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

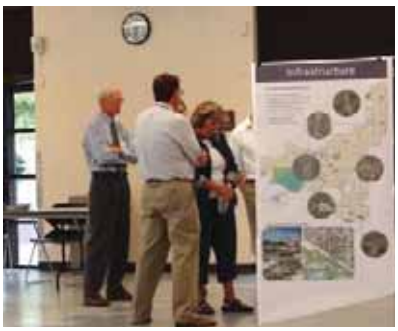
The last update to the city's Comprehensive Land Use Plan (CLUP) occurred in 2004. Since this update, the city, economy and development trends have evolved significantly. Several key factors have contributed to the need for a comprehensive update to the Plan. These include:

- 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.

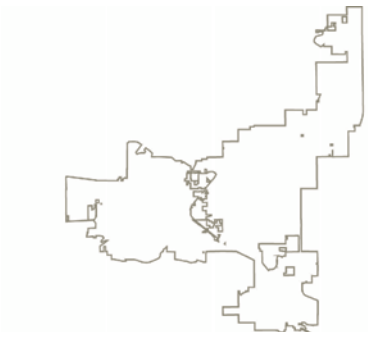
These factors require alignment of all physical planning efforts in the city in order to ensure a high quality of life, as well as fiscal and economic sustainability for the city. As a result, the original scope of the CLUP document has been expanded to provide an equal focus on all planning within the 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 communty destination for years to come.

Physical Context

City Evolution

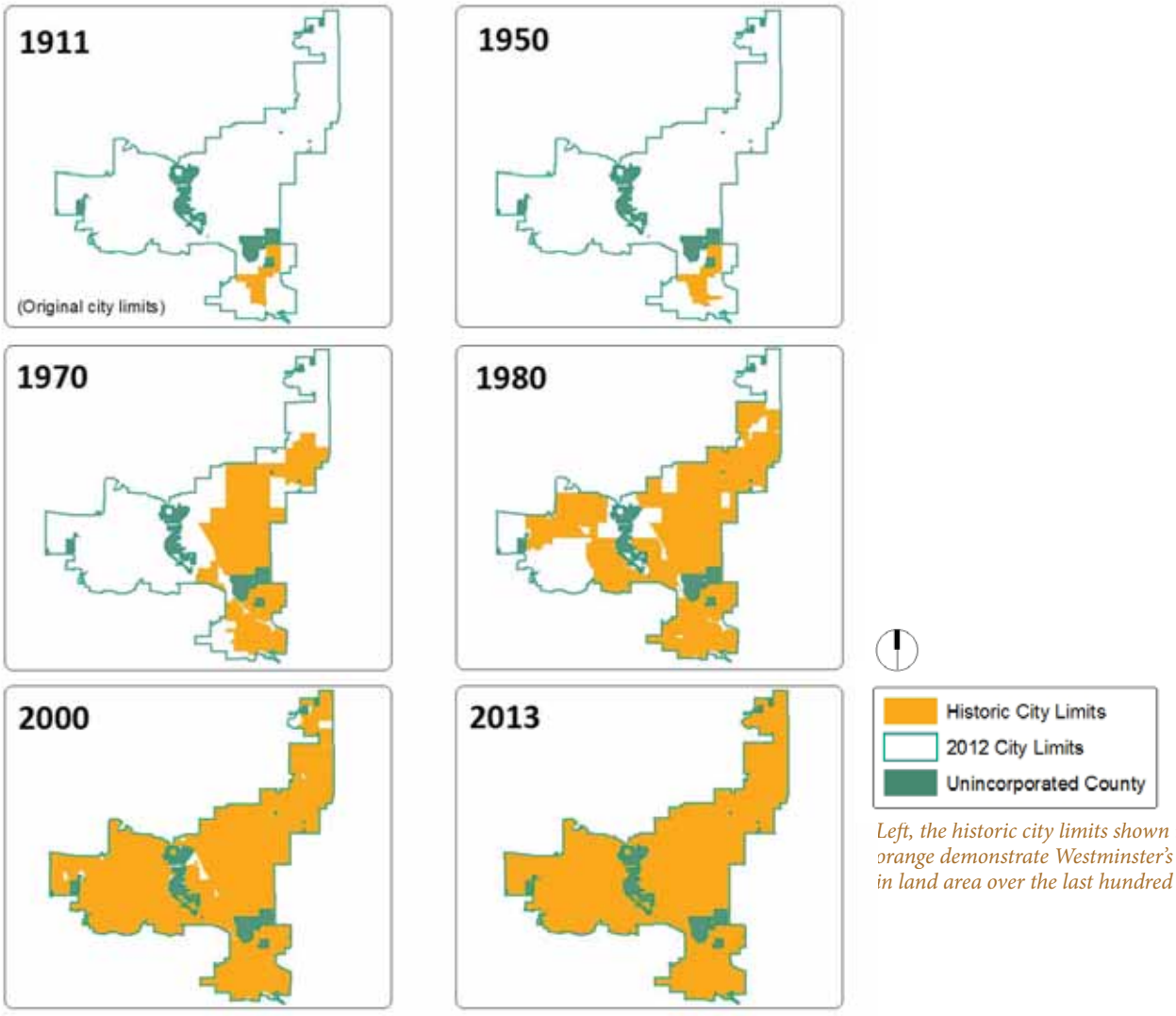
Incorporated in 1911, Westminster began as a small community centered on the commercial district in the vicinity of 73rd Avenue and Bradburn Boulevard. The city remained relatively small until the post World War II era. Since 1950, the population has grown from 1,686 to approximately 108,000 persons 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

