implementation efforts will ensure these mixed-use areas are both vibrant and viable.



Balanced Transportation System

The City of Westminster has worked to establish a balanced transportation system that allows for safe and efficient travel throughout the city for drivers, pedestrians, bicyclists and transit riders. The Westminster Comprehensive Roadway Plan and Bicycle Master Plan provide a framework for travel through the city with a network of streets, sidewalks, bicycle lanes and trails. The Plan will integrate these planning efforts with land use and transit planning to ensure that all modes of transportation are accessible in the city. The existing well-functioning street network will be maintained and improved with streetscape, sidewalk and intersection improvements. New street connections and alignments will ensure the city's employment and activity centers are easy to access both locally and regionally. Likewise, expansion of the on-street bicycle network will provide improved commuter access to employment and other key destinations in the city. Expansion of transit service in the city will also be a focus of the Plan, with new and improved bus rapid transit and park-and-ride facilities along US 36 and I-25, as well as RTD FasTracks commuter rail through the heart of the city. Bicycle and pedestrian connections to transit stations, as well as high intensity mixed-use development adjacent to stations, will support and encourage transit ridership within the city.



Westminster is building on opportunities to capitalize on transit in the community. Areas like the Westminster Station transit-oriented development area will see growth of higher-intensity mixed use development. Elsewhere in the city, efforts to improve the city's transportation network, with street improvements, new bike lanes and trails will continue to be a focus.



The city works diligently toward providing high quality water to all areas of the city and preserving natural resources and wildlife habitat.



Westminster maintains high quality police and fire services for residents, businesses and visitors. The city also emphasizes community health with a variety of recreation centers available to residents as well as over 100 miles of trails and an extensive park and open space network.

Environmental Stewardship and Water Resource Management

The city's growth management program and conservation of resources including water, energy, habitat and natural areas provide the framework for a sustainable environment that will continue to impact all aspects of physical planning in the city. The Plan emphasizes conservation and management of the city's water supply, with policies and land use planning that will ensure water availability at citywide buildout. The extent and efficiency of water use for each development will become a key consideration in the location, type and intensity of land uses and development within the city. The Plan also supports expansion of the city's reclaimed water system and maintaining high quality surface and drinking water. Infrastructure and improvements will continue to be planned in concert with or in advance of new development to ensure the city's high service standards are maintained. Finally, the city will encourage the efficient use of land and resources through encouragement of higher intensity mixed-use development near transit, "green" building, context-sensitive site design and energy-efficient building systems and infrastructure. These sustainable planning, building and site measures will all contribute to improved water and air quality in the city and regionally.

Safe and Healthy Community

Westminster enjoys a high quality of life that is supported by a sense of safety and confidence throughout the community. The ability to enjoy the city's natural amenities, residential neighborhoods, employment and activity centers, and transit connections in a safe, secure environment is a key priority for the city. The City of Westminster police and fire departments will continue to maintain high standards for service response and emergency preparedness, and will maintain and improve functionality of mutual aid relationships with surrounding jurisdictions. The Plan will also ensure that mobility options are safe and well-designed, from providing missing sidewalks and bicycle lanes to designing safe, highly visible transit stops. The design of public spaces will also promote safety by ensuring visibility and ease of access. Finally, the Plan will promote access to a healthy lifestyle, through promoting connectivity to and use of the city's open space, trail and park network and a wide range of recreation facilities for all ages, and ensuring residents and workers have access to health and human services.



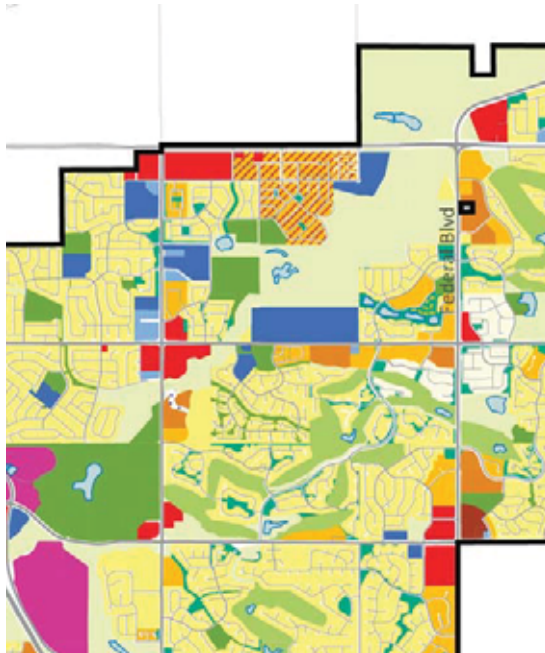
1.4 PLAN ORGANIZATION

The Comprehensive Plan is organized into the following chapters:

- *Introduction:* This includes the purpose and overall planning context for the plan as well as the guiding principles that provide the framework for the goals and policies in the following chapters.
- *Land Use:* This chapter provides the physical framework for development in the city through designation and definition of land use classifications and policies for development and land use.
- *Focus Areas:* This chapter describes the city's vision for key areas in the city, and includes specific goals and policies that will guide future planning and development in these areas.
- *Economic Vitality:* This chapter establishes policies to promote economic expansion and growth in the city while retaining a stable fiscal base.
- *Transportation and Circulation:* This chapter includes direction for all modes of travel in the city, ensuring that vehicle, bicycle, pedestrian and transit movement is balanced and coordinated.
- *City Identity Design:* This chapter provides guidance on all aspects of the built form in the city, from development to streetscapes, public art and historic preservation.
- *Parks, Recreation, Libraries and Open Space:* This chapter outlines the framework for provision, maintenance and creation of parks, recreational facilities and open space in the city.
- *Public Facilities and Utilities:* This chapter outlines policies that will ensure that growth is in step with provision and availability of city utilities, infrastructure systems and public services.
- *Plan Compliance:* This chapter delineates the applicability and implementation of the Comprehensive Plan.

2.0

Land Use



The distribution, type and intensity of land uses compose the physical tapestry of the city. The overall mix and quality of land uses and development also impact a city's economic and fiscal base. This chapter outlines the city's approach to establishing a balanced, sustainable mix of land uses. This framework will regulate land use decision-making as the city continues to evolve. This chapter includes the land use diagram and classification system as well as goals and policies, all of which require mandatory compliance by new development. Policies pertaining to the five focus areas within the city are in Chapter 3: Focus Areas.



Overview

This update to the Comprehensive Plan represents a significant shift in planning paradigm from lateral growth with maximized flexibility to strategic growth on remaining vacant land and redevelopment areas. This development pattern will result in a more efficient use of land, supporting more regionally sustainable land use patterns. The Plan provides the framework for mixed-use development within the city that is conveniently accessed by all modes of transportation. Emphasis is placed on providing transit-supportive commercial, office and residential uses close to rail and major bus transit stations. Higher overall development intensity in these areas will be encouraged as well in order to maximize synergy of uses, access to key services and day and evening populations.



The Plan also recognizes the need to identify land for employment growth in the city, particularly along US 36 and I-25, taking advantage of visibility and convenient access from these corridors. This focus on employment will ensure that the city's economic environment continues to be balanced and that businesses in the community continue to meet resident and business demand for services. The Plan designates land area for a range of employment uses, including essential service commercial and light industrial uses.



The Plan's land use framework is supported by modification of the city's land use "toolkit", or land use classifications. Seven new land use classifications are added or modified (and three existing classifications are retired from the 2004 CLUP including District Center, Business Park and Office/Residential). The new land use designations provide opportunity for higher-density residential development and mixed-use development (both standalone and transit-oriented), create greater specificity and direction for employment uses, and help preserve opportunity for service commercial and light industrial uses.

Ensuring the city has a wide range of complementary and supportive uses will provide the community's residents and businesses with a sustainable, high quality living environment.

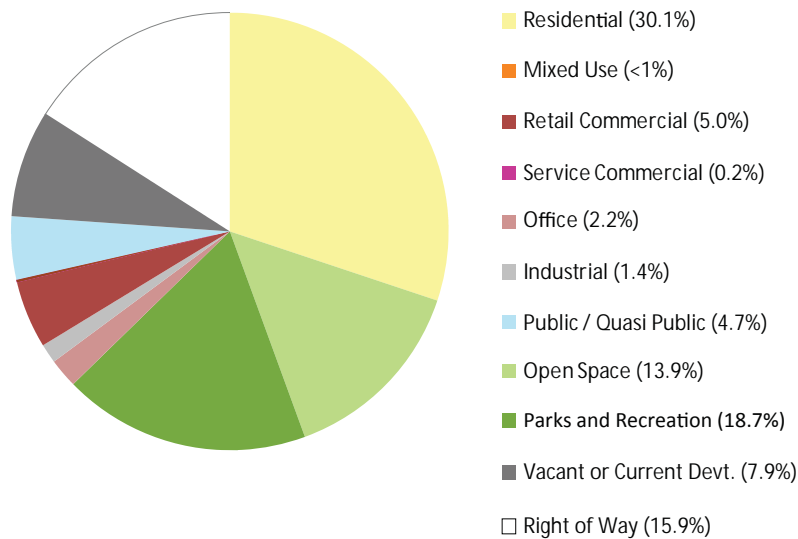


2.1 EXISTING LAND USE CONTEXT

Westminster is a distinctive community along the Front Range, where open space, parks and recreational amenities are a prominent feature of the city’s physical landscape. The city’s land use pattern is generally influenced by major regional transportation corridors. For the most part, retail, hotel and employment uses are clustered along US 36 and I-25 around major interchanges. Outside of these corridors, uses are primarily residential, with parks and open spaces integrated throughout. Smaller- and medium-scale commercial uses are located along arterial streets in the city, like Wadsworth Parkway, 120th Avenue, Sheridan Boulevard, Federal Boulevard and 72nd Avenue. South of 80th Avenue, in the oldest portion of the city, the use pattern is more diverse, particularly south of 72nd Avenue where commercial and light industrial uses are focused. As a whole, however, the city maintains a diverse array of uses, as shown in Figure 2-1. Chart 2-1 provides a breakdown of use by land area.



Chart 2-1: 2013 Existing Distribution of Land Area in the City



Existing development in the city includes almost 19,000,000 square feet of non-residential building space and almost 45,000 dwelling units. Balancing this development is approximately 6,500 acres of parks, open space and golf courses.

Existing Pattern

Of the total land area in the city, open space, parks, golf courses and conservation areas comprise over 31 percent—more than any other land use in the city. Private parks and open space comprise another 1.4 percent. These areas are interspersed throughout the city, creating multiple continuous natural and creek corridors that traverse the entire city. As illustrated in Chart 2-1, a similar proportion of land is residential, accounting for another 30 percent of land area. Commercial retail and service uses occupy 5.2 percent of the land area, with the remaining land area comprised of 4.7 percent



Trimble brings both new employment and additional energy into the Westmoor Corporate Park.



Arbour Square adds an active residential population to the Orchard Town Center.



Hyland Village is a new TMUND community with development currently underway.



Country Club Village is an example of recent development that includes both retail and office uses.

public/quasi-public uses, 2.2 percent office, and 1.4 percent industrial. In total, almost 16,500 acres of land are in use within the city (including parks, open space and golf course lands), with another 1,700 acres of vacant platted or unplatted land and 3,450 acres occupied by rights-of-way. The majority of vacant land is located along major corridors like US 36, Wadsworth Parkway and I-25.

Current Development

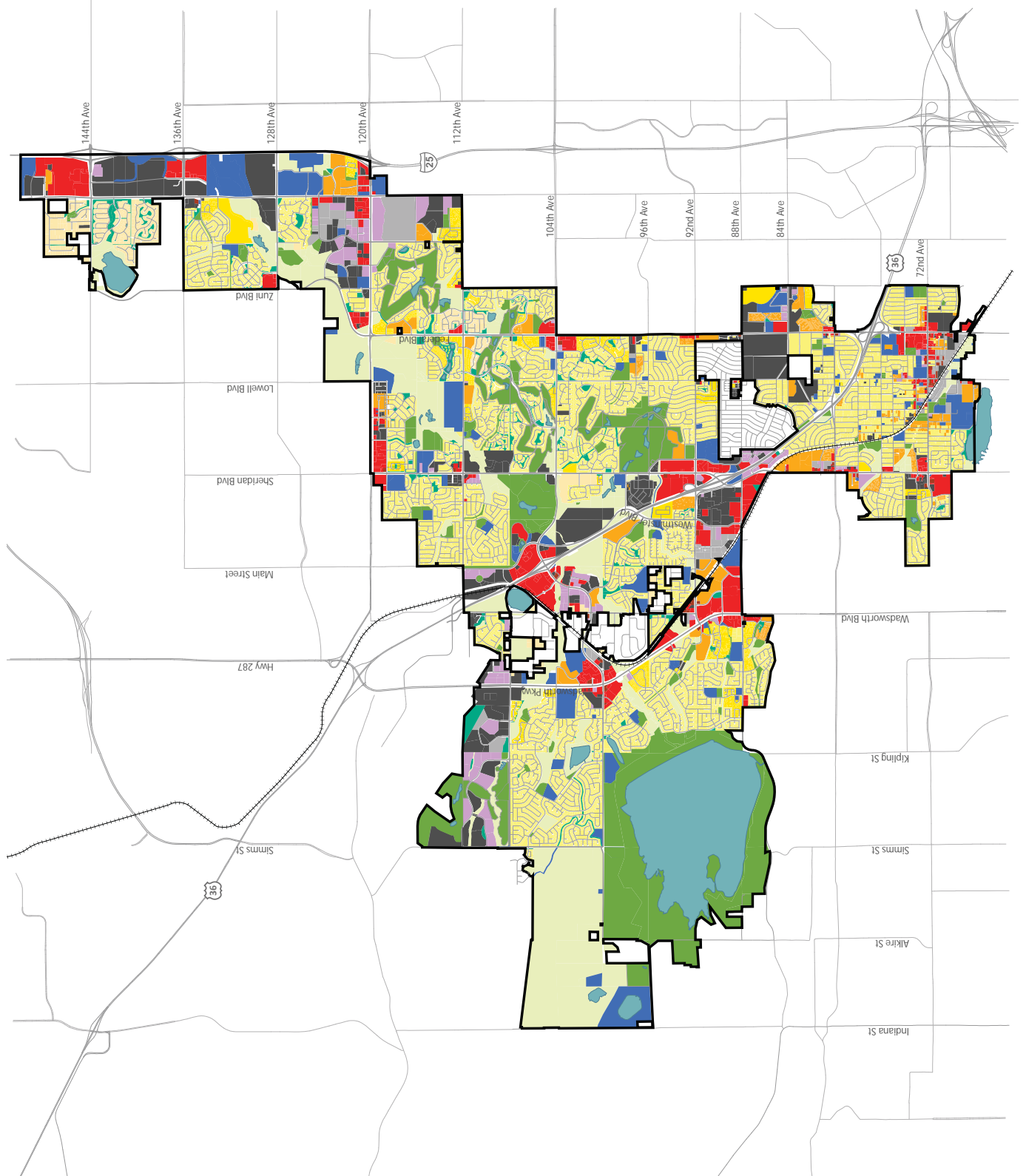
Development that is currently (as of August 2013) under construction, approved or under review comprises approximately 520 acres in the city with 2,477 planned new dwelling units and 1.0 million square feet of non-residential space. The most significant projects underway include a mixed-use redevelopment of the Westminster Promenade West site, reuse of the 1,000,000-square-foot former Avaya industrial space at 120th Avenue and Huron Street, the 350,000-square-foot St. Anthony's Hospital in the North I-25 area, and a new 72-acre Hyland Village traditional mixed-use neighborhood at 96th Avenue and Sheridan Boulevard. Other significant projects include several multifamily apartment projects ranging from 12 to over 400 dwelling units per project.

Likewise, recently completed development in the city includes several large projects, ranging from employment uses to multifamily residential developments. The recently-completed Trimble office building at the Westmoor Corporate Park adds almost 400 new employees to the city. The McWhinney Arbour Square project at 148th Avenue and Orchard Parkway was also recently completed, which added 384 new high quality townhome and multifamily units into the Orchard Town Center area. Current development projects in the city are summarized in Appendix B.

Figure 2-1: Existing Land Use 2013

Legend

- Very Low Density Residential (R-1, R-2.5)
- Low Density Residential (R-3.5)
- Medium Density Residential (R-5, R-8)
- High Density Residential (R-18)
- Retail Commercial
- Office
- Light Industrial
- Park and Golf Courses
- Private Park/Private Open Space
- City Owned Open Space
- Public/Quasi Public
- Vacant
- City Limits
- Rail Corridor



Updated 6/23/14



2.2 LAND USE FRAMEWORK

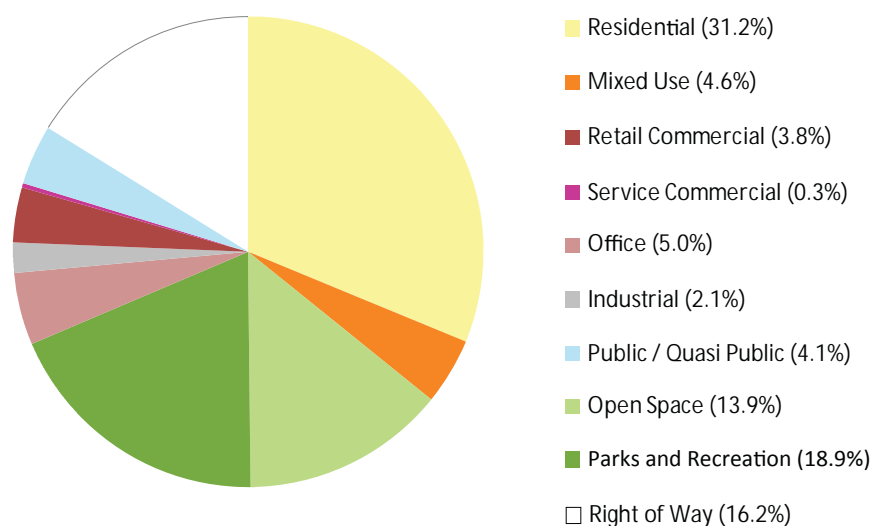
The land use framework embodies the community's vision of how the city should evolve over the next 20 years. The intent of the framework is to establish the direction and tools with which to realize this vision. Key elements of the framework include a land use plan that identifies areas for intensified growth as well as areas of preservation, new land use classifications that foster mixed-use development, and area-specific policies that clearly identify the city's vision for new development and redevelopment over time.

Land Use Diagram

The Comprehensive Plan Land Use Diagram (Figure 2-2) designates the required location, type and distribution of land uses throughout the city. Land use classifications—shown as colors and graphic patterns on the diagram—allow for a range of activities within each classification. The diagram is a graphic representation of policies contained in the Comprehensive Plan and is to be used and interpreted in conjunction with the following land use classifications and goals and policies.

Chart 2-2 describes the change in land use composition of the city based on the proposed land uses in the Land Use Diagram. Open space, parks and golf courses will remain a significant component of the city, at just over 31 percent of the total land area. Residential uses will continue to dominate the built realm, also occupying just over 31 percent of the city's land area, with mixed-use and retail uses occupying another 8.7 percent of the land area. Both office and industrial land uses will occupy a greater percentage of overall land area as well, with office more than doubling to 5.0 percent and industrial uses increasing to 2.1 percent.

Chart 2-2: 2035 Projected Distribution of Land Area in the City



Calculation of Density & FAR

Calculation of both density and FAR is based on the gross site. See graphic below.

The calculation of FAR only includes gross building area; parking structure area is excluded.

Minimum Densities & FARs

Where required, the overall density or FAR of a site must meet the minimum. If a phased project, the first phase must meet the minimum; subsequent phases must maintain the minimum across all phases.

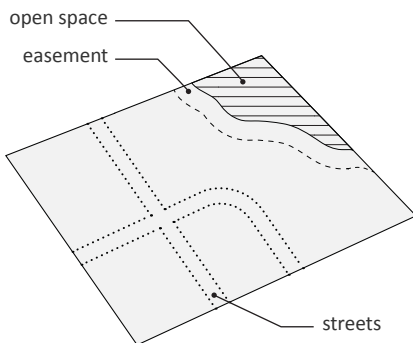
Maximum Densities & FARs

The maximum density or FAR may not be achievable on all sites due to site constraints such as topography or site area.

Density and Intensity

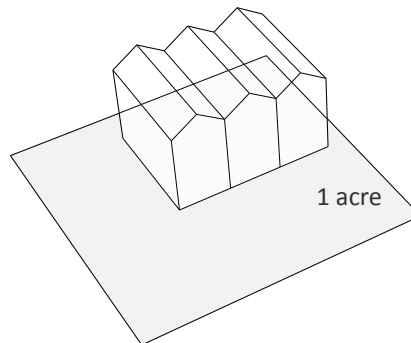
The Comprehensive Plan establishes density and intensity standards for each type of land use. Residential densities are expressed as dwelling units (du) per gross acre (ac), including land for public streets, storm drainage and other rights of way or dedications. This does not include land located within a designated 100-year flood plain (designated as Major Creek Corridor on Non-Public Land). It should be noted that maximum density may not be achievable on all sites due to specific site constraints such as topography, drainage patterns, floodplains, wetlands, required rights-of-way, the city’s adopted design guidelines, public land dedication, or other public improvements. Thus, the maximum density listed for each category is not “guaranteed.” The permitted density will be determined during the development review process taking into consideration the above constraints and enforcing the city’s residential design guidelines for each residential type.

A maximum permitted floor area ratio (FAR) is specified for mixed use and non-residential uses. FAR expresses the ratio of total building square footage to land square footage. For example, an FAR of 2.0 means that for every square foot of land, a developer may build two square feet of building space. Where an FAR is specified for mixed use classifications, the FAR applies to both residential and non-residential building space, excluding structured or surface parking. Similar to residential densities, maximum FARs may not be achievable due to site constraints.



Gross Site Acreage/Area

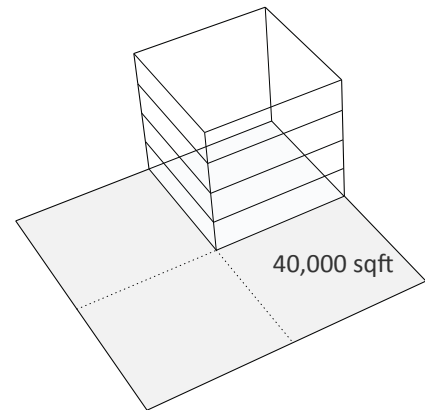
The gross site acreage (or area) encompasses the entire site, including area dedicated for open space, streets, and public easements, as illustrated above. The full acreage of the site (gray area above) is used in the calculation of density or FAR.



Density

$$\frac{\text{Dwelling Units}}{\text{Total Site Acres}} = \frac{3 \text{ du}}{1 \text{ acre}}$$

Shown above, 3.0 du/acre, where 3 dwelling units (du) sit on one acre of gross site acreage.

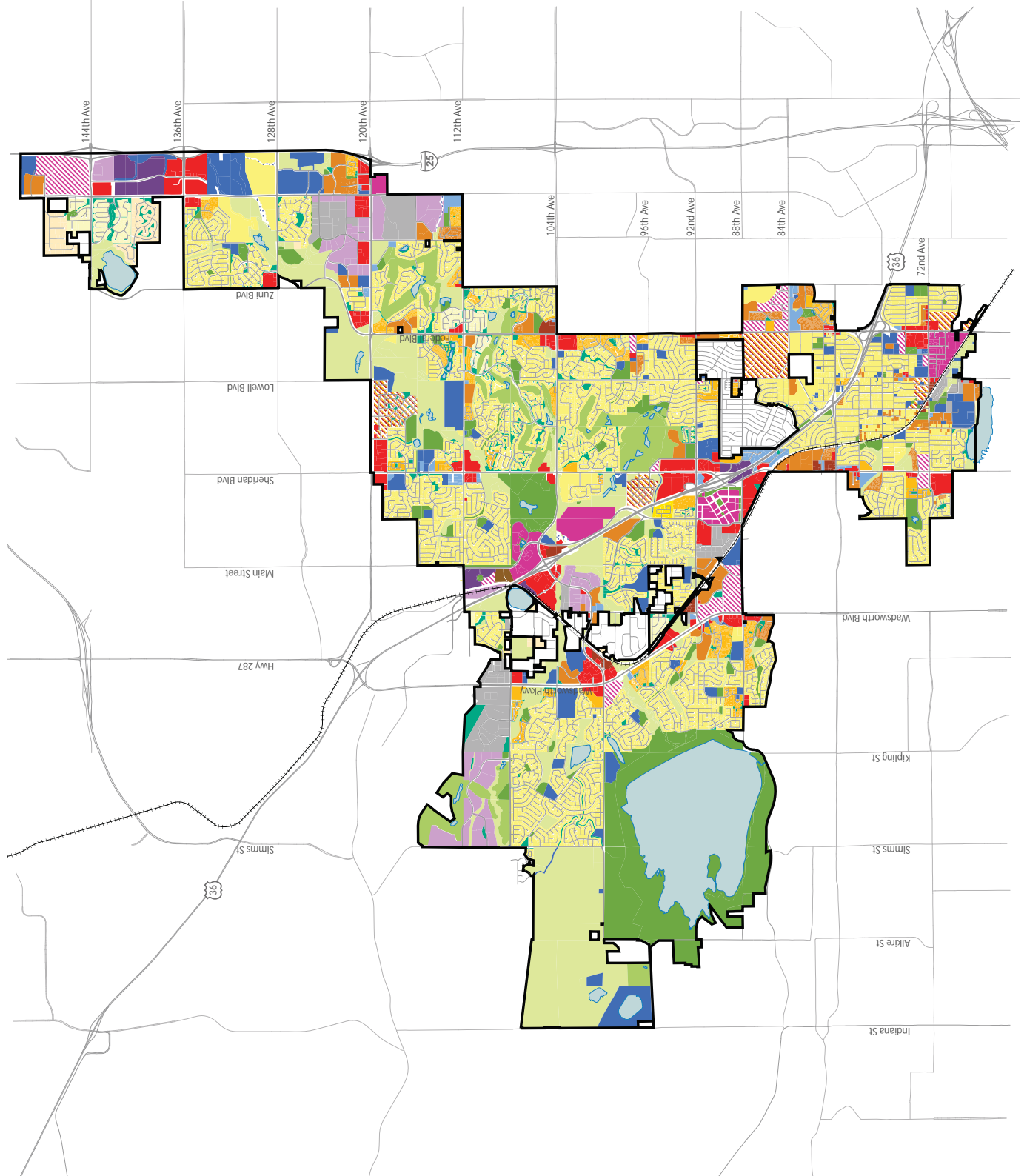
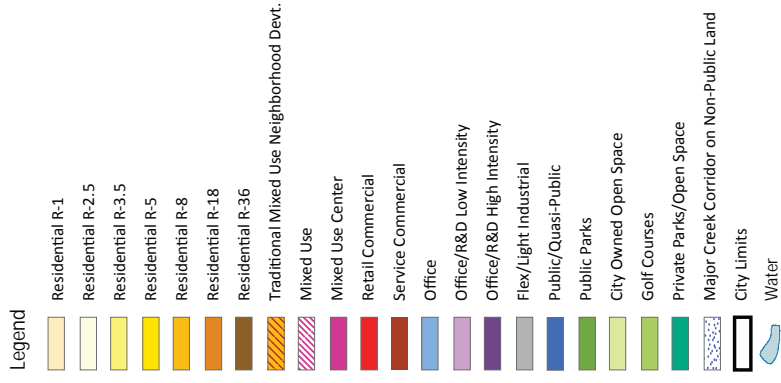


Floor Area Ratio (FAR)

$$\frac{\text{Total Building Area}}{\text{Total Site Area}} = \frac{40,000 \text{ sqft.}}{40,000 \text{ sqft.}}$$

Shown above, an FAR of 1.0, where a building with 4 floors of 10,000 sqft. each (40,000 sqft. total) sits on a parcel of 40,000 sqft. gross site area.

Figure 2-2: Land Use Diagram



Updated 4/13/15



Land Use Classification

Land use designations are the tools used to define the city’s vision and intent for development throughout the city. They provide overarching direction for land use on a specific site. For the majority of the city’s land area, more specific uses are delineated on a property’s approved Planned Unit Development (PUD), which must be consistent with the property’s Comprehensive Plan land use designation. For properties that are straight zoned (such as Commercial C-1, Business B-1, etc.), the Municipal Code provides greater detail on specific uses permitted within each zoning district. In order to develop, all properties, whether zoned by PUD or straight individual zoned district, must be developed in accordance with the Comprehensive Plan.

This section describes each of the land use classifications shown in Figure 2-2: Land Use Diagram. Each classification is described by representative images and text, with a “Development Standards” table that addresses land use and development characteristics. Within the table, land uses are listed as:

- **Allowed.** Uses that are permitted on all sites designated with such classification.
- **Limited.** Uses that are permitted but limited, such as in overall building area or proportion of a project, or by the development review process.
- **Potentially Prohibited.** Uses that may or may not be permitted, depending on their proximity to residential, public, or quasi-public uses or for other reasons as determined by the development review process.

Development characteristics in the table include maximum and minimum densities and/or floor area ratios (FARs), minimum lot size (for residential uses), and distribution of uses.

In addition to the uses described in each classification to follow, public/quasi public uses—including government offices, police and fire stations, public schools and places of assembly—are permitted in all land use classifications except for park and open space classifications, subject to the development review process. Land uses may also be subject to additional review or permitting processes as required by the Zoning Code.



New high density residential and mixed use categories create opportunity for transit-supportive development and vibrant, mixed-use districts.



New office development categories create opportunity for higher intensities of employment development in key areas in the city.



Service, flex and light industrial uses are designated throughout the city in areas of greatest compatibility and synergy.

R-1 Residential

Under 1.0 Dwelling Unit per Acre



This designation is intended to provide for single family detached residences developed at densities lower than typically found in urban areas. R-1 Residential is generally appropriate in areas distant from activity centers where development characteristics are more rural.

Development Standards

	<i>Requirement</i>
Land Use	
Allowed Uses	Single Family Detached Residences
Limited Uses	Non-commercial Recreational Uses
Development Characteristics	
Density	Maximum 1.0 du/acre
Minimum Lot Size	17,500 square feet
Distribution of Uses	30% of overall site must be preserved as common open space



R-2.5 Residential

Up to 2.5 Dwelling Units per Acre



This designation is intended to provide for single family detached residences located away from activity centers where land use and development characteristics are suburban or in areas that serve as a transition between rural and urban areas.

Development Standards

	<i>Requirement</i>
Land Use	
Allowed Uses	Single Family Detached Residences
Limited Uses	Non-commercial Recreational Uses
Development Characteristics	
Density	Maximum 2.5 du/acre
Minimum Lot Size	10,000 square feet

R-3.5 Residential

Up to 3.5 Dwelling Units per Acre



This designation is intended to provide for single family detached residences and duplexes. This category is generally appropriate in locations outside urban activity centers in areas where development characteristics are suburban.

Development Standards	
	<i>Requirement</i>
Land Use	
Allowed Uses	Single Family Detached Residences Duplexes (may be allowed depending on location and design)
Limited Uses	Non-commercial Recreational Uses
Development Characteristics	
Density	Maximum 3.5 du/acre
Minimum Lot Size	7,000 square feet (for single family detached dwellings)



R-5 Residential

Up to 5.0 Dwelling Units per Acre



This designation is intended to provide for single family residences (detached and attached), duplexes, patio homes, townhomes and condominiums. This category is generally appropriate outside of urban activity centers in areas of moderate density.

Development Standards	
	<i>Requirement</i>
Land Use	
Allowed Uses	Single Family Detached Residences Single Family Attached Residences Duplexes Patio Homes Townhomes Condominiums
Limited Uses	Non-commercial Recreational Uses Senior Housing Facilities (1)
Development Characteristics	
Density	Maximum 5.0 du/acre
<i>(1) For facilities with beds rather than dwelling units, 2.5 beds shall equal one dwelling unit for purposes of calculating density.</i>	

R-8 Residential

Up to 8.0 Dwelling Units per Acre



This designation accommodates a mix of housing types from single family residences (attached and detached) and duplexes to townhomes, condominiums and walk-up apartments. This designation is appropriate in close proximity to activity centers and to areas that can be served by transit.

Development Standards	
	<i>Requirement</i>
Land Use	
Allowed Uses	Single Family Detached Residences Single Family Attached Residences Duplexes Patio Homes Townhomes Condominiums
Limited Uses	Non-commercial Recreational Uses Senior Housing Facilities (1)
Development Characteristics	
Density	Maximum 8.0 du/acre
<i>(1) For facilities with beds rather than dwelling units, 2.5 beds shall equal one dwelling unit for purposes of calculating density.</i>	



R-18 Residential

Up to 18.0 Dwelling Units per Acre



This designation accommodates a mix of higher density housing types including townhomes, apartments and condominiums. R-18 Residential shall be located along arterial streets, near transit centers or available transit, and within or near activity centers with a mix of supportive uses.

Development Standards

Requirement

Land Use

Allowed Uses

Apartments
 Condominiums
 Townhomes
 Single Family Residences

Limited Uses

Non-commercial Recreational Uses
 Senior Housing Facilities (1)

Development Characteristics

Density

Maximum 18.0 du/acre

(1) For facilities with beds rather than dwelling units, 2.5 beds shall equal one dwelling unit for purposes of calculating density.

R-36 Residential

18.0 to 36.0 Dwelling Units per Acre



This designation accommodates a range of higher density housing types from townhomes to apartments, condominiums and similar higher density typologies. R-36 Residential shall be located along arterial streets near transit and activity centers, where supportive neighborhood-serving uses and transit are within a 5- to 10-minute, or half-mile, walk.

Development Standards	
	<i>Requirement</i>
Land Use	
Allowed Uses	Apartments, Condominiums, Lofts and Townhomes
Limited Uses	Non-commercial Recreational Uses Senior Housing Facilities (1)
Development Characteristics	
Density	Minimum 18.0 du/acre Maximum 36.0 du/acre
<i>(1) For facilities with beds rather than dwelling units, 2.5 beds shall equal one dwelling unit for purposes of calculating density.</i>	



Traditional Mixed Use Neighborhood Development (TMUND) Up to 18.0 Dwelling Units per Acre and 1.0 Commercial FAR



This designation is intended for inclusive neighborhoods with a mix of residential and supportive non-residential uses in a walkable, pedestrian-oriented, urban village development pattern. Housing types could range from medium and small-lot single family homes to multifamily apartments and lofts. Mixed or non-residential uses could include offices, personal/business services, retail and live/work development. An interconnected grid of streets, pedestrian connections and parks is emphasized. The maximum density and intensity for this designation may be applied to the entire TMUND master planned development as opposed to specific sites.

All new development shall be consistent with the TMUND Design Guidelines, which provide greater detail for site, building and landscape design. (Bradburn Village is an example of a successful TMUND project.)

Development Standards

Requirement

Land Use	
Allowed Uses	Apartments, Condominiums, Lofts and Townhomes Single Family Residences (attached or detached) Offices, Personal Services, Retail Commercial, Live/Work
Limited Uses	Non-commercial Recreational Uses Senior Housing Facilities (1), Child Care
Potentially Prohibited Uses	Pawn shops, car sales, massage parlors, tattoo parlors, video and other arcades, night clubs, off-track betting, auction houses, thrift stores, used merchandise sales, billiard parlors, gun shops, adult businesses, check cashing offices and day labor services

Development Characteristics

Density	Maximum 18.0 du/acre (2)
Floor Area Ratio	Maximum 1.0 for Commercial uses

(1) For facilities with beds rather than dwelling units, 2.5 beds shall equal one dwelling unit for purposes of calculating density.

(2) Greater densities may be allowed if approved by the Planning Commission and City Council.

Mixed Use

8.0 to 36.0 Dwelling Units per Acre and Maximum Combined FAR of 1.5



This designation is intended to foster development with a mix of residential and commercial uses. Stand-alone commercial use or a combination of residential and commercial use is permitted. Where residential development is proposed, a vertical mix of uses (such as residential or office use above ground floor retail) is required with a minimum 0.10 FAR of commercial use (retail, offices or personal/business services). Parking should be located behind buildings, below grade or in structures to ensure active uses face onto public streets. Auto-oriented uses and drive-throughs are strongly discouraged as part of residential mixed-use projects.

Development Standards

Requirement

Land Use

Allowed Uses Apartments, Condominiums, Lofts and Townhomes
Offices, Personal Services,
Retail Commercial, Live/Work

Limited Uses (1) Auto-oriented uses
Stand-alone uses with vehicle drive-throughs

Potentially Prohibited Uses Pawn shops, car sales, massage parlors, tattoo parlors,
video and other arcades, night clubs, off-track betting,
auction houses, thrift stores, used merchandise sales,
billiard parlors, gun shops, adult businesses, check
cashing offices and day labor services

Development Characteristics

Density Minimum 8.0 du/acre, when provided
Maximum 36.0 du/acre, when provided

Floor Area Ratio Minimum 0.10 Commercial when Residential is
provided
Maximum 1.5 Combined Residential and Commercial

(1) Uses may not be permitted as part of a mixed-use project that includes both residential and commercial uses.



Mixed Use Center

Minimum FAR of 0.75 and Maximum Combined FAR of 2.0*



This designation establishes key activity centers in the city, typically to be located with access to transit. Uses may include a mix of residential, retail, office and hotel uses. Along pedestrian-oriented street frontages, ground floor uses should be active, such as retail stores, restaurants and cafes. A vertical mix of uses is encouraged with retail at the ground level and office, hotel and/or residential on upper floors. Parking is strongly encouraged to be structured or below grade, with minimal surface parking—which should be located away from public view. Auto-oriented uses and new standalone uses with drive-throughs are not permitted.

Development Standards

Requirement

Land Use

Allowed Uses (1) Apartments, Condominiums, Lofts and Townhomes
Offices, Personal Services,
Retail Commercial, Live/Work

Potentially Prohibited Uses Pawn shops, car sales, massage parlors, tattoo parlors, video and other arcades, night clubs, off-track betting, auction houses, thrift stores, used merchandise sales, billiard parlors, gun shops, adult businesses, check cashing offices and day labor services

Development Characteristics

Density Minimum 18.0 du/acre, when provided

Floor Area Ratio Minimum 0.75 Combined Residential and Commercial (2)(3)
Maximum 2.0 Combined Residential and Commercial (2)(3)(4)

(1) Auto-oriented uses and stand-alone uses with vehicle drive-throughs are prohibited. However, formerly-established drive through uses may be permitted as a component of new development, subject to the development review process.

(2) The Combined Floor Area Ratio (FAR) is calculated with both residential and commercial building area.

(3) Calculation of FAR for master planned developments excludes rights-of-way.

(4) Greater Maximum FAR may be permitted if otherwise determined by preliminary development plan (PDP) or other regulatory plan.

Retail Commercial

Maximum FAR of 0.35



This designation serves a variety of neighborhood and regional commercial needs and can be comprised of retail stores, eating establishments, banks, supermarkets and business and professional offices. Retail commercial uses are generally limited to arterial street intersections at one or two corners. Neighborhood commercial development is allowed on collector streets. Auto service stations, convenience stores, drive-through facilities and other similar uses may be limited and may not be allowed in areas that directly abut residential districts, public/quasi-public or institutional uses or public space. When permitted, such facilities shall use enhanced architectural design to be compatible with surrounding uses. Design of all retail commercial development must be consistent with the Retail Commercial Design Guidelines.

