WESTMINSTER
COLORADO

Tuesday, October 26, 2021 at 7:00 p.m.

PLANNING COMMISSION AGENDA

1. ROLL CALL

2. CONSIDERATION OF PREVIOUS MEETING MINUTES
   Meeting Minutes of September 28, 2021

3. CONSIDERATION OF NEW BUSINESS
   a. Public Hearing and Action on the Downtown Westminster Specific Plan
      Prepared by: Nathan Lawrence, Senior Planner

4. OLD BUSINESS

5. MISCELLANEOUS BUSINESS

6. ADJOURNMENT

PLEASE NOTE

The following are the procedures used by the Planning Commission for in-person meetings.
For virtual participation guidelines please visit www.cityofwestminster.us/pc

1. Staff will present agenda items. The Developer may present after Staff.
2. Those in attendance who favor the proposed development may address the Commission, followed by those who do not favor the proposed development. The Chair may impose time limits on speakers. **PLEASE SIGN THE SHEET IN THE FRONT OF THE COUNCIL CHAMBERS WHEN YOU SPEAK.**
3. All questions shall be addressed to the Chair of the Planning Commission. The Chair will call on Staff to address questions at the end of the hearing. Planning Commission reserves the right to question anyone at any time during the Public Hearing.
4. The Commission is charged with the review of Comprehensive Plan Amendments, Rezonings, Preliminary Development Plans, Amended Preliminary Development Plans, Official Development Plans, Amended Official Development Plans, Preliminary Plats and Amended Preliminary Plats that are not approved administratively by the City Manager.
5. There are two different procedures involved in the review of applications for development plan approval and the procedure depends on the type of plan under consideration:
   a. After review and a public hearing, the Planning Commission may recommend approval of an application, approval subject to specified conditions, or denial of an application. The Planning Commission is **not** the final authority on these applications. The City Council is the final decision maker.
   b. On applications for Official Development Plans and Amended Official Development Plans, the Planning Commission **does** make the final decision, unless the decision of the Planning Commission is appealed to the City Council within 10 days of the Planning Commission decision by a "party-in-interest," as described in Section 11-5-13(B.1) of the Westminster Municipal Code. If a decision of the Planning Commission is properly appealed to the City Council, the City Council will schedule the item for consideration at one of their upcoming meetings and, after holding a public hearing, make a final decision on the application.

If you need further information regarding this process, or any other matter related to the City's development review process, please contact the City Planning Division at 303-658-2092.

NOTE: Persons needing an accommodation, such as an interpreter for another language, or who have an impairment that requires accommodation, must notify the Planning Aide no later than noon on the Thursday prior to the scheduled Planning Commission hearing to allow adequate time to discuss arrangements. Please call 303-658-2092/TTY711 or State Relay or email jbaden@cityofwestminster.us to make a reasonable accommodation request.

WESTMINSTER

CITY OF WESTMINSTER
PLANNING COMMISSION
Meeting Minutes
September 28, 2021

1. ROLL CALL
The virtual meeting was called to order at 7:00 pm by Chairperson Jim Boschert. Present were Vice-Chair Joe McConnell, Commissioners David Carpenter, Tracy Colling, David Tomecek, Lawrence Dunn, Elisa Torrez and Chennou Xiong. Excused from attendance was Commissioner Rick Mayo. Also present: Staff members, Rita McConnell, Planning Manager, John McConnell, Principal Planner, Nathan Lawrence, Senior Planner, Jennifer Baden, Associate Planner, and Kristin Decker, Deputy City Attorney. Other staff virtually present were Stephanie Troller, Business Development Manager. With the roll called, Chair Boschert stated that since a quorum is present the alternates would not be voting.

2. CONSIDERATION OF MINUTES
Meeting Minutes from July 27, 2021.
Commissioner Carpenter made a motion to accept the minutes from the July 27, 2021 Planning Commission meeting. Commissioner Colling seconded the motion. The minutes were unanimously accepted (7-0).

3. CONSIDERATION OF NEW BUSINESS AND PUBLIC HEARINGS
Presentation of the Harris Park Community Vision Plan.

Nathan Lawrence, Senior Planner, narrated a PowerPoint presentation.

Chair Boschert asked Mr. Lawrence if this Plan affects both the core and the Harris Park neighborhood and what the difference between the two is. Mr. Lawrence stated that initially the focus was on the core area, but staff realized that the input that was being received, such as housing needs, did not just apply to the core area but to the larger area as well. He went on to say that most of the Plan content applies to the core area, with one chapter being dedicated to the greater Harris Park issues. This feedback has been incorporated into the Comprehensive Plan draft. Chair Boschert asked staff if the Harris Park core area has more of a commercial feel and that's why it is of considered different than the yellow outlined core area. Mr. Lawrence responded that it is mixed-use in character with some apartment projects in addition to commercial uses. The greater Harris Park neighborhood is primarily single family with some multi-family development, but the mixed-use center is seen as the key to revitalizing the larger area.

Chair Boschert opened the floor for discussion from the Commissioners.

Chair Boschert asked for public comment on the Plan.

Gary Shea spoke to concerns regarding the outcomes from the Harris Park Community Vision Plan. He cited a list of the south Westminster surveys, Plans and studies since 1987, some of which were not City-sponsored efforts and some of which were duplicated. He also voiced concerns that some of the participants that were included in the Plan outreach did not live in the Harris Park area. Mr. Shea also voiced concerns with the way south Westminster is continually characterized by City staff in a negative manner.

Seeing no further public comment, Chair Boschert opened the floor for discussion from the Commissioners.

Commissioner Colling asked staff if there was a process to ensure that the focus groups were represented by people that live in the area that was being Planned. Mr. Lawrence stated that a large amount of outreach was conducted over six public meetings and the survey including a targeted post-card mailing that was sent only to those residents inside the core study area. He also stated that in an effort to be inclusive, consideration was given to people who visit, work or are business owners in the area that may not be residents. He continued by saying that staff regularly checked-in with the focus group which is compromised of local business owners, residents and workers, to receive their feedback at multiple junctures through the Planning process.

Commissioner Tomecek stated that the public comments seemed to point to a basic concern from residents. He stated that it appears that residents want respect and validation that the City is not going to change their character of the neighborhood and at the same time want some level of growth and change. He asked staff if there is companion work being done by Economic Development. Stephanie Troller confirmed that the City is working to meet the community where they are now and to help clarify what they actually want to see in their community. She went on the say that once this Plan is implemented, the City will continue to support the community to be successful and grow.

Commissioner Colling asked staff to confirm that the City Council and Planning Commission are only receiving this Plan as a presentation. Ms. Troller confirmed this. Commissioner Colling stated that her understanding of the Plan is that it is meant to provide a framework and vision of what the community wants to happen in the future. And, if that's the case, the Plan presented today is very well thought out and makes good points about what could happen in the area.

Vice-Chair McConnell asked staff to clarify if members of the focus group were at the workshop but not necessarily everyone at the workshop was in the focus group. Mr. Lawrence stated that everyone in the focus group was invited to every focus group meeting and that no others attended but some did have substitutes that stepped in for them. The community workshops were a wider invite list and everyone that attended the first work shop was invited to the second and so on. There were focus group members who did attend the community workshops as well. Vice-Chair McConnell asked staff if everyone that attended a focus group was a resident of Harris Park. Mr. Lawrence confirmed that the focus group consisted of local residents, business owners, non-profit organizers, and people who worked in the neighborhood. Vice-Chair McConnell then asked if the focus groups were responsible for the approval of the content of the Plan being presented. Mr. Lawrence stated this was correct and that the third focus group meeting was focused on review of the draft Plan, and that no serious concerns were raised. In addition, the community reviewed portions of the Plan throughout the process. Vice-Chair McConnell stated that his line of questioning is to be sure that what has gone into the document is in fact the voice of the people who were on the focus groups and speaking for Harris Park in general. Mr. Lawrence confirmed Vice-Chair McConnell's statement to be true, and that the focus group reviewed all of the content at multiple junctures.

Commissioner Carpenter asked staff to respond to the question of whether the neighborhood focus group took any sort of vote to approve the Plan. Mr. Lawrence responded that no vote was held to approve the Plan, but that the focus group reviewed the principles in the Plan at multiple junctures, and that they reviewed the draft Plan in its entirety at both the third meeting and as part of the online survey. He went on to say that a vote would not be appropriate for a community Plan. Commissioner Carpenter asked staff if the majority of the focus group was in favor of the Plan or if they only provided comments. Commissioner Carpenter went on to say that if the document is being presented as the voice of a neighborhood it seems like a vote would be appropriate and/or a vote by the focus group. Mr. Lawrence responded that the focus group participated in the third workshop where Plan content was reviewed and the members of the focus group that attended were in support of the Plan and raised no major concerns. Commissioner Carpenter stated he attended one of the workshops and felt that the workshop was not a true dialogue of what the neighborhood wants

and hearing Mr. Shea's comments has made him wonder if the process has accomplished anything.

Commissioner Tomecek asked staff if the focus group members were chosen or volunteers. Ms. Troller stated that when this Plan was first conceived staff wanted to recalibrate some of the expectations and make sure there was consensus, but 100% consensus would be unrealistic for any Planning effort. She went on to say that the focus group was well-rounded and represented the entire voice of historic Westminster, the old and the new, business owners, residents, developers, and property owners. These people represented the most active and passionate about their community, and that Gary Shea was selected as a part of the focus group. She also commented that it would not have been appropriate for the focus group to vote on the Plan draft, as that is the role of City Council (but then clarified that City Council only receives the Plan). The most appropriate course of action for the focus group was to provide direction on the Planning process and guide the drafting of the Plan and the focus group was given ample opportunity to provide input and there were many check-ins along the way. She finished by saying she is highly confident in the process and there is majority consensus for the Plan.

Commissioner Tomecek commented that the Plan uses the term "adaptive reuse" quite a bit, but it doesn't state what the design will look like. He stated that it would be beneficial if the City would be more definitive in structuring what portions of the area really need to be saved.

Chair Boschert thanked staff for their presentation and that the Plan touches on many of the ideas and problems that need to be addressed.

4. NEW BUSINESS
None

5. ADJOURNMENT
The meeting was adjourned at 7:52 pm.

THE WESTMINSTER PLANNING COMMISSION

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James Boschert, Chairperson

A full recording of the meeting has been posted on the Planning Commission webpage.
www.cityofwestminster.us/pc

WESTMINSTER

Agenda Memorandum | Agenda Item

Planning Commission Hearing
October 26, 2021

Foster and maintain a beautiful, desirable, safe, and environmentally responsible City.

Cultivate a thriving, inclusive, and engaged community through access to opportunity and a resilient and diverse economy.

Provide visionary, effective, and collaborative government.

Advance the City's long-term sustainability to provide ongoing excellence in City services and a well-planned community that meets the needs of residents now and in the future.

SUBJECT: Public Hearing and Recommendation on the Downtown Westminster Specific Plan Update.

PREPARED BY: Nathan Lawrence, Senior Planner

RECOMMENDED ACTION:

1. Hold a public hearing.

2. Recommend City Council approve an ordinance to adopt the Downtown Westminster Specific Plan Update. This recommendation is based on a finding that the Plan meets the criteria established in Section 11-5-20(H) of the Westminster Municipal Code.

SUMMARY STATEMENT:

- The Downtown Westminster Specific Plan, hereafter referred to as the "Existing Plan" was initially adopted on November, 24, 2014 and amended on September, 28, 2015. Specific plans are intended to serve as comprehensive, self-contained, and generally self-executing regulatory documents for the governance, control, and implementation of land uses and development within a specific plan district, consistent with the goals and objectives of the specific plan district's Focus Area designation in the Comprehensive Plan.
- The proposed Downtown Westminster Specific Plan Update, referred to as "Plan Update" hereafter, incorporates lessons-learned and best practices from existing development in Downtown Westminster.
- Outreach to all existing property owners inside of the Specific Plan area boundary was conducted by City Staff consisting of a presentation, question and answer session, and follow-up with documentation tailored to their unique needs.
- Objective 2C in the City's Strategic Plan calls for the continued implementation of strategies aimed at actively marketing and activating Downtown Westminster. The Existing Plan forms the foundation for the

success of Downtown Westminster, and the proposed Plan Update will positively impact future development in line with the community's vision for the Downtown.

FISCAL IMPACT:
$0 in expenditures.

SOURCE OF FUNDS:

Not applicable.

POLICY ISSUE(S):

Should Planning Commission recommend to City Council to approve of an ordinance to adopt the Plan Update?

ALTERNATIVE(S):

- The Planning Commission could recommend modifications to the Plan Update for City Council to consider. Such modifications would need to be identified during the Planning Commission meeting and supported by a majority of the Commission's voting members. The Plan Update has been thoroughly vetted by all City Staff involved in the review of projects in Downtown Westminster and has been reviewed by all impacted property owners.

- The Planning Commission could choose not to recommend adoption of the Plan Update, thus leaving the Existing Plan in place. The Existing Plan, in its current form, has been applied successfully in Downtown Westminster but fails to incorporate the experience gained during the course of review and construction of the first phase of Downtown development, thus potentially increasing the administrative and financial burdens on future project developers. Future phases of Downtown development will include office buildings, new townhomes, and additional hospitality projects, furthering the vision of a true downtown environment. This Plan Update anticipates the unique needs of these uses to support business development and an increased diversity of uses offered in Downtown. Furthermore, the Plan Update has been developed in tandem with other City planning efforts, such as the Sustainability Plan and Transportation and Mobility Plan, thus an alignment in policies would not be achieved by continuing to use the Existing Plan. Staff recommends approving the Plan Update as presented.

BACKGROUND INFORMATION:

City Staff is initiating a Plan Update, which has been included as Attachment 1. A document capturing all edits proposed in the Plan Update, in strikethrough format, has also been included as Attachment 2. The Existing Plan is used as both a visioning document and a regulatory document that applies both to private development and improvements to the public realm. Through review of recently completed or currently under construction development projects valuable lessons have been learned by City Staff in coordination with our private development partners.

The primary intent of the Plan Update is to incorporate experience gained in order to streamline the administrative review and approval process, reduce staff review times, and ensure the delivery of development projects that are consistent with the Downtown vision. In addition, a number of best practices in sustainability and mobility have been incorporated based on the planning work done as part of the Sustainability Plan and Transportation and Mobility Plan. These changes bring the Plan Update in line with current City priorities and will help Downtown Westminster remain relevant in the competitive Colorado market. The Plan Update has also been re-organized to be more user-friendly, and regulations have been simplified where possible while maintaining their original intent.

Plan Update Topic Areas

Planning Manager Authority: As both a visioning and a regulatory document, the Existing Plan sometimes presents contradictions for applicants who seek to bring experiential land uses or unique architectural expressions that the City does not have past experience with, such as with the Alamo Drafthouse. The Plan Update includes clarifications to the authority the Planning Manager has to make “alternative interpretations” to Plan requirements that remain supportive of the Downtown vision. This authority has been renamed “Major Administrative Variances” and objective criteria for allowing such interpretations and variances have been added based on compliance with the Plan intent and objectives to reduce subjectivity. A primary goal of the Plan Update is to update requirements and standards that have proven cumbersome, outdated, or out of line with the overall Plan vision in order to reduce the need for granting variances of this nature. In the Plan Update, this authority will be more clearly defined and targeted, while maintaining the initial intent of the Planning Manager authority to reduce barriers to the approval of projects that meet the Downtown vision.

In addition, the Planning Manager’s existing ability to make “Minor Administrative Variances” from numerical requirements has been increased from 10% to 20%, in order to provide a reasonable amount of flexibility in a manner that is not deemed detrimental to the project’s overall conformance with the Downtown vision.

Land Use, Floor Area Ratio, and Development Density: Minor changes were made to the list of allowable land uses. These changes were directed at refreshing dated terminology and increasing the threshold for approval for some uses that may be detrimental to the Downtown’s retail mix. In addition, for non-residential uses, the minimum floor area ratio requirement has been modestly increased to facilitate a greater balance of land use intensities within Downtown. This increase does not result in an increase in overall density for the Downtown, just an assurance that new projects reflect the vision and the precedent set by current development patterns. Importantly, at the direction of the Public Works and Utilities Department, a detailed explanation of sewer capacity restrictions has been included to ensure development is within known capacity limitations.

Built Form and Building Design Regulation: Review of the first series of approved projects has led to the need for surgical changes to the Plan Update’s built form and building design regulations. These make up the bulk of the changes proposed in the Plan Update, with an eye toward allowing flexibility in determinations of compliance. In order to realize a unique downtown environment and respond to changing industry practices, some leeway can be granted without detrimentally impacting overall project performance. Building design requirements have been reorganized so that all standards relating to a particular building type are located in one place whereas previously they had been spread over multiple sections and chapters. These edits are aimed at reducing the potential for errors of interpretation and allow for standards to be customized to each specific building type versus a one-size-fits-all approach.

To support the needs identified by businesses seeking to develop within Downtown, a number of alterations were made to the storefront frontage type regulations, including changes to the methodology employed in measuring glazing area requirements which had proved cumbersome to apply. New storefront standards have also been added, establishing minimum retail depth requirements and requiring storefront glazing to wrap building corners in keeping with the expectation to deliver quality urban retail spaces. Other changes include creating guidelines for lighting intensity and temperature, façade material transitions, and clarifying awning height requirements.

Site Grading & Streetscape Design: A number of lessons have been learned related to effective site grading and its impacts on the interface of private buildings and the public realm. For example, newly added regulations are aimed at ensuring that retail storefronts are not obstructed by steps or railings to ensure their long-term viability. With the finalization of the Downtown Westminster Streetscape Construction Drawings, new descriptions of the material/design pallet for each street typology have been embedded into the Plan Update for clarity. In addition, experience gained related to incorporating the design pallet of the public streetscape into private setback areas has informed new standards aimed at delivering a coherent urban environment. The

incorporation of these best practices will also potentially help reduce the need for costly on-the-ground construction changes by our development partners.

Mobility: The City's focus on mobility has expanded greatly since the last update to the Existing Plan. City Staff has included fresh input gleaned from the 2017 Downtown Westminster Mobility Study. Other updates include expanding background information related to the Sheridan bus station and B-line operations. Given the lack of adequate bicycle parking standards in the Existing Plan, new standards have been adapted based on adjacent Front Range communities and will apply to future development within Downtown. It should be noted that existing developments in the Downtown have provided additional bicycle parking above and beyond current requirements, and the proposed standards are consistent with the bicycle parking provided in these existing projects. New pedestrian safety standards adjacent to parking areas have also been added along with new allowances for compact vehicle parking spaces.

Sustainability: With a city-wide sustainability commitment, new emphasis has been placed on implementing best practices in Downtown Westminster. City Staff has added text to both the overall vision and to development requirements aimed at encouraging the adoption of electric vehicles, increasing recycling rates, and reducing water use, among other items that support city-wide sustainability initiatives. Guidelines have been added to inform sustainable decisions related to building construction, such as requiring new projects to perform a basic evaluation of solar potential. In addition, minor changes to wording were made to reflect recommendations by the City's LEED consultant to better prepare the Plan Update for application for LEED-ND (Leadership in Energy and Environmental Design-Neighborhood Development), should the City decide to pursue future certification.

Service Areas, Utilities, and Wireless Communication Facilities: New standards and guidelines are codified to ensure best engineering practices are incorporated into future projects. These include guidance on the location of curb stops, fire department connections, grease trap access, and acceptable methods of connecting roof drains to the storm sewer system. With these new standards and guidelines, the hope is to streamline review, ensure consistency of application, and reduce future service and maintenance burdens on building owners and tenants.

Additional regulations were created to govern the location and design of wireless communication facilities facilities, as there are none currently included in the Plan Update. Requests for the placement of these facilities atop Downtown buildings have been made, and improvement of cellular service is seen as critical to the success of the Downtown. Appropriate height restrictions and screening requirements have been created and added to the Plan Update to protect a high aesthetic quality in Downtown Westminster.

Signage: The recent adoption of the updated sign code in the Westminster Municipal Code (W.M.C.), was designed to eliminate the need for separate sign code provisions in the Plan Update. The administration of separate codes with often conflicting regulations proved to be burdensome to sign permit applicants. All sign types previously allowed in the Existing Plan are still allowed under the W.M.C. regulations, including a few new sign types such as limited digital signage.

The sign portion of the Plan Update has not, however, been removed entirely. Through analysis of the new sign code based on actual permit applications, staff has identified some regulations that require minor adjustment to better fit with the overall Downtown vision and respond to property ownership needs. As a result, minor changes to provisions related to wall and projecting signage size have been included in the Plan Update to serve as a temporary solution until the W.M.C. sign code can be updated again.

Implementation: Sections 6.1-6.3 describes relationships to other related planning documents and the development review process was updated with new established protocols and moved to Chapter 1. Section 6.4, dealing with broad implementation measures such as infrastructure and public realm improvements, was removed from the Plan Update entirely. Given that these physical improvements may be adjusted based on budgets, City Council priorities and future businesses in downtown, City Staff deemed them not appropriate for

inclusion in a plan that is not frequently updated. Implementation progress will continue to be tracked separately by City Staff on the Downtown development team.

General Clean-Up: Finally, a number of technical matters, inconsistencies, and word choices have been edited and updated to increase the user-friendliness of the document and to reduce confusion with the interpretation of various standards and guidelines. Inconsistencies in naming conventions have been addressed along with various section numbering and diagram labelling corrections to facilitate reader understanding and overall usability.

Public Notification and Outreach

One-on one meetings with all of the existing property owners within the Specific Plan area were conducted by City Staff. These meetings began with a presentation covering the changes proposed in the Plan Update. This presentation has been included with this agenda memo as Attachment 3. Changes that may impact existing uses were identified in a user-friendly document sent to all existing property owners, see Attachment 4. As needed, some meetings were tailored to the interests of existing property owners with the desire to continue developing in Downtown Westminster, and feedback was solicited on specific areas of the Plan Update where future projects may be impacted. Given that many of these changes were made in response to experience gained from completed projects, these proposed changes were well understood and received. Following the meetings, participants were asked to provide feedback on potential edits to the Plan Update. No objections were received, with the overall sentiment being highly positive and supportive of the update.

Criteria of Approval

W.M.C. Section 11-5-20(H) provides criteria for approval of Specific Plan Amendments, see Attachment 5. Staff's overall analysis finds the Plan is in conformance with the criteria:

1. *The proposed plan or plan amendment is in conformance with the City's Comprehensive Plan and all City policies, standards and sound planning principles and practices.*

   The existing 2013 and proposed 2040 Comprehensive Plan identify Downtown Westminster as a Focus Area. The Plan Update represents the culmination of years of Downtown development and construction review knowledge and will ensure that those valuable lessons-learned are applied to future Downtown projects including anticipated townhome, employment, hospitality and related businesses.

2. *There is either existing capacity in the City's streets, drainage and utility systems to accommodate the proposed plan or plan amendment, or arrangements have been made to provide such capacity in a manner and timeframe acceptable to City Council.*

   The Plan Update proposes no increase to development density inside the Specific Plan area boundary and limitations are in place through both zoning provisions and sewer capacity limitations. Any future changes to the distribution of development density from the current vision will need to be vetted by Public Works and coordinated with existing water and sewer infrastructure.

3. *The proposed plan or amendment is in compliance with all applicable provisions of this Code, including but not limited to this Section 11-5-20.*

   The Plan Update has been thoroughly vetted for compliance with all applicable City Codes by an interdisciplinary team of City Staff from the Planning, Engineering, and Building Divisions of the Community Development Department, the Economic Development Department, Public Works & Utilities Department, and the Parks, Recreation and Libraries Department.

4. *The proposed plan advances and implements the objectives and policies set forth in Section 11-4-7.5 and the property's associated Focus Area as set forth in the City's Comprehensive Plan.*

As mentioned, the vision of the Downtown and its unique development paradigm as originally conceived through public input, continues to be relevant to support the City's future financial resiliency. The spirit of the Existing Plan remains wholly intact with minor adjustments made to better align the vision with city-wide objectives and policies and support businesses seeking to be part of Downtown. This Plan Update incorporates lessons learned through the development and construction review process so that the Downtown vision can be realized without unnecessary or impractical requirements. The proposed 2040 Comprehensive Plan continues to call out the Downtown Westminster as a Focus Area.

Summary of Staff Recommendation

The Plan Update represents the culmination of the experience gained through review and construction of major development projects representing a variety of land uses. City Staff collaborated throughout the development process for these projects to discuss and establish best practices gleaned from this experience. In addition to operational refinement, the document has been redesigned to enhance usability for the City's development partners, residents, and business interests to ensure a predictable and efficient process while maintaining high-quality outcomes. Staff's recommendation to approve an ordinance to approve the Plan Update is based on the criteria set forth in W.M.C. Section 11-5-20(H) and that the public good is advanced by the Plan Update to be consistent with the Existing Plan vision, overall City Vision, and associated policies.

STRATEGIC PLAN GOALS:

The Plan Update complements the City's Vision for a vibrant, walkable, and engaging Downtown that is sustainable and inclusive and meets all of the 2021 Strategic Plan Goals. The Plan Update continues to call for connectivity to surrounding neighborhoods and increased access to park and recreation opportunities. The Plan Update also supports economic resilience by creating a dense, walkable Downtown that broadens the residential, shopping, employment, and recreational offerings of the City in support of creating a Beautiful, Desirable, Safe and Environmentally Responsible City. The Plan Update's goals and policies bolster the City's economic resilience, local workforce development, and capacity-building in support of a Thriving, Inclusive, and Engaged Community Through Access To Opportunity and A Resilient and Diverse Economy. The Plan Update continues to recognize the critical importance of our real estate development partners and further engages them in helping realize the Downtown vision and create retail, employment, and workforce development opportunities in support of a Visionary, Effective and Collaborative Government. The Plan Update is the result of engagement with property owners within Downtown and key City Staff experienced in reviewing and permitting development projects in Downtown Westminster. By incorporating valuable knowledge and best practices, efficiency gains in the delivery and administration of public services can be expected, which will Advance The City's Long-Term Sustainability To Provide Ongoing Excellence In City Services And A Well-Planned Community That Meets The Needs Of Residents Now And In The Future.

Respectfully Submitted,

Rita McConnell, AICP

Planning Manager

ATTACHMENTS:

Attachment 1: Redlined Downtown Westminster Specific Plan Update

Attachment 2: Complete List of Edits to the Downtown Westminster Specific Plan

Attachment 3: Existing Downtown Property Owner Outreach Presentation

Attachment 4: Focused List of Plan Edits Impacting Existing Downtown Property Owners

Attachment 5: Criteria for approval of Specific Plan Amendments

ATTACHMENT 1

DOWNTOWN WESTMINSTER SPECIFIC PLAN

CITY COUNCIL ADOPTED PLAN

WESTMINSTER

DRAFT

WESTMINSTER, COLORADO
NOVEMBER 24, 2014
Updated September 28, 2015
Updated December 13, 2021

CITY COUNCIL ADOPTED
DOWNTOWN WESTMINSTER SPECIFIC PLAN

WESTMINSTER, COLORADO
ADOPTED NOVEMBER 24, 2014
Updated September 28, 2015
Updated December 13, 2021

CREDITS

CITY OF WESTMINSTER

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Faith Winter, Mayor Pro Tempore
Bruce Baker, Councillor
Bob Briggs, Councillor
Alberto Garcia, Councillor
Emma Pinter, Councillor
Anita Seitz, Councillor

Former City Council

Nancy McNally, Mayor
Mark L. Kaiser, Councillor
Mary Lindsey, Councillor
Scott Major, Councillor

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Jim Boschert
David Carpenter
Mike Litzau
Joe McConnell
Richard Mayo
Tracy Colling
Lawrence Dunn
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Elena Madison, Vice President

CREDITS

2021 UPDATE

CITY OF WESTMINSTER

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David DeMott, Councillor
Rich Seymour, Councillor
Kathryn Skulley, Councillor
Lindsey Smith, Councillor
Jon Voelz, Councillor

Planning Commission

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Joe McConnell, Vice-Chair
Lawrence Dunn, Board Member
Tracy Colling, Board Member
David Tomecek, Board Member
David Carpenter, Board Member
Rick Mayo, Board Member
Alternate Board Members:
Chennou Xiong and Elisa Torrez

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Barbara Opie, Deputy City Manager
Larry Dorr, Deputy City Manager
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INTRODUCTION

1.1. INTRODUCTION

In 2009, the City of Westminster, Colorado (City), embarked on an exciting process to transform the Westminster Mall, an auto-oriented shopping mall, into a vibrant, mixed-use urban downtown with exceptional access to a variety of public spaces. The result of this process is a long-term development vision that will guide the redevelopment of this 105-acre site into an urban center and focal point in the city.

In October of 2013, the City approved the Downtown Westminster Framework Plan. This initial framework plan set forth a framework of streets, public spaces, and land use that serves as the basis for this Downtown Westminster Specific Plan.

1.2 SPECIFIC PLAN PURPOSE AND SCOPE

This document, the Downtown Westminster Specific Plan (Plan or Specific Plan), guides new development as well as redevelopment within the Plan area. This Plan establishes the design vision, the intended character, and the development regulations that shape and implement the City's vision for its new downtown. Furthermore, this Plan describes the infrastructure and utilities that will serve the downtown area and provides a regulatory framework for implementation.

The Specific Plan provides a set of comprehensive policy objectives, standards, and guidelines governing land use, circulation and streetscapes, built form, green space, utilities and services, and Plan implementation. These policy objectives, standards, and guidelines cover both the development of the public realm and private development and investments. Intent, as well as policy objectives are provided at the outset of each chapter. The intent and objectives are meant to establish the purpose of each element of the Plan and will be the basis for rulings of consistency where variances to standards or guidelines are pursued (refer to Section 1.5 for the variance process). Standards are objective criteria that provide specific direction based on the related policy objectives. Standards are used to define issues considered critical to achieving these objectives. Throughout the Plan, standards use the term "shall" or "must" to indicate compliance is required. Guidelines supplement the standards and policy objectives of the Plan. Guidelines use the term "should" or "may" to denote that they are considered pertinent to achieving the stated intent but allow discretion based on site and project conditions.

1.3 PLAN ADMINISTRATION

The Downtown Specific Plan is a regulatory document that establishes and defines the Downtown Specific Plan District; development in the Plan area must comply with the policy objectives, standards, and guidelines of this Plan.

1.4 RELATIONSHIP TO OTHER PLANS

Comprehensive Plan

The Specific Plan is consistent with the goals and policies of the Comprehensive Plan, including those specifically addressing the Westminster Downtown Focus Area. The Focus Area goals for the site include:

- 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.

The Comprehensive Plan will be amended to reference the Downtown Specific Plan as the regulatory document for all properties located within this Plan's boundaries. The Comprehensive Plan will designate the Downtown Specific Plan area with the Focus Area land use designation. Updates to other sections in the Comprehensive Plan will include changes or additions to implementing policies and maps for Land Use, Multi-modal Circulation and Parks, Open Space and Recreation.

Municipal Code

The Westminster Municipal Code (W.M.C.) prescribes standards, rules and procedures for all development within the city. The Downtown Specific Plan sets forth land use and development regulations for the Downtown Westminster area and will be incorporated by reference in the W.M.C. Where there is conflict with the W.M.C., the Specific Plan shall prevail. Where the Specific Plan is silent, the W.M.C. shall apply.

Westminster Center Urban Renewal Plan

The Westminster Center Urban Renewal Plan (WCURP) envisions the Plan area as a "new transit-oriented mixed-use neighborhood including residential, retail, entertainment and employment uses, all adjacent to a new multi-modal transit station." This Specific Plan carries out the vision of the WCURP and is consistent with its objectives and implementation policies. No amendment to the WCURP is necessary.

1.5 DEVELOPMENT PROCESS

This section outlines the review and approval process of an Official Development Plan (ODP) by the Planning Manager, which is required for all development within the Downtown Specific Plan District.

1.5.1. Administrative Review Process

The review process for projects within the Downtown Specific Plan District shall be consistent with W.M.C. Section 11-5-8 (Format and Approval Process for ODPs), with the additional requirement of submitting preliminary and final architectural plans. Before an ODP can be submitted, preliminary and final architectural plans shall be approved by city staff, both of which shall include any variances from the standards herein. The format and required elements of the ODP submittal are provided in the ODP Checklist for Specific Plan Districts, a copy of which is available in the Planning Division office or online through the Planning Division website. The ODP shall include phasing and associated timeliness, if applicable.

Westminster Boulevard

Artist's rendering of Westminster Boulevard at 88th Avenue.

1.5.2. Administrative Approval Process

In reviewing an application for the approval of an ODP or ODP amendment, the criteria set forth in W.M.C. Section 11-5-15 (Standards for Approval of ODPs and Amendments to ODPs) shall be considered by the Planning Manager. Failure to meet any one of the criteria may be grounds for denial.

1.5.3 Administrative Variances

A. Minor Variance

Property owners may apply for a variance from the numerical standards of up to 20 percent (20%) of the standard. The Planning Manager may approve the variance, subject to finding compliance with the following criteria:

1. It is consistent with the intent and objective of the chapter from which the variance is requested; and
2. Surrounding development or property is not negatively impacted.

B. Major Variance

Property owners may apply for a variance from numerical standards over twenty percent (20%) or from non-numerical standards and guidelines. The Planning Manager may approve the variance, subject to consideration of the criteria below, where applicable. Failure to meet any one of the applicable criteria may be grounds for denial.

1. It is consistent with the intent and objectives of the chapter from which the variance is requested;
2. Surrounding development or property is not negatively impacted;
3. It is warranted by virtue of design or special amenities incorporated in the project;
4. There are unique physical conditions, such as irregularity, narrowness or shallowness of the lot, or topographical, or other physical conditions peculiar to such lot; and
5. The unique conditions are not caused from the present or prior actions of the applicant.

The Planning Manager may approve with or without conditions, deny, or refer the request for a variance to the Planning Commission, pursuant to W.M.C. Section 2-2-8; however, the criteria for approval stated herein shall control over those set forth in W.M.C. Section 2-2-8(B).

An applicant may appeal an administrative denial of a variance by the Planning Manager to the Planning Commission, in accordance with the requirements in the W.M.C. related to appeals of administrative decisions.

1.5.4 Impact Fees and Recovery Costs

Fees for development within the City apply to projects within the Downtown Specific Plan District. These fees include:

- Public Art
- Public Land Dedication
- Park Development Fee
- School Land Dedication
- Water and Sewer Tap Fees
- Potable Irrigation
- Parking Space Equivalents, if applicable

Impact fees specific to each development project will be calculated as part of the ODP process and project approval. Likewise, recovery costs for infrastructure may also apply, and will be addressed through the ODP process.

Central Square

Artist's rendering of the Central Square

1.6 PLANNING BACKGROUND AND PROCESS

Planning for a new downtown in Westminster has encompassed several visioning and design efforts. In 2009, the Westminster Economic Development Authority (WEDA) adopted the Westminster Center Urban Reinvestment Plan, an urban renewal plan for the site that set out City objectives to achieve a new transit-oriented mixed-use neighborhood that would provide the City with the unique opportunity to create a new downtown for the community. Initial plans for the new downtown envisioned a new street grid and mix of uses over the site, including residential, office and retail development. Acquisition of portions of the Westminster Mall by WEDA also began in 2009, with the majority of the site under WEDA ownership by early 2012. Since then, the majority of the mall structures and parking areas have been demolished to ready the land for new development.

In order to implement the vision for downtown, in 2012, the City embarked on an inclusive, citywide visioning and planning process to reinforce and develop a regulatory framework with which to establish this new downtown. The input garnered through this process—from community and City Council input to planning charrettes and consultant studies—was fundamental in the creation of the framework plan and vision set forth in this document. Beginning in March, 2012, three rounds of community outreach have been conducted. The initial round included a visioning and preference survey to obtain input on the community's physical, social and emotional definition of a new downtown for the City. City Council also participated in this visioning and survey process. An online platform provided through the project's website mirrored the interactive survey and information. Approximately 250 participated in this first round.

Planning for the site framework – the streets and public realm of the new downtown – began in earnest in 2013 with a planning charrette with City staff and the Specific Plan consultant team. This iterative design process took place over several days and established the initial site framework presented to the public in the second round of outreach in September 2013. A final site framework with streets, public spaces and land use direction was approved as a preliminary development plan in late October 2013.

The Downtown Specific Plan, the first Specific Plan to be developed for the City, establishes the regulatory framework for implementing this preliminary site framework. Input into the development of this plan has included extensive analysis of site infrastructure, traffic, and site and market conditions as well as input from additional citywide surveys including the 2013 Parks, Recreation and Libraries Survey and consultation with Project for Public Spaces for specific programming and public realm amenities within downtown. A final round of public outreach was held in September 2014 on the plan framework, public realm and uses envisioned for the site. This Plan represents the final step in the planning process.

In December of 2021, a major update to the Plan was approved, incorporating staff and developer input from the first phase of development. This updated Plan includes lessons learned in building design and utility deployment and incorporates the new thinking around transportation mobility and sustainability.

Community Workshop

Community members engage with planning staff at a station about the downtown vision.

1.7 PROJECT LOCATION AND CONTEXT

The Downtown Westminster Specific Plan Area (Plan area) is located in the heart of Westminster, Colorado, immediately adjacent to US 36 (also known as the Boulder Turnpike). The location is regionally well-connected and lies approximately half-way between Denver and Boulder, as shown in Figure 1-1. City Hall is less than half a mile to the east on 92nd Avenue as is the Westminster Center Park, which is home to a very popular children's playground. A little over a mile and a half to the north along Westminster Boulevard are the Westminster Promenade, Butterfly Pavilion, and 205-acre City Park facility.

The 105-acre Plan area is the former site of the Westminster Mall, once a primary social gathering space within the city. The Plan area is bounded by 88th Avenue to the south, 92nd Avenue to the north, Harlan Street to the west and US 36 and Sheridan Boulevard on the east. As shown in Figure 1-2, the area is adjacent to the interchange of US 36/ Sheridan Boulevard. This strategic access and the site's location within the center of the city reinforce its potential as the heart of Westminster and key destination for the surrounding region. Additionally, the RTD Bus US 36 US 36/Sheridan Bus Rapid Transit (BRT) and Park-n-Ride – one of the busiest stations within the entire Denver Metro area – is situated immediately to the east at Sheridan Boulevard and 88th Avenue.

Residential neighborhoods border the site to the north, and a mix of primarily office and commercial uses border the area to the west and south. Additionally, several buildings remain on the site, including two businesses on non-City-owned land – Bowlero Bowling and a professional dental office. Other remaining buildings are located on City-owned property and include a restaurant and a department store. These existing uses are integrated into the plan framework with anticipation for future street connections and other public infrastructure if and when these sites redevelop.

The existing context of the Plan area also includes several infrastructure improvements recently constructed and underway within the vicinity of the site. In 2016, the Colorado Department of Transportation and RTD completed the US 36 Express Lanes, a 32 mile reconstruction of US 36 which included the addition of an express toll lane to general purpose lanes, replacement of the Sheridan Boulevard Bridge, BRT connecting Westminster to Denver and Boulder, and the 18 mile long US 36 Bikeway directly adjacent to Downtown. The City's financial participation provided enhancements to the bridge including improved bridge design and the additon of sustainable and distinctive landscaping of the interchange and ramps. In addition, the water and sewer infrastructure serving the Plan area and surrounding development has been expanded with improved water pressure and capacity. These improvements, in sum, are vital to facilitating the intensity and scale of development planned for the area.

Aerial Image of Westminster Mall

Above, view of Westminster Mall in 2010 looking northeast. The intersection of Harlan Street and 88th Avenue is in the foreground. Below, an artist's rendering of the site at build out.

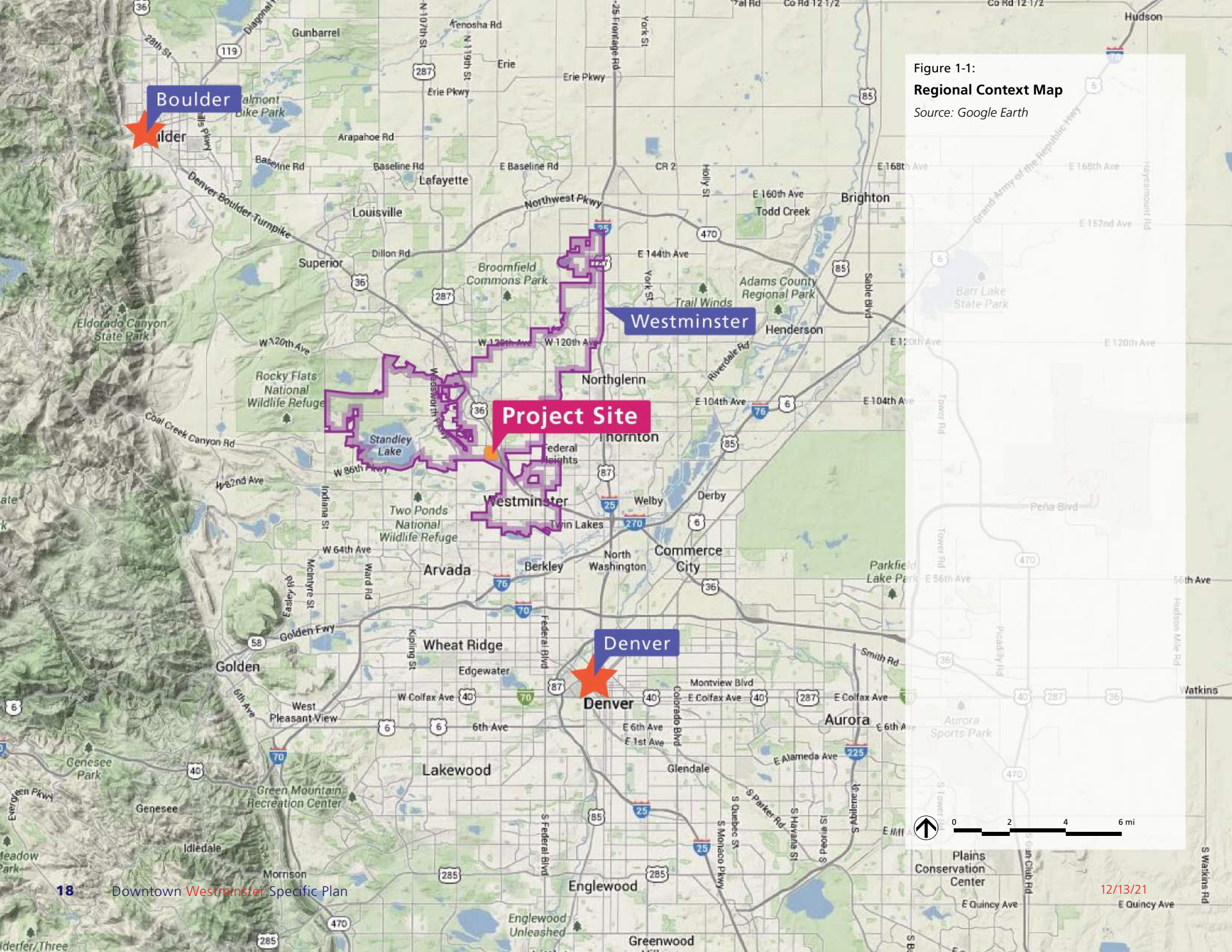


Figure 1-1:
Regional Context Map
Source: Google Earth

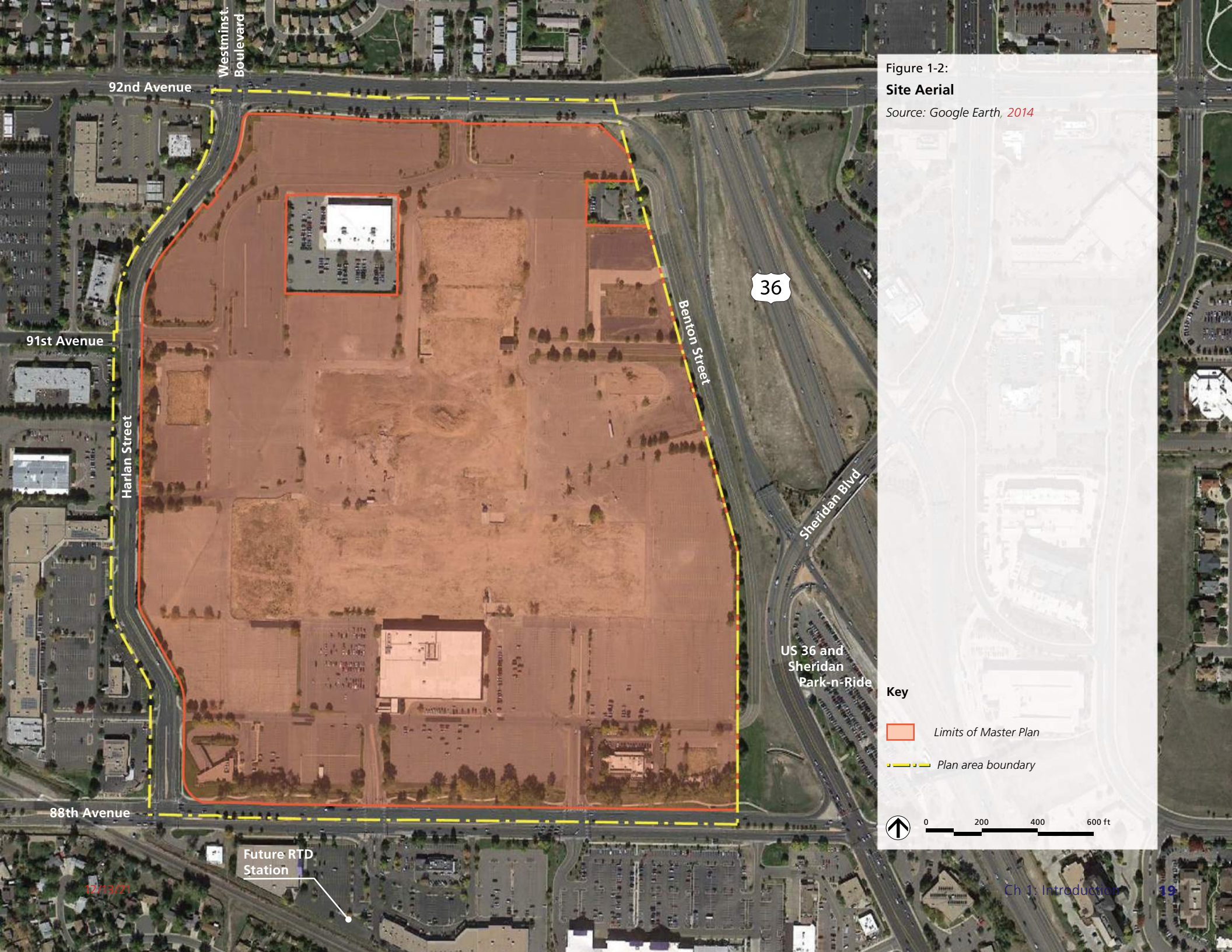


Figure 1-2:
Site Aerial
Source: Google Earth, 2014

Figure 1-3:

Site Aerial

Source: Google Earth, 2020

1.8 SPECIFIC PLAN VISION

The spirit of the Plan vision has its roots in the former Westminster Mall, which for many decades fulfilled the role of Westminster's primary social activity and gathering space. The mall's closure created a void in the social and emotional composition of the city that this Plan intends to fill through the creation of a new downtown.