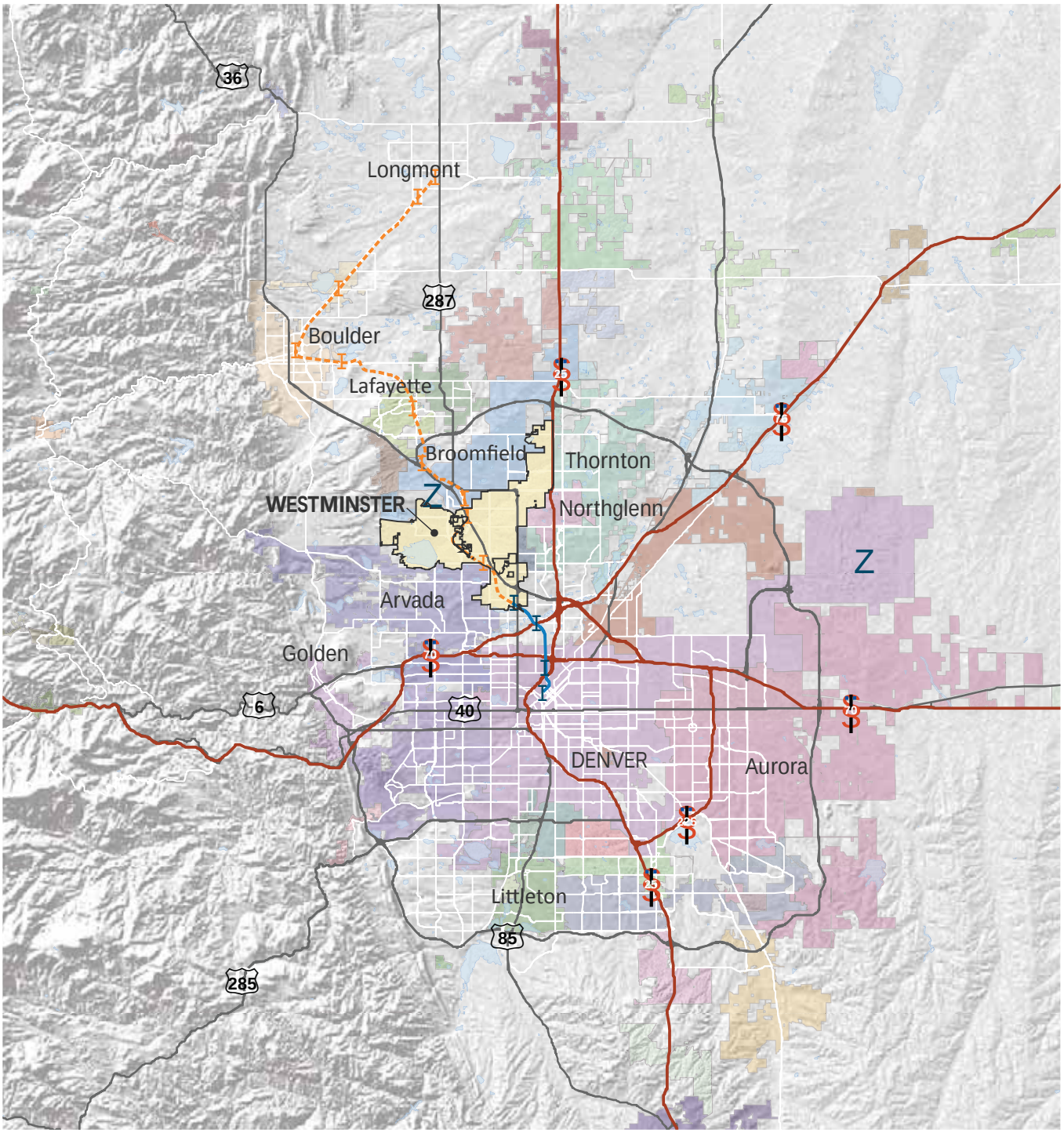
is a part of the city's open space network, which comprises over 3,000 acres of land. Additional sensitive habitat area is located within the city's 2,919 acres of park land and 644 acres of public golf courses.