Development Standards

Requirement

Land Use

Allowed Uses	Retail stores, eating establishments, banks, supermarkets, and business and professional offices
Limited Uses	Auto-oriented uses Stand-alone uses with vehicle drive-throughs
Potentially Prohibited Uses	Pawn shops, car sales, massage parlors, tattoo parlors, video and other arcades, night clubs, off-track betting, auction houses, thrift stores, used merchandise sales, billiard parlors, gun shops, adult businesses, check cashing offices and day labor services

Development Characteristics

Floor Area Ratio	Maximum 0.35
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Service Commercial
Maximum FAR of 0.35



This designation accommodates auto-oriented and general commercial uses including auto sales and service, nurseries and wholesale establishments. Retail commercial uses may also be located within this designation. Development is generally limited to arterial streets away from major intersections.

Development Standards

Requirement

Land Use

Allowed Uses	Auto-related sales and services, convenience stores, wholesale, nurseries Retail stores, eating establishments, banks, supermarkets, and business and professional offices
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Development Characteristics

Floor Area Ratio	Maximum 0.35
------------------	--------------

Office

Maximum FAR of 0.35



This designation accommodates offices for medical, legal, banking, insurance and similar professional office uses. This designation is intended to be compatible with abutting residential and other sensitive uses. A limited amount of retail uses integrated into the office building is permitted as a portion of the project gross floor area, or GFA (see below for requirements).

Development Standards	
	<i>Requirement</i>
Land Use	
Allowed Uses	Professional and commercial offices (medical, business, real estate, law and consulting offices)
Limited Uses	Support Commercial including eating establishments, pharmacies, personal business services, office supply (1)
Potentially Prohibited Uses	Pawn shops, car sales, massage parlors, tattoo parlors, video and other arcades, night clubs, off-track betting, auction houses, thrift stores, used merchandise sales, billiard parlors, gun shops, adult businesses, check cashing offices and day labor services
Development Characteristics	
Floor Area Ratio	Maximum 0.35
Distribution of Uses	Maximum 15% of GFA Support Commercial or 10,000 sqft, whichever is less (2)(3)
<p><i>(1) May be allowed through the city's development review process when developed in conjunction with, and accessory to, office buildings.</i></p> <p><i>(2) Commercial building area shall not exceed 50 percent of the ground floor of any one building.</i></p> <p><i>(3) Support commercial uses may be further constrained by parking availability.</i></p>	



Office/R&D Low Intensity

Maximum FAR of 1.0



This designation is intended for campus-like development with offices, research and development facilities, medical facilities and supportive uses. Manufacturing and mass production space is limited to less than 30 percent of gross floor area on a lot. Accessory or small-scale supporting retail or personal/business services integrated into office buildings are also permitted up to 10 percent of gross floor area. Strategically located hotel uses that support employment uses may be permitted by PUD.

Development Standards

Requirement

Land Use	
Allowed Uses	Professional offices, research and development labs, medical facilities
Limited Uses	Hotel Manufacturing, warehouse, production Support Commercial including eating establishments, pharmacies, personal business services, office supply (1)
Potentially Prohibited Uses	Pawn shops, car sales, massage parlors, tattoo parlors, video and other arcades, night clubs, off-track betting, auction houses, thrift stores, used merchandise sales, billiard parlors, gun shops, adult businesses, check cashing offices and day labor services
Development Characteristics	
Floor Area Ratio	Maximum 1.0
Distribution of Uses	Maximum 10% of GFA Support Commercial or 15,000 sqft, whichever is less (2) Maximum 30% of GFA Manufacturing, Warehouse and/or Production use

(1) May be allowed through the city's development review process when developed in conjunction with, and accessory to, office/R&D buildings.

(2) Support commercial uses may be further constrained by parking availability.

Office/R&D High Intensity

Minimum FAR of 0.30 and Maximum FAR of 2.0



This designation identifies areas where higher-intensity employment uses are appropriate. These areas are located along major transportation corridors with high visibility and accessibility. Employment uses are emphasized, including high-rise or campus-like office developments and supportive research and development uses. Manufacturing and mass production space is limited to less than 10% of gross floor area. Accessory or small-scale supporting retail or personal/business service uses integrated into office buildings are also permitted up to 10% of gross floor area. Strategically located hotel uses are permitted by PUD. The desired type of development is multistory buildings served by a mix of structured and surface parking.

Development Standards

	<i>Requirement</i>
Land Use	
Allowed Uses	Professional offices, research and development labs, medical facilities
Limited Uses	Hotel Manufacturing, warehouse, production Support Commercial including eating establishments, pharmacies, personal business services, office supply (1)
Potentially Prohibited Uses	Pawn shops, car sales, massage parlors, tattoo parlors, video and other arcades, night clubs, off-track betting, auction houses, thrift stores, used merchandise sales, billiard parlors, gun shops, adult businesses, check cashing offices and day labor services
Development Characteristics	
Floor Area Ratio	Minimum 0.3 Maximum 2.0
Distribution of Uses	Maximum 10% of GFA Support Commercial use, or 15,000 sqft, whichever is less (2) Maximum 10% of GFA Manufacturing, Warehouse and/or Production use

(1) May be allowed through city’s development review process when developed in conjunction with, and accessory to, office/R&D buildings.

(2) Support commercial uses may be further constrained by parking availability.



Flex/Light Industrial

Maximum FAR of 0.5



This designation is intended to provide and protect land for flexible employment uses, including manufacturing and assembly, research and product development, warehousing and distribution facilities, and supportive office space. Flexible spaces may include storefront space for offices, sales and customer service. Auto-related service and self storage uses are also permitted. Uses that create objectionable levels of noise, vibration, odor, glare or hazards are not permitted. Outdoor storage must be screened from public right-of-way and non-industrial uses. Support commercial uses integrated into flex/light industrial buildings are also permitted up to 10% of gross floor area. In general, light industrial uses should be located away from residential areas and adequately buffered from other land uses. The city may impose a stricter standard for more intense industrial uses.

Development Standards

Requirement

Land Use

Allowed Uses	Flex office space including professional office, research and development labs Warehousing, fabrication facilities, repair shops, wholesale distributors and light manufacturing
Limited Uses	Support Commercial including eating establishments, pharmacies, personal business services, studios, office supply (1)
Potentially Prohibited Uses	Pawn shops, car sales, massage parlors, tattoo parlors, video and other arcades, night clubs, off-track betting, auction houses, thrift stores, used merchandise sales, billiard parlors, gun shops, adult businesses, check cashing offices and day labor services

Development Characteristics

Floor Area Ratio	Maximum 0.5
Distribution of Uses	Maximum 10% of GFA Support Commercial use, or 15,000 sqft, whichever is less (2)

(1) May be allowed through the city's development review process when developed in conjunction with, and accessory to, office/R&D buildings.

(2) Support commercial uses may be further constrained by parking availability.

City Owned Open Space



This designation identifies city-owned and managed areas preserved for passive recreational use and protection of natural habitat. Passive public use includes hiking, biking, nature study, and photography. Open spaces may include scenic vistas, floodplains, trail corridors, farmlands and highly visible natural areas. These lands are preserved and managed in a natural condition.

Public Parks



This designation applies to all city or other publicly-owned parks or greenbelts, including neighborhood parks, community parks, regional parks, greenbelts and trails. These lands serve both active and passive recreation needs of the community with play areas, fields, trails and natural features and amenities.

Private Parks/Private Open Space



This designation applies to private parks, greenbelts and open space. These private lands provide passive and active recreational opportunities and are usually owned by a homeowners association, business owners association or metropolitan special district.



Golf Courses



This designation applies to both public and private golf courses, including three public courses and two private courses. Public golf courses provide additional open space, natural habitat and trail connections that connect to the greater parks and open space network in the city.

Public/Quasi Public



This designation is intended for uses related to general community services, such as public safety facilities, schools and institutions of higher learning, places of worship, community centers, hospitals, municipal facilities and cemeteries. Future public and quasi-public uses such as private schools and recreation facilities, although not shown specifically on the Land Use Diagram, are generally allowed in residential areas subject to City review and approval. Places of assembly are also allowed in non-residential use categories subject to City review.

Major Creek Corridor on Non-Public Land

These areas are flood corridors within the 100-year floodplain located on private land. Flood corridor areas should remain undeveloped to protect property from flood damage, and to preserve the riparian habitat and wildlife associated with the area. Filling in of flood plains is generally prohibited except where flooding is caused by sheet flow. Where filling or channelization may be allowed, it must be a natural appearing design.

Development Potential

Projected development potential of the Comprehensive Plan assumes that the majority of vacant lands and sites with opportunity for redevelopment, infill or intensification, will develop over the 22-year Plan horizon by 2035. However, the Plan is not intended to specify or anticipate when this development potential will actually be realized; nor does the designation of a site for a certain use necessarily mean that the site will be built/redeveloped with that use in the next 22 years.

The projected development potential outlined in Table 2-1 is based on assumptions of average intensities for the different land use classifications. However, it must be noted that the citywide development potential is not a fixed or final number. As time passes, new opportunities for redevelopment and infill will arise, beyond sites currently identified in this update effort. Planning for transportation and public infrastructure, particularly water resources and utilities, will continue to be reevaluated as future development potential is identified in subsequent Comprehensive Plan updates.

Table 2-1 shows:

- A. **Existing Development.** This reflects existing development as of August 2013.
- B. **Current Development.** This includes projects that are currently under construction, approved or proposed as of August 2013. This development includes 2,477 housing units and 1.0 million square feet of non-residential building space.
- C. **Gross New Development by 2035.** This value represents application of average assumed intensities to vacant lands and underutilized sites that will likely be developed over the next 20 years, or the 2035 plan horizon. Approximately 5,616 housing units and 8.9 million square feet of non-residential building space will likely be added.
- D. **Existing Development Lost.** This value reflects existing development that is likely to be lost due to redevelopment of underutilized sites.
- E. **Net New Development by 2035.** This reflects the total of the Existing, Current and Gross New development in the city less Existing Development Lost.
- F. **City at 2035.** Totaling Net New Development and Existing Development results in the Comprehensive Plan development potential at 2035. This will result in an increase of approximately 8,100 housing units and 8.8 million square feet of non-residential space.

**Table 2-1: Projected 2035 Development**

	<i>A. Existing Development 2013</i>	<i>B. Current Development</i>	<i>C. Gross New Development by 2035</i>	<i>D. Existing Development Lost</i>	<i>E. Net New Development by 2035</i>	<i>F. City at 2035</i>
Residential Uses						
Very Low Density (R-1 and R-2.5)	838	147	13		160	998
Low Density (R-3.5 and R-5)	25,665	272	254		526	26,191
Medium Density (R-8)	5,117	99	187		286	5,403
<i>Subtotal Single Family (Detached & Attached)</i>	<i>31,620</i>	<i>518</i>	<i>454</i>		<i>972</i>	<i>32,592</i>
High Density (R-18)	11,710	1,030	176		1,206	12,916
Very High Density (R-36)		465	460		925	925
Residential Units from Mixed Use	1,649	256	4,466		4,722	6,371
<i>Subtotal Multifamily</i>	<i>13,359</i>	<i>1,751</i>	<i>5,102</i>		<i>6,853</i>	<i>20,212</i>
Total Residential Units	44,979	2,269	5,556		7,825	52,804
Population*	109,169					129,423
Non-Residential Uses						
Retail Commercial**	10,443,089	235,029	2,539,300	-963,897	1,810,432	12,253,521
<i>Hotel (square feet)</i>	<i>1,361,660</i>	<i>159,500</i>	<i>403,677</i>		<i>563,177</i>	<i>1,924,837</i>
<i>Hotel (rooms)</i>	<i>1,905</i>	<i>212</i>	<i>577</i>		<i>789</i>	<i>2,694</i>
Service Commercial	177,285	3,500	57,122	-27,961	32,662	209,947
Office/R&D	4,950,686	426,103	4,468,191	-56,038	4,838,256	9,788,942
Flex/Light Industrial	3,283,510	0	1,339,478	-125,296	1,214,182	4,497,692
Total Building Square Feet	18,854,570	664,632	8,404,091	-1,173,192	7,895,532	26,750,102
Employment	39,300					57,300

*Based on a 2035 household size of 2.58, as projected by DRCOG 2035 Metro Vision Plan. Also assumes a 5% residential vacancy rate.

**Includes office uses within retail commercial centers.



The city will continue to build high quality housing and residential neighborhoods to further attract employers and workers to the city.



Employment growth is a focus of the Comprehensive Plan in order to providing a range of employment options for the city's residents as well as to foster business growth and synergy within the city.

Total population by the 2035 Plan horizon is expected to grow by approximately 20 percent to 130,100—an increase of approximately 21,000 new residents, based on a projected 2035 population to household ratio of 2.58 by DRCOG. Employment in the city will also grow substantially, with the potential for 59,250 jobs in the city by 2035—the majority of which would be in retail and office/R&D industries. This would increase the existing job base in the city by approximately 50 percent.

Jobs to Housing Balance

The relationship between jobs and housing is a reflection of whether a city has a deficit or surplus of jobs relative to employed residents. A balance between the two would be a 1:1 ratio, and would indicate that in-commuting and out-commuting are matched, leading to efficient use of the transportation system, particularly during peak hours. The Comprehensive Plan looks to improve the balance between jobs and housing (reflected by the number of employed residents) in the city. As of 2013, the city's ratio is an estimated 0.59 jobs to employed residents (reflecting approximately 39,300 jobs and 66,700 employed residents in the city).¹ In comparison, both Adams and Jefferson counties had ratios of 0.70, with Denver almost double with 1.35 jobs to employed residents (Table 2-2).²

To achieve an improved balance, the Plan focuses on attracting higher intensity employment development into the city, in both mixed-use areas and along the city's major employment corridors like US 36 and I-25. The city's wide range of housing types will continue to attract employers and workers to the city. With nearly 18,000 new jobs expected over the next 20 years alone, the City can expect a jobs/housing ratio of approximately 0.63—an improvement that reflects a conservative projection of job gain into the future.

Table 2-2: Jobs to Housing Comparison

<i>Place of Comparison</i>	<i>Jobs</i>	<i>Employed Residents</i>	<i>Jobs/Emp. Residents</i>
City of Westminster	39,300	66,700	0.59
City of Arvada	27,500	59,600	0.46
City of Broomfield (City & County)	30,000	31,900	0.94
City of Thornton	25,900	66,400	0.39
Denver (City & County)	443,000	328,900	1.35
Adams County	162,300	234,400	0.69
Jefferson County	215,200	305,300	0.70

Sources: American Community Survey 2012 data for employed residents; cities of Westminster, Arvada, Thornton and Broomfield, DRCOG and Colorado Department of Labor for jobs estimates. Estimates rounded to the nearest 100th.

¹ American Community Survey, 2012 Data.

² Colorado Department of Labor, 2012 Annual Labor Market Estimates and Employment by Industry.



2.3 REDEVELOPMENT

Urban Renewal Areas

The city currently has seven active officially designated Urban Renewal Areas. These Urban Renewal Areas are administered by the Westminster Economic Development Authority (WEDA), for which City Council members serve as the Board Members. The Urban Renewal Area designation allows WEDA to finance capital improvements and land assembly to incentivize redevelopment and improve physical conditions in key areas of the city. WEDA generally gains its revenues from increases in property taxes within these areas. Within the redevelopment project areas, WEDA has the power to make capital improvements to the “public realm”; those areas and elements that serve a public purpose, including parks, plazas, utilities and roads, landscaping and parking.

The redevelopment areas are shown in Figure 2-3 and include:

- South Westminster, the second phase of which will expire in 2017.
- Westminster Center (encompassing the proposed downtown Westminster area) adopted in 2009 and will be active for 25 years from the date tax increment collection is established.
- Westminster Center East, adopted in 2002 and active through 2027.
- Mandalay, adopted in 2003 and active through 2027.
- North Huron, adopted in 2004 and active through 2028.
- Holly Park, adopted in 2004 and active through 2028.
- South Sheridan, adopted in 2004 and active through 2028.

Additional Redevelopment Opportunities

In addition to the city’s Focus Areas identified in the Comprehensive Plan, there are several key redevelopment and infill opportunities in the city. These sites have existing development that may or may not redevelop over the Plan horizon. These sites include:

- *Westminster Village/LaBelle’s Plaza*, located at 88th Avenue and Sheridan Boulevard, consisting of existing older retail strip centers and large format retail stores. Over time, as the downtown Westminster area develops into an active, mixed-use downtown destination, there may be opportunity to take advantage of the synergy created by the new downtown, existing park-and-ride and future commuter rail station at the western end of the site. The area is also directly adjacent to the planned RTD FasTracks commuter rail station south of 88th Avenue



LaBelle’s Plaza, extending south from 88th Avenue on the west side of Sheridan Boulevard, is an older commercial strip center that is nearing the end of its building lifecycle.



St. Anthony's North Hospital located on 84th Avenue east of Federal Boulevard.

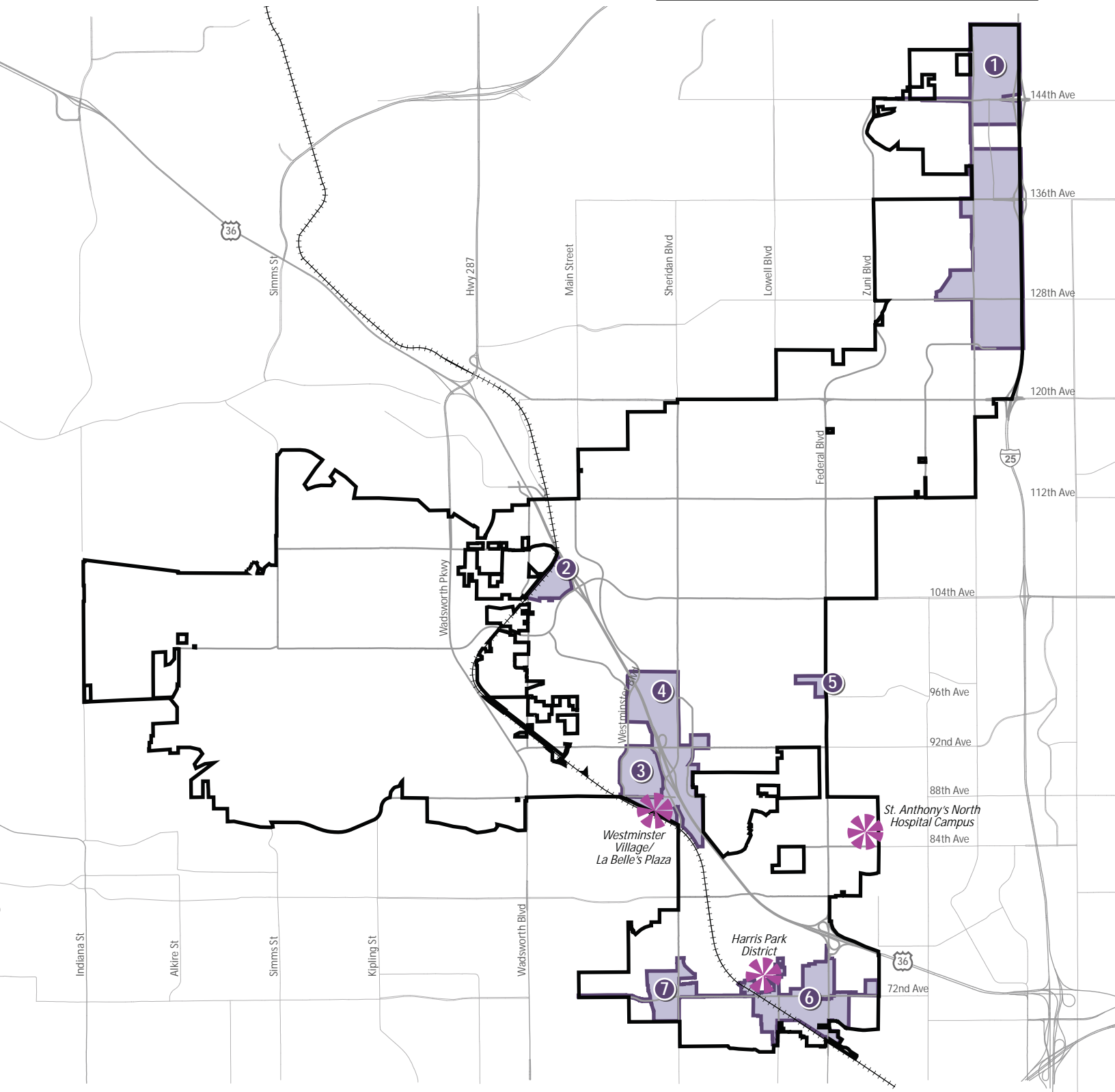


Portions of the Harris Park District reflect the city's history while other areas have opportunity for unique and complementary infill.

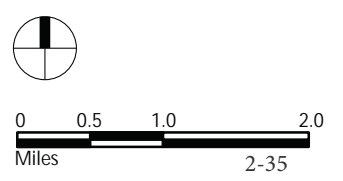
and east of Harlan Street. It is envisioned that redevelopment would attract a higher-intensity mix of transit supportive uses including office, commercial and residential uses.

- *St. Anthony North Hospital at 84th Avenue*, which will be replaced in primary function by the St. Anthony North Medical Campus to the north at 144th Avenue and I-25. Portions or all of this site may have opportunity to intensify—with either additional medical office-related uses, commercial development and/or mixed-use development with housing. The area's proximity to the Pillar of Fire and Federal Boulevard activity may create added synergy and opportunity for redevelopment as these latter areas develop.
- *Harris Park District in South Westminster*, where a mix of residential and commercial uses is envisioned to foster a walkable, neighborhood environment. It is expected that in this area, focused redevelopment and infill projects will occur on individual sites in a context-sensitive manner that is consistent with surrounding existing development. The scale of new development in this area will generally be one to three story buildings, where taller buildings are located along Lowell Boulevard. It is expected that this area will evolve gradually, as property owners decide to redevelop their property.

Figure 2-3: Urban Renewal Areas & Redevelopment Opportunities



- ① North Huron Urban Renewal Area
- ② Mandalay Urban Renewal Area
- ③ Westminister Center Renewal Area
- ④ Westminister Center East Urban Renewal Area
- ⑤ Holly Park Urban Renewal Area
- ⑥ South Westminister Phase I & II Urban Renewal Areas
- ⑦ South Sheridan Urban Renewal Area
- ★ Potential Redevelopment Opportunity





Much of the land use in county enclaves within the city is residential, including rural and low density single family residences.

2.4 UNINCORPORATED AREAS

The city's 34-square-mile Sphere of Influence encompasses the city as well as several large unincorporated areas in Jefferson and Adams counties. Unincorporated areas include county enclaves surrounded by the city and land area on the periphery of the city limits. Although the Plan only regulates land uses for incorporated areas within the city, unincorporated areas can influence the development patterns and physical continuity of the city. Accordingly, the city may consider the annexation of some of these areas on a case-by-case basis. Key issues that will be considered are the availability of public services, compatibility of land uses, development character and financial impact to the city.

The city's policy towards annexation is to annex significant portions of land at one time. Land use designation for these areas will either occur at time of annexation or as part of a specific subarea plan for proposed annexation areas. Figure 2-4 shows suggested land uses for unincorporated lands if they were to annex into the city.

County Enclaves

The total county enclave land area within the city comprises 1,118 acres, with 588 acres in Jefferson County and the remainder in Adams County. In Jefferson County, enclaves are generally located north of 92nd Avenue, south of 112th Avenue, west of US 36 and along Wadsworth Boulevard. These areas include a mix of vacant land, rural residential, agricultural and light industrial uses.

In Adams County, unincorporated land includes the Shaw Heights neighborhood and a small portion of the Pillar of Fire property. Shaw Heights is a large 436-acre enclave located between 88th Avenue and 92nd Avenue, east of US 36 to Federal Boulevard. The area is fully developed and is predominantly residential. Any possible future annexation of this developed area will take into account a cost-benefit analysis of the area, and the views of existing residents and business owners in the area. The Pillar of Fire enclave is located between Lowell Boulevard and Irving Street and between 84th and 82nd avenues. This approximately 44-acre area is located to the southwest of the approximately 150-acre Pillar of Fire property that is within the city limits.

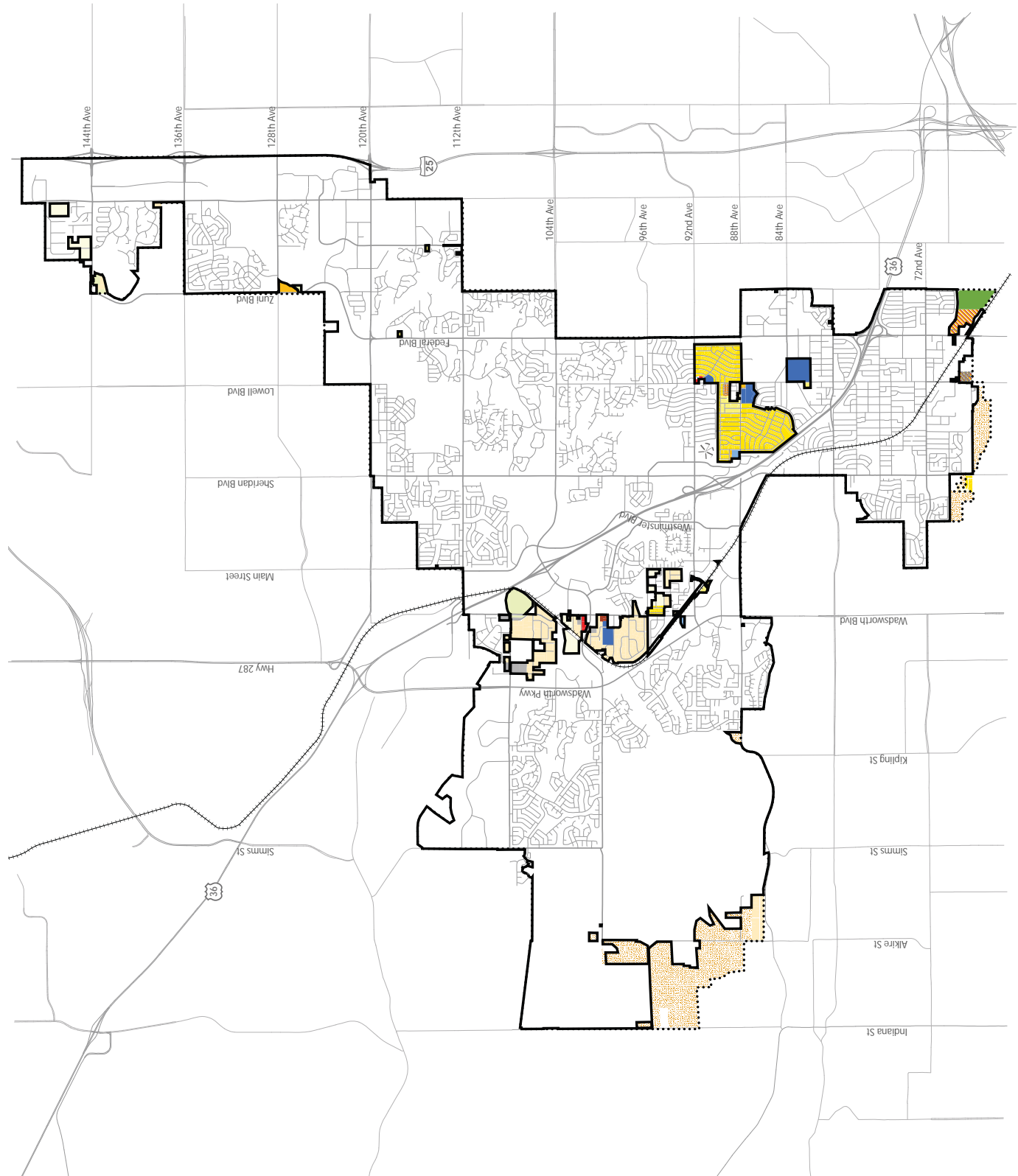
In addition to these larger enclave areas, there are several smaller enclaves in the city that if annexed, could be of benefit to the surrounding development. Many of these smaller enclaves are vacant land, including several areas near Huron Street and 144th Avenue.

Figure 2-4: Sphere of Influence, Enclaves & Adjacent Unincorporated Areas

- Legend**
- Sphere of Influence
 - Area to Remain Low Density/Agriculture
 - Proposed Land Uses Upon Annexation**
 - Residential R-1
 - Residential R-2.5
 - Residential R-3.5
 - Residential R-5
 - Residential R-8
 - Residential R-18
 - Residential R-36
 - Traditional Mixed Use Neighborhood Devt.
 - Mixed Use
 - Mixed Use Center
 - Retail Commercial
 - Office
 - Office/R&D Low Intensity
 - Office/R&D High Intensity
 - Flex/Light Industrial
 - Public/Quasi-Public
 - Public Parks
 - City Owned Open Space
 - Golf Courses
 - Private Parks/Open Space
 - Major Creek Corridor on Non-Public Land
 - City Limits
 - Water



Updated 5/14/14





Outside City Limits

Land in the Sphere of Influence outside of the outer limits of the city is located primarily to the south in Adams County and to the west in Jefferson County. Abutting land area within Jefferson County is envisioned as remaining agricultural and/or sparsely developed to protect water quality of Standley Lake. Similarly, land adjacent to Hidden Lake is identified for agricultural and/or very low intensity use. Further to the east, in Adams County, land abutting the city is primarily developed, with the exception of a portion of the Northgate site directly east of the Westminster Station Area, which is envisioned as a traditional mixed use neighborhood east of Federal Boulevard. This site will likely be annexed as part of the overall Northgate development.



Areas adjacent to major water resources like Standley Lake and Hidden Lake will ideally remain very low density to minimize development impacts on regional and city resources.

2.5 GOALS AND POLICIES

The following goals provide direction for all aspects of land use planning. The policies are organized into categories, with general policies to be considered in all land use decisions listed first.



The Comprehensive Plan builds on the city's existing cadre of high quality built and natural environments with land uses located to best foster economic growth, high quality of life and fiscal sustainability for the city.

GOALS

- LU-G-1** Pursue a compact development pattern that allows for the preservation of natural areas and creek corridors.
- LU-G-2** Achieve a balance of uses in the city, including employment, residential, cultural, destination and local retail, as well as a full range of amenities and services necessary to support a vibrant community.
- LU-G-3** Provide appropriately located areas for a broad range of employment generating uses to strengthen the city's economic base and provide employment opportunities for residents.
- LU-G-4** Continue to improve and enhance the city's role as a regional center for shopping and entertainment.
- LU-G-5** Foster a retail commercial mix that meets the varied needs of Westminster's residents and business community, from everyday services to unique shopping, dining and hospitality.
- LU-G-6** Ensure higher density residential development is located in activity centers and environments that promote walkability and provide access to key services and transit.
- LU-G-7** Provide opportunities for a range of housing types and affordability to accommodate all incomes, lifestyles and age groups within the city.
- LU-G-8** Establish and support vibrant new mixed-use centers with a range of uses, multi-story buildings, walkable street grids with an engaging public realm.
- LU-G-9** Continue to promote redevelopment of targeted areas as a pathway to economic revitalization and improved physical conditions throughout the city.



POLICIES

Citywide policies focus on strategic growth that will ensure the city continues to develop within its fiscal, economic and infrastructure means. They also place emphasis on regional coordination to ensure Westminster continues to play a significant role as an employment and activity center in the Denver Metro area.

- LU-P-1** Ensure land uses are consistent with the Comprehensive Plan Land Use Diagram in Figure 2-2 and land use classifications in Section 2.3.
- LU-P-2** Update the Municipal Code to support mixed-use development, land use densities and development standards to ensure its compliance with the Comprehensive Plan.
- LU-P-3** Ensure that new development is consistent with minimum and maximum intensities and densities for development. Residential densities are calculated using the gross acreage of the site, excluding land area within 100-year flood plains.
- LU-P-4** Ensure that adequate infrastructure and public services are available for new development. Evaluate the impact of new development to the city's future water supply, considering land use, intensity and proposed conservation measures.
- LU-P-5** Create a new downtown focused on the former Westminster Mall site.
- Establish a street grid and block structure that accommodates all travel modes with a priority for pedestrian circulation;
 - Create an attractive, connected public realm with a range of parks, open space and recreational opportunities;
 - Foster a mix of commercial, office and residential uses, encouraging a vertical mix of uses in buildings; and
 - Establish a distinct area within the downtown that is the center of activity, culture and identity for the city.
- LU-P-6** Encourage the establishment and intensification of activity centers that provide a mix of uses, transit and attractive, walkable environments.
- LU-P-7** Continue to diversify commercial uses in the city to insulate the city's fiscal base from downturns in individual markets.



New land use designations foster vertical mixed use development, where residential or office spaces are located above commercial uses at the ground floor. These higher-intensity development types will foster growth and activity in areas like Westminster Station and downtown Westminster.

- LU-P-8** Establish new neighborhoods with a range of housing types, supportive commercial uses and ample public amenities and spaces.
- LU-P-9** Foster a close relationship between land use and transportation planning to promote use of transit as part of development plan review and implementation, capital improvements programming and preparation of specific and area plans.
- LU-P-10** Ensure new development and land uses are consistent with applicable area and regional plans and regulations.
- LU-P-11** Work with Jefferson County to ensure existing development is not significantly impacted by Rocky Mountain Metropolitan Airport expansion and operation plans.
- LU-P-12** Update the Comprehensive Plan regularly to ensure all physical planning efforts continue to support one another.
- LU-P-13** Continue to work with partnering communities in the Denver Regional Council of Governments Mile High Compact to plan for the long-term growth vision established by the Metro Vision 2035.
- LU-P-14** Coordinate revisions to the City Urban Growth Boundary and Urban Activity Center boundaries with the Denver Regional Council of Governments and the affected counties.
- LU-P-15** Continue to work with surrounding communities and counties in cohesive planning efforts to improve the city and region as a whole.



The Comprehensive Plan sets the stage for a wide variety of work and employment environments throughout the city, all of which capitalize on assets like public transit, open space and amenities.

Employment

The city is strategically located along two major transportation and employment corridors. Westminster has the opportunity to capitalize on its central location between Denver, Boulder and the Fort Collins area with planned transportation and transit improvements along US 36 and I-25 as well as future expansion of employment uses. The Comprehensive Plan also seeks to achieve a greater balance between jobs and housing that is more consistent of a full service city and comparable to the rest of the Denver Metropolitan area.

- LU-P-16** Ensure that adequate land is dedicated and developed for employment uses. Prioritize the capture of primary employment uses along US 36, I-25 and the city's existing business parks.



- LU-P-17** Promote the development of employment uses in areas with convenient access to everyday commercial and business services, transit and mixed use-activity centers to foster a synergistic, attractive working environment.
- LU-P-18** Promote the location of conveniently located commercial and business services in close proximity to existing employment centers.
- LU-P-19** Ensure that established and new employment centers have a distinct identity and character. Contiguous employment uses should be generally compatible in use and design.
- LU-P-20** Require high quality site planning and architectural design in high profile employment centers to strengthen the city's image and market position.

Retail Development

The city has several active, attractive retail districts, including the Orchard Town Center, the Shops at Walnut Creek, Westminster City Center Marketplace, the Westminster Promenade and many smaller high quality neighborhood shopping centers. Access to a range of shopping and dining opportunities is a priority for the Westminster community that would include both unique, boutique options as well as major brands.

- LU-P-21** Focus improvements and intensification of activity in existing regional shopping centers in the city while also promoting the new downtown Westminster site.
- LU-P-22** Encourage local, unique shopping and dining options, particularly in the new downtown area (downtown Westminster), Westminster Station area, the Harris Park District and smaller, mixed-use neighborhood centers like those in Bradburn Village and other Traditional Mixed Use Neighborhood developments.
- LU-P-23** Attract major retailers to the city to ensure that a full range of shopping and dining needs of the community and regional trade area are met.
- LU-P-24** Except for neighborhood and community activity centers, limit retail development to one or two quadrants of arterial intersections and space to meet the needs of neighborhoods without unnecessarily burdening the transportation system or diluting other retail center activity.



Westminster has several highly successful and attractive retail shopping centers like the Shops at Walnut Creek (above).



Westminster has a variety of housing types and neighborhoods that foster a wide range of affordability and preference.

Residential Development and Housing Availability

Few areas remain in the city for residential development. Where new residential development is located, access to key services, recreation and open space, and internal connectivity and walkability should be emphasized. Higher density residential uses should be located within a quarter mile of a key transit station and adjacent to a range of commercial and public services and amenities. Finally, the city should continue to support a range of affordability and housing types throughout the city, maintaining the existing affordable housing stock where possible.

- LU-P-25** Ensure that new residential development is located adjacent to and within walking distance to commercial and public services such as grocery stores and personal services, schools, parks and open space.
- LU-P-26** Focus new higher density residential development in areas within walking distance of neighborhood services and shopping, employment and transit. Typically, this distance should be no more than a quarter mile, or five-minute walk along safe, direct pedestrian paths and streets.
- LU-P-27** Focus the majority of higher density residential development in mixed-use neighborhoods and transit-oriented development areas.
- LU-P-28** Encourage the provision of a range of affordability and housing types within new neighborhoods and throughout the city.
- LU-P-29** Encourage the location of market-rate housing in the South Westminster area while also striving to improve and redevelop existing affordable rental and ownership housing.
- LU-P-30** Maintain and improve the city's stock of affordable housing:
 - Utilize federal, State and local funding resources to undertake down payment assistance and training, housing rehabilitation, minor home repair and weatherization programs as well as city-managed infrastructure improvements and environmental clean-up of industrial sites.
 - Utilize resources such as the Westminster, Adams County and Jefferson County housing authorities, HOME Program Consortium, U.S. Department of Housing and Urban Development Community Development Block Grant



Program, Private Activity Bonds, Brownfields Program, South Westminster Revitalization Program and non-profit housing developers to help fund these programs and efforts.

- LU-P-31** Ensure that new affordable housing has access to transit and key public and everyday services.

Activity Centers

Community and neighborhood activity centers encompass land identified as Mixed Use and Mixed Use Center in the city. They should be a destination for surrounding residential and employment uses, and should have a clear center, with streets and blocks sized to encourage walking, and include a range of vertically and horizontally mixed uses. (Vertically mixed uses typically include retail uses at the ground floor and residential, office or hotel uses on upper floors.)

- LU-P-32** Establish and support community and neighborhood activity centers that provide access to everyday commercial services and needs, unique dining and shopping, and an identifiable center (public space, intensification or focus of activity within a defined area).
- LU-P-33** Encourage a vertical mix of uses, with residential and/or office uses above ground floor retail/commercial uses in the heart of activity centers. Providing an active frontage along major pedestrian connections and corridors should be a priority.
- LU-P-34** Allow mixed use activity centers to be established along major commercial corridors in the city including Wadsworth Parkway, Sheridan Boulevard and Federal Boulevard to support revitalization and redevelopment of aging, underutilized shopping centers. Ensure these activity centers are integrated into surrounding development, promote walkability, orient development to the corridor and have improved access to transit.
- LU-P-35** Locate higher intensity mixed-use districts within walking distance to transit. Typically, the highest intensity of use should be located within a quarter mile, or five-minute walk from major transit stations.
- LU-P-36** In higher intensity mixed-use districts, ensure a range of uses are provided to support transit ridership (such as high density residential and employment uses) and to reduce vehicle trips within and outside of the district.



New development in the city's planned activity centers, like Westminster Station and the new downtown will foster a mix of uses and an active pedestrian environment, creating places to gather, live, work and spend time.



Infill development and streetscape improvements in South Westminster will further support revitalization of the Harris Park District.



Shopping centers like the Hidden Lake Shopping Center above have opportunity for redevelopment, infill and potential intensification.