The Downtown Westminster Specific Plan intends to realize the vision of a high density, urban scale, mixed-use development that will be a regional and community-wide destination in the heart of the city as expressed in the Westminster Urban Center Reinvestment Plan, adopted April 13, 2009. The project is intended to create a vibrant public realm with a mix of uses to include retail, office, hotel, civic, and residential uses, and a bustling active environment during both day and evening hours. Numerous new public spaces, both hardscaped squares and landscaped greener park spaces, will be located throughout the Plan area to provide a variety of environments that will serve residents and downtown visitors alike. Figure 1-4 illustrates the envisioned public realm and character of this Plan.

1.8.1 Specific Plan Goals

This Plan establishes the following goals that will guide the development of Westminster's new downtown.

1. Visual and Physical Center of Westminster

Urban form, streetscape design, and civic spaces will define the site's visual and physical prominence within the City – establishing it as a cultural and social "hub." Likewise, these elements will establish a strong relationship with the Westminster community, with a well-defined public realm, inviting urban edges, and provision of key public amenities. Taller, strategically located buildings will further enhance the physical prominence of the new downtown. Enhanced streetscapes will provide a hierarchy of circulation, wayfinding, and views to key focal points and activity nodes. Civic spaces and plazas, located both at the edge of the site as well as in the interior, will provide a sense of place and identity, becoming community-wide destinations.

Key elements of the site's presence and visual prominence within the City of Westminster include:

- Taller buildings that establish the site's physical and visual prominence - with well-spaced towers and building massing that establish a skyline and emphasize access to views;
- An urban edge to the north along 92nd Avenue that defines the site's character and frames gateways and views into downtown;
- An improved recreational amenity along the Allen Ditch north of 88th Avenue as well as along US 36 that acts as an attractive community destination and inviting edge to the site;
- Building design, massing, and orientation that shape and activate gateways and activity nodes;
- Streetscapes and plazas that define an active, engaging public realm - defining the site's role as a cultural and community destination;

Conceptual Plan Sketch

An early site plan sketch lays out the fundamental elements of the Specific Plan vision. This sketch was developed during the preliminary design charrette.

- An angled street grid with views of Mount Evans and the Front Range to the southwest and views of Long's Peak to the northwest from many locations in the Plan area; and
- A robust network of easily accessible parks, local trails and regional connections offering a variety of spaces and opportunities for recreation.

2. Urban District with Active Frontages

The built environment of the site will establish a cohesive public realm where all development maintains an active frontage. This active frontage will be defined by a continuous street wall with building entries and fenestration oriented to streets, plazas, and green spaces. Access, loading, and "back-of-house" functions will occur away from public view in alleys or well-screened loading areas. Within this framework, activity within the site will be dispersed: no single development or destination will define the full extent of pedestrian-oriented activity. While specific areas and streets may be defined as key activity centers, opportunities for retail and neighborhood services will extend to many locations throughout the mixed-use, urban fabric of the site.

3. Pedestrian-Oriented Environment

The design of development within the site will establish a building-to-street relationship that fosters an active, engaging pedestrian realm. At the building level, massing and articulation of building forms will reflect a pedestrian scale. Design of the ground floor will emphasize pedestrian comfort, visual interest, and opportunities for interaction and activity.

Additionally, streetscape elements, such as lighting, seating, landscaping, paving, and crosswalk design will be scaled and oriented to the pedestrian to enhance safety, comfort, and walkability.

4. Interconnected Circulation Network

The street network on the site will provide an interconnected system of vehicular, bicycle, and pedestrian circulation. Vehicular circulation and access to downtown will be balanced with other modes of travel. Bicycle and pedestrian movement will be emphasized, as well as opportunities for enhanced landscaping along key corridors. Wide sidewalks, slow traffic speeds, and off-street paths will establish a multi-layered network of connectivity throughout the site, maximizing circulation options and flexibility. Likewise, block sizes will be scaled to the pedestrian, providing a short walk from end to end and visual variety and interest with more frequent breaks in the street wall. Connections at the interior of blocks will ensure that larger blocks in commercial areas will maintain a high level of choice for pedestrian movement.

5. Multi-Faceted Green Space and Park Network

Like the circulation network, the green space network within the site will have varying concepts of functionality and use. The framework of green space in the site, illustrated in Figure 1-5, will be a connected series of linear spaces extending along 88th Avenue, US 36, Central Avenue, and a north-south "green boulevard" along Eaton Street. Complementing this recreational connection will be several parks that will serve as focal points for new residential, mixed-use, and office development. These parks are critical, as they will serve a new population of at least 4,500 new residents – a population that expects, as all Coloradans do, safe access to ample recreational opportunities and spaces for both physical and emotional wellness. Finally, civic-oriented spaces within the heart of mixed-use and commercial development will provide opportunity for community-wide gathering and events. These spaces will be designed and sized to accommodate civic uses, farmers markets, and events that will serve the entire Westminster community and beyond.

6. Direct, Convenient Access to Transit

Opportunities to access and utilize transit will be emphasized by the location and intensity of land uses as well as the provision of key infrastructure and facilities. Downtown Westminster's connection to the US 36/ Sheridan BRT Station and the US 36 Bikeway will be enhanced by a multimodal Sheridan Boulevard underpass, anticipated to be under construction in 2021. RTD's FasTracks B Line will be extended to Downtown in the future, providing an additional choice for residents, workers and visitors to connect to the Denver Metro Area rapid transit system and Denver International Airport. Location of high-intensity employment uses and a new high-density residential neighborhood adjacent to transit will further support ridership.

7. Sustainable Community

Sustainability elements and practices will be incorporated into the built environment that emphasize community-building, environmental enhancement and long-term economic vitality. These will include: building energy efficiency, smart cities technology, water conservation, storm water management and green infrastructure.

Illustrative Model

View looking southwest along the new Eaton Street "green boulevard." On the left-hand side of the image, US 36 leads towards Denver.

The creation of a sustainable community will require a focus on the people who live, work, and play in the neighborhood and the businesses that locate there. A healthy, vibrant and equitable downtown will be realized through a combination of innovative design and ongoing community-building efforts.

Figure 1-4:
Illustrative Master Plan

Figure 1-5:
Illustrative Green Space Plan

1.9 SPECIFIC PLAN DOCUMENT ORGANIZATION

As described in the Plan's Scope and Purpose, the Specific Plan regulates and guides development within the Plan area boundaries. In doing so it takes a decidedly "form-based" approach, which means the standards and guidelines of this Plan intentionally shape the public realm, green spaces, and building forms to ensure an urban fabric is established throughout downtown. Therefore, this Plan's standards and guidelines' primary focus is good city form.

To ensure compatibility of land uses within the Plan area and adjacent neighborhoods, this Plan also provides basic regulations for land uses and development intensity. Finally, the Plan's implementation chapter provides a framework with which to implement the Plan vision.

The Specific Plan regulations are organized in chapters, each of which addresses regulations that focus on different aspects of the downtown.

Chapter 2: Regulating Plan

This chapter sets forth the overall plan framework with the location of rights-of-way, designation of public spaces and provisions for land use for the entire Plan area. It lists permitted uses, prohibited uses, and uses that are permitted under certain circumstances. Additional use-related requirements, such as location of active retail frontages at the ground level are also delineated. Furthermore, this chapter regulates the allowable development capacity on each site.

Chapter 3: Circulation and Streetscape Plan

This chapter encompasses the circulation plan for downtown, with presentation of the overall street network and hierarchy, transit access and bicycle and pedestrian movement. Specific focus on streetscape regulations address the design of the space between the buildings, including both the public rights-of-way and the private yards that adjoin them. The streetscape standards provide street designs (street sections) for all public rights-of-way within the Plan boundaries. Private development must follow the setback standards and take particular note of the transitions between streets and yards.

Chapter 4: Built Form

Chapter 4 regulates development on development *blocks* defined by the property lines that separate them from the public rights-of-way. The first three sections of this chapter provide built form standards for (1) the *block*, (2) *building types*, and (3) *building frontage types*. These sets of standards are highly interrelated: therefore, it is recommended that these sections be reviewed in sequence. While the built form standards provide a great deal of development flexibility, proposed projects must comply with the regulations of this chapter. The introduction to Chapter 4 provides additional guidance.

The remaining sections of the chapter cover development standards and guidelines that are more general in nature and apply to all developments. These include various additional development standards, parking standards, and sign regulations unique to the Specific Plan Area.

Chapter 5: Green Space Plan

This chapter provides guidance for the major public green spaces envisioned in this Specific Plan and their significance within the new downtown's urban design framework. The role of each public space is described in conjunction with conceptual programming elements that will best activate the space and surrounding development as well as serve downtown's and Westminster's populations. Note: Private green space requirements are contained in the building type standards in Section 4.3 with additional regulations in Section 4.5.7.

Chapter 6: Glossary of Terms

This document uses a variety of terms that are specific to the standards and guidelines presented herein. Throughout this Plan these terms are *italicized* and *colored* for clarity.

They are defined in Chapter 6.

1.9.1 Document Numbering

Within the Plan's chapters, sections are numbered according to the following convention: Sections are identified by the chapter number followed by the section number (e.g. 3.2). Subsections are identified by the chapter number, section number, and the subsection number (e.g. 3.2.2). Standards and guidelines may be further identified by capital letters (e.g. 3.2.2 B.) and then by the sub-section number (e.g. 3.2.2 B.1.).

1.9.2 Illustrative Images and Photos

This Plan creates a framework for design and development that will happen over many years. To aid in understanding the practical application of the requirements of the Specific Plan, the Standards and Design Guidelines include illustrative renderings and photographs to show the intent of various requirements and provisions. These illustrative renderings and photographic images should not be interpreted as requiring a specific mix, use or type of development of the specific style of design elements; they are simply a prototypical depiction of possible arrangements and types of conforming development.

Central Avenue

Artist's rendering of Central Avenue looking west. Center Park is located to the left (south).

2

REGULATING PLAN

2.1 OVERALL REGULATING PLAN INTENT

This chapter of the Specific Plan sets forth the overall framework and use of land within the Plan area. The regulating plan establishes public rights-of-way, dedicated public spaces, development *blocks*, and land use for all land within the Plan boundaries. In keeping with the vision of a vibrant, mixed-use downtown, the land-use regulations of this Plan provide a large degree of flexibility. Nonetheless, in order to ensure the compatibility between various uses and the compatibility of individual uses with the overall Plan vision, this chapter regulates uses that are permitted, not permitted, and permitted under special circumstances.

Complementing these land use regulations are permitted development intensity and capacity requirements that underline the urban vision for the downtown while also maintaining consistency with citywide policy for water consumption.

Policy Objectives

1. Establish a vibrant, mixed-use downtown district that acts as a community and regional destination.
2. Foster a complementary mix of land uses that includes commercial, residential, employment and civic uses.
3. Encourage land uses to be vertically mixed to provide a range of activities and a diverse population throughout downtown, and particularly around key civic and pedestrian-oriented destinations.
4. Reinforce activity in key areas in downtown with active, ground floor retail uses. Similarly, activate the edges of major public spaces with active uses at the ground floor to better integrate these areas into the public realm and experience of downtown.
5. Encourage restaurants to provide outdoor dining along public plazas and green spaces.
6. Provide neighborhood retail and services that meet the everyday needs of downtown's residents and workers and reduce car dependence.
7. Foster a diverse commercial environment that supports a range of affordability and businesses.
8. Provide a diversity of housing types including townhomes, stacked flats or apartments, and live/work units, and a range of affordable housing options.
9. Establish a full range of sustainability practices in the downtown.

2.2 FRAMEWORK PLAN

The Specific Plan establishes an overall framework for public and private use within the downtown. Figure 2-1: Land Use and Framework Plan delineates public rights-of-way and development *blocks* for public and private use. The rights-of-way are based on a street network that establishes a fine grain street and block system to emphasize circulation for all modes of travel through downtown (see Chapter 3 for more detail on Plan circulation). The development *blocks* are sized to not only promote this ease of circulation but to also accommodate a wide variety of land uses and associated building types.

The Plan Framework is designed to integrate existing uses and parcels into the downtown street network and block system. Future street connections and development *blocks* shall follow the rights-of-way and block system established in this Plan as redevelopment of existing uses occurs and allows for completion of the street network. Additional future street connections may also be aligned through larger *blocks* defined in the Framework Plan. Directions for how these *blocks* should be divided are in the Block Development Standards in Chapter 4.

2.3 LAND USE

2.3.1 Permitted Land Uses

Development *blocks* within the Plan area shall have the land-use designations per Figure 2-1: Land Use and Framework Plan. *Blocks* designated "Downtown Mixed Use" shall permit the uses listed in Table 2.3.1.1.

2.3.2 Retail Use Requirements

Downtown Westminster is envisioned as having a highly active public realm with city streets that are designed for substantial pedestrian activity. In order to support this vision, it is imperative that ground-floor uses in certain Plan areas provide retail spaces that activate and engage residents and visitors alike. Hence, this Plan identifies ground-floor *frontages* on which retail uses are required. The Plan also identifies locations where such retail *frontages* are strongly encouraged to further the goals of this Plan.

Ground-floor retail spaces shall be provided along street frontages where indicated in Figure 2-2: Ground-Floor Retail Standards. Where indicated, ground-floor retail space is strongly encouraged. Storefronts shall have a minimum depth of 25 feet measured perpendicular to the property line from the exterior face of the building facing the street to the back of the *habitable space*. See Section 4.4 for storefront standards for retail *frontages*.

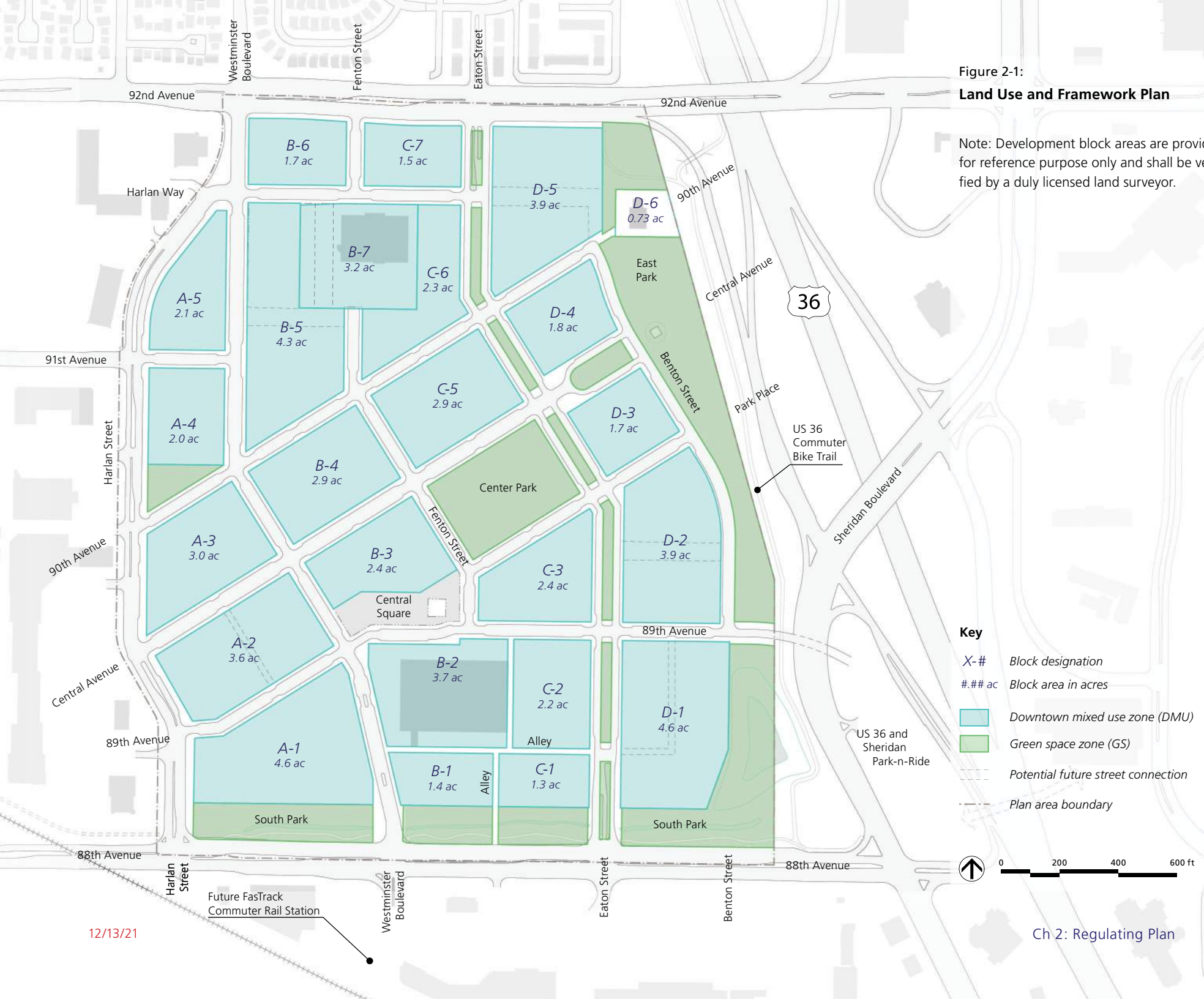


Figure 2-1:
Land Use and Framework Plan

Note: Development block areas are provided for reference purpose only and shall be verified by a duly licensed land surveyor.

Table 2.3.1.1: Permitted Land Uses	DMU
Residential Uses	
Single-Family Attached Dwelling Units	P
Multi-Family Dwelling Units	P
Boarding & Rooming Houses	S
Nursing Home/Facilities	S
Group Homes	S
Group Care Facility	S
Institutional Care Facility	S
General Uses	
Public Utilities	P
Temporary Construction & Real Estate Buildings	P
"Radio and Television Towers & Microwave Transmission"	P
Public Schools	P
Office and Similar Uses	
Accounting, Bookkeeping	P
Addressing/Mailing Service	P
Administrative Office	P
Adoption Agency	P
Advertising Office	P
Aerobics, Ballet, Dance, Exercise Instruction, and Classes Studios	P
Appraisal Service	P
Architecture, Landscape Architecture, Planning, Design Office	P
Bank & Financial Institution	P
Counseling/Consulting Service	P
Credit/Collection Agency	P
Data Processing Service	P
Detective Agency	P
Employment Agency	P
Engineering & Technical Office	P
Entertainment Services Office	P
Fraternal & Service Club	P

Table 2.3.1.1: Continued	DMU
Insurance Office, Sales & Adjustors	P
Legal Service	P
Medical/Dental Office and Clinic	P
Military Recruiting	P
News Office	P
Real Estate Office	P
Professional Office	P
Radio/TV/Recording Studio	P
Research & Development	P
Training Service	P
Veterinary Office and Clinic, Indoor	P
Veterinary Office and Clinic, Outdoor	S
Business and Commercial Uses	
Animal Day Care, Indoor	P
Antique Shop	P
Apparel & Accessory Store	P
Art Galleries/Art Sales	P
Arts & Crafts/Drafting Supply	P
Assembly Halls, Event Centers, & Churches, includes private functions, such as weddings, receptions, conferences and meetings	P
"Audio/Visual and Consumer Electronics Sales, Service & Parts Store"	P
Automobile Parts and Accessories Store	P
Automotive Rental Office 1)limited to 1.5 vehicles per 100 square feet of lease space with a maximum of 20 vehicles 2) vehicles must be in good condition (mechanically & exterior) 3) no car wash, maintenance or repair facilities 4) limited to 1 office in Plan area.	P
Bakeries	P
Bar/Nightclub/Tavern	P
Barber & Beauty Shop	P
Beauty Supply Sales/Cosmetics	P

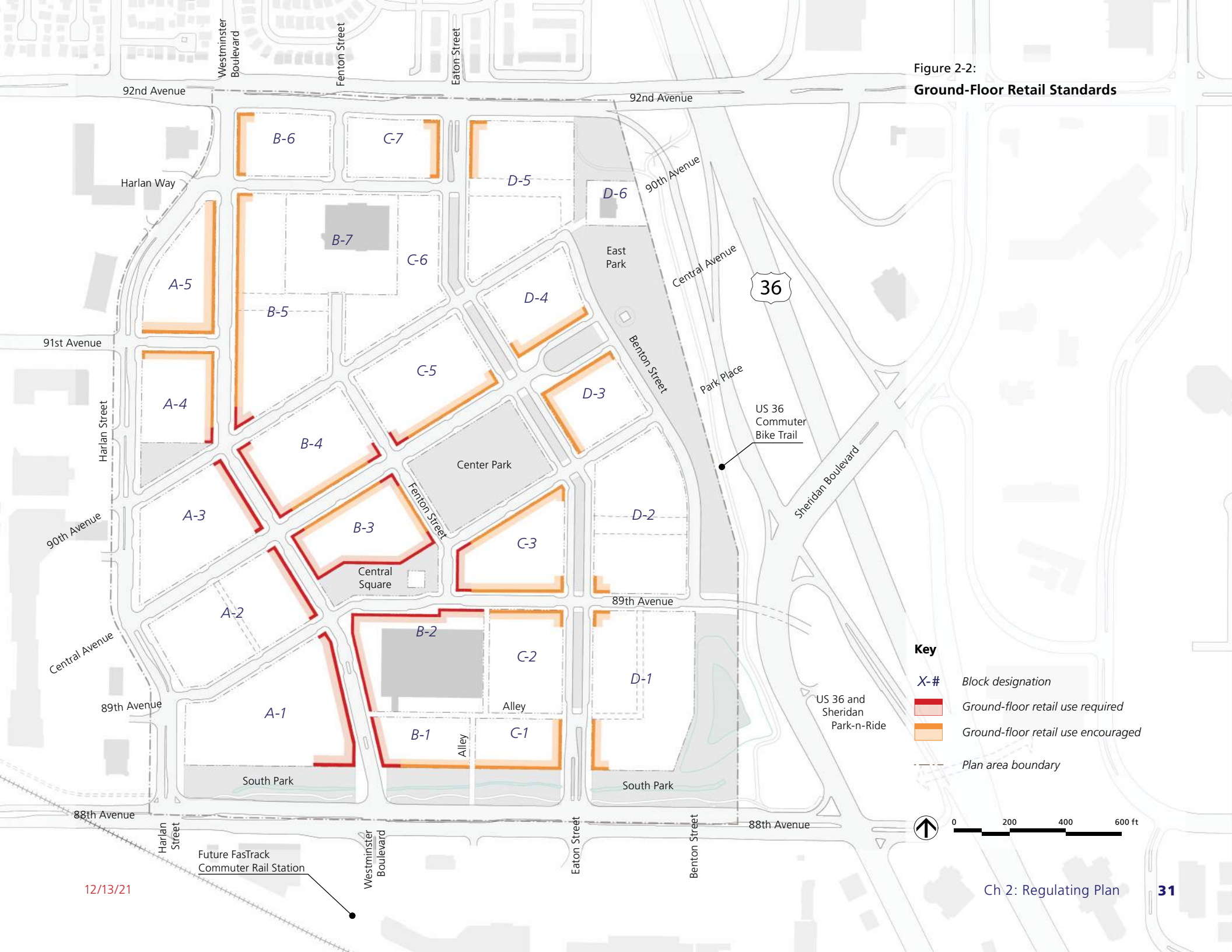
Table 2.3.1.1: Continued	DMU
Bed & Bath Shop	P
Book/Magazine/News Dealer, Excluding Dealers Selling Goods Not Available To All Ages	P
Brewery/Distillery	S
Brewpub	P
Camera & Photographic Supply	P
Carpet & Rug Store	P
China & Glassware	P
Cleaning/Laundry/Tailor/Fur Storage	P
Computer Hardware, Software, and Accessories	P
Consignment Shop (under 3,000 sf gross floor area)	S
Costume Sales & Rental	P
Custom Crafts/Ceramics/Stained Glass	P
Day Care Facility	P
Department/Variety/Catalog Store	P
Draperies & Window Coverings	P
Drug Store	P
Electronic Appliance Repair	P
Fabric Store	P
Fast Food Restaurant	P
Florist & Plant Shop	P
Food/Grocery Store	P
Furniture Store	P
Furniture/Equipment Rental for Home Use Only	P
Gifts/Novelties/Souvenirs, Excluding Dealers Selling Goods Not Available to All Ages	P
Hardware	P
Hotel/Resort	P
Indoor Entertainment Establishments, including Amusement Centers, Bowling, Billiards, Movie Theaters & Similar Uses	P

Table 2.3.1.1: Continued	DMU
Jewelry/Watch & Clock Repair Store	P
Kitchen, Cookware Store	P
Lawn & Garden Store (under 3,000 sf gross floor area)	P
Leather Goods & Luggage Store	P
Liquor/Wine Store	P
Massage Therapist	P
Medical Equipment	P
Music, Records, Tapes, Video Sales & Rental	P
Office Supply/Furnishings Sales & Service	P
Optical Store	P
Packaging & Postal Substation	P
Paint & Wallpaper Store	P
Pet Store/Pet Grooming	P
Photography/Processing Studio	P
Print Shop	P
Private Schools	P
Restaurants	P
Saddle & Tack Store	P
Shoe Sales/Repair	P
Sporting Goods/Recreation	P
Stationery & Card Shop	P
Tanning Salon	P
Tattoo Parlor/Body Piercing Parlor	S
Toy/Hobby Store	P
Travel Agency	P
Thrift Store (under 5,000 sf gross floor area)	S

Table key: P – Permitted uses, allowed as of right; C – Conditional uses, are allowed upon a determination that they meet the conditions specified in Section 11-4-9, W.M.C.; S – Special uses, may be allowed if they receive a Special Use Permit under Section 11-4-8, W.M.C.

Figure 2-2:

Ground-Floor Retail Standards



2.4 DEVELOPMENT CAPACITY

Development capacity within the Plan area is determined by multiple measures including site-specific development regulations, minimum development intensities and overall Plan capacity for residential development. On any one site, the primary limitation of development capacity is the Built Form regulations of Chapter 4. Minimum development intensities, as established in this section, define the lower limitation of development that shall be achieved on any one site. Finally, overall residential development capacity for the downtown area is defined and shall potentially limit residential development capacity on any one site if the overall capacity has been achieved.

2.4.1 Minimum Required Site Development

A minimum amount of development is required on each site to ensure that the intensity of new development supports the overall Plan vision of a vibrant downtown. For non-residential and mixed-use developments, this minimum level of intensity is defined by a minimum Floor Area Ratio (FAR). An FAR is the ratio of total building area to total site area, where for example, a 40,000 square-foot building on a 40,000 square-foot lot would have an FAR of 1.0. Within the Plan area, the minimum FAR for commercial developments shall be 0.75, 1.5 for mixed-use developments, and 1.5 for non-mixed use office developments on any one site. Where a mixed-use development includes a residential component, the residential area shall be included in the FAR calculation.

Residential development intensity is expressed by density, the ratio of total dwelling units to total site acres. For example, a development with 60 dwelling units on a 1.5-acre site would have a density of 40 units per acre. In the Plan area, the minimum density for residential developments on any one site shall be 16 units per acre.

2.4.2 Maximum Development Capacity

The Specific Plan limits the total amount of development that can be achieved in Downtown. This limitation ensures that the planned development is controlled by and is cognizant of the capacity of the existing installed sanitary sewer collection system and anticipated water use.

A sewer collection system analysis was completed by the City's Utility Engineering Division that breaks the downtown into two areas: west and east. The west area is limited to 1497 gallons per minute (gpm) of total peak sanitary sewer flow at "Point A" and the east area is limited to 2965 gpm of total peak sanitary sewer flow at "Point B" as shown in Figure 2-3. These numbers are inclusive of the areas upstream of the Downtown area. Once met, no additional development will be permitted. These flowrates can accommodate the development identified in this Specific Plan. However, once the west sewer area is built-out to this maximum planned level, there will likely not be remaining sewer availability for increased sewer demand from redevelopment of the area west of Harlan Street unless major infrastructure work is completed in 88th Avenue.

There is sufficient water supply available for the downtown area for the current planned development. Changes to current planned development, particularly if those changes would cause an exceedance of the current wastewater infrastructure, could cause a water supply shortfall. Changes to the downtown beyond what is currently planned must be evaluated for water supply availability in addition to wastewater infrastructure analysis.

2.4.3 EPA WaterSense Program

Water conservation will be a principal goal with all Downtown projects. The EPA WaterSense program or similar programs certify products like toilets, faucets, and showerheads to use at least 20 percent less water and perform as well as or better than regular models. All buildings in Downtown Westminster are required to use WaterSense-labeled products where available.

2.5 LOT STANDARDS

Division of platted blocks is anticipated as the Downtown Specific Plan area develops. Subdivision of blocks into smaller lots is encouraged to create variation in development scale and building form. All lots created shall front onto a public street with a minimum lot frontage of 30 feet and minimum lot depth of 100 feet. Individual residential row house or flex/loft building lots are not subject to these lot minimum requirements.

Development comprising *liner buildings* of a parking structure or anchor building may be excluded from the minimum lot depth requirement.

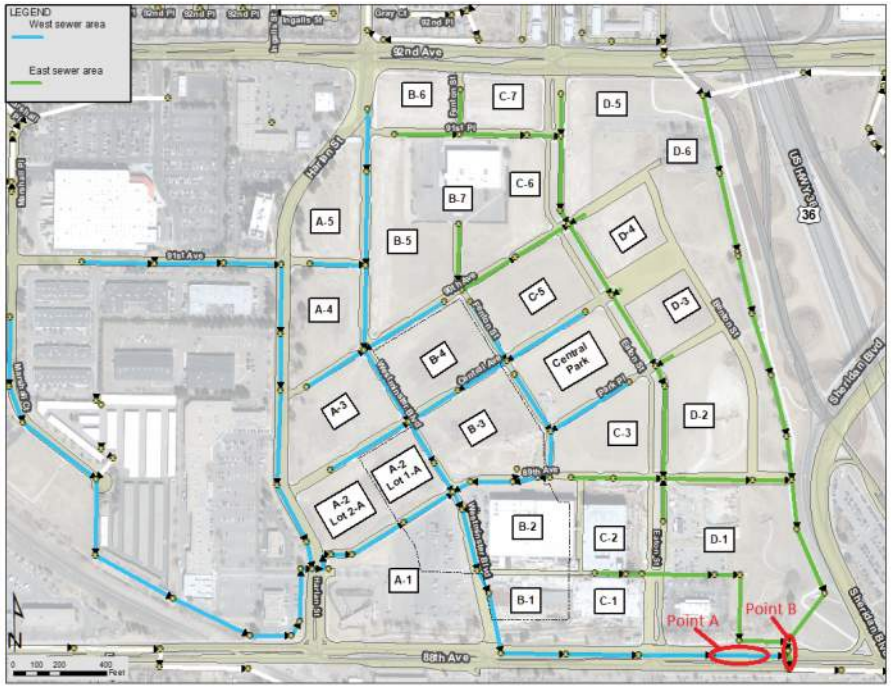


Figure 2-3: Downtown Sewer Drainage Map

3 CIRCULATION & STREETSCAPE DESIGN

3.1 OVERALL CIRCULATION AND STREETSCAPE INTENT

While residents and visitors may get to downtown Westminster by many different means, once they arrive there, everyone becomes a pedestrian. This fact informs design strategy for both the overall planning of the street network, as well as the composition of the street spaces themselves: their proportions and their detail. At the network level, the layout of downtown Westminster recalls the grid-like patterns of traditional towns, in which a tightly woven grid of streets provides multiple routes to any destination. This traditional pattern (as evidenced in places like Boulder and downtown Denver, among others) not only provides enhanced connectivity within the Plan area, it also ensures that no one street gets so wide as to be unwelcoming to pedestrians. In fact, each street within the downtown has been considered not only for its vehicle carrying capacity, but also for its ability to promote walking and biking. At the detail level, the Plan provides for standards and guidelines for new, multi-modal streets that promote access and mobility whether one is on foot, on a bike, a bus, or in a motor vehicle.

The intent of this strategy goes even further than the mere promotion of multi-modality. Recognizing that, when designed properly, a city's streets become an integral part of its green space network, this Plan provides a vibrant environment of street spaces that encourages activity. Moreover, streets designed for walking can reduce reliance on the automobile and improve public health.

Policy Objectives

1. Highlight connections and foster access to transit throughout the downtown area.
2. Ensure bicycle and pedestrian mobility throughout downtown is safe, connected, and easy to navigate.
3. Utilize creative solutions and accommodations to support bike use in downtown, particularly in relation to the US 36 Bikeway.
4. Foster multi-modal connectivity between key destinations and activity areas, civic spaces, parks and transit through clearly-marked connections and wayfinding.
5. Facilitate connections to surrounding neighborhoods and developments with enhanced crossings and street connections.
6. Ensure the street network maximizes internal connections and circulation options, and that block sizes support the urban form and character of downtown.
7. Design streets to foster an active, engaging pedestrian environment.
8. Employ technologies that assist in wayfinding, parking access, and transit ridership.
9. Design streetscapes to minimize water use and facilitate stormwater management and water quality treatment using green infrastructure techniques.

Urban Streetscape

A well-designed streetscape creates a public realm that safely accommodates pedestrians, cyclists, as well as automobiles.

Existing Crosswalk at 88th Avenue

Long crossing distances across multiple lanes disadvantage pedestrians.

3.2 TRANSIT ACCESS

The provision of and access to transit is an essential component of an urban, multi-modal environment. While accommodation of bicycle and pedestrian movement within downtown's street network will serve to reduce internal traffic, residents, workers, and visitors will still be connected and dependent on access to the larger Denver Metro region. As a result, maximizing access to existing transit and planning for connectivity to future transit is integrated into the overall Plan Framework.

The Denver Regional Transit District (RTD) provides local and regional bus service to Downtown. The US 36/Sheridan Station is served by five Flatiron Flyer Bus Rapid Transit (BRT) routes providing connections to Denver Union Station, Denver's Civic Center Station, Downtown Boulder and Boulder Junction and the Anschutz Medical Campus in Aurora. BRT Stations along US 36 have bidirectional service to Denver Union Station and Downtown Boulder and points in between at a minimum frequency of 15 minutes, greater during peak commute periods. In addition, five local bus routes provide connections to jobs, housing, education and retail in the surrounding region. The east side of the BRT station is served by a 1200 space parking structure. The west side includes a 114 space surface lot.

To assure easy access to First and Final Mile destinations, Westminster envisions the addition of microtransit service to assure connections to first and final mile destinations within and adjacent to Downtown. The planned Sheridan Multimodal Underpass will provide connections from the BRT Station to Downtown, with the flexibility to use small vehicles which could eventually be autonomous.

The B Line Commuter Rail will be extended three miles from Westminster Station to Downtown's planned station located where the BNSF Railway crosses Harlan Street with Westminster Boulevard to the north at some time in the future. The Specific Plan recognizes the need for safe and easy connectivity to the rail station platform. The streetscape design of 88th Avenue contemplates reconfiguring it as a complete street which could include a reduction in travel lanes, accommodation for bus transfers, and creating crossings to minimize pedestrian and bicycle travel time.

RTD Bus Rapid Transit

RTD's US 36 bus rapid transit connects Denver with Boulder with a stop at the US 36/Sheridan Station.
Source: RTD

US 36 and Sheridan Park-n-Ride

The park-n-ride lot is located immediately adjacent to the plan area. An underpass underneath Sheridan Boulevard will provide a direct connection to Downtown.

3.3 BICYCLE AND PEDESTRIAN NETWORK

The Downtown Specific Plan provides pedestrian and bicycle connections throughout the Plan area, as shown in Figure 3-1. They connect to downtown's public spaces and parks as well as to surrounding neighborhoods, destinations and trails. This section describes these connections.

Bicycle Movement

This Plan seeks to create bicycle connections between the Plan area and existing and proposed bicycle routes, paths, trails, and lanes in Westminster, consistent with the 2010 Bicycle Master Plan. The US 36 Bikeway connecting Denver with Boulder, passes along the eastern edge of the site in the Colorado Department of Transportation (CDOT) right-of-way. Westminster has added an amenity zone for cyclists overlooking Downtown and adjacent to the US 36 Bikeway. It includes a bench and shelter along with a hydration station and bike repair station. This Plan makes provisions for feeder connections from downtown and the surrounding neighborhoods with a network of bike lanes and bicycle-friendly streets as well as direct connections from 88th and 92nd avenues.

In order to facilitate biking in downtown, new streets are designed as multi-modal; slow design traffic speeds allow bicyclists and automobiles to share the road. Along Eaton Street, the "Green Boulevard," and Central Avenue, on-street bike lanes provide enhanced north-south and east-west bike facilities. Along Harlan Street, new on-street bike lanes connect 88th Avenue to 92nd Avenue. These lanes could connect north to planned bicycle lanes along Westminster Boulevard and south to bicycle trails and commuter ways in the City of Arvada. The 2030 Westminster Bicycle Master Plan includes a grade-separated bikeway along 88th Avenue. This bikeway will be evaluated in conjunction with lane reductions of 88th Avenue. These lane reductions would reduce the number of travel lanes, widen sidewalks, improve crosswalks, and provide enhanced bicycling facilities (see the discussion in multi-modal access below). Once bike lanes or a bike trail is installed on 88th Avenue, bike lanes within the Specific Plan area should connect to this route.

Pedestrian Movement

The Plan provides an extensive network of pedestrian-friendly streets. All streets within the downtown are designed for slow-moving vehicular traffic, provide short crossing distances across travel lanes, and short distances between crosswalks.

Universal Design

Streets and sidewalks are vital in providing access for people of all ages and varying physical abilities. Therefore, new streets should be designed to meet the needs of all users. These may include older people, children, people in wheelchairs, parents with strollers, people with vision or hearing impairments, and those needing other assistive devices. To accommodate this broad range of users, streets should be designed with the intent to reduce barriers and provide assistive devices where appropriate. Street designs shall comply with the most recent State and federal accessibility guidelines and design practices.

Pedestrian Safety

Downtown's new streets are designed for slow traffic speeds with the intent of making them more pedestrian-friendly and safer to cross. Design features include narrow traffic lanes, parallel on-street parking and curb bulb-outs at street corners. Beyond the street design, the design of each intersection and crosswalk will play an important role in making the crossing of travel lanes safe. In designing and locating crosswalks, the following criteria should be considered: visibility, sight lines, mid-block crossings in strategic locations, and marked crosswalks.

Enhanced Trail Loop

Downtown provides a variety of green spaces that encourage physical activity and recreation. To encourage walking and running, this Plan designates a trail loop that connects several green spaces and is easily accessible from anywhere within the Plan area. The trail loop is outlined in Figure 3-1. Where the trail loop runs along a street, a widened sidewalk serves as the pedestrian trail.

Eaton Street

On Eaton Street a wide median provides a linear green space. While this green space will accommodate a variety of activities, it also serves to enhance pedestrian connections connecting from one end of the site to the other.

Multi-Modal Access

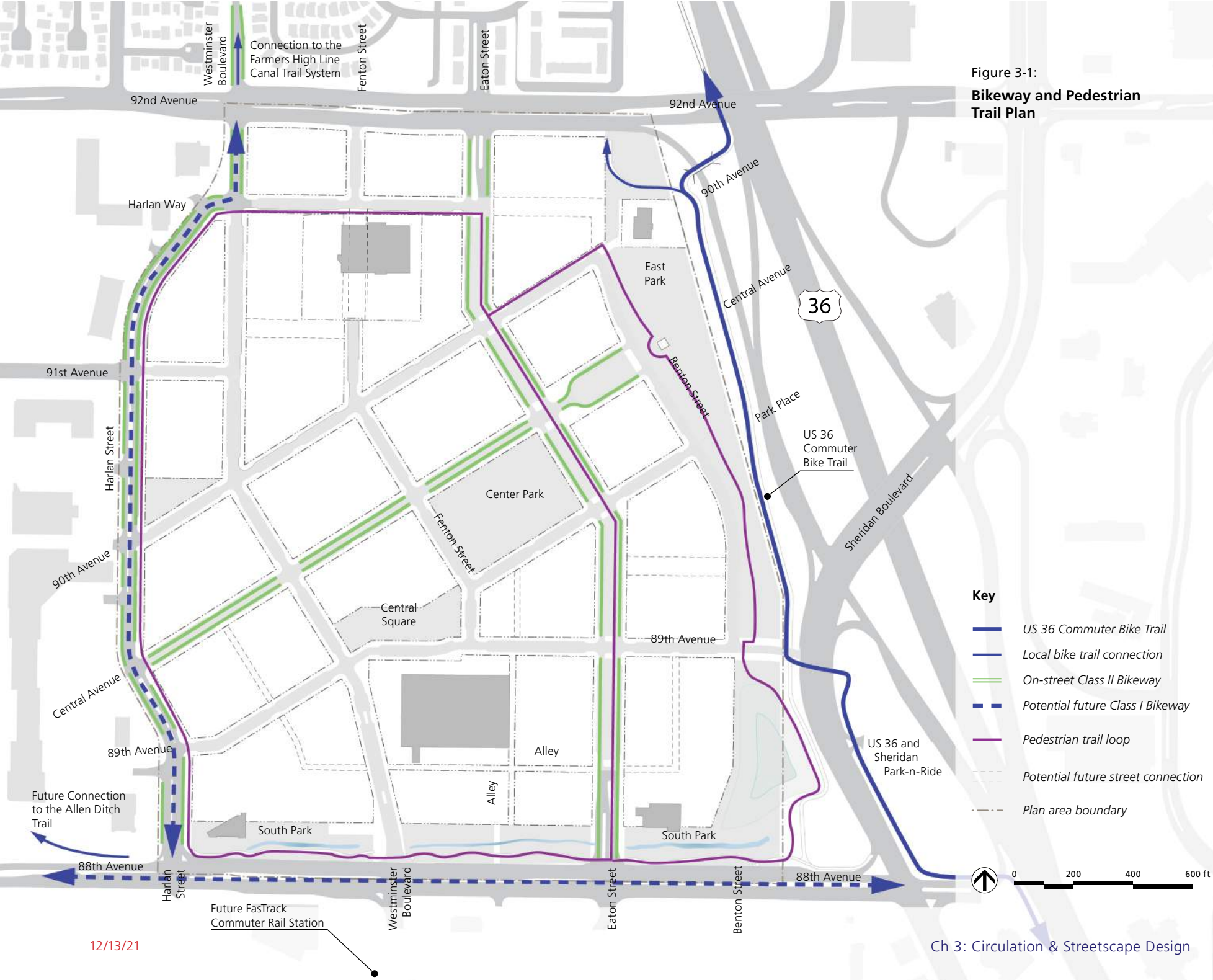
The City of Westminster completed the Downtown Westminster Mobility Study in 2017. The Study makes recommendations for a complete streets network that will safely meet the needs of all travelers and modes. The recommendations support a walkable and bikeable environment and leverage connectivity to existing and future transit services including US 36 Bus Rapid Transit and the B Line's future station. This network will play a critical role in connecting Downtown with surrounding neighborhoods in Westminster and Arvada.

The study proposes innovative transportation infrastructure for 88th Avenue, 92nd Avenue, Harlan Street and Westminster Boulevard to provide a safe, high quality, sustainable, and distinctive way for people to travel on the corridors adjacent to Downtown. Safe accommodation of all modes is achieved by strategically reallocating the existing street width and sidewalks, generally reducing the amount of pavement dedicated to motorized vehicles.

The City is implementing incremental improvements to this key network of streets through intersection improvements and designation of bike lanes through paint and signage. Further design and identification of funding will be necessary prior to implementation.

Figure 3-1:

Bikeway and Pedestrian Trail Plan



3.4 STREET NETWORK

This Plan provides a hierarchy of street types that creates distinct environments. The existing arterial streets, 88th and 92nd avenues, border the Plan area to the south and north, respectively. Westminster Boulevard has been extended through the site and together with Eaton Street accommodates north-south movement. Local streets and public alleys complete the street network; special design provisions are made for portions of Westminster Boulevard and 89th Avenue where higher levels of pedestrian activity are anticipated, and for Benton Street that fronts a major green space.

The street design strategy anticipates that a mix of uses will line the streets though it does not prescribe or predict exactly what uses those will be. Instead, it provides positive, human-scaled environments, the success of which is largely independent of the uses fronting a particular street. Street design will also contribute to downtown's identity as a decidedly urban space. Wide sidewalks provide ample space for pedestrian activity; curb extensions ease roadway crossings; street trees and landscaping enhance downtown's beauty; and dedicated amenity zones, streetlights, ample seating, and other street furniture ensure functionality of the street environments.

Street Types and Design

This section depicts the proposed street and sidewalk sections within the Plan area. 100% construction documents for the streetscape were produced in January, 2019. Figure 3-2 provides a key to the individual street type sub-sections. The street types and sections are designed to accommodate the expected volumes of traffic associated with new development in downtown. A traffic analysis was prepared as part of the development of the Specific Plan and is included in the Appendix.

88th Avenue and 92nd Avenue

The plan boundary encompasses the north side of 88th Avenue, the south side of 92nd Avenue, and the entirety of Harlan Street. New sidewalk designs will improve the pedestrian environment and sidewalk sections are provided for these two streets. Enhanced pedestrian crossings should be placed where Westminster Boulevard and Eaton Street meet 88th Avenue as well as at the intersection of Westminster Boulevard with 92nd Street.

Note: The Downtown Mobility Study featured a number of new design concepts proposed for 88th Avenue and 92nd Avenue.