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



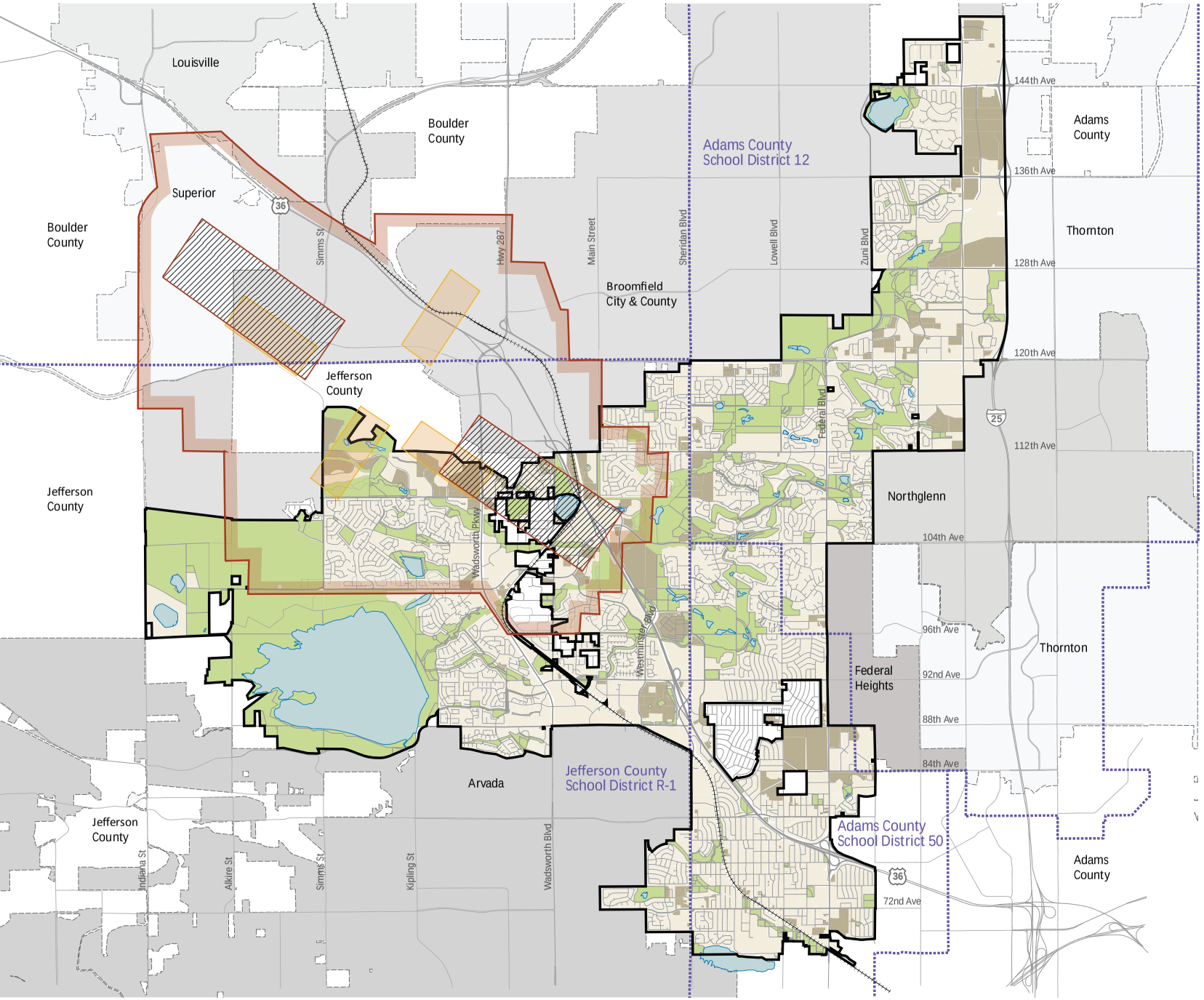


Figure 1-2: Physical Context

Legend

Boundaries

- Neighboring Municipalities
- Unincorporated County
- School District Boundaries