Harris Park Revitalization

The focus of revitalization efforts in South Westminster is within the Harris Park neighborhood. As further discussed in Chapter 6: City Identity and Design, this neighborhood is the primary historic and cultural center of the city. Land use policy for the district focuses on underlining the area's role within the city and fostering its eclectic character with opportunities for a mix of uses, neighborhood scale development and unique infill development.

LU-P-37 Promote the Harris Park 73rd Avenue Historic Westminster Art District as a community-wide destination. Allow a mix of small-scale commercial, office and supportive residential uses along the street with an emphasis on active, pedestrian-oriented retail frontage at the ground floor.

LU-P-38 Allow the Harris Park neighborhood between Lowell and Bradburn boulevards and 72nd Avenue to just north of 73rd Avenue to become a mixed-use, traditional, small-scaled neighborhood that retains the historic and cultural identity and allows for greater flexibility for property owners to create a rich and vital district with a range of commercial and residential uses.

Redevelopment

The city encourages redevelopment of older, underutilized properties in the city that have potential to attract a range of uses including employment, shopping, dining and supportive residential development.

LU-P-39 Encourage the redevelopment and improvement of older commercial areas through city investment in public infrastructure, economic development incentives and environmental mitigation, as appropriate.

- Key commercial corridors that should be a focus of redevelopment and revitalization efforts include Wadsworth Parkway, Sheridan Boulevard (between 75th and 82nd avenues) and Federal Boulevard (between the BNSF corridor and 94th Avenue).

LU-P-40 Support planning and redevelopment efforts in areas adopted as Urban Renewal Areas. Ensure these efforts are consistent with related adopted redevelopment plans.

LU-P-41 Actively seek public and private sector investment to encourage and induce redevelopment in targeted areas in the city.



Annexation

Generally, the city does not actively pursue annexation of county enclave areas within the city, nor does the city foresee any significant expansion outside of the existing city limits. However, annexation into the city is considered on a case-by-case basis with an evaluation of the impacts and benefits of the addition to the city. A few areas outside of the city may be strategically annexed in to the city as new development occurs, including land just east of the Westminster Station Area (Federal Boulevard at 70th Avenue) proposed to be a new traditional mixed use neighborhood development.

- LU-P-42** Consider annexation of county enclaves and adjoining lands on a case-by-case basis, taking into consideration the fiscal impacts, availability of infrastructure and utilities to serve the area, and compatibility of land uses with contiguous development.
- LU-P-43** Allow limited, strategic annexation into the city outside of the city limits, to ensure new development and connections are planned cohesively.
- LU-P-44** Support designation of land uses in the unincorporated areas adjacent to Standley Lake and Hidden Lake as rural, agricultural and/or open space to limit impact to water quality and surrounding natural habitat.
 - Work with local, state and federal funding sources to acquire open space outside of the city limits where community-wide benefit is achieved.
- LU-P-45** Pursue an annexation agreement with Arvada for the area west of Standley Lake between 86th Avenue, 96th Avenue, Indiana Street and Alkire Street to use the Church Ditch as the line neither city will cross for annexation.
- LU-P-46** Do not pursue the provision of city utilities to unincorporated areas unless compelled to do so by existing utility service agreements.

3.0

Focus Areas

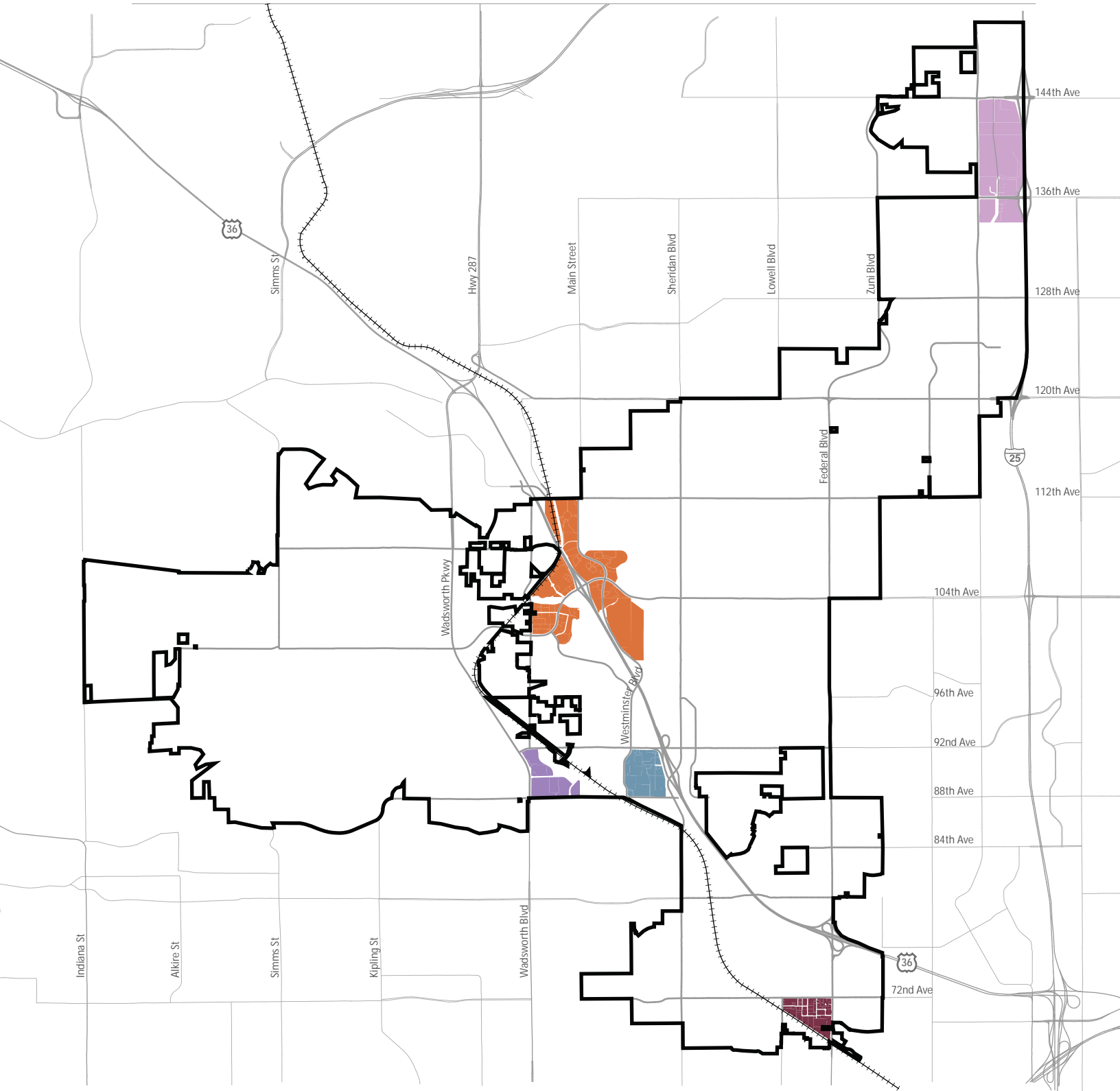







Five focus areas are identified in the Comprehensive Plan. These areas have the greatest potential for growth and change over the next 20 years. The focus areas comprise both new and existing activity centers near major crossroads and transit stations—locations that will serve as key opportunities for gateway development, establishing a strong city identity and fostering economic vitality. This section provides a description of the city’s overall vision and land use intent for each focus area, with specific goals and policies delineated for each area.

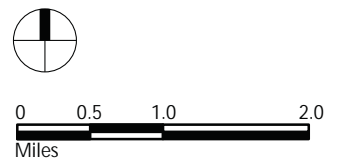
Overview

The Comprehensive Plan describes the city's overall intent and vision for the five focus areas. A more detailed policy and urban design concept for each focus area will be developed as an individual specific plan. Once a Focus Area plan is adopted by City Council, it will be incorporated by reference in the Comprehensive Plan and will serve as the primary land use regulation for the Focus Area. Until a plan is adopted, the goals and policies in this chapter will serve as a guide for new development.

Figure 3-1: Focus Areas



-  Downtown Westminster Focus Area
-  Westminster Station Focus Area
-  North I-25 Focus Area
-  Church Ranch Focus Area
-  Brookhill Focus Area



3.1 DOWNTOWN WESTMINSTER FOCUS AREA

Downtown Westminster is a 105-acre area that constitutes the site of the former Westminster Mall. The area is bounded by Sheridan Boulevard/US 36 and Harlan Street to the east and west, and 92nd and 88th avenues to the north and south. Approximately 95 percent of the site is owned by the Westminster Economic Development Authority (WEDA), which worked to purchase the mall after years of significant vacancy and neglect. Although a few individual buildings remain, most of the mall structures were demolished by the end of 2012 in order to ready the site for redevelopment.



Left: Looking southwest into the site from the northeast corner. Middle: Cottonwoods and Allen Ditch along 88th Avenue. Right: Existing JCPenneys building at the south end of the focus area.

The site is strategically located in the heart of Westminster just 10 miles from Denver's central business district and 15 miles to Boulder. Development in the immediate area is primarily commercial, with some office and industrial flex space to the west. Residential development borders the area to the north, with US 36 and Sheridan Boulevard creating the eastern edge. Also bordering the site to the east is one of the most active RTD park-and-ride bus facilities within RTD's service area. A future RTD FasTracks commuter rail station is planned to the south of the site across 88th Avenue and just east of the Harlan Street alignment. Almost the entire focus area is located within a 10-minute walk of the planned station.

Westminster Mall was once a significant regional and citywide destination as well as an important gathering place for the Westminster community. In keeping with its original role as a community and regional destination, the City of Westminster envisions the focus area as a new downtown and regional hub (Figure 3-2). As adopted in the Downtown Specific Plan, a high intensity mix of office, retail, residential and hotel uses will serve as the foundation for activity, to be enhanced by an interconnected network of plazas, parks and linear greens. A safe, walkable pedestrian environment will be emphasized along with clear navigation for bicyclists, vehicles and transit throughout the downtown area. A new street grid enhancing connectivity will be implemented, with maximized views to the mountains and downtown Denver. Finally, access and connectivity to existing and future transit will ensure that employment and residential uses are connected to the larger metropolitan area.

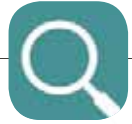


Figure 3-2: Downtown Specific Plan Illustrative Concept







GOALS

- F-G-1** Establish the Downtown Westminster Focus Area as the city's new downtown.
- F-G-2** Create a vibrant destination that serves as a cultural center for the community and as a regional hub and destination.

POLICIES

- F-P-1** Foster a synergistic mix of uses that will support transit and an active environment for retail, office and residential uses. Ensure land uses are consistent with the Comprehensive Plan Land Use Diagram and Downtown Specific Plan Regulating Plan.
- F-P-2** Encourage a vertical mix of uses throughout the focus area, with ground floor commercial uses and office, residential or hotel uses on upper floors.
- F-P-3** Ensure all development presents an "active frontage" to the street edge, with ample window area, frequent entries and enhanced façade articulation.
- F-P-4** Develop a vibrant public realm with a variety of experiences, public spaces and parks. Various plazas and parks should be designed as unique spaces that create distinct settings and environments throughout the area.
- F-P-5** Provide ample public and green space that will accommodate the needs of new residents, provide venues for community events and gathering, and establish identity for the downtown area.
- F-P-6** Design the street grid to foster connectivity for all modes of travel, with an emphasis on safe and comfortable pedestrian circulation.
- F-P-7** Facilitate direct, convenient access to transit with enhanced pedestrian crossings and connections.
- F-P-8** Ensure the downtown area is easy to access by all modes of transportation. Parking should be easy to find and allow visitors to park once and walk to key activity nodes.
- F-P-9** Enhance and complete trail connections to and within the downtown area, such as the Allen Ditch Trail and US 36 Commuter Bike Trail.





3.2 WESTMINSTER STATION FOCUS AREA

The Westminster Station Focus Area is strategically located in the northwest portion of the greater Denver metro area, just a half-mile south of the US 36 and Federal Boulevard interchange. The 135-acre focus area is anchored by the future RTD FasTracks commuter rail station (Westminster Station), which will provide impetus for transit-supportive mixed-use development within the focus area when it opens in 2016. The 37.5-acre Little Dry Creek Park and Open Space is planned for the southern portion of the focus area, providing a key amenity for the surrounding South Westminster community. The park will also provide connectivity to the regional trail network via Little Dry Creek Trail, which is part of the planned Refuge to Refuge Trail connecting the Rocky Mountain Arsenal and Rocky Flats National Wildlife refuges.



Westminster Station is envisioned as a vibrant district that will act as a node of energy and activity around the station (Figure 3-3). The focus area will comprise a mix of higher intensity retail, office and residential development with an emphasis on active ground floor uses along key connections to the station. A walkable, pedestrian-oriented public realm and appropriately-sized street grid is envisioned to complement this higher intensity of development. Connections to surrounding streets and development, access and circulation by multiple modes, and an attractive, varied public realm are all emphasized. Planning for the focus area is underway, and has included an initial concept approved by City Council in 2011, public outreach in 2012 and 2015, and a cohesive station area specific plan that is anticipated to be complete in 2016.

Above, existing views within the site, including, from the top, the view looking south down Hooker Street, development along 72nd Avenue, and industrial and commercial developments in the district. To the right, the view from above shows the extensive open space area that will be located just south of the district.

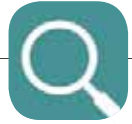
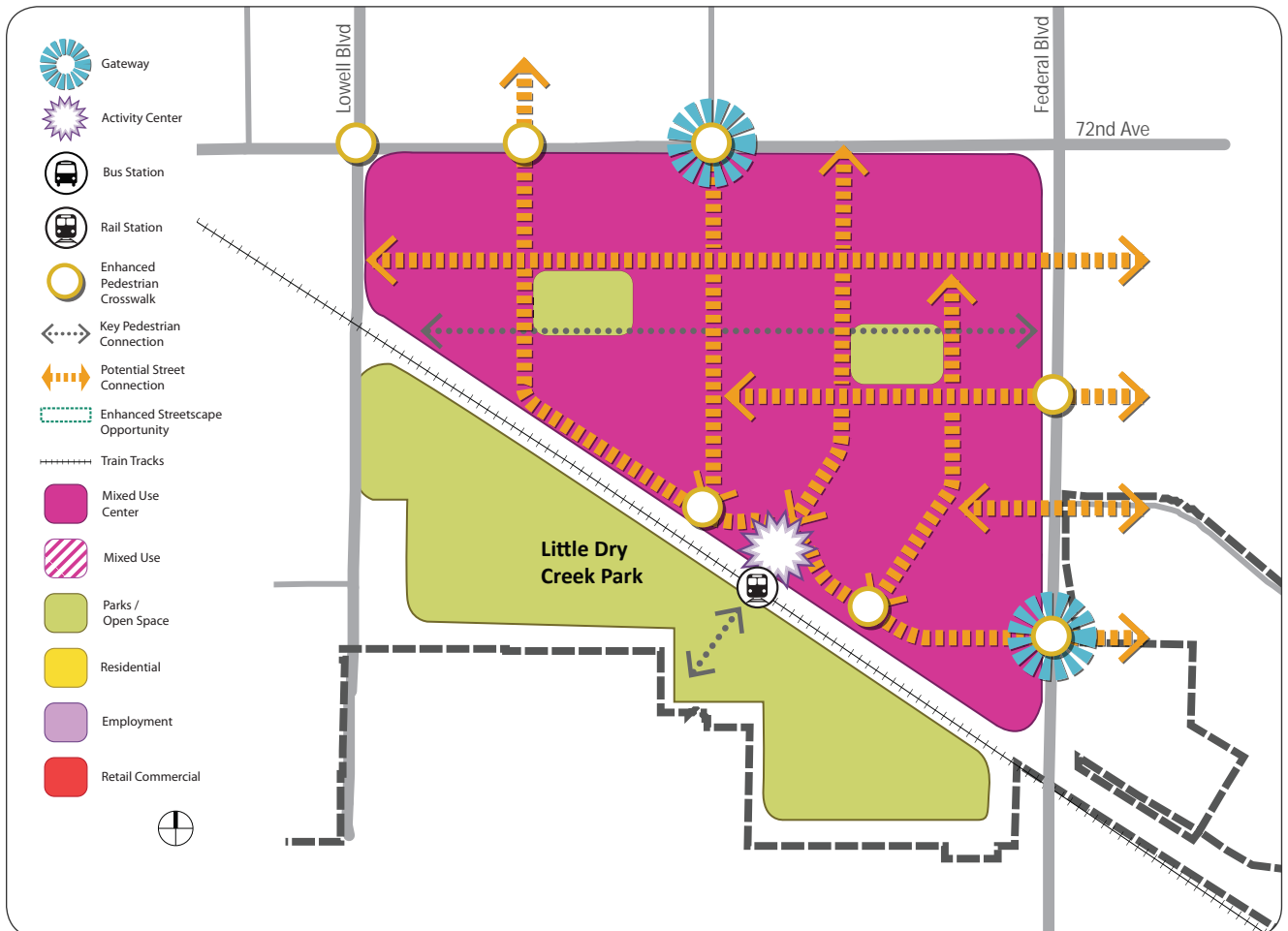


Figure 3-3: Westminster Station Focus Area Illustrative Concept





Above, an illustrative view of the station looking south into the planned Little Dry Creek Drainage and Open Space. Transit riders will need to cross south through the tunnel in order to access the train ticketing and platform. Below, an illustrative view of the north transit plaza that will become a community gathering and event space.



Above, an illustrative view showing conceptual development facing onto the north plaza and along Westminster Station Drive and Hooker Street. Below, an illustrative view showing the relationship of the north and south plaza areas.



Access to both rail and bus transit will be an important component of the Station Area's success.

GOALS

- F-G-3** Establish a vibrant, mixed-use district that acts as a neighborhood and community destination.
- F-G-4** Provide a multimodal circulation network that prioritizes access to transit and connectivity throughout the focus area.
- F-G-5** Create a well-defined, engaging public realm.

POLICIES

- F-P-10** Foster a mix of retail, office and residential uses within the station area, with the highest intensity of use located adjacent to the station.
- F-P-11** Ensure development is designed to foster an active ground floor pedestrian environment, particularly along key connections to the station.
- F-P-12** Provide a range of public spaces, parks and plazas to serve the district and foster community gathering and events.
- F-P-13** Integrate the station into the design and function of the public realm with a station plaza and event space.
- F-P-14** Design the station and platform elements to create a distinctive landmark within the Little Dry Creek Park and Westminster Station Area.
- F-P-15** Provide safe and comfortable connections to the station and to the Little Dry Creek Park.
- F-P-16** Improve internal circulation with a connected street grid. Emphasize connectivity to surrounding streets where possible.
- F-P-17** Emphasize access to the transit station for all modes of travel. Provide adequate parking facilities for vehicles and bicyclists and ensure pedestrian crossings are safe and well-defined.
- F-P-18** Establish clear gateways into the site off of Federal Boulevard and 72nd Avenue designed to attract users to the site and create a unique identity.
- F-P-19** Use streetscape design, public art and wayfinding elements to create a distinct identity for the area.



3.3 NORTH I-25 FOCUS AREA

The North I-25 Focus Area comprises approximately 250 acres of primarily vacant land between 144th and 136th avenues to the north and south, and I-25 and Huron Street to the east and west. This focus area is located within an area of rapid transition both within Westminster and to the north and east in Broomfield and Thornton. Recent development in Westminster includes the Orchard Town Center—a primarily retail-oriented activity center just to the north and the new St. Anthony’s North Medical Center at the northeast portion of the site. Development to the east in Thornton includes a mix of large format retail commercial uses. To the north in Broomfield near Highway 7 and I-25, planned development includes substantial employment and residential uses.



New development is underway in the focus area with the 350,000-square-foot expansion of St. Anthony’s. Future uses will benefit from freeway access and new infrastructure along I-25.

The City of Westminster has long envisioned the North I-25 Focus Area as a key employment hub and major gateway into the city (Figure 3-4). The Comprehensive Plan looks to establish a district of higher-intensity office and research and development (R&D) uses that maximizes employment densities in the area, brings daytime populations to further energize the Orchard Town Center and complements the growing medical office uses already established in the area. Development would benefit from significant visibility along the I-25 corridor—a key asset for office uses. Additionally, the convenient access from I-25 with two recently constructed major interchanges at 136th and 144th avenues—provides additional opportunity for expanded retail commercial use adjacent to these streets. Finally, an interconnected street grid is planned, focused on the north-south Orchard Parkway that will create a distinctive address and an enhanced public realm to benefit new development. Buildings will also be oriented to create a strong presence along I-25 and Huron Street.

Planned infrastructure improvements will also provide opportunities for an enhanced setting and environment for development in the focus area. The McKay Drainageway project will improve stormwater management for the area and include a new trail along with a three-acre lake adjacent to I-25.



GOALS

- F-G-6** Develop a regional employment center within the North I-25 Focus Area.
- F-G-7** Foster a cohesive high quality development character and identity for the area.
- F-G-8** Build on existing synergies in the area to attract a range of businesses.



POLICIES

- F-P-20** Establish an employment district with a range of office and research and development uses.
- F-P-21** Facilitate multimodal connectivity between the Orchard Town Center and surrounding commercial development to support the day time population.
- F-P-22** Extend Orchard Parkway through the focus area as the central spine of activity. Ensure development provides an active frontage along this street. Development should also be oriented to I-25 and Huron Street, with parking located away from public view.
- F-P-23** Locate taller buildings closer to the freeway, oriented and spaced to maximize views into the district.
- F-P-24** Provide safe, enhanced pedestrian crossings of Orchard Parkway and 144th Avenue to facilitate connectivity between activity nodes.
- F-P-25** Incorporate open space and landscape features as integral elements of the development.
- F-P-26** Establish a distinctive streetscape and site design throughout the area that creates identity through key elements like street lighting, landscape and public art.
- F-P-27** Provide trail connections to existing trail systems, including the McKay Creek Trail, Quail Creek Trail and Big Dry Creek Trail.



The Orchard Town Center retail and residential uses just north of the focus area will be a key amenity for employment uses.



Church Ranch is already a well-established district with highly visible landmark developments like the Westin in the Westminster Promenade and Circle Point offices.

3.4 CHURCH RANCH FOCUS AREA

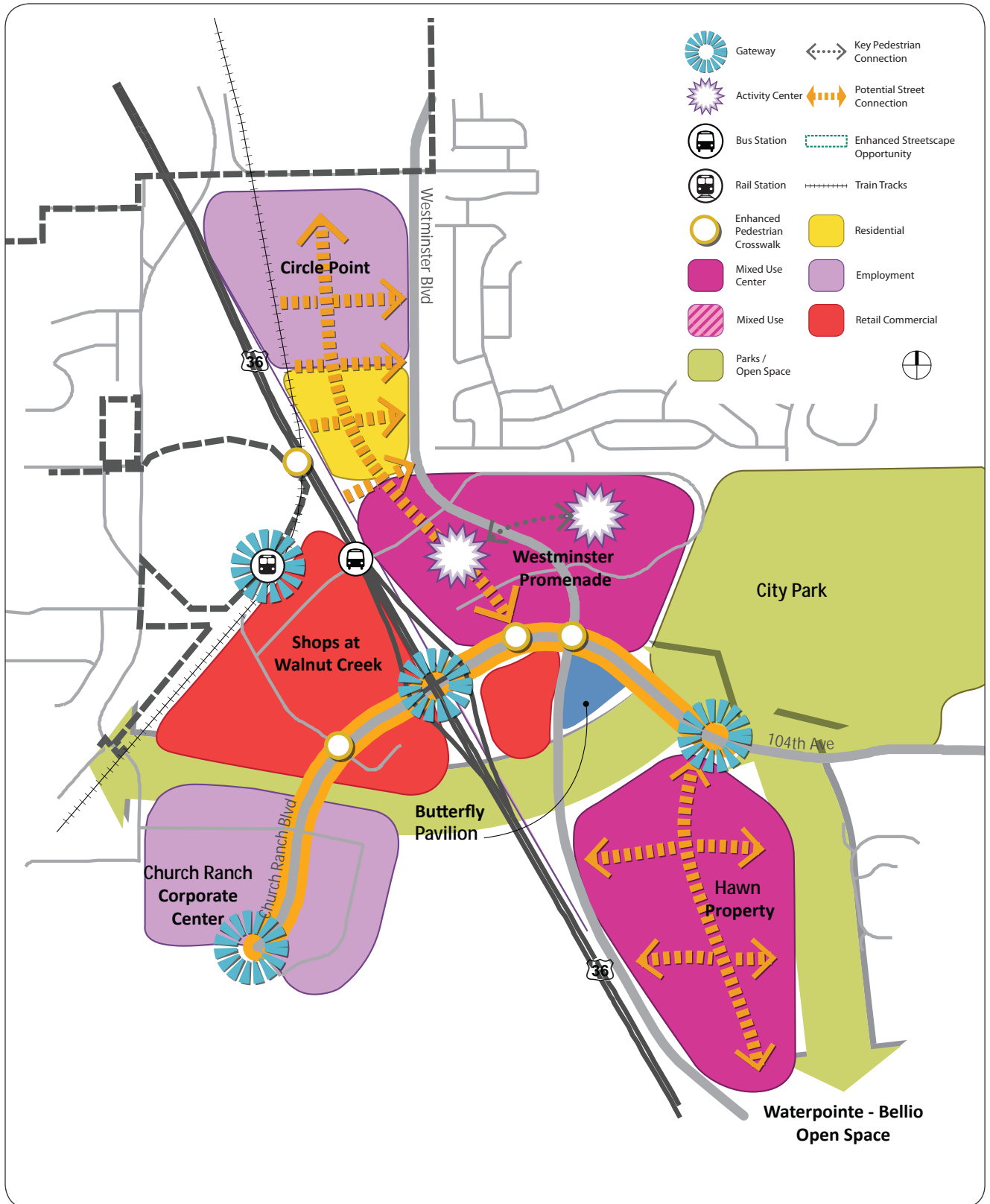
The Church Ranch Focus Area has one of the most strategic locations in the city as well as significant opportunities for new development and intensification in the city. Located along the eastern side of US 36, the focus area extends over 150 acres to the north of Church Ranch Boulevard, including the Westminster Promenade and Circle Point developments, and over 130 acres to the south, including the vacant 103-acre Hawn property along Westminster Boulevard. Just 12 miles north of Denver’s central business district and 13 miles south of Boulder, the area is home to an RTD Park-and-Ride facility and adjacent to a future planned RTD FasTracks commuter rail station. The focus area is also located adjacent to major public and cultural facilities—in particular the City Park Recreation and Fitness Center within City Park, Big Dry Creek trail and open space, and the Butterfly Pavilion, which welcomes 300,000 visitors a year from all over the Denver metro area. Additionally, the area is a major hospitality hub, with almost 1,000 hotel rooms in five hotels located on both sides of US 36.

The Church Ranch Focus Area will build on its established role as a regional and citywide destination, acting as a gateway into Westminster from US 36 (Figure 3-5). At the heart of this area is the 77-acre Westminster Promenade district, where major entertainment uses including a theater, restaurants, hotel and ice center are located. This district is envisioned as a mixed-use activity center with residential and employment uses that will complement retail and entertainment uses. South of the Westminster Promenade and Church Ranch Boulevard, new higher-intensity office and mixed-use development is envisioned for the vacant 103-acre Hawn property, which is one of the city’s last major opportunities to capture employment growth along the US 36 corridor that would directly front onto this key regional transportation corridor. Supportive hotel, retail commercial and residential development may also be located in this area to complement the office district. Master plans for both the Westminster Promenade district and Hawn property will be approved prior to development.

The anticipated office and residential uses will activate the Church Ranch Focus Area with both day and night populations, supporting a wide range of shopping, dining and entertainment uses. Additionally, access to transit and amenities (from City Park to the Shops at Walnut Creek), major hotels and nearby variety of housing types from high-end single family homes to multifamily apartments will attract both employers and workers. Additionally, the Church Ranch Business Park just to the west of the focus area, with its complementary flex and light industrial space will provide additional support and synergy for business development.



Figure 3-5: Church Ranch Focus Area Illustrative Concept





New development in the focus area will capitalize on the area's existing amenities and infrastructure like the Westminster Promenade lake, Shops at Walnut Creek and Westminster Boulevard pedestrian bridge.

GOALS

- F-G-9** Create an active, mixed-use district that supports high-intensity employment along US 36.
- F-G-10** Define the Church Ranch area as a key gateway into the city.
- F-G-11** Establish a cohesive identity for the district with clear transitions and gateways.

POLICIES

- F-P-28** Develop and approve master plans for areas designated as Mixed Use Center prior to development approval. At minimum, these plans should identify street connections and relationships to surrounding development and destinations, land uses, densities and intensities, urban design standards and guidelines, and site infrastructure.
 - Ensure the master plan for the Westminster Promenade Mixed Use Center area includes a mix of uses, including retail, entertainment, hotel, office and residential development. This area should act as the heart of the focus area with the highest intensity of development. A vertical mix of uses should be emphasized, with retail at the ground floor and residential, office and hotel uses on upper floors.
 - Ensure the master plan for the vacant 103-acre Mixed Use Center “South End” property establishes a high-intensity office and mixed-use node. The master plan should maximize office uses, particularly where access and visibility to US 36 are the greatest. Hotel, retail commercial and residential uses shall be secondary and located to support a high intensity office district.
- F-P-29** Locate higher intensity employment uses to the north of the Westminster Promenade district, building on the office uses already established in Circle Point.
- F-P-30** Facilitate access to transit within the Westminster Promenade district, providing clear paths to local and regional bus stops and facilities.
- F-P-31** Ensure new development is integrated with open space, parks and trails. The pedestrian and bicycle network should be evaluated to ensure that the connections to activity nodes from trail and recreation facilities are seamless.



- F-P-32** Provide more frequent and enhanced pedestrian crossings throughout the district to reduce the perception of Westminster Boulevard and Church Ranch Boulevard as barriers.
- Utilize special paving, artwork and pedestrian refuges to make crossings more visually attractive.
 - Provide more direct pathways and signage from the hotel district south of Church Ranch Boulevard.
- F-P-33** Integrate higher density residential uses into the focus area in close proximity to the RTD Church Ranch Park-and-Ride.
- F-P-34** Develop a distinctive streetscape scheme for the Church Ranch Focus Area that signifies a clear entry into the district and enforces placemaking and identity along 104th Avenue, Church Ranch Boulevard and Westminster Boulevard.
- F-P-35** Develop a cohesive signage and wayfinding scheme for the focus area, including west of US 36, that clearly demarcates transitions, entrances and primary circulation areas.
- F-P-36** Enhance area identity through creative methods, such as marketing materials, district maps and public events.



Church Ranch is envisioned to continue its role as a major destination for entertainment and shopping.

3.5 BROOKHILL FOCUS AREA

The Brookhill Focus Area encompasses just over 80 acres of retail development on the east side of Wadsworth Boulevard. The site is bounded by 92nd Avenue to the north, 88th Avenue to the south and multifamily residential development to the east. The 3.2-acre Westglenn Park acts as an anchor on the eastern side of the site, adjacent to the residential development. The retail shopping center that constitutes the Brookhill Focus Area was built in the late 1980s. The center is primarily comprised of mid- and large-box retail storefronts, many of which are vacant or suffering from frequent turnover.



The existing Brookhill Shopping Center is comprised of mostly mid- and large-box anchor spaces, some of which have more recently suffered from long vacancies.



Because of the site's visibility and prime location within the city, it is envisioned as a mixed-use neighborhood center with a range of commercial and residential uses (Figure 3-6). Building on proximity to the future downtown Westminster less than a mile to the east, the area could become a high-profile western gateway into the downtown area. As a result, planning for this area may encompass more than the existing Brookhill site as shown in Figure 3-6. Sites adjacent to the development to the east and west could be incorporated into a larger planning area.

Improvements to the site would include a gridded street network with walkable block sizes, a pedestrian-oriented public realm centered on Westglenn Park and along 90th Avenue. Additionally, connectivity to the neighboring residential development, as well as to downtown Westminster and the Westminster Center Park-and-Ride and future commuter rail station would be emphasized for all modes of travel. Extension of the Allen Ditch Trail along the BNSF rail corridor would help facilitate these connections.



Figure 3-6: Brookhill Focus Area Illustrative Concept



GOALS

- F-G-12** Develop a new neighborhood center with a mix of commercial and residential uses.
- F-G-13** Foster a cohesive, high quality development character and identity for the area.
- F-G-14** Build on existing synergies in the area to attract a range of businesses.

POLICIES

- F-P-37** Locate a mix of retail, services, office and residential uses in the Focus Area, establishing a clear node of activity with a higher intensity of development.
- F-P-38** Establish a gridded street network with blocks sized for walkability.
- F-P-39** Incorporate Westglenn Park as an integral part of the neighborhood design and experience.
 - Orient development to face onto the park.
 - Connect pedestrian paths and bicycle routes to the park facility.
- F-P-40** Encourage new development to orient to 90th Avenue to take advantage of the existing enhanced streetscape.
- F-P-41** Develop an enhanced public realm that creates an identity for the neighborhood and incorporates a range of green, public and plaza spaces. The public realm network should be integrated with the existing Westglenn Park.
- F-P-42** Locate additional adequate park space to serve new residents.
- F-P-43** Provide enhanced pedestrian connections between the existing residential development and neighborhood activity center.
- F-P-44** Facilitate connectivity to downtown Westminster for all modes of travel. Completion of the Allen Ditch Trail should be a priority.
- F-P-45** Work with the City of Arvada to improve streetscape character along Wadsworth Parkway/Wadsworth Boulevard and to create a distinctive gateway into both cities at 92nd Avenue.

4.0

Economic Vitality



A healthy, diverse economic environment ensures high quality amenities and services for residents and businesses. The City of Westminster has long been committed to achieving a strong, balanced local economy, where business thrive and where residents can work and live. The city's financial stability and economic vitality are dependent on a diversified economy of retail, office, manufacturing and services. The goals and policies in this chapter support business growth and development, and continued diversity in the city's economic base.



The city will continue to foster an environment that attracts a wide range of businesses and uses, from local businesses and start-ups to national retailers and headquarters.

Overview

The intent of the city’s economic development strategy is to strengthen and grow the city’s employment base, support retail business in the city and foster redevelopment. The Comprehensive Plan supports a full range of business growth opportunities within the city from inception to expansive headquarter operations. The city provides a healthy environment for business development—and the amenity structure, range of housing types and services to foster the full business life cycle, nurturing business to grow in place within Westminster. Fostering land uses and development that will complement the city’s rich economic base will be a key focus as the city continues to grow.

4.1 ECONOMIC BASE

Growth of the Economic Base

Since 1999, the city has experienced a significant amount of growth, despite the 2008 recession. The city’s strongest growth has been in office uses in sectors such as aerospace, telecommunications, computer software and support and health care. Over this period, the city’s share of the Denver metro area office market has climbed from 1.5 percent in 1999 to 2.2 percent in 2012. Retail and hotel uses also grew significantly during this time period. As shown in Table 4-1, Westminster’s current employment base is comprised of a diverse range of industry sectors.

The city’s current economic base indicates that the city has grown in employment diversity. Health care, education and human services businesses have grown significantly in the past 20 years. Significant employment growth was also achieved in the professional, technical and information services as well as light manufacturing, managerial and administrative services. As the city continues to grow, diversification in the employment base will continue to be pursued.

Future Growth

Projected employment growth in Westminster will allow the city’s economic base to further meet the needs of the community, offering higher-paying jobs in growing industries, or “primary employment”. Primary employers, who offer these higher-paying jobs, are typically in the professional office, manufacturing and business service sectors. Primary employment is desired throughout the city, though efforts will be focused on capturing growth forecasted for the US 36 and I-25 corridors.



Employment growth will be stimulated by growth both in the city and the overall region. The city has the opportunity to capture a significant amount of growth in the regional economy, particularly along the US 36 corridor. The US 36 corridor has over the past 13 years captured 14 percent of the Denver metro area's office market growth. It is projected that this corridor will capture 15 to 18 percent of new office growth in the metro area over the next 20 years, depending on the rate of employment growth in the region.¹ With its strategic location along the corridor, Westminster has the opportunity to capture a significant portion of this demand, assuming ample entitled office land is provided within the US 36 corridor in the city. There will also be opportunity to capture office development along the I-25 corridor, taking advantage of growth to the north with the expansion of medical office and hospital uses, as well as planned research and science uses.



Demand for hotel, retail and service industries will also rise to support both additional population and employment growth in the city, complementing this potential growth in employment. Employment growth will also support development in the flex and light industrial use categories, particularly since several areas in the city will be preserved for these types of uses.

Office uses will be incorporated into larger campus developments, like Westmoor Corporate Park and Church Ranch Corporate Center as well as in mixed-commercial developments and urban settings like the future downtown Westminster.

Table 4-1: Comparison of Denver Metro and Westminster Employment Composition

Metro Industry Title	Denver Metro	Westminster
Mining and agriculture	0.9%	0.2%
Construction and utilities	5.0%	2.5%
Manufacturing	5.8%	6.1%
Wholesale trade and transportation	8.1%	5.0%
Retail trade	10.2%	17.8%
Professional, technical and information services	13.2%	11.4%
Finance, insurance and real estate	7.0%	7.3%
Managerial and administrative services	8.9%	9.9%
Health care, education and human services	12.4%	18.0%
Accommodations, food services and entertainment	10.8%	15.3%
Other services, except public administration	3.1%	2.5%
Public administration	14.7%	4.0%
Total Employment	100.0%	100.0%

Source: Colorado Department of Labor and Employment, Labor Market Information, Quarterly Census of Employment and Wages

¹ Citywide Economic Market Assessment, City of Westminster, BLLE, 2013.



Growth in Westminster's economy is envisioned to include a wide range of businesses that establish a synergistic and supportive mix of uses.

4.2 ECONOMIC DEVELOPMENT STRATEGY

The city established the Economic Development Office in 1991, with the mission to create and maintain a vital and sustainable economy through attracting, retaining and expanding business, promoting the city and preparing for the future business development needs of the city. Since 1991, the city's economic development efforts have specifically focused on diversification and growth in the retail sector, while also emphasizing growth in primary employment sectors. Table 4-2 shows the impact the city's efforts have had on key economic growth indicators.

Table 4-2: Economic Growth Indicators Between 1991 and 2012

	1991	2012	% Change
Number of Businesses	992	2,775	64%
Retail	3,186,309 s.f.	7,269,504 s.f.	128%
Office & Light Industrial	3,949,118 s.f.	7,779,294 s.f.	97%
Median Household Income	\$46,161	\$72,740	58%

Source: City of Westminster, 2012

As a result of the city's significant economic growth over the past decade, the city has a strong base for continued growth. This base includes several major office developments in the city, including Westmoor Technology Park, Church Ranch Corporate Center, Circle Point and Northridge at Park Centre. Additionally, major retail centers like the Shops at Walnut Creek, Westminster Promenade and Orchard Town Center provide significant revenue for the city, with additional opportunities still remaining in redevelopment areas like downtown Westminster.

Economic Development Strategy

The city's economic development strategy will continue to focus on maintaining a vital, diverse and sustainable economy. A range of professional office and headquarters, manufacturing and light industrial uses will continue to be pursued and nurtured, as this diversity has served the city well through economic fluctuations over the past 20 years. Diversity of the service and retail sectors will also continue to be a focus in order to maintain a healthy tax base for the city. This will include infill and redevelopment of older shopping centers and attracting hotels to key locations. Likewise, the city will continue to focus efforts on capturing and growing industries over the next 20 years that will expand the city's primary employment base. With the city's unique business environment based on its many local, homegrown businesses, efforts will also continue to focus on nurturing the city's smaller businesses.