Private Development

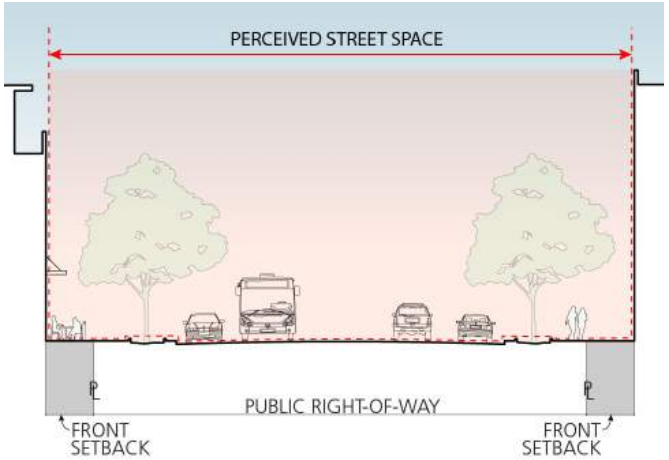
When considering the design of public streets, it is important to recognize that the design of private front setbacks significantly contributes to the success of the overall street design. This is because the perceived street space is the area between the building faces on either side of the street (see the Perceived Street Space illustration). Hence, the street types provide the basis for frontages, which encompass the dimension of front setbacks as well as the character of the setbacks themselves. Private development shall adhere to this section's provisions for front setbacks.

Bicycling in Downtown

This Plan proses a simple approach to bicycling in downtown: every street is designed to safely accommodate bike traffic. The majority of the new streets are designed for slow-moving traffic with one travel lane in each direction. Bicycle lanes are also provided on key streets including Eaton Street, Harlan Street and Central Avenue. Along all other streets in the downtown, bicycles and vehicles will share the roadway.

Green Streets

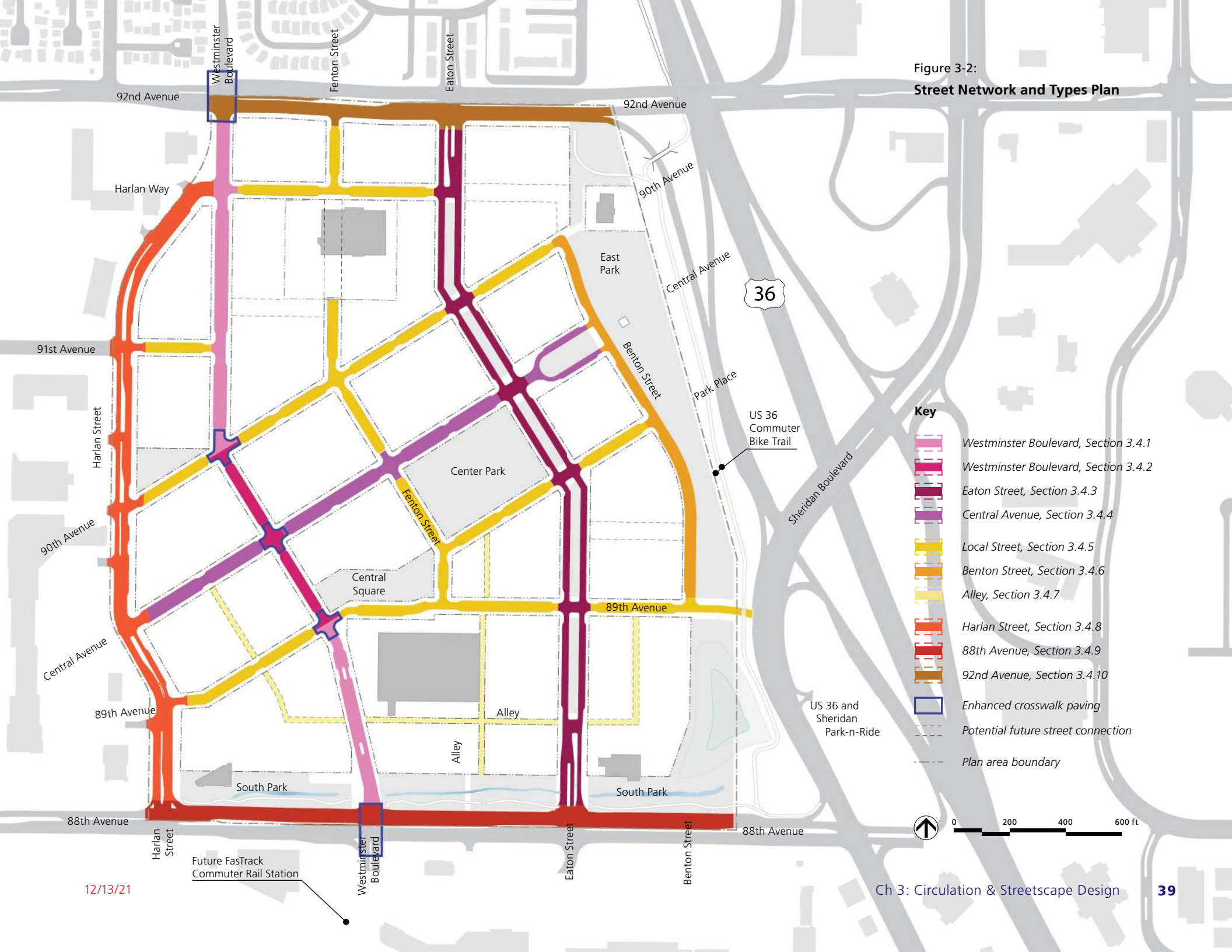
Streets have been designed to handle stormwater runoff while introducing greenery into the public realm. Swales, porous pavers, rain gardens and other features can be seamlessly integrated into streetscape design to recharge groundwater and improve water quality.



Perceived Street Space

Front setbacks are part of the overall perceived street space.

Figure 3-2:
Street Network and Types Plan



3.4.1 Westminster Boulevard - North and South

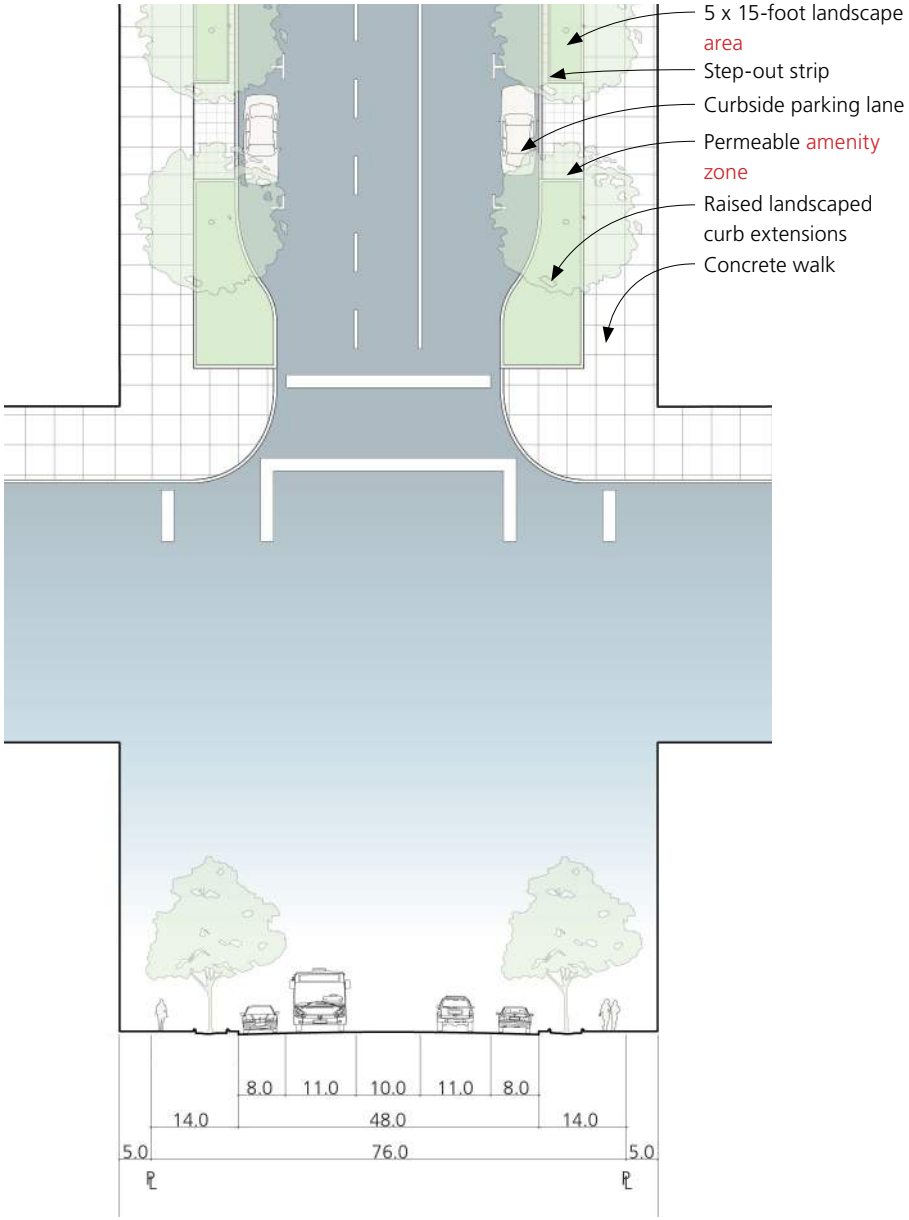


Figure 3-3: Westminster Boulevard Street Design Diagram

SW: sidewalk incl. parkway; P: parking lane; L: travel lane; TL: turning lane

Key Plan

A. Design Intent

As the primary north-south connections in the new downtown's street grid, this street type anticipates higher volumes of pedestrians and vehicular traffic than on other streets within the Plan area. The design provides for a street environment with slow traffic speeds that are safe for pedestrians, drivers, and bicyclists alike. The roadway has one shared use travel lane in each direction that accommodates bicycles and a center turning lane. Wide sidewalks provide room for pedestrians and outdoor dining. Curb extensions reduce the crossing distance for pedestrians at intersections and provide room for sidewalk amenity areas. Landscape areas with street trees and seasonal plantings enrich the identity of this important new street.

B. Street Design

Street design shall be in conformance with Figure 3-3.

C. Sidewalk Paving

The walk shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips and walk areas located in between landscape areas shall be paved with permeable pavers (see Section 3.5.1).

D. Landscape

1. Street Trees. Street trees shall be planted in conformance with the street tree plan (see Figure 3-20).
2. Landscape Areas. Landscape areas shall be five feet wide and 15 feet long Landscape planters shall be placed so that they match the street tree spacing, typically 35 feet on center.
3. Curb Extensions. Curb extensions shall incorporate seating into the design. Landscape areas shall extend into curb extensions and separate sidewalk amenity zones from the roadway (see Section 3.5.4).

E. Streetlights

Streetlights shall be per Section 3.5.3.

Landscaped Curb Extensions

Seasonal plantings brighten the streetscape experience.

Landscaped Curb Extensions

Curb extensions are planted with colorful flowers and ornamental trees.

Amenity Areas in Front Setbacks

Dining and other outdoor furniture is allowed in front setbacks.

F. Street Furniture

Street furniture within the public right of way shall be per Section 3.5.2. Curb extensions should be furnished with pedestrian or bicycle amenities or both (see Section 3.5.4).

G. Front Setbacks

1. Paving. Front setbacks shall be paved with a similar design and material pallet as the public streetscape (see Section 3.5.1).
2. Landscaping. Small shrubs and trees in movable pots are permitted. Landscape areas or yards are not permitted.
3. Furniture. Movable signs and outdoor merchandise displays in conformance with sign standards and guidelines of Section 4.7 are permitted. All such furniture shall be approved by the City. Outside of business hours, furniture shall be removed from the setback and stored.

H. Outdoor Dining

Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining may be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements. See Section 3.5.5 for outdoor dining guidelines.

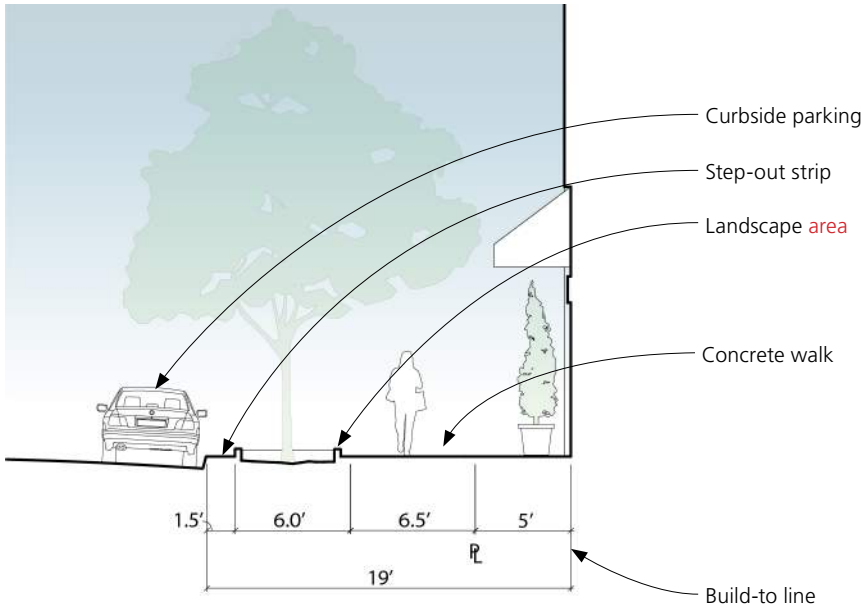


Figure 3-4: Westminster Boulevard Sidewalk

The sidewalk dining zone is located in line with landscape planters leaving room for additional furnishings at the building front.

3.4.2 Westminster Boulevard - Center

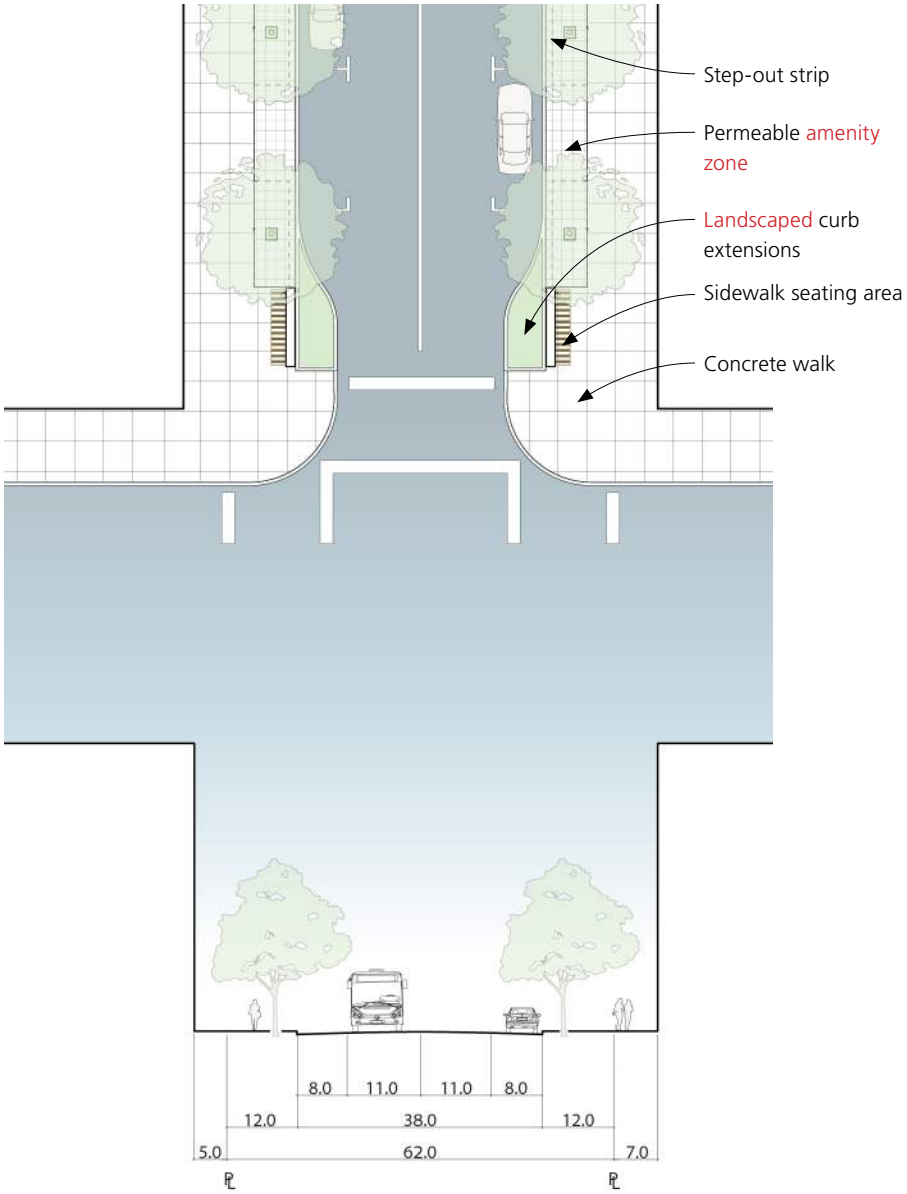


Figure 3-5: Westminster Boulevard Street Design Diagram

SW: sidewalk incl. parkway; P: parking lane; L: travel lane; TL: turning lane

Key Plan

A. Design Intent

This street type modifies the Westminster Boulevard type at the retail core where a high volume of pedestrians is anticipated. The roadway is designed for slow traffic speeds with bikes in mixed flow traffic lanes. It has one travel lane in each direction. Curbside parking is provided on both sides of the street. Wide sidewalks provide room for pedestrians, amenity areas, shop displays, and outdoor dining. Curb extensions reduce the crossing distance at intersections and provide room for amenity areas.

B. Street Design

Street design shall be in conformance with Figure 3-5.

C. Decorative Street Paving

The intersections of Westminster Boulevard with 90th Avenue, Central Avenue, and 91st Avenue shall be upgraded through enhancements such as integrally colored concrete, scoring patterns, colored asphalt, stamped asphalt, innovative crosswalk painting, etc.

D. Sidewalk Paving

The walk shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips and amenity areas located in between landscape areas shall be paved with permeable pavers (see Section 3.5.1).

E. Landscape

1. Street Trees. Street trees shall be planted in conformance with the street tree plan (see Figure 3-20).
2. Landscape Areas. Landscape areas shall be five feet wide and 15 feet long in-ground planters located below a suspended pavement system. Treeplanters shall be placed so that they match the street tree spacing.
3. Curb Extensions. Landscape areas shall extend into curb extensions and separate sidewalk amenity zones from the roadway (see Section 3.5.4).

F. Streetlights

Streetlights shall be per Section 3.5.3.

Wide, Active Sidewalks

Wide sidewalks and paved front setbacks provide ample space for pedestrian activity.

Inground Planter Under Construction

A 5x15-foot tree planter sits below a suspended pavement system that will support sidewalk paving once construction is complete.
Photo location: Denver, CO

Inground Planter with Paving Installed

In this image, the pervious paving has been installed above the pavement suspension system. The usable sidewalk area has increased significantly.

G. Street Furniture

Street furniture shall be per Section 3.5.2. Curb extensions should be furnished with pedestrian or bicycle amenities or both (see Section 3.5.4).

H. Front Setbacks

1. Paving. Front setbacks shall be paved with a similar design and material pallet as the public streetscape (see Section 3.5.1).
2. Landscaping. Small shrubs and trees in movable pots are permitted. Landscaped areas or yards are not permitted.
3. Furniture. Movable signs and outdoor merchandise displays in conformance with sign standards and guidelines of Section 4.7 are permitted. All such furniture shall be approved by the City. Outside of business hours, furniture shall be removed from the setback and stored.

I. Outdoor Dining

Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining may be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements. See Section 3.5.5 for outdoor dining guidelines.

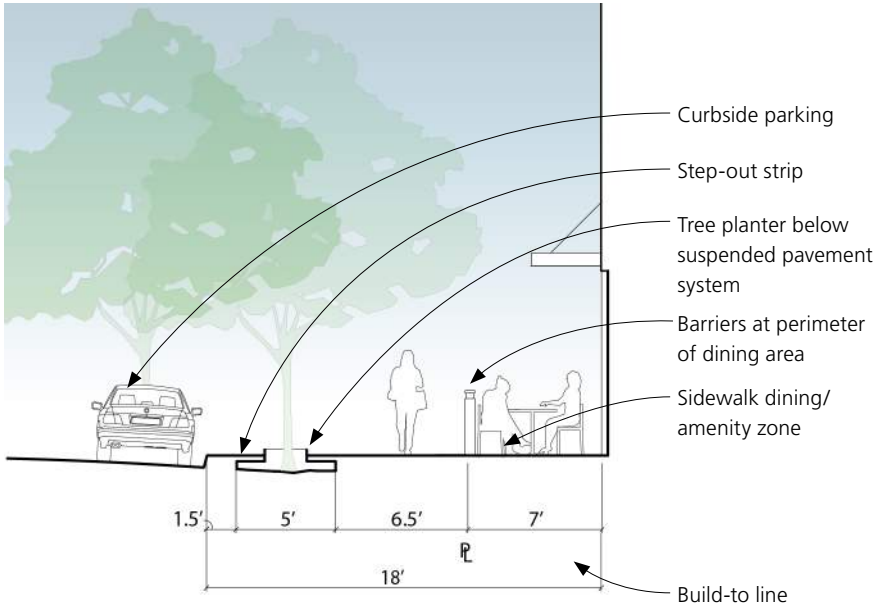


Figure 3-6: Westminster Boulevard - Center Sidewalk

3.4.3 Eaton Street "Green Boulevard"

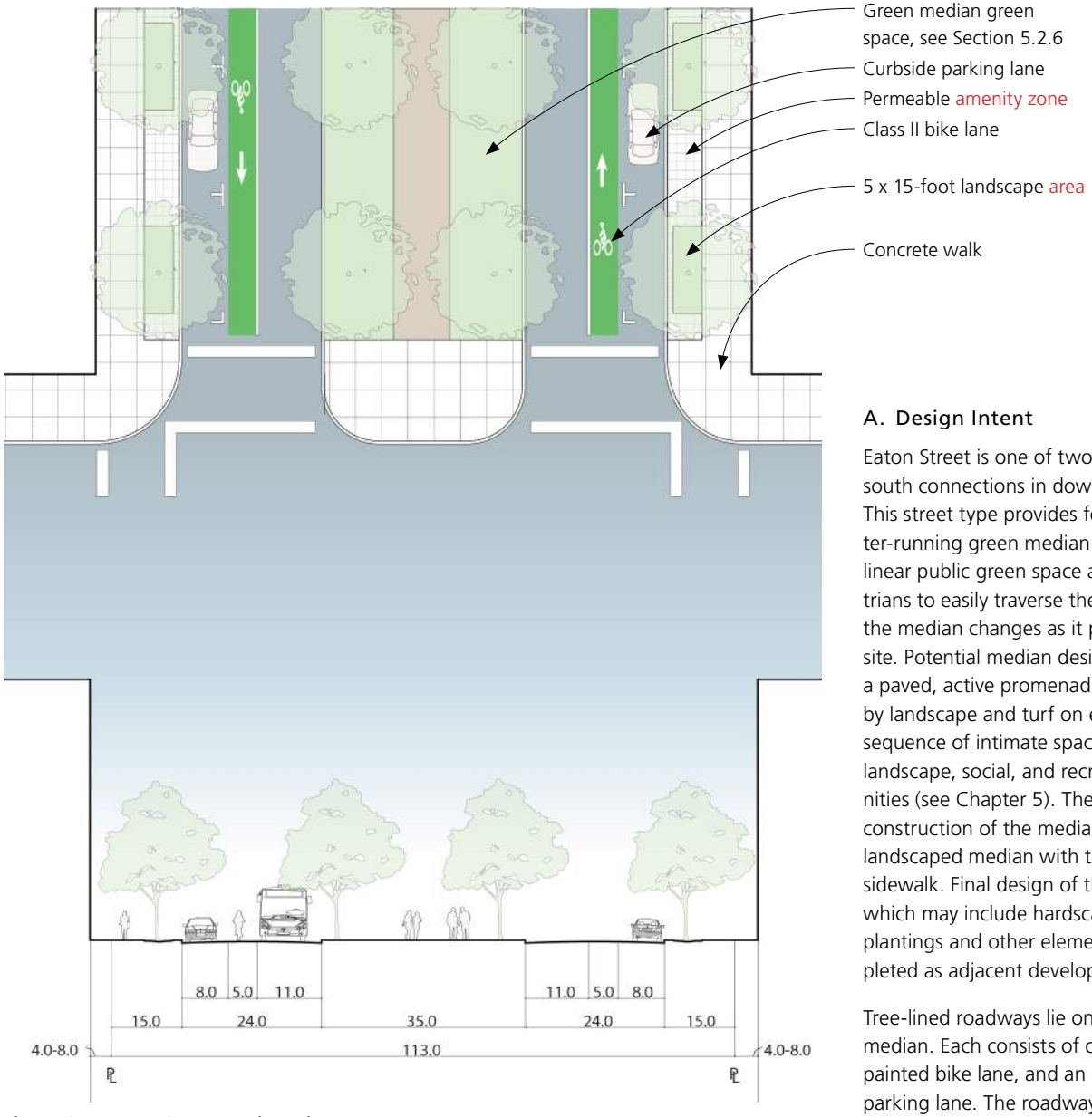
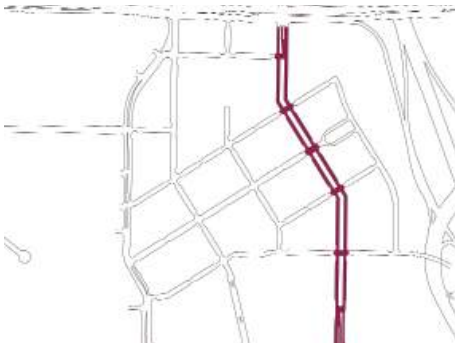


Figure 3-7: Eaton Street Design Diagram

SW: sidewalk incl. parkway; P: parking lane; B: bike lane; L: travel lane; M: median



Key Plan

A. Design Intent

Eaton Street is one of two primary north-south connections in downtown's street grid. This street type provides for a wide, center-running green median that functions as a linear public green space and allows pedestrians to easily traverse the site. The design of the median changes as it passes through the site. Potential median designs could include a paved, active promenade; a walk framed by landscape and turf on either side; and a sequence of intimate spaces with varying landscape, social, and recreational opportunities (see Chapter 5). The initial design and construction of the median will comprise a landscaped median with turf, trees and a sidewalk. Final design of the median spaces, which may include hardscape, additional plantings and other elements, will be completed as adjacent development occurs.

Tree-lined roadways lie on either side of the median. Each consists of one travel lane, a painted bike lane, and an on-street parallel parking lane. The roadways are intended for slow traffic speeds on a very pedestrian-friendly street. Landscape areas with street trees and seasonal plantings enrich the identity of this important street.

B. Street Design

Street design shall be per Figure 3-7.

C. Sidewalk Paving

The walk shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips and amenity areas located in between landscape areas shall be paved with permeable pavers (see Section 3.5.1).

D. Median

Median design shall be per green space standards (see Chapter 5).

E. Landscape

1. Street Trees. Street trees shall be planted in conformance with the street tree plan (see Figure 3-20). Whenever possible, street trees at the sidewalks and the median shall be placed four abreast.

2. Landscape Areas. Landscape areas shall be eight feet wide by 15 feet long and flush with the finished sidewalk. Landscape areas shall be placed to match the street tree spacing, typically 35 feet on center.
3. Plantings. Landscape planters shall be planted with robust grasses or low shrubs or hedges.

G. Streetlights.

Streetlights shall be per Section 3.5.3. Additional pedestrian lights shall be placed in the green median (see Section 5.2.6).

H. Street Furniture

Street furniture shall be per Section 3.5.2.

I. Front Setbacks

1. Paving. Notwithstanding the *frontage type* standards of Section 4.4, front setbacks at ground-floor retail or commercial uses shall be paved with a similar design and material pallet as the public streetscape (see Section 3.5.1). Front setbacks at ground-floor residential uses shall be paved or landscaped in a manner that is complimentary to the design of the public sidewalk and in conformance with the *frontage type* standards of Section 4.4.
2. Landscaping. Small shrubs and trees in movable pots are permitted. *Stoops* and similar encroachments may extend into the front setback. No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.

Green Space Median

Urban green spaces for strolling, meeting, and other activities.

Bike Lanes

A split roadway has a travel lane, a bike lane, and curb-side parking.

Landscape Planters

Landscape planters line the roadway. Low, sturdy tree-pit guards can protect trees and plants.

3. Furniture. Movable signs and outdoor merchandise displays in conformance with sign standards and guidelines of Section 4.7 are permitted. All such furniture shall be approved by the City. Outside of business hours, furniture shall be removed from the setback and stored.

J. Outdoor Dining

Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining may be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements. Outdoor dining may also be permitted inside of the Eaton Street median with City approval. See Section 3.5.5 for outdoor dining guidelines.

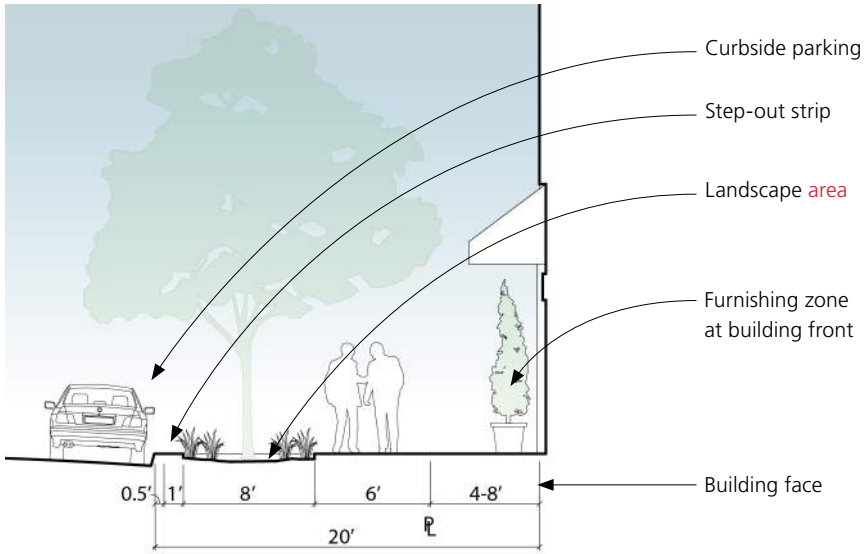


Figure 3-8: Typical Eaton Street Sidewalk

At ground-floor retail and commercial uses the building furnishing zone is paved and increases the effective width of the pedestrian walk. At residential uses, the setback can be paved, landscaped, or both.

3.4.4 Central Avenue

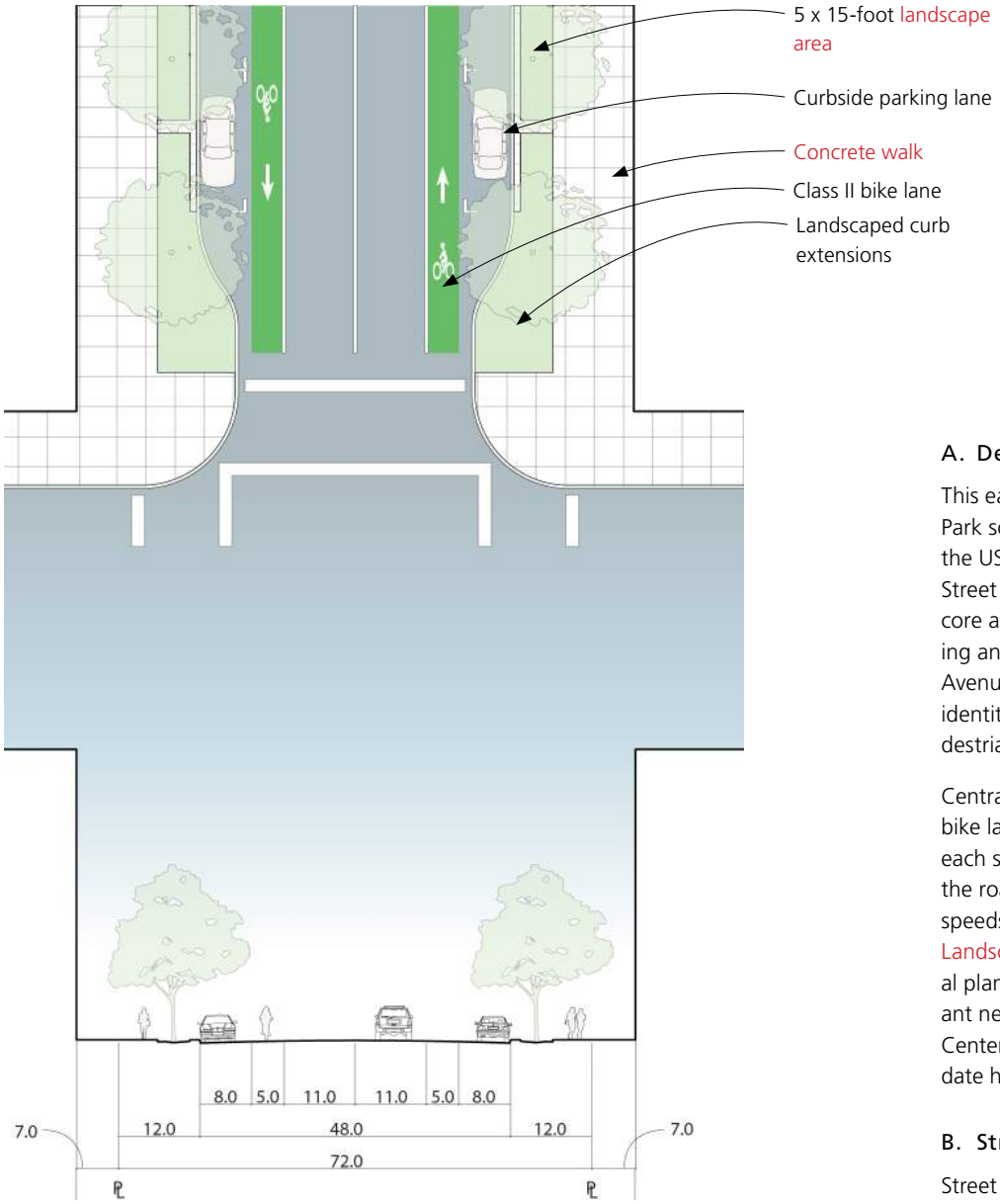
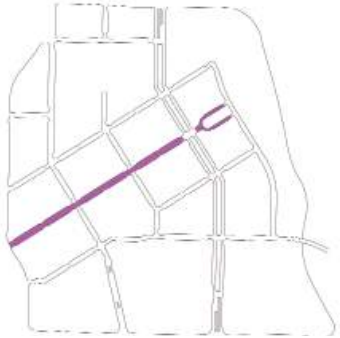


Figure 3-9: Central Avenue Design Diagram

SW: sidewalk incl. parkway; P: parking lane; B: bike lane; L: travel lane



Key Plan

A. Design Intent

This east-west oriented street runs from East Park southwest to Harlan Street. It connects the US 36 Commuter Bike Trail with Eaton Street and continues directly into the retail core along Westminster Boulevard. Planting and streetscape design along Central Avenue's sidewalks will establish a unique identity for the street. A high volume of pedestrians and bicyclists is anticipated.

Central Avenue has one travel lane, a painted bike lane, and an on-street parking lane on each side of the median. Like Eaton Street, the roadway is intended for slow traffic speeds on a very pedestrian-friendly street. Landscape areas with street trees and seasonal plantings enrich the identity of this important new street. Sidewalk design adjacent to Center Park may be designed to accommodate higher volumes of pedestrian traffic.

B. Street Design

Street design shall be in conformance with Figure 3-9.

C. Sidewalk Paving

The walk shall be paved with poured, scored concrete (see Section 3.5.1).

D. Landscape

1. Street Trees. Street trees shall be planted in conformance with the street tree plan (see Figure 3-20).
2. Landscape Areas. Landscape areas at the curbside shall be five feet wide by 15 feet long and flush with the finished sidewalk. Landscape areas adjoining the property line shall be five feet wide and 15 feet long inground planters located below a suspended pavement system. Where adjoining front yards are landscaped, the City may approve trees in open planters that are integrated and maintained with front yard landscaping. Landscape areas shall be placed to match the street tree spacing, typically 35 feet on center.
3. Plantings. Landscape areas shall be planted with robust grasses or low shrubs or hedges.

Pedestrian-Oriented Median

A pedestrian path in the median connects East Park to the retail core.

Bike Lanes

A split roadway has a travel lane, a bike lane, and curb-side parking.

E. Streetlights

Streetlights shall be per Section 3.5.3.

F. Street Furniture

Street furniture shall be per Section 3.5.2.

G. Front Setbacks

1. Paving. Notwithstanding the *frontage type* standards of Section 4.4, front setbacks at ground-floor retail or commercial uses shall be paved with a similar design and material pallet as the public streetscape (see Section 3.5.1). Front setbacks at ground-floor residential uses shall be paved or landscaped in a manner that is complimentary to the design of the public sidewalk and in conformance with the *frontage type* standards of Section 4.4.
2. Landscaping. Small shrubs and trees in movable pots are permitted. *Stoops* and similar encroachments may extend into the front setback. No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.
3. Furniture. Movable signs and outdoor merchandise displays in conformance with sign standards and guidelines of Section 4.7 are permitted. All such furniture shall be approved by the City. Outside of business hours, furniture shall be removed from the setback and stored.

H. Outdoor Dining

Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining may be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements. See Section 3.5.5 for outdoor dining guidelines.

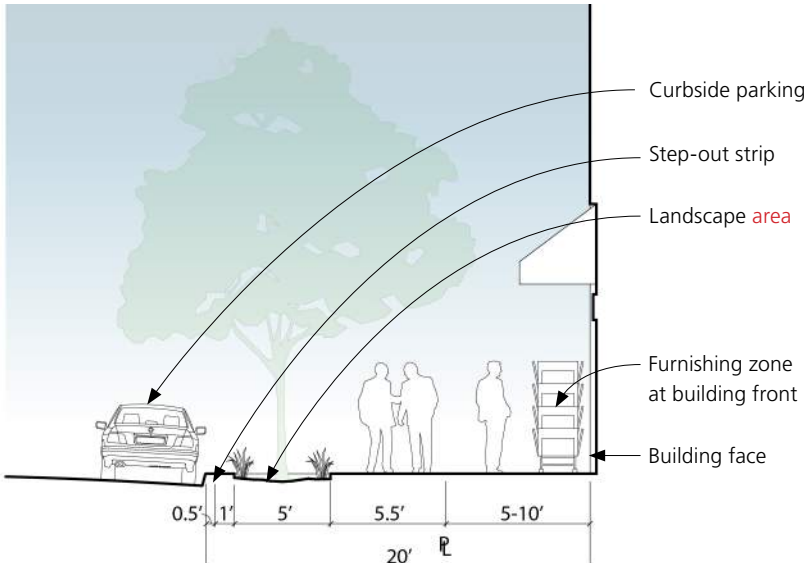


Figure 3-10: Typical Central Avenue Sidewalk

At ground-floor retail and commercial uses the building furnishing zone is paved and increases the effective width of the pedestrian walk. At residential uses the setback can be paved, landscaped, or both.

3.4.5 Local Street

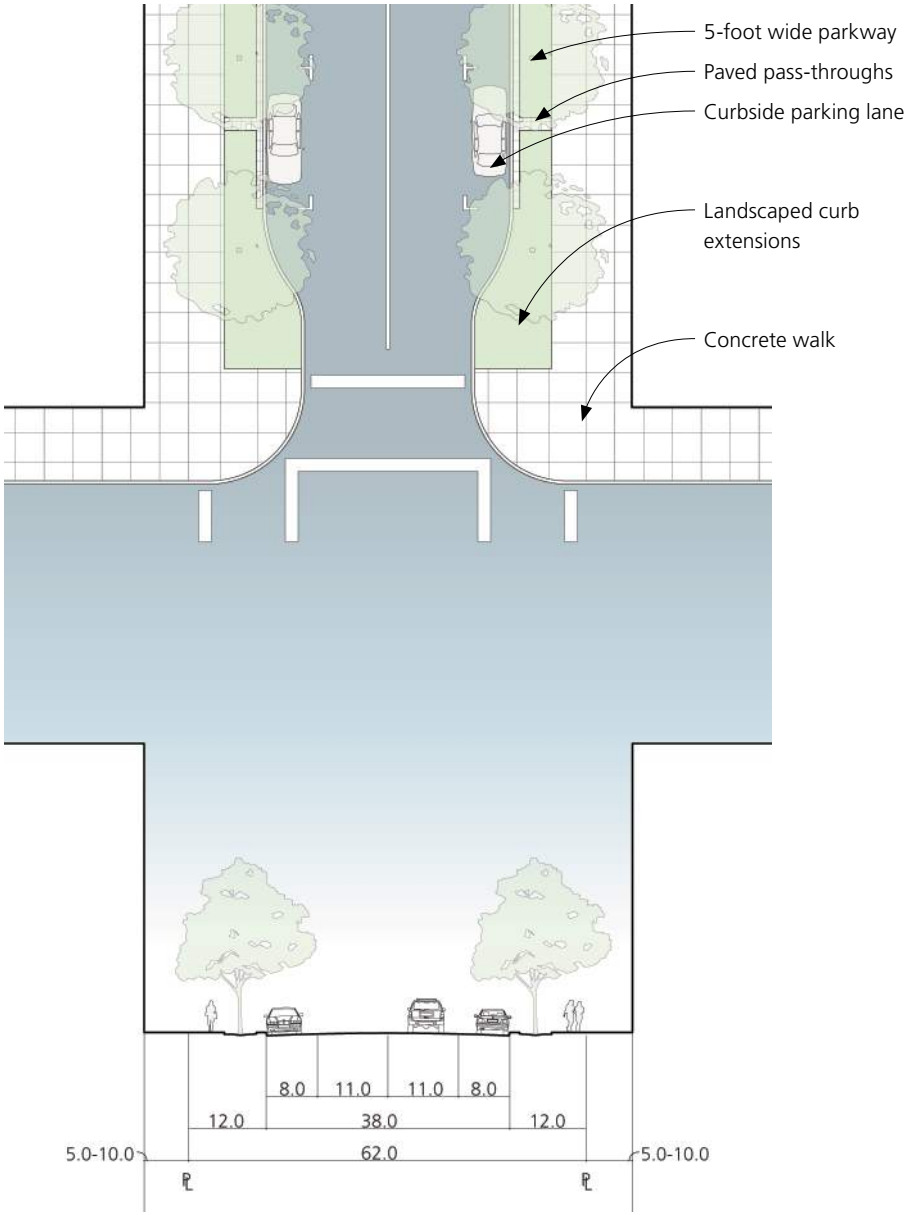
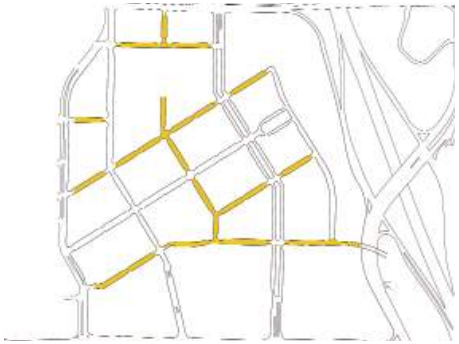


Figure 3-11: Local Street Design Diagram

SW: sidewalk incl. parkway; P: parking lane; L: travel lane;



Key Plan

A. Design Intent

The local street type serves development throughout the downtown Plan area. It is intended for pedestrians, bicycles, and slow-moving vehicles to access various uses and destinations. The roadway is designed for slow traffic speeds with shared use traffic lanes that accommodate bicycles. It has one travel lane in each direction and curbside parking lanes on both sides. Sidewalks provide ample room for pedestrians. Streets are landscaped with street trees and continuous parkways with paved pass-throughs to the sidewalk.

Setback standards allow buildings to be set between five and ten feet from the property line. This variation makes for a livelier street frontage. The setback areas are paved or landscaped per the building *frontage type* standards.

B. Street Design

Street design shall be in conformance with Figure 3-11.

C. Sidewalk Paving

The walk shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips and paved pass-throughs shall be paved with permeable pavers (see Section 3.5.1).

D. Landscape

1. Street Trees. Street trees shall be planted in conformance with the street tree plan (see Figure 3-20).
2. Parkways. Parkways shall be five feet wide continuous planters and flush with the finished sidewalk. Where determined appropriate by the City, parkways shall be designed as infiltration planters and appropriate plant material shall be selected (see Section 3.5.6). Where infiltration planters are not feasible parkways shall be landscaped with irrigated turf. Paved walks shall provide access from the sidewalk to step-out strips and shall be placed at regular intervals not to exceed 40 feet.

E. Streetlights

Streetlights shall be per Section 3.5.3.

Parkway with Turf

Option 1 - parkways are planted with turf and irrigated.

Parkway with Infiltration

Option 2 - parkways are designed as infiltration planters and collect stormwater runoff.

F. Street Furniture

Street furniture shall be per Section 3.5.2.

G. Front Setbacks

1. Front setbacks shall be paved or landscaped in a manner that is complimentary to the design of the public sidewalk and in conformance with the *frontage type* standards of Section 4.4.
2. Landscaping. No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.

H. Outdoor Dining

Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining may be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements. See Section 3.5.5 for outdoor dining guidelines.

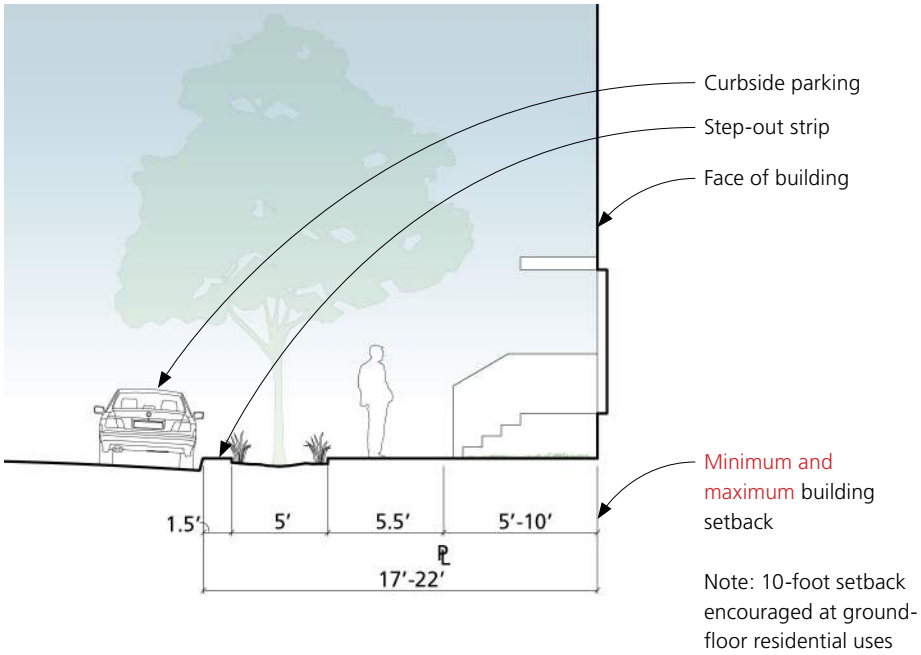


Figure 3-12: Local Street Sidewalk

A deeper setback allows stoops or similar permitted building elements that enliven the sidewalk experience.