Rocky Mountain Metropolitan Airport

- Airport Influence Area
- Instrument Critical Zone
- Visual Critical Zone

Planning Area

- Parks/Open Space/Golf Courses
- Developed (Non-Vacant) Land
- Vacant Land
- Water
- City Limits
- Rail Corridor

0 0.5 1.0 2.0
Miles

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

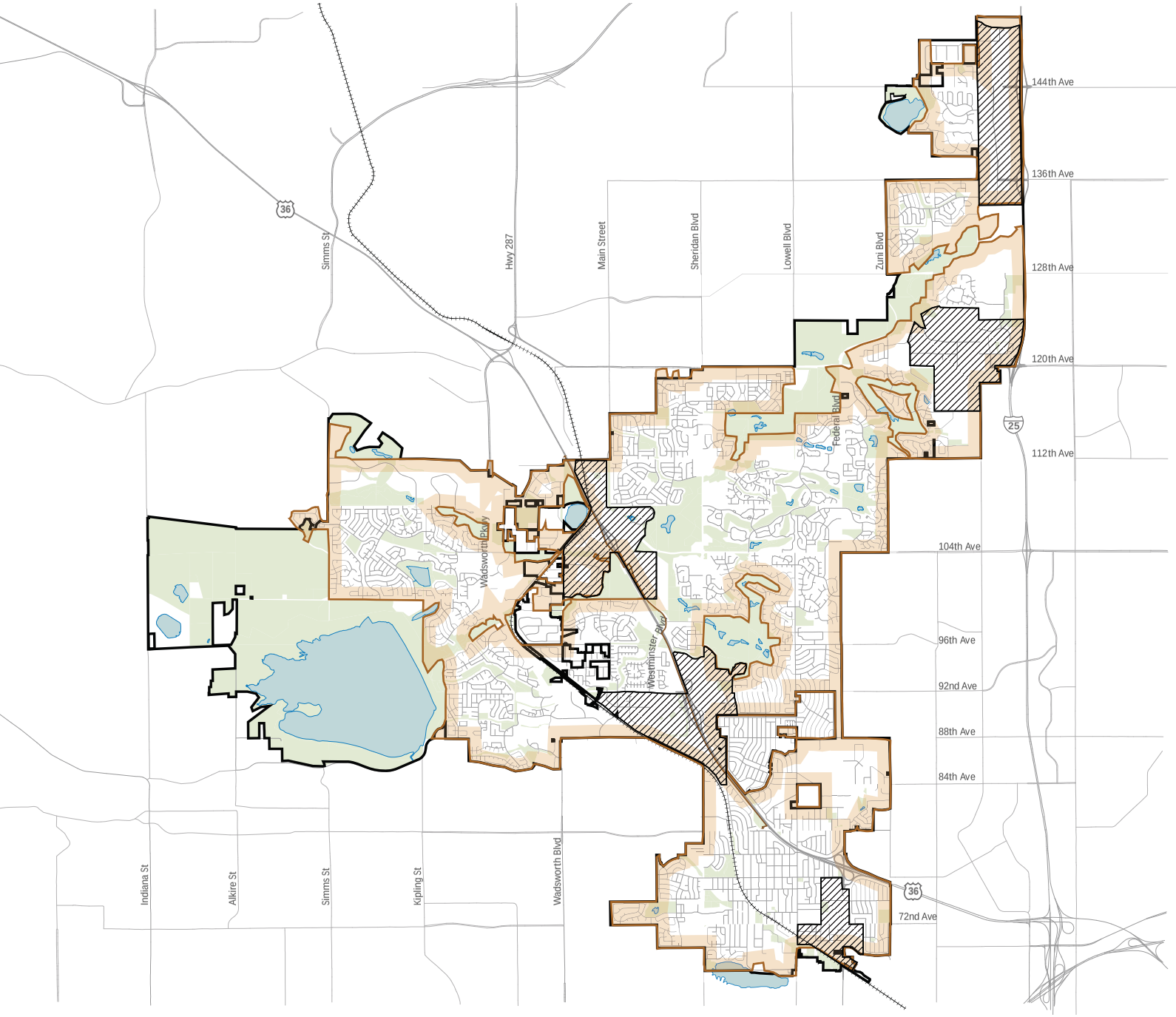


Figure 1-3: Growth Management

Legend

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

0 0.5 1.0 2.0
Miles

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 Westminster 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

"Westminster 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.

Westminster 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.

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

Westminster 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 Westminster'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.

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

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.

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.