Redevelopment Strategy

As described in Chapter 2: Land Use, seven Urban Renewal Areas have been established by the City of Westminster and implemented by the Westminster Economic Development Authority, which oversees redevelopment within the city. These areas are shown in Figure 2-3. Several of these areas, in particular, will have a strong economic development emphasis, as described below:

- *The South Westminster Urban Renewal District* will be impacted by the Westminster Station Area and related transit-oriented development. The focus in this area will be on establishing highly visible development that supports and attracts businesses, strengthens the city's retail base and fosters mixed-use, high-intensity development. Efforts will also focus on the retention of existing employers within the city as new development occurs.
- *The Westminster Center Urban Renewal District* is on track to be the city's new downtown. The economic strategy in this area will focus on establishing highly visible development that supports and attracts primary employment, strengthens the city's retail base and fosters mixed-use high-intensity development.
- *The Westminster Center East Urban Renewal District*, east of US 36, will have a focus on filling of vacant retail and commercial space. Much of the existing office space in this area is in need of modernization.
- *The Mandalay Urban Renewal District* mostly encompasses the Shops at Walnut Creek retail center. This area is vibrant and when rail is extended to the site, will have potential for office development with direct access to the new rail station.
- *The North Huron Urban Renewal District* includes the Orchard Town Center as well as the St. Anthony's North Medical Campus. The planned construction of Orchard Parkway between 144th and 136th avenues will open the area up for high-intensity employment uses. Pursuit of primary employment in this area is a priority.
- *The South Sheridan Urban Renewal District* will facilitate preservation of Shoenberg Farm while also reinvigorating the Hidden Lake Shopping Center. A focus on art-related or creative businesses that will be an impetus for further similar development as well as retail, office and restaurant uses will be encouraged.

In addition to these specific urban renewal areas, there are other areas of the city which need to be given redevelopment consideration. Areas along the Wadsworth Corridor, the area around the current St. Anthony North Hospital, and the former AT&T manufacturing facility are a few locations prime for redevelopment and possible alternative land uses.



Redevelopment in the city will occur incrementally, with both large-scale planning and infrastructure efforts as well as more focused streetscape improvements or infill development.



High quality business environments and the amenity structure to serve them will provide a strong basis for employment growth and economic growth in the city.

4.3 GOALS AND POLICIES

GOALS

- E-G-1** Build and maintain a strong, balanced local economy.

POLICIES

- E-P-1** Maintain and expand a healthy retail base, building on existing retail centers and pursuing infill and redevelopment opportunities for deteriorating commercial centers and corridors.
- E-P-2** Develop a broad range of employment including primary employers, professionals, retail and healthcare.
- E-P-3** Attract new targeted businesses, focusing on primary employers and businesses that provide higher-paying jobs.
- E-P-4** Pursue development of 73rd Avenue and Lowell Boulevard as a unique arts district with a range of small retail and commercial businesses.
- E-P-5** Work to retain and expand current businesses within the city.
- Be business friendly by being easy to work with, providing networking opportunities, keeping the business community informed, pursuing public/private partnerships and providing appropriate business assistance
 - Foster a reputation as a great place for small and/or local business.
- E-P-6** Develop strong business relationships through retention efforts, recruitment, resource availability and information.

5.0

Transportation and Circulation



Safe and efficient travel is essential for all modes of circulation in a city. Multimodal access to neighborhoods, shopping, employment, transit and amenities is essential to maintaining a high quality of life and economic vitality. This chapter provides policy direction that emphasizes connectivity for vehicles, bicycles, pedestrians, transit and rail transportation. Corresponding planning documents, including the Comprehensive Roadway Plan, 2030 Westminster Bicycle Master Plan and Trails Master Plan, and their intent are also referenced in this chapter. These documents provide more detailed analysis and specific improvements that extend beyond the scope of the Comprehensive Plan.



The roadway network will accommodate bicyclists, pedestrians, vehicles and transit.

Overview

The quality and experience of how people navigate the city is one of the most significant factors of physical planning in the city. The city's streets can play multiple roles—as major thoroughfares that handle significant traffic through the city, bicycle routes for commuters to employment or transit stations, or as places to stroll or even linger as a pedestrian. As a result, traffic and circulation planning are closely integrated into all development and physical planning efforts in the city.

The Comprehensive Plan looks holistically at how people move through and within the city—both at the larger, regional scale as well as the local, block-by-block scale. Emphasis is upon creating a balanced transportation system that integrates multiple modes into the city's traffic patterns, where they will provide the most impact. The efficacy of the city's roadway network will continue to be a focus, ensuring people can get to regional transportation corridors, activity and employment centers easily by car, bicycle and foot. As such, new streets or improvements that will facilitate travel through and across the city are identified in the Comprehensive Plan, and will continued to be identified where new development occurs.

5.1 ROAD NETWORK

The core of the city's circulation network is the roadway system. All modes of transportation are tied to some degree to this network. The overall structure of the roadway system is based on a traditional grid generally extending throughout the Denver metro area. Regional access is provided by Interstate 25 (I-25) and US Highway 36 (US 36) as well as multiple state routes including:

- Wadsworth Parkway (State Highway 121),
- 120th Avenue (US 287/State Highway 128),
- Sheridan Boulevard (State Highway 95 south of US 36) and
- Federal Boulevard (US 287).

The roadway network is also integrated with surrounding communities to the north, south, west and east.

Comprehensive Roadway Plan

The City of Westminster maintains a Comprehensive Roadway Plan (CRP) to ensure that all modes of traffic flow safely and efficiently along the city's major arterial streets. The CRP examines intersection levels of service and roadway capacity to identify existing and future potential deficiencies in the network.



This analysis focuses on existing and future projected traffic counts and roadway traffic volumes. The CRP also evaluates traffic speeds and driving behavior, accident history and conflicts between circulation modes to identify additional opportunities for improved circulation in the city. Additionally, the CRP emphasizes multimodal integration of pedestrian and bicycle circulation along the roadway network, looking at quantity and quality of the travel experience, continuity, visual interest and supporting amenities.



The city’s primary arterial streets include Sheridan Boulevard, Federal Boulevard and 120th Avenue.

Street System

Westminster’s street system is comprised of local neighborhood streets and collectors and a citywide arterial system. Local neighborhood streets and collectors are designed to provide access to adjacent properties from the arterial system. The arterial system delivers traffic between the freeways, other arterials and the local neighborhood street system. The CRP classifies the city’s arterial system into three major arterial types: 2-3 lane street, 4-5 lane street, and 6-7 lane street. The number of lanes is primarily related to the capacity of each arterial. This arterial system is anchored by several north-south corridors—Wadsworth Parkway, Sheridan Boulevard, Federal Boulevard and Huron Street—and east-west corridors—144th Avenue, 136th Avenue, 120th Avenue, 112th Avenue, 104th Avenue/Church Ranch Boulevard, 92nd Avenue and 72nd Avenue. Table 5-1 shows the general daily traffic capacity for each arterial street type in the city and classification of the city’s major arterials. Figure 5-1 reflects the most recently adopted CRP.

As shown in Figure 5-1, the roadway system is constrained in some areas by the presence of creek corridors, rail corridors and major freeways.

Table 5-1: City of Westminster Arterial Street Types

Type of Street	Capacity (Average Daily Traffic Volume)	Examples within the City
6-7 lane street	53,000	Sheridan Boulevard north of 112th Avenue Huron Street north of 136th Avenue
4-5 lane street	36,000	72nd Avenue 80th Avenue 92nd Avenue Church Ranch Boulevard/104th Avenue 112th Avenue Huron Street south of 136th Avenue Wadsworth Parkway Sheridan Boulevard Federal Boulevard
2-3 lane street	18,000	Lowell Boulevard Old Wadsworth Boulevard Simms Street

Source: Highway Capacity Manual, Transportation Research Board

Development patterns also affect the street network, particularly in areas of residential development where internal greenways, golf courses and street layouts do not readily connect to the larger city street grid. As a result, traffic in the city is distributed along fewer streets, placing more pressure on the role and function of major arterials.

The Comprehensive Plan emphasizes connectivity and the concept of “complete streets”, to ensure that all modes have greater access, safety and comfort along the city’s roadway network. Connections to the existing street network are encouraged through new development as well as through infill and redevelopment areas to the maximum extent possible. Where new street grids are planned, through residential neighborhoods, redevelopment areas or commercial developments, smaller block sizes and rights-of-way that accommodate multiple modes of travel are encouraged.

As an overall philosophy, the complete streets planning paradigm is also extended over the city’s existing roadway network. Opportunities for on-street bicycle facilities, sidewalk and landscape improvements and transit stop improvements are evaluated on a continuing basis. Suggested future major street connections and streetscape improvement efforts are highlighted on Figure 5-1. Planned bicycle and pedestrian improvements are described further in the following section.

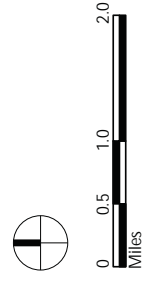
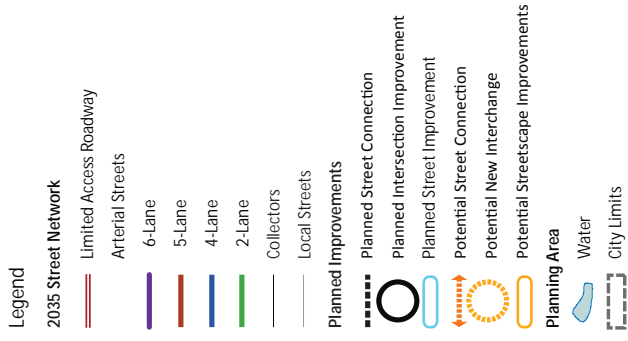
Levels of Service

The city evaluates the arterial street system through a level of service (LOS) determined for major intersections and the ratio of volume to capacity of roadway segments. LOS is a concept that measures the amount of traffic present at a major intersection, based on average vehicle delay and queue length (the distance vehicles are expected to back up from the intersection). Based on the latter factors, an LOS is assigned to an intersection, ranging from A through F, where A signifies free-flow conditions and F entails significant traffic delay. Table 5-2 describes each level of service definition for intersection LOS.

Operation of the roadway system is also measured in terms of traffic volume in relation to roadway capacity. Typically, roadways that exceed the Threshold of Congestion are considered deficient. The Threshold of Congestion is defined as the traffic volume at which traffic delays occur on a level that is noticeable to motorists. The Daily Traffic Capacity is the traffic volume that indicates that the existing laneage is inadequate. Thresholds of Congestion as they relate to street type are described in Table 5-3.

The intent of the CRP is to prioritize through connections for the majority of vehicles traveling on the city’s roadway system. Typically, recommendations for

Figure 5-1: Street Network



Updated 6/23/14

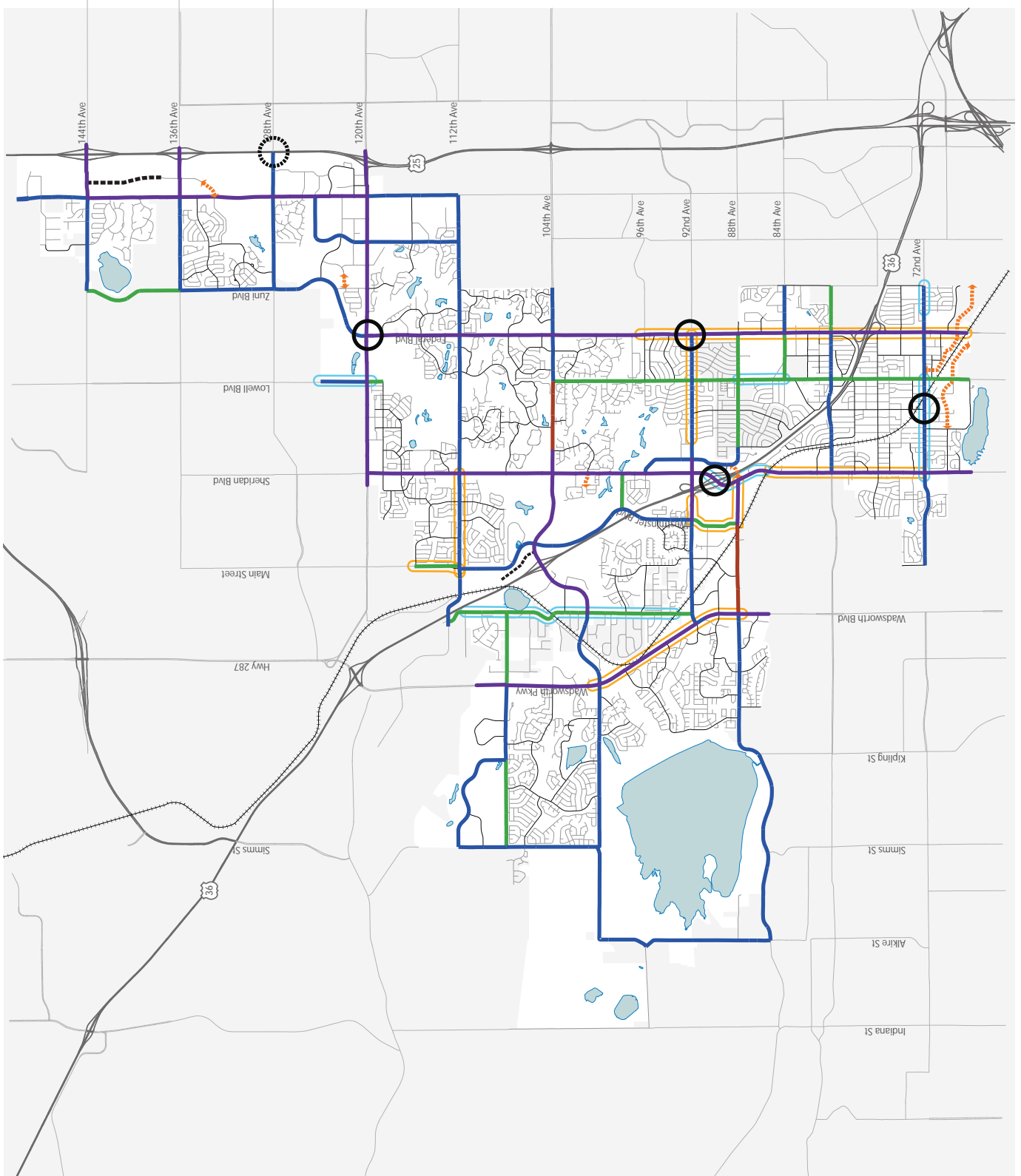




Table 5-2: Level of Service Definitions

Level of Service	Delay in Seconds Per Vehicle		Description
	Signalized	Unsignalized	
A	0.0 to 10.0	0.0 to 10.0	Low vehicular traffic volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within the traffic stream. Drivers are able to maintain their desired speeds with little or no delay.
B	10.1 to 20.0	10.1 to 15.0	Stable vehicular traffic volume flow with potential for some restriction of operating speeds due to traffic conditions. Vehicle maneuvering is only slightly restricted. The stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	20.1 to 35.0	15.1 to 25.0	Stable traffic operations, however the ability for vehicles to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signal coordination or longer vehicle queues cause delays along the corridor.
D	35.1 to 55.0	25.1 to 35.0	Approaching unstable vehicular traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in ability to maneuver and selection of travel speeds due to congestion. Driver comfort and convenience are low, but tolerable.
E	55.1 to 80.0	35.1 to 50.0	Traffic operations characterized by significant approach delays and average travel speeds of one-half to one-third the free flow speed. Vehicular flow is unstable and there is potential for stoppages of brief duration. High signal density, extensive vehicle queuing, or corridor signal progression/timing are the typical causes of vehicle delays at signalized corridors.
F	>80.0	>50.0	Forced vehicular traffic flow and operations with high approach delays at critical intersections. Vehicle speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

Table 5-3: Threshold of Congestion Definitions

Type of Street	Threshold of Congestion	Capacity (Average Daily Traffic Volume)
6-7 lane street	46,000	53,000
4-5 lane street	31,000	36,000
2-3 lane street	13,000	18,000

Source: Highway Capacity Manual, Transportation Research Board



The city works to improve pedestrian facilities by providing separated sidewalks, accommodate transit and ensure that traffic flow for vehicles are generally below the threshold of congestion.

improvements are made for intersections operating at an LOS worse than D, where improvements would bring the facility to an LOS of D or better, and for streets that significantly exceed the Threshold of Congestion.

Traffic Conditions

Traffic volumes and levels of service for existing conditions are described in the CRP, which includes an analysis of future traffic conditions. The traffic modeling includes assumptions for future development consistent with the Comprehensive Plan as well as the Denver Regional Council of Governments (DRCOG) traffic model. The CRP currently projects traffic conditions through 2030 and will be updated to include 2035 DRCOG model and Westminster Comprehensive Plan projected growth. Major roadways that are currently (as of 2013) over capacity are listed in Table 5-4.

All of the roadways that currently fail to operate at acceptable levels of service (i.e. have reached the Threshold of Congestion in terms of average daily traffic volumes) are proposed to have improvements in roadway capacity. Typically, improvements for congested arterial streets include adding additional through lanes or adding turn lanes at intersections. Over the years, the city has widened congested streets to improve traffic flow and reduce frustration by drivers. In many cases, the city has partnered with neighboring cities, developers and CDOT to implement these improvements.

However, there may be instances where goals for pedestrian walkability are emphasized over those for through vehicle traffic. Priorities for ease of travel are evaluated through the planning and urban design process to ensure that goals for overall quality of life, access to transit and services, and accessibility to key destinations by multiple modes are weighed and evaluated. Planning for the Westminster Station and downtown Westminster areas, as well as other higher intensity mixed-use areas that emphasize walkability and transit access, will consider the need for a balanced system that responds to context and the needs of the community as a whole.

Planned Improvements

The Comprehensive Roadway Plan (CRP) recommends intersection and roadway improvements to mitigate existing deficiencies and future traffic impacts projected through 2030. Improvements along the US 36 corridor, I-25, Wadsworth Parkway and other state highways and regional corridors are also outlined in the CRP.

Key planned improvements that will have a significant impact on some of the city's most severely congested arterial streets include two projects along 120th Avenue and one along Sheridan Boulevard. The 120th Avenue and



Lowell Boulevard intersection improvement will include adding a second left turn lane for 120th Avenue and Lowell Boulevard traffic and adding a third eastbound through lane on the southern Westminster side. The 120th Avenue and Federal Boulevard intersection improvement will include a third eastbound and westbound lane on 120th Avenue and two additional lanes north of 120th Avenue on Federal Parkway. Double left turn lanes will be provided for all four quadrants of the intersection. The projects will be completed in early 2014 and early 2015, respectively. Along Sheridan Boulevard, the bridge over US 36 will be replaced with six lanes (from the existing four-lane configuration) and additional left turn lanes.



Accommodation of projected growth through the 2035 Plan horizon may require additional improvements to the city’s roadway system, outside of those already planned and outlined in the CRP and Capital Improvements Plan. These improvements will be identified in future updates to the CRP. Likewise, all new development will continue to be evaluated in terms of impacts to the city’s roadway system and intersection operations.



Table 5-4: Congested Roadways in Westminster as of 2011

Street	Lanes	Average Daily Traffic (2011)	% Over Threshold of Congestion	% Over General Daily Traffic Capacity
Sheridan Blvd: 88th Ave to US 36	4	55,863	80.2%	55.2%
120th Ave: Lowell Blvd to Federal Blvd	4	45,535	46.9%	26.0%
120th Ave: Federal Blvd to Pecos St	4	42,171	36.0%	17.1%
120th Ave: Huron Street to I-25	6	69,858	32.3%	14.8%
120th Ave: Sheridan Blvd to Lowell Blvd	4	40,678	31.2%	13.0%
104th Ave: US 36 to Westminster Blvd	4	40,006	29.1%	11.1%
Sheridan Blvd: 80th Ave to 76th Ave	4	39,877	28.6%	10.8%
Federal Blvd: 84th Ave to 76th Ave	4	38,714	24.9%	7.5%
Sheridan Blvd: 88th Ave to 80th Ave	4	37,371	20.6%	3.9%
Sheridan Blvd: 73rd Ave to 76th Ave	4	35,222	13.6%	n/a
Federal Blvd: US 36 to 74th Ave	6	50,255	9.6%	n/a
Wadsworth Pkwy: 92nd Ave to 100th Ave	4	33,953	9.5%	n/a
Federal Blvd: 70th Ave to BNSF Railroad	4	33,848	9.2%	n/a
Sheridan Blvd: 104th Ave to 96th Ave	4	32,671	5.3%	n/a
Federal Blvd: 104th Ave to 92nd Ave	4	31,489	1.6%	n/a
Church Ranch Blvd: US 36 to 103rd Ave	4	31,320	1.0%	n/a

* The threshold for congestion is 31,000 Average Daily Traffic (ADT) for a 4-5 lane road and 46,000 ADT for a 6-7 lane road.

**The General Daily Traffic capacity is 36,000 ADT for a 4-5 lane road and 53,000 ADT for a 6-7 lane road.



Accommodating recreational and commuter bicycling is a key focus of the city's transportation planning.

5.2 BICYCLES, TRAILS AND PEDESTRIAN CIRCULATION

As the city's population increases and development intensifies, biking and walking will become increasingly more relevant as modes of travel, particularly to transit, employment and local neighborhood centers. The city's bicycle and pedestrian networks are illustrated in Figure 5-2, which identifies existing and planned facilities. These networks are part of the overall structure of the city, which includes a significant extent of shared-use bicycle and pedestrian trail facilities integrated into parks, open space and development. This section outlines the city's intent to expand these networks to serve both existing and future demand for multimodal travel.

Bicycle Circulation and Trails

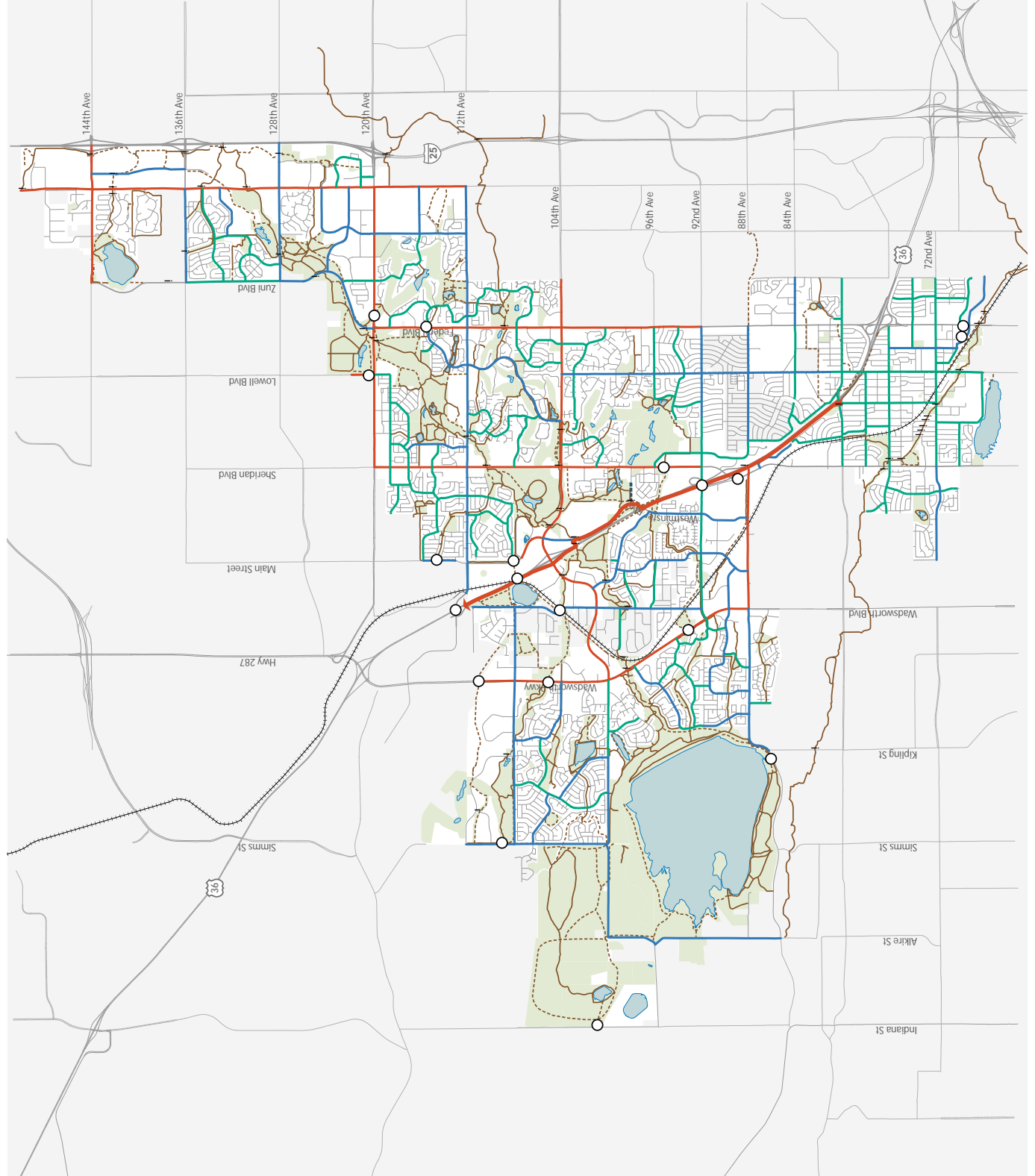
The City of Westminster is an active community that utilizes bicycle facilities and shared use trails both on- and off-street. These facilities are used for both passive and active recreation use, as well as for commuting to employment areas. Most of the city's existing bicycle network utilizes shared use trails through city open space and parks. However, the city does have nine miles of on-street bicycle lanes. The city completed the 2030 Westminster Bicycle Master Plan (BMP) in 2010 in response to demand to extend this network for both greater connectivity and to provide for commuter bicycling.

The BMP provides direction for expansion of this network by 132 miles, with emphasis on provision of on-street bike lanes along the city's roadway network. Key future improvements include 46 miles of bike lanes within the city and connections to the planned US 36 commuter bike trail. Additional supportive measures proposed by the BMP include pavement and street/curb improvements to improve safety and operation of the bicycle network, signage and wayfinding, and short- and long-term bicycle parking facilities. Connections to transit and key destinations throughout the city are also emphasized as part of the plan.

The city's bikeways are classified into three different designations: Class I bikeways, which are physically separated from streets except at crossings; Class II bikeways, which are on-street marked bike lanes; and Class III, which include signed routes and marked shared use vehicle and bicycle lanes. Table 5-5 summarizes the existing and proposed bicycle network, in miles, for the city.

Figure 5-2: Bicycle & Pedestrian Network

- Legend**
- Bicycle Network**
- US 36 Commuter Bike Trail
 - Class I Side Path
 - Class II Bicycle Lane
 - Class III Sharrow or Signed Bike Route
- Pedestrian and Trail Network**
- Trail and Shared Use Bike Path
 - Proposed Trails
 - Existing Pedestrian Underpass
 - Proposed Pedestrian Underpass
- Planning Area**
- Parks/Open Space/Golf Courses
 - Water
 - City Limits
 - Rail Corridor



Updated 6/23/14

**Table 5-5: Bikeway Class Definitions**

<i>Bikeway Class</i>	<i>Definition</i>	<i>Total Proposed (miles)</i>
Class I		
Shared Use Path*	Off-street, dual direction path often shared with pedestrians	5
Sidepath	Shared use path located adjacent to but separated from a vehicular street, resembling a wide sidewalk	27
Class II		
Bike Lane	On-street lane reserved for bicyclists, separated by painted lines, symbols and signage	46
Class III		
Signed Bicycle Route	Travel lanes shared fully with motor vehicles, marked as Bike Route with signage	14
Signed Bicycle Route with Shared Use Markings	Travel lanes shared fully with motor vehicles but identified by "sharrow" markings on pavement	40
Total Bikeways		132

*Including shared use trails

Pedestrian Circulation

Fostering a walkable, pedestrian-friendly environment throughout the city is a significant consideration of the Comprehensive Plan land use, urban design and multimodal circulation policy framework. Westminster has an extensive trail system augmented by connections to and through neighborhoods, shopping centers, parks, schools and employment areas. Connectivity along the city's pedestrian (and bicycle) network is facilitated by 40 underpasses that circumvent the need to cross major arterial roadways at grade. Additionally, over the past 20 years, the city has required new developments along major arterial streets to provide wide landscaped amenity zones with eight-foot sidewalks separated from the street by 12-foot landscaped area. All of these improvements have been focused on creating a safe, pleasant environment for pedestrians and bicyclists in the city.

Existing pedestrian facilities in the city include sidewalks, paths, trails, pedestrian bridges, pedestrian/trail underpasses and crosswalks. Sidewalks are located on both sides of the street throughout the majority of the city, with a few exceptions as noted on Figure 5-2. As new development occurs, particularly in infill or redevelopment areas, pedestrian connections will be emphasized in areas with access to transit, parks or open space facilities, neighborhood services and major activity centers. Improvements to existing facilities, including infill of missing portions of sidewalks and construction of detached sidewalks (provision of a lawn or landscaping to move pedestrians further away from on-street vehicle traffic), will continue to be pursued. Likewise, the city will continue to develop strategic pedestrian underpasses as funding is available and development occurs.



The city is currently planning for several improvements to transit, most notably the commuter rail station at 70th Avenue and Federal Boulevard, above. The Westminister Center Park-and-Ride, below, is one of the busiest in RTD's service area.

5.3 PUBLIC TRANSIT

Facilitating access to transit is a key focus of the Comprehensive Plan. The Plan emphasizes mixed-use, transit-supportive development around existing park-and-ride bus facilities as well as future and planned commuter rail stations. Pedestrian and bicycle connections to these transit facilities are emphasized. Within Westminster, existing and planned transit service is provided by the Denver Regional Transit District (RTD) bus and future commuter rail service. RTD transit service also provides direct access to Denver International Airport from the Wagon Road and Westminister Center park-and-rides. Call-n-ride services for seniors and disabled persons are provided by RTD and Jefferson and Adams counties. Figure 5-3 illustrates existing bus routes and future planned bus and commuter rail service that will serve the city.

Bus Service and Facilities

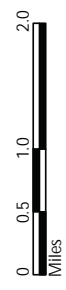
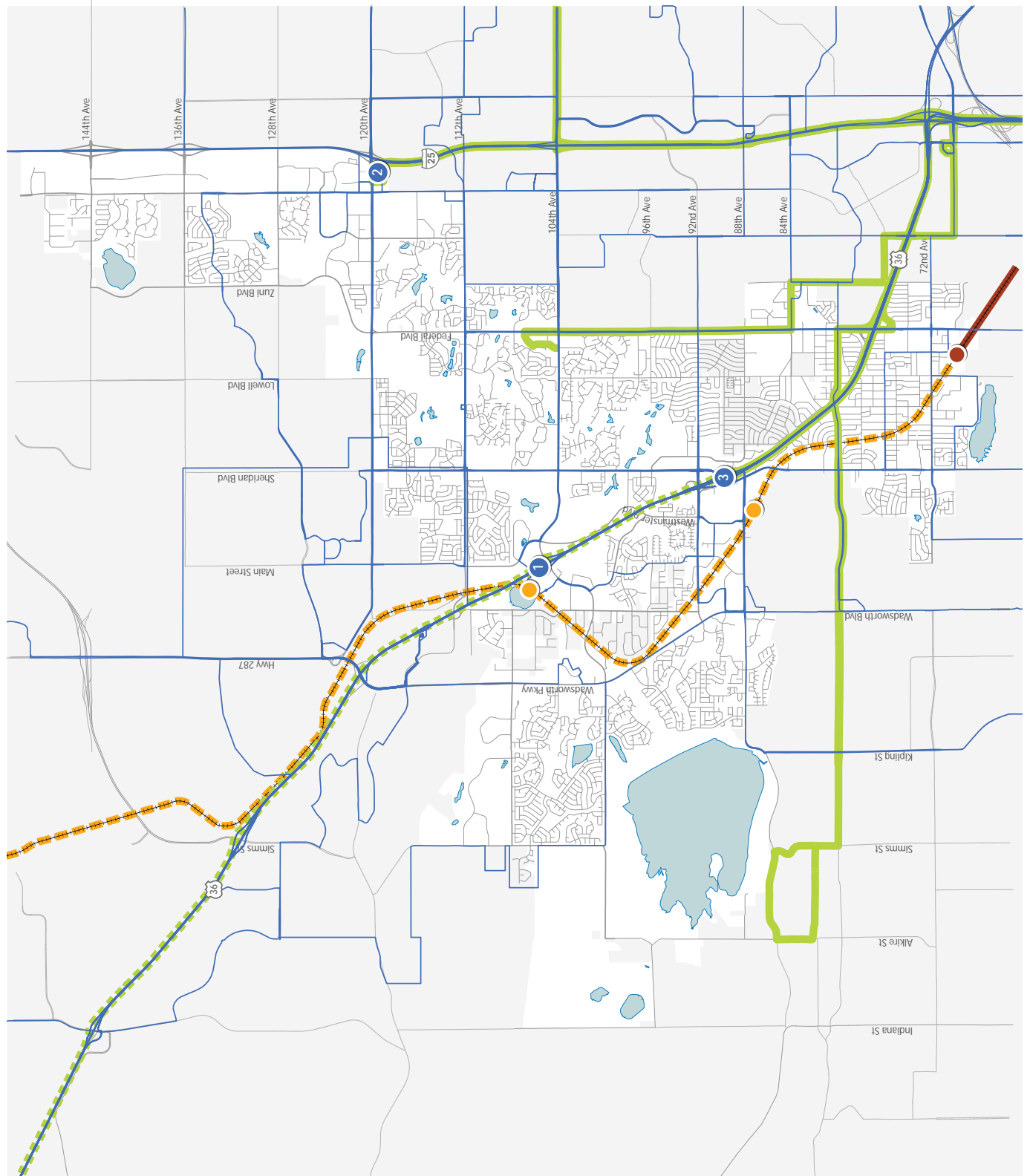
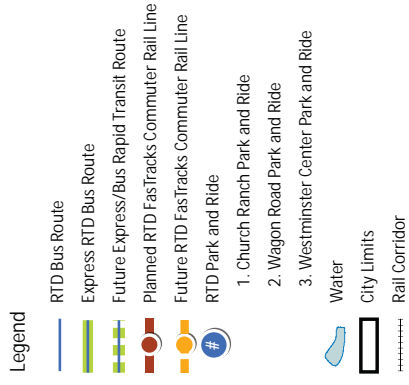
The primary form of transit service in the city is RTD bus service on local streets and major highways. Bus service includes both express bus lines that run along US 36 and I-25 and local routes that run along major arterials through the city. These lines connect Westminster with Denver and Boulder as well as surrounding communities. Three existing park-and-rides are located in the city, including Church Ranch, Westminister Center and Wagon Road. The Westminister Center park-and-ride is one of the most active park-and-ride facilities along the entire RTD corridor with over 2,500 combined boardings and allightings and 850 combined east-and westbound bus trips a day.¹ The city will continue to work collaboratively with RTD to ensure that adequate service, route additions or modifications, and facility improvements are provided in concert with new development and to address existing deficiencies.

Future Commuter Rail and BRT

Several major improvements to the city's transit system are underway. The city will have its first commuter rail station operational in 2016. Westminster Station, planned as part of the FasTracks Northwest Rail Corridor will be an end-of-line facility until future segments of the rail corridor are completed. The station is located at approximately Irving Street and 69th Avenue, in the heart of South Westminster. High intensity, transit supportive development planned around the station as well as potential infill and redevelopment in the surrounding area will help foster ridership for this station. Future FasTrack stations in the city are planned for downtown Westminster at approximately 88th Avenue and Harlan Street and Church Ranch just north of the Shops at Walnut Creek, as shown in Figure 5-3. In addition to commuter rail improvements, bus service along US 36 and I-25 is planned to be augmented to a bus rapid transit (BRT) service via a high occupancy vehicle lane.

¹ Nataly Erving, Denver Regional Transportation District, September 2013.

Figure 5-3: Transit Network



Updated 6/23/14



5.4 FREIGHT RAIL

The Burlington Northern Santa Fe (BNSF) Railway owns and operates freight rail service along the tracks that run generally northwest to southeast through the city. Typical daily freight service averages five to seven trains through Westminster a day. By 2035, it is expected that this service may increase slightly to seven or eight trains a day, on average. Only five of the city's 14 crossings of the BNSF rail corridor are grade separated. The remaining nine crossings are at-grade and controlled by gates and flashers. The Comprehensive Plan encourages continued efforts to improve at-grade crossings in the city with crossing pads and enhanced warning systems. The city will also look into opportunities to reduce train noise impacts on existing and potential future development through site and building standards and a potential quiet zone through all or a portion of the city.

5.5 GOALS AND POLICIES

GOALS

- T-G-1** Develop a balanced transportation system that allows for safe and efficient travel throughout the city for transit users, bicyclists, pedestrians and motor vehicles.

- T-G-2** Develop a transportation system that reduces the need to own or drive personal vehicles because of the availability of convenient and accessible alternative modes of transportation.

- T-G-3** Develop a safe and comprehensive bicycle network that serves both recreational and commuter needs.

- T-G-4** Develop a safe, comfortable pedestrian environment and extended network that supports walkability and connections between residential, employment, services and other key destinations.

- T-G-5** Provide community-wide access to public transportation that is comfortable and convenient.

- T-G-6** Balance commercial goods movement with the health and quality of life priorities for the city.



New development will accommodate pedestrians and bicyclists with active street frontages, bicycle lanes and connections to trails and transit.

POLICIES

- T-P-1** Pursue improvements to the city’s transportation system recommended by the Comprehensive Roadway Plan, Trails Master Plan and 2030 Bicycle Master Plan.
- T-P-2** Continue to update the Comprehensive Roadway Plan and Bicycle Master Plan, preferably at the same time, to evaluate and identify appropriate traffic and transportation improvements.
- T-P-3** Encourage development and provision of transportation demand management measures that minimize vehicle miles traveled. Support and encourage measures such as:
- Use of car-sharing programs in the Westminster Station Area and downtown Westminster.
 - Shared parking for developments in mixed-use transit-oriented districts that have complementary uses, such as office and retail uses.
 - Enhanced bicycle facilities at businesses and employment centers, including lockers, convenient bicycle parking and showers.
 - Encouraging employers and developers to provide discounted RTD transit passes to employees and residents in areas adjacent to major park-and-ride or commuter rail stations.

Roadway Network

- T-P-4** Develop a system of streets that provides continuous and direct travel throughout the city while minimizing adverse impacts on existing residential neighborhoods.
- T-P-5** Identify and pursue intersection and roadway improvements that will maintain a Level of Service of D or better for major intersections and maintain traffic volumes below the threshold of congestion. Develop and implement a methodology for prioritization of improvements and evaluation of complete street functionality.



- T-P-6** Coordinate with Colorado Department of Transportation (CDOT) and neighboring jurisdictions to implement street and intersection improvements, as identified in the Comprehensive Roadway Plan. Key joint improvements opportunities include:
- Lowell Boulevard at 120th Avenue, with the City of Broomfield
 - Federal Boulevard and 120th Avenue intersection improvements with CDOT
 - Federal Boulevard and 92nd Avenue intersection improvements with Federal Heights and CDOT



T-P-7 Ensure that pedestrian safety and walkability in activity centers and near transit have priority over goals to achieve vehicle level of service along pedestrian-oriented streets or where significant pedestrian crossings are located.