3.4.6 Benton Street

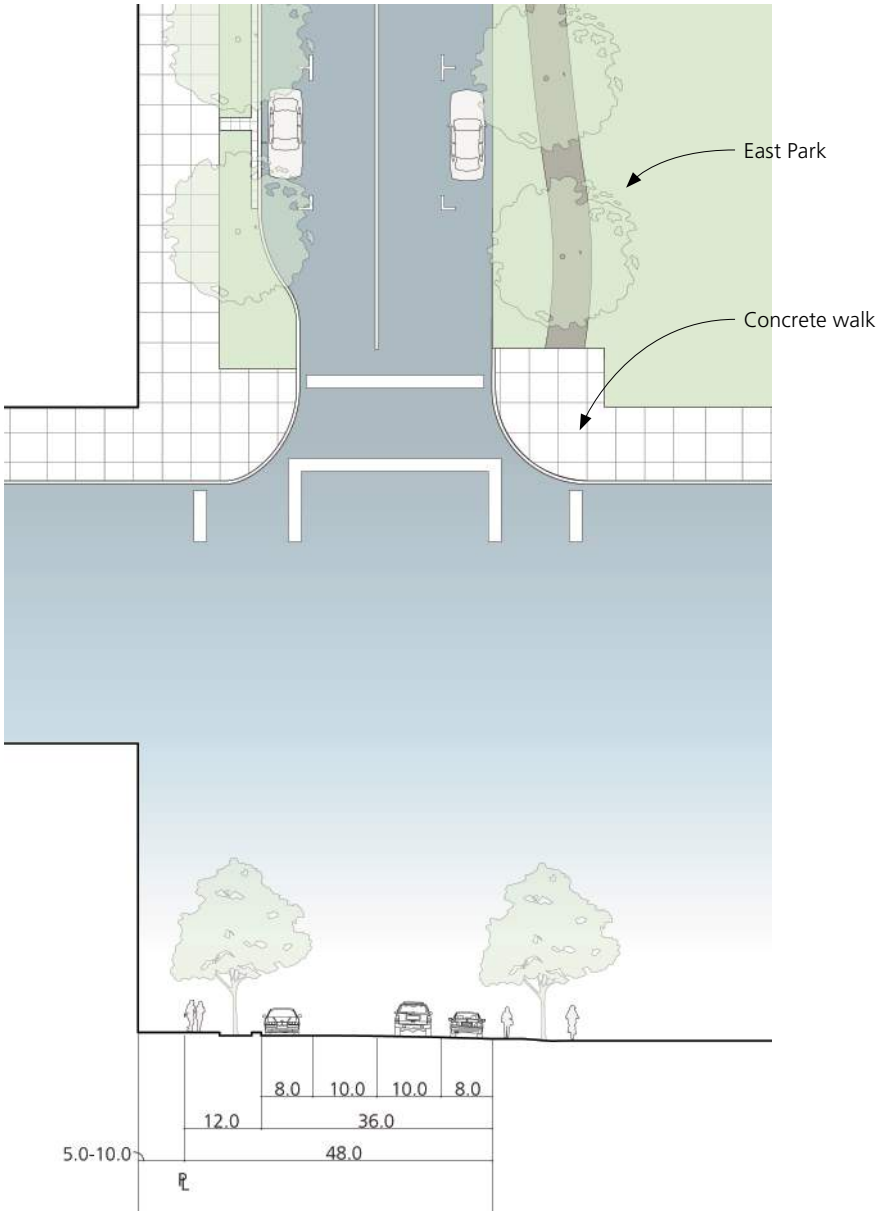


Figure 3-13: Benton Street Design Diagram

SW: sidewalk incl. parkway; P: parking lane; L: travel lane

Key Plan

A. Design Intent

Benton Street has a continuous park front along East Park. The street design anticipates frequent pedestrian and bike crossing of the roadway. Therefore, the roadway is designed for slow traffic speeds with bikes in shared use lanes. Benton Street has one travel lane in either direction and curb-side parking lanes on both sides. Building-side sidewalks provide ample room for pedestrians. Streets are landscaped with street trees and continuous parkways with paved pass-throughs to the sidewalk.

At the park there is the opportunity to drain stormwater runoff from the road to drain into a bioswale. In the bioswale, the water infiltrates into the ground. This option should be evaluated in the park design for the East Park.

B. Street Design

Street design shall be in conformance with Figure 3-13.

C. Sidewalk Paving

Building-side sidewalk walks shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips, walks in parkways, and pass-throughs shall be paved with permeable pavers (see Section 3.5.1). Park-side sidewalks walks shall be paved with poured, scored concrete (see Section 3.5.1). Curbs shall be flush type."

D. Landscape

1. Street Trees. At the building-side sidewalk street trees shall be planted in conformance with the street tree plan (see Figure 3-20).
2. Parkways. At the building-side sidewalk parkways shall be five feet wide continuous planters and flush with the finished sidewalk. Where determined appropriate by the City, parkways shall be designed as infiltration planters and appropriate plant material shall be selected. Where infiltration planters are not feasible parkways shall be landscaped with irrigated turf.

Bioswale at Park Edge

A bioswale captures stormwater runoff, filters it, and then allows it to infiltrate into the ground.

Paved walks shall provide access from the sidewalk to step-out strips and shall be placed at regular intervals not to exceed 40 feet.

3. Bioswale (option). A continuous sidewalk adjacent bioswale could be located in East Park. Paved or soft surface walks shall provide access across the bioswale. They should be placed at regular intervals not to exceed 60 feet, at intersections, and at key crossings.

E. Streetlights

Streetlights shall be per Section 3.5.3.

F. Street Furniture

Street furniture shall be per Section 3.5.2. Bollards should be considered for the east side of the street to prevent vehicles from entering the sidewalk.

G. Front Setbacks

1. Building-side front setbacks shall be paved or landscaped in a manner that is complimentary to the design of the public sidewalk and in conformance with the *frontage type* standards of Section 4.4.
2. Landscaping. No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.

H. Outdoor Dining

Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining may be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements. See Section 3.5.5 for outdoor dining guidelines.

3.4.7 Alley or Woonerf (Public or Private)

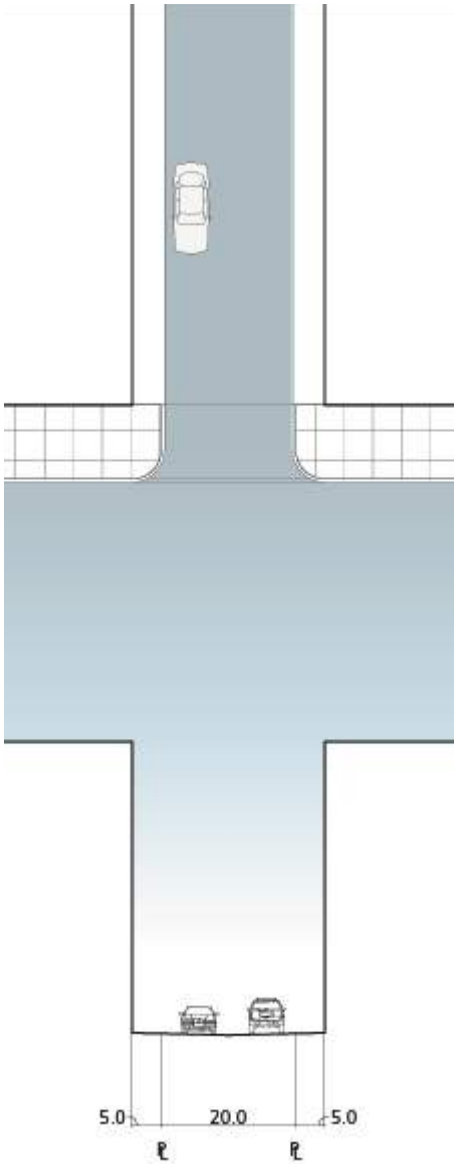


Figure 3-14: 20-Foot Alley Design Diagram

A. Design Intent

While the alley street type primarily provides access to the interior of larger blocks for services (e.g. deliveries, trash, and utilities) and access to parking, it is also intended for opportunities for active uses along alley fronts and inside the alleys themselves. These uses could include restaurants, gallery spaces, recreational activities, outdoor dining or similar uses. Alley widths provide a two-way drive lane for very slow moving traffic mixing with pedestrians and bicyclists.

B. Street Design

Street design shall be in conformance with Figure 3-14. A five-foot minimum setback is required from the edge of right-of-way. Wider setbacks may be appropriate where ground floor active uses are planned. A raised sidewalk is required where significant pedestrian/vehicle conflict is expected, otherwise a flush condition may be acceptable subject to review by City Staff. Alley shall be graded to a cross-slope or v-slope depending on surrounding uses or as specified by City Staff.

C. Setback Paving

All alleys and setback areas are required to be concrete. Other materials such as stone pavers may be utilized subject to approval by City staff. Alleys that are expected to experience higher volumes of pedestrian traffic may require upgraded paving materials as specified by City Staff.

D. Outdoor Dining

Outdoor dining is permitted adjacent to or within close proximity to an operating ground floor use. Outdoor dining may be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements. See Section 3.5.5 for outdoor dining guidelines.

Pedestrain-Activated Alley

Alley serving a mixed-use block with ground-floor activation.

Residential Alley

Alley a serving residential block.

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3.4.8 Harlan Street

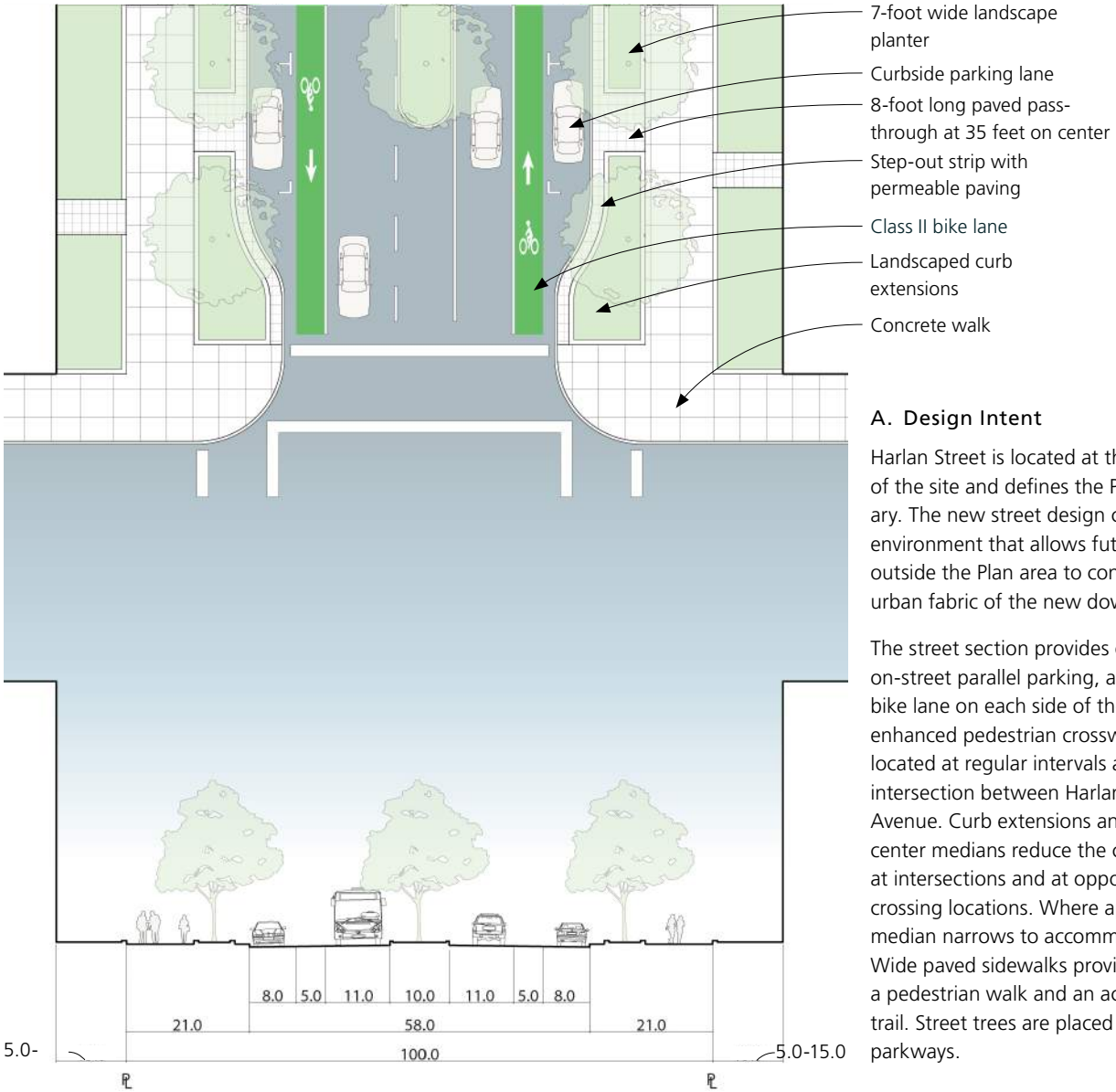
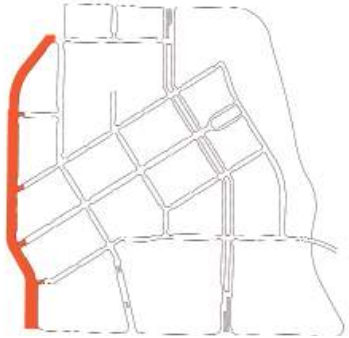


Figure 3-15: Harlan Street Design Diagram

SW: sidewalk incl. parkway; P: parking lane; B: bike lane; L: travel lane



Key Plan

A. Design Intent

Harlan Street is located at the western edge of the site and defines the Plan area boundary. The new street design creates a street environment that allows future development outside the Plan area to connect with the urban fabric of the new downtown.

The street section provides one travel lane, on-street parallel parking, and a protected bike lane on each side of the street. New enhanced pedestrian crosswalks should be located at regular intervals as well as the intersection between Harlan Street and 91st Avenue. Curb extensions and landscaped center medians reduce the crossing distance at intersections and at opportune mid-block crossing locations. Where appropriate, the median narrows to accommodate left-turns. Wide paved sidewalks provide room for a pedestrian walk and an active running trail. Street trees are placed in continuous parkways.

The front setback design, addition of street trees, and the location of building entrances should accommodate existing trees where possible. Front yard setbacks are planted.

B. Street Design

Street design shall be in conformance with Figure 3-15.

C. Sidewalk Paving

The walk shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips, pass-throughs and amenity areas located in between landscape planters shall be paved with permeable pavers (see Section 3.5.1).

D. Landscape

1. Street Trees. Street trees shall be planted in conformance with the street tree plan (see Figure 3-20). Placement should be modified to accommodate existing trees.
2. Parkways. Parkways shall be seven-foot-wide continuous planters and flush with

the finished sidewalk. Where determined appropriate by the City, parkways shall be designed as infiltration planters and appropriate plant material shall be selected. Paved walks shall provide access from the sidewalk to step-out strips and shall be placed at regular intervals not to exceed 40 feet.

3. Curb Extensions. Where sidewalk amenity zones are located in curb extensions landscape planters should be placed between the roadway and the amenity zone to provide a barrier to traffic (see Section 3.5.4).

E. Streetlights

Streetlights shall be per Section 3.5.3.

F. Street Furniture

Street furniture shall be per Section 3.5.2. Wherever appropriate, curb extensions should be furnished with pedestrian or bicycle amenities or both (see Section 3.5.4).

G. Front Setbacks

Front setbacks shall be landscaped areas. Raised landscape planters enclosed by a wall no more than 24 inches in height, measured from the adjacent sidewalk grade, are encouraged. Planters shall be planted with decorative plants which may include small trees and low shrubs. Walks to building entries shall be paved (see Section 3.5.1). A service walk no more than three feet in width may be located in between the building face and the landscape planter. Existing mature trees located in the front setback shall be preserved to the extent possible; the setback design may vary from Figure 3-16 as necessary to preserve the trees.

Landscaping. No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.

H. Outdoor Dining

Outdoor dining is permitted within the front setback adjacent to the operating ground floor use. Outdoor dining may be located within the public right-of-way subject to review by City Staff. See Section 3.5.5 for outdoor dining guidelines.

Existing Trees

Existing trees on the east side of Harlan Street should be preserved.

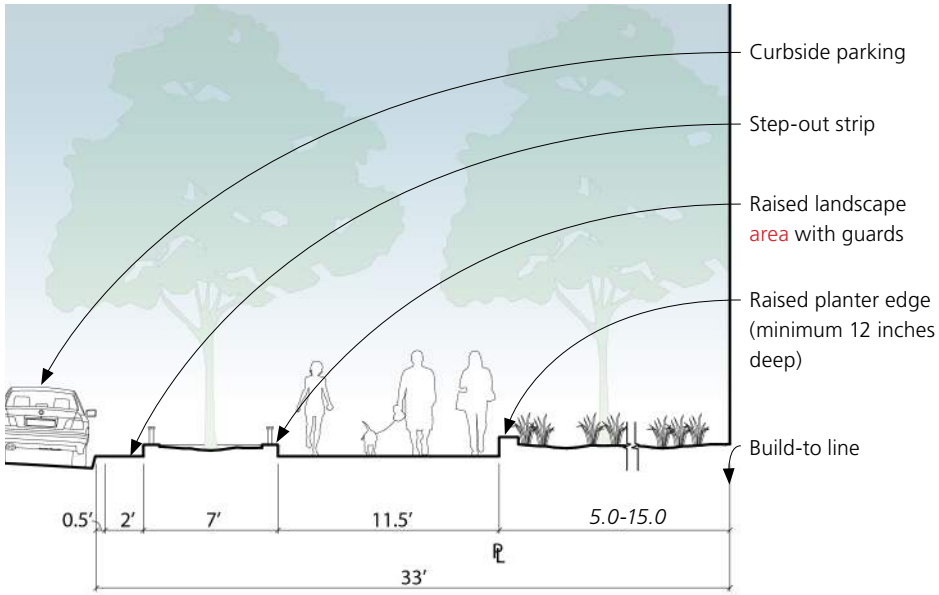
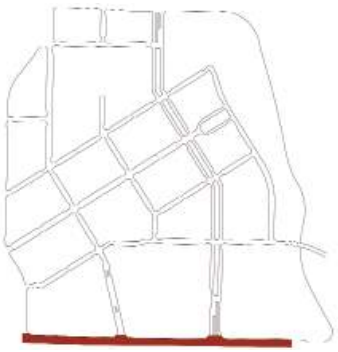


Figure 3-16: Harlan Street Sidewalk

A wide pedestrian walk serves to complete the pedestrian trail loop that circumnavigates the Plan area.



Key Plan

3.4.9 88th Avenue

A. Design Intent

The northern street edge of 88th Avenue is the southern face of the new downtown. Along 88th Avenue the street design retains the existing meandering eight-foot-wide sidewalk. The roadway design remains unchanged, but the possibility for a reduction of the roadway width could be explored (see Section 3.3). The Downtown Mobility Study proposed 88th Avenue from Sheridan Boulevard to be reduced to two 10.5-foot travel lanes in each direction, allowing for an exclusive bus/right turn lane, a buffered bicycle lane, and a widened sidewalk adjacent to Downtown.

An existing tree-lined green is expanded to comprise South Park, which separates the roadway and sidewalk from the development *blocks*. The historic Allen Ditch runs within the 125-foot-wide park, which is lined by mature cottonwood trees. The design retains the existing trees and sidewalk along 88th Avenue. Piping the ditch will be explored.

In South Park a new pedestrian walk frames the northern edge of the green space. The walk varies in width and adjoins the property lines of the development parcels to the north. Here, permitted setbacks provide the opportunity for a series of outdoor dining areas, terraces, and landscaped areas lining the park promenade.

B. Sidewalk Design

Northern sidewalk design shall be in conformance with Figure 3-17.

C. Sidewalk Paving

The existing sidewalk on the south side of 88th Avenue will remain. The northern sidewalk shall be paved with scored concrete along with the redeveloped of adjacent properties.

D. Landscape

1. Street Trees. Street trees shall be planted in conformance with the street tree plan (see Figure 3-20).
2. Parkway. The existing parkway and green space shall remain. Where existing parking lots are removed and the green space area is expanded, these areas shall be landscaped.
3. Existing Trees. Existing cottonwood trees shall be evaluated for their health and replaced where necessary to ensure the tree canopy is maintained throughout the parkway as older trees reach the end of their lifespan.

E. Streetlights

Streetlights shall be per Section 3.5.3.

F. Street Furniture

Street furniture shall be per Section 3.5.2.

G. Front Setbacks

1. Landscaping and Paving. Front setbacks shall be paved or landscaped in a manner that is complimentary to the design of the public sidewalk and in conformance with the frontage type standards of Section 4.4. No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.
2. Terraces. Raised terraces located between the publicly accessible walk and the building front are permitted. Raised terraces shall be no more than 30 inches in height, measured from the adjacent walk, and shall be accessible from the walk.
3. Furniture. Movable signs and outdoor merchandise displays in conformance with sign standards and guidelines of Section 4.7 are permitted. All such furniture shall be approved by the City. Outside of business hours, furniture shall be removed from the setback and stored.
4. Outdoor Lighting. Outdoor lighting shall be located along the property line and shall be per Section 3.5.3.

H. Outdoor Dining

Outdoor dining is permitted within the front setback adjacent to the operating ground floor use. Outdoor dining may be located within the public right-of-way subject to review by City Staff. See Section 3.5.5 for outdoor dining guidelines.

Existing Sidewalk

An existing 8-foot wide sidewalk meanders along the north side of 88th Avenue.

Existing Allen Ditch

The historical Allen Ditch is lined with mature cottonwood trees.

Outdoor Dining on Terrace

Terraces overlooking the green space can enhance active ground-floor uses.

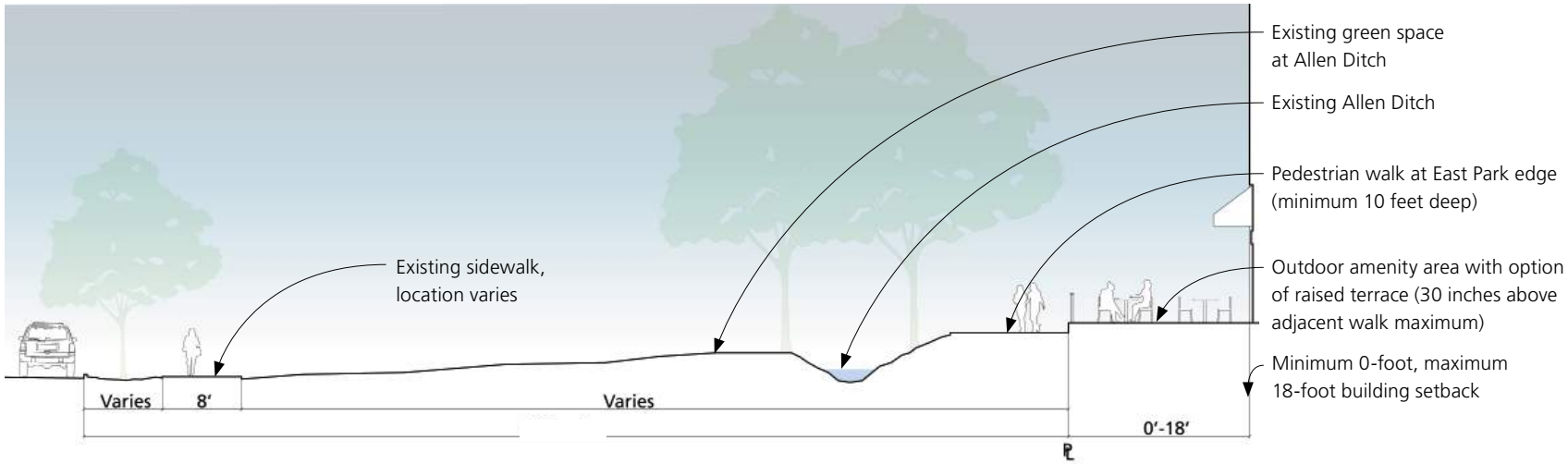
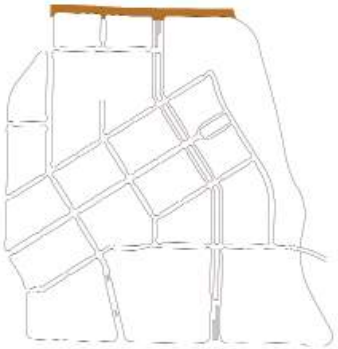


Figure 3-17: 88th Avenue Sidewalk

The 88th Avenue sidewalk runs through South Park.

3.4.10 92nd Avenue



Key Plan

A. Design Intent

The southern street edge of 92nd Avenue, a multi-lane arterial with fast-moving traffic, is the northern face of the new downtown. The existing roadway configuration provides significant challenges for designing an urban edge. The Downtown Mobility Study proposed 92nd Avenue from Sheridan Boulevard to Westminster Boulevard to be reduced to three 10.5-foot travel lanes in each direction allowing for the addition of a buffered bicycle lane, a multi-use path on the north side of the road, a widened sidewalk adjacent to Downtown, and new tree lawns to buffer sidewalks from the road. The sidewalk design creates a safe pedestrian-oriented environment at frontages lining 92nd Avenue. A continuous parkway with street trees separates a wide sidewalk from the curbside travel lane. Additionally, improvements to the northern edge of the street should be pursued, as mentioned in Section 3.3. Finally, a 15-foot landscaped setback buffers ground-floor uses facing this busy street.

The northern street edge of 92nd Avenue, although outside of the immediate Plan area, will play an integral part in accessing downtown and the US 36 commuter bike trail from the north. Potential modifications to the street right-of-way, as discussed in Section 3.3, will improve sidewalk and streetscape conditions on this northern edge. Improvements should include addition of a planted edge with consistent street trees, landscaping, lighting, and wayfinding elements to underline 92nd Avenue as a gateway and to improve pedestrian and bicycle safety along the northern edge of the street.

B. Sidewalk Design

Southern sidewalk design shall be in conformance with Figure 3-18.

C. Sidewalk Paving

The walk shall be paved with poured, scored concrete (see Section 3.5.1). A 2.5-foot-wide area behind the curb shall be paved with poured, scored concrete.

D. Landscape

1. Street Trees. Street trees shall be planted in conformance with the street tree plan (see Figure 3-20).
2. Parkways. Parkways shall be continuous planters, at minimum the same width as existing which is nine to 12 feet—and flush with the finished sidewalk. Wherever possible, parkways shall be designed as infiltration planters and appropriate plant material shall be selected.

E. Streetlights

Streetlights shall be per Section 3.5.3.

F. Street Furniture

Street furniture shall be per Section 3.5.2.

G. Front Setbacks

Front setbacks shall be at-grade or raised landscape planters enclosed by a wall no more than 18 inches in height, measured from the adjacent sidewalk grade. Planters shall be planted with decorative plants which may include small trees and low shrubs. Walks to building entries and outdoor dining areas shall be paved (see Section 3.5.1). A service walk no more than three feet in width may be located in between the building face and the landscape planter. No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.

H. Outdoor Dining

1. Outdoor dining is permitted within the front setback adjacent to the operating ground floor use. Outdoor dining may be located within the public right-of-way subject to review by City Staff. See Section 3.5.5 for outdoor dining guidelines.

Landscape Planters

A raised landscape planter provides a subtle edge between the public and private realms.

Vertical Green

Medium-height shrubs placed at intervals create a buffer between ground-floor uses and the busy street.

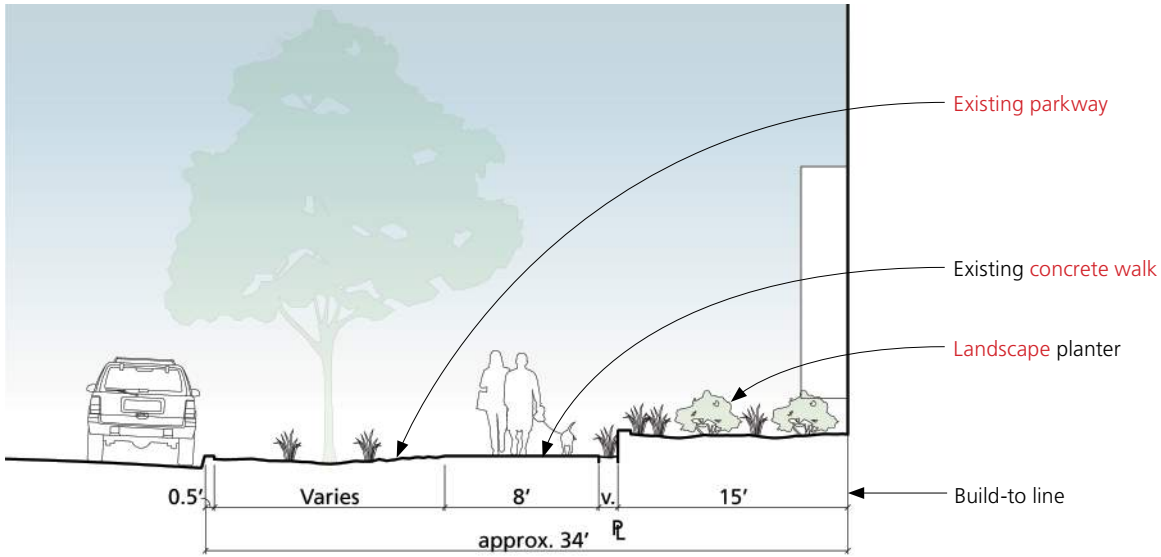


Figure 3-18: 92nd Avenue Sidewalk

This diagram shows a raised landscape planter occupying the 15-foot front setback. The raised planter is optional.

3.5 STREETSCAPE DESIGN ELEMENTS

While the street types lay out the dimensional and functional requirements for downtown's streets, this section provides a series of material, street furniture, and palettes that inform the street design. These standards and guidelines function much like standard details and specifications. This section promotes a design unity that supports the Plan area identity while allowing for options and variety responsive to location-specific needs. Palettes presented in this section provide an overall design intent and may be added to or modified based on City direction. The streetscape design elements place a particular emphasis on elements that enhance the pedestrian's and cyclist's experience in the downtown.

This section covers the following sub-sections:

Section 3.5.1: Paving standards
Section 3.5.2: Street furniture
Section 3.5.3: Streetlight palette
Section 3.5.4: Sidewalk amenity area guidelines
Section 3.5.5: Outdoor dining guidelines
Section 3.5.6: Parkway and landscape planter palette

3.5.1 Paving Standards

Paving materials shall be consistent with the intent of this paving palette.

A. Public Sidewalk

Sidewalk paving shall conform with the Westminster Downtown Streetscape 100% Construction Documents. (Available upon request.)

B. Private Setbacks

Where required by the street type standards of Section 3.4, paved areas inside front setbacks along Westminster Boulevard, Eaton Street, and Central Avenue shall be paved with the same design and materials as the public sidewalk. Paved areas in front setbacks along other streets shall compliment the design and materials used in the public sidewalk.

Poured, Scored Concrete

Natural gray concrete with saw-cut score lines

Decorative Concrete Crosswalk

Aggregate, color, and saw-cut lines create a durable decorative crosswalk

Permeable Pavers Option 1

8x8 square pavers

Permeable Pavers Option 2

Pavers set in herringbone pattern

Decomposed Granite

Decomposed granite area enclosed by concrete

3.5.2 Street Furniture

Street furniture, seating, waste receptacles, lighting, bike racks, bollards, and similar devices, significantly enhance the usability of the public realm. A consistent theme of materials and design language in street furniture selections enhances the sense of identity throughout the downtown area.

The street furniture presented in this section provides an initial palette of appropriate street furniture selections. The selections are based on a clean aesthetic with a high degree of functionality that maintains a respect for the human scale. The City may approve additional items that complement this selection and expand the palette.

A. Furniture as Public Art

The integration of public art into the street furniture is highly encouraged. For public art elements there shall be flexibility in regard to the design language, materials, textures, shapes, and colors.

B. Private Development

Private development shall follow the guidance and design intent provided in this section, in particular where furniture is placed within front setbacks and on on-site open space that is accessible from the public realm.

Backed Bench

Trio Backed Straight Bench: Forms + Surfaces, ipe wood seat, white

Backless Bench

Trio Backless Straight Bench: Forms + Surfaces, ipe wood seat, white

Split-Stream Receptacle

Urban Renaissance Split Stream: Forms + Surfaces, white

Bicycle Rack

Arc Rack: Dero Bike Rack Company, white

Bollard Option A

Calpipe 5" T316 Stainless Steel Fixed Bollard, Knight Cap

Bollard Option B

Hawthorne Path Light: Hawthorne Lighting, black

3.5.3 Streetlights

The streetlights presented in this section provides an initial palette for street lighting and is subject to change. The City may approve additional or alternate items that complement and expand this selection.

Street lighting levels shall meet City standards.

Street Light

High-quality aluminum construction

LED Luminaire

Energy-efficient

Tandem Street Light

Street lighting and pedestrian lighting in one

Full cut-off

Full cut-off optics protect the night sky

3.5.4 Sidewalk Amenity Area Guidelines

Sidewalk amenity areas are publicly accessible areas, typically located within the public right-of-way, that enhance the enjoyment of the public realm. Sidewalk amenity areas cater to both cyclists and pedestrians and provide features such as benches, bike racks, or locations for waste receptacles.

Amenity areas in private developments shall follow the guidelines of this section.

A. Seating Areas

1. Purpose. Seating areas are furnished areas that allow pedestrians to rest, casually interact with others, or enjoy their surroundings. Various seating areas with ample seating should be located throughout the Plan area.
2. Furniture. Seating areas should include one or more benches. Wherever possible, trash receptacles should be located in close proximity to or within seating areas.
3. Location. Seating areas should be located outside the primary walk areas either in line with landscape planters or in curb extension areas.
4. Configuration. Seating placed in line with landscape planters or tree wells should face the sidewalk; where multiple benches are provided, benches may face each other. Seating in curb extension areas should be separated from traffic lanes with a landscape planter or a raised barrier. Seats should face the sidewalk or other seats and be incorporated into raised planters. Generally seats should not face traffic or parking lanes. Trash receptacles in seating areas should be located conveniently to both seating and the sidewalk.

B. Bike Parking Areas

1. Purpose. Bike rack areas are a point of transition from bicycle to pedestrian movement. Bike racks should provide a visible and therefore safe place for temporary bicycle parking.
2. Furniture. All bicycle racks and bicycle storage areas provided within or outside of the right-of-way should feature two points of contact (i.e. U-rack or similar).
3. Location. Bike rack areas should be located in line with landscape planters or in curb extensions. Secure parking should be located in concert with other storage or parking services or areas, such as in a parking garage. Locations should be chosen convenient to various destinations within the Plan area.
4. Configuration. Bike racks should be positioned to provide maneuvering room and with sufficient clearance to traffic lanes, parked cars, and sidewalks. Wherever possible, bike racks should be placed perpendicular to the street to maximize bike storage space. Where less space is available, bike racks can be mounted at an angle or parallel to traffic lanes. In curb extensions, landscape planters or similar buffers should separate bike racks from moving traffic.

C. Trash Receptacle Areas

1. Purpose. Well-placed trash receptacle areas reduce the amount of litter discarded in streets.
2. Furniture. Wherever possible both a general waste and a recycling bin should be provided.
3. Location. Locations near intersections, seating areas, and areas with high volumes of foot traffic are preferable.
4. Configuration. Trash receptacle areas should be located convenient to pedestrian traffic just outside the main walk area.

Seating Area

Benches and landscaping transform curb extensions into amenity zones along the sidewalk.

Bike Racks Area

Curb extensions can also accommodate bike racks and trash receptacles providing additional convenience to pedestrians and cyclists.

Seating and Landscape Area

A bench is attached to a raised landscape planter.

3.5.5 Outdoor Furniture, Fixtures, and Decor Standards

This section provides standards for outdoor furniture, fixtures, and decor associated with outdoor dining, merchandising, and other activities. These outdoor areas allow patrons of restaurants, cafés, stores or similar establishments to enjoy the outdoor environment. These standards ensure that the design of outdoor areas supports the overall vision for the downtown.

These standards supplement the provisions of the street type standards in Section 3.4. Outdoor dining may also be regulated by State and City licensing requirements and codes, depending on the type of beverages served and location.

1. Design. The design, materials and colors used for chairs, tables, lighting, decor and other fixtures and decor including umbrellas and awnings shall be generally consistent both with the architectural style and colors used on the building facade.
2. Quality. All outdoor furniture must be high quality in construction and composed of durable materials such as metal, wood or wood composite. Plastic furniture is not permitted. Planters, fixtures and other outdoor decor must be high quality in construction and composed of durable materials such as metal, wood, wood composite, concrete, or stone. Plastic or plastic composite planters are not permitted.
3. Location. Furniture, fixtures, planters or other outdoor decor shall not be located within, hang into, or otherwise intrude into the right-of-way unless specifically allowed in this Plan.
4. Enclosures. Enclosures shall be designed as semi-permanent barriers and be removable, as by use of recessed sleeves and posts or by wheels which can be locked into place. The maximum height of opaque enclosures shall be three foot six inches, measured from the adjacent sidewalk. Transparent windscreen attachments may extend the enclosure height by two additional feet. Connections or elements between dining area enclosures and overhead awnings or similar structures are not permitted.
5. Umbrellas. Umbrellas shall maintain a minimum clearance of seven feet above the adjacent floor level.
6. Security. Any locking mechanisms used to secure the furniture shall be removed during business hours.

Sidewalk Cafe Seating

A small building-side outdoor seating area at a storefront café.

Sidewalk Dining at the Building Front

Outdoor dining area with high-quality enclosure.

3.5.6 Parkways And Landscape Planter Palette

Plantings and street trees bring green into the cityscape. This section identifies five types of landscape planters that could be appropriate in the Plan area:

1. Parkway with turf or other ground cover
2. Parkway with stormwater infiltration
3. Flush landscape planter
4. Landscape planter with raised curbs
5. Landscape planter with tree pit guards

Refer to the street section design diagrams in Section 3.4 to determine appropriate locations for each planter type.

Parkway with Turf

A continuous parkway is planted with turf. Step-out strips and paved walks at regular intervals allow pedestrians to cross the parkway without stepping into the plantings.

Flush Landscape Planter

A landscape planter is set flush with the adjacent sidewalk. Grasses or low hedges visually bound the planter and protect the soils from pedestrian traffic.

Parkway with Infiltration

A parkway set flush with the sidewalk allows stormwater runoff to collect in the planter area and infiltrate into the ground. Appropriate landscape material must be selected and overflow outlets allow excess water to drain into the city sewer.

Tree Pit Guards

Low, sturdy fence-like structures protect trees and surrounding plants from damage, soil compaction, and pets.

Inground Planter Under Construction

A 5x15-foot tree planter sits below a suspended pavement system that will support sidewalk paving once construction is complete. (Photo location: Denver, CO)

Inground Planter with Paving Installed

In this image, the pervious paving has been installed above the pavement suspension system. The usable sidewalk area has increased significantly.

3.6 STREET TREE PLAN

Throughout the Plan area, street trees enhance the streetscapes. They provide highly visible green in the public realm, typically separating the sidewalk from parking and drive lanes. In summer, trees provide shade, reduce the heat island effect, and aid in storm water mitigation through interception.

Generally, the street trees are selected for several features including higher canopies to provide visibility at the street level, ornamental or seasonal aesthetic value, or shade and density.

Along the major streets of the downtown, Westminster Boulevard, Eaton Street, and Central Avenue, special tree species underline the streets' significance within the hierarchy of the street network. Furthermore, flowering accent trees are located at street intersections and other important locations. Accent trees are located in landscape planters situated in curb extensions at street intersections. Here, curb extensions provide additional space that can help buffer and protect the smaller accent trees from passing vehicular traffic.

On Eaton Street and Central Avenue, honey locust trees line the green medians and sidewalks. The honey locust's dappled foliage allows sunlight to filter through the canopy allowing plants on the ground plane to flourish. The option of planting different species of honey locust on Eaton Street and Central Avenue should be evaluated.

3.6.1 Street Tree Plan

Within the Plan area, street trees shall conform to Figure 3-20: Street Tree Plan or to an approved streetscape plan that is consistent with the intent of this section.

3.6.2 Street Tree Typical Planting Detail

To promote variety along the streetscape, street trees shall be planted such that specimens of one tree species are clustered in groups of three or five trees and are staggered.

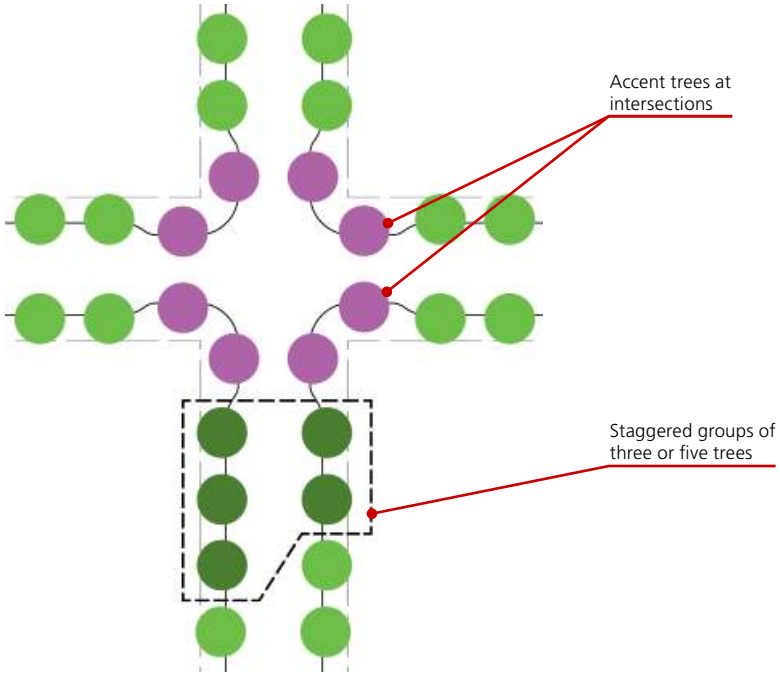
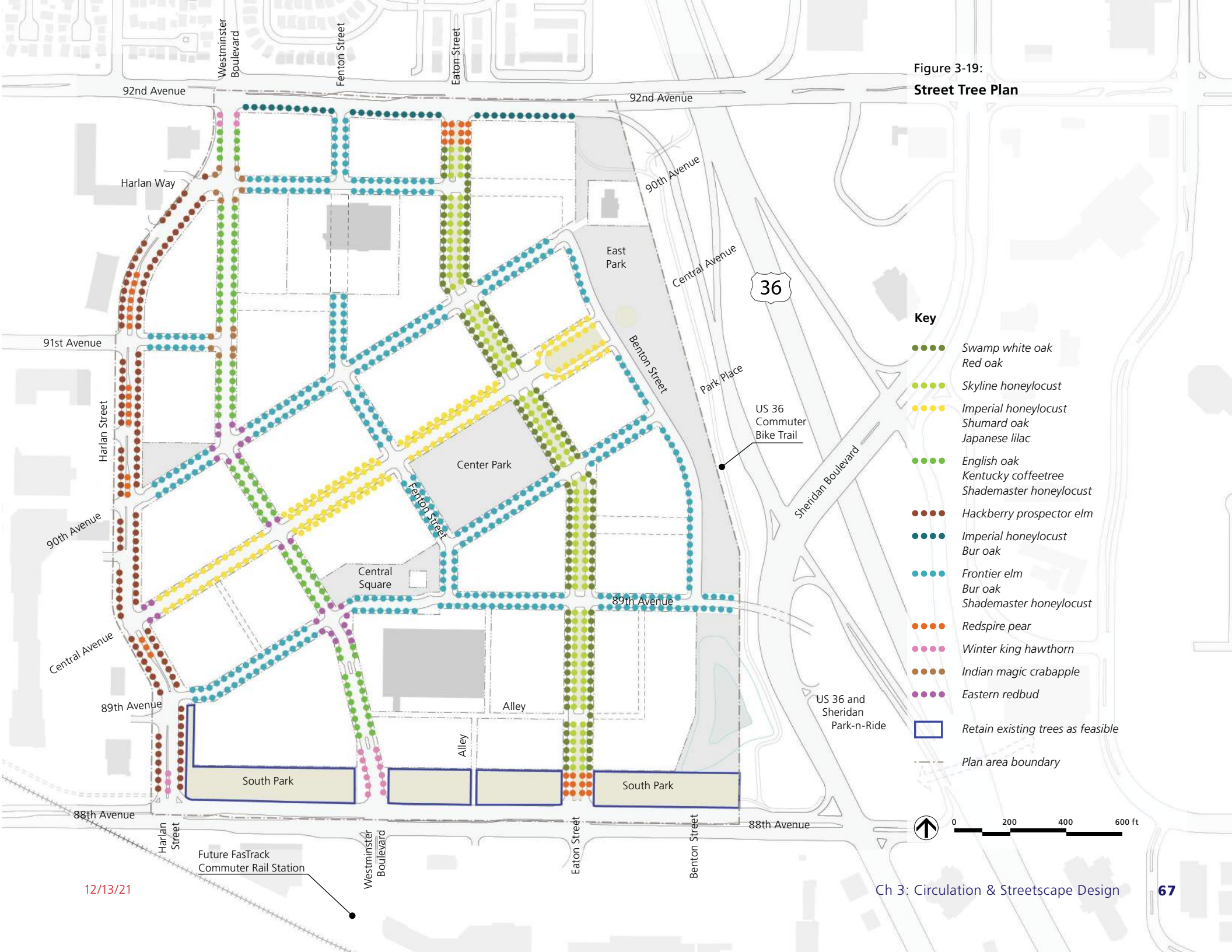


Figure 3-18: Street Tree Typical Planting Detail

Trees of one species are planted in staggered groups of three or five.