T-P-8 Require new development to provide traffic improvement necessary to accommodate trips generated by the project without significantly reducing existing levels of service on affected roadways.

Bicycle Network

- T-P-9** Develop the bicycle network consistent with the 2030 Bicycle Master Plan.
- T-P-10** Evaluate new opportunities to improve bicycle connections within the city, particularly to transit and regional bikeway systems.
- T-P-11** Provide adequate bicycle parking for public and private destinations that meets the performance standards delineated in the 2030 Bicycle Master Plan.
- T-P-12** Employ a signage and wayfinding system that supports safe and efficient bicycle travel through the city that is consistent with the 2030 Bicycle Master Plan guidelines.
- T-P-13** Identify key trail connections between bike facilities and prioritize paving of soft trails, where possible, to improve functionality and continuity of the city’s bicycle network.
- T-P-14** Continue to construct grade separated trail crossings under major streets.



Future improvements to the roadway network will include a new Sheridan Boulevard bridge over US 36, new bike lanes and intersection improvements at various locations.



Pedestrian connectivity will be emphasized particularly in mixed use centers like Westminster Station and the future downtown. Connections to existing and future transit will be prioritized.

Pedestrian Network

- T-P-15** Complete and enhance the pedestrian network with an interconnected system of walkways and trails, continuous sidewalks on both sides of the street and pedestrian crossings and connections between existing and new development.
- T-P-16** Ensure new development provides safe, direct walkways that link to streets and adjacent bus stops.
- T-P-17** Support pedestrian access to transit and activity centers by planning for, upgrading and maintaining safe and strategically located pedestrian crossings and sidewalk connections. Crosswalks should be well-marked with “bulb-outs” and/or median refuges (where appropriate). Signalization and audio/visual warnings could be evaluated on a case-by-case basis.
- T-P-18** Develop a pedestrian master plan to identify and prioritize addressing “missing links” in the city’s street sidewalk system.
- T-P-19** Provide pedestrian facilities that are accessible to persons with disabilities and ensure that roadway improvement projects address accessibility and universal design concepts. Implement standards and requirements in accordance with the Americans with Disabilities Act.

Public Transit

- T-P-20** Support existing public transit to regional destinations, promoting improved accessibility, functionality and frequency of facilities and services.
- T-P-21** Foster transit use by developing high quality transit hubs and stations with amenities such as plazas, benches, traveler information systems, shelters, bike parking and public art.
- T-P-22** Site transit stops at safe, efficient and convenient locations. Incorporate transit stops into the design and function of the public realm, such as locating stops near public plazas and integrating amenities with streetscape design and public art schemes.



- T-P-23** Work with the Regional Transportation District to maximize the provision of reliable and accessible transit service in the city, including commuter rail and bus transit.
- Advocate for extended commuter rail service into the city along the FasTracks Northwest rail corridor. Focus efforts on obtaining stations near downtown Westminster and at Church Ranch.
 - Advocate for frequent, direct bus service to all points in Westminster, especially to areas planned for higher intensity development.
 - Advocate for increased capacity at park-and-rides with an emphasis on provision of structured parking.
 - Advocate for a new park-and-ride along I-25 north of 120th Avenue.
- T-P-24** Expand the city’s program to provide benches and shelters at highly used bus stops throughout the city.
- T-P-25** Support access to transit and the “last mile” connection by encouraging shuttle connections between major destinations in the city and transit stations.

Freight Rail

- T-P-26** Pursue improvements to existing at-grade crossing that will increase safety and operation. Prioritize crossings with high volumes of vehicle and pedestrian traffic.
- T-P-27** Work with BNSF to establish a quiet zone through the extent of the city. Improve security access along the corridor in order to safely implement the quiet zone.
- T-P-28** Pursue grade separated railroad crossings where warranted.

6.0

City Identity and Design



High quality community design enhances the public realm and everyday livability. These elements contribute to a safe, attractive and engaging environment that residents, workers and visitors can all enjoy. Aspects of community design also contribute to establishing a sense of place and identity. Gateways and streetscapes can indicate a clear entry into the community defined by street, landscape and development character. Likewise, views into and out of the city, and preservation of cultural and historical landmarks add to a city's sense of place, history and identity. This chapter provides policy direction for maintaining and improving the city's physical and visual composition, with emphasis on maintaining a high quality built environment, building a strong identity and highlighting views and amenities.



One of the city's most identifying elements is the relationship of the built realm to open space. This relationship is reflected in views across the city, throughout development and in the city's public art.

Overview

The city has transformed significantly over the past 40 years. Along with its geographic expansion and intensification of development, the city has created an extensive network of parks and open space that is an integral component of the city's physical fabric. This preservation of the natural environment underlines the city's identity as an active community that values natural resources and promotes a meaningful relationship between the built and natural environment. The city has also worked to develop gateways and streetscapes that are well-designed, underline the city's unique identity and create a sense of continuity throughout the community. The Comprehensive Plan looks to maintain, enhance and build on these efforts to further improve the city's presence and identity in the Denver metro area.

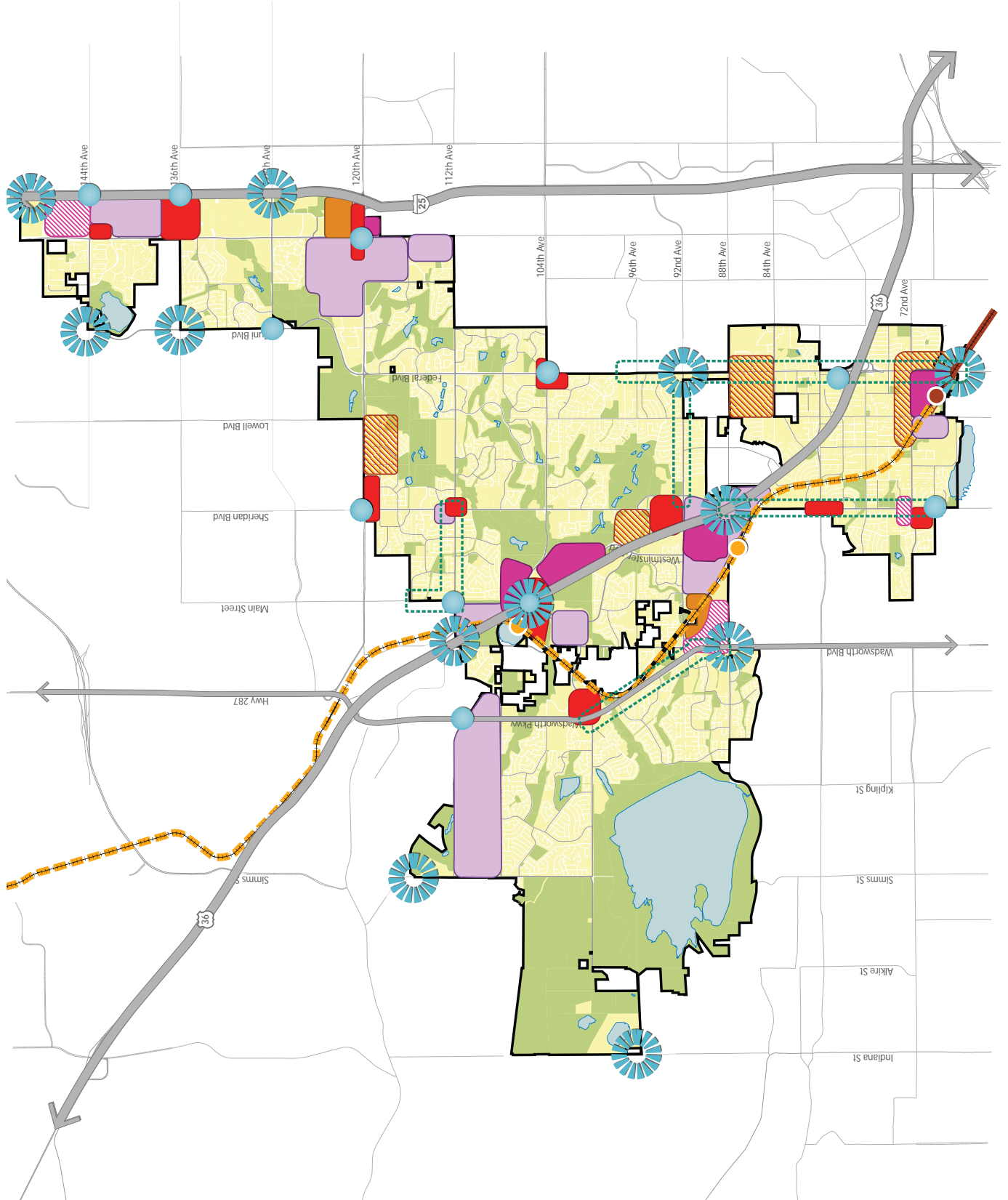
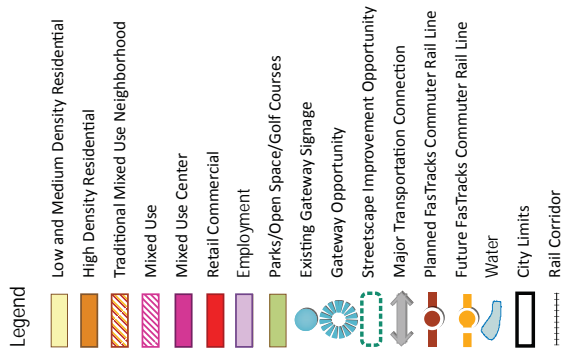


6.1 CITY STRUCTURE

Westminster occupies a strategic location between Boulder and Denver with vistas that capture the mountains and entire Front Range area. The city extends over a significant geographical area, from the 2,327-acre Standley Lake Regional Park on the west end to development along I-25 in the north east. The city's overall structure is organized by an arterial street grid juxtaposed against the natural meandering creek corridors that weave through the city. Occupying this framework is a range of neighborhoods and distinctive districts, with non-residential development focused on major transportation corridors. Although the city does have a small historic core, it does not serve as a central organizing element for the entire city.

The Comprehensive Plan builds upon this framework with new and intensified activity centers that establish and improve the city's visual presence at key gateways into the city. The focal element of the city is a new downtown at the crossroads of US 36 and Sheridan Boulevard, planned to be the cultural and physical center of the city. As the downtown intensifies and other areas in the city develop, Westminster will evolve into an increasingly more dynamic community with a strong sense of place and as an emerging center of activity between Denver and Boulder. Figure 6-1 provides an overview of the city's planned physical framework.

Figure 6-1: City Structure



Updated 4/13/15



6.2 COMMUNITY DESIGN AND BUILT FORM

Streets, landscape and the development beyond comprise the visual and physical fabric of a city. The quality of design and organization of these components directly impacts the perception and experience of a place. From the design of a residential neighborhood to the character and quality of development along commercial corridors, the design of the built realm plays an important role in the way people live in and experience the city. If a neighborhood is designed well and connects people to amenities and services, inhabitants are more likely to walk or bike to a destination than drive. Similarly, the design of employment and commercial areas can impact whether workers and visitors walk or drive to a destination, whether businesses choose to locate in a specific location, and whether people choose to come to Westminster for shopping or services.

This section provides direction for overall design of the city's built realm as well as more specific direction for neighborhoods, employment centers and commercial corridors. The goals and policies provide a framework for community design and are further delineated by the city's existing design guidelines and standards. Design direction for specific mixed-use and activity centers in the city is provided in the Focus Areas chapter.

Neighborhoods

Westminster has a range of neighborhood types and scales that offer a variety of living environments, housing types and levels of affordability. The Comprehensive Plan looks to maintain the quality and variety of existing neighborhoods and create high quality, cohesive new neighborhoods. Connections to and from neighborhoods to nearby parks, schools, shopping and services are emphasized both for existing and new development. For new neighborhoods designed with the Traditional Mixed Use Neighborhood Development (TMUND) designation, these elements should be integrated into the neighborhood, with a mix of housing types, parks and community facilities as well as a neighborhood focal point. New residential neighborhoods should also integrate access and location of amenities into their overall design. Residents should be able to walk or bike to amenities along safe, comfortable connections. For developments with higher density residential components, these connections are essential, particularly in terms of encouraging walking over driving to services, amenities and transit.

Architectural and site design are also important aspects of neighborhood quality. The City has established a framework of design guidelines that encourage high quality neighborhood and architectural design for single family attached and detached, multifamily, senior housing and TMUND neighborhoods. Street and building orientation, landscaping, pedestrian connectivity and walkability, and high quality architecture and materials are all emphasized.



The quality and variety of residential neighborhoods are a significant factor in attracting employers, workers and new residents to the city. Over the years, Westminster has worked to preserve, improve and create well-designed, attractive neighborhoods throughout the city.



Employment centers like Westmoor Corporate Park and Park Centre are attractive and take advantage of views and access to open space.



Many corridors in the city include older and outdated commercial strip malls. The Comprehensive Plan encourages updating these centers with building and site improvements and infill, or redevelopment to mixed-use activity centers.

Employment Centers

Key existing employment centers in the city include Westmoor Corporate Center, Church Ranch Business Park and Park Centre. The North I-25 area is an emerging employment center, with expansion of the St. Anthony's North Medical Center providing a key anchor for the area. High-intensity employment is also envisioned along the US 36 corridor within the Church Ranch Focus Area south of Big Dry Creek and in Circle Point.

The quality and character of the city's employment centers play a significant role in whether businesses choose to locate and remain in the city. It is important that these areas establish a strong sense of place through building design and placement, landscaping and wayfinding. They also must provide convenient access from major transportation corridors and transit as well as to everyday services. Internal and external pedestrian and bicycle connections are also important, particularly in campus-like environments where employment areas can often be closed off from surrounding development. Site design should emphasize the building relationship to landscapes, natural settings and views, with views of parking minimized. Finally, architecture, particularly of office and R&D facilities, should be enhanced with ample articulation, changes in height and massing, and high quality materials.

Commercial Corridors

The city has multiple well established commercial corridors that traverse the city. The most significant of these corridors are Federal Boulevard, Sheridan Boulevard and Wadsworth Parkway. Much of the commercial development along these corridors predates the more contemporary freeway orientation of retail in the city along US 36 and I-25. Developments range from single use service commercial uses to significant mid- and large-box retail shopping centers. Many of the larger retail centers are suffering due to a combination of age, competition with centers located closer to freeways, and changes in the retail industry that place less emphasis on mid-box stores.

The Comprehensive Plan emphasizes a greater mix of uses along these corridors, as delineated in Chapter 2: Land Use, and the Land Use Diagram. However, design of development along these corridors will also have an impact on potential for revitalization and new activity. The Plan emphasizes greater continuity of development, through improvements to streetscape, bringing more buildings up to the street edge, building orientation, attention to access for all modes and a mix of uses, where appropriate.



Federal Boulevard

Federal Boulevard, or US 287, is a primary north-south regional corridor that extends from 120th Avenue in Westminster south to Bowles Avenue in Littleton. The street serves as a key retail, service commercial and, further south, industrial artery through the region. In Westminster, south of 94th Avenue, uses are primarily retail and service commercial, with some multifamily and vacant land. Much of the commercial development within Westminster is older and could be improved by redevelopment, intensification and/or façade improvements. Buildings are set back in linear shopping strips or commercial pad development, with minimal landscaping and pedestrian amenities along the street edge. In some areas, a lack of sidewalks (both sides of the street between 82nd and 88th avenues) and curb cut frequency further impacts street continuity and pedestrian safety. In other areas, the existing sidewalk is narrow (4 feet) and adjacent to the street curb, creating an uncomfortable pedestrian environment.

The Comprehensive Plan envisions a more consistent development character along the street, with buildings brought closer to the street edge, high quality materials and improved site landscaping and pedestrian amenities. Streetscape improvements, such as undergrounding utilities, detached wide sidewalks, decorative street lights and right-of-way landscaping, along the full extent of the corridor in the city would also improve its visual quality. A cohesive plan for the street would help tie in separate planning efforts for the Westminster Station Area and Northgate and Pillar of Fire neighborhoods. Planning for the corridor should be conducted in coordination with Federal Heights, Adams County and CDOT.



Many areas along Federal Boulevard comprise older commercial strip centers set back from the street.



Sheridan Boulevard includes an eclectic mix of retail commercial, service uses and office development. Creating a more cohesive experience along this corridor is an important consideration for land use and urban design decisions.

Sheridan Boulevard

Sheridan Boulevard, or State Highway 95, extends north to Broomfield and south to Centennial. Through Westminster, the primary commercial portion of the street extends from just south of 72nd Avenue to just north of 92nd Avenue with the Westminster City Center Marketplace and Walmart-anchored shopping center. Developments are similar to those along Federal Boulevard, with some larger shopping centers near 92nd, 88th and 72nd avenues. Between 75th and 82nd avenues, the development is set back from the street with narrow pedestrian amenities, inconsistent landscaping and, in some areas, frequent curb cuts.

Over time, as redevelopment occurs, new development will be brought closer to the street edge and streetscape improvements will emphasize wider sidewalks and consistent landscaping. Significant opportunities for revitalization and potential development include the Labelle's Plaza at 88th Avenue, as described in Chapter 2: Land Use, as well as the northern corners at 72nd Avenue and Sheridan Boulevard, where mixed-use development is encouraged. Improvements to these sites, in particular, will focus on a vertical mix of uses (where proposed), improved walkability and pedestrian access, and connections to transit. Additionally, the city will focus on efforts to create an improved streetscape along the corridor, particularly between 75th and 82nd avenues.



Wadsworth Parkway

Wadsworth Parkway, State Highway 121, extends south to Highlands Ranch and to the north as US 287. As a true regional connection, Wadsworth Parkway (Wadsworth Boulevard south of 92nd Avenue) has a significant role in many of the cities it passes through. In Westminster, the character of the street is primarily commercial, with some residential development. Commercial development along the corridor is primarily larger in scale than along Federal or Sheridan boulevards. Retail centers include mid- and large-box anchors that provide both community- and regional-serving retail. Many of these centers are older, have limited visibility due to variations in grade and have persistent vacancies.

The Comprehensive Plan looks to encourage redevelopment of many of these centers with mixed-use or new commercial development. As described in Chapter 2: Land Use, the vision for the 80-acre Brookhill Shopping Center is of a mixed-use district with a range of residential and commercial uses. The physical presence of development along the corridor will be emphasized along the street edge, along with unified landscaping and connections to open space, trails and sidewalks. Although a newer street, the corridor could also benefit visually from streetscape improvements like a raised landscaped median and street trees that are closer to the right-of-way. A key opportunity for right-of-way landscape improvements is the west side of the street between 94th and 98th avenues.



Although development along Wadsworth Parkway is relatively newer than that along Sheridan and Federal boulevards, some centers are beginning to show their age. Others will benefit in the future from improvements or infill.



6.3 IDENTITY AND GATEWAYS

Westminster is a unique community with an extensive amenity infrastructure, from its trails and open spaces to its distinctive civic venues and activity centers. Residents, workers and visitors are attracted to the city’s public realm, public art, and ample parks and recreation opportunities. However, ensuring the city’s character and identity are visible at the city’s edges and gateways is equally as important as the internal composition of the city. Establishing a strong identity within the Denver metro area begins with the city’s visual presence along major transportation corridors, including freeways and regional arterials. This section builds on the city’s Community Enhancement Plan, adopted in 2006, providing direction for an improved public realm in the city with emphasis on the city’s edges and gateways.

Streetscape Design

Street design has a strong influence on the perception of the city. Regardless of mode of transportation, residents, workers and visitors must travel on streets—the experience on these streets is often the first impression of a community. The combination of street design, level of comfort and ease of travel, and the quality and character of development along the street edge all have an impact on how the city is perceived. Many of Westminster’s major arterials have been designed or improved with high quality streetscape schemes, including 72nd Avenue, 104th Avenue/Church Ranch Boulevard, Sheridan Boulevard and Westminster Boulevard. These streets have been designed with raised landscaped medians, decorative street lights and wide “amenity zones” with a detached sidewalk and landscaping along the edge of the street. As new development occurs throughout the city, including infill and redevelopment in older portions of the city, there will be opportunities for improving streetscape design.

As streetscape improvements are implemented, Westminster’s street network will become an extension of the community’s identity and character, with enhanced planting, distinctive lighting and pedestrian furnishings, and public art, where appropriate. These improvements are a distinct opportunity to underline gateways and distinguish the city from other communities. Key streets that are both significant arterials and gateways for the city include Federal Boulevard, the southern portion of Sheridan Boulevard, 72nd Avenue (initial plans underway), 92nd Avenue and 120th Avenue. A cohesive scheme for each of these streets should be developed. In addition, the Comprehensive Plan encourages improved right-of-way landscaping, decorative screen walls and enhanced development character along US 36 and I-25.

Creating a strong identity and city image is a priority for the city as it continues to attract high quality employment, commercial development and residential uses. Infrastructure and streetscape design are key opportunities to create high impact statements throughout the city.



Gateways

Gateways are a critical part of establishing the identity of the city. Gateways can be linear or singular elements, from specially-designed streets or landmarks to signage or public art. Currently, the city has developed signage at most major gateways into the city and has worked to create distinctive bridges along major arterials and highways like US 36 and I-25. New gateway signage and elements will build on these efforts and will be focused at certain regional entrances into the city and at major districts and employment centers. Key gateway design opportunities are identified on Figure 6-1.

The palette of gateway elements in the city will vary. For some gateways, such as those along major city streets, elements will include signage, landscaping and potentially public art. In other areas, gateways will be defined by a combination of landmark elements and the built environment. Several key gateways into the city are along the US 36 and I-25 corridors. Currently, the quality of the public realm and the city’s “edge” is in need of improvement. Existing older fencing could be replaced with decorative sound walls and landscaping in the right-of-way could be enhanced to create an attractive edge to the city. Additionally, higher-intensity development at key gateways along these corridors will be encouraged to create a physical and visual presence that captures attention.

Public Art

Public art plays an important role in relating the story and identity of the city, and in creating opportunity for residents and visitors to participate and share in its development. The city’s public art program supports public art provision through a development impact fee. Provision of public art throughout the city began in 1991 with the enactment of a hotel tax (i.e. accommodations tax) that would fund the Community Enhancement Fund. This fund provides money to support a variety of programs to improve the physical appearance of the city. Over the years, this fund has been used to purchase public art pieces. The city has also received grant funds from the Denver metro area Scientific and Cultural Facilities District to purchase art. In 2001, City Council enacted a requirement that all non-residential development should provide public art. Westminster is one of only a handful of cities nationwide with such a program. The program has been highly successful—over 150 pieces of public art are located throughout the city.

The Comprehensive Plan supports the continued growth of historical, cultural and geographic awareness in the city by emphasizing public art in all areas of the city. In particular, public art within major activity nodes and regional destinations, within established neighborhoods and along major



Westminster has prioritized community enhancement over the years with new uniquely designed infrastructure, gateway monuments and signage and a vast collection of public art that exceeds 150 pieces of art.



There is no shortage of breathtaking views in the city, with several bluffs and vantage points along major east-west and north-south corridors. Views encompass the Front Range and Rocky Mountains as well as Downtown Denver.



Ample views are also available within the city into open space and conservation areas, from Ketner Lake, above, to the Ranch Open Space, middle, and Heritage Golf Course, below.

pedestrian corridors will play a key role in articulating the city's identity. Likewise, public art in key public spaces, transit stations, gateways and transportation corridors (such as Lowell Boulevard south of US 36) are opportunities to express the city's identity and character. Additional support from the city may include competitions, exhibit space and public facilities for cultural events and art shows.

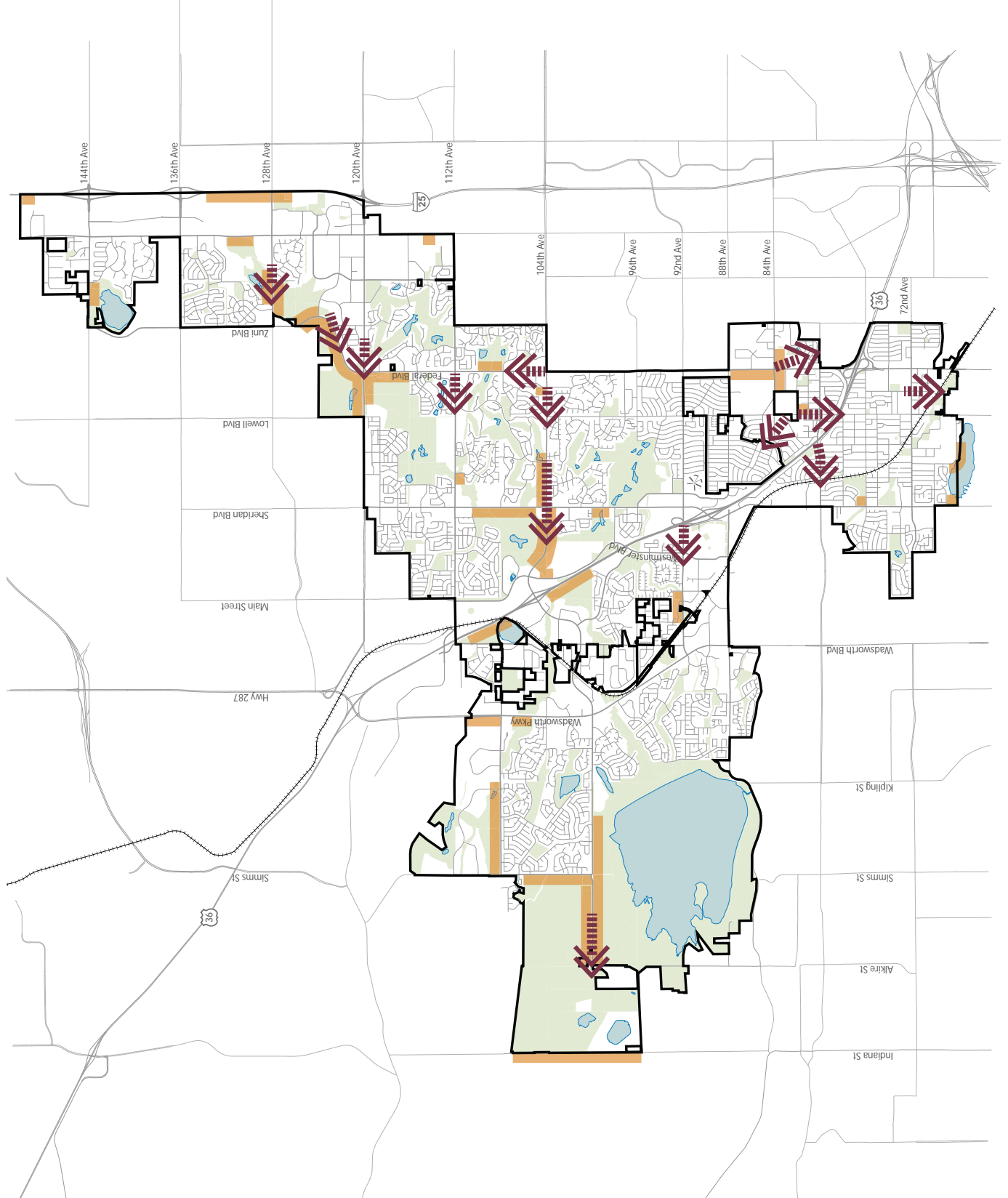
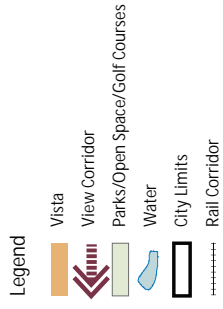
6.4 VIEWS

Scenic vistas are a key element of Westminster's identity—whether to expansive open space areas within the city or to the mountains beyond. The city's varied topography provides breathtaking panoramic views to the Rocky Mountain Front Range and Downtown Denver. Views are enjoyed from most areas of the city, although the best publicly accessible views are found at points along many of the city's arterial streets and open spaces. In particular, spectacular views of the Rocky Mountains can be found along most of 104th Avenue, the eastern end of 120th Avenue, 128th Avenue east of Huron Street, and from US 36, Federal Boulevard and Sheridan Boulevard. Other significant western views are located at Standley Lake, Westminster City Hall and City Park. Views of the Denver skyline can be seen while traveling south along Federal and Sheridan boulevards, east along 84th Avenue and south along portions of Lowell Boulevard at 82nd Avenue.

The Comprehensive Plan identifies view corridors along portions of the city's major street network and from key public spaces, as shown in Figure 6-2. The designation of these view corridors preserves the most significant views from the public realm. Areas with a designated view corridor may be subject to additional setback requirements, height restrictions and modified perimeter landscaping or site configurations to ensure that new development will not restrict views. Development proposed within these corridor areas will be evaluated to preserve views wherever possible.

It should be noted that view corridors are not intended to preserve views from private properties or individual buildings, but rather, from the public realm, including the street network, trails, open spaces and public facilities.

Figure 6-2: Views



Updated 4/13/15



6.5 HISTORIC PRESERVATION

Preserving and celebrating the city’s cultural and historic core adds depth and authenticity to Westminster’s identity in the Denver metro area. The city’s evolution from the 160-acre village of DeSpain Junction to the 21,655-acre city it is today represents a rich history of settlement and homesteading, ranches and orchards—some of which continues to be thematically represented in new development and retained through historic preservation efforts. This section provides goals and policies that encourage and support continued preservation and efforts to retain the city’s cultural and historic identity.

Historic Context

In 1890, the village of DeSpain Junction was renamed Harris (after real estate developer CJ Harris)—the vestiges of which are present today as the Harris Park district in the vicinity of 73rd Avenue and Bradburn Boulevard. The city officially incorporated in 1911, at which time the name was changed to Westminster, after Westminster University that was founded in 1908 and closed prematurely in 1917. As the City of Westminster expanded, other ranch and farm homesteads were folded into the city limits including the Town of Semper, Mandalay Gardens (Church Ranch), and a portion of the Westminster University (now known as the Pillar of Fire) property. Recognizing and preserving the city’s past is of significant interest to the community. In 2003, the Westminster City Council established the Historic Landmark Board and adopted the Historic Preservation Ordinance. Since that time the city has been actively involved in identifying and partnering to preserve and restore many historic artifacts, buildings and property. Historic properties, Local Landmarks and National Register sites are shown on Figure 6-3. Additional detail of historic properties is available on the city’s website at www.cityofwestminster.us/ExploreWestminster/HistoricPreservation.aspx.

Although mostly located outside the limits of the city, the Westminster University (Pillar of Fire) building and associated historic structures remain of significant historic value to the city given its ties to its origins and namesake. Given this high level of historic importance, the city continues to explore opportunities to work with the property owners to ensure its functional presence for years to come.

Harris Park Historic Area

The city’s original status as a recognized jurisdiction occurred in 1890 with the recording of the original Harris town plat that encompassed an area bounded by 80th Avenue, Lowell Boulevard, 72nd Avenue, and Quitman Street. This area became known as Harris Park.



Above, the Bowles House. Middle, the Pleasant DeSpain School House. Bottom, the Pillar of Fire (former Westminster University building).



Improvements to the city's historic resources have included streetscape improvements along 73rd Avenue, above, as well as renovation of the Westminister Grange Hall, below.

Within this area emerged the small, agriculture-based commercial center at 73rd Avenue and Bradburn Boulevard, and in later years, the Lowell Boulevard/73rd Avenue commercial area. Collectively, these two commercial areas serve as the bookends of the Historic Harris Park Revitalization Area in which the city is making substantial investment in pursuing preservation and restoration of historic buildings and giving recognition to artifacts, stories and structures lost over the years.

These historic preservation efforts are integral to the city's pursuit of neighborhood revitalization in the historic neighborhood. The recognition of the area's history combined with historic preservation efforts has made the neighborhood an attractive location for artists to live and/or conduct business, which in turn is having a positive impact on contributing to the revitalization of the area into a dynamic, eclectic and diverse mixed-use neighborhood and local destination. As a means of attracting new investment and development activity in the Harris Park area, the city continues to prepare and implement planning tools to promote and facilitate such activity. Key proposed initiatives include designation of Harris Park as an arts district and creation of design guidelines for historically sensitive infill development and renovation.

Other Preservation and Adaptive Reuse Areas

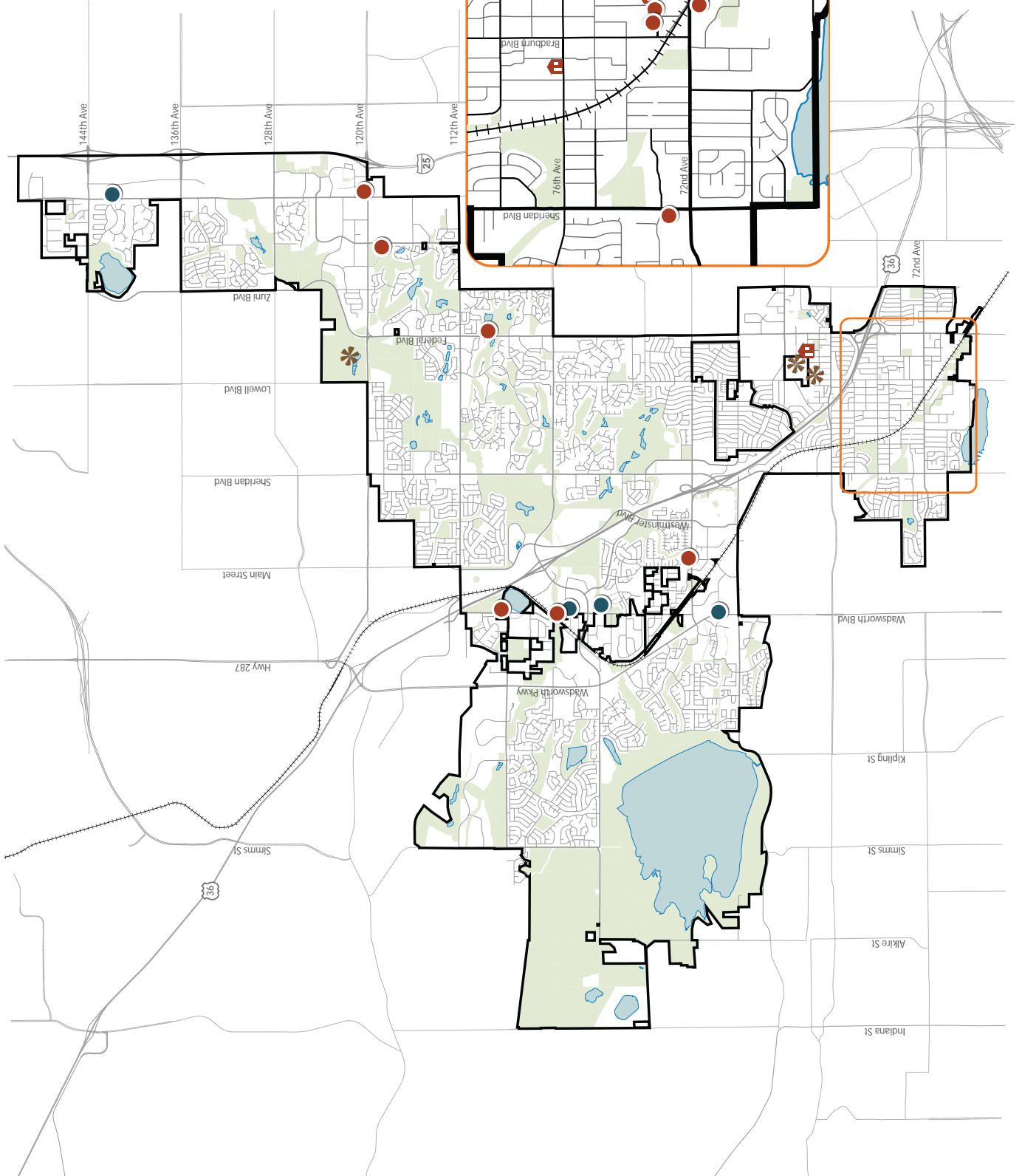
Many of the city's historic properties and landmarks are protected by being city owned, including:

- Bowles House
- Church's Stage Stop
- Marion Barn
- Metzger Farm
- Rodeo Market
- Savory Mushroom Tower
- Semper Farm
- Shoenberg Farm
- Tucker Barn
- Wesley Chapel Cemetery

Several of these city owned properties, as well as other properties in the city, have potential for adaptive reuse. These properties include Shoenberg Farm at 73rd Avenue and Sheridan Boulevard; the Adams County School District 50 property on the northeast corner of 72nd Avenue and Lowell Boulevard;

Figure 6-3: Historic Context

- Legend
- Property of Historic Significance
 - Local Landmark
 - Locally Landmarked Residence
 - National Register of Historic Places
 - Parks/Open Space/Golf Courses
 - Water
 - City Limits
 - Rail Corridor



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Miles

Updated 4/13/15



and the remaining Church Ranch property at the southeast corner of Church Ranch Boulevard and Old Wadsworth Boulevard.

The Shoenberg Farm property presents a unique reuse opportunity utilizing a number of historic structures that once supported an 800-acre dairy and egg production facility for what is now known as the Denver National Jewish Hospital. The city has acquired seven of the remaining nine historic structures and has fully restored two of them (the barn and concrete silo). Additional restoration work is underway on the milk house, with the remaining structures to be restored as funding permits. Collectively, these historic buildings provide a unique adaptive reuse opportunity to create a unique venue and community attraction for the City of Westminster.



The Adams County School District No. 50 property on the northeast corner of 72nd Avenue and Lowell Boulevard provides another assemblage of historic structures that are prime preservation and restoration candidates conveying the rich history of the oldest public school district serving Westminster. The site is home to three buildings including the Harris School (currently called DeSpain School), the earliest school constructed in the city in 1892; Union High School, the first high school, built in 1929; and the first Westminster High School built in 1949. The District continues to use these facilities to date for school purposes, and subject to a District determination to relinquish any of the buildings, could serve as significant adaptive reuse opportunity. Given the historic significance of this site, the city continues to maintain a dialog and potentially partner with the District to ensure the buildings remain an integral part of the community.

Shoenberg Farm is located just north of the intersection of 72nd Avenue and Sheridan Boulevard. Remaining buildings include the city-owned and renovated barn building (left and middle) and farm house (right), among others.



Union High School and the original DeSpain School House are located on the Adams County School District property.

The Church Ranch property at Church Ranch Boulevard and Wadsworth Boulevard is a remnant of the much larger ranch and stage stop that was originally established in the 1860s. The property includes several original buildings including a 5,000-square-foot barn that looks out onto Big Dry Creek and open space to the south. The city encourages adaptive reuse and potential partial redevelopment of the property that would maintain the integrity and history of the site as well as create a new unique regional and community destination. In addition to the barn site, there are several other Church Ranch-related properties along the Wadsworth Boulevard corridor, including the Mandalay School, Tucker Barn and Church's Stage Stop. The location of all of these historic sites and structures along Wadsworth Boulevard creates the potential for a future historic district or corridor between 100th and 112th avenues.

The Church Ranch historic properties include the Mandalay School, located off of Westminster Boulevard at 103rd Avenue and Church's Stage Stop.



The City of Westminster strongly believes the retention, preservation and visible display of its history is integral to preserving the quality of life for its residents and businesses. Accordingly, the city intends to work in partnership with property owners, organizations, and other governmental entities to expand on its successes to date in preserving the city's history. However, it must be noted that designation is currently voluntary for property owners—the city does not forcefully designate properties.



6.6 SUSTAINABLE DESIGN

The Comprehensive Plan supports an inclusive sustainable approach for future growth in the city. Policies that support and encourage sustainability are integrated throughout the Plan in the land use, economic development, transportation, parks, recreation and open space, and public facilities chapters. This section explicitly addresses the city's approach to sustainability as it relates to site, landscape and building design in the city.