Figure 3-19:
Street Tree Plan



3.6.3 Street Tree Palette

Street trees within the Plan areas shall conform to tree selections defined in this palette.

Honey Locust

Street Tree & Median Tree

Honey Locust

Street Tree & Median Tree

English Oak

Street Tree

Bur Oak

Street Tree

Red Oak

Street Tree

Shumard Oak

Street Tree

Swamp White Oak

Street Tree

Kentucky Coffeetree

Street Tree

Japanese Lilac

Street Tree

Prospector Elm

Street Tree

Frontier Elm

Street Tree

Eastern Redbud

Accent Tree

Redspire Pear

Median Tree & Accent Tree

Winter King Hawthorn

Accent Tree

Indian Magic Crabapple

Accent Tree

3.7 SPECIAL EVENT AREAS AND ROUTES

Special event locations and potential street closures are outlined in Figure 3-21.

Central Square

The Central Square is located at the heart of the downtown. It is ideally positioned to host a variety of events that may include regular farmers markets, fairs, or special seasonal events. For events with space requirements that may exceed the dimensions of the square or anticipate very high attendance, portions of 89th Street and/or Fenton Street immediately adjacent to the Central Square can be closed. Coordination of hardscape materials between the Central Square and these streets could further unite and enlarge the usable space for larger events.

Eaton Street Median

Eaton Street's green median is designed as a linear green space spanning the length of the site. Together with its 24-foot wide roadways on either side, Eaton Street lends itself to a temporary street fair. Numerous intersections to local and arterial streets provide convenient access from within the new downtown and from the city as a whole.

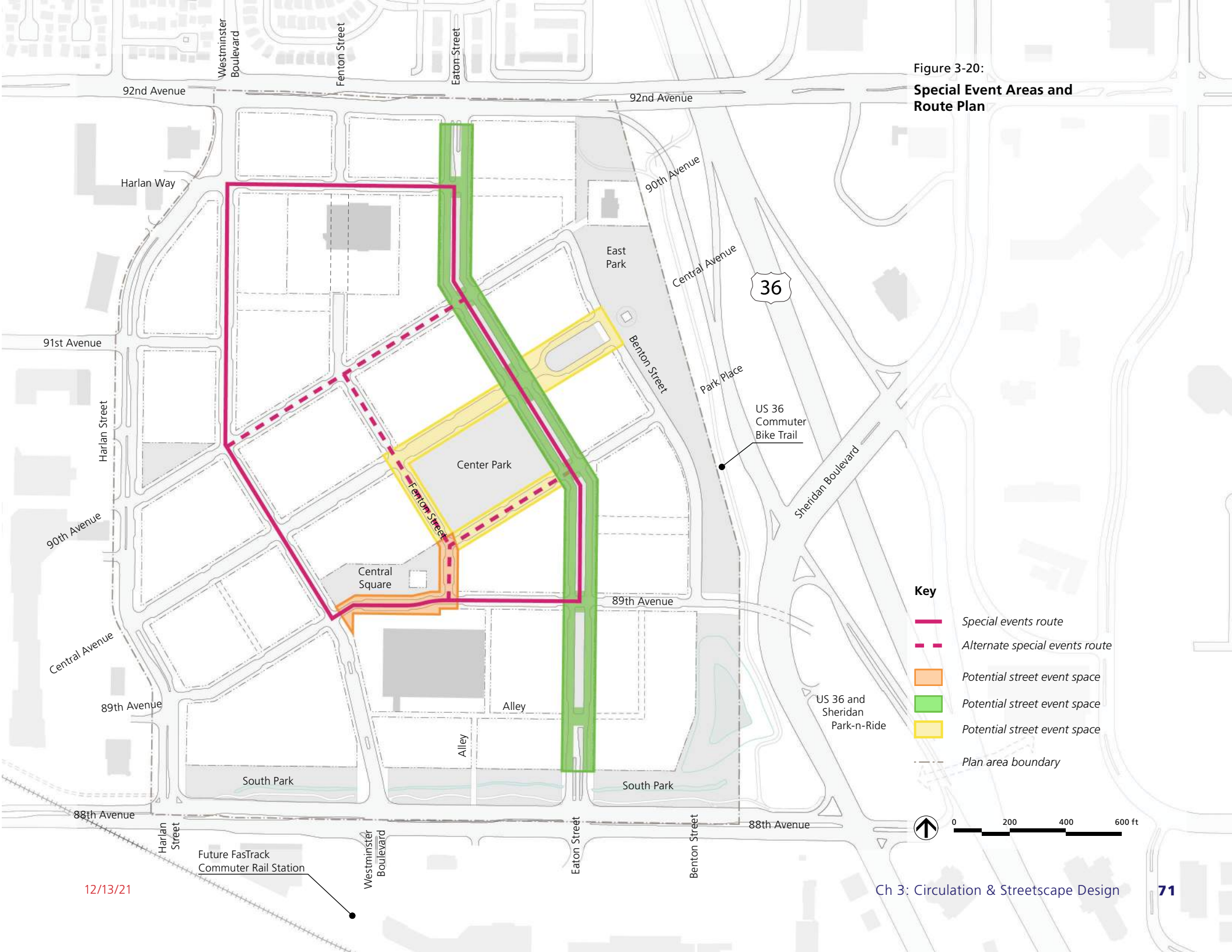
For special events, either the whole length of Eaton Street or shorter segments could be temporarily closed. Eaton Street's configuration also allows just one side of the street to be closed providing continued access on the other.

Parade Route

In the future, Westminster may have parade celebrations that would require a designated parade route. The parade could be routed wholly within the interior of the site so as not to impede traffic on 88th Avenue or 92nd Avenue. This route would follow Westminster Boulevard south to 89th Avenue, 89th Avenue east to Eaton Street, Eaton Street north to Harlan Street, and return west to Westminster Boulevard. This route is outlined in Figure 3-21.

Figure 3-20:

Special Event Areas and Route Plan



3.8 WAYFINDING AND IDENTITY

The intent of a new wayfinding and environmental graphics system is to create a sense of place for the new downtown. It will provide a distinct identity and make it easy to navigate the Plan area. Beginning with the arrival in downtown, wayfinding signs will direct those coming by car to parking garages that are part of a park-once concept. These garages are primary transition points from the automobile to pedestrian movement. Similarly, arrivals from public transit or bike will be directed to destinations within the new downtown. In particular, wayfinding signs will focus on the new retail and activity centers around Westminster Boulevard and Central Square.

The wayfinding concept could also direct to other destinations such as office and business locations, residential neighborhoods, and park, recreation and other amenity areas. Additionally, the wayfinding design and scheme for the downtown should incorporate technology with the use of phone applications, social media and the like.

This Plan provides conceptual cornerstones that should be developed into a full wayfinding and identity program in a future planning phase.

Relationship to Other Plan Components

The wayfinding concept should build upon the streetscape standards in Section 3.4. Use of similar colors, materials, or design aesthetic between furnishings and wayfinding elements would provide a cohesive identity along major downtown corridors.

RTD Coordination

The wayfinding concept should be coordinated with RTD's existing and future transit facilities to ensure compatibility between the two programs.

Downtown Gateways

The intersections at 88th Avenue and Westminster Boulevard and Eaton Street and 92nd Avenue and Westminster Boulevard and Eaton Street are the most visible and therefore the Primary Gateways to downtown. These locations provide opportunities to shape the identity of the downtown and will set the tone for the overall experience.

While signage, plantings, paving, and other similar features will help shape the gateway experience, the buildings framing these entry points will make the most significant statement regarding the character of the downtown. Therefore, buildings framing the Primary Gateway locations should exemplify the urban, mixed-use, and space-framing characteristics identified in the Plan goals. The architecture at these entry points should reflect the ambitions of the downtown in their design language, scale, massing, and articulation.

Secondary Gateways to downtown are called out in Figure 3-22: Conceptual Wayfinding and Identity Plan. Similar to Primary Gateways, these secondary entries also have the ability to shape the downtown identity, but will do so to a lesser extent.

Identity Corridors

Westminster Boulevard, Eaton Street, and 89th Avenue from the Park-and-Ride to Central Avenue, are downtown's primary identity corridors. Like the gateways, these streets shape downtown's identity as an integral part of the urban experience. Beginning at the gateways, street and accent trees, landscaping, lighting, pedestrian and bike amenity areas, and the intricate design for an active street realm create a rich street experience.

Parking District Navigation

For the downtown's park-once parking district concept to be successful, finding parking should be effortless. A parking district "smart" navigation system should direct visitors to parking structures with vacant stalls. Signage and wayfinding elements should clearly identify in a memorable way the different parking structures within the district.

Once drivers and passengers have become pedestrians, wayfinding should navigate to various downtown destinations and back to the parking structures.

Directional Signage

Directional signage mounted to a light pole.

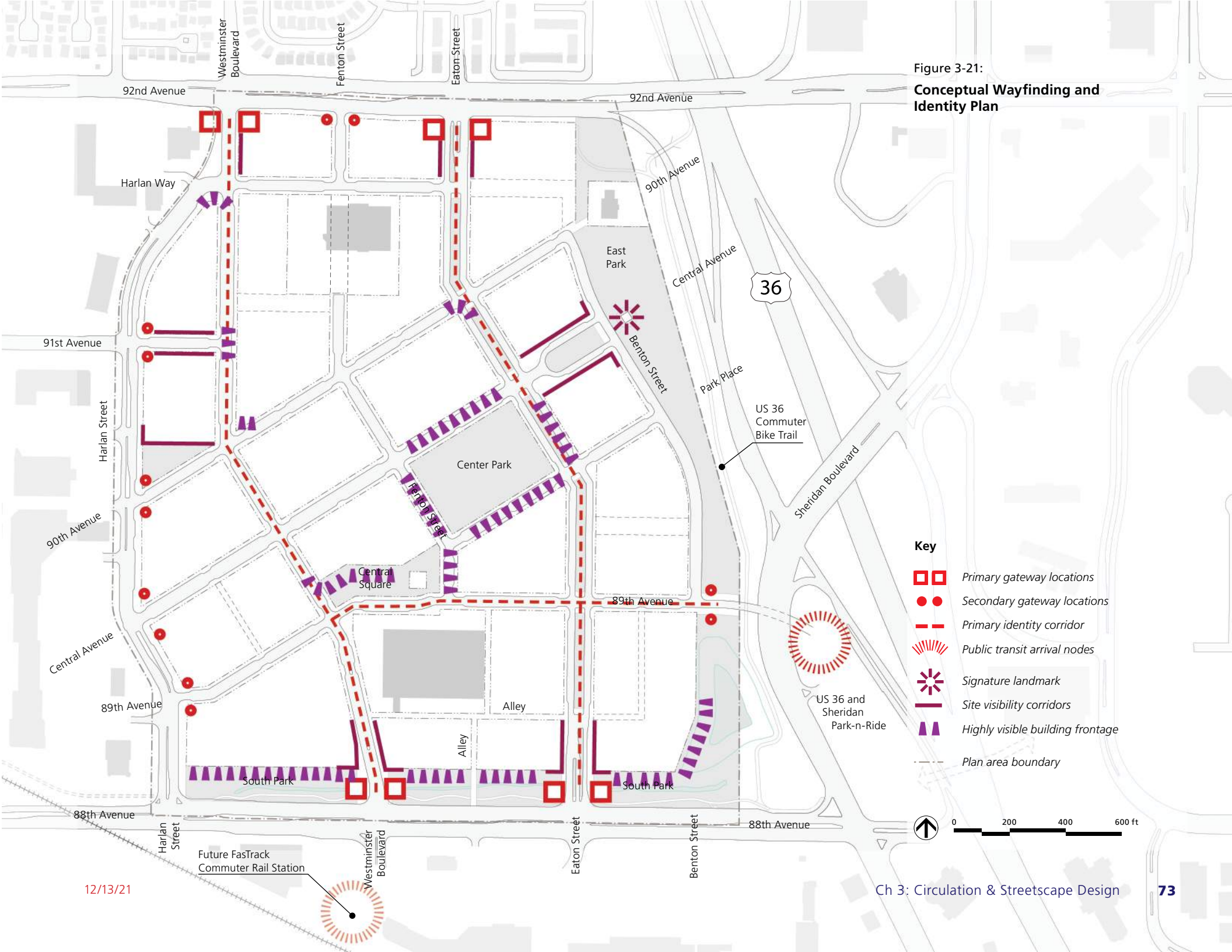
Banner Signage

Banner signs attached to a special pole.

Identity Signage

Figure 3-21:

Conceptual Wayfinding and Identity Plan



4
BUILT FORM

4.1 OVERALL BUILT FORM DESIGN INTENT

The Plan's development standards follow a fundamentally urban approach. The development regulations of this chapter guide the design of buildings that will line streets, overlook outdoor spaces, and create a ground-floor environment that is decidedly human-scaled and pedestrian-oriented.

To achieve this goal, this chapter provides standards on the level of the individual city block, the building, and the ground-floor frontages. The block development standards are location-specific and address each individual development block in the Plan area. The building type standards define a menu of building types and standards that are specific to each type. The frontage type standards provide standards for six prototypical pedestrian-oriented ground-floor building frontage type designs.

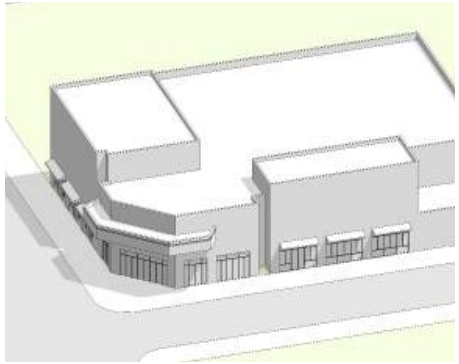
The additional building standards and guidelines, parking and loading design standards and guidelines, and sign regulations towards the end of this Chapter are common to all areas of the Plan.

Policy Objectives

1. Ensure building placement and frontage along the street reflects an urban downtown character.
2. Maintain a consistent street frontage or "street wall" throughout the downtown area.
3. Utilize building architecture to announce gateways, key intersections and public spaces.
4. Create architectural variation along a block face through diversity of massing, articulation and architectural detailing.
5. Create a built environment that emphasizes pedestrian scale and variety by activating ground floor frontages, using ample fenestration, awnings and frequent building entries.
6. Ensure that streets and spaces with high volumes of pedestrian traffic are comfortable, protected from the sun, and visually and physically engaging at the ground level.
7. Design parking structures so they do not dominate the built environment.
8. Encourage a variety of building and development types throughout the site.

Block Standards

Block standards provide building placement standards, alley and block access point locations, and allowed building and frontage types.



Building Type Standards

Building type standards include facade, massing, and green space requirements as well as type-specific frontage and height standards.

Frontage Standards

Frontages are the interface between new downtown's public space network and private development.

Design Review Process and Variations from Standards

Chapter 1.5 Development Process describes the City design review process as well as procedures for variations from the standards of this Chapter.

4.2 BLOCK DEVELOPMENT STANDARDS

The block development standards regulate development within the Plan area. In order to respond to a number of unique conditions throughout downtown, standards for each development block and every *blockfront* are provided.

The Master Plan area is subdivided into 24 development blocks in six geographic groups, as shown in Figure 4-1.

The following pages depict the applicable development standards for each block. All new development must adhere to the standards presented on these pages. Standards for public outdoor space blocks are covered in Chapter 5.

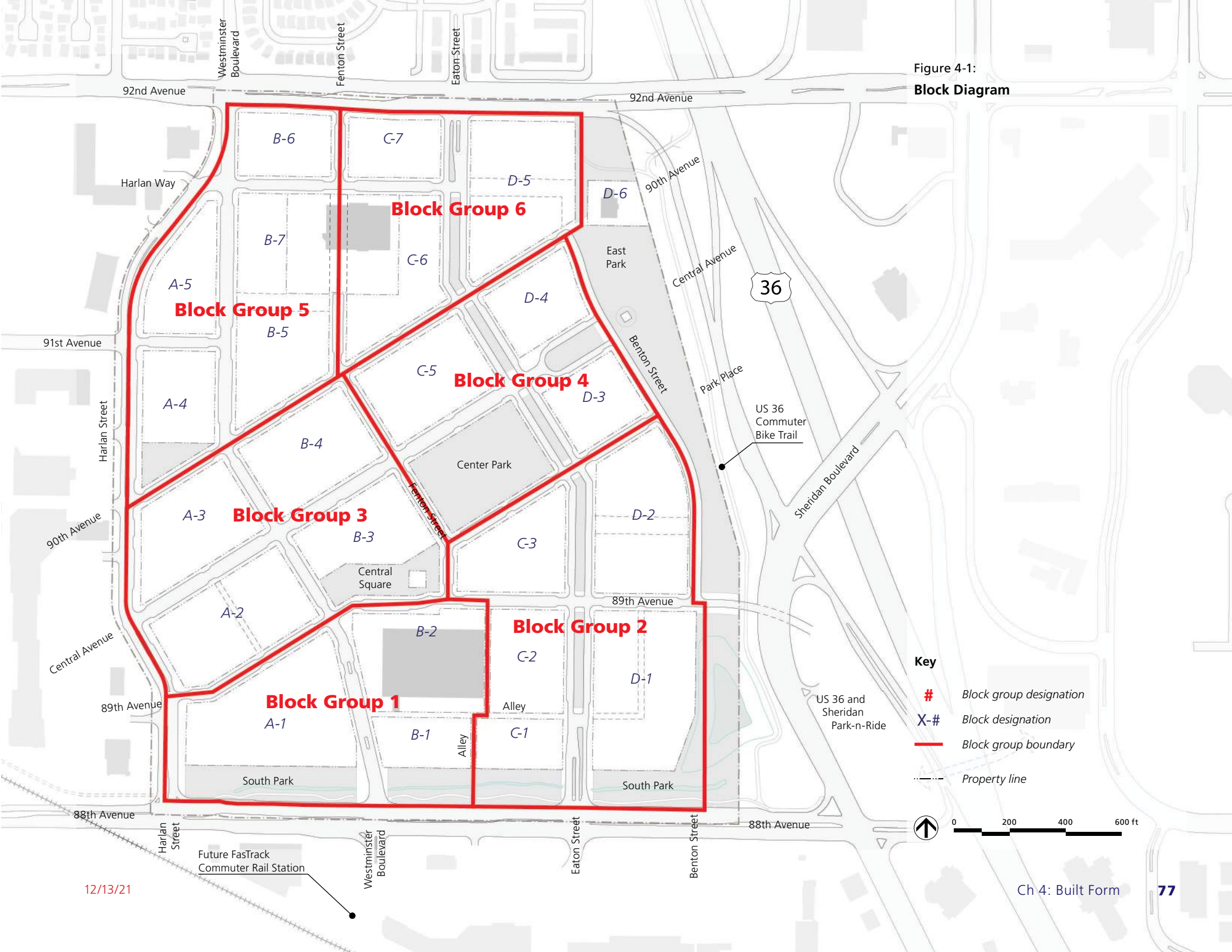


Figure 4-1:
Block Diagram

4.2.1 Explanation of Standards

The block development standards cover the following:

A. Block Intent Statement

This statement describes the development intent for the respective block group and points out specific design opportunities.

B. Building Placement and Frontage Standards

Building placement standards describe where on the property buildings shall be located and include build-to lines, setbacks, minimum frontage occupancy, and service and access points.

Build-to and setback lines are measured from the property line at street frontages. Setbacks may include minimum setbacks and maximum setbacks from the property line. Building fronts may be placed at the minimum setback, the maximum setback, or anywhere in between. For additional clarity, build-to and setback line requirements are presented in the block diagram and in the block frontage standards table.

Where a build-to line is specified, the building front may be placed at or within a line located ten inches behind the build-to line.

Minimum frontage occupancy is the minimum percentage of a blockfront at which a building frontage is set either at or within ten inches of the build-to line or within the minimum and maximum setback lines, as required by the block development standards. As shown in Figure 4-2, the minimum frontage occupancy shall be measured as a linear distance parallel to the property line.

The remaining frontage length may be set behind the build-to or setback lines or may be left unoccupied.

Service and access point standards regulate curb cut locations for each blockfront.

C. Maximum Building Height Standards

Height standards regulate the maximum building height. Building height shall be defined pursuant to the W.M.C.

D. Street & Alley Connections

Block development standards may encourage or require streets or alleys in designated locations. Locations are indicated in the individual block development diagrams. It is anticipated that redevelopment of existing uses in block groups 1, 2, 5, and 6 will result in a reconsideration of the street and alley network to create finer grain blocks in those locations. Final alignments shall be approved through the development review process. Where possible, entrances to alleys should line up across streets.

E. Permitted Frontage Types

The permitted frontage types table outlines which frontage types are permitted at each blockfront. Developments must also comply with the permitted frontage types of the selected building type.

F. Permitted Building Types and Minimum Number of Building Types Per Block

This standard provides a table of permitted building types for each development block. Furthermore, certain blocks require development to utilize two or more different building types.

For development blocks less than 2.5 acres in size for which the block development standards require the utilization of two or more different building types the Planning Manager shall have discretion to waive this requirement subject to the finding that its intent has been met.

Figure 4-3 explains the elements of the Block Development Standards provided for each block group.

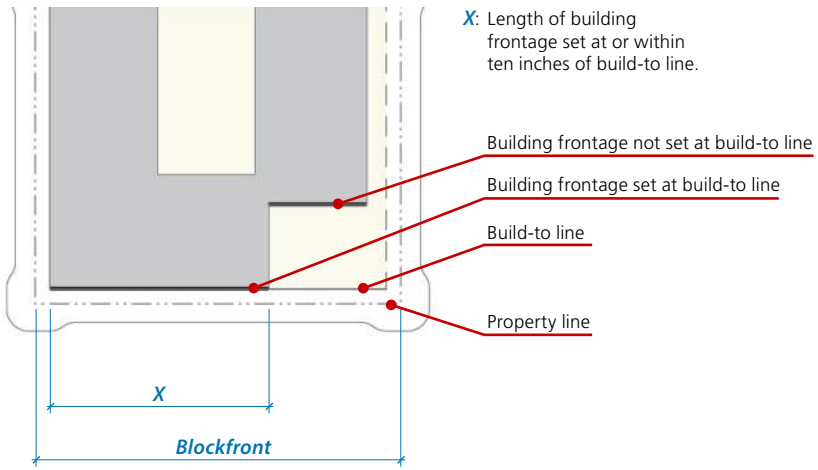


Figure 4-2: Minimum Building Frontage Occupancy

This diagram illustrates the relationship between the building frontage and the build-to line. The blockfront standards require a minimum length of the building frontage to be set at or within ten inches of the build-to line (X). The remainder of the building frontage may be set any distance behind the build-to line.

Similarly, at blockfronts with maximum and minimum setbacks, a minimum percentage of the building frontage shall be set between the maximum and minimum setback lines (X). The remainder of the building frontage may be set any distance behind the minimum setback line.

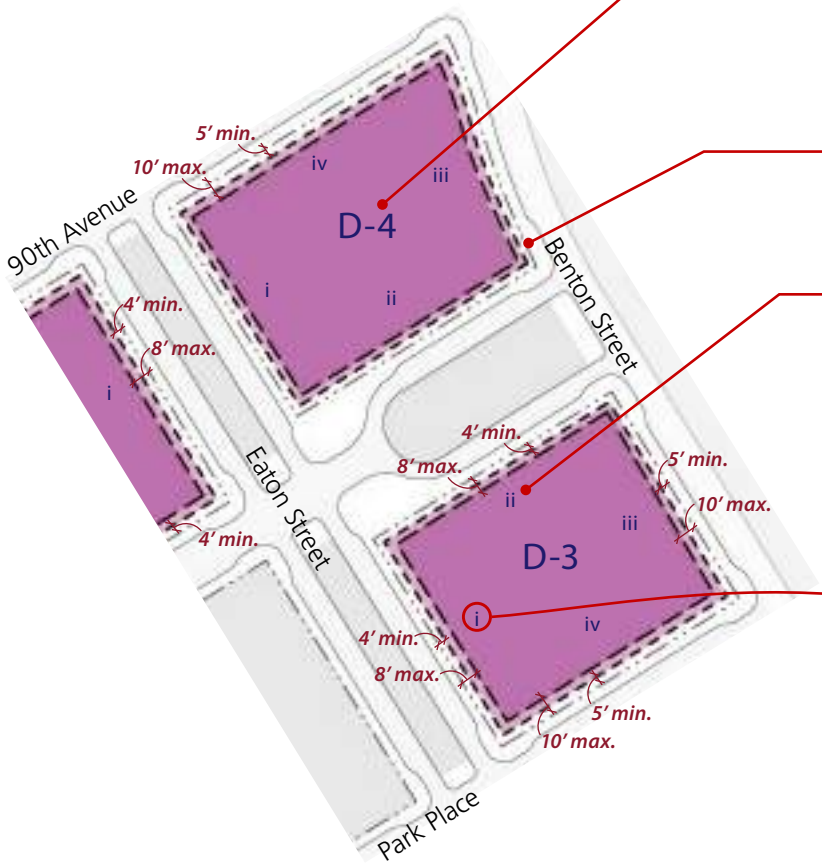
The minimum building frontage occupancy varies by blockfront and is regulated by the block standards.

Figure 4-3:

Typical Block Development Standards Diagram & Table

The block development standards are represented graphically and in tables. Information such as setbacks and build-to lines can be found in both the plan graphic and the table. Other standards, such as frontage occupancy requirements, are only presented in tabular form.

Block designations (alphabetical letter and number) and frontage designations (lower case Roman numerals) link the plan elements to the tables.



Block Designation:

These designations identify the individual downtown blocks and are numbered A-1 through D-6.

Property Line:

The property line is shown in relationship to the setback or build-to lines.

Blockfront Designation:

These numbers identify the different blockfront types within a group of blocks. The standards for each blockfront designation are consistent within one block group but may be different in another block group.

Table 4.2.1: Block Frontage Standards	Blockfront							
	i	ii	iii	iv	v	vi	vii	viii
Build-To Line (from R.O.W.)	7'	7'	N/A	N/A	N/A	N/A	25'	N/A
Min. Setback	N/A	N/A	5'	4'	5'	5'	N/A	5'
Max. Setback	N/A	N/A	10'	8'	10'	10'	N/A	10'
Min. Frontage Occupancy	90%	90%	75%	75%	60%	60%	75%	90%
Service & Access Points	NP	NP	P-1	NP	P-1	P-2	P-1	NP

Table key: X – permitted; N/A – not applicable; NP – not permitted or none permitted; P-1 – permitted with a limit of one per blockfront; P-2 – permitted with a limit of two per blockfront.

Key

- *Developable area*
- *Developable area between minimum and maximum setback*
- X-# *Block designation*
- *Blockfront designation*
- *X' Distance in feet*
- *Property line*
- *Build-to line*
- *Minimum setback line*
- *Maximum setback line*
- *Alley, suggested location*

4.2.2 Block Group 1

A. Block Intent Statement

This block group at the southwest of the site frames both sides of Westminster Boulevard, the primary north-south axis of the downtown. The blocks are characterized by a mix of uses with active ground-floor uses along Westminster Boulevard and 89th Avenue frontages.

An existing department store building is located on block B-2. New retail uses should line the existing building along the Westminster Boulevard and 89th Avenue frontages.

The southern edges of blocks A-1 and B-1 front South Park that runs along 88th Avenue. Ground-floor frontages along the park shall incorporate active uses such as restaurants (see Section 2.3.2) or active frontage types, such as *urban frontages* or *stoops* for homes, office or retail uses.

B. Building Placement & Frontages

Buildings shall be located in conformance with the build-to and setback lines depicted in the block development diagram. Buildings shall also conform to the block frontage standards (see block frontage standards table).

C. Maximum Building Height

Buildings shall conform to the height limits of the building type standards (see Section 4.3).

D.Street & Alley Connections

Developments may provide streets or alleys on each block. Alleys are encouraged where indicated in the block development diagram. The City shall approve final locations.

E. Permitted Frontage Types

The frontage types listed in the frontage type table shall be permitted on each designated blockfront. See section 4.4 for frontage standards.

F. Permitted Building Types

Building types shall conform to the types listed in the permitted building types table. See Section 4.3 for building type standards.

Table 4.2.2.1: Block Frontage Standards	Blockfront				
	i	ii	iii	iv	v
Build-To Line (from R.O.W.)	5'	N/A	N/A	N/A	N/A
Min. Setback	N/A	0'	5'	5'	5'
Max. Setback	N/A	18'	10'	10'	15'
Min. Frontage Occupancy	90%(1)	75%	75%(1)	75%	75%
Service & Access Points	NP	NP	P-1	P-2	P-1

Table 4.2.2.2: Permitted Frontage Types	Blockfront				
	i	ii	iii	iv	v
Storefront	X	X	X	X	X
Urban Frontage	X	X	X	X	X
Forecourt			X	X	
Dooryard					X
Stoop		X		X	X

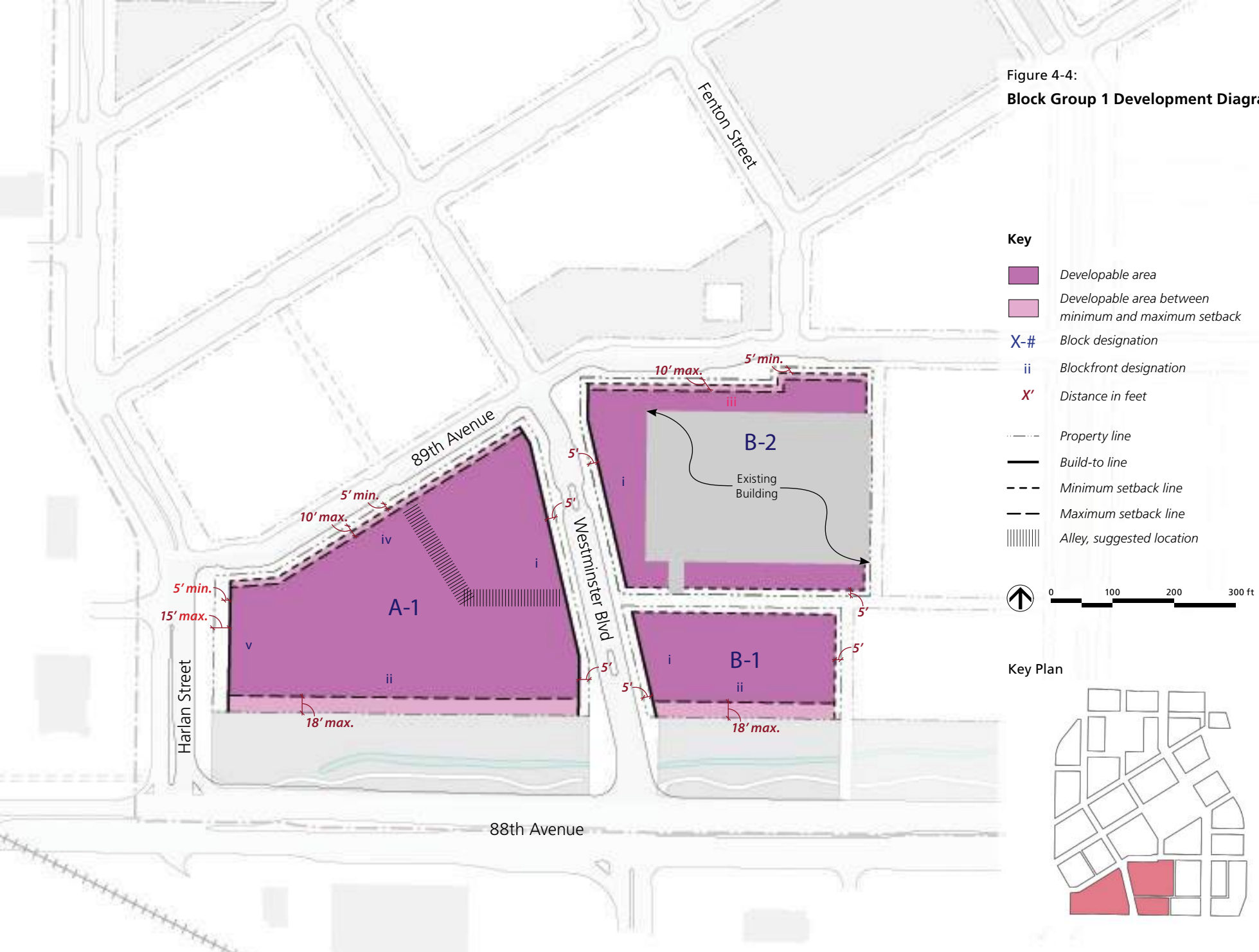
Table 4.2.2.3: Permitted Building Types	Block		
	A-1	B-1	B-2
Row House	X	X	
Flex/Loft	X		
Courtyard	X	X	X
Urban Block	X	X	X
Liner with Garage	X	X	X
Exposed Garage	X (2)		
Podium High-Rise	X		
Urban Anchor	X		X
Urban Supermarket	X		X
Min. # of Types	2	1	2

(1) Where not encumbered by access requirements to existing buildings on Block B-2.
(2) May only be exposed on block front iv and then only above the ground floor.

Table key: X – permitted; N/A – not applicable; NP or "blank" – not permitted or none permitted unless existing at time of Specific Plan Adoption; P-1 – permitted with a limit of one per blockfront; P-2 – permitted with a limit of two per blockfront.

Figure 4-4:

Block Group 1 Development Diagram



4.2.3 Block Group 2

A. Block Intent Statement

Blocks front both sides of Eaton Street, a boulevard with a wide median for recreational activities. Blocks are characterized by a mix of uses. Block D-1 is highly visible from the 88th Avenue and Sheridan Boulevard. Development here has the opportunity for a gateway statement.

Blocks C-1 and D-1 front South Park that runs along 88th Avenue. Ground-floor frontages along the park should incorporate active uses such as restaurants or active frontage types. An existing stormwater retention pond is relocated adjacent to Block D-1. Outdoor activity areas and water features that activate the pond as an outdoor amenity are encouraged.

Block C-3 is a key connection between the Central Square and Center Park. Frontages along this block should ensure active uses particularly along Park Place and Fenton Street.

B. Building Placement & Frontages

Buildings shall be located in conformance with the build-to and setback lines depicted in the block development diagram. Buildings shall also conform to the block frontage standards (see block frontage standards table).

C. Maximum Building Height

Buildings shall conform to the height limits of the building type standards (see Section 4.3).

D. Street & Alley Connections

Developments may provide streets or alleys on each block. Street or alley connections are encouraged where indicated in the block development diagram. The City shall approve final locations.

E. Permitted Frontage Types

The frontage types listed in the frontage type table shall be permitted on each designated blockfront. See section 4.4 for frontage standards.

F. Permitted Building Types

Building types shall conform to the types listed in the permitted building types table. See Section 4.3 for building type standards.

Table 4.2.3.1: Block Frontage Standards	Blockfront							
	i	ii	iii	iv	v	vi	vii	viii
Build-To Line (from R.O.W.)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Min. Setback	4′	4′	0′	5′	5′	10′	5′	5′
Max. Setback	8′	8′	18′	10′	10′	N/A	10′	10′
Min. Frontage Occupancy	90%	90%	75%	60%	60%	60%	75%	90%
Service & Access Points	P-1	NP	NP	P-1	P-2	NP	P-1	NP

Table 4.2.3.2: Permitted Frontage Types	Blockfront							
	i	ii	iii	iv	v	vi	vii	viii
Storefront	X	X	X	X	X	X	X	X
Urban Frontage	X	X	X	X	X	X	X	X
Forecourt				X	X	X		
Dooryard				X	X	X		
Stoop	X	X	X	X	X	X	X	

Table 4.2.3.3: Permitted Building Types	Block				
	C-1	C-2	C-3	D-1	D-2
Row House	X	X		X	X
Flex/Loft	X	X		X	X
Courtyard	X	X	X	X	X
Urban Block	X	X	X	X	X
Liner with Garage	X	X		X	X
Exposed Garage		X (1)		X (2)	X
Podium High-Rise	X	X	X	X	X
Urban Anchor			X	X	X
Urban Supermarket		X	X	X	X
Min. # of Types	1	1	1	2	2

(1) May only be exposed on block front iv and then only above the ground floor.
(2) May only be exposed on block fronts iv and vi. On block front iv they may be exposed only above the ground floor.

Table key: X – permitted; N/A – not applicable; NP or "blank" – not permitted or none permitted; P-1 – permitted with a limit of one per blockfront; P-2 – permitted with a limit of two per blockfront.

Figure 4-5:

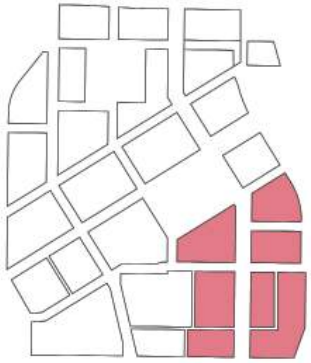
Block Group 2 Development Diagram

Key

- *Developable area*
- *Developable area between minimum and maximum setback*
- X-# *Block designation*
- ii *Blockfront designation*
- *X'* *Distance in feet*
- *Property line*
- *Build-to line*
- *Minimum setback line*
- *Maximum setback line*
- *Alley, suggested location*

0 100 200 300 ft

Key Plan



4.2.4 Block Group 3

A. Block Intent Statement

This block group is the active core of the Plan area and straddles Westminster Boulevard. The blocks can accommodate a mix of different uses while ground-floor retail lines Westminster Boulevard. The Central Square, the new downtown's central public space, sits on the southern edge of block B-3. Buildings on this block house ground-floor retail that activates and frames this urban square. Likewise, development leading to the Center Park along Central Avenue and fronting the park will provide an active frontage and uses.

B. Building Placement & Frontages

Buildings shall be located in conformance with the build-to and setback lines depicted in the block development diagram. Buildings shall also conform to the block frontage standards (see block frontage standards table).

C. Maximum Building Height

Buildings shall conform to the height limits of the building type standards (see Section 4.3).

D. Street & Alley Connections

Developments may provide streets or alleys on each block. Street or alley connections are encouraged where indicated in the block development diagram. The City shall approve final locations.

E. Permitted Frontage Types

The frontage types listed in the frontage type table shall be permitted on each designated blockfront. See section 4.4 for frontage standards.

F. Permitted Building Types

Building types shall conform to the types listed in the permitted building types table. See Section 4.3 for building type standards.

Table 4.2.4.1: Block Frontage Standards	Blockfront						
	i	ii	iii	iv	v	vi	vii
Build-To Line (from R.O.W.)	7'	0'	N/A	N/A	N/A	N/A	N/A
Min. Setback	N/A	N/A	5'	5'	5'	5'	5'
Max. Setback	N/A	N/A	10'	10'	10'	15'	10'
Min. Frontage Occupancy	90%	90%	75%	75%	60%	75%	90%
Service & Access Points	NP	NP	P-1	P-2	P-1	P-1	NP

Table 4.2.4.2: Permitted Frontage Types	Blockfront						
	i	ii	iii	iv	v	vi	vii
Storefront	X	X	X	X	X	X	X
Urban Frontage			X	X	X	X	X
Forecourt					X	X	
Dooryard				X	X	X	
Stoop			X	X	X	X	

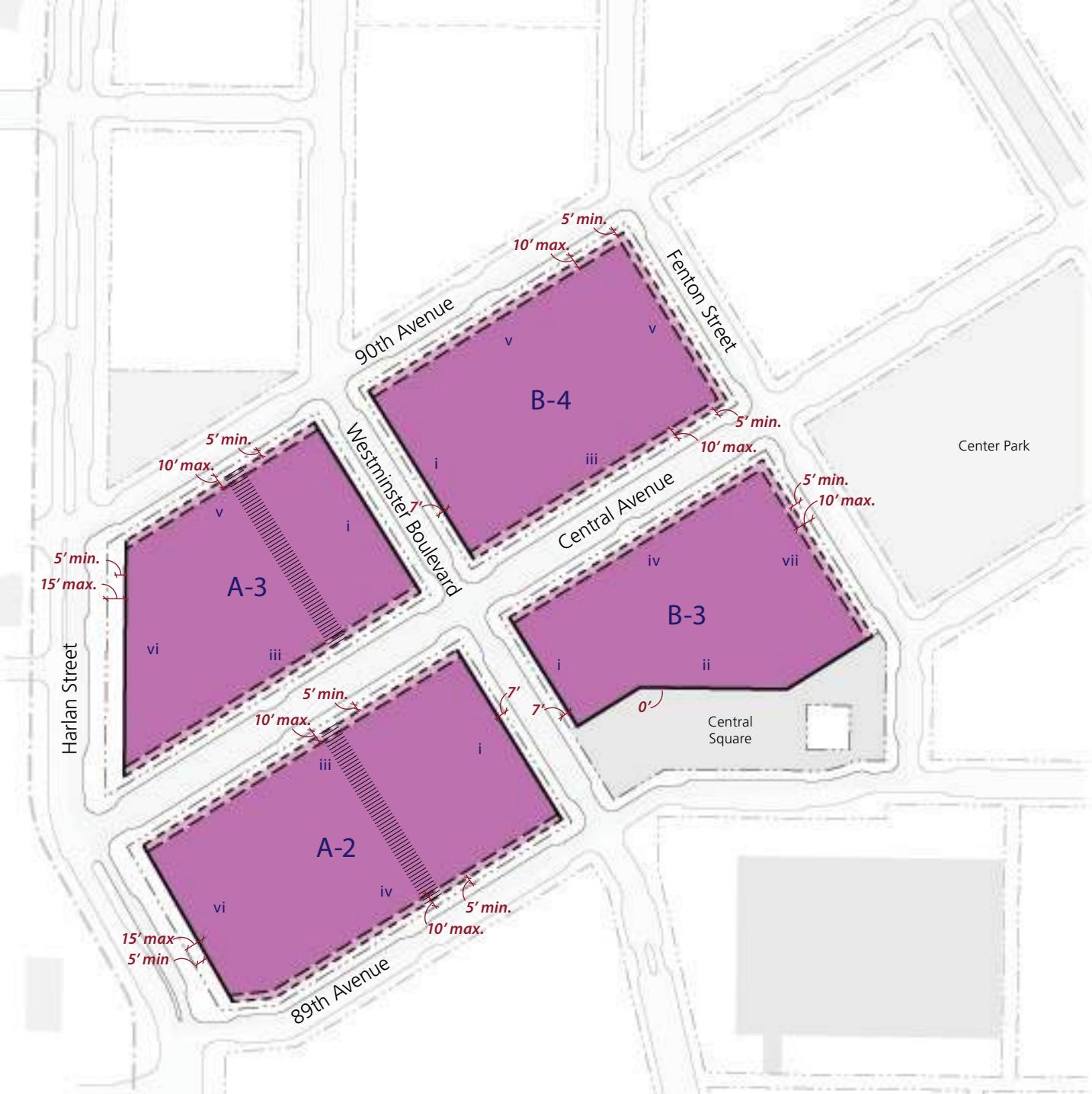
Table 4.2.4.3: Permitted Building Types	Block			
	A-2	A-3	B-3	B-4
Row House	X	X		X
Flex/Loft	X	X		X
Courtyard	X	X	X	X
Urban Block	X	X	X	X
Liner with Garage	X	X		X
Exposed Garage	X (1)	X (1)		X (1)
Podium High-Rise	X	X	X(2)	X
Urban Anchor	X	X		X
Urban Supermarket	X	X		X
Min. # of Types	2	2	1	1

(1) May only be exposed on block front v and then only above the ground floor.
(2) Permitted with City approval and requires shadow study to minimize shading of Center Park.

Table key: X – permitted; N/A – not applicable; NP or "blank" – not permitted or none permitted; P-1 – permitted with a limit of one per blockfront; P-2 – permitted with a limit of two per blockfront.

Figure 4-6:

Block Group 3 Development Diagram

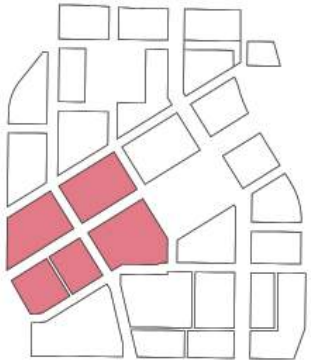


Key

- *Developable area*
- *Developable area between minimum and maximum setback*
- X-# *Block designation*
- ii *Blockfront designation*
- *X'* *Distance in feet*
- *Property line*
- *Build-to line*
- *Minimum setback line*
- *Maximum setback line*
- *Alley, suggested location*

0 100 200 300 ft

Key Plan



4.2.5 Block Group 4

A. Block Intent Statement

These four blocks are grouped around the intersection of Eaton Street and Central Avenue. Buildings on these blocks will overlook two prominent attractive outdoor spaces in the street medians and the Center Park outdoor space. Building facades lining the outdoor spaces play an important part in spatially defining these public spaces.

Blocks D-3 and D-4 front Benton Street and form the eastern edge of downtown along East Park. Development on these blocks can take advantage of the visibility from US 36.

B. Building Placement & Frontages

Buildings shall be located in conformance with the build-to and setback lines depicted in the block development diagram. Buildings shall also conform to the block frontage standards (see block frontage standards table).

C. Maximum Building Height

Buildings shall conform to the height limits of the building type standards (see Section 4.3).

D. Street & Alley Connections

Developments may provide streets or alleys on each block. Streets or alleys are encouraged where indicated in the block development diagram. The City shall approve final locations.

E. Permitted Frontage Types

The frontage types listed in the frontage type table shall be permitted on each designated blockfront. See section 4.4 for frontage standards.

F. Permitted Building Types

Building types shall conform to the types listed in the permitted building types table. See Section 4.3 for building type standards.

Table 4.2.5.1: Block Frontage Standards	Blockfront				
	i	ii	iii	iv	v
Build-To Line (from R.O.W.)	N/A	N/A	N/A	N/A	N/A
Min. Setback	4′	5′	5′	5′	5′
Max. Setback	8′	10′	10′	10′	10′
Min. Frontage Occupancy	90%	75%	60%	60%	90%
Service & Access Points	NP	NP	P-1	P-1	NP

Table 4.2.5.2: Permitted Frontage Types	Blockfront				
	i	ii	iii	iv	v
Storefront	X	X	X	X	X
Urban Frontage	X	X	X	X	X
Forecourt			X	X	
Dooryard			X	X	
Stoop	X	X	X	X	

Table 4.2.5.3: Permitted Building Types	Block		
	C-5	D-3	D-4
Row House	X	X	X
Flex/Loft	X	X	X
Courtyard	X	X	X
Urban Block	X	X	X
Liner with Garage	X	X	X
Exposed Garage	X (1)	X (1)	X (1)
Podium High-Rise	X	X	X
Urban Anchor	X		
Urban Supermarket			
Min. # of Types	2	1	1

(1) May only be exposed on block fronts iii and iv and then only above the ground floor.

Table key: X – permitted; N/A – not applicable; NP or "blank" – not permitted or none permitted; P-1 – permitted with a limit of one per blockfront; P-2 – permitted with a limit of two per blockfront.

Figure 4-7:

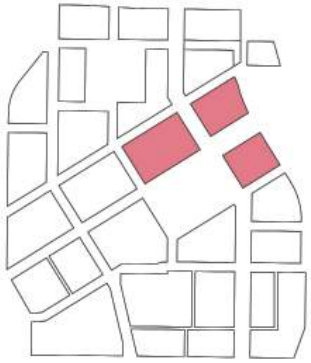
Block Group 4 Development Diagram

Key

- *Developable area*
- *Developable area between minimum and maximum setback*
- X-# *Block designation*
- ii *Blockfront designation*
- *X'* *Distance in feet*
- *Property line*
- *Build-to line*
- *Minimum setback line*
- *Maximum setback line*
- *Alley, suggested location*

0 100 200 300 ft

Key Plan



4.2.6 Block Group 5

A. Block Intent Statement

These development blocks straddle the northern portion of Westminster Boulevard. The blocks can accommodate a variety of uses that could include multi-family mixed-use buildings or campus office types.

Blocks A-4 and B-5 are the northern edge of the retail core. Given their size and location, they are well suited for an urban retail anchor building or mixed use buildings. Block B-6 occupies a prominent location at the intersection of Westminster Boulevard and 92nd Avenue. Development on this site will have a significant impact on the identity of the downtown and the location is well suited for mixed-use buildings that form the city's fabric.

B. Building Placement & Frontages

Buildings shall be located in conformance with the build-to and setback lines depicted in the block development diagram. Buildings shall also conform to the block frontage standards (see block frontage standards table) and shall be located to maximize preservation of existing trees on blocks A-4 and A-5.

C. Maximum Building Height

Buildings shall conform to the height limits of the building type standards (see Section 4.3).

D. Street & Alley Connections

Developments may provide streets or alleys on each block. Streets or alleys are encouraged where indicated in the block development diagram. The City shall approve final locations.

E. Permitted Frontage Types

The frontage types listed in the frontage type table shall be permitted on each designated blockfront. See section 4.4 for frontage standards.

F Permitted Building Types

Building types shall conform to the types listed in the permitted building types table. See Section 4.3 for building type standards.

Table 4.2.6.1: Block Frontage Standards	Blockfront					
	i	ii	iii	iv	v	vi
Build-To Line (from R.O.W.)	5'	5'	5'	N/A	15'	N/A
Min. Setback	N/A	N/A	N/A	5'	N/A	5'
Max. Setback	N/A	N/A	N/A	15'	N/A	10'
Min. Frontage Occupancy	90%	90%(1)	75%	75%	75%	60%
Service & Access Points	NP	P-1	P-1	P-1	NP	P-1

Table 4.2.6.2: Permitted Frontage Types	Blockfront					
	i	ii	iii	iv	v	vi
Storefront	X	X	X	X	X	X
Urban Frontage	X	X	X	X	X	X
Forecourt				X	X	X
Dooryard		X		X	X	X
Stoop				X	X	X

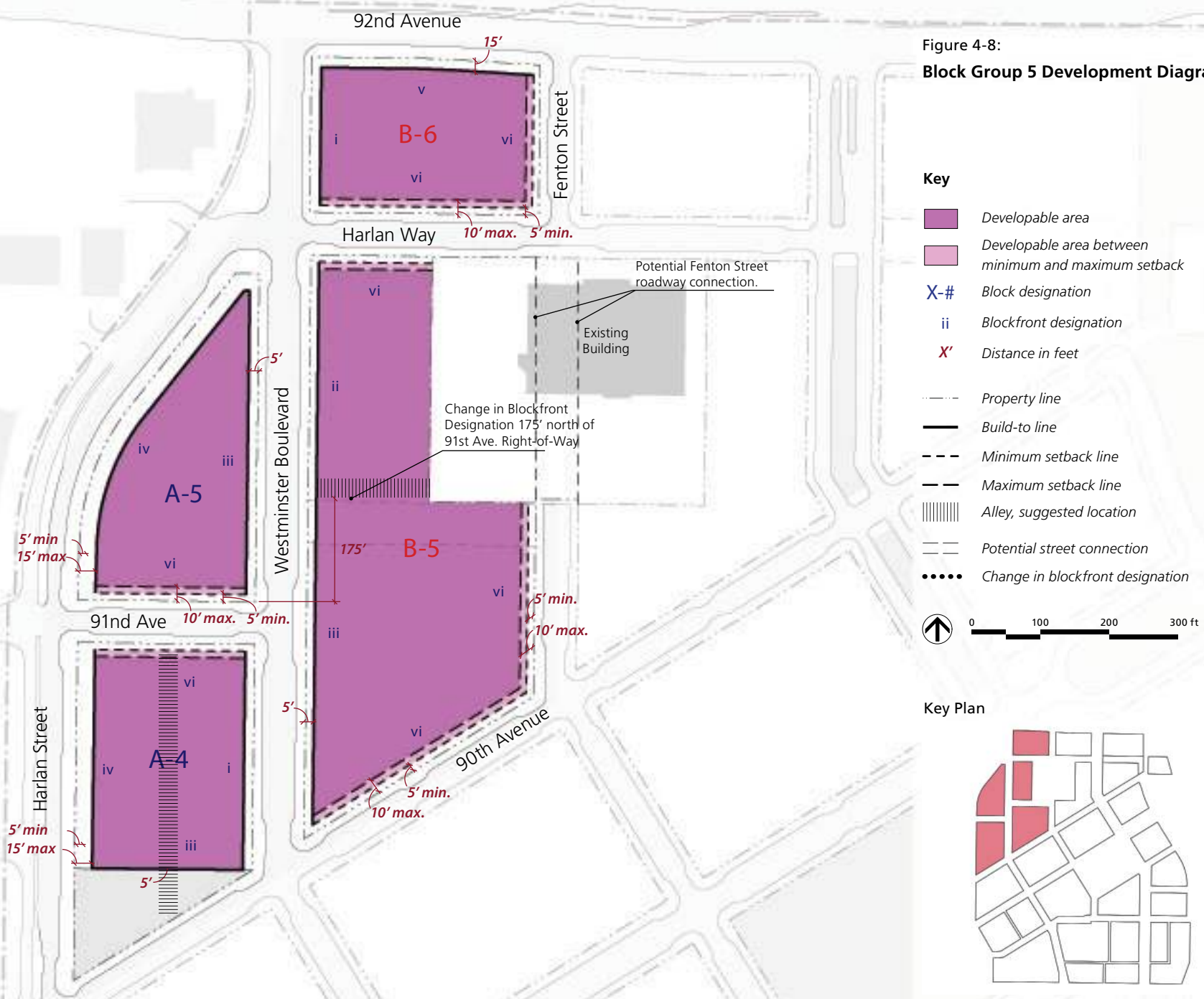
Table 4.2.6.3: Permitted Building Types	Block			
	A-4	A-5	B-5	B-6
Row House	X	X	X	X
Flex/Loft	X	X	X	X
Courtyard	X	X	X	X
Urban Block	X	X	X	X
Liner with Garage	X	X	X	X
Exposed Garage		X (2)	X (2)	X (2)
Podium High-Rise	X	X	X	
Urban Anchor	X	X	X	
Urban Supermarket	X	X	X	X
Min. # of Types	2	1	2	1

(1) Minimum frontage occupancy excludes length of frontage allocated for potential roadway connection.
(2) May only be exposed on block front vi and then only above the ground floor.

Table key: X – permitted; N/A – not applicable; NP or "blank" – not permitted or none permitted; P-1 – permitted with a limit of one per blockfront; P-2 – permitted with a limit of two per blockfront.

Figure 4-8:

Block Group 5 Development Diagram



4.2.7 Block Group 6

A. Block Intent Statement

These three development blocks are located at the northeastern corner of the new downtown. Blocks C-7 and D-5 prominently overlook 92nd Avenue, with block D-5 also overlooking East Park with views down the US 36 corridor towards Denver's skyline. While buildings on these blocks are highly visible they must also contend with a decidedly automobile-oriented street environment and related noise.

An existing commercial parcel is located adjacent to block C-6. It houses the Brunswick bowling alley and associated parking. Street improvements bringing Fenton Street through the site will be implemented when it is redeveloped. Future development phases on the Brunswick parcel should anticipate filling in the remaining street fronts.

B. Building Placement & Frontages

Buildings shall be located in conformance with the build-to and setback lines depicted in the block development diagram. Buildings shall also conform to the block frontage standards (see block frontage standards table).

C. Maximum Building Height

Buildings shall conform to the height limits of the building type standards (see Section 4.3).

D. Street & Alley Connections

Developments may provide streets or alleys on each block. Streets or alleys are encouraged where indicated in the block development diagram. The City shall approve final locations.

E. Permitted Frontage Types

The frontage types listed in the frontage type table shall be permitted on each designated blockfront. See section 4.4 for frontage standards.

F. Permitted Building Types

Building types shall conform to the types listed in the permitted building types table. See Section 4.3 for building type standards.

Table 4.2.7.1: Block Frontage Standards	Blockfront				
	i	ii	iii	iv	v
Build-To Line (from R.O.W.)	N/A	N/A	15'	N/A	N/A
Min. Setback	4'	4'	N/A	5'	0'
Max. Setback	8'	8'	N/A	10'	15'
Min. Frontage Occupancy	90%	90%(1)	75%	60%	60%
Service & Access Points	NP	P-1	NP	P-1	NP

Table 4.2.7.2: Permitted Frontage Types	Blockfront				
	i	ii	iii	iv	v
Storefront	X	X	X	X	
Urban Frontage	X	X	X	X	X
Forecourt				X	X
Dooryard			X	X	
Stoop	X	X	X	X	X

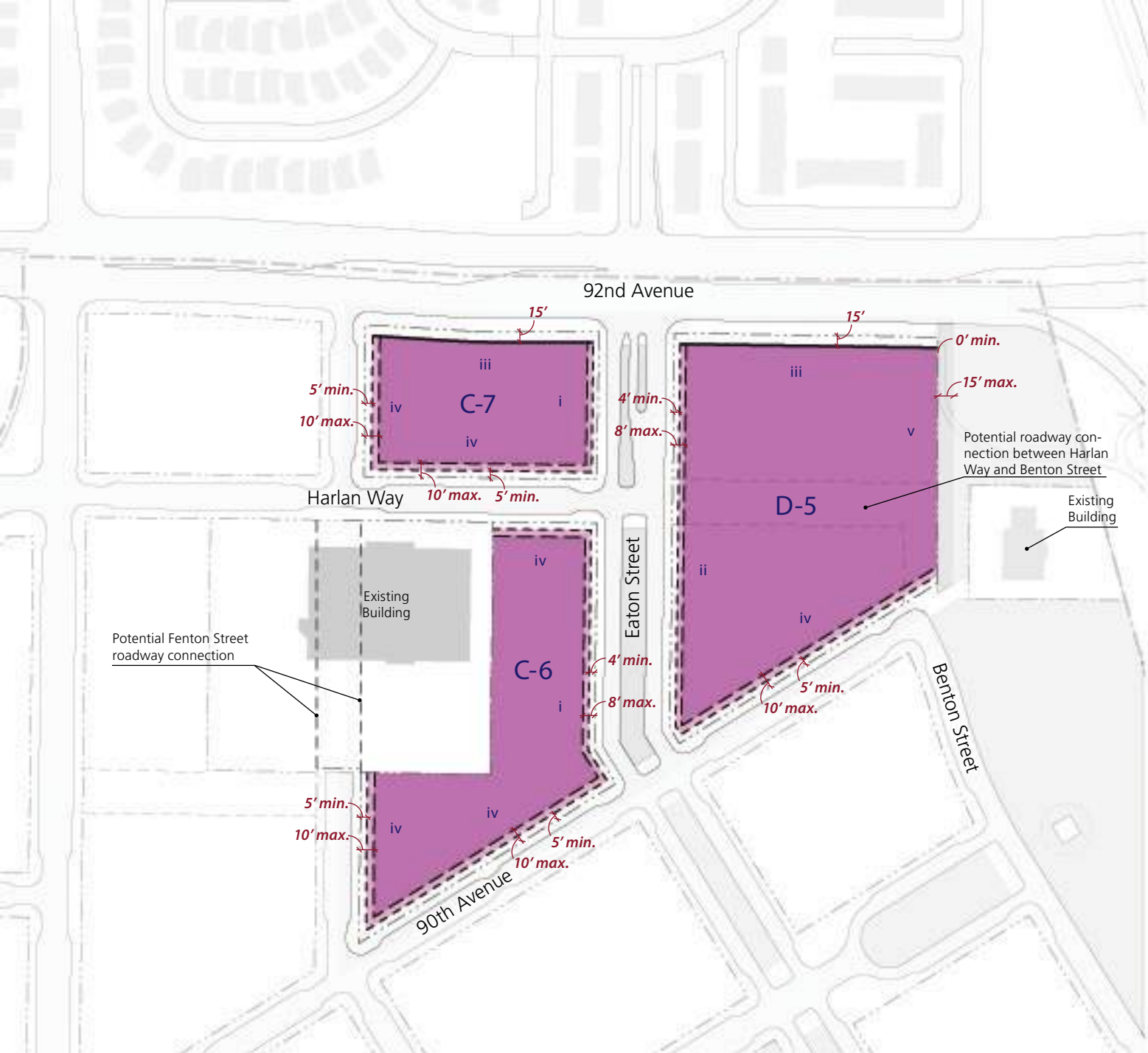
Table 4.2.7.3: Permitted Building Types	Block		
	C-6	C-7	D-5
Row House	X	X	X
Flex/Loft	X	X	X
Courtyard	X	X	X
Urban Block	X	X	X
Liner with Garage	X	X	X
Exposed Garage		X (2)	X (2)
Podium High-Rise			X
Urban Anchor			
Urban Supermarket		X	X
Min. # of Types	1	1	2

(1) Minimum frontage occupancy excludes length of frontage allocated for potential roadway connection.
(2) May only be exposed on block fronts iv and v. On block front iv they may only be exposed above the ground floor.

Table key: X – permitted; N/A – not applicable; NP or "blank" – not permitted or none permitted; P-1 – permitted with a limit of one per blockfront; P-2 – permitted with a limit of two per blockfront.

Figure 4-9:

Block Group 6 Development Diagram

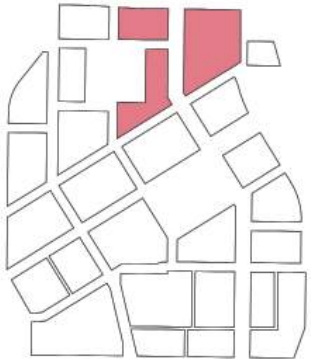


Key

- *Developable area*
- *Developable area between minimum and maximum setback*
- X-# *Block designation*
- ii *Blockfront designation*
- *X'* *Distance in feet*
- *Property line*
- *Build-to line*
- *Minimum setback line*
- *Maximum setback line*
- *Alley, suggested location*
- *Potential street connection*

0 100 200 300 ft

Key Plan



4.3 BUILDING TYPE STANDARDS AND GUIDELINES

In order to provide for a variety of household types and to create a varied and complex urban environment, this Plan provides for a diversity of building types, from row houses, flex/lofts, and courtyard buildings to urban block buildings, liner buildings with garages, and podium high-rises. The standards for each block mandate a minimum number of building types to be located on each block. Once a particular building type is selected, development must adhere to the type-specific standards and guidelines. These include maximum facade width, lot width, pedestrian access, parking, outdoor space, landscape, frontage types, and building massing (see Figure 4-10).

All building types should be designed to encourage activation of the public realm and provide private outdoor spaces, such as gardens, courtyards, and porches for residents.

The selected building types for each block will be chosen at the time of development of a particular block. The building types provided in this Plan define the standards and guidelines that are applicable to the development. Standards and guidelines for buildings that constitute a combination or hybrid of two different building types will be determined by city staff. While there is flexibility within the choice of building types for each block, only certain building types may be appropriate for a particular block given adjacent uses and other requirements. Each block's block development diagram specifies if there is such a limit (see Section 4.2).

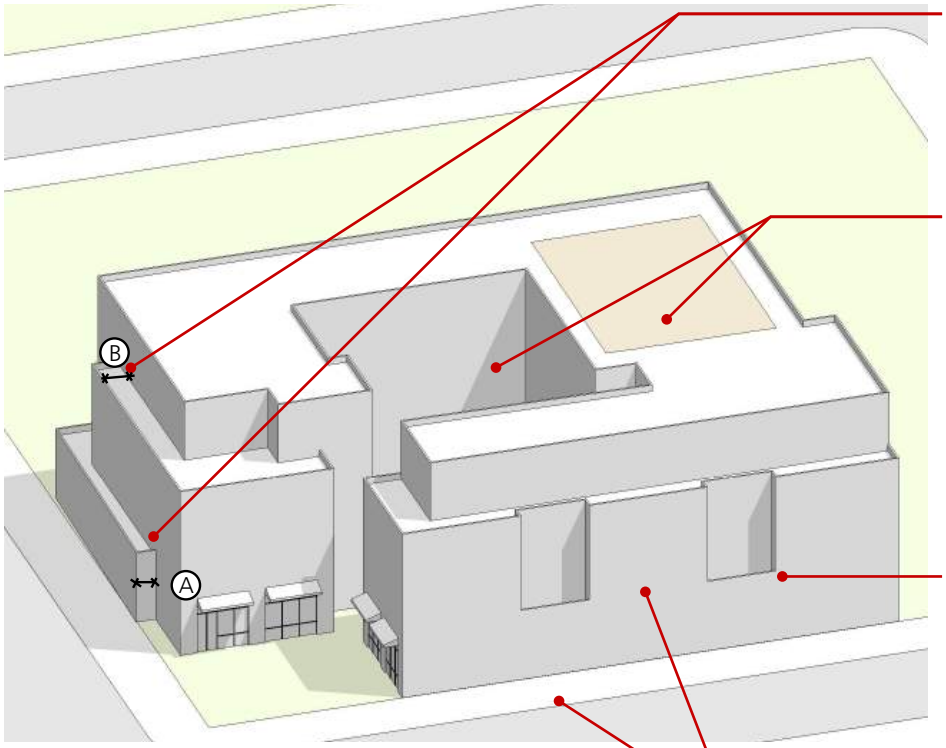


Figure 4-10: Key Building Type Elements

Note: See also definitions, Chapter 6

Plane Break:

The area of the building where the plane of the facade varies in depth, represents a plane break. *Plane breaks* can be vertical (see A left) or horizontal (see B left).

Outdoor Space:

Each building type requires the lot area to be occupied by a certain percentage of outdoor space area, which can be accommodated in a variety of ways, for instance through gardens, yards, patios, courtyards, etc. as described on each building type page. Required outdoor space need not be at the ground level, it may be located on upper-level courtyards, podiums, and roofs.

Maximum Footprint per Story:

The floor area of upper stories shall be less than the area of the building footprint at grade as indicated by the maximum allowed footprint per story charts on each building type page.

Maximum Upper Level Building Frontage Occupancy:

Some building types have limitations on the percentage of the building front that can be occupied above 45 feet in height. A standard may limit upper levels to 80% of a frontage, requiring either a break in frontage or a setback of the building face by a minimum of 8 feet.

Frontage Type:

Each building has certain facade conditions that are called frontage types. Each frontage interacts differently with the street and therefore is appropriate for different areas and building types (see Section 4.4).

4.3.1 Explanation of Standards

The building type standards and guidelines cover the following:

A. Intent Statement

This statement describes the development intent and typical characteristics for the respective building type.

B. Facade Width

Facade width standards regulate the maximum width of a building facade. Buildings with facades longer than maximum specified width shall vary the facade such that the resulting facade segments appear to be individual building facades. Facade segments shall be separated by continuous vertical datum lines on either side of which the facade appearance differs. Facade segments can be differentiated by variations in fenestration size and rhythm, facade material, texture, color, pattern, or a combination thereof. Facade segments should generally correspond to interior uses and relate to ground-floor entries. If the frontage length exceeds the maximum facade width the facade must be broken by providing a change in building type.

Alternative techniques may be employed as a means of satisfying the façade width requirement, as detailed within each building type.

C. Building Height and Massing

Building Height. Height standards regulate the maximum building height. Building height shall be defined pursuant to the W.M.C. Screened mechanical equipment areas not visible from the ground level may exceed the maximum building height.

Massing and Scale Variation. The massing, scale, and architectural style of proposed buildings in the Plan area shall be varied to create a unique, attractive project and avoid a uniform and monotonous urban form. Employ techniques to break the building mass through interlocking volumes of differing heights and widths to avoid monolithic building. Incorporate a diversity of building scales and massing, such that the resulting design appears as a neighborhood that has grown over time.

Façade Plane Breaks. Facade plane breaks create visual interest along long street frontages and break the massing of large buildings through vertical breaks in the building plane or reveals or recesses. Some building types require horizontal or vertical plane breaks or both (see also Figure 4-10). Vertical plane breaks shall not alleviate the minimum building frontage occupancy requirements from Section 4.2. Building facades facing build-to lines shall provide plane breaks in a manner such that the overall building frontage meets the minimum building frontage occupancy requirements (see Section 4.2.1 B.). Plane breaks are only required at street-facing facades. Where ground floor retail uses are provided per Section 2.3.2, the ground floor is not required to meet plane break requirements.

Facade Articulation. All building types require façade articulation at regular intervals to create a visual rhythm along the street. This is achieved through offsets, recesses, stepped facades, varying materials or colors, and architectural features such as balconies, awnings, projections or similar elements.

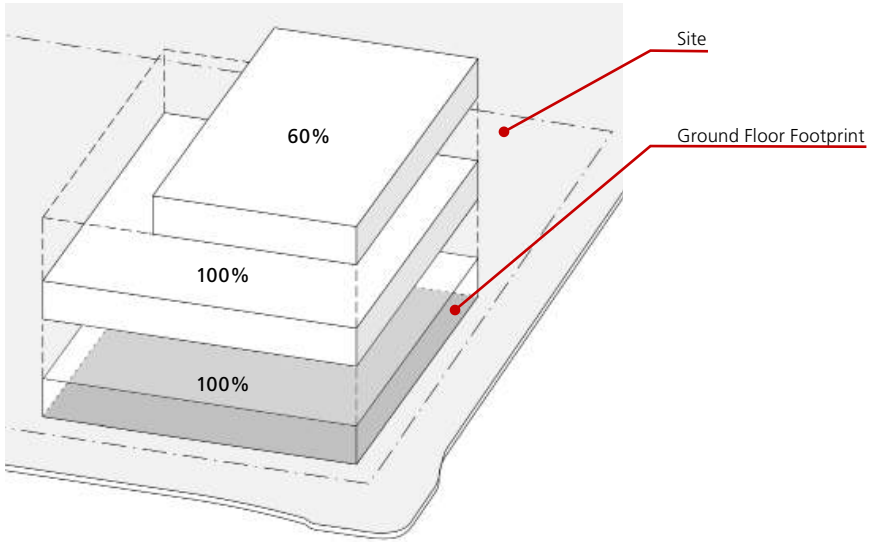


Figure 4-11: Maximum Footprint Per Story Diagram

The maximum footprint per story is computed based on the building's ground floor footprint, not the overall site area.

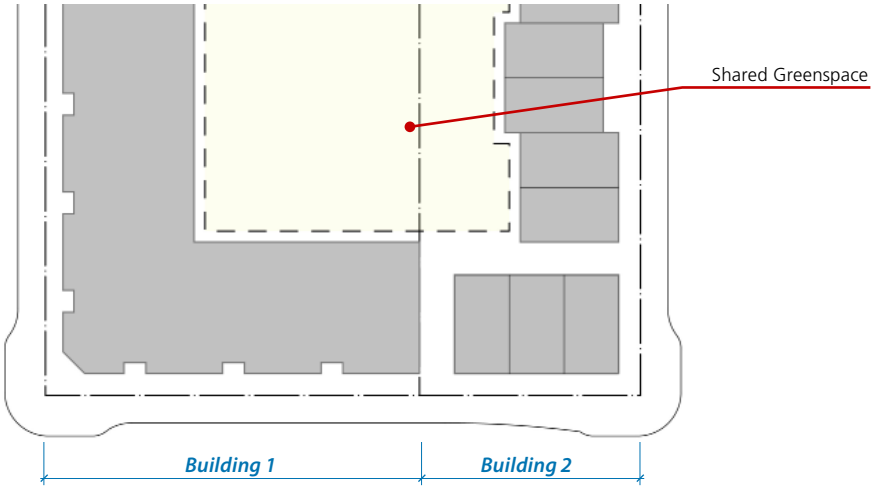


Figure 4-12: Shared Outdoor Space Diagram

Adjacent buildings may combine the required outdoor spaces into one shared space provided the cumulative minimum requirements for each building is met.

Fenestration. Buildings shall have fenestration that establishes a clear pattern on the facade (with special attention paid to facades that are visible from a public street) and that provides depth and additional articulation.

Footprint per Story. A maximum allowed footprint per story is presented for certain building types. The maximum allowable footprint per story limits the percentage of occupiable space per building story in relationship to the building's ground-floor footprint (see Figure 4-10). For example, a four-story building that limits the maximum allowable footprint of the fourth story to 60 percent may satisfy this requirement by providing stepbacks, decks, patios, building articulation, or similar massing strategies that assure that the fourth story occupies no more than 60 percent of the building. Balconies shall count toward the maximum allowable footprint unless they are open to the sky or at least 18 feet in height.

These standards intend to articulate new development and avoid monotonous, block-like building designs in favor of more varied building designs with reduced bulk at the upper stories.

D. Maximum Upper Level Frontage Occupancy

Certain building types have limitations on the percentage of the building frontage that can be occupied above 45 feet in height. These standards are included in order to provide more variety and visual interest at the upper levels. The upper level frontage occupancy is based on the ground-floor plan. Facade portions that are set back at least eight feet from the ground-floor building face are considered as not occupying the upper level frontage.

E. Frontage Types

This standard lists which frontage types are permitted for each building type. Developments must also comply with the permitted frontage type standards of the applicable block development standards.

F. Pedestrian Access and Entries

This standard regulates the location and orientation of building entries.

G. Parking

Building type parking standards provide parking design regulations that are specific to each building type.

E. Outdoor Space

Each building type requires a specific amount of outdoor space to be designated on site. Such outdoor space may either be private, only accessible to the occupants (common area), or open to the general public. Outdoor space may be located at grade, atop a podium or at the rooftop unless the location is restricted by the selected building type. Regardless of location, the design of outdoor space shall maximize solar access. Setbacks less than 15 feet in depth shall not count towards fulfilling the required amount.

Required outdoor space can be shared between adjacent building types, as long as the cumulative minimum requirements for each type are satisfied (see Figure 4-12).

I. Landscape

The landscape standards regulate the design of outdoor space including the amount of outdoor space that is required to be planted with vegetation.

4.3.2 Row House Building

Row House Building Diagram

Houses with common walls line a street front.

Row House Building Illustrative Photo

See 4.3.1 for additional explanation of the following standards.

A. Intent Statement

A structure that consists of at least three primary residences with common walls, side by side along the building frontage. The structure has individual garages for each unit, accessed from an alley, or may have a shared structure with dedicated spaces. Row house buildings or units may also wrap the podium of a high-rise building type.

B. Facade Width

1. The maximum number of attached row houses allowed is 10 row houses per facade string. The minimum distance between facade strings is 15 feet.
2. Maximum facade width of 26 feet for each individual row house unit, except that the facade width of a row house on block corners may be up to 30 feet.

C. Building Height & Massing

1. Maximum row house unit height shall be 45 feet.
2. The maximum allowed footprint per story shall be determined by the following table:

Table 4.3.2.1: Height in Stories	Maximum Allowed Footprint per Story			
	1	2	3	4
2	100%	100%	–	–
3	100%	100%	100%	–
4	100%	100%	100%	60%

3. In a three-story building, a two-story row house can be stacked over a separate ground-floor unit.
4. Facade strings shall have at least one *encroachment* or *plane break* of at least two feet per 100 linear feet. The combined length of *plane breaks* shall occupy at least 10 percent of the facade length.
5. Building faces abutting side streets or yards shall provide at least one *encroachment* or *plane break* of at least two feet.
6. The facade shall be articulated at least every 45 feet (See 4.3.1 C for description).
7. Corner buildings shall have architectural treatments such as changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.

D. Maximum Upper Level Frontage Occupancy

Not applicable.

E. Frontage Types

Permitted frontage types: dooryard and stoop (see Section 4.4). Developments must also comply with the permitted frontage types of the block development standards (see Section 4.2).

F. Pedestrian Access & Entries

The primary entrance shall be accessible directly from the street, through the frontage.

G. Parking

1. Garages shall accommodate no more than two cars and shall be integrated into the back of the row house.
2. Podium parking is permitted, in which case a unit may also be accessed from the parking area or internal building corridor, and no individual garage parking is required.
3. Above-ground garage structures shall be concealed from view along the street behind the row houses.
4. Parking stalls shall meet the construction and maintenance standards of the W.M.C.

H. Outdoor Space

1. Amount required. At least 10 percent of the lot area shall be provided as outdoor space. Outdoor space need not be located on the ground floor.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: elevated terraces, patios, verandas, balconies, yards, decks, and roof decks.
3. Design. The outdoor space area must be open to the sky, except for any allowable *encroachments* (see Section 4.5.9) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination thereof.

4.3.3 Flex/Loft Building

Flex/Loft Building Diagram

Flex/loft units arranged side by side

Flex/Loft Building Illustrative Photo

Note: Paseos permitted for access to residential units above

See 4.3.1 for additional explanation of the following standards.

A. Intent Statement

An integrated residence and work space, occupied by a single unit. Often two or more such units shall be arranged side by side along the Principal Frontage that has been designed or structurally modified to accommodate joint residential and work occupancy. Flex/loft buildings or units may also wrap the podium of a high-rise building type.

B. Facade Width

1. Maximum facade width of 30 feet for each individual flex/loft unit.
2. The maximum number of attached flex/loft units is 10 per facade string.

C. Building Height & Massing

1. Maximum height shall be 50 feet.
2. The maximum allowed footprint per story shall be determined by the following table:

Table 4.3.3.1: Height in Stories	Maximum Allowed Footprint per Story			
	1	2	3	4
2	100%	100%	–	–
3	100%	100%	100%	–
4	100%	100%	100%	80%

3. Facade strings shall have at least one *encroachment* or *plane break* of at least two feet per 100 linear feet. The combined length of *plane breaks* shall occupy at least 10 percent of the facade length.
4. Building faces abutting side streets or yards shall provide at least one *encroachment* or *plane break* of at least two feet.
5. The facade shall be articulated at least every 45 feet. (See 4.3.1.C for description).
6. Corner buildings shall have architectural treatments such as changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.

D. Maximum Upper Level Frontage Occupancy

Not applicable.

E. Frontage Types

Permitted frontage types are: storefront and dooryard (see Section 4.4). Developments must also comply with the permitted frontage types of the block development standards (see Section 4.2).

F. Pedestrian Access & Entries

The primary entrance shall be accessible directly from the street, through the frontage, except that primary residential entries may be accessed through work space, through a paseo between units, or from the rear.

G. Parking

1. Individual garage parking may be integrated into the back of the flex/loft building.
2. Podium parking is permitted, in which case a unit may also be accessed from the parking area, and no individual garage parking is required.
3. Above-ground garage structures shall be concealed from view along the street behind the flex/loft building.
4. Parking stalls shall meet the construction and maintenance standards of the W.M.C.

H. Outdoor Space

1. Amount Required. At least 10 percent of the lot area shall be provided as outdoor space. Outdoor space need not be located on the ground floor.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: elevated terraces, patios, verandas, balconies, decks, and roof decks.
3. Design. The outdoor space area must be open to the sky, except for any allowable *encroachments* (see Section 4.5.9) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.

4.3.4 Courtyard Building

Courtyard Building Diagram

A grouping of units around central courtyards.

Courtyard Building Illustrative Photo

Courtyard view of a courtyard building.

See 4.3.1 for additional explanation of the following standards.

A. Intent Statement

A grouping of townhouses or multi-family units arranged around a central courtyard or series of courtyards at grade or above a parking podium. The building may contain residential or commercial uses, and parking is below ground or accommodated in up to two above-grade podium levels.

B. Facade Width

1. Maximum 200 feet. If the façade width exceeds the maximum allowed, the facade must be broken by employing any three of the following techniques:

- Provide a vertical plane break with one facade set behind the other by at least two feet.
- Provide a material change.
- Provide a change in the overall type, size, spacing, or proportion of windows or fenestration system or change in sill heights and head conditions. This option is applicable only to vertically proportioned windows.
- Provide a change in facade compositional strategy including roof heights, and roof types. For example, a symmetrical facade may be placed next to a facade with a repetitive bay system that is not symmetrical.
- Provide separate and additional primary entries from the street that are reflected in the building massing and articulation.

2. Building facades longer than 175 feet, measured along the property line, shall vary the facade such that the resulting facade segments appear to be individual building facades.

C. Building Height & Massing

1. Maximum height shall be 6 stories to a maximum of 85-feet.
2. The maximum allowed footprint per story shall be determined by the following table:
3. Vertical plane breaks above the ground floor shall occur at least once every 150 feet measured parallel to the property line along street frontages. Plane breaks shall be at least 5 feet deep.
4. The facade shall be articulated at least every 45 feet (See 4.3.1 C for description).
5. Corner buildings shall have architectural treatments such as changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.

Table 4.3.4.1: Height in Stories	Maximum Allowed Footprint per Story			
	1-3	4	5	>5
2-3	100%	–	–	–
4-5	100%	85%	75%	–
>5	100%	100%	85%	75%

D. Maximum Upper Level Frontage Occupancy

Portions of facades above 45 feet in height and greater than 150 feet in length shall occupy no more than 80% of the primary facade plane established on the ground floor.

E. Frontage Types

Permitted frontage types are: *forecourt*, storefront, *urban frontage*, and dooryard (see Section 4.4). Developments must also comply with the permitted frontage types of the block development standards (see Section 4.2).

F. Pedestrian Access & Entries

1. The internal courtyard shall be accessible from the street, through the frontage. Where the internal courtyard is located above the ground plane, a grand public stair is encouraged. Access may be gated.
2. The primary entrance to each ground-floor unit shall be directly from the street or courtyard. Entrances shall occur at a maximum interval of 60 feet.
3. Primary access to units above the ground floor shall be through a lobby accessed from the street or the courtyard.

G. Parking

1. Parking may be accommodated in up to two levels of above-ground podium, below ground, or both.
2. A liner of habitable space shall conceal above-ground podium parking garages from view.
3. Residential parking shall be separate from retail parking, except for any residential guest parking.
4. Parking stalls shall meet the construction and maintenance standards of the W.M.C.

H. Outdoor Space

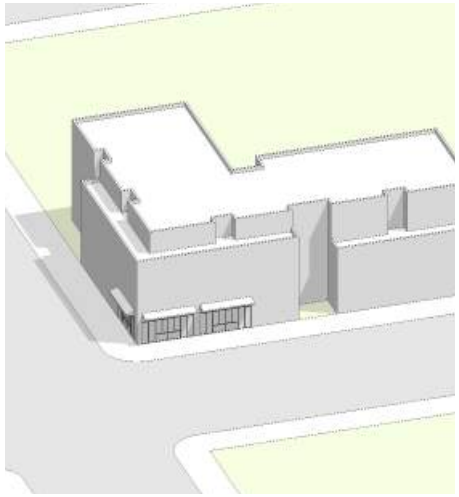
1. Amount Required. At least 10 percent of the lot area shall be provided as outdoor space. Outdoor space need not be located on the ground floor.

2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: patios, verandas, and courtyards.
3. Dimensions. The minimum courtyard dimension shall be 30 feet on one side for buildings. If the courtyard is surrounded by 3 or more sides or if the building is three or more stories, the minimum dimension on one side shall be 40 feet.
4. *Encroachments*. Encroachments into the outdoor space are permitted on all sides, provided that the minimum 30-foot dimension is maintained, exclusive of the *encroachments*.
5. Design. The outdoor space area must be open to the sky, except for any allowable *encroachments* (see Section 4.5.9) and any shade structures within the space. Communal outdoor spaces shall provide high quality amenity and be easily accessible for all residents.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination of thereof.

4.3.5 Urban Block Building



Urban Block Building Diagram

A building type that can accommodate a variety of uses

Urban Block Building Illustrative Photo

See 4.3.1 for additional explanation of the following standards.

A. Intent Statement

A building designed for occupancy by retail, service, office, and/or residential uses on the ground floor, with upper floors also configured for office and/or residential uses, however two-story retail is permitted. Parking is accommodated below ground.

B. Facade Width

1. Maximum 225 feet. If the façade width exceeds the maximum allowed, the facade must be broken by employing any three of the following techniques:

- Provide a vertical plane break with one facade set behind the other by at least two feet.
- Provide a material change.
- Provide a change in the overall type, size, spacing, or proportion of windows or fenestration system or change in sill heights and head conditions. This option in applicable only to vertically proportioned windows.
- Provide a change in facade compositional strategy including roof heights, and roof types. For example, a symmetrical facade may be placed next to a facade with a repetitive bay system that is not symmetrical.
- Provide separate and additional primary entries from the street that are reflected in the building massing and articulation.

2. Facades greater than 175 feet in length must have at least one facade break of at least 20 feet in length and 10 feet in depth.

C. Building Height & Massing

1. Maximum height shall be 6 stories to a maximum of 85-feet.
2. The maximum allowed footprint per story shall be determined by the following table:

Table: 4.3.5.1: Height in Stories	Maximum Allowed Footprint per Story			
	1-2	3	4-5	>5
2	100%	–	–	–
3	100%	80%	–	–
4-5	100%	100%	80%	–
>5	100%	100%	80%	80%

3. Vertical plane breaks shall occur at least once every 150 feet measured parallel to the property line along street frontages. Plane breaks shall be at least 5 feet deep.
4. The facade shall be articulated at least every 45 feet (See 4.3.1 C for description).
5. Corner buildings shall have architectural treatments such as changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.

D. Maximum Upper Level Building Frontage Occupancy

Portions of facades above 45 feet in height and greater than 150 feet in length shall occupy no more than 80% of the primary facade plane established on the ground floor.

E. Frontage Types

Permitted frontage types are: *forecourt*, storefront, *urban frontage*, stoop, and dooryard (see Section 4.4). Developments must also comply with the permitted frontage types of the block development standards (see Section 4.2).

F. Pedestrian Access & Entries

1. Primary entrances to upper floors shall be accessed through: 1. an interior courtyard or 2. a lobby, which is accessed directly from the street.
2. Primary access to the ground-floor space shall be directly from the street and shall occur at a maximum interval of 60 feet. For urban block buildings where retail is required at the ground level, see entrance standards in Section 4.5.3 A.2.
3. Primary retail entrances shall remain accessible and unlocked during regular business hours.

G. Parking

1. Parking may be accommodated in up to two levels of above-ground podium, below ground, or both.
2. A liner of habitable space shall conceal above-ground podium parking garages from view.
3. Parking stalls shall meet the construction and maintenance standards of the W.M.C.

H. Outdoor Space

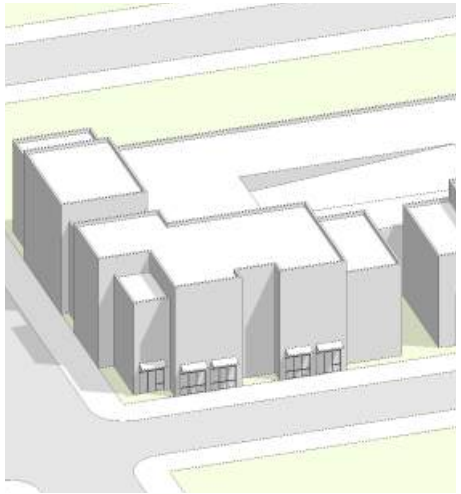
1. Amount Required. At least 10 percent of the lot area shall be provided as outdoor space. Outdoor space need not be located on the ground floor.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: patios, verandas, courtyards, and roof decks.

3. Dimensions. Each common area or public outdoor space shall have a minimum dimension of 20 feet on each side.
4. *Encroachments*. Encroachments into the outdoor space are permitted on all sides of the space, provided that the minimum 20-foot dimension is maintained, exclusive of the *encroachments*.
5. Design. The outdoor space area must be open to the sky, except for any allowable *encroachments* (see Section 4.5.9) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, raised beds or a combination of thereof. Landscaping in pots or planters may be included in computing the total landscaped area.

4.3.6 Liner Building



Liner Building Diagram

A building suitable for a variety of uses wraps a parking structure

Liner Building Illustrative Photo

Street view of a liner building. The facade does not reveal the parking use behind.

See 4.3.1 for additional explanation of the following standards.

A. Intent Statement

A building that directly fronts the street and typically wraps around an above-ground garage. The building is designed for occupancy by a mixture of uses. A garage can either be attached or detached to the building.

B. Facade Width

1. Maximum 225 feet. If the façade width exceeds the maximum allowed, the facade must be broken by employing any three of the following techniques:
   - Provide a vertical plane break with one facade set behind the other by at least two feet.
   - Provide a material change.
   - Provide a change in the overall type, size, spacing, or proportion of windows or fenestration system or change in sill heights and head conditions. This option in applicable only to vertically proportioned windows.
   - Provide a change in facade compositional strategy including roof heights, and roof types. For example, a symmetrical facade may be placed next to a facade with a repetitive bay system that is not symmetrical.
   - Provide separate and additional primary entries from the street that are reflected in the building massing and articulation.
2. Where the garage length exceeds 225 feet, a second similar building type may be attached and interconnected, but it must appear as a separate building and have its own entrance from the street. In this situation a facade break is not required.
3. Facades greater than 175 feet in length must have at least one facade break of at least 20 feet in length and 10 feet in depth.

C. Building Height & Massing

1. Maximum height shall be 6 stories to a maximum of 90-feet. The building shall be no less than 35 feet tall. The maximum garage height shall not exceed the *liner building* more than 10 feet in height.
2. The maximum allowed footprint per story shall be determined by the following table:

Table 4.3.6.1: Height in Stories	Maximum Allowed Footprint per Story			
	1-3	4	5	>5
2-3	100%	–	–	–
4	100%	90%	–	–
5	100%	90%	75%	–
>5	100%	100%	85%	75%

3. Vertical plane breaks shall occur at least once every 150 feet measured parallel to the property line along street frontages. Plane breaks shall be at least 5 feet deep.
4. The facade shall be articulated at least every 45 feet (See 4.3.1 C for description).
5. Corner buildings shall have architectural treatments such as changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.

D. Maximum Upper Level Building Frontage Occupancy

Portions of facades above 45 feet in height and greater than 150 feet in length shall occupy no more than 80% of the primary facade plane established on the ground floor.

E. Frontage Types

Permitted frontage types are: *forecourt*, storefront, *urban frontage*, stoop, and dooryard (see Section 4.4). Developments must also comply with the permitted frontage types of the block development standards (see Section 4.2).

F. Pedestrian Access & Entries

1. Primary entrances to upper floors shall be accessed through an interior courtyard or lobby, accessed directly from the street.
2. Primary access to each ground-floor space shall be directly from the street and shall occur at a maximum interval of 60 feet. For liner buildings in the retail core fronting Westminster Boulevard and t see entrance standards in Section 4.5.3 A 2.
3. All retail spaces should be accessed from a ground-floor, single-tenant entry along a street, courtyard, or Paseo.
4. Primary retail entrances shall remain accessible and unlocked during regular business hours.
5. In addition to the building's required primary entrances, there may be ancillary entrances to the building from parking garages.

G. Parking

Parking stalls shall meet the construction and maintenance standards of the W.M.C.

H. Outdoor Space

1. Amount Required. At least 10 percent of the lot area shall be provided as outdoor space. Outdoor space need not be located on the ground floor.

2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: patios, verandas, courtyards, and roof decks.
3. Dimensions. Each common area or public outdoor space shall have a minimum dimension of 20 feet on each side.
4. Encroachments. *Encroachments* into the outdoor space are permitted on all sides of the space, provided that the minimum dimension is maintained, exclusive of the *encroachments*.
5. Design. The outdoor space area must be open to the sky, except for any allowable *encroachments* (see Section 4.5.9) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, rasied beds or a combination of thereof. Landscaping in pots or planters may be included in computing the total landscaped area.

4.3.7 Exposed Garage Building

Exposed Garage Building Diagram

Active ground-floor uses line the exposed parking structure.

Exposed Garage Building Illustrative Photo

Ground-floor uses line the exposed garage building.

See 4.3.1 for additional explanation of the following standards.

A. Intent Statement

A garage building type that provides space for active ground-floor uses along street frontages. Exposed garage levels are architecturally treated.

B. Facade Width

1. Maximum 240 feet may be exposed at frontage.

C. Building Height & Massing

1. Maximum height shall be 55 feet.
2. The facade shall be articulated at least every 45 feet (See 4.3.1 C for description).

D.Maximum Upper Level Frontage Occupancy

Not applicable.

E. Frontage Types

Permitted frontage types are: storefront, *urban frontage* (see Section 4.4). Developments must also comply with the permitted frontage types of the block development standards (see Section 4.2).

F. Pedestrian Access & Entries

1. Primary access to each ground-floor space shall be directly from the street and shall occur at a maximum interval of 60 feet.
2. All retail spaces should be accessed from a ground-floor, single-tenant entry along a street, courtyard, or alley.
3. Primary retail entrances shall remain accessible and unlocked during regular business hours.

G. Parking

1. All parking facades visible from a public right of way shall be architecturally treated. The total opening area shall not exceed 60 percent of the facade area and shall not be less than 40 percent of the facade area. Continuous ribbon openings are not permitted.
2. Along street frontages, habitable uses shall line the ground floor unless otherwise permitted in the block standards (see Section 4.2.). Habitable spaces shall have a minimum depth of 20 feet measured perpendicular to the property line from the exterior face of the building facing the street to the back of the habitable space.
3. Parking stalls shall meet the construction and maintenance standards of the W.M.C.