Site and Landscape Design

Sustainable site planning practices have a significant impact on energy and water consumption, stormwater runoff and reduction in project-related vehicle miles traveled. Many of the city's existing regulations and open space and stormwater management practices reflect the city's philosophy toward sustainable growth and site design. Through the city's landscape and stormwater management regulations, developments are encouraged to design sites to reduce water consumption and increase on-site mitigation of stormwater. Regulations encourage minimizing impervious surfaces on a site and employing low-impact design measures like increased planting and groundcover to increase on-site infiltration. The city's landscape regulations also encourage use of native planting that reduces the need for potable or reclaimed water for irrigation.

The location of buildings, mix of land uses and intensity of development also have an impact on sustainability. Building orientation that maximizes internal access to daylight and minimizes exposure to intense sun can have an impact on a project's energy consumption. Use of on-site alternative energy production like solar panels can also reduce a project's impact to the environment. At the development and citywide scale, site design measures that can contribute to sustainable growth include location of higher-intensity development close to transit stations and mixed-use neighborhood centers that reduce the need for vehicle travel. The Plan emphasizes pedestrian connectivity and access to transit as key elements of mixed-use activity centers, neighborhood design and employment centers.

Building Design

Sustainable building design is also encouraged for all types of development through the city's building code, design guidelines for land use types and the city's historic preservation efforts. "Green" building design impacts all aspect of the built form—from the exterior materials of a building to the internal mechanical systems. The city encourages high quality, durable building materials, high-efficiency water fixtures and efficient building systems for all development. Where possible, developments are encouraged to achieve



Although not the only aspect of sustainability, sustainable design is an important aspect of ensuring Westminster continues to live within its resource means.



a LEED (Leadership in Energy & Environmental Design) rating or similar equivalent to maximize the exterior and interior building quality, which is especially important for employment uses, where people spend a significant amount of time.

Historic preservation efforts in the city also reflect the city's efforts to support a sustainable social and physical environment. The city encourages improvements to the many older structures within the Harris Park district and surrounding older neighborhoods as well as adaptive reuse of existing structures. Additionally, the city's historic preservation efforts are focused on preservation and reuse of historic and cultural remains, from the Shoenberg Farm to the Ranch Open Space and its barn structure.



The city intends to continue to support and encourage sustainable design throughout the community, with city-led building and planning efforts serving as an example for private development.

The Comprehensive Plan sets the stage for minimizing the impact of new development, whether by allowing greater intensities or incorporating sustainable design features into development.



6.7 GOALS AND POLICIES

GOALS

- CID-G-1** Develop a built environment that is integrated with open spaces and the natural realm.
- CID-G-2** Maintain the city's high quality design and development character.
- CID-G-3** Preserve and enhance the city's existing residential neighborhoods.
- CID-G-4** Ensure new neighborhoods are designed to meet the recreational, civic and everyday needs of its residents.
- CID-G-5** Create and foster unique districts and cohesive employment centers throughout the city.
- CID-G-6** Maintain and enhance Westminster's image and character through an attractive public realm.
- CID-G-7** Continue to expand and diversify public art in the city.
- CID-G-8** Preserve the city's views to the mountains and surrounding Denver region.
- CID-G-9** Identify, recognize and protect Westminster's unique and irreplaceable historic and cultural heritage.
- CID-G-10** Reinforce the historic character and image of the Harris Park District along 73rd Avenue and Bradburn Boulevard as a special commercial/arts district.
- CID-G-11** Encourage sustainable design practices in all aspects of physical planning in the city, with a focus on site, landscape and building design.



Integrating development into the natural environment and vice versa is a concept visible throughout the city for all types of land uses.



A pleasant outdoor environment with seating, active uses along the ground floor and a high quality streetscape design like the Cherry Creek North district above is encouraged in mixed use areas.



This small green provides a focal point within the larger Bradburn community.

POLICIES

CID-P-1 Support the goals, objectives and policies of the Westminster Community Enhancement Master Plan with respect to the location and type of landscape design, public art, historical markers and other enhancements that will improve the image of the city.

Community Design and Built Form

CID-P-2 Integrate the city's parks, open space and trails network into new development and infill and redevelopment areas. Development should be oriented and connected to the public realm.

CID-P-3 Require pedestrian-oriented amenities and design in mixed-use areas, such as outdoor seating, plazas, public art, ground floor retail, shading devices and enhanced transit shelters and amenities.

CID-P-4 Promote excellence in site planning, architecture and the design of landscaping, lighting and signage in all commercial and residential developments by means of design guidelines for each type of use.

- Update guidelines accordingly to adjust for changes in development typology, such as encouraging more pedestrian-oriented multifamily developments, as well as new technology in building structures, materials and sustainability.
- Develop design guidelines appropriate for office, light industrial, and mixed-use development typologies.

CID-P-5 Design new neighborhoods with a focal point, such as a school, park or activity center that provides a unique identity, opportunities for social interaction. Ensure the neighborhood center is easily accessible via walkable streets and trails.

CID-P-6 Ensure that new neighborhoods are designed with a connected, walkable street grid that accommodates all modes of travel. Connections to surrounding development, including existing neighborhoods and commercial centers or neighborhood services should be emphasized through direct pedestrian paths, continuous sidewalks and crossings.



- CID-P-7** Support enhancement programs and efforts for existing residential neighborhoods throughout the city.
- CID-P-8** Provide a physical transition in building height and massing where higher intensity new development is located adjacent to single family, low-scale development. These transitions can be accommodated by:
- Increased building setbacks;
 - Enhanced landscaping or earth berms;
 - Building setbacks of upper stories;
 - Modified building orientation that limits casting of shadows; and/or
 - Reduction in intensity of development at edges of site.
- CID-P-9** Encourage the development of employment centers with high quality architecture, landscaping and site planning.
- CID-P-10** Continue to develop enhanced streetscape, development continuity and revitalization of key commercial corridors including Federal Boulevard, Sheridan Boulevard, Wadsworth Parkway and 120th Avenue.
- CID-P-11** Improve the visual and physical character of residential corridors throughout the city, with special emphasis on 92nd Avenue between Xavier Street and Federal Boulevard, and 112th Avenue between Westminster and Sheridan boulevards.
- CID-P-12** Allow creative design solutions for infill development that are compatible with and enhances surrounding existing development.
- CID-P-13** Strengthen Westminster’s identity through thoughtful design and enhancement of the community’s civic buildings and spaces.



Building architecture in office developments can set the tone for future development and attracting businesses. The Circle Point development is a good example of high quality architecture and landscape design.



High quality streetscapes throughout the city, both within residential neighborhoods like Bradburn, above, or along key residential corridors like Lowell Blvd, below will enhance the city’s identity.



Bridges and public art are opportunities to create visual gateways and landmarks, such as for the Westminster Boulevard bridge over US 36, above, or the Wapiti Circle art piece within the Shops at Walnut Creek.

City Identity

CID-P-14 Create a strong sense of entry into the city at key locations, identified as gateways on Figure 6-1. Utilize streetscape, distinctive bridge and infrastructure design, development scale and orientation, lighting, signage and public art to mark a clear transition into the city.

CID-P-15 Develop signage and wayfinding programs and related promotional materials that create identity for special districts in the city, including but not limited to:

- Church Ranch District, extending from City Park to Wadsworth Boulevard and encompassing the Westminster Promenade east and west areas, Butterfly Pavilion, hotel district and Church Ranch Corporate Center.
- Downtown Westminster, both along its edges (primarily 92nd and 88th Avenues) and throughout the site.
- Westminster Station, encompassing at minimum the station area between Lowell and Federal boulevards, 72nd Avenue and the Little Dry Creek Park and Open Space.
- Historic Harris Park District, encompassing 73rd Avenue between Bradburn and Lowell Boulevards and emphasizing the area’s role as a cultural arts center of the city.

CID-P-16 Develop cohesive streetscape plans for streets identified in Figure 6-1. Plans should consider:

- Enhanced pedestrian and bicycle amenities to encourage multimodal travel;
- Minimized curb cuts to emphasize continuous, unbroken curb lengths and reduce vehicle and pedestrian or bicycle conflicts;
- Provision of street trees or reduction of landscaping to preserve views;
- Unified landscape treatments, medians and plantings that minimize water use and runoff;
- Decorative street lights and enhanced street furnishings; and
- Undergrounding of utilities.



- CID-P-17** Develop enhancement plans for the US 36 and I-25 corridors to include enhanced and/or new sound walls and landscaping, at minimum.
- CID-P-18** Encourage the placement of public art where appropriate. Focus public art in key public locations, including plazas, gateways into the city, streetscapes and individual developments.
- CID-P-19** Integrate public art and visually distinct designs into bridges, overpasses and underpasses.

View Corridors

- CID-P-20** Maintain scenic vistas to open spaces, the mountains, Downtown Denver and the Front Range area, as shown on Figure 6-3.
- CID-P-21** Maintain views into open space corridors from roadways by not planting within the right-of-way or spacing trees further apart.
- CID-P-22** Ensure that streetscape features do not block public views.
- CID-P-23** Ensure that designated view corridors are integrated into planning for new development. Preservation of view corridors may require dedication of land, building or upper story setbacks and modified building orientation and placement.
- CID-P-24** Encourage site planning of public facilities that arranges streets, public outdoor spaces and buildings in a manner that preserves view corridors and vistas.



Historic Preservation

- CID-P-25** Protect historic and cultural resources for the aesthetic, cultural, educational, environmental and economic contribution they make to maintaining and building Westminster's identity and quality of life.
- CID-P-26** Maintain the historic character of Harris Park through preservation, restoration and improvements to facilities, structures and sites.
- Promote historic designation and restoration of buildings in the Harris Park area that could qualify for a local historic landmark designation.

The city will continue to preserve views into and out of the city at open spaces, such as Standley Lake, above or preservation areas like Metzger Farm below. Also encouraged is the orientation of development to best take advantage of views, particularly from public or common spaces.



The city encourages continued efforts toward restoration and facade and building improvements in the Harris Park area.

- Support efforts towards façade and landscape improvements to properties within the Harris Park District in order to enhance its historic character and identity.
- Develop design guidelines that foster context appropriate infill, renovation and redevelopment of properties. Ensure that new development preserves and complements the existing scale and design of historic development, particularly along 73rd Avenue.
- Designate the Harris Park 73rd Avenue area as an Arts District pursuant to the State Creative Districts initiative, which would provide access to statewide recognition and potential funding.

CID-P-27 Work with property owners of historic sites like Shoenberg Farm and Church Ranch to look for adaptive reuse opportunities.

Sustainable Design

CID-P-28 Incorporate sustainable site planning, development and maintenance standards and procedures as part of updates to the Westminster Municipal Code, Landscape Regulations and design guidelines.

CID-P-29 Reduce the amount of stormwater runoff that reaches the city's storm drain system. Maximize permeable area and minimize the amount of runoff flowing toward impermeable areas.

CID-P-30 Design public parks, plazas and streetscapes with plantings and features that reduce water use and maximize on-site treatment of stormwater.

CID-P-31 Require new development to connect to the city's reclaimed water system wherever possible for landscape irrigation. Ensure landscape plans address stormwater runoff and reduced water consumption.

CID-P-32 Encourage new development to site and design buildings to reduce energy use, maximize sun access and utilize "green" building techniques and materials.

CID-P-33 Incorporate "green" building principles and practices to the extent practicable and financially feasible, into the planning, design, construction, management, renovation, operations and demolition of all facilities that are constructed, owned, managed or financed by the city.

7.0

Parks, Recreation, Libraries and Open Space



Parks, recreation and open space are vital elements of Westminster's high quality of life. They provide physical relief to urbanization, opportunities for leisure and activity, and preservation of environmentally valuable habitats and landscapes. The city and its inhabitants take pride in the quality and extent of parks, community facilities and open space that comprise the city's physical landscape. This chapter contains the policy framework for the management of Westminster's parks, recreation and open space system to ensure the city's facilities, programs and amenities continue to meet the needs of the community.



The city's expansive network of open space and parks includes Margaret's Pond, above, and the 205-acre City Park, below.

Overview

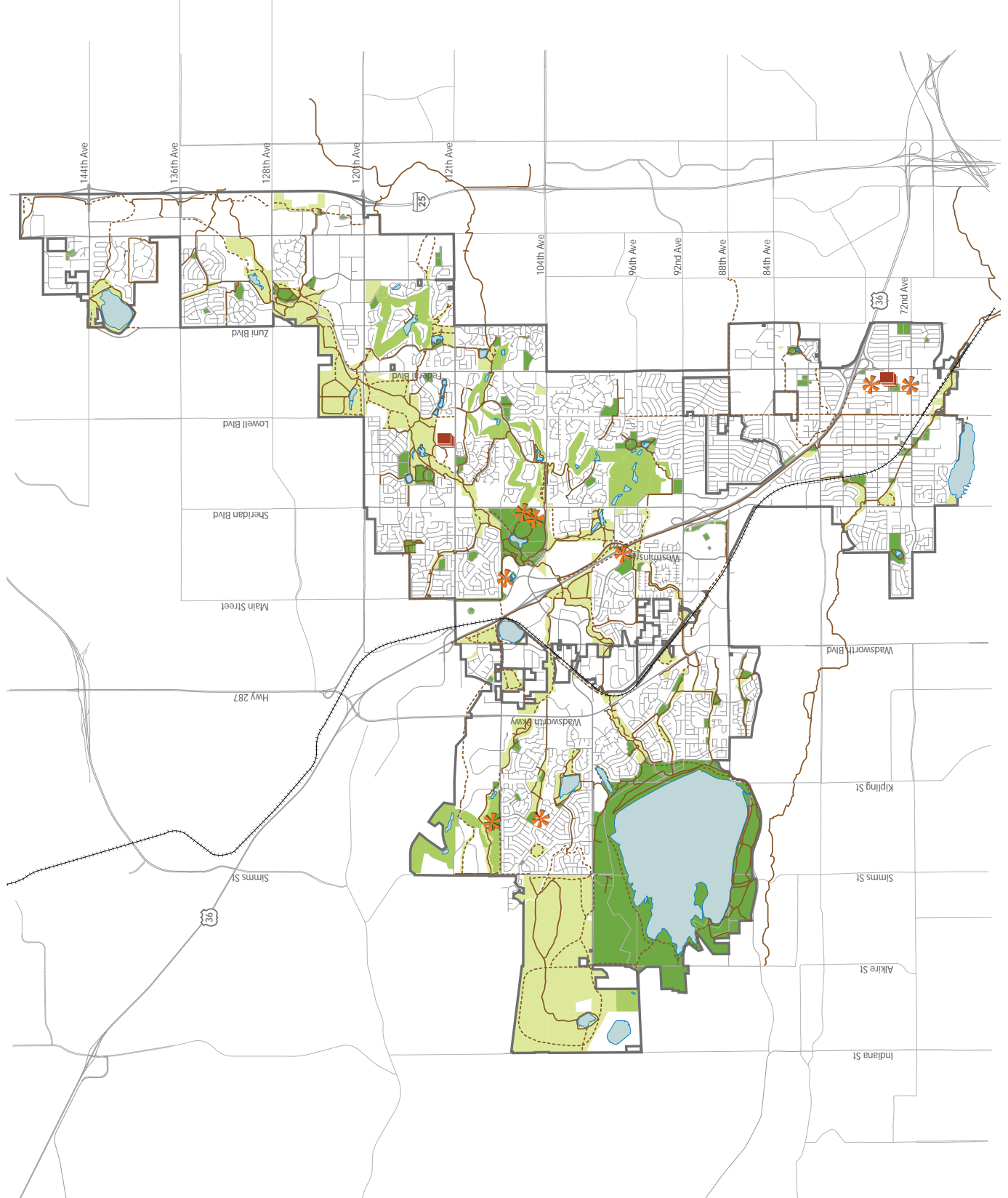
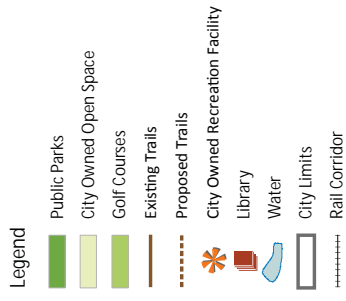
Over the past 40 years, the city has acquired or built four award-winning recreation centers, over 50 parks including the 205-acre City Park, two new libraries, two award-winning golf courses, an extensive 100-mile trail system and over 3,000 acres of open space throughout the community. Today (2013), this system of parks, recreation and open space occupies approximately 32 percent of the city's land area (Figure 7-1). As a result, most residents can easily access the city's network of trails, parks and open spaces within a ten-minute, or half-mile walk. In fact, the Big Dry Creek Trail, one of the most popular trails in the system, is used by an estimated 100,000 people annually. Likewise, recreational, learning and library services are also a key component of city life. In 2012 alone, over 428,000 patrons visited one of the Westminster library facilities and over 103,000 people participated in recreation classes.

This update to the Comprehensive Plan marks an important paradigm shift for parks and recreation planning. As the city becomes more densely developed, there will be significantly fewer opportunities to physically expand the park and open space network. Instead, optimizing the use of the city's existing parks, recreation facilities and open spaces will be emphasized. Planning will be focused on improving access, maintaining and improving existing facilities, and enhancing the quality and number of active recreation opportunities in the city. Additionally, the city will identify opportunities for providing high quality, well-designed parks and plazas to serve new residents in higher-intensity, mixed-use urban environments like downtown Westminster and the Westminster Station Area. The Plan provides a framework for ensuring that the city's existing and future parks and open spaces continue to provide a high quality of life and experience in the city.

7.1 PARKS AND RECREATION

Parks and recreation facilities provide opportunities for leisure, informal sports and gathering as well as formal recreation, sports activities and programs. Well-designed park spaces can contribute significantly to a city's identity and sense of place. However, these spaces must be accessible, safe and well-maintained, and must meet the needs of the city's changing demographics, activity trends and expectations for quality programming. As the city shifts its focus from expansion to maintenance of the city's parks, recreation facilities and open space these elements of design and function will be increasingly more significant.

Figure 7-1: Parks, Libraries, Recreation & Open Space



Updated 4/13/15



Existing Parks and Recreation

The city currently maintains and operates 53 neighborhood, community and citywide parks, ranging in size from 1.4 to 200 acres and comprising almost 600 acres in total. The city also owns 60 acres of undeveloped parkland. In addition to the city’s neighborhood and community parks, the city operates the 2,327-acre Standley Lake Regional Park and multiple recreation and sports facilities. Westminster’s Parks and Recreation Master Plan provides a complete inventory of the city’s parks and community facilities, which is summarized in Table 7-1. The Parks, Recreation, and Libraries Department’s mission for delivering exceptional services focuses on nature, wellness, and literacy. A major element of the city’s parks and recreation system is the programming of sports and activities for youth, adults, and families. Key program areas include wellness, outdoor, educational enrichment, swimming, and sports activities.

Parks and community facilities are classified based on size, function and characteristics, as described in Table 7-2. Aside from the Standley Lake Regional Park, located at the western edge of the city, the majority of park space in the city is classified as neighborhood and community parks. These parks are an integral part of the city’s high quality of life and are utilized by approximately 75 percent of the city’s residents on a daily basis.



Existing parks include the regional Standley Lake Park, above, and neighborhood parks like Faversham Park, middle, and Bishop Square Park, bottom.

Table 7-1: Parks, Recreation and Open Space Inventory

Facility Type	Quantity	Total Acreage
Parks	54	2919.4
<i>Neighborhood Parks</i>	45	259.5
<i>Community Parks</i>	7	160.0
<i>Citywide Park</i>	1	205.0
<i>Regional Park</i>	1	2327.0
Undeveloped Parklands		60.6
Special Use Facilities	15	484.0
<i>Recreation Centers*</i>	5	30.0
<i>Sports Facilities</i>	2	10.0
<i>Golf Courses</i>	2	414.0
<i>Other Special Use**</i>	6	30.0
Conservation & Open Space		3092.1
<i>Subtotal Public Parks, Open Space and Golf Course Lands</i>		6,482.3
Non-City Owned Golf Courses	2	291
Total Parks, Open Space and Golf Course Lands		6,847.1

**City Park recreation and fitness facility acreage is included in the total 205-acre City Park acreage. An additional 11 acres is undeveloped at the Park Centre/Northeast Resource Center.*

***Refer to the City’s Parks and Recreation Master Plan for more detail.*

Table 7-2: Park and Open Space Typologies

Open Space Typology	Purpose	Description
<i>Conservation and Open Space</i>	Conserves natural amenities, views and habitats, providing opportunity for recreation and passive use.	<ul style="list-style-type: none"> • Ranges in character, function and size. • Activities could include hiking, biking, horseback riding and nature study. • Sometimes serve as trail corridors and linear open space or greenways.
<i>Trails</i>	Off-street system of neighborhood-, community- and region-wide trails that extend primarily through parks and open space.	<ul style="list-style-type: none"> • Concrete or crusher fine surface. • Used for recreation (jogging, walking, biking, riding) as well as bicycle commuting. • Connects to regional trail system.
<i>Regional Parks</i>	Citywide and regional destination that provides regional recreational activities with a diverse landscape and range of active and passive uses.	<ul style="list-style-type: none"> • Over 50 acres. • Often contain regulation-size sports fields, campgrounds, fishing docks, picnic facilities, trails, boating and/or swimming facilities, visitor centers, recreation facilities and group activity areas. • Also provide wildlife preservation.
<i>Citywide Parks</i>	Serves the entire city population and functions as a civic center for the community with a range of active and passive uses, events and activities.	<ul style="list-style-type: none"> • Ranges from 51 to 250 acres. • Provide active and passive recreation options, recreation facilities, open space and trails, playing fields, play areas, picnic areas, lakes, leisure and fitness centers and venues for events. • Connects to the regional trail system.
<i>Community Parks</i>	Provides opportunities for active recreation for the greater community.	<ul style="list-style-type: none"> • Typically between 15 and 50 acres. • Often contain multiple sports fields, community buildings, natural areas, and active play areas. • Often linked to regional trail system.
<i>Neighborhood Parks</i>	Provide a focal point and identity for neighborhoods while offering a mix of active and passive recreation space.	<ul style="list-style-type: none"> • 0.5 to 15 acres in size (0.5 to 1.5 acres in the TOD Area). • Include a mix of open play areas and passive seating and landscaped areas. • May include tot lots or play areas.



Urban Park and Plaza Classifications

<i>Pocket Parks</i>	Provides small, formal passive open space for both residential and commercial users.	<ul style="list-style-type: none"> • Range from 3,000 square feet up to one acre in size. • Include hardscape and shaded lawn areas, as well as informal seating.
<i>Squares, Plazas, or Greens</i>	Acts as a community gathering and event space.	<ul style="list-style-type: none"> • Include space for extensive seating and activity areas for large events. • Provide ample seating in the form of benches, raised planters, steps, and other design elements.

Special Use Facilities

<i>Recreation or Sports Facilities</i>	Serve the leisure, recreational, cultural and fitness needs of the community.	<ul style="list-style-type: none"> • Range in size from 25,000 to over 100,000 square feet (City Park). • Often contain gyms, fitness/workout components, arts and crafts, aquatics, classes and recreation programs, and meeting rooms. • May also be specific to a single use or sport, such as ice arenas, golf courses, indoor soccer, libraries, cultural amenity, or adult resource centers.
<i>School Parks</i>	Playgrounds and school facilities that are accessible by other members of the community.	<ul style="list-style-type: none"> • Often elementary and middle school facilities that can include playgrounds, ballfields, running tracks and gymnasiums.

Park Demand

As of 2013, Westminster offers 2,965 total acres of combined neighborhood, community, citywide and regional park space, equating to 27 acres for every 1,000 residents, exclusive of the city's open space and golf courses. Although the city's population is expected to increase by approximately 20 percent over the Plan horizon, with the addition of strategically located new park spaces and the city's existing supply, it is expected that the ratio of parks and open space will remain above 22 acres for every 1,000 residents. The city's vast amount of open space, if factored into the ratio, doubles the number of acres available for outdoor recreation and access for every 1,000 residents.



The Jessica Ridgeway Memorial Park is one of the city's most recent park renovations, completed in 2013.



A rendering of the planned Little Dry Creek Park pond, looking east from the south station plaza area towards Federal Boulevard.

Proposed Parks and Improvements

Although the Comprehensive Plan does not specifically designate new parkland, the city will identify sites for potential new parks as part of new and infill development. Provision of well-designed and strategically located new park space is a specific focus for the downtown Westminster and Westminster Station areas. Introduction of smaller pocket parks, squares and plazas will be focused in these higher-intensity, more urban areas in order to provide new residents a range of active and passive outdoor spaces within easy walking distance. The Downtown Specific Plan, adopted in 2014, designates 15.3 acres of new parks and public spaces.

The most significant parks improvement underway is the new Little Dry Creek Drainage and Open Space that encompasses 37.5-acres just south of the Burlington Northern Santa Fe rail corridor between Federal and Lowell boulevards. Additional new parks and improvements to existing facilities are outlined in the Parks and Recreation Master Plan, which is slated to be updated in 2016. Specific improvements to park facilities currently under study include increased native planting areas and reduced potable and reclaimed water consumption. Use of reclaimed water to serve the city's public realm is a priority for the city.

Needs Assessments

In addition to planning for new facilities as development occurs, the city conducts periodic surveys and needs assessments to ensure that trends in active and passive recreation uses in the city are met by its parks and recreation system. The most recent Parks, Recreation and Libraries survey, conducted in April of 2013, indicates that the Westminster community prioritizes:

- Protecting the natural environment and promoting environmental sustainability
- Creating and maintaining a more beautiful community
- Providing green, natural spaces within the community with parks, open space and golf courses
- Providing trails and paths for residents to use for exercise and non-motorized transportation
- Providing opportunities for residents to maintain or improve physical health
- Helping revitalize areas of the community through new or enhanced facilities

To complement the survey, an additional Community Survey will be implemented for Parks, Recreation, and Libraries. A more thorough needs assessment will be completed in 2016.



7.2 COMMUNITY FACILITIES AND LIBRARIES

Year-round access to recreation and library services is a key amenity for the Westminster community. The city's active population has a range of indoor and outdoor opportunities for sports and fitness activities as well as educational and enrichment programs. As the city's population increases, maintaining the city's recreational offerings and availability will be essential for ensuring the continued high quality of life that current residents enjoy.

Recreation Facilities

Recreation and Sports Centers

The city operates five recreation centers with a range of uses, including the City Park Recreation and Fitness centers, Swim and Fitness Center, Westview Recreation Center and the MAC Center. These facilities are available to residents and non-residents. Additionally, the city has two sports centers, the Westminster Sports Center indoor soccer facility and the Ice Centre at the Westminster Promenade. The city also has agreements with other organizations and districts to provide residents additional recreational options. These organizations include the Hyland Hills Park and Recreation District, the Adams and Jefferson County Open Space Programs and Great Outdoors Colorado Trust Fund, the Butterfly Pavilion, and the North Metro Arts Alliance to provide recreational and cultural amenities for its citizens and visitors.

Golf Courses

Three public golf courses are located within the city. These include the Heritage at Westmoor Golf Course (18 holes), Legacy Ridge Golf Course (18 holes) and Hyland Hills Golf Course (27 holes). The City of Westminster and Jefferson County developed the Heritage at Westmoor Golf Course in the Westmoor Technology Park, north of 108th Avenue between Wadsworth Parkway and Simms Street in 1999. Development of this course provided a golf amenity in the western portion of the city and accelerated the development of the Westmoor Technology Park as a new major employment center. The Legacy Ridge Golf Course, located south of 104th Avenue between Sheridan and Federal boulevards, provides a high quality golf facility with a regional draw. This course was developed in 1994. Together, these courses comprise 414 acres in the city and accommodate over 72,000 rounds of golf annually.

Finally, the 230-acre Hyland Greens Golf Course, located at approximately 96th Avenue and Sheridan Boulevard, is owned and operated by the Hyland Hills Parks and Recreation District and open to the Westminster public. Additional private golf courses are located in the city, including the Ranch Country Club and Stoney Creek courses.



Community facilities include the Westview Recreation Center, top; City Park Recreation Center, middle; and the Legacy Ridge Golf Course.



Irving Street Library, above, is the most recent addition to the city's library system. College Hill Library, below, is a shared facility with the Front Range Community College.

Libraries

The city operates two libraries—Irving Street Library and College Hill Library, constructed in 2004 and 1998, respectively. The Irving Street Library is located in South Westminster, adjacent to the Irving Street Park on Irving Street at 74th Avenue. The College Hill Library on 112th Avenue is a joint public and academic facility for the city and Front Range Community College. Both libraries offer a variety of services in addition to media rental, including free wifi, computer access, and a variety of youth and adult services and events. These services reflect the ever-evolving technology and cultural needs of the Westminster community. Together, these Libraries serve over 420,000 visitors a year.

Planned Improvements

Planned improvements to city recreational facilities are outlined in the Parks and Recreation Master Plan. Facility improvements are focused on renovation and repair of older facilities, such as the recent improvements to the Swim and Fitness Center in 2012. These improvements included a complete renovation of the locker rooms with the addition of family changing rooms; improved handicap accessibility; improvements to the hot tub and sauna; and the addition of an outdoor patio area and splashpad. Future improvements to existing facilities will be similarly focused, and potentially more frequent as use of the facilities increases with new population.

In order to accommodate future population growth in the city, there may be need for an additional recreation facility to maintain the city's existing level of service for recreational facilities and programs. Likewise, new library or event space may be needed, as trends in technology, media and community meeting space evolve. Assessment of the location and timing of new facilities will be conducted in concert with planning for parks and programming to ensure that adequate space is available to serve the city's recreational needs.



7.3 OPEN SPACE AND TRAILS

Westminster's extensive open space system is a key element of its unique setting and identity as a Front Range community. The city has made preservation and protection of natural environments and habitats a priority, integrating their conservation into the physical development of the city. As a result, Westminster's visual landscape is rich with a variety of open spaces, trails, preserved historic sites and scenic vistas.

The city's extensive open space system began with authorization of an open space sales tax in 1985 to purchase land for preservation and natural habitat protection. Westminster was only the second city in Colorado to enact a sales tax for an open space acquisition program (after Boulder). As part of this effort, the city set a goal of preserving 15 percent of the city's overall land area as open space. With over 14 percent of the city's land area preserved as of 2013, the city has begun to transition efforts from acquisition to management and operations that will ensure this vital resource will be preserved and maintained into the future. A more limited open space acquisition program will still continue.

Existing Open Space and Trails

Since 1985, the city has acquired 3,092 acres of open space to be preserved for passive recreational use and protection of natural wildlife habitat. These open space areas can be found throughout the city, as shown in Figure 7-1, but are concentrated in the city's western area near Standlee Lake and along drainage ways and irrigation ditches that cross the community, including Walnut Creek, Big Dry Creek, the Farmers' High Line Canal and Little Dry Creek. Preserved open space by creek and natural corridors is summarized in Table 7-3.

Existing open space in the city provides for protection of sensitive habitat areas and wildlife movement corridors, view corridors and preservation of open and rural landscapes. Additionally, the city's open space system provides recreation opportunities such as hiking, biking, fishing, horseback riding and nature study. Many of the city's open spaces are linear connections that follow major creek corridors or serve as buffers between developments. These linear connections allow for an extensive network of trails that play a vital role in the city, linking neighborhoods, parks, schools and employment areas to a citywide and regional trail system. In all, Westminster currently has over 105 miles of trails, as shown on Figure 7-1.

The city's open space and trail systems also connect to the larger regional system, particularly to the west of the city where vast areas of open space are preserved in the City of Boulder, Boulder County, Jefferson County and the Rocky Mountain National Wildlife Refuge.



The city's open spaces are a major asset for the community, providing trails (Big Dry Creek, top), wide open spaces for recreation and passive use (Hyland Ponds) as well as habitat for wildlife (Loon Lake, bottom).



Maintenance and improvements to the city's highly-used trail system are a key focus of the open space program.

Table 7-3: Preserved Open Space by Corridor

<i>Corridor</i>	<i>Acres</i>
Big Dry Creek	982.8
Little Dry Creek	78.5
Walnut Creek	187.2
Farmers' High Line and Niver Canals	150.3
Westminster Hills	1,029.2
McKay Lake	134.6
Hyland Ponds and South Hylands Creek	68.8
Wadsworth Wetlands	19.3
Vogel Pond	44.7
Natural Areas, Water, Trees & Wildlife	284.2
Other Areas	112.5
Total Preserved Open Space	3,092.1

Source: City of Westminster, February 2015.

Planned Improvements

In 2014, the City completed the Open Space Stewardship Plan. This plan identifies priorities for land acquisition and open space management. Future acquisitions will be limited and focused on protecting view sheds, preserving unique natural areas and purchasing properties that will improve trail access throughout the city. Enhancement of the city's open spaces will also be pursued including trail improvements and addition of educational areas in order to attract greater use of the system. However, maintenance and operations of the city's existing open space system will be the primary focus of future iterations of this plan, particularly as use of open space and trail facilities will only increase with the city's projected residential and employment population growth.

The Trails Master Plan identifies trails and connection points along the main trail corridors of Walnut Creek, Big Dry Creek, the Farmers' High Line Canal and Little Dry Creek. This plan was last updated in 2014 and provides a basis for trail connections in both open space and new development in the city. Almost 60 miles of new trail are proposed as part of this plan, as shown in Figure 7-1. These new trail alignments include completion of the Little Dry Creek Trail and other connections to facilitate the Refuge to Refuge Trail. Improvements to the open space and trails system are outlined in these master plans.



7.4 GOALS AND POLICIES

GOALS

- PRLO-G-1** Provide convenient recreational, wellness and literacy opportunities for all Westminster residents.
- PRLO-G-2** Provide new smaller, high quality parks that address the need of high-density and mixed-use developments.
- PRLO-G-3** Use the 2013 Parks, Recreation and Libraries (PRL) Needs Survey as an initial step to assist the development of a libraries master plan which will be completed in 2014; and an updated Parks and Recreation Master Plan (in 2015).
- PRLO-G-4** Provide easy and safe access to the city’s open space and trail network.
- PRLO-G-5** Ensure the city’s open space and trails network is well-maintained and continues to preserve sensitive habitats and environments.



Provision of park spaces that are accessible to all is important to the city. Located at approximately 105th Avenue between Wadsworth Boulevard and Reed Street, Sensory Park, above, provides a play structure accessible for both the physically and visually impaired.

POLICIES

- PRLO-P-1** As new development occurs, evaluate opportunities for development of new parks, facilities and programs to ensure that addition of new population in the city does not adversely impact the city’s existing quality and level of parks, recreation and libraries services.
- PRLO-P-2** Encourage design options that allow public gathering spaces for high-intensity development areas that are capable of supporting a variety of cultural and recreational activities.
- PRLO-P-3** Continue to identify and evaluate opportunities for property acquisitions that enhance access to the city’s trail corridors and public parks.
- PRLO-P-4** Ensure that all new residential development continues to contribute to the provision and maintenance of adequate parks, recreation facilities and open space to meet the needs of its new residents.
- PRLO-P-5** Develop a Westminster “brand” as it relates to the value of Parks, Recreation and Libraries in the community.
- PRLO-P-6** Conduct a community needs assessment for Parks, Recreation and Libraries to inventory what is already available and identify gaps to be addressed in future offerings by 2015.
- PRLO-P-7** Update the Parks, Recreation and Libraries Master Plan to reflect the city’s 2015 community needs assessment and planned emphasis on maintenance, operations and optimization of use.



Volunteers in the community help to maintain the city’s trail network.



Provision of sports courts and other active uses will be a focus of the city's needs assessment to ensure that residents have access to a wide range of activities and that parks spaces are maximized.

Parks and Recreation

- PRLO-P-8** Promote the development of park facilities that encourage pedestrian and bicycle access, provide a range of services and meet the needs of a variety of all ages and abilities.
- PRLO-P-9** Plan for new parks near downtown Westminster and Westminster Station that support redevelopment efforts and add to the image of the city.
- PRLO-P-10** Pursue updated master plans for City Park and Standley Lake Regional Park.
- PRLO-P-11** Pursue park landscaping and planting schemes that will reduce water consumption.

Community Facilities

- PRLO-P-12** Review infrastructure needs for recreation, and where appropriate, identify required improvements or new facility needs in the city's Capital Improvement Program.
- PRLO-P-13** Integrate mixed-use library facilities into high-intensity development areas, which should include library functions as well as cultural programs, event and meeting space. Evaluate the opportunity to locate such a facility within the downtown Westminster site.
- PRLO-P-14** Evaluate the possible alternative of locating library kiosks throughout the city to increase library access to all residents.

Open Space and Trails

- PRLO-P-15** Enhance and fund the city's open space properties to provide unfettered public access while preserving the environmental and wildlife integrity of the property.
- PRLO-G-6** Direct more resources to the management and operation of open space, reducing resources to acquisitions.
- PRLO-P-16** Utilize the 2014 Open Space Stewardship Plan for Operations and Maintenance.
- PRLO-P-17** Utilize the Trails Master Plan to develop connections between open space areas.
- PRLO-P-18** Work with proposed development projects to provide new linkages to existing trails and create new trails where feasible.
- PRLO-P-19** Work with the Adams County Open Space Program, the City and County of Broomfield Open Space and Trails Program, Jefferson County Open Space Program and Great Outdoors Colorado Trust Fund as partners in open space programs.



The city will continue to add to the city's open space network. One of the most recent purchases of open space property include a 9.9-acre area south of Big Dry Creek on the southeast corner of 112th Avenue and Sheridan Boulevard.

8.0

Public Utilities and Services



Although not as visible as parks or buildings, public utilities and services are an essential element of a city's quality of life and livability. Water quality and availability, the efficient removal and treatment of waste and waste water, and stormwater management are all essential to the function and quality of service in the city. These elements provide the backbone upon which parks, new development and the public realm can be built and maintained. Likewise, public safety services ensure that the city's amenities, neighborhoods and activity centers are safe and protected during emergencies. This chapter provides direction for continued high quality public utility and service provision. Additional services addressed that are not provided by the city include schools, electricity and gas, and telecommunications.



Overview

A key focus of the Comprehensive Plan is to ensure that the city can continue to provide adequate water supply and delivery to the Westminster community as it continues to grow in population and development intensity. Water availability and utilities infrastructure will be an important consideration of future land use choices moving forward. Utility sizing and availability will be particularly important for higher-intensity redevelopment areas like downtown Westminster. Additionally, increased recycling efforts and the city's water reclamation and recycled distribution system will continue to improve the city's efforts toward a sustainable future.

The Comprehensive Plan also supports efforts to ensure the community remains safe both on a daily basis and during emergency events. Continued expansion and improvements to the city's stormwater drainage system are planned, and public safety services will continue to be evaluated on a regular basis. Provision of utilities and services outside of the city's purview, such as public education, energy and telecommunications, will be evaluated for adequacy and potential improvements as new development is proposed.

The city's utility infrastructure ensures that all development in the city has adequate resources for operation. This includes water for landscape and site features, which for many sites in the city is provided by the city's reclaimed water infrastructure.



8.1 WATER SUPPLY

Water supply, treatment and distribution are essential elements of the city's high quality of life and services. Ensuring that all residents and businesses in the city have access to high quality water service, even in periods of drought, is a necessity for both existing and future development in the city. As the city intensifies and builds out, and water costs continue to rise, maintaining a water supply to meet demand will be a key focus of land use and water supply planning.

Water System

The city's water supply is composed of a system of raw water, potable water and reclaimed water (treated recycled water). The water supply system is centered on Standley Lake, which receives raw (untreated) water from several sources including Clear Creek, Coal Creek, and the West Slope via the City of Denver's raw water system. Currently, approximately 23,000 acre-feet of water is diverted to the city's water supply system each year. This potable water is treated at one of the city's two potable water treatment facilities and then distributed as potable drinking water throughout the city. The city's raw water supply is designed to meet the demand of the city in a drought equal to the most severe recorded drought. With Colorado's arid environment, the city aggressively works to protect existing water supply and ensure sufficient supply to meet future needs.

Reclaimed Water

The city complements its raw water supply by using highly-treated waste water, or "reclaimed water", for use as an irrigation source, while preserving potable drinking water for human consumption. During peak irrigation season, the city's Reclaimed Water Treatment Facility treats up to 10 million gallons per day of waste water from the Big Dry Creek Waste Water Treatment Facility with additional filtering and disinfection. This high quality reclaimed water currently provides an estimated 1,600 acre feet to 110 permitted reclaimed water customers, including golf courses, parks, commercial properties, rights-of-way, and common areas of homeowners' associations. By 2035, a projected 3,500 acre feet will be treated and distributed to reclaimed water customers through separate reclaimed water distribution mains during summer irrigation months, significantly reducing the burden on the city's potable water system.



Standley Lake is the primary storage facility for the city's water supply, top. Bottom, the Labrynth Spillway, which is part of Standley Lake Dam.

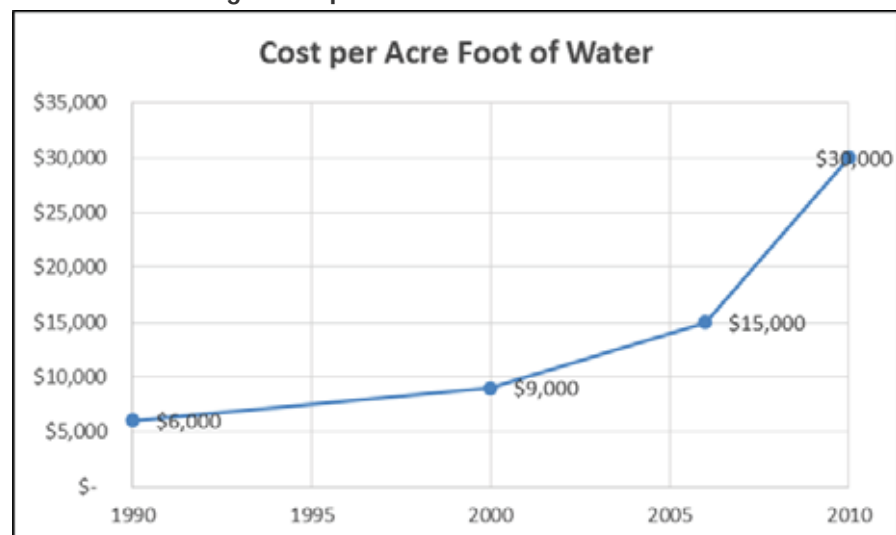
Water Conservation

In addition to efforts to expand recycled water availability to city water customers, the city also employs conservation efforts to address water supply and demand. Water conservation programs directed towards the consumer are focused on both indoor and outdoor water demands. Programs intended to reduce indoor water consumption promote water efficient fixtures and appliances through regulations and education. Outdoor water conservation is promoted through landscape regulations requiring water wise landscapes and smart efficient irrigation technology as well as offering free irrigation audits to existing customers that target water savings. The city's supply-side conservation measures are directed toward increasing water efficiency both before and after customer use. These strategies include improvements within the city's raw water collection and treated water distribution systems in terms of leak detection and repair, pipe replacement and corrosion control.

Water Costs

Over the years, the City of Westminster has purchased water rights from sources that complement the reliability and quality of its existing water supply. New water supplies must be within the basins that currently feed Standley Lake, which limits the market for where the city can seek to obtain new water. The cost for water rights that meet Westminster's requirements has risen steadily over the years. In 1990, water rights were able to be purchased for about \$6,000 per acre foot. By 2010, the average cost per acre foot had risen to \$30,000 per acre foot (as shown in Chart 8-1). This increase in the cost of water rights is anticipated to continue as competition for water rights among Front Range communities becomes greater and availability decreases over time.

Chart 8-1: Average Cost per Acre Foot Water





Future Water Supply

The city's Public Works and Utilities Department periodically updates the Comprehensive Water Supply Plan (CWSP). The CWSP evaluates the city's current water supply projection and projected water demands based on the Comprehensive Plan in order to quantify any expected deficits or surpluses. Based on assumptions for water consumption by land use, it is expected that the city's existing and planned water supply will meet the needs of projected development through the Plan horizon of 2035.

As the Front Range of Colorado continues to develop, sources of new water supply are becoming limited within the water basins on which the city relies. As such, the Comprehensive Plan reflects a balance of land uses that will allow the city to grow and evolve within a limited water supply. As the city becomes more densely developed, maintaining the balance between demand for water by new development and the city's water supply will be a significant factor in land use decisions. New development will be evaluated based on projected impacts to the city's overall water supply. This coordination of planning efforts between land use and water supply will be augmented by Plan policies aimed at water conservation, expansion of reclaimed water use and periodic monitoring to ensure the city can continue to provide high quality water service into the future.



Above, the Hyrdopillar provides additional water storage for the city.



Above, an original rendering of the Big Dry Creek Waste Water Treatment Facility. Below, Semper Water Treatment Facility.

8.2 WASTE WATER SYSTEM

The City of Westminster maintains the city's waste water collection and treatment system. Waste water is collected and treated in one of two facilities depending on location. The Big Dry Creek Waste Water Treatment Facility (BDCWWTF) at 130th Avenue and Huron Street treats waste water produced generally north of 92nd Avenue. Waste water generated south of 92nd Avenue is sent to the Metro Waste Water Facility in Denver (Metro). Much of the waste water treated at the BDCWWTF is diverted, after treatment, to the city's Reclaimed Water Treatment Facility for further treatment to produce reclaimed water for distribution as irrigation water. In 2012, the average BDCWWTF influent flow was approximately 7.13 million gallons per day and the average Metro influent was 2.58 million gallons per day. Based on the projected future development through the Plan's 2035 horizon, it is expected that both treatment facilities will have sufficient capacity to serve Westminster's potential new development, but collection system improvements to increase hydraulic capacity will be required over time.

The city completed an extensive survey of the age, condition and hydraulic capacity of its large-diameter sewer mains in 2011. As part of that effort several sewer pipeline projects were identified throughout the city and prioritized for repair or replacement. The adopted five-year Capital Improvement Program (CIP) prioritizes sewer improvements in south and central portions of the city. This work is needed to replace aged piping that is in poor condition and also to improve hydraulic capacity to support city growth, development, and redevelopment, particularly where higher intensity development is contemplated within the downtown Westminster and Westminster Station sites. Improvements for future years focus on repairs and replacement of sewers in the northern portions of the city. In addition to improvements to large collection sewers within the system, the city makes repairs to smaller, residential neighborhood sanitary sewer systems. These projects are evaluated and prioritized based on inspection reports completed every three years.



8.3 SOLID WASTE

The City of Westminster does not manage or operate trash and recycling services. Solid waste collection in the city is contracted independently by property owners and homeowners associations. Companies that are contracted must be licensed to offer the service through the Solid Waste Collection section of the Municipal Code. Solid waste collectors take trash to multiple landfills that serve the Front Range and Denver metro area, including Foothills Landfill in Golden, Denver Regional Landfill in Commerce City and Front Range Landfill in Erie. Capacity issues within these landfills are not anticipated.

All companies licensed to collect solid waste are also required by the city to offer curbside recycling options to all of their customers. Currently, 11 percent of all waste collected in Westminster is diverted from reaching the landfill by recycling or composting. As an additional option to curbside recycling, Westminster offers drop-off recycling services at various city facilities. It is planned that in the year 2015 the drop-off program will be consolidated into one collection site in South Westminster with hours of operation and staffing. For materials that are not easily recycled, the city offers a proactive education campaign connecting the community to other local recycling resources. The city also provides a free curbside home household hazardous waste collection program by appointment only.

In addition to household solid waste recycling efforts, the city supports and encourages construction and business recycling efforts. All city facilities provide recycling and composting for employees. Additionally, the city improvement projects incorporate recycling efforts. For example, the Westminster Mall demolition diverted approximately 90 percent of building materials from landfill. Additionally, 75 percent of the asphalt from the site was used for roadway construction along US 36, in coordination with CDOT. The Comprehensive Plan will continue to support both city and community efforts towards recycling and reuse.



Typical curb and gutters along local streets provide surface level storm water drainage. Ponds throughout the city provide detention as well as an amenity for open spaces, parks and development.

8.4 STORMWATER QUALITY

The City of Westminster is located within the South Platte River basin. Major drainageways within this basin that run through the city include Big Dry Creek, Little Dry Creek and Walnut Creek. Defined floodplains are located along these drainageways, providing a diverse environment of wetlands, water bodies and natural drainage areas that also provide important wildlife habitat. The city continues to identify opportunities to improve drainage and flood control throughout the city—an effort that will become more essential as the city builds out and intensifies in already urbanized areas.

Stormwater Management

The existing drainage system in Westminster is comprised of an integrated system of curbside gutters, underground storm sewers, drainage ditches, lakes, detention ponds, open channels and natural creeks. The city generally maintains drainage facilities within the public right-of-way, on public easements and on property owned in fee by the city. Components of the drainage system on private property, or within private drainage easements, are maintained by the underlying property owner, metropolitan district or other private party. As a Phase II MS4 community within the federally regulated National Pollutant Discharge Elimination System (NPDES) program, the city drainage system is required to comply with the State issued permit.

On a regional level, the City of Westminster falls within the Urban Drainage and Flood Control District (UDFCD) and actively participates with UDFCD on major drainageway planning efforts. These plans have been adopted by the city and many of the proposed capital improvement projects have already been constructed. Any new development that falls within a drainageway shown on a master plan will be required to follow UDFCD criteria for the design and construction of such facilities. Upon approval, UDFCD will assume long term maintenance of the drainage facility. In general, the city seeks to consolidate drainage facilities, particularly when serving higher density development. As the city becomes denser, planning impacts and improvements to the city's drainage system, as well as opportunities for expansion, will be evaluated and implemented in concert with new development.



Flood Control

Flood control is a key element of the city's stormwater management planning efforts. Flood waters are managed as part of the overall stormwater drainage system. The city partners with the UDFCD and Federal Emergency Management Agency (FEMA) for mapping of floodplains. Development and/or land fill within identified floodplains is not permitted. For several decades, the city has prohibited or severely limited development within the 100-year floodplain, including grading to modify the floodplain.

Based on the city's flood control measures and facilities, Westminster has a Class 6 rating through the FEMA Community Rating System (CRS) program—one of the highest ratings in the state. The Class 6 rating allows Westminster residents up to a 20 percent reduction on flood insurance for properties located in floodplains.



The Public Safety Center, located at 9110 Yates Street, houses both police and fire personnel.

8.5 PUBLIC SAFETY

The City of Westminster strives to maintain a safe, secure community. Both police and fire services are provided by the city as well as emergency management planning. Figure 8-1 shows the location of public safety facilities in the city. This section focuses on maintaining and enhancing the city's ability to respond to community emergency and safety needs.

Police Services

Police services are located in the Westminster Public Safety Center adjacent to City Hall on Yates Street, with one additional daytime substation located at the Orchard Town Center. As of 2013, the department employs 183 sworn officers and 79 civilian staff positions. Functions of the department include administration, patrol services, specialized services, and emergency/dispatch communications for both police and fire services. The department also participates in mutual aid agreements within the Denver metro area and North Central Region, which provides the participating agencies with additional resources when needed.











Performance Measures

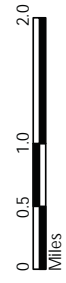
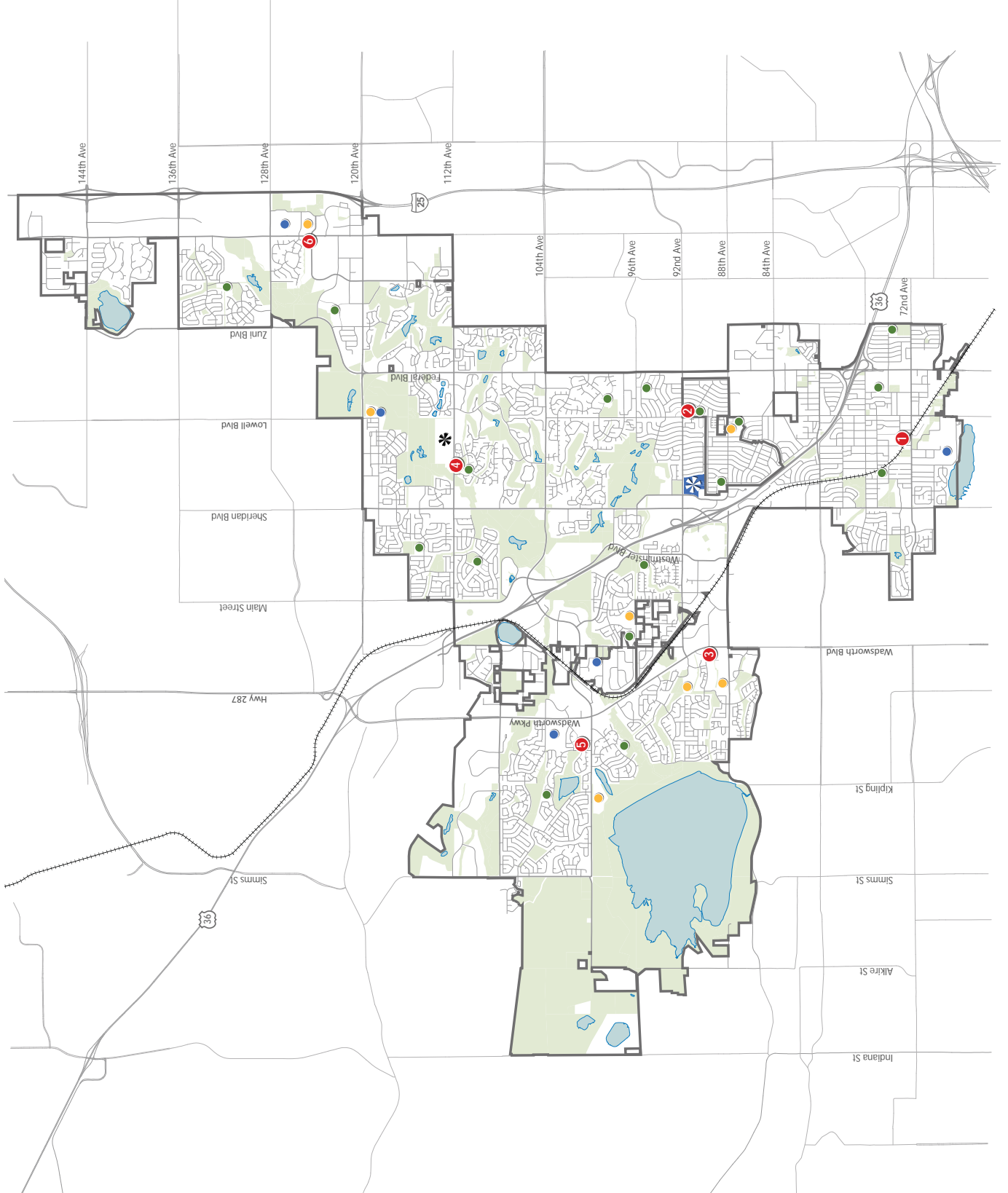
The department aims to respond to emergency calls within five minutes. In 2012, the average response time was just over five minutes (5:19). Response times and staffing levels are continuously monitored and evaluated in an iterative process that will ensure new population and employment growth within the city is accommodated.

Planned Improvements

The anticipated growth in population and development through the 2035 Plan horizon can be accommodated by the department's existing facilities. Currently, an improvement plan is near completion to improve radio services citywide. The new radio system will entail new and improved technology to allow interoperability with surrounding agencies and a simulcast transmission system. These enhancements represent state-of-the-art and best practice radio technology to provide radio users with diverse radio systems and equipment that can effectively communicate with each other. This will allow for enhanced safety for the community as well as reliable and dependable service and communications.

Figure 8-1: Public Facilities

- Legend**
- Public Facilities**
-  City Hall and Public Safety Center
 -  Fire Station
- Public Schools**
-  Elementary School
 -  Middle School
 -  High School
 -  Front Range Community College
- Planning Area**
-  Parks/Open Space/Golf Courses
 -  Water
 -  City Limits
 -  Rail Corridor



Updated 4/13/15



Fire & Life Safety Services

The Westminster Fire Department is based in the Public Safety Center, with the majority of staff and services located on site in six stations throughout the city. Overall, the department employs a total of 135.3 employees including fire fighters and six support staff. Equipment available at each fire station varies according to demand for each service area, with a total of four ambulances, (with a fifth ambulance placed into service as staffing allows), five fire engines and two ladder trucks. The department has mutual aid agreements with the Front Range regional jurisdiction as well as local municipalities including Arvada, Federal Heights, Thornton and North Metro districts.

The Fire Department also oversees and administers emergency management planning. This planning effort is integrated with all city departments for major disasters such as weather events, emergency management works with local businesses on continuity planning in the event of a local or larger disaster. Business emergency plans are regularly reviewed with emergency management and fire prevention. The department also provides public education to provide residents training on emergency preparedness in the home. Finally, a community risk reduction program has been started that will provide evaluation of all areas of the city, identify risks, plan strategies to address these risks, and take action designed to reduce or eliminate the risks.

All of the Fire Department's planning efforts are conducted as an ongoing process. The department maintains a strategic plan, last updated in 2011 for the 2012-2017 planning period. The plan will be updated in late 2013 for the 2014-2019 planning period. The Emergency Management Plan is reviewed annually and regularly updated every five years. Finally, the risk reduction program will be formalized into a planning document and regularly updated as part of the department's organizational planning efforts.

Performance Measures

The Fire Department uses performance measures to evaluate the quality and level of service provided to the community. The department's performance is measured on a regular basis in order to help identify timing for additional staff or equipment. In addition, the efficacy of the performance measures is evaluated on a regular basis in order to determine their effectiveness and whether they need to be modified to respond to changes in technology or environment.

Two key measures that the Fire Department uses include response-to-scene and on-scene time. Response-to-scene measures the time it takes for emergency personnel to arrive on-scene once a call is made, while on-scene time measures the time spent to access and care for an individual at the site of a medical emergency. In 2012, the department received 9,267 calls, which



Fire Station #2, located at 9150 Lowell Boulevard, is the city's largest fire station facility.



The city has shared service agreements with neighboring jurisdictions--an arrangement that benefits both Westminster and surrounding communities.

includes mutual aid responses to nearby cities. Approximately 70 percent of these calls were medical-related. The Westminster Fire Department averages just over five minutes (5:14) for arrival on-scene, with an aim to maintain a five-minute or less response-to-scene time. Regional medical expectations for on-scene time are 10 minutes for trauma and 15 minutes for all other medical calls. In 2011, the department averaged 11:44 minutes for trauma and 13:32 minutes for all other medical calls. The department will continue to work towards meeting these regional goals and ensuring quick response and on-scene time.

Planned Improvements

The Fire Department is not currently planning for new facilities. It is anticipated that the current distribution of fire stations in the city should be able to serve additional population expected through the Plan horizon. Intensification and renovations at specific stations may be contemplated in order to accommodate additional demand for personnel and equipment.



8.6 SCHOOLS

The city is served by three school districts: Jefferson County R-1, Adams 12 Five Star Schools (Adams 12) and Adams County District 50 (Westminster 50). Schools located within the city are administered by each individual school district. Within the city, there are 17 elementary schools, five middle schools and five high schools, as shown in Table 8-1. School sites are shown on Figure 8-1. Four public charter schools are also located within the city.

In addition to public schools, Westminster is home to several higher education facilities. The main campus of the Front Range Community College, shown in Figure 8-1, serves approximately 1,700 full and 4,700 part time students.¹ The campus includes a joint library facility that serves both the city and the college. Two additional private universities in the city include the University of Phoenix and DeVry University. Each of these schools provides both two and four-year undergraduate degrees as well as graduate level education.

Projected Enrollment

Existing enrollment and capacity for each school district serving Westminster is shown in Table 8-2. Based on the projected development through the Plan horizon, approximately 2,380 new students are anticipated citywide. Distribution of projected new students by district and school age is also shown in Table 8-2. In response to projected demand, and accounting for expected changes in demographics over time, it is expected that the Jefferson R-1 and Adams 12 school districts will not be significantly impacted. Accommodation of new students will be made at existing school facilities with the addition of modular classrooms or renovations or additions. The Westminster 50 school district may be more impacted based on distribution of potential new students. To the extent possible, students will be accommodated at existing facilities with modular classrooms, renovations or additions. A new elementary or combined elementary/middle school facility in the northern portion of the district may be necessary.

Planned Facilities

Planning and location of public schools within the city is directed by each district based largely on the location of existing school facilities and population projections in each neighborhood. As new residential development occurs, the city requires either land dedication or a cash-in-lieu payment to ensure adequate school infrastructure is available. Westminster Municipal Code section 11-6-8 outlines the methodology used to calculate fees and/or land



The DeSpain School House was one of the first schools built in the city. One of the more recent schools built is Westminister High School, with a 2012-2013 enrollment of 2,900 students.

¹ Front Range Community College, Admissions Department, September 2013.

Table 8-1: Public Schools Serving Westminster

<i>Schools</i>	<i>District</i>
Elementary (K-5)	
Arapahoe Ridge Elementary	Adams 12
Cotton Creek Elementary	
Rocky Mountain Elementary	
Betty Adams Elementary	Jefferson R-1
Lukas Elementary	
Ryan Elementary	
Semper Elementary	
Sheridan Green Elementary	
Witt Elementary	
Zerger Elementary	
Flynn Elementary School	Adams (Westminster) 50
Harris Park Elementary	
Mesa Elementary	
Skyline Vista Elementary School	
Sunset Ridge Elementary	
Westminster Elementary	
Middle (6-8)	
Silver Hills Middle School	Adams 12
Mandalay Middle School	Jefferson R-1
Moore Middle School	
Wayne Carle Middle School	
Shaw Heights Middle School	Adams (Westminster) 50
High	
Mountain Range High School	Adams 12
Standley Lake High	Jefferson R-1
Adco Alternative Center for Education	Adams (Westminster) 50
Hidden Lake High School	
Westminster High	
Charter Schools	
The Academy Charter School (Main Campus)	Adams 12
The Academy Charter School (North Campus)	
Woodrow Wilson Charter Academy	Jefferson R-1
Jefferson Charter Academy High School	
Crown Pointe Academy	Adams (Westminster) 50

1. Located in Adams County but serves City of Westminster students.
 2. Located in Jefferson County but serves City of Westminster students.



area for dedication. The city's land dedication requirements has resulted in many of Westminster's school sites being donated to the school districts at no cost. Identification of need and potential locations for new facilities will be addressed as development occurs within the city, in coordination with the appropriate school district. As such, no new facilities are identified on the Land Use Diagram.

Table 8-2: Projected Students and Accommodation in 2035 by District

	<i>Adams 50</i>	<i>Adams 12</i>	<i>Jefferson R-1</i>
Existing Capacity*	7,490	4,882	7,851
Existing Enrollment (2012)	5,405	4,646	5,387
Projected Enrollment Trends through 2017	Remain Level w/ slight decrease	Remain Level w/ slight increase	Remain Level
Projected New Students in 2035**			
Elementary	696	78	547
Middle	295	39	227
High	255	50	195
Total Projected New Students in 2035	1,246	167	969
Potential Accommodation Measures	Modular classrooms and/or renovations or additions to existing facilities; Boundary adjustments; New facility	Modular classrooms and/or renovations or additions to existing facilities; Boundary adjustments	Modular classrooms and/or renovations or additions to existing facilities

* Does not include charter or preschool programs. Also does not include schools that are currently closed or temporary buildings that may be on site.

**Based on projected new housing units through 2035 for the Comprehensive Plan and student per housing type assumptions provided by individual districts, 2013.

8.7 UTILITIES

Although the City of Westminster does not operate energy and telecommunications utilities, the city does benefit from ready availability of electricity and gas as well as high speed cable, phone and internet service. This section provides background on the city's utilities provision and accommodation of these services.

Electricity and Gas

Electricity and gas service for the city is primarily provided by Xcel Energy, a regional entity that provides energy to many states in the midwest. Xcel Energy's company-wide power supply is generated by a variety of fuel sources including coal (46.1%), natural gas (24.1%), nuclear fuel (12.2%), wind (12.2%), and a combination of other sources including water, oil, solar and refuse. Xcel generates approximately two-thirds of its own power and purchases the remainder from other electricity suppliers. Connection and user fees for all new development are charged in addition to service rates.

According to Xcel's 2011 Electric Resource Plan with the Colorado Public Utilities Commission (CPUC), the company anticipates nominal resource needs to meet demand by 2018. The company will continue to make significant changes to the power supply composition and operation, including to meet Colorado's Clean Air Clean Jobs Act. With their current wind and solar contracts and SolarRewards programs, the company expects to be in compliance with Colorado's renewable energy standard by 2020. At this point, the power supply composition will exceed 30 percent renewable energy. Future planning for energy provision is required by the CPUC every four years, with a resource planning horizon of eight years.

In addition to Xcel Energy service, a small portion of the city's northernmost extents is served by United Power. Additionally, some individual property owners, including the city, provide solar energy on-site with the use of solar panels. The city encourages on-site solar energy production for both residential and commercial uses. Location of on-site solar panels are subject to city zoning standards and guidelines to ensure visual impacts are minimized.



Telecommunications

The availability and quality of communications infrastructure directly impacts the city's business environment. While also a priority for residential use, high quality internet, fiber optic and cell service is a key amenity for employers. Although these services are not directly provided by the city, the Comprehensive Plan supports continued efforts to upgrade existing telecommunications infrastructure.

Cable and Internet Service

Cable and internet service for residents and businesses in the city is provided by Comcast and CenturyLink. These services are currently available to all areas of the city as well as to those that are likely to build out over the Plan horizon. Upgrades to the infrastructure are the responsibility of each private enterprise and will be evaluated and conducted in response to demand. The city holds a franchise agreement with Comcast to provide service in areas with a minimum density of potential subscribers. The city also supports and encourages higher quality service to key employment areas including Westmoor, the Church Ranch Focus Area employment center and North I-25 employment center as well as future employment clusters like downtown Westminster. Additionally, the city encourages undergrounding of all cable and internet utilities and will work with service providers to coordinate improvements as streets are constructed or improved.

Cell Towers

Westminster currently allows limited location of cell towers within the city on both public and private property. Current trends in cell tower improvements include larger panels and dishes to accommodate 4G and LTE cellular technology. The Comprehensive Plan encourages improvements to be made to existing equipment and towers wherever possible. The Plan also emphasizes reduced visual impact of cell towers and supports co-location of new facilities, integration of equipment into building design and stealth tower design. Specific criteria for tower location and design are provided in the Municipal Code.



Above, Clear Creek is a source of the city's raw water supply. Below, a shaft within the Standley Lake Dam.

8.8 GOALS AND POLICIES

GOALS

- PU-G-1** Ensure a safe and reliable water supply.
- PU-G-2** Ensure public health and safety by providing effective waste water collection and treatment.
- PU-G-3** Strive to provide exceptional water and waste water services at reasonable costs to city customers.
- PU-G-4** Provide a convenient recycling program for residents and businesses with a high level of participation.
- PU-G-5** Facilitate development and protect the community from adverse impacts of water runoff with efficient stormwater management.
- PU-G-6** Maintain a safe, secure community with high quality police and fire services.
- PU-G-7** Ensure all community members have access to high quality educational resources and programs.
- PU-G-8** Ensure all residents and businesses have access to high quality utility systems.

POLICIES

Water Supply

- PU-P-1** Conduct annual analysis of projected water supply and demand to ensure the city maintains a balance between supply and demand. Provide an annual water and infrastructure balance report to City Council to document progress and highlight decisions that have integrated land use and development decisions with water supply planning.
- PU-P-2** Ensure that new development does not result in water demand that exceeds the city's existing water supply. Proposed developments that exceed the water demand associated with the property's Comprehensive Plan land use designation will be evaluated on a case-by-case basis to ensure the city's water supply is not impacted.



- PU-P-3** Coordinate with the city's Planning Division in growth management competition evaluation of new development and long range planning efforts to ensure land use planning is in concert with water supply availability.
- PU-P-4** Maintain existing levels of water service for current and future development by preserving and improving infrastructure, replacing water mains as necessary, and improving water treatment facilities.
- Work with the Planning Division to identify and evaluate areas where intensification of land use is anticipated to occur to identify potential deficiencies in capacity or level of service.
 - Update the Capital Improvement Program to identify priority improvements.
- PU-P-5** Ensure that resource supply, infrastructure and operational resources remain at sufficient levels to meet the city's needs during fires, emergencies and severe drought conditions.
- PU-P-6** Continue to expand the reclaimed water system and encourage existing and new development to connect to and utilize the system.
- PU-P-7** Provide high quality potable and reclaimed water to customers that meets or exceeds all standards established by the federal Safe Drinking Water Act and State regulations.
- PU-P-8** Continue efforts to reduce water use in municipal buildings and city operations.
- PU-P-9** Encourage water conservation in new and existing construction through education, regulation and incentives when appropriate. Measures may include but are not limited to:
- Educational programs
 - Indoor and/or outdoor audits
 - Fixture and appliance incentives
 - Rates and fees
 - Requirements by the Municipal Code or regulation



Big Dry Creek Reclaimed Plant.

PU-P-10 Establish water saving and conservation standards for new development. Standards may include, but are not limited to:

- Efficient water fixtures and appliances
- Landscape design (see Westminster Landscape Regulations)
- Irrigation technology and performance
- Water efficient processes and equipment

Waste Water

PU-P-11 Collect and treat the city's waste water to high quality levels that meet or exceed all standards established by the federal Clean Water Act and State regulations.

PU-P-12 Maintain existing levels of waste water service by preserving and improving infrastructure, including replacing sewer mains as necessary within the Capital Improvement Program.

Solid Waste

PU-P-13 Continue reduction and recycling efforts within the city to divert increasingly larger portions of solid waste from landfills. Specific efforts include:

- Maintaining the requirement that every city licensed trash collector offer recycling to their customers.
- Educating the community on ways they can recycle curbside through their trash collector.
- Educating the community on ways they can recycle at city provided recycling drop-off locations.
- Continuing to provide disposal options for household hazardous waste disposal.

PU-P-14 Promote the importance of recycling industrial and construction waste.

Stormwater Quality

PU-P-15 Require new development to provide any needed storm drains and drainage facility improvements or expansions to the city's drainage system.

PU-P-16 Schedule and prioritize drainage improvement projects in the Capital Improvement Program.



- PU-P-17** Encourage development of consolidated facilities to support a higher intensity use of land in urban, high density areas.
- PU-P-18** Encourage low impact development measures to reduce water runoff for site improvement and construction activities.
- PU-P-19** Coordinate storm drainage and flood management with appropriate agencies, including the Urban Drainage and Flood Control District and Federal Emergency Management Agency.
- PU-P-20** Ensure that new development is compliant with the city's Stormwater Management Plan and the State's National Pollutant Discharge Elimination System requirements.
- PU-P-21** Ensure that development is not allowed within the 100-year floodplain. Grading or filling of floodplain areas, especially along Big Dry Creek, is generally prohibited to preserve natural areas and wildlife habitat.

Public Safety

- PU-P-22** Continue to provide timely response to all emergencies and achieve response time goals set by each department.
- PU-P-23** Support community involvement in emergency preparation and response through business and resident outreach efforts.
- PU-P-24** Update strategic plans in concert with Comprehensive Plan updates to ensure future residential, employment and visitor populations are adequately served.
- PU-P-25** Continue working to improve efficiency and interoperability for police and fire services with other local jurisdictions.

Schools

- PU-P-26** Work cooperatively with the Jefferson County R-1, Adams County 50 and Adams County 12 school districts to ensure that sufficient facilities are available to accommodate projected growth in the community.
- PU-P-27** Continue to work with the school districts serving the community to optimize joint use of school facilities for community use, including school playgrounds and sports facilities as well as auditoriums or cafeterias to host community meetings.

Utilities

- PU-P-28** Require new development to coordinate with all utility providers to assure quality services to residents and businesses.
- PU-P-29** Continue efforts to underground electric utilities as new development occurs throughout the city. Work with service providers to coordinate improvements as city streets are constructed or improved.
- PU-P-30** Work with cable and internet providers to enhance and expand service throughout the city, with emphasis on service delivery to existing and future employment areas.
- PU-P-31** Promote co-location and streamlining of cell tower utilities to the extent possible to minimize visual impacts to surrounding development and from public view.

9.0 Plan Compliance



This chapter provides an overview of plan compliance and implementation. Specific topics include consistency with development regulations and guidelines, growth management and planning for future focus areas. Additionally, city planning efforts that will continue to influence the implementation and future updates to the Comprehensive Plan are summarized.

9.1 COMPREHENSIVE PLAN COMPLIANCE

Mandatory Compliance Ordinance

The primary intent of the Plan is to provide information, guidance and direction for future development. Accordingly, the city enacted Ordinance No. 2475 in 1997 to effectively implement the Comprehensive Plan. This Ordinance requires all future land uses to be in compliance with the Plan with regard to use, density, development standards and other criteria set forth in the Plan. This includes compliance with the Land Use Diagram, the land use plan descriptions and land use categories contained in Chapter 2 of this Plan. The ordinance is intended to ensure that the key goals of the Plan with regard to land uses, density, housing mix, and other aspects of physical planning will be accomplished as development occurs. The goals and policies throughout this Plan will be considered for all new development.

The ordinance requires that prior to any rezoning of land or approval of any development application for a parcel of land within the city, a determination must be made that the proposed use of a parcel is in compliance with the Plan. Additionally, any property owner who wishes to change the established use of any parcel of land must comply with the Plan at the time such use is changed or the property is substantially redeveloped.

Development Regulations

In addition to the plan compliance requirements described above, the development of property within the city shall continue to be subject to all other procedures and regulations established for development pursuant to the Westminster Municipal Code. This shall include such considerations as site planning, architecture, parking, landscaping and other design criteria. Preliminary and official development plans pursuant to the Westminster Municipal Code shall continue to be required. In addition, special uses such as schools, churches, group homes and other designated special uses shall be processed pursuant to the city's procedures.



Design and Development Guidelines

The city conducts design review for new projects with design guidelines that correspond to residential and commercial land use categories. These design guidelines regulate site and building design elements for Retail Commercial, Single Family Detached, Single Family Attached, Multi Family, Senior Housing and Traditional Mixed Use Neighborhood Development. The guidelines are perceived as minimum design criteria, from which new development should be based and generally exceed. Additional guidelines may be developed for employment uses, mixed-use development and higher density residential development.

Vested Rights / Development Agreements

Land use designations shown in the Comprehensive Plan Land Use Diagram may be affected by pre-existing vested rights or contractual development commitments. The applicability and scope of such vested rights or contractual development commitments, if any, will be reviewed and determined at the time of development plan approval.

9.2 GROWTH MANAGEMENT

The city's Growth Management Program was established in 1978 to aid the city in balancing growth with the ability to provide and expand services including water, water treatment, sewer, police, fire, and parks and recreation. The Growth Management Program establishes an annual allocation of "service commitments" that are adopted by resolution by City Council. Service commitments, each the equivalent of one single family residential water tap, are allocated based on the following factors:

- The amount of raw water that can realistically be acquired and be treated;
- The amount of existing raw water supply presently available from all sources which can safely be used for new growth without imperiling the city's ability to serve water to the existing Westminster water system consumers;
- The ability of the city to continue to balance between growth rate and consumer demands through orderly and cost effective expansion of utility systems;
- The ability of the city to continue the balance between growth rate and the expansion of transportation systems, fire protection services, police services, park and recreation services and other related city services; and
- The demand of a given proposed land use on the city's utility system compared to other land uses.

Award of service commitments to a residential project represents an agreement by the city to provide municipal services (e.g. water and sanitary sewer) to a project. The award is granted for a finite period of time, which is determined at the time of service commitment award. Service Commitment awards do not guarantee approval of a project. Nonresidential uses are also allocated service commitments on an annual basis. Service commitments that are allocated but are not awarded to new development during the year are returned to the water supply figures for use in future years. If projects apply for more service commitments than are allotted, City Council may award additional commitments on a periodic basis.



Residential Development Competition

Service commitment competitions are held to manage the number of new residential projects proceeding through the city's development review process. Each year, a competition is held for awarding all five service commitment categories for residential development (Single-Family Detached, Single-Family Attached, Multi-Family, Senior Housing and Traditional Mixed Use Neighborhood Developments). Award of allocated service commitments for all categories except Traditional Mixed Use Neighborhood Developments is based on points received by providing "incentive" design items listed and detailed in the residential design guidelines for that category. Traditional Mixed Use Neighborhood Development proposals are reviewed by a design jury that makes recommendations to city staff, who in turn make recommendations to the City Council regarding awards.

9.3 FOCUS AREA SPECIFIC PLANS

Specific plans for focus areas identified in this Comprehensive Plan will be completed to provide more detailed direction for future development. The purpose of these plans is to ensure that development is planned and designed cohesively with a synergistic mix of uses; connected, multimodal circulation system; access to transit and public amenities; and adequate provision of public utilities and services. The location and boundaries of each focus area are identified in Figure 3-1. These areas include downtown Westminster, Westminster Station, North I-25, Church Ranch and Brookhill.

Implementation

The City of Westminster will coordinate planning efforts for each focus area and determine the appropriate time for plan preparation. A work program will be prepared to complete the plan, including a schedule for preparation and a program for public outreach. The plans at a minimum will include a cohesive vision for land use, urban design, multimodal circulation, public amenities and adequate utilities and services. Upon completion, each specific plan with associated rezoning or updates to the Comprehensive Plan, if applicable, will be adopted by City Council and incorporated by reference into the Comprehensive Plan. Adopted specific plans include the Westminster Downtown Specific Plan, adopted in 2014.



9.4 OTHER RELATED PLANS

This section provides an overview of the various planning efforts conducted by the city. Regional and neighboring jurisdiction planning efforts are also summarized.

City of Westminster Planning Efforts

Planning for all community amenities, infrastructure and services will continue to be conducted on a more detailed level by individual city departments. The plans referenced in each appropriate section of the Comprehensive Plan are incorporated by reference. Ongoing planning efforts throughout the city are described below.

Community Enhancement Planning

The city adopted its first Community Enhancement Master Plan in 1992, which was last updated in 2006. The plan focuses on enhancements to the city's physical fabric to serve Westminster's citizens, provide a strong foundation for existing development and to attract future development and employers to the city. Key elements that the plan focuses on include roadways (streetscapes), districts and landmarks, and view corridors. The Community Enhancement Master Plan provides additional detail, direction and design guidelines beyond the Comprehensive Plan and should be referenced as new projects are proposed.

Neighborhood and Area Planning

In 2001, City Council adopted the South Westminster Strategic Revitalization Plan, which is intended to provide guidance in developing programs and funding projects within the South Westminster area. The plan was last updated in October 2011, and includes strategies in four general areas: housing, economic development, community image and character, and public facilities and services.