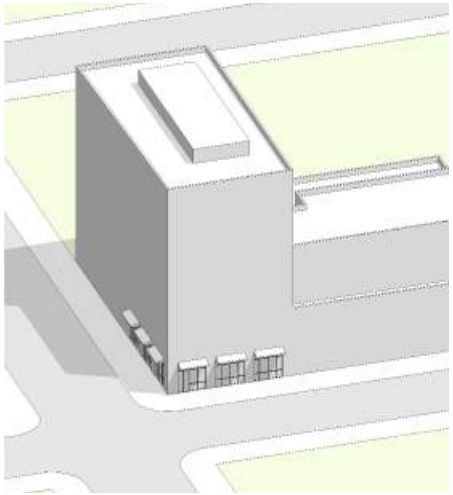
H. Outdoor Space

Amount Required. None.

I. Landscape

All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.

4.3.8 Podium High-Rise Building



Podium High-Rise Diagram

A tower building mass may exceed the base height limit of 65 feet.

Podium High-Rise Illustrative Photo

See 4.3.1 for additional explanation of the following standards.

A. Intent Statement

A multi-level building organized around a central core with the first 2-5 floors expressed as a Podium. The building is composed as a Tower and a podium (the base), which may contain a parking garage.

B. Facade Width

1. Maximum facade width of the podium is 300 feet. If the façade width exceeds the maximum allowed, the facade must be broken by employing any three of the following techniques:

- Provide a vertical plane break with one facade set behind the other by at least two feet.
- Provide a material change.
- Provide a change in the overall type, size, spacing, or proportion of windows or fenestration system or change in sill heights and head conditions. This option in applicable only to vertically proportioned windows.
- Provide a change in facade compositional strategy including roof heights, and roof types. For example, a symmetrical facade may be placed next to a facade with a repetitive bay system that is not symmetrical.
- Provide separate and additional primary entries from the street that are reflected in the building massing and articulation.

2. Building facades longer than 175 feet, measured along the property line, shall vary the facade such that the resulting facade segments appear to be individual building facades.

C. Building Height & Massing

1. Maximum podium height is 65 feet; minimum height is 35 feet.
2. A high-rise tower may exceed the podium height. The length to width ratio for the tower shall be no greater than 2:1. The maximum floor plate of the tower shall be 30,000 SF.
3. The tower shall step back from the face of the podium a minimum of 10 feet, measured perpendicular to the property line. Where more than one tower facade fronts a street, the shorter facade is exempt from this requirement.
4. Vertical plane breaks shall occur at least once every 150 feet measured parallel to the property line along street frontages. Pllane breaks shall be at least 5 feet deep.
5. The facade shall be articulated at least every 45 feet (See 4.3.1 C for description).
6. Corner buildings shall have architectural treatments such as changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.

D. Maximum Upper Level Building Frontage Occupancy

1. Portions of facades above 45 feet in height and greater than 150 feet in length shall occupy no more than 80% of the primary facade plane established on the ground floor.
2. Portions of facades above 65 feet in height:
   - if less than 100 feet in length shall occupy no more than 90% of the primary facade plane established on the lower floors,
   - if between 100 and 150 feet in length shall occupy no more than 80% of the primary facade plane established on the lower floors, and
   - if greater than 150 feet in length shall occupy no more than 70% of the primary facade plane established on the lower floors

E. Frontage Types

Permitted frontage types are: *forecourt*, storefront, *urban frontage*, stoop, and dooryard (see Section 4.4). Developments must also comply with the permitted frontage types of the block development standards (see Section 4.2).

F. Pedestrian Access & Entries

1. Primary entrances to upper floors shall be accessed through an interior courtyard or lobby, accessed directly from the street.
2. Ground floors shall contain habitable building space and access to each ground-floor space shall be directly from the street and shall occur at a maximum interval of 60 feet. For podium high-rise buildings where retail use is required at the ground floor see entrance standards in Section 4.5.3 A 2.
3. All retail spaces shall have their primary access from a ground-floor, single-tenant entry along a street, courtyard, or paseo.
4. The primary retail entrances shall remain accessible and unlocked during regular business hours.
5. In addition to the building's required primary entrances, there may be ancillary entrances to the building from parking garages and areas.

G. Parking

1. If accommodated in an above-ground garage, parking shall be concealed from view along the street for the first 21 feet of height through a liner of habitable space.
2. Above 21 feet, above-ground garages shall be screened from view along the street by habitable space or by landscaping, outdoor screens, cladding, or the appearance of architectural features, such as windows, or a combination thereof.
3. Parking stalls shall meet the construction and maintenance standards of W.M.C. 11-7-4 (B).

H. Outdoor Space

1. Amount Required. At least 20 percent of the lot area shall be provided as outdoor space. Outdoor space need not be located on the ground floor.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: patios, verandas, courtyards, and roof decks. At least one half of the required outdoor space must be common, usable by all residents of the building.
3. Dimensions. Each common outdoor space shall have a minimum dimension of 30 feet on each side. Each private outdoor space shall have a minimum dimension of six feet on one side.
4. Encroachments. *Encroachments* into the common outdoor space are permitted on all sides of the space, provided that the minimum 30-foot dimension is maintained, exclusive of the *encroachments*.
5. Design. The outdoor space area must be open to the sky, except for any allowable *encroachments* (see Section 4.5.9) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, raised beds or a combination of thereof. Landscaping in pots or planters may be included in computing the total landscaped area.

4.3.9 Urban Anchor Building

Urban Anchor Building Diagram

Urban Anchor Building Illustrative Photo

See 4.3.1 for additional explanation of the following standards.

A. Intent Statement

The urban anchor building type accommodates the need for large-footprint anchor retailers or movie theaters while providing active uses at secondary frontages. Ground-floor storefronts or other liner uses avoid exposing blank walls on street fronts.

B. Facade Width

1. No limit, except that a maximum of 150 feet of the anchor use may be exposed to a building frontage line. Anchor buildings that are longer than 150 feet must be lined with other uses for the portion of the frontage exceeding 150 feet.
2. Building facades longer than 175 feet, measured along the property line, shall vary the facade such that the resulting facade segments appear to be individual building facades.

C. Building Height & Massing

1. Maximum height shall be 76 feet.
2. Minimum height is 35 feet.
3. The maximum anchor floor plate is 60,000 SF. The City may grant an exception for cinemas, concert halls, or other live performance spaces.
4. The maximum allowed footprint per story shall be determined by the following table:

Table 4.3.9.1: Height in Stories	Maximum Allowed Footprint per Story			
	1-3	4-5	>5	
1-3	100%	–	–	
4-5	100%	90%	–	
>5	100%	75%	75%	

5. Vertical plane breaks above the ground floor shall occur at least once every 150 feet measured parallel to the property line along street frontages. Plane breaks shall be at least 5 feet deep.
6. The facade shall be articulated at least every 45 feet (See 4.3.1 C for description).
7. Corner building form shall have architectural treatments such as changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.

D. Maximum Upper Level Building Frontage Occupancy

Portions of facades above 45 feet in height and greater than 150 feet in length shall occupy no more than 80% of the primary facade plane established on the ground floor.

E. Frontage Types

Permitted frontage types are: storefront, *urban frontage*, and stoop (see Section 4.4). Developments must also comply with the permitted frontage types of the block development standards (see Section 4.2).

F. Pedestrian Access & Entries

1. Primary entrances to upper floors shall be accessed through an interior courtyard or lobby, accessed directly from the street.
2. Primary access to each ground-floor anchor shall be directly from the street and shall occur at a maximum interval of 200 feet. Liner building entries shall be accessible directly from the street and shall occur at a maximum interval of 60 feet. All retail spaces should be accessed from a ground-floor, single-tenant entry along a street, courtyard, or alley. For anchors where retail use is required at the ground floor, see entrance standards in Section 4.5.3 A.2.
3. Primary retail entrances shall remain accessible and unlocked during regular business hours.
4. In addition to the building's required primary entrances, there may be ancillary entrances to the building from parking garages and areas.

G. Parking

1. Above-ground garages shall be concealed from view along the street for the first 21 feet of height through a liner of habitable space.
2. Above 21 feet, above-ground garages shall be screened from view along the street by habitable space or by landscaping, outdoor screens, or cladding.
3. Parking stalls shall meet the construction and maintenance standards of W.M.C. 11-7-4 (B).

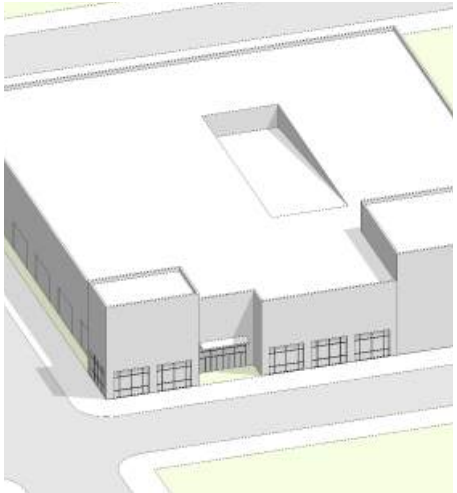
H. Outdoor Space

Amount Required. None.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving is encouraged.

4.3.10 Urban Supermarket



Urban Supermarket Diagram

Urban Supermarket Illustrative Photo

See 4.3.1 for additional explanation of the following standards.

A. Intent Statement

This building type provides additional flexibility for developments incorporating a supermarket use while ensuring compatibility with the new downtown's urban, mixed-use environment. Housing or office space may be built above.

B. Facade Width

1. Maximum 300 feet. If the façade width exceeds the maximum allowed, the facade must be broken by employing any three of the following techniques:
   - Provide a vertical plane break with one facade set behind the other by at least two feet.
   - Provide a material change.
   - Provide a change in the overall type, size, spacing, or proportion of windows or fenestration system or change in sill heights and head conditions. This option in applicable only to vertically proportioned windows.
   - Provide a change in facade compositional strategy including roof heights, and roof types. For example, a symmetrical facade may be placed next to a facade with a repetitive bay system that is not symmetrical.
   - Provide separate and additional primary entries from the street that are reflected in the building massing and articulation.
2. Building facades longer than 175 feet, measured along the property line, shall vary the facade such that the resulting facade segments appear to be individual building facades.

C. Building Height & Massing

1. Maximum height shall be 76 feet. 110 feet shall be permitted where blocks allow the podium high-rise building type. In such cases the podium high-rise building type height and massing and outdoor space standards apply (see Section 4.3.8).
2. Minimum height shall be 35 feet.
3. The maximum supermarket floor plate is 65,000 SF.
4. The maximum allowed footprint per story shall be determined by the following table:
5. Vertical plane breaks shall occur at least once every 150 feet measured parallel to the property line along street frontages. Pllane breaks shall be at least 5 feet deep.

Table 4.3.10.1: Height in Stories	Maximum Allowed Footprint per Story			
	1-3	4-5	>5	
2-3	100%	–	–	
4-5	100%	90%	–	
>5	100%	75%	75%	

6. The facade shall be articulated at least every 45 feet (See 4.3.1 C for description).
7. Corner building form shall have architectural treatments such as changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.

D. Maximum Upper Level Building Frontage Occupancy

Portions of facades above 45 feet in height and greater than 150 feet in length shall occupy no more than 80% of the primary facade plane established on the ground floor.

E. Frontage Types

Permitted frontage types are: *forecourt*, storefront, *urban frontage*, stoop, and dooryard (see Section 4.4). Developments must also comply with the permitted frontage types of the block development standards (see Section 4.2).

F. Pedestrian Access & Entries

1. Primary entrances to upper floors shall be accessed through an interior courtyard or lobby, accessed directly from the street.
2. Primary access to each ground-floor space shall be directly from the street and shall occur at a maximum interval of 60 feet. A supermarket use may reduce the entry frequency to 150 feet on one blockfront. For urban supermarkets where retail use is required at the ground floor see entrance standards in Section 4.5.3 A.2.
3. All retail spaces should be accessed from a ground-floor, single-tenant entry along a street, courtyard, or alley.
4. Primary retail entrances shall remain accessible and unlocked during regular business hours.
5. In addition to the building's required primary entrances, there may be ancillary entrances to the building from parking garages and areas.

G. Parking

1. Above-ground garages shall be concealed from view along the street for the first 21 feet of height through a liner of habitable space.
2. Above 21 feet, above-ground garages shall be screened from view along the street by habitable space or by landscaping, outdoor screens, or cladding.

3. Parking stalls shall meet the construction and maintenance standards of W.M.C. 11-7-4 (B).

H. Outdoor Space

Amount Required. None.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas the use of permeable paving is encouraged.

4.4 FRONTAGE TYPE STANDARDS AND GUIDELINES

A building's frontage is the interface between the public realm and private development. This Plan recognizes that the successful design of this interface significantly contributes to the realization of an active and engaging urban environment.

Buildings within the Plan area have ground-floor frontages that are human-scaled, provide visual interest, and access to ground-floor uses. This section provides a palette of prototypical frontage types that are permitted. Standards include dimensional criteria, criteria for openings, as well as criteria for the ground plane immediately adjacent to the frontage, such as minimum glazing (see Figure 4-13).

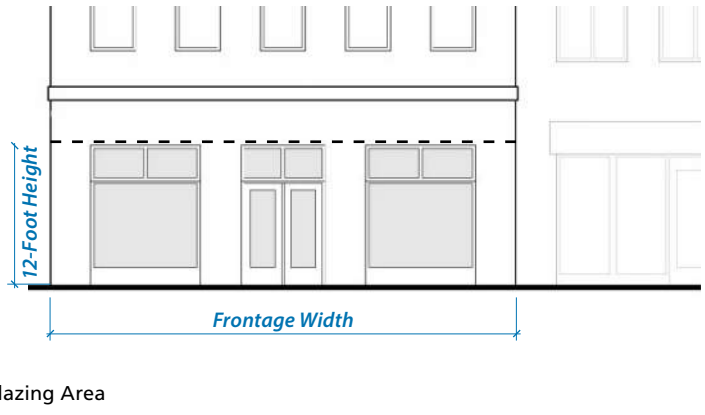


Figure 4-13 : Minimum Frontage Glazing Diagram

The frontage glazing area shall be measured from the finished floor to a height of 12-feet. Window mullions and doorway casings no wider than 6-inches in width may be included in glazing calculations.

4.4.1 Explanation of Standards

A. Frontage Intent Statement

This statement describes the building-to-street relationship that each frontage type is meant to achieve.

B. Entries

These standards address entries at the block-fronts, not those that are internal to the site.

C. Dimensions

Specific dimensions of features like massing, entry height, openings, and setbacks are delineated here.

D. Paving and Landscaping

This standard addresses the area between the property line and building face.

E. Furnishing Zone

This standard addresses furnishing within front setbacks.

F. Additional Standards and Guidelines

These standards and guidelines provide additional direction in shaping the appropriate building-to-street relationship. They address glazing at the ground floor, frontages, and entries.

G. Storefronts

This standard addresses the design of building frontages, such as maximum length of a blank wall.

4.4.2 Storefront

Storefront Illustrative Section

Ground floor uses open directly to the sidewalk.

Storefront Illustrative Photo

A. Intent Statement

Storefront frontages provide direct access to ground-floor spaces that are located adjacent to the sidewalk. Storefronts are typically associated with retail uses but may accommodate other uses as permitted by the regulating plan (see Chapter 2). Where permitted, storefront frontages may provide outdoor seating areas or outdoor displays or both.

B. Entries

Entries should be set at the adjacent sidewalk or within an alcove that is adjacent to a sidewalk.

C. Dimensions

1. Storefronts shall be between 12 to 25 feet high, measured from the finished floor to the bottom of the floorplate above the storefront space. Storefront spaces shall be set no more than twelve inches above the adjacent sidewalk at the primary entrance.
2. Retail spaces shall be a minimum of 20-feet deep, on average, as measured from the building façade.

D. Paving and Landscaping

The area between the property line and the building face shall be paved per Section 3.5.1.

E. Furnishing Zone

Where permitted, outdoor seating may be provided in front setbacks (see Section 3.4). Product displays (e.g. flowers, food, merchandise displays) are encouraged near storefront entries.

F. Additional Standards

1. Retail entrances shall be directly accessible from the street without obstruction from ramps, steps or railings. Ground-floor slabs should be stepped to allow for entrances to meet sidewalk grade. Site constraints that prohibit or greatly inhibit the application of this standard shall be resolved between the applicant and the Planning Manager.
2. Storefront fenestration shall wrap façade corners for a minimum of 10 feet.
3. At least 60 percent of the storefront facade area at the ground floor shall be glazed (see Figure 4-13 for calculation). Glazing shall be transparent and clear. Opaque, highly reflective, and dark tinting are not permitted. The sill height of a storefront window shall be no more than 30 inches high measured from the adjacent finished sidewalk.
4. Storefront glass shall not be set back from the building facade more than 10 inches.
5. Unoccupied storefronts may be temporarily covered from the inside with white or light color paper, fabric or film, which may contain a graphic image or otherwise permitted signs.
6. The maximum length of blank walls (defined as having no active use, glazing, doorway or substantial architectural detail) facing the street is limited to 15 horizontal feet for any one stretch.

4.4.3 Urban Frontage

Urban Frontage Illustrative Section

An urban frontage type for residential lobbies or commercial ground-floor uses.

Urban Frontage Illustrative Photo

A. Intent Statement

An *urban frontage* is suitable for residential, commercial or office uses. It may provide access to ground-floor uses, but is primarily characterized by windows facing the sidewalk.

Unlike storefronts, there is no minimum ground floor height.

B. Entries

Urban frontages shall enter from the sidewalk. Entries should be articulated by canopies or awnings.

C. Dimensions

Urban frontages shall be set at grade or may be elevated up to 12 inches above the adjacent sidewalk.

D. Paving and Landscaping

Urban frontages are characterized by hardscape and may include landscaping where permitted by the street standards (see Chapter 3).

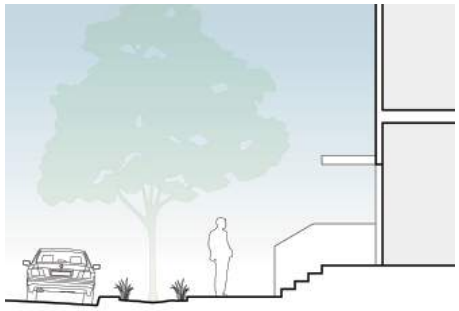
E. Furnishing Zone

Where permitted, outdoor seating may be provided in front setbacks (see Section 3.4).

F. Additional Standards

At least 45 percent of the facade area at the ground floor shall be glazed (see Section 4.4). Glazing shall be transparent and clear. Opaque, highly reflective, and dark tinting are not permitted. Blank wall area permitted as per 4.5.2-A.4 can be excluded from the ground floor glazing calculation.

4.4.4 Stoop



Stoop Illustrative Section

The entry to a building is raised above the sidewalk.

Stoop Illustrative Photo

A. Intent Statement

Stoops are small staircases leading to the entrance of a building. The stoop elevation provides some privacy between the sidewalk and ground-floor uses. *Stoops* may be covered.

B. Entries

Entries fronting on public streets shall face the public sidewalk.

B. Dimensions

Stoops shall be at least four feet deep and four feet wide. The stoop entry should not be raised more than five feet above the adjacent sidewalk.

D. Paving and Landscaping

Yards should be planted with grass, shrubs, or other ground cover. Walks shall be paved.

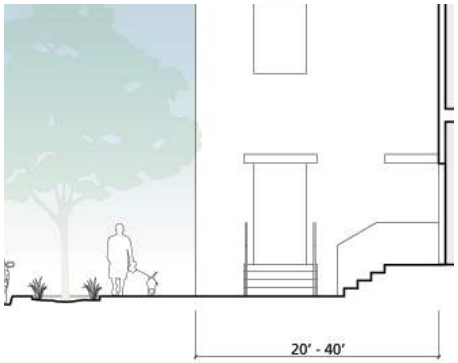
E. Furnishing Zone

None permitted.

F. Additional Standards

1. Awnings or canopies may cover *stoops*.
2. Where block development standards permit dooryard frontages and stoop frontages, frontage elements of these frontage types may be combined.

4.4.5 Forecourt



Forecourt Illustrative Section

The building entry is located off a forecourt. The entry may or may not be raised above the sidewalk level.

Forecourt Illustrative Photo

A. Intent Statement

Forecourts are open areas located at primary building entrances. They may be designed as gardens or as paved courtyards. Frontages utilizing a *forecourt* must comply with minimum frontage occupancy standards (see Section 4.2).

B. Entries

The *forecourt* shall enter from the adjacent sidewalk. Building entries opening onto the *forecourt* shall be at the finished floor of the *forecourt* or may be raised up to three feet above the *forecourt*.

C. Dimensions

1. *Forecourts* shall be set at grade or may be elevated up to 18 inches above the adjacent sidewalk.
2. Depth of the *forecourt* shall be between 10 and 40 feet.
3. Width of the *forecourt* shall be between 20 and 50 feet.

D. Paving and Landscaping

Forecourts may be planted with grass, shrubs, or other ground cover or be paved. All walks shall be paved.

E. Furnishing Zone

Outdoor furniture is permitted in *forecourts*. High quality, durable fixed benches and planter pots are encouraged. Water features are permitted.

F. Additional Standards and Guidelines

1. *Forecourts* should be open to the sky. Porches are not permitted.
2. *Forecourts* may be gated.

4.4.6 Dooryard

Dooryard Illustrative Section

A small landscaped yard separates the building from the sidewalk. The building entry may be raised, but need not be.

Dooryard Illustrative Photo

A. Intent Statement

Dooryard fronts are located in front setbacks and provide small landscaped and paved yards at building entrances. Dooryards are often enclosed by low walls, fences, or hedges.

B. Entries

Attached single-family buildings (row houses) should have primary entries accessible directly from the street.

Ground-floor units in multi-family buildings with corridors may have the primary entry from a corridor accessible from a common building lobby, directly from the sidewalk via a dooryard, or both.

C. Dimensions

Not applicable.

D. Paving and Landscaping

Dooryards should be planted with grass, shrubs, or other ground cover. Walks shall be paved. Low retaining walls, fences, or hedges may enclose a dooryard. Walls and hedges shall not exceed three feet in height measured from the adjacent sidewalk.

E. Furnishing Zone

Loose furniture is permitted in dooryards.

F. Additional Standard and Guidelines

Where block development standards permit dooryard frontages and stoop frontages, frontage elements of these frontage types may be combined.

4.5 ADDITIONAL BUILDING DESIGN STANDARDS AND GUIDELINES

The additional standards and guidelines of this section apply to all development in the Plan area. They address the composition of buildings as well as functional aspects of building, parking, and outdoor space design. The goal of this section is to ensure that development within the new downtown is consistent with the goal of human-scale mixed-use environment in which each individual building furthers the overall Plan vision.

4.5.1 Site Grading

When setting buildings to grade, developers must assume streetscape grades, as designed in the 100% construction documents, as an existing condition. As a result, the finished floor elevations of buildings, must be set in accordance with criteria stated in 4.5.1.A.1 below.

A. Standards

1. The finished floor elevation of primary building entrances and storefront entrances shall be set to meet existing (as designed) streetscape grade. This may require the stepping or sloping of the building floor plate.
2. Cross and longitudinal slopes of up to 5% are allowed for private setback zones subject to ADA access requirements, however, areas abutting storefront frontages shall not exceed 2%.
3. If the methods of setting a project to grade listed in 4.5.1.A.1 and 4.5.1.A.2 are deemed to be unworkable by City Staff as a result of unique site conditions, the following grading strategies may be employed:

- The cross slope of the tree zone may be increased to a maximum of 5%.
- Sidewalk cross slope may be decreased to a minimum 1% provided that adequate drainage is demonstrated.
- The longitudinal slope of the public sidewalk may be increased to exceed that of the adjacent public street by a maximum of 3%.

B. Guidelines

1. No steps, ramps, or retaining walls solely associated with building ingress and egress should be located between the sidewalk and a storefront frontage.

4.5.2 Building Massing, Scale, and Architecture

The specific criteria included throughout these design standards and guidelines have been included to achieve a design that is consistent with the overall massing, scale, and architectural vision.

A. Standards

1. Blank walls (defined as having no active use, glazing, doorway or substantial architectural detail) shall be limited to 20% or 40 feet of the Building Facade, whichever is greater.

B. Guidelines

1. Variety. Buildings should be composed of a variety of forms and contrasting shapes and should employ attractive and complementary building materials and architectural features.
2. Scale. In general, the overall scale, massing, roof form, materials, and architectural style of new structures shall provide a variety of forms, depth and texture, and encourage a cohesive neighborhood character by building new structures at a scale that is appropriate to the human-scaled environment of the new downtown.
3. Wall planes. Building massing should include a variation in wall planes and height as well as roof forms to reduce the perceived scale of the building.
4. Building Stepbacks. Building stepbacks at the upper stories can transition between different building heights. Where a taller building adjoins a shorter building, building stepbacks are encouraged.
5. Architectural Style. The architecture of the building shall clearly delineate an architectural style, and shall not appear as a simplified version thereof, with appropriate fenestration patterns, architectural features, proportions and materials consistent with the style.

4.5.3 Building Facades

A. Standards

1. Fenestration. Buildings shall have fenestration that establishes a clear pattern on the facade (with special attention paid to facades that are visible from a public street) and that provides depth and additional articulation.

Building Massing (4.5.2)

Large windows break the rhythm of balconies and accentuates the building corner.

Varied Building Massing (4.5.2)

Bays, recesses, roof variations visually break the building mass.

Facade Plane Breaks (4.5.2)

A series of vertical breaks in the facade plane enriches a long building facade.

B. Guidelines

1. Human Scale. Human scale proportions and architectural building details that emphasize and reflect the presence and importance of people are encouraged.
2. Building Design. The design of all buildings should be of a high quality and character appropriate to development in the new downtown.
3. Facade Massing. Massing offsets, fenestration, varied textures, openings, recesses, and design accents are strongly encouraged to ensure there are no un-articulated walls and monolithic roof forms.
4. Architectural elements such as stepbacks, overhangs, balconies, verandas, and porches that add architectural character are encouraged.
5. Shade and Shadow. Employing shade and shadow by reveals, surface changes, overhangs and/or sunshades to provide visual interest on facades exposed to the sun is encouraged.
6. One-Story Elements. One-story architectural elements and massing should be incorporated into two and three-story building designs to the greatest extent possible.
7. Masonry Façade Materials. All masonry materials should be carried down the facade to meet with the ground. No portion of the building foundation should be visible.

4.5.4 Entrances

A. Standards

1. Primary Entrance. The primary entrance to buildings shall be oriented to the street front, rather than to the parking lot or garage, alley, or interior of lot.
2. Frequency at Retail Core. At buildings where retail use is required at the ground floor, entrances shall occur at a maximum interval of 45 feet.

B. Guidelines

1. Secondary Entrances. Side or rear building entrances should always be accompanied by a front, street-facing entrance.
2. Entrance Articulation. Special paving, lighting, and landscaping should be included at primary entrances to clearly identify the entrance and to enhance the overall building design.

4.5.5 Passageways

A. Standards

1. Width. Pedestrian passageways shall be no less than 15 feet wide.
2. Height where Covered. If pedestrian passageways are covered, they require a floor to ceiling height at least equal to their width, but no greater than three times their width.
3. Design. Passageways shall be lighted and designed to be safe and inviting.

B. Guidelines

1. Pedestrian Access. Pedestrian passageways should be introduced to increase access within and across blocks.
2. Location. Pedestrian passageways may be open or roofed, and may go between or through buildings, to courtyards, parking areas, or civic spaces.

4.5.6 Windows

A. Standards

1. Design. Outer surface of window frames set within masonry, stucco or simulated masonry or stucco walls shall be recessed from the wall surface by at least four inches. This does not apply when windows face alleys.
2. The use of false window mullions/grilles on the ground floor is prohibited.
3. Glazing. Highly-reflective, mirrored, heavily-tinted and opaque glazing are not permitted (except that opaque glazing may be used as spandrel glass). Window glazing must be transparent with clear or limited UV tint so as to provide views to and from the inside of the building and the street.

B. Guidelines

1. Orientation. Windows should overlook public areas to allow for increased safety.
2. Location. Regardless of architectural style, it is recommended that windows be located in such a way so as to help avoid the creation of blank walls.
3. Exterior Shutters. If exterior shutters are used, they should be sized and mounted appropriately to fit the window (with appropriate hardware even if actually non-operable).
4. Ribbon Windows. Continuous horizontal bands of windows with little or no articulation between adjacent window units, or ribbon windows, are strongly discouraged.

Human-Scale Architecture (4.5.2)

Variation in form and color create an enlivened block frontage.

Entrances (4.5.3)

A canopy, lighting, and a slight recess accentuate the primary entrance.

Windows (4.5.5)

Windows are recessed from the exterior wall surface.

4.5.7 Ventilation

A. Standards

1. Orientation. Windows, vents, and courtyards shall be placed and oriented to enhance cross-ventilation and cooling.

B. Guidelines

1. Air Quality. Air ventilation from outdoors is encouraged to improve indoor air quality for occupant comfort and wellbeing.

4.5.8 Private Outdoor Space

A. Guidelines

1. Design. Common open spaces should be designed with attractive landscaping, materials and amenities that provide a variety of opportunities for interaction, gathering and unstructured or informal play and use
2. Location. Private outdoor spaces should be provided as an integral element of the development. Outdoor space amenities should not be placed in "leftover" spaces.
3. Community Rooms. Where planned, community rooms should be located adjacent to outdoor spaces.
4. Landscaping. Plantings that are in scale with the space should be utilized; e.g. smaller ornamental trees and perennials are more appropriate for a courtyard space. Select plants that tolerate extreme hot and cold temperatures and require minimal irrigation.
5. Irrigation. All landscaping should use WaterSense-labeled products or an approved equivalent. Automatic irrigation should be used with the understanding that winter hand-watering will be required. Quick couplers and hose bibs should be provided.
6. Amenities. Site furnishings such as benches, trash receptacles, bike racks, and lighting should be incorporated. Where canopy trees are not feasible, provide other forms of shade, such as pergolas, trellises, sun shades or arbors. At designated dog areas or lawn areas, dog stations must be provided.
7. Lighting. Lower-height pedestrian lighting consistent with Section 4.5.13 should be provided.
8. Maintenance. Design of the outdoor space should factor in maintenance of planters, watering, and snow removal and storage.
9. Drainage. Drainage should be directed from private outdoor spaces via underground systems or an alternative system that is integrated with the overall storm drainage system of the development and consistent with the Drainage Plan in the Appendix of this Plan.
10. No gravel smaller than 1½ inch diameter shall be permitted adjacent to public rights-of-way.

4.5.9 Interior Courtyards

Required outdoor space may be accommodated in interior courtyards located on the ground plane or on a podium, as allowed by the relevant building type (see Section 4.3).

A. Standards

When provided, interior courtyards shall adhere to the following standards:

1. Design. Interior courtyards shall include ample seating and planting areas. Low walls and steps may be used as alternative forms of seating.
2. Shade Trees. Interior courtyard landscaping shall include shade trees or shading devices. At least one 3 inch specimen tree is required per 1,000 SF of courtyard area.
3. Lighting. Lighting shall be provided that illuminates the courtyard, but does not negatively impact surrounding buildings, consistent with Section 4.5.13.
4. Dimensions. Minimum courtyard dimension shall be 30 feet on one side (exclusive of *encroachments*) unless indicated otherwise in the building types. If the courtyard is surrounded by 3 or more building frontages, the minimum dimension on one side shall be 40 feet.

B. Guidelines

1. Blank Walls. Blank walls should be avoided inside the perimeter of the courtyard.

4.5.10 Encroachments and Projections

The following are the permitted *encroachments* and *projections* into the front setbacks.

Projections into the public right-of-way require City approval.

A. Awning and Canopy Encroachment and Projection Standards

The following standards apply to awnings and canopies that encroach into front setbacks or public rights-of-way:

1. Projection. May project up to the property line or 33 percent of the distance between the building face and the curb, whichever is less.

Interior Courtyard (4.5.8)

Landscape and hardscape create intimate spaces in this courtyard.

Encroaching Habitable Space (4.5.9)

Projecting Canopies (4.5.9)

2. Support. Awnings and canopies shall be attached to the building. Support structures that connect to the ground are not permitted.
3. Clearance. Minimum vertical clearance for awnings and canopies is eight feet. Awnings shall not obscure storefront signs.
4. Materials. Canvas and high-quality fabric shall be used; vinyl or similar materials are not permitted.

B. Habitable Projecting or Encroaching Space Standards

1. Allowable Projection. *Habitable projecting* or *encroaching spaces* are a portion of the building enclosed by walls and a roof that extends beyond the building face (i.e. bay windows and other architectural *projections*). They may project up to three feet from the building face into required setback areas, but shall not extend beyond the property line.
2. Length Along Building Face. No individual habitable projecting or encroaching space may exceed 15 feet in horizontal length.
3. Clearance. Minimum vertical clearance of projecting spaces is 12 feet from the adjacent sidewalk grade on storefront frontages (see Section 4.4 for frontage types).
4. Encroaching habitable spaces are not permitted along Westminster Boulevard and Eaton Street.

C. Non-Habitable Projecting or Encroaching Space Standards

1. Balconies. *Non-habitable projecting* or *encroaching spaces* are spaces used by occupants that are not enclosed by walls and a roof, such as balconies. They shall not extend more than six feet from the building face, or beyond the property line.
2. Clearance. All *projections* shall have a minimum vertical clearance of nine feet from the adjacent sidewalk.
3. Balconies facing Westminster Boulevard, 89th Avenue, Eaton Street, and Central Avenue shall not project more than four feet from the *building face*.

Projecting Balconies (4.5.11)

Projecting balconies used sparingly accent, but do not dominate.

Recessed Balconies (4.5.11)

Balconies are set back from the primary building face.

D. Projecting Habitable and Non-Habitable Space Standards

1. Total Horizontal Length of Projecting Spaces. The total combined length of *habitable* and *non-habitable projecting spaces* along the building face shall not exceed 67 percent of the total length of the building face to which they are attached.
2. Total Horizontal Length of Encroaching Spaces. The total combined length of *habitable* and *non-habitable encroaching spaces* along the building face shall not exceed 50 percent of the total length of the building face to which they are attached.

E. Stoop Standards

1. *Encroachment*. *Stoops* may encroach up to eight feet from a building face, but shall not extend beyond the property line.

F. Outdoor Furnishing Zone Standards

1. General. Outdoor furnishings such as seating or merchandise displays shall comply with Chapter 3: Circulation & Streetscape Design.

G. Subterranean Parking in Front Setbacks Standards

1. Location in Setbacks & Alleys. Subterranean parking may extend into the front setback, up to the property line (See Figure 4-14). Subterranean parking may also be located under alleys that are located within a development block if utilities servicing the block are not interrupted.

4.5.11 Awnings and Shade Devices

The following standards and guidelines apply to awnings and shade devices that do not encroach into front setbacks or public right-of-way.

A. Standards

1. Clearance. Awnings and shade devices shall maintain a minimum clearance of eight feet above the adjacent floor level.

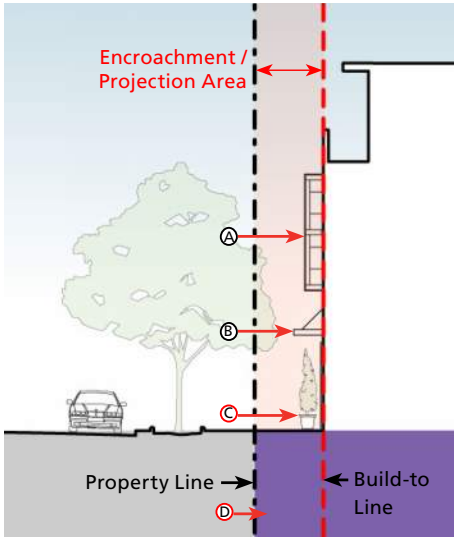


Figure 4-14: Encroachment and Projections Diagram

A. Projecting habitable space
B. Projecting canopy
C. Encroaching street furniture
D. Subterranean parking (purple area)

**The encroachment/projection area will depend on whether there is optimal minimum clearance between the structure and dry utilities in the sidewalk.*

Wood Fence (4.5.12)

Fences and walls may delineate property lines between adjoining private properties.

2. Materials. Canvas and high-quality fabric shall be used; vinyl or similar materials are not permitted.

B. Guidelines

1. Placement. Limit placement to over windows and doors, not walls in between.
2. Place awnings and other shading devices so as not to interfere with pedestrian signage for shops and businesses.
3. Aim to provide continuous awnings or shade devices at southern and western exposures above storefronts and storefront cafés.
4. Provide awnings and shade devices at a height of 8 to 12 feet above ground level to foster a human scale and provide functional shading.
5. Mountings. Use mountings that respect and enhance moldings that may be found above storefronts or sign panels.
6. Materials & Colors. Use materials that complement other materials on the building. Use colors that complement building colors and design.

Hedge Screening Service Area (4.5.12)

A hedge and other plantings effectively screens a service area from view.

4.5.12 Balconies

A. Standards

1. Design. All balconies shall be accessible from inside the building and shall not be completely enclosed.
2. Decorative Railings. Decorative railings attached to the building facade that do not create occupiable balconies are permitted.
3. Railing Transparency. Balcony railings are required to be a minimum of 40 percent transparent.

B. Guidelines

1. Location. Balconies are encouraged on projects facing major public spaces such as parks, playgrounds, and plazas. Balconies are permitted on internal courtyard spaces.
2. Minimum Depth. Balconies should be no less than six feet in depth.
3. Recessed Balconies. Recessed balconies are acceptable.

Architectural Lighting (4.5.13)

Architectural lighting is restricted to the lower floors and light sources generally pointed downward.

4.5.13 Walls, Hedges, and Fences

Garden walls, retaining walls, hedges and fences may be used to define the edge between adjoining private properties. Walls, hedges, and fences facing the public street shall also comply with the frontage type standards (see Section 4.4).

A. Standards

1. Height. No fence, wall, or hedge shall exceed six feet in height. The top of a fence shall remain level in stepped conditions.
2. Location. Garden walls, retaining walls, hedges and fences shall be built at least 18 inches from the property line, to allow room for footings and planting.
3. At Storefronts. Walls and fences shall not be used at storefronts or *storefront cafés*, except that retaining walls are permitted in situations where they are necessary to accommodate grade changes.
4. Materials. Solid perimeter walls shall be constructed of high quality enduring construction materials such as masonry or ornamental metal. Retaining walls shall be masonry, stone, or finished concrete when they are visible from the street. Concrete block and interlocking concrete pavers (such as keystone) are not permitted.
5. Plastic and Vinyl. No plastic or vinyl fencing shall be permitted forward of the build-to line, unless the material is a recycled plastic lumber (RPL).

B. Guidelines

1. Design. In general, fences, walls, and hedges should complement the architecture of the building that they enclose and be compatible with the land use intensity. For example, residential uses should incorporate a softer texture of enclosure such as wood fences and landscaped hedges, whereas commercial buildings may use masonry or concrete walls.
2. Walls and fences should be architecturally enhanced and complemented by adjoining landscaping. Tiered planting should be provided adjacent to perimeter walls to soften their appearance from surrounding areas.

4.5.14 Architectural and On-Site Lighting

Architectural lighting should encourage a pedestrian- friendly environment and enhance both community safety and business exposure. The following standards and guidelines apply to private development.

A. Standards

1. Lighting on buildings shall be oriented to pedestrians in terms of scale, design, and location.

Shielded Lighting (4.5.14)

This light at the exterior of a building is shielded to limit spill-over lighting.

2. Building lighting may include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes and low-level accent lighting to highlight architectural features and landscape elements.
3. Light Trespass. Lighting shall be arranged to focus on the property from which it originates or on adjoining sidewalks and alleys. Minimize light trespass upon adjacent properties to the maximum extent practicable. All exterior lighting shall utilize full cut-off fixtures to limit light trespass onto off-site uses or light pollution into the night sky. The City may approve other special-purpose fixtures (e.g. building uplighting) on a case by case basis.
4. Tube Lighting & Projected Light Displays. Any exposed tube lighting, such as neon, or projected light display on the exterior of a building, or any such lighting element or display which is visible from a public street or alley shall be subject to City review.
5. Alley Lighting. Alleys shall be adequately lit by adjacent buildings or garages.

B. Guidelines

1. Light quality should not be harsh, glaring, or blinking. Lighting intensity should not exceed 6.0 foot-candles at entrances and should average 1.0 across the rest of the site.
2. Lighting should be compatible with street light color temperature.
3. Integrate lighting into the design of the site and buildings. The design, color and finish of light standards and fixtures should complement the architecture, color and materials on site.
4. Ensure that all building lighting fixtures, whether exposed or concealed, do not have exposed conduit runs, junction boxes or other unfinished elements.
5. Entries and Parking. Increase lighting at entries to buildings and parking areas and structures to improve wayfinding and security.
6. Lighting Levels. Avoid creation of bright spots or uneven lighting along the sidewalk edge. Ensure building lighting, both internal and external including lighting of architectural features, supports a pleasant, evenly distributed nighttime ambience.
7. Energy Efficiency. Lights should use LED and other technologies to maximize energy efficiency. Use an appropriate level of light intensity for security and visibility to reduce unnecessary lighting of the night sky and residential dwellings. House-side shields and automatic controllers could be utilized to further reduce unnecessary lighting and energy consumption.
8. Outdoor Spaces and Plazas. In outdoor spaces and plazas, illuminate primary walking paths and focal points such as trellises, water features or art installations to enhance evening use and safety. Low-level illumination sources are encouraged, including bollard, step and pathway fixtures.

4.5.15 Building Facade Materials and Color

A. Standards

1. Building Materials. Building materials shall be high-quality and durable with ample use of texture and articulation.
2. Transitions in building materials shall occur with articulation or changes in plane, not at corners.

B. Guidelines

1. Colors. Light, natural tones are encouraged for expansive wall surfaces. Strong, bright colors should be used as accent colors.
2. Branding. Building colors that turn a building into an extension of a brand are strongly discouraged.

4.5.16 Sustainable Buildings

New development should consider employing sustainable building practices and strive to minimally impact the natural environment while maximixing economic and community opportunity.

A. Standards

1. All new development shall be designed with a commitment to sustainability at both the site and the building level.
2. All new development shall achieve LEED Silver certification, better, or a similar equivalent.
3. All buildings shall use WaterSense products or an approved equivalent.

B. Guidelines

1. Buildings should strive to attain the greatest number of LEED energy performance points possible.
2. Buildings should evaluate the installation of rooftop solar and should be solar-ready if solar is not part of the original design.
3. Residential buildings should evaluate the adoption of the US Department of Energy Zero Energy Ready Home National Program Requirements.

4.5.17 Service and Utilities

Except where modified herein, all City Standards and Specifications shall be met on all properties and developments. All provisions of City Code must be met unless City Council has provided approval for deviations from code.

A. Standards

1. Water and Sewer Connections. A grid system has already been constructed for water and sewer throughout Downtown Westminster. New construction shall connect to the previously constructed mains. Additional mains (water and sewer) are not anticipated to be required. If additional mains are required, the property developer is responsible for construction.
2. Curb Stops. Curb stops form the dividing

point between public water service lines and private service lines. Curb stops shall be located inside of the hardscaped portion of the streetscape amenity zone. Locate service line (public and private portions) and curb stop to avoid conflicts with streetscape program (tree locations, street furniture, etc.).

3. Service Location. Service functions, including retail loading, shall be located along and accessed from alleys whenever present. When alleys are not present, service functions shall be placed within buildings and provisions for access shall be made.

4. Utility & Mechanical Location. Utility and mechanical functions, including transformers, shall be located inside of buildings unless there is adequate space to locate inside of setback areas located along alleys. Internal utility rooms must meet the layout and intent of the City's standard details for internal meter rooms. Meter rooms may be separate from or combined with the fire water entry room. Public access to utility and mechanical equipment shall be restricted.

5. Service, Utility and Mechanical Screening. Ground level service, utility, and mechanical equipment shall be located along alleys where feasible. Mechanical equipment that is not located along an alley, with the exception of gas meters servicing retail spaces, shall be fully screened from view or located entirely within a building. Retail gas meters shall be located in a manner to reduce their visual impact (i.e setback from the building façade, screened by landscaping, etc.). Backflow preventers and free standpipes, along with utility box transformers shall be screened. All screening devices shall be compatible with the architecture, materials and colors of adjacent buildings.

6. Trash Location and Capacity. Trash enclosures shall be located inside of the building in a room sized to adequately accommodate recycling bins and future composting needs. Trash enclosures shall be sized to accommodate a week's worth of refuse. If space exists outside of pedestrian and vehicular travel paths, staff will consider locating dumpsters along an alleyways.

7. Trash Enclosure Screening. All trash enclosires shall be fully screened from all rights-of-way (including alleys) in a manner that is aesthetically compatible with building architecture. Enclosures shall be a minimum of six feet high and shall be enclosed by an opaque door.

8. Recycling Chutes. All multifamily buildings shall have chutes that allow residents to dispose of recycling from each habitable floor.

9. Roof Drains. Roof drains shall not drain across public sidewalks or alleyways due to increased risk of ice formation. Drains may tie into the storm sewer system or drain through an approved LID (low-impact design).

10. Rooftop Equipment. Roof-vent penetrations and mechanical equipment, excluding wireless communication facilities, must be located at least ten feet from any exterior building face. Rooftop mechanical equipment must be screened from view from all adjacent streets (based on an eye level perspective taken from the far edge of the right-of-way opposite the building). At Staff's discretion, a sight-line analysis may be required.

11. Parking Deck Drainage. All parking decks must drain to the storm sewer system.

12. Grease Handling. Grease interceptors shall be located on private property in locations where the impact of odors is minimized. Grease interceptors shall be sized per City Standards and Specifications and shall be located to provide for adequate cleaning on a monthly basis. Adequate space for waste grease storage shall be provided with sufficient capacity to meet needs of anticipated tenant mix. Grease interceptors shall vent to the roof of the building directed away from the street to reduce impacts from odors.

13. Sand-oil Separators. Sand-oil separators are required for underground garages.

B. Guidelines

1. Private Utility Service Lines. Private utility service lines should be located to avoid running under alleys. Lines should be run from public mains directly into buildings. Lines should connect to public mains at 90-degree angles.

2. Public Utility Box Location. City staff shall coordinate the location of all public utility boxes (traffic signal boxes, transformers, etc.) to minimize negative impacts on the public realm and overall streetscape environment.