Additional planning for areas in the city will be completed as specific or area plans, such as those underway for the downtown Westminster and Westminster Station focus areas. The city will also continue to participate in inter-jurisdictional planning with neighboring cities and counties. Unless otherwise stated, the goals and policies of the Comprehensive Plan shall take precedence over specific and area plans, if a discrepancy should occur.

Transportation and Circulation Planning

The city maintains a Comprehensive Roadway Plan that evaluates levels of service and roadway capacity for vehicle travel, recommends improvements and identifies priorities for the Capital Improvement Plan. Additional planning for circulation in the city includes the Bicycle Master Plan, completed in 2010, and various streetscape plans and improvements.

Parks and Open Space Planning

The Parks, Recreation and Libraries Plan provides guidance for improvements to existing city facilities and identifies potential new facilities and programs to serve the needs of the community. Park and facility types are described as well as performance measures. The city's Parks, Recreation and Libraries planning also includes periodic needs assessments and performance evaluations to best plan for future need. The city's Trails Master Plan serves as a guide for where improvements and new connections should be made within the overall trail network. Open space planning will be refined by completion of an Open Space Master Plan in 2014. This plan will focus on improvements, maintenance and operation of the city's extensive open space network.

Public Works Planning

The Utilities Planning and Engineering Division of the city uses several master plans for long term planning of the city's water and wastewater infrastructure. These plans are written and periodically updated to be consistent with land use and development direction established by the Comprehensive Plan. These plans include the Comprehensive Water Supply Plan, Water Conservation Plan, Reclaimed Water Master Plan and Wastewater Master Plan. Additional master plans for infrastructure systems are also maintained.

APPENDIX C

The Comprehensive Plan Land Use Diagram, shown in Figure 2-2, is enlarged and separated into four areas of the city: Central, Northeast, Southeast and West. These four areas are shown in the key image below.

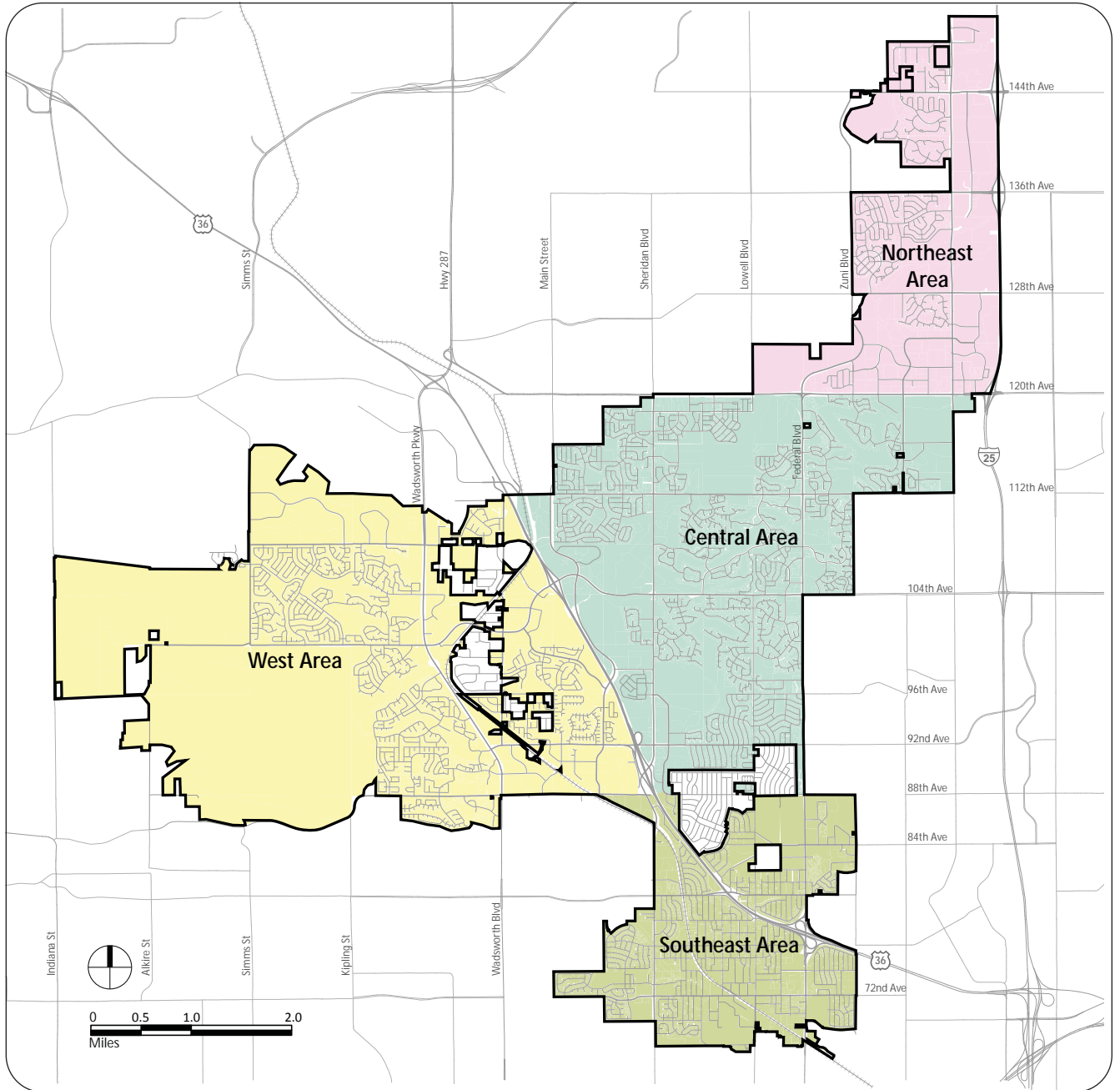
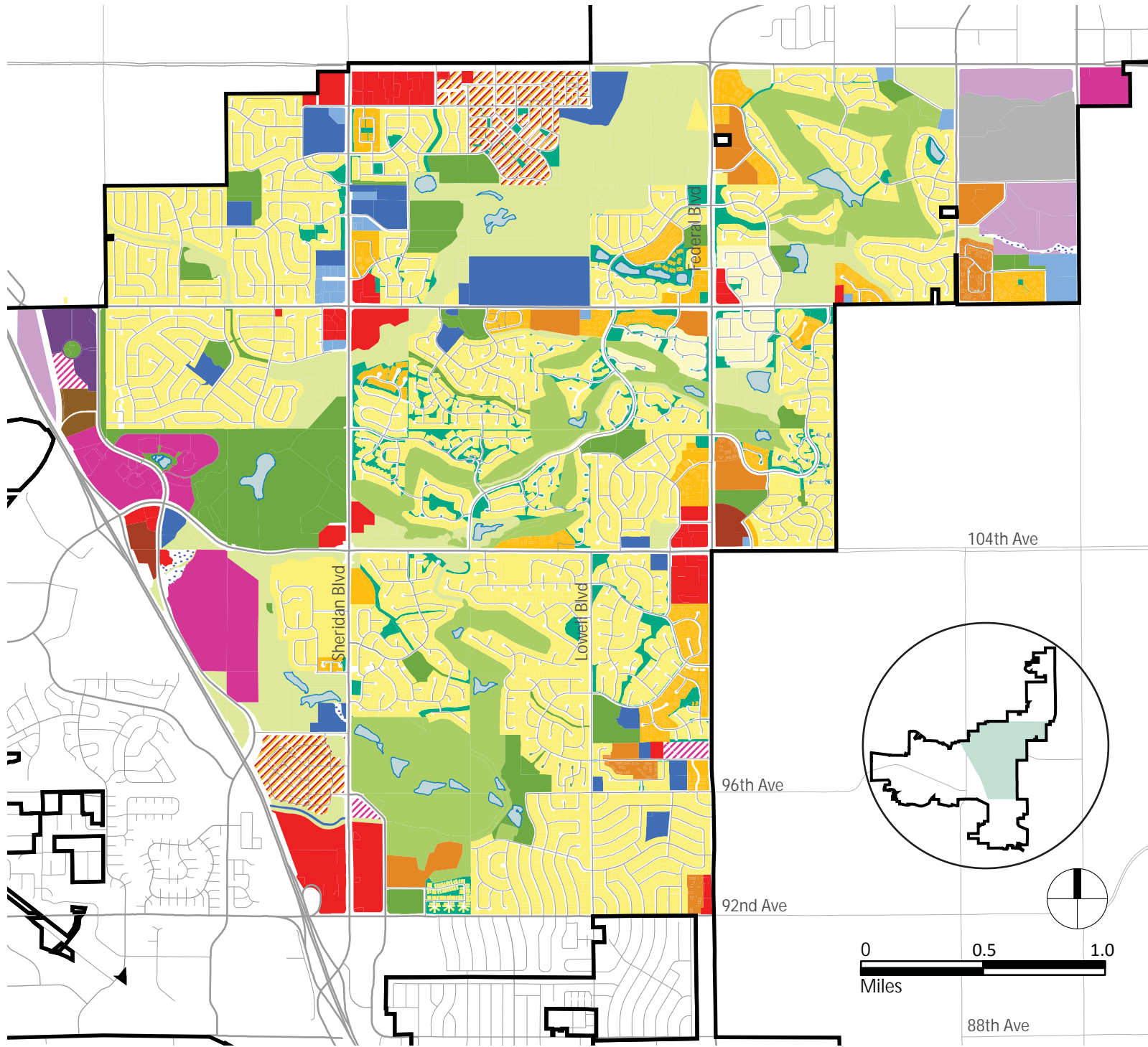


























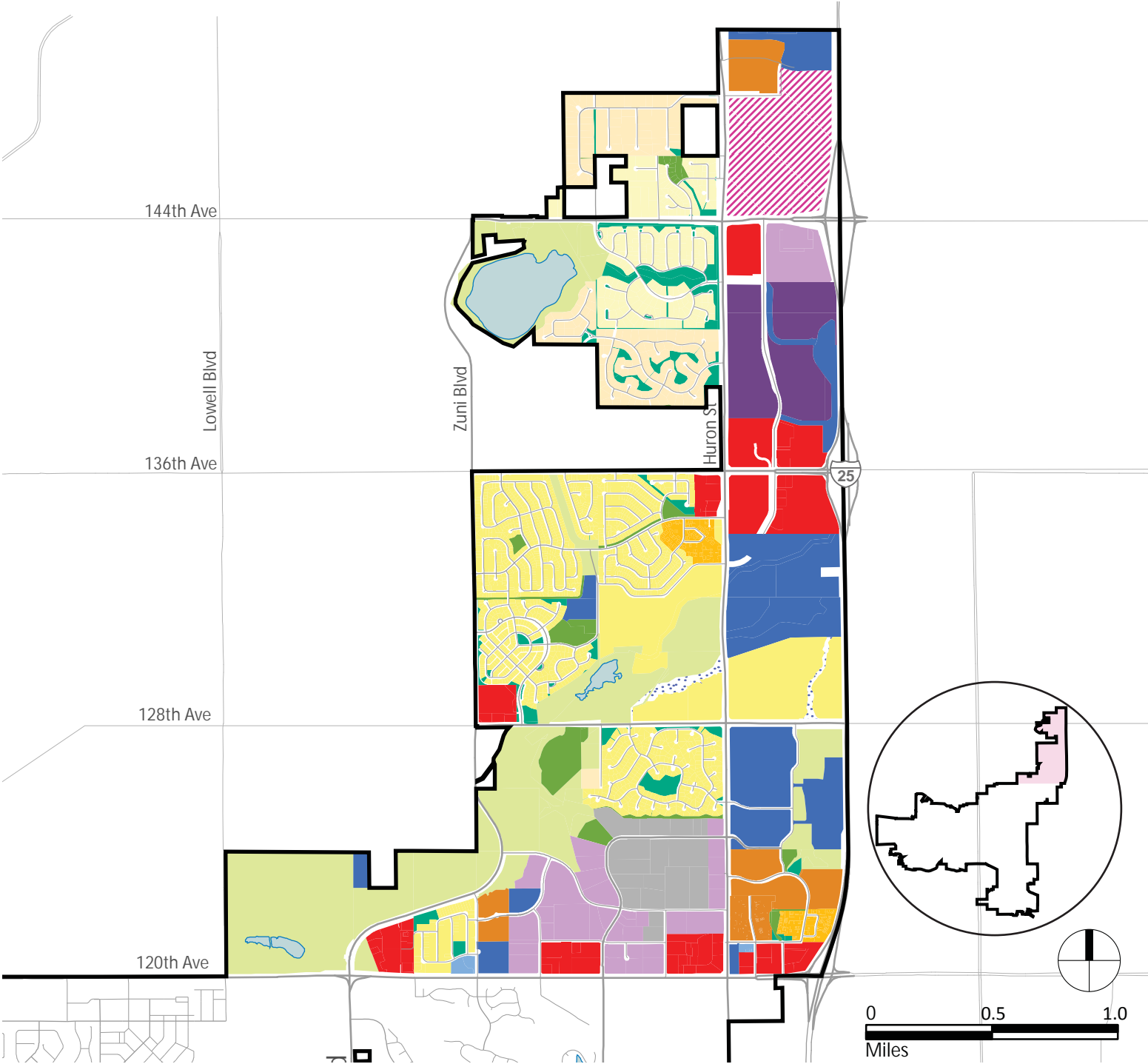
Figure C-1: Central Area Land Use Diagram



























- | | | |
|--|---|---|
|  Residential R-1 |  Mixed Use |  Public/Quasi-Public |
|  Residential R-2.5 |  Mixed Use Center |  Public Parks |
|  Residential R-3.5 |  Retail Commercial |  City Owned Open Space |
|  Residential R-5 |  Service Commercial |  Golf Courses |
|  Residential R-8 |  Office |  Private Parks/Open Space |
|  Residential R-18 |  Office/R&D Low Intensity |  Major Creek Corridor on Non-Public Land |
|  Residential R-36 |  Office/R&D High Intensity |  City Limits |
|  TMUND |  Flex/Light Industrial |  Water |

Updated 4/13/15

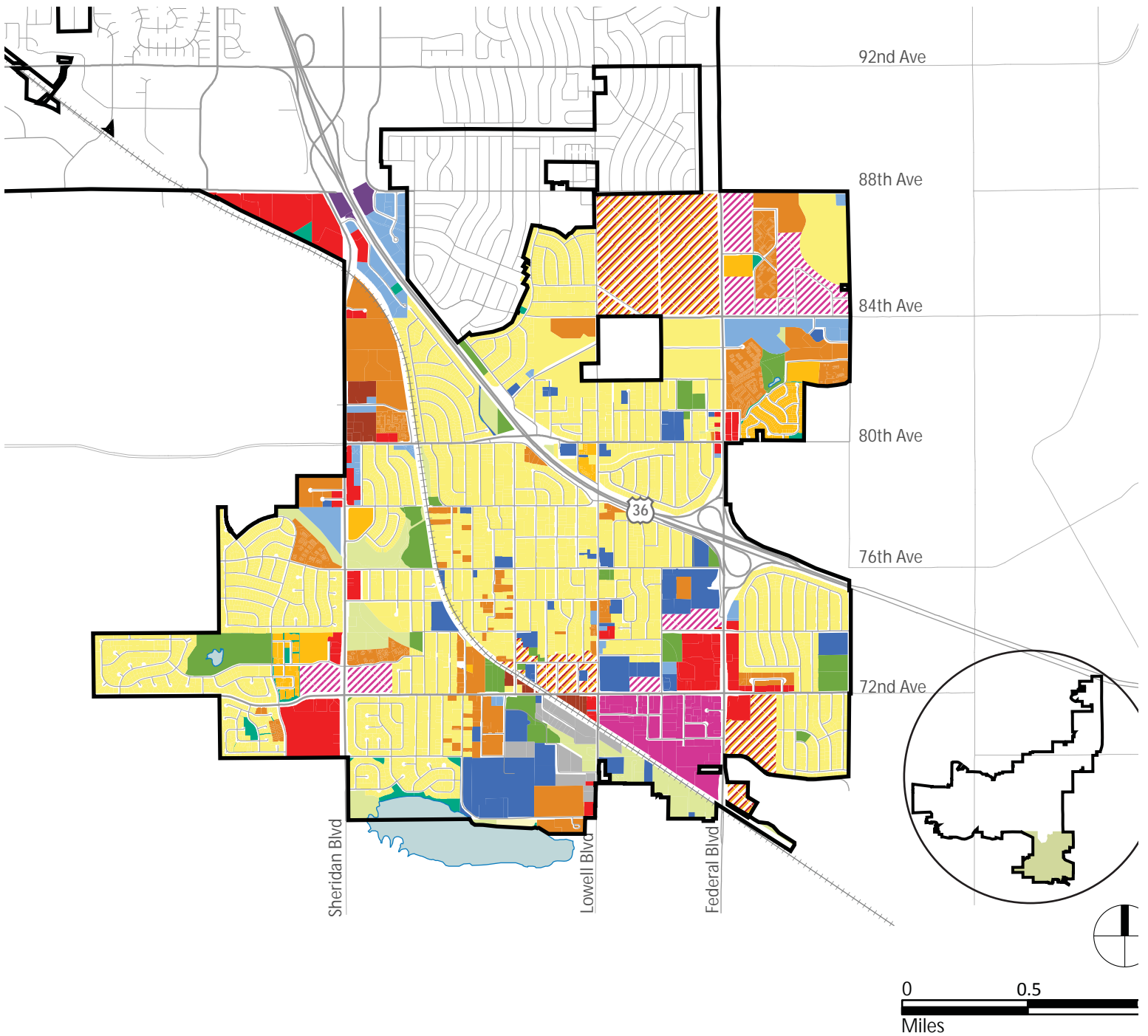
Figure C-2: Northeast Area Land Use Diagram



- | | | |
|--|---|---|
|  Residential R-1 |  Mixed Use |  Public/Quasi-Public |
|  Residential R-2.5 |  Mixed Use Center |  Public Parks |
|  Residential R-3.5 |  Retail Commercial |  City Owned Open Space |
|  Residential R-5 |  Service Commercial |  Golf Courses |
|  Residential R-8 |  Office |  Private Parks/Open Space |
|  Residential R-18 |  Office/R&D Low Intensity |  Major Creek Corridor on Non-Public Land |
|  Residential R-36 |  Office/R&D High Intensity |  City Limits |
|  TMUND |  Flex/Light Industrial |  Water |

Updated 4/13/15

Figure C-3: Southeast Area Land Use Diagram



























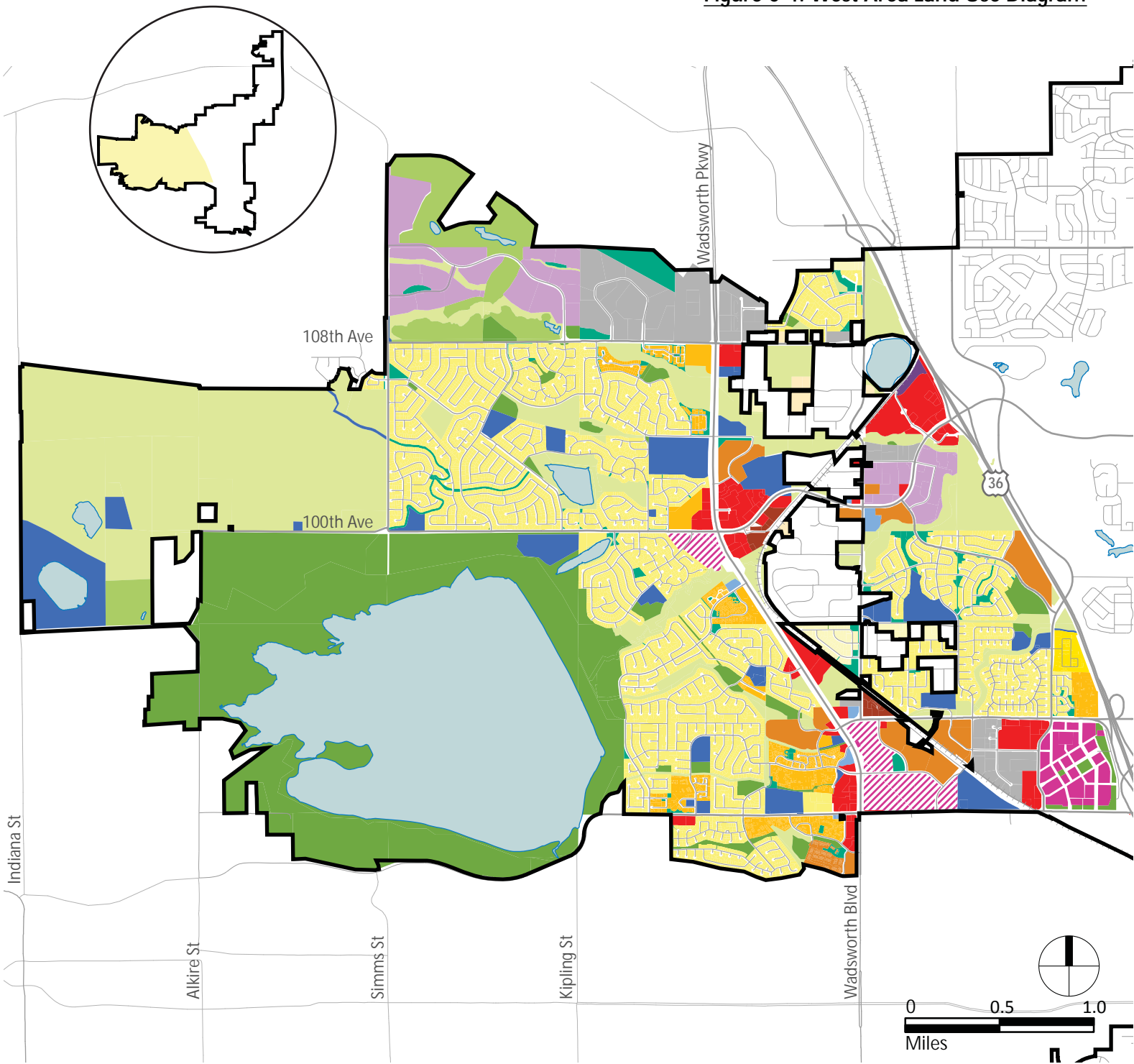
























- | | | |
|---|---|---|
|  Residential R-1 |  Mixed Use |  Public/Quasi-Public |
|  Residential R-2.5 |  Mixed Use Center |  Public Parks |
|  Residential R-3.5 |  Retail Commercial |  City Owned Open Space |
|  Residential R-5 |  Service Commercial |  Golf Courses |
|  Residential R-8 |  Office |  Private Parks/Open Space |
|  Residential R-18 |  Office/R&D Low Intensity |  Major Creek Corridor on Non-Public La |
|  Residential R-36 |  Office/R&D High Intensity |  City Limits |
|  TMUND |  Flex/Light Industrial |  Water |

Figure C-4: West Area Land Use Diagram



- | | | |
|--|---|---|
|  Residential R-1 |  Mixed Use |  Public/Quasi-Public |
|  Residential R-2.5 |  Mixed Use Center |  Public Parks |
|  Residential R-3.5 |  Retail Commercial |  City Owned Open Space |
|  Residential R-5 |  Service Commercial |  Golf Courses |
|  Residential R-8 |  Office |  Private Parks/Open Space |
|  Residential R-18 |  Office/R&D Low Intensity |  Major Creek Corridor on Non-Public Land |
|  Residential R-36 |  Office/R&D High Intensity |  City Limits |
|  TMUND |  Flex/Light Industrial |  Water |

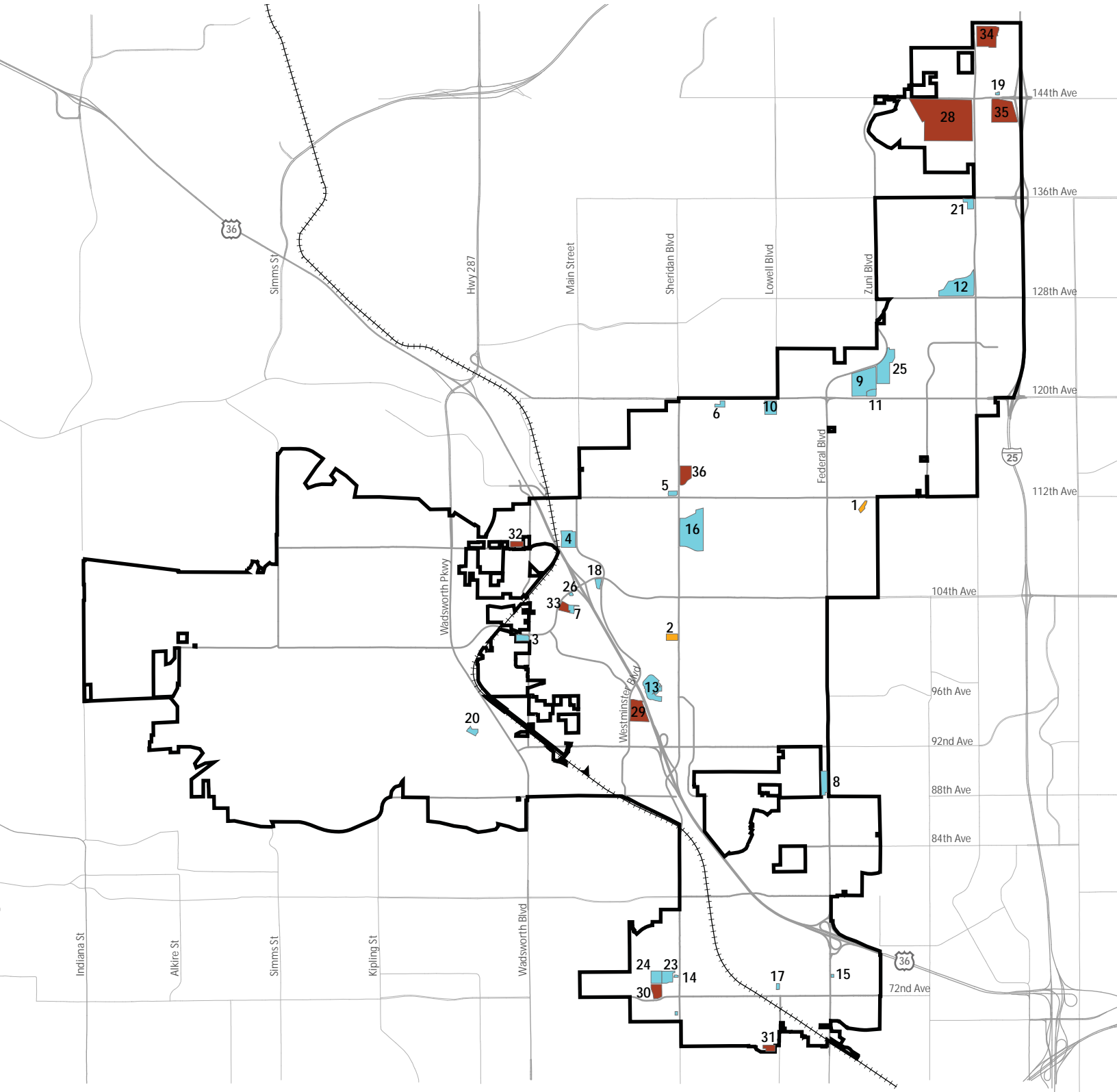
APPENDIX B

Table B-1: Current Development Projects as of October 2013

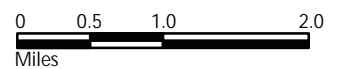
	<i>Development Name</i>	<i>Acres</i>	<i>Land Use</i>	<i>Dwelling Units</i>	<i>Building Area (sqft.)</i>
Approved Projects					
1	Cedar Bridge (Fatch Enterprises)	2.8	Residential R-5	3	
2	Amberwood Estates (NCF Construction & Design, LLC)	4.8	Residential R-3.5	13	
Proposed Projects					
3	Anthem Group Care Facility (Anthem)	4.9	Residential R-18	60	
4	Axis (Urban Pacific)	14.9	Residential R-36	465	
5	Benton Park (HCA-Healthone, LLC)	2.3	Office		9,352
6	Bradburn Commercial Building (Continuum)	2.9	TMUND		37,371
7	Church Ranch Home Place Filing No 9	2.9	Retail Commercial		
8	Cottonwood Village (Fairfield Homes)	8.7	Residential R-18	62	
9	Country Club Highlands (Century Homes)	36.8	Residential R-3.5	102	
10	East Bradburn (Century)	10.4	TMUND	62	
11	First Citizens Bank (First Citizens Bank)	3.8	Office		27,400
12	Huron Plaza (HEC Land Investments, LLC)	36.8	Residential R-2.5	83	
13	Hyland Village (New Town Builders)	37.0	TMUND	146	
14	Jiffy Lube (Terraform Companies)	0.6	Retail Commercial		3,500
15	LaConte (Costa Gallegos)	0.6	Retail Commercial		1,753
16	Legacy Ridge West Filing 08 (Ryland Homes)	47.0	Residential R-3.5	152	
17	Lowell Plaza (Everwood Development LLC)	1.2	TMUND	48	6,000
18	Northpoint Center Filing 01 (24 Hour Capital Ventures)	3.1	Office/R&D Low		39,379
19	Panera (Breads of the World, LLC)	0.7	Retail Commercial		4,639
20	Parkside Trails (Golden Development Company)	3.6	Residential R-8	23	
21	Quail Crossing Commercial, Lots 3,4,and 5	10.5	Retail Commercial		16,266
22	Shoenberg Farms (Walmart Real Estate Business Trust)	0.6	Retail Commercial		4,500
23	Shoenberg Farms Commercial, Tract A (Berkely Homes)	6.1	Residential R-8	52	
24	Shoenberg Farms Residential	2.7	Residential R-8	24	
25	The Registry / LongsView (Corum)	25.4	Residential R-18	312	
26	Westminster Gateway	0.7	Retail Commercial		5,000
Projects Under Construction					
27	East Bay #2 (East Bay LLC)	4.2	Residential R-18	54	
28	Huntington Trails (various)	140.1	Residential R-2.5	64	
29	Legacy Villas at Green Acres (Nuszer - Kopatz)	6.5	Residential R-18	64	
30	Marriott Hotel (Etkin Johnson)	5.0	Retail Commercial		159,500
31	My Business Park at Mandalay (My Reality LLC)	4.4	Flex/Light Industrial		46,905
32	Saint Anthony's North Health Campus	33.0	Office/R&D Low		349,972
33	Shoenberg Farms (Century)	8.5	Residential R-18	78	
34	The Orchard (McWhinney)	27.0	Residential R-18	384	
35	Westfield ODP, PUD Parcel C (Standard Pacific)	20.3	Residential R-5	2	
Total		520.8		2,269	711,537

Source: City of Westminster, October 2013

Figure B-1: Current Developments (10/13)

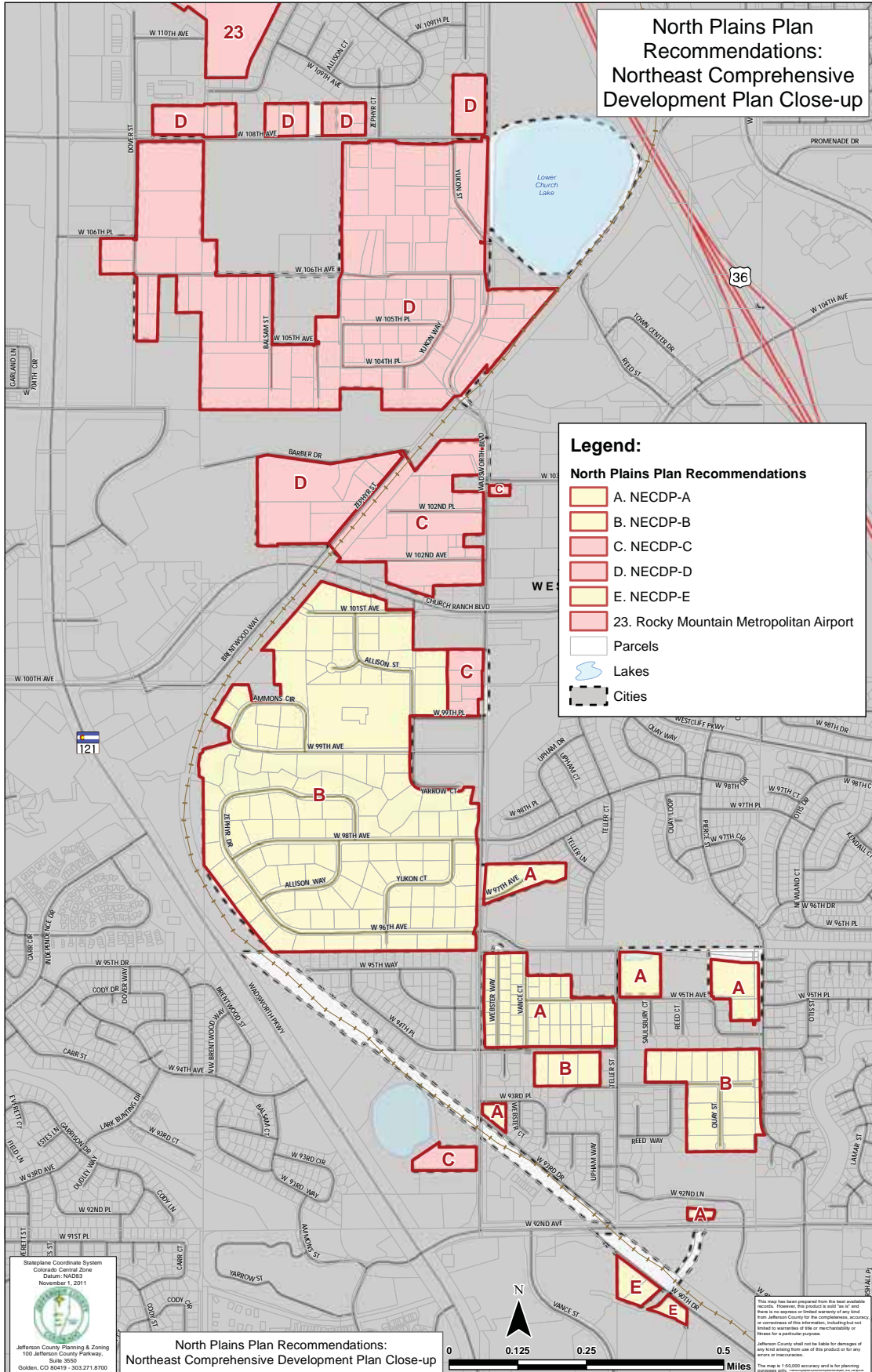


- Approved Project
- Proposed Project
- Under Construction



APPENDIX A

Jefferson County North Plains Plan



North Plains Plan Recommendations

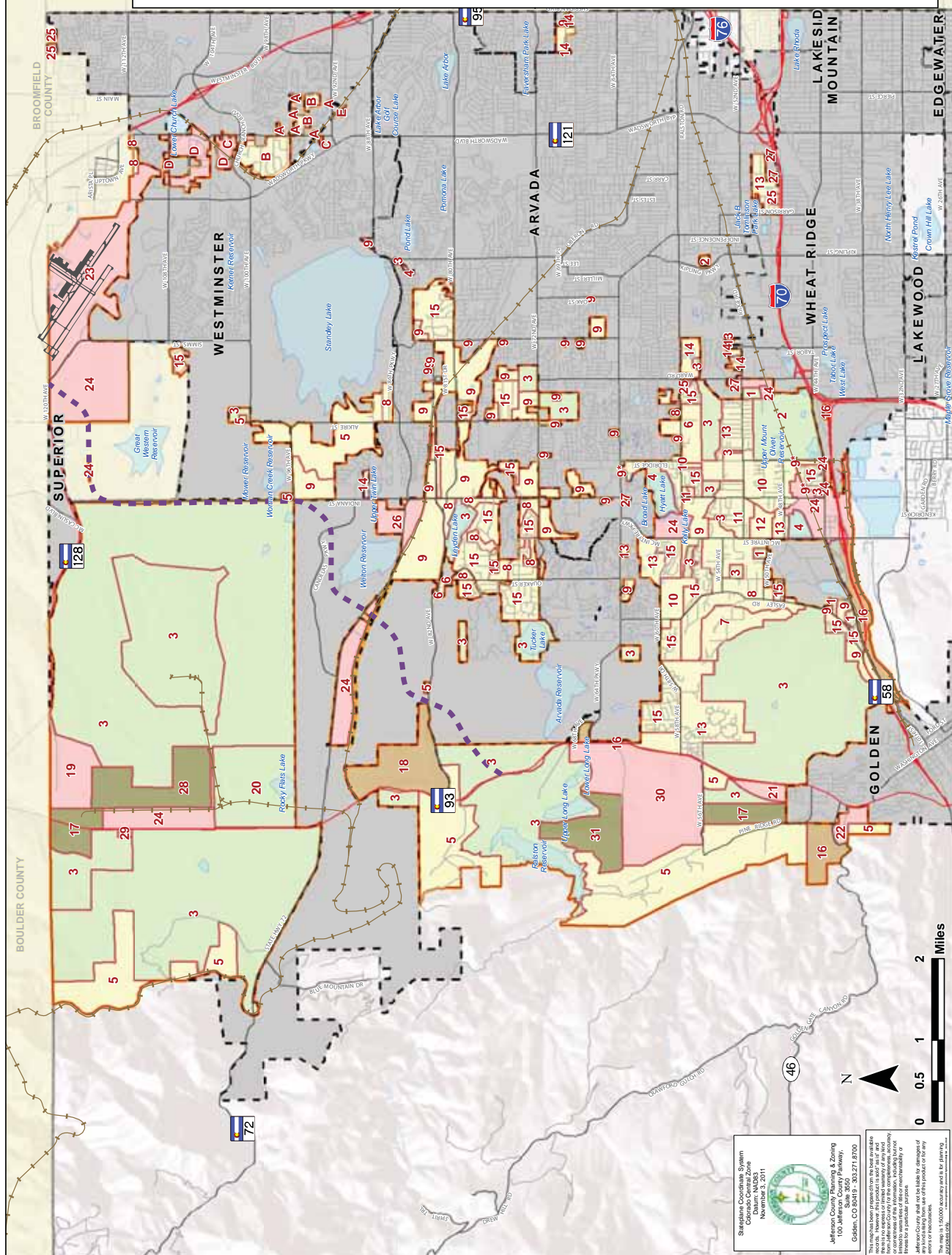
Legend:

North Plains Plan Recommendations

1. Schools/Museums
2. Cemetery
3. Open Space
4. Water
5. Rural Residential
6. Special Character
7. 0.5 du/ac
8. 1 du/ac
9. 2 du/ac
- 9*. 2 du/ac
10. 2.5 du/ac
11. 3 du/ac
12. 3.5 du/ac
13. 4 du/ac
14. 5-12 du/ac
15. Fully Platted - Compatible Lot Size
- A. NECDP-A
- B. NECDP-B
- E. NECDP-E
16. Utilities
17. Sanitary Landfill
18. Mineral Extraction
28. Mineral Extraction
31. Mineral Extraction
19. NREL Wind Farm
21. Office/Light Industrial/IR&D
22. Neighborhood Commercial
23. Rocky Mountain Metropolitan Airport
24. Industrial
25. Limited Commercial
26. Neighborhood Commercial/Mixed Use
27. Office/Light Industrial/IR&D
30. Activity Center
29. Restaurant
- C. NECDP-C
- D. NECDP-D

Plan Recommendations

- North Plains Boundary
- Lakes
- Cities
- Proposed Beltway Alignment
- Adjacent Counties



Jefferson County Planning & Zoning

 100 Jefferson County Parkway

 Suite 3650

 Golden, CO 80601

 Phone: 303.771.8700

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