3. Live/Work Compatibility. In cases where residential or live/work units are envisioned as transitioning to commercial uses, the design of utility rooms shall be coordinated with City staff to reduce barriers to conversion in the future.

4. Fire Department Connection (FDC) Location. Locate FDCs on alley facades near corners where possible. If located on a storefront, the FDC should be located to minimize impacts on façade architecture. Freestanding FDCs are not permitted.

5. Emergency Generators. Emergency generators are encouraged to burn natural gas to limit impacts on air quality. They should be located within the building footprint and screened in a manner that is aesthetically compatible with building architecture and meets all requirements for adequate ventilation. Noise dampening may be required.

6. Trash Enclosure Location. Trash enclosures enclosures should be sited to minimize nuisance to adjacent properties. The location of trash enclosures should be easily accessible for trash collection and should not impede general site circulation patterns during loading operations.

7. Trash Enclosure Screening. Trash and storage enclosures should be architecturally compatible with the project design and incorporated into service areas within buildings, wherever possible. Landscaping should be provided adjacent to the enclosure to screen them and deter graffiti.

8. Downspouts. The number of downspouts should be minimized to reduce aesthetic clutter and should be located away from public view. Gutters and downspouts should be made of galvanized steel, copper (not copper coated), or aluminum.

9. Venting. Mechanical equipment should

vent to an alley or roof wherever possible.

4.5.18 Wireless Communication Facilities

Section 11-4-11(G)(3)(a) of the Westminster Municipal Code (WMC) is not applicable within the Downtown Plan Area. All Wireless Communication Facilities (WCFs) shall conform to the regulations set forth in Section 11-16-5 of the WMC except for the Design Standards established within Chapter 4 of the Specific Plan.

A. Standards

1. Location. All WCFs are required to be roof mounted. Fee standing poles or towers are not permitted (except for small cell poles located within the public right-of-way). No WCFs are allowed to be affixed to building facades or parapets. WCFs shall be collocated wherever practical.
2. Design. WCFs shall be screened to their full height on all sides. Screening must be designed to look like an integrated part of the building with all exposed surfaces finished to match the design/finish/color of the surrounding building elements. At the Planning Manager's discretion, screening may be allowed to not fully surround the WCFs if they will not be visible from surrounding rights of way and will not substantially impact views from private property (e.g. such as when WCFs are located on the corner of a building with a large rooftop area).
3. Height. Maximum height of any equipment or associated screening shall not exceed 10 feet as measured from the roof surface where the equipment is located.
4. Ground Mounted Accessory Equipment. Ground mounted accessory equipment is prohibited where ground floor retail is either encouraged or required (see Figure 2-2) and is otherwise strongly discouraged. However, if such equipment is absolutely necessary for roof mounted equipment to operate it shall be located completely inside of a building near other service functions or along an alley on private property. The maximum height of ground mounted equipment shall not exceed 10 feet and must be fully screened from view. Screening must be designed to look like an integrated part of the building with all exposed surfaces finished to match the design/finish/color of the surrounding building elements. If back-up generators or other equipment will potentially generate noise, the enclosure shall be constructed of a masonry material such as concrete, cinder block, or CMU, and then clad as previously described. Equipment shall be designed to accommodate collocation to reduce site impacts.

4.6 VEHICLE PARKING AND LOADING STANDARDS

The following parking and loading design standards shall apply to all parking provided in the Plan area.

Parking areas and their landscaping, driveways, service access and facilities shall not qualify as outdoor space.

4.6.1 Parking Location

1. Parking shall be located in parking garages or structures. Surface parking lots are are only permitted to serve retail uses and as temporary parking lots (see Section 4.6.5 below).
2. At blockfronts facing public streets, at-grade or above-ground parking shall be screened by a habitable space no less than 20 feet deep, except when utilizing the exposed garage building type (see Section 4.3.7). Subterranean parking may extend to the property line (see Section 4.5.9 G.).

4.6.2 Parking Access

1. Parking shall be accessed from a public or private alley when present. If no alley is present and parking access must be from the street, driveways shall not be located within 60 feet of an intersection, measured the distance perpendicular from the property line closest to the intersection. Driveways shall not be located at the terminus of a street.
2. In no case shall the total number of access driveways on a blockfront exceed the number specified in the service and access point standards for the applicable block development standards (see Section 4.2).
3. Pedestrian entrances to all parking shall be directly from the street, except that underground parking garages may be entered directly from a building.

4.6.3 Parking Dimensions

1. Parking design shall conform to City of Westminster's off-street parking construction and maintenance standards, handicapped parking space standards, and bicycle parking standards (see W.M.C. 11-7-4(C)(E)). Notwithstanding the W.M.C. parking standards, off-street parking spaces shall not be less than nine feet wide and 18 feet long.
2. Up to five percent of all required on-site parking spaces may be compact spaces if they are leased to designated users with compact vehicles. Such spaces shall be a minimum of 8-feet wide and 16-feet deep and signed as compact spaces.
3. Tandem parking spaces are permitted in attended parking facilities for commercial and retail and are permitted in unattended residential parking facilities.
4. Hydraulic lifts are permitted in attended parking facilities and key operated unattended lifts are permitted in unattended residential parking facilities.
5. Robotic parking is permitted subject to City approval.
6. Parking garages that primarily serve residential buildings may have multiple entries to take advantage of multiple site grades. The different garage levels need not be internally connected.

4.6.4 Parking Structures

1. Parking for car-share, e-scooters, and other alternative ride vehicles shall be given priority placement within parking structures such as on the ground level, near vehicular entrances, and/or near pedestrian access points and stairwells.
2. All parking structure exits shall maintain a clear 10-foot sight triangle to protect pedestrians from exiting vehicles. The triangle is placed with one point aligned with the driver's position. The opposite

far edge of the triangle is then placed flush with the edge of the pedestrian pathway.

3. Pedestrian crossing signage shall be placed at all garage structure exits along with a stop bar set back from the edge of the pedestrian pathway.
4. All public parking structures shall provide EV charging stations for 5% of the total parking spaces provided.

4.6.5 Temporary Parking Lots

1. Temporary parking lots are defined as parking lots that are in place for less than 24 months. Temporary parking lots shall be exempt from parking location and parking design and landscaping standards.
2. Temporary parking lots fronting Westminster Boulevard or Eaton Street shall provide a 10-foot deep landscape buffer at blockfronts facing any of these streets.
3. Temporary parking lots shall be paved.
4. Temporary parking lots need not comply with block development standards including minimum building frontage occupancy.

4.6.6 Driveways

1. The maximum width for a one-way driveway is 12 feet and for a two-way driveway is 22 feet.
2. Where a driveway intersects a sidewalk, the streetscape design shall extend across the driveway. Driveway slope must be entirely accommodated within the sidewalk amenity area (refer to Streetscape Construction Drawings Addendum).

4.6.7 Loading Areas

1. Service and loading areas shall be located away from public streets whenever possible. Entrances to loading areas shall be no more than 18 feet wide. Entrances fronting public streets shall be enclosed by an opaque gate covering the entire entrance. Such gates shall be of high-quality and durable materials that complement the architecture of the building. Loading areas must accommodate both trash and recycling.
2. On-street loading spaces will only be provided if off-street loading is not available. A vehicle may occupy a loading space for a maximum of 30 minutes whilst actively engaging in picking up or delivering goods.
3. Multifamily residential projects over 100 units shall designate space for moving truck loading and unloading.

4.6.8 Parking Required

Table 4.6.8.1: Required Parking	Parking Stall Requirement
Office, businesses, retail, eating and drinking establishments, and similar	3.0 parking stalls per 1,000 SF GFA
Residential, hotel	1.0 per dwelling unit

1. The minimum number of vehicle parking spaces required shall be determined by the following table:
2. A shared parking agreement may allow for a maximum 20 percent maximum reduction in parking requirements in accordance with W.M.C 11-7-4(A)(8).
3. Reductions to required parking may be applicable for affordable and age-restricted residential uses, as per the W.M.C.
4. A portion of the non-residential parking requirement may be met off-site by public parking through parking license agreements. See Section 6.4: Implementation Measures.
5. The cost to rent a parking space may be separated from the cost to rent an apartment, or "unbundled," for multifamily projects.
6. Multifamily residential and commercial buildings shall install Level 2 electric vehicle charging for a minimum of 2% of the provided parking stalls (minimum one dual-ported charging station)

Table 4.7.1.1: Required Parking	Parking Space Requirement (% long-term/% short-term) *See notes below
Office, businesses, retail, and similar	1 space / 7,500 SF GFA (60/40)
Eating and drinking establishments	1 space / 3,500 SF GFA (0/100)
Residential	1 space / 2 units (80/20)
Hotel	1 space / 7,500 SF GFA (60/40)

7. Multifamily residential and commercial garages shall provide conduit and electrical infrastructure for the future addition of EV charging stations totaling 5% of the total parking stalls provided. Additional conduit is highly encouraged.
8. Any building over 100,000sf GFA shall provide conduit connecting the building's electrical transformer to a pair of on-street parking spaces to facilitate the installation of a Level 2 dual-ported electric vehicle charger. City staff will provide construction details and placement guidance.

4.7 BICYCLE PARKING AND FACILITY STANDARDS

The following parking standards shall apply to all parking provided in the Plan area.

4.7.1 Parking Required

The minimum number of bicycle parking spaces required shall be determined by the following table:

1. Long-Term Bicycle Parking. Long-term bicycle parking offers a secure and weather protected place to park bicycles for employees, residents, commuters, and other visitors who generally stay at a site for several hours. 5% of long-term bicycle parking spaces must be designed to accommodate "oversize bicycles" or bicycles with attached trailers.
2. Short-Term Bicycle Parking. Short-term bicycle parking is intended to offer a convenient and accessible area to park bicycles for customers and other visitors.

4.7.2 Showering Facilities

1. All office buildings over 150,000 square feet of gross floor area shall provide adequate showering facilities to accommodate commuter needs.

4.8 SIGN STANDARDS AND GUIDELINES

4.8.1 Intent Statement

Chapter 11: Sign Regulations of the Westminster Municipal Code regulates signs within the City of Westminster. The standards of this Section provide supplemental regulations and special allowances to ensure the successful design of signs in a pedestrian-oriented downtown environment.

The standards intent is to enhance the pedestrian experience in the new downtown, prevent visual clutter, and promote successful sign design that contributes to new downtown's economic health.

4.8.2 Relationship to the Westminster Municpal Code

This Plan recognizes that the urban environment envisioned for new downtown is unique within the context of Westminster. In order to accommodate signs that are not appropriate for Westminster as a whole, but may be appropriate for portions of the new downtown, this Plan provides special provisions for signs within the Plan area.

Signage is allowed in the Plan area that is otherwise prohibited in the W.M.C. Title XI, Chapter 11. These special allowances, restrictions and supplemental regulations are defined in this section. All provisions of the W.M.C. Title XI, Chapter 11 not specifically mentioned or differentiated in this section shall remain in effect.

4.8.3 Supplemental Regulations

The following additional regulations and allowances apply to signs within the Plan area.

A. Wall Signs

1. Signs applied to a panel or box may not exceed 10% of wall area. See W.M.C 11-11-10 (B) for additional regulations.
2. Channel letters or signs painted on the wall surface may not exceed 15% of wall area. See W.M.C 11-11-10 (B) for additional regulations.

B. Projecting Signs

1. Signs may not be located at any height above the top of the fourth-floor plate. See W.M.C 11-11-10 (D) for additional regulations.
2. Signs above the second-floor plate may not exceed 48 square feet. See W.M.C 11-11-10 (D) for additional regulations.

4.8.4 Downtown Sign Guidelines

The following guidelines are general and advisory and supplement the provisions of W.M.C. Chapter 11 and relate specifically to the downtown area.

A. General

1. Signs should be of a character and scale that relates to the pedestrian.
2. Signs should be conceived as an integral part of the design so as not to appear as an afterthought application.
3. The location, size, and appearance of building identification signs should complement the building and overall character of the district.
4. Signs should be located and designed for maximum visibility and legibility.
5. Signs shall generally face the centerline of the street or the direction of pedestrian traffic.
6. Signs should exhibit quality and contribute to the character of the Specific Plan Area.
7. Illuminated Signs should limit glare upon adjacent properties, sensitive uses, and roadways.

B. Color and Material

1. Select colors that enhance sign legibility taking into consideration the color of the building wall or awning to which the sign is to be attached. Dark letters on light colored background and light colored letters on dark backgrounds work best.
2. Select sign colors that complement the colors of the building and related accoutrements. Sign colors and finishes should be compatible with the development as a whole.

C. Guidelines for Ground-Floor Tenants

1. Place signs in locations that complement the building's architectural design. The rhythm of storefronts and openings should be considered.
2. Reserve primary signing opportunities on a building, awning, and canopy for the identification of the business name, logo, or both.
3. Reserve secondary signing opportunities on a building and shop windows for identification of business products and services offered on the premise, when such identification is desired; make such service and product identification a smaller font that the primary business identification signing.
4. Add hours of operation and other operational information important to shoppers on entry door or near entry door, scaled for viewing by pedestrians, not motorists.

D. Illumination

1. Reduce the level of brightness of sign lighting on developments that include a residential component by limiting external illumination to shielded or full-cutoff fixtures such as goose-neck fixtures and recessed under canopy lighting.
2. Place exterior sign lighting above the sign and in a manner that it does not obscure the text and graphics. Use only as many fixtures as are needed to adequately light the sign.

3. Direct exterior lights onto signs so as not to create off-site glare or hot spots.
4. Indirectly illuminated signs, which do not produce light from within, but are illuminated by spotlights, are preferred. Self-illuminated signs that emit light from within themselves are discouraged.
5. No sign shall be permitted which, by virtue of the intensity, direction, or color of its lighting or illumination, interferes with or causes confusion to traffic in public streets.

E. Materials and Workmanship

1. Signs should convey professionalism and high-quality workmanship, and should be crafted by a professional.
2. Select high-quality, durable, and low maintenance materials such as aluminum, brass, copper, stainless steel, and finished wood. If wood is used, it should be properly sealed to keep moisture from soaking into the wood and causing the sign's lettering to deteriorate.
3. Use materials that complement the design of the building, the type of business being promoted and the building material on which they are placed.
4. Select materials, colors, graphic style, and lighting fixtures that contribute to sign legibility.

Shingle Sign

A shingle sign of high-quality materials is designed to complement the building design.

Building Sign

A building sign located near the top of a building.

Suspended Sign

A suspended sign in an entry alcove.

Window Graphics

Window graphics identify products and services without obscuring the window.

Wall Sign

A wall sign utilizes neon tubes. The tubes are shielded to contain light spill-over.

Awning Sign

A high-quality durable screen print on a storefront awning.

Wall Sign

A wall sign with individual channel letters.

5 GREEN SPACE & PUBLIC ART

5.1 OVERALL GREENSPACE & PUBLIC ART DESIGN INTENT

The Downtown Specific Plan recognizes that access to public green space significantly contributes to the quality of life in a city. This is particularly the case in urban development where individual access to private green space may be limited.

This plan sets aside 18.2 acres for public green space – that is approximately 17 percent of the overall Plan area. This is in addition to the public rights-of-way that are treated as an integral part of the public space network (see Chapter 3).

It is this Plan's goal to provide public green spaces that vary in size, character, and the activities they facilitate, and that are easily and conveniently accessible from all parts of the new downtown.

Policy Objectives

1. Provide a network of public spaces and parks that serves the needs of residents, workers and visitors to the downtown area.
2. Ensure that public spaces foster and encourage civic and social gatherings and a sense of ownership for all Westminster residents.
3. Employ the "Power of 10" principle in each public space, where each destination provides ten things to do – activities and smaller-scale experiences that establish the space as a must-visit, beloved destination.
4. Cluster activities together to create a busy, dynamic place for different types of people at different times of the day.
5. Foster connectivity and interaction between surrounding uses and public spaces, allowing activities to spill onto plazas from adjacent uses.
6. Incorporate flexibility into the design of public spaces in order to maximize opportunities and uses, particularly in relation to seasonal changes.
7. Design and operate public spaces in a manner that minimizes water use and impacts on the natural environment through sustainable practices.
8. Incorporate the themes of health and fitness, food and gardening, tech-oriented amenities and activities, dynamic, interactive art, community celebrations and gatherings and spontaneity.
9. Incorporate public art as an integral part of the public realm experience throughout the downtown.

5.2 PUBLIC GREEN SPACES

While the final design and programming of the downtown's public green spaces will occur in future planning phases, this Plan provides basic conceptual cornerstones for the envisioned spaces. These cornerstones focus primarily on each space's spatial relationship with the Plan as a whole, basic features, edges, transitions, and connections between other public and green spaces as well as integration of proposed bike and pedestrian trails. Additional detail about park and public space programming is addressed in the Project for Public Spaces Report in the Appendix.

Eaton Street Green Boulevard

Artist's rendering of the green boulevard, a linear green space spanning from 88th Avenue to 92nd Avenue.

88th Avenue

Artist's rendering of 88th Avenue looking northwest. A variety of building types lines the South Park with its wide greens and mature Cottonwood trees.

Figure 5-1:
Public Green Space Plan

The green space network shown in Figure 5-1 includes a central square and a linear median park on Eaton Street. Additionally, two linear parks shape the edges of the Plan area, and a well-sized neighborhood park, Center Park, sits near the center of the Plan area.

5.2.1 Center Park

A. Intent Statement

Center Park is located at the heart of the Plan area. Given its location, this park provides the opportunity to create a shared destination between various uses and developments all around the park edges. At 2.4 acres (2.9 acres including the park-adjoining sidewalks) Center Park is the largest contiguous park within the Plan area and provides space for a broad range of activities.

Along its northwestern edge, Central Avenue passes by Center Park. Eaton Street "green boulevard" extends along the park's northeastern edge. Crosswalks should connect these parks at intersections and mid-block. Additionally, opportunities to design these median parks as potential programmatic and design extensions of Center Park should be explored.

B. Green Space Opportunities

Given its size and location, Center Park should become the major community gathering place in downtown. Potential uses in Center Park should include a variety of formal and informal elements to accommodate a variety of activities and attract a wide variety of users. Potential program elements are identified in Figure 5-2.

While four streets shape the park's edges, the special experience of the green space should be thought of as spanning to the faces of the buildings on the far sides of the streets. Lining these park edges with a mix of active uses and frontages will help to define both its edge and its function as a place for the general public with entertainment and cultural programming and not just a residential park.

A café, book kiosk, bike rental, band shell or similar uses can help activate the park and complement green space programming. A limited amount of commercial uses may be permitted with City approval.

C. Green Space Edges

Center Park is bounded by streets on all sides.

1. Eaton Street. A green street with narrow roadways provides for easy crossings to the median park with opportunities for synergies between the two green spaces.
2. Central Avenue. This street connects East Park with Center Park and Harlan Street. High volumes of pedestrians and bicyclists are anticipated here. Visibility, common materials, and accentuated pedestrian crossings into Center Park would visually and physically connect the two spaces.
3. Fenton Street and Park Place. Two local streets make up the remaining park edges. A mix of commercial and residential uses will frame the park space to the southwest and southeast.

Community Connections

Paths link through the park space.

Destination for Families

Center Park is a destination for residents and visitors alike.

Informal Lawn Spaces

Lawn spaces allow for informal activities

Park Edge

A fluid park edge draws the sidewalk into the green space.

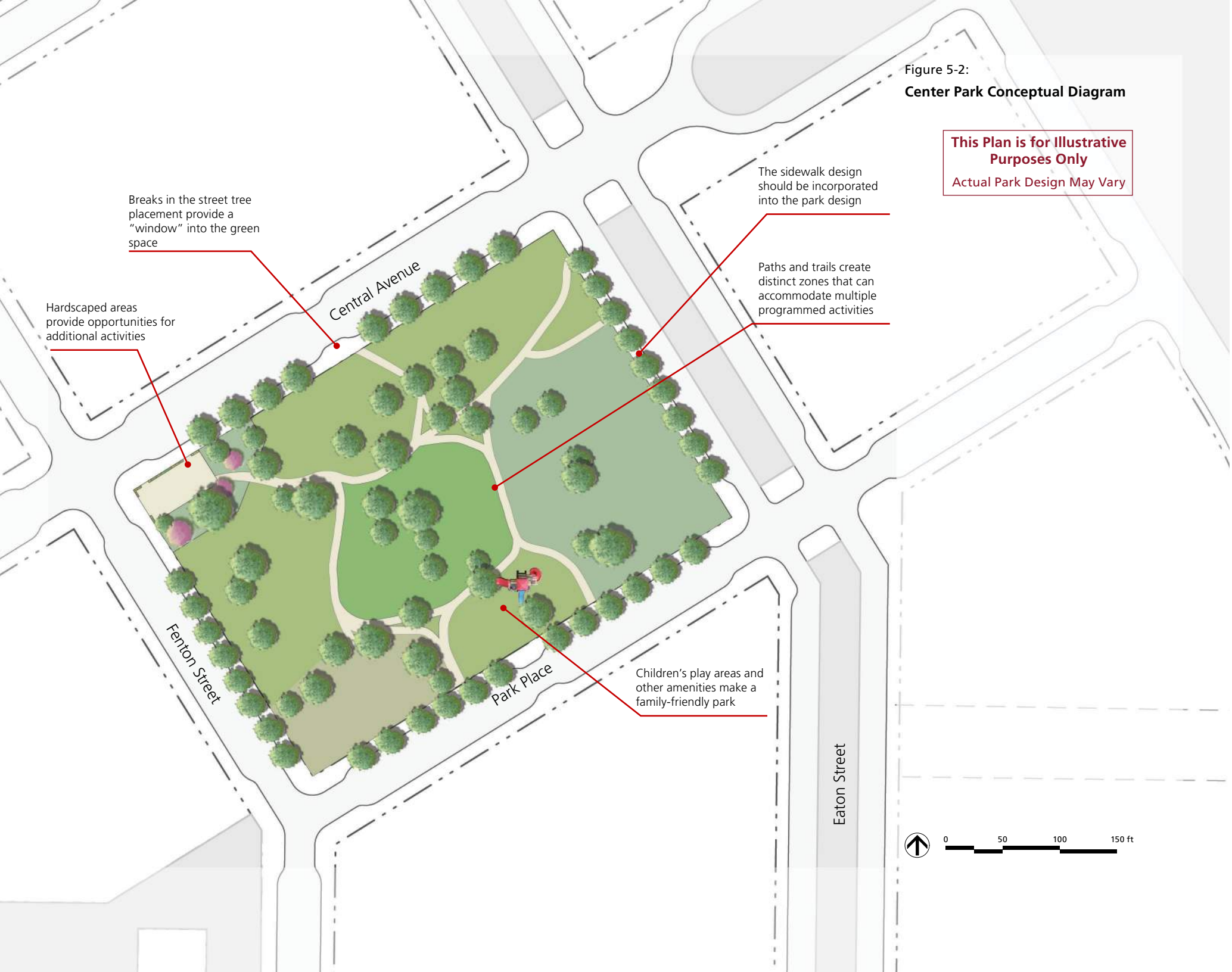


Figure 5-2:

Center Park Conceptual Diagram

This Plan is for Illustrative Purposes Only

Actual Park Design May Vary

5.2.2 East Park

A. Intent Statement

East Park lies between Benton Street and US 36. While the park proper reaches the Plan area's eastern boundary, there is the opportunity to extend the green space into CDOT's right-of-way up to the commuter bike trail. The US 36 bike trail connects Boulder with Denver. It will run the length of East Park beginning at the 92nd Avenue bridge underpass and across Fenton Street where it will continue southward.

Generally linear in shape, East Park lends itself to walking, running, and biking. Wider portions of the park could accommodate additional programming as well as plantings and changes in topography. However, the presence of existing underground utilities may limit landscape design in some areas.

To the north, the park terminates at 92nd Avenue, the Plan area's high point. A gradual landscaped transition to this high point provides interesting topography and a vista point overlooking the downtown with the Front Range forming the backdrop.

B. Green Space Opportunities

Programming for this park is constrained by grade transitions, existing underground utilities beneath the park that will remain, and a freeway edge. The primary opportunity for this park space is to capitalize on the site's topography and create a functional park for a variety of activities that also serve as a physical and visual buffer between the freeway and new development. Potential program elements are identified in Figure 5-3.

C. Green Space Edges

1. Benton Street. The Benton Street design in conjunction with the park provides an opportunity for a green stormwater management measure. Street runoff can flow across the roadway and into the park where it will drain into a bioswale. The bio-swale along the park edge will allow the runoff to filter and then infiltrate into the ground and replenish the aquifer.
2. 92nd Street. The topography gradually rises to meet the high point. The resulting hill provides access into the park and an overlook over the entire site.
3. 89th Avenue. At the southern edge of East Park 89th Avenue passes under Sheridan Boulevard to provide access to the US 36 and Sheridan Park-n-Ride. A pedestrian and bike crossing then connects this park to South Park. Together, these two parks are the primary green spaces that make up the pedestrian trail loop that circumvents the new downtown.

Visible Topography

Green spaces with topography are visually interesting. In this example, the green rises above adjacent buildings.

Elevation Transition

The green space gently slopes up to meet West 92nd Avenue.

Walking and Biking Trails

Walking trails augment the US 36 bike trail that runs from Boulder to Denver.

Park Benches

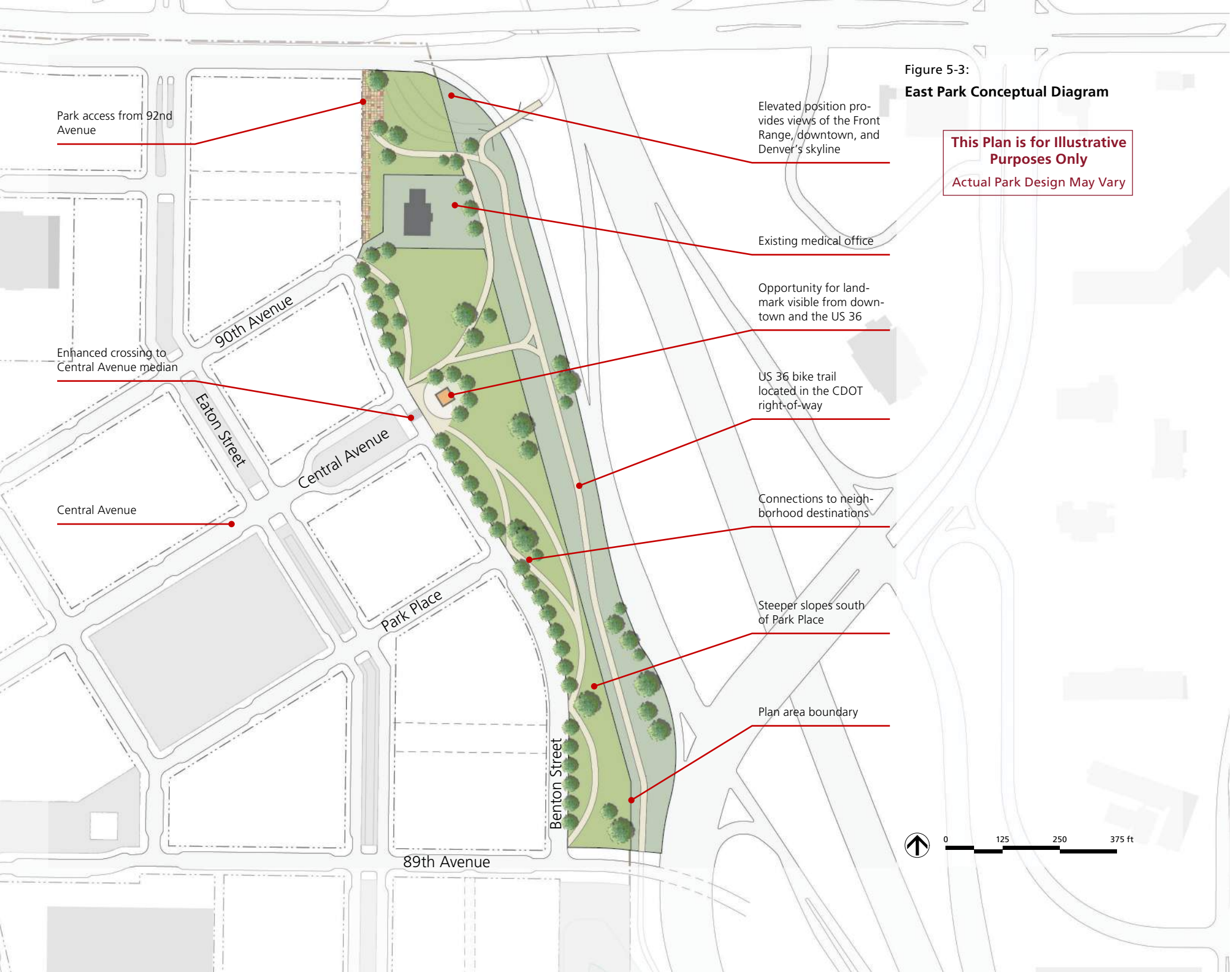
Benches along sidewalks encourage social interaction.

Figure 5-3:

East Park Conceptual Diagram

This Plan is for Illustrative Purposes Only

Actual Park Design May Vary



5.2.3 South Park

A. Intent Statement

The Allen Ditch is a historic irrigation ditch that has shaped much of the agricultural development in Westminster. The ditch runs the length of South Park and was constructed in 1884 by William Allen, a Canadian immigrant to the United States. Originating at Clear Creek, the Allen Ditch brings water to farms and crop fields in the high countryside.

Lined with tall mature cottonwood trees and grasses on either side, the Allen Ditch has long defined a green edge along 88th Avenue. This Plan intends to preserve this green edge, create a usable green space by increasing its size in some areas, and make it accessible from the adjoining development parcels. Near the intersection of 88th Avenue and Sheridan Boulevard, the existing stormwater detention pond will be expanded and relocated to the west. The pond expansion could provide an opportunity to design an amenity that will be a visual attraction in this park. Westminster Boulevard, Eaton Street, and an alley cross this green space. At each crossing, access into the downtown is paired with access to and views of the park.

B. Green Space Opportunities

In many ways South Park is already established as a green space. Towards the west, the park can be expanded and covered sections of the Allen Ditch can be daylighted and exposed all the way to Harlan Street. At the eastern edge, near Sheridan Boulevard, the park is expanded and a new stormwater detention pond will create the opportunity for an amenity area. Terraces, outdoor dining, and a pedestrian promenade could line the northern edge of this park.

Potential programmatic elements are highlighted in Figure 5-4.

C. Green Space Edges

88th Avenue. The existing eight-foot sidewalk spans the site east to west and serves as a pedestrian trail. This configuration should be preserved.

4. Northern Park Edge. Along the northern edges of the park a new pedestrian promenade will provide views of and access to the park. Here, the streetscape design standards allow for outdoor dining terraces that would overlook the park (see Section 3.4.6).
5. Existing Trees. Plant new and replace older, less healthy Cottonwood trees in order to maintain a robust tree canopy along the ditch.

Allen Ditch

Majestic cottonwood trees line the historic Allen Ditch irrigation channel.

Walking and Biking Trails

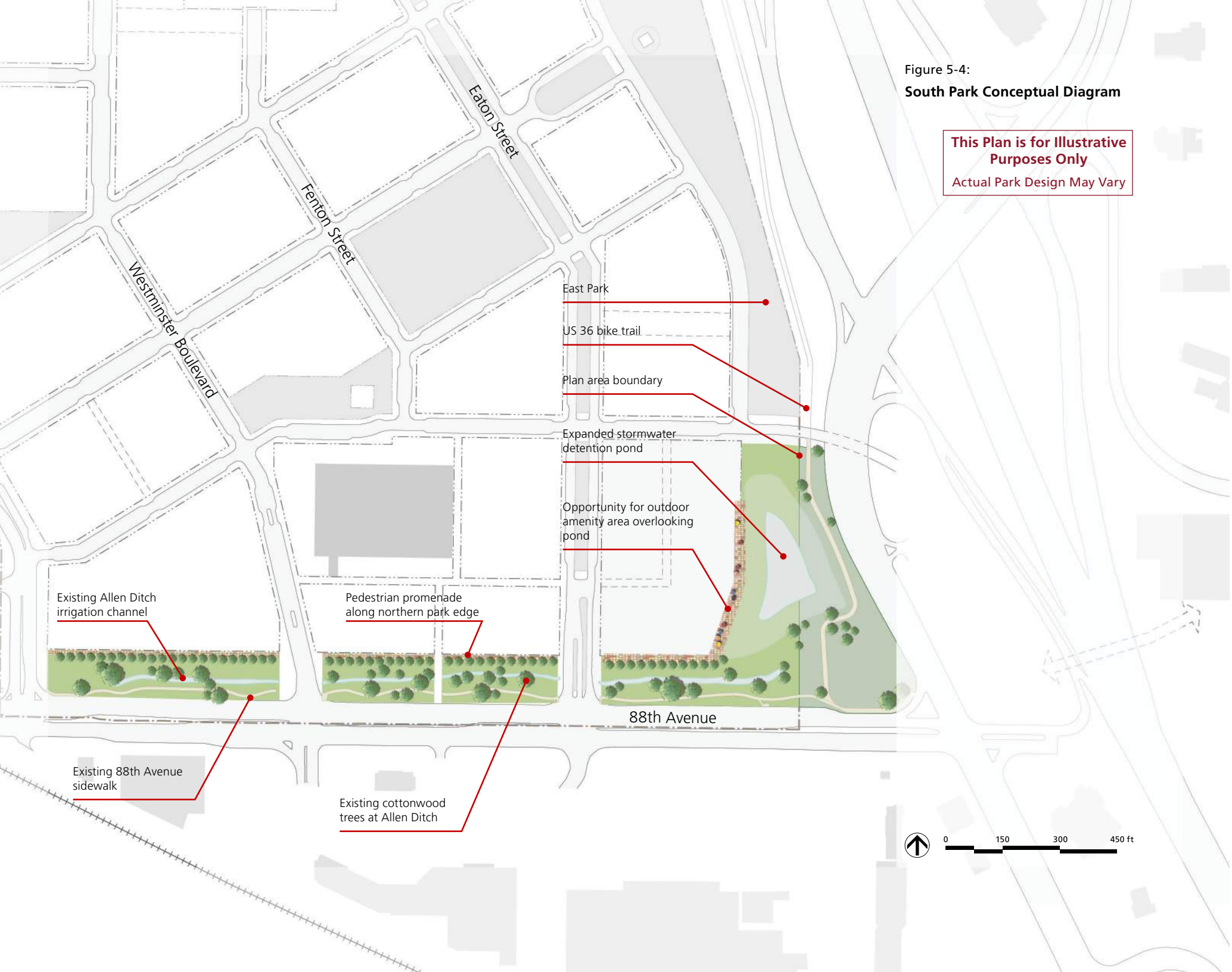
South Park's linear geometry lends itself to walking and biking trails.

Figure 5-4:

South Park Conceptual Diagram

This Plan is for Illustrative Purposes Only

Actual Park Design May Vary



5.2.4 Central Square

A. Intent Statement

Central Square is a central gathering and activity space in the heart of downtown. It serves residents, locals, and visitors alike and is located at the center of activity in the retail core. The square is framed by buildings on all sides with ground-floor retail uses lining its edges.

Development directly abuts the square to the north, with Fenton Street, Westminster Boulevard, and 89th Avenue forming the east, west, and south edges of the plaza. To the southwest, the square has views of the Front Range and Mt. Evans in the distance. To the south, the square has a direct view to South Park and the future commuter rail station, creating the opportunity for views north along Westminster Boulevard to the corner of the square. To the northeast, 89th Avenue facilitates a direct connection to the US 36 and Sheridan Park-and-Ride. The square is also shaped to capture views to Center Park and East Park to the northeast.

In conjunction with special events, temporary street closures can increase the size of the square (see Section 3.7).

B. Green Space Opportunities

Central Square is conveniently accessible from all directions and should be programmed with active events that draw the local community as well as visitors. Ground-floor retail uses should be encouraged to spill into the square to provide activity and interest at different times of the day.

Potential programmatic elements are highlighted in Figure 5-5.

C. Green Space Edges

1. Northern and Southern Building Edges. Buildings abut the northern and southern edges of the square. Here ground-floor retail, restaurant, and café uses should be encouraged to activate the space's edges.
2. Westminster Boulevard. Westminster Boulevard is the primary thoroughfare passing Central Square. The square's design should allow passersby to see activity on the square. Westminster Boulevard's landscaping and identity design should be continued along the plaza edge.
3. 89th Avenue. As one of downtown's primary retail streets, it should be anticipated that large numbers of pedestrians will cross from 89th Avenue sidewalks to the square. Enhanced street paving or crosswalks should provide safe crossings at intersections.

Central Gathering Space

A public green space at the center of the downtown.

Seasonal Activities

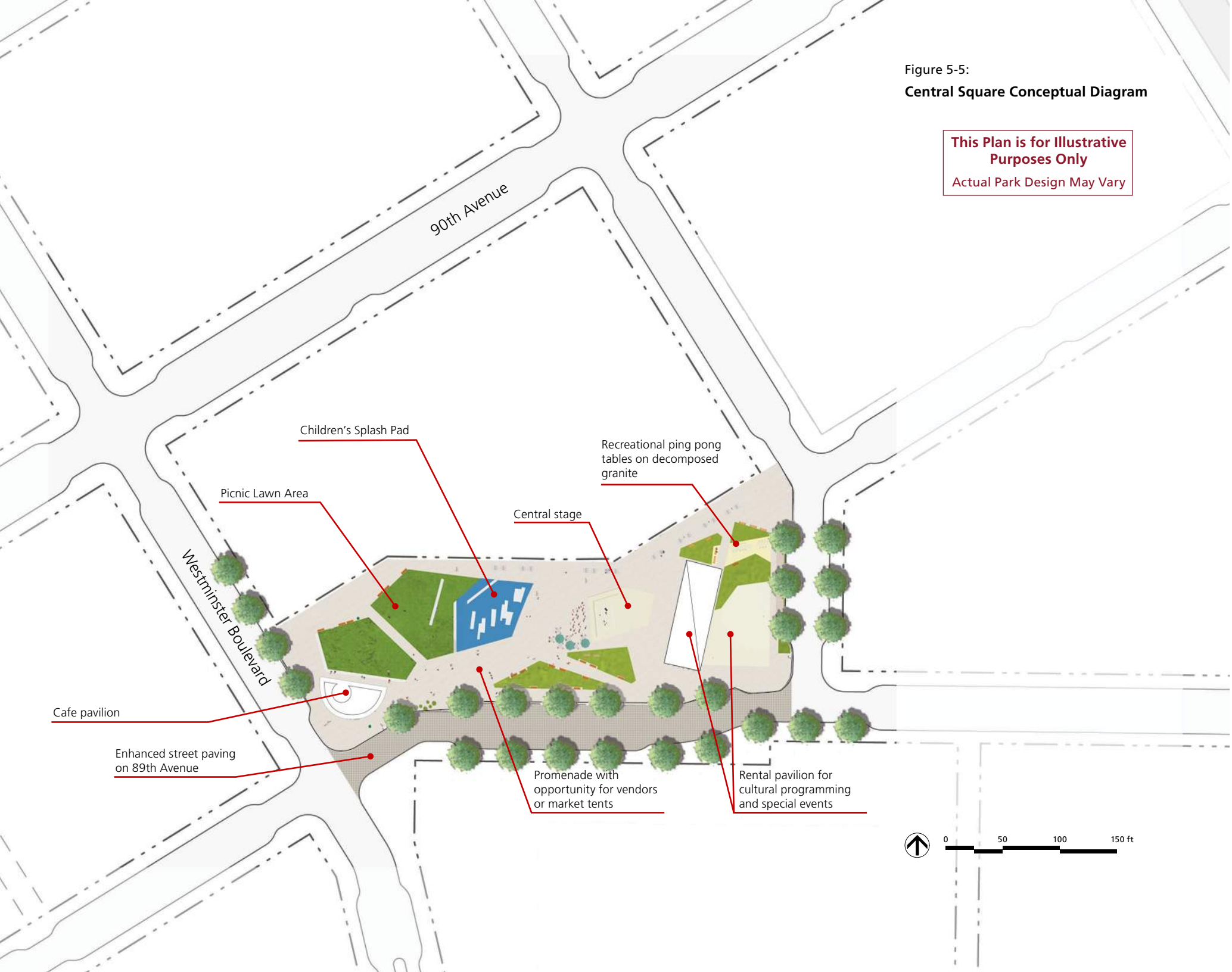
Annual Harvest Festival

Figure 5-5:

Central Square Conceptual Diagram

This Plan is for Illustrative Purposes Only

Actual Park Design May Vary



5.2.5 Central Avenue

A. Intent Statement

Central Avenue is a civic boulevard for pedestrians, cyclists, and vehicles alike. It connects from East Park west through to Harlan Street and creates a view corridor from US 36 into the site. Northeast of Eaton Street the roadway splits around Eaton Square, an intimate square formed by two city blocks.

B. Green Space Opportunities

Central Avenue connects the US 36 bike trail to Center Park via a small parklet. Programming, views, and pedestrian and bike connections should be coordinated to enhance and encourage connectivity between these spaces.

The site topography generally slopes down in a southwestern direction. A tall and visible landmark located in East Park will visually anchor the park on one end. The Front Range and Mt. Evans will be visible to the southwest.

At it's eastern end Central Avenue can serve as an extension of Center and East parks. For events, the roadway can be closed and, together with its tree-lined sidewalks, the Avenue becomes a linear pedestrian square.

Potential programmatic elements are highlighted in Figure 5-6.

C. Green Space Edges

The sidewalks are the primary component of the Central Avenue green space. Trees stand in five by 15-foot landscape planters between the primary walkway and the roadway. A second row of trees is located at the property lines.

Eaton Square is located at the east end of Central Avenue. Given that this street has one travel lane and a bike lane on each side, connections to and from the park will be easily accommodated. Nonetheless, pedestrian crossings should be designed with care to allow pedestrians to safely cross to the sidewalks.

Pedestrian Connection

A pedestrian path connects East Park to the retail core.

Activity Areas

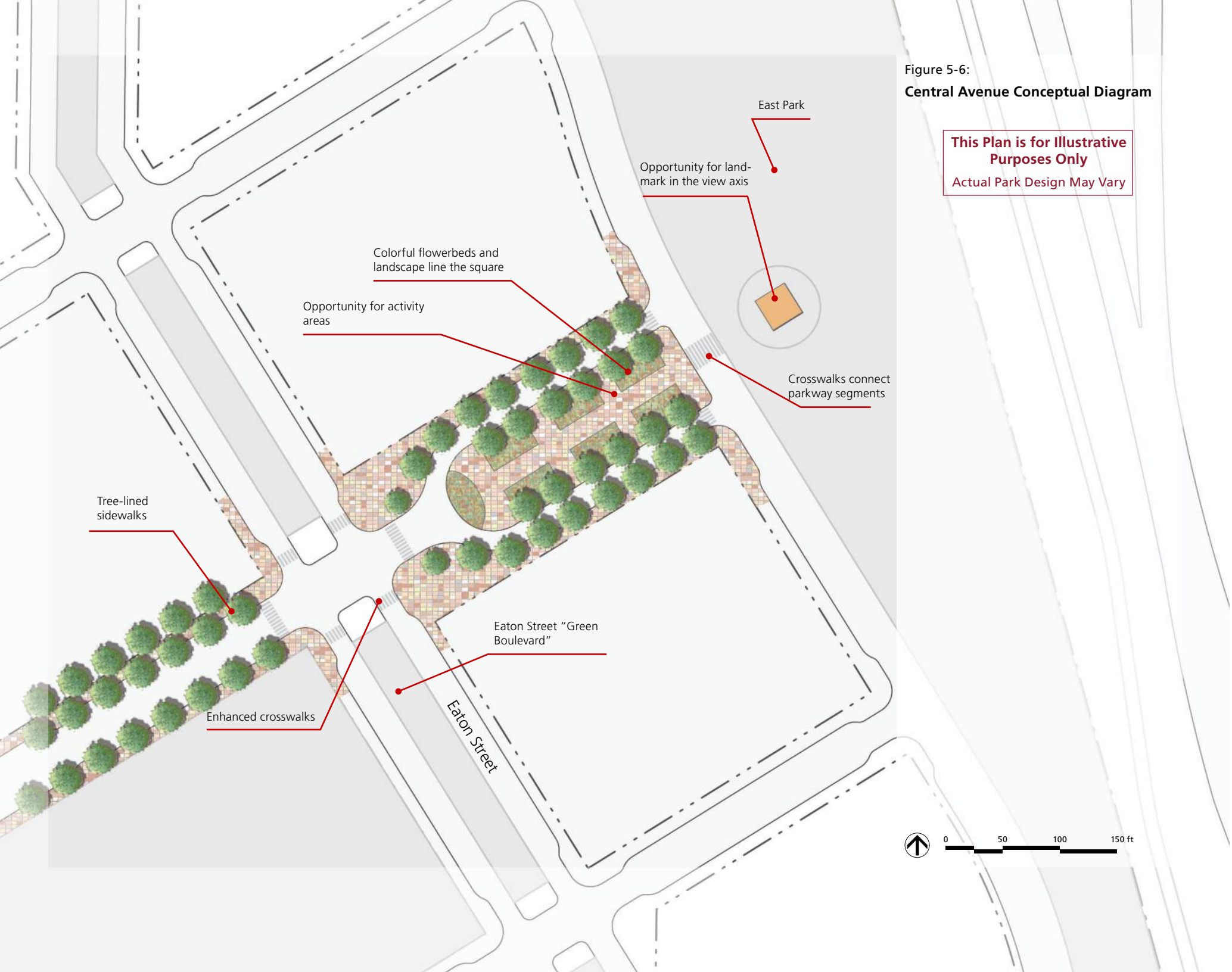
The wider median portions accommodate activity areas.

Figure 5-6:

Central Avenue Conceptual Diagram

This Plan is for Illustrative Purposes Only

Actual Park Design May Vary



5.2.6 Eaton Street Green Median

A. Intent Statement

The Eaton Street green median is a linear green space that spans the entire Plan area. As Eaton Street passes through the site, its median serves as a green connection between different parts of downtown. The median allows pedestrians to traverse the site from north to south. The design of the green median will vary between segments. Common to all segments is the formal arrangement of trees along the edges of the median and the adjacent sidewalks.

The median will need to accommodate turn lanes where Eaton Street intersects 88th and 92nd Avenues. Here the median segments will reduce in width.

B. Green Space Opportunities

The Eaton Street green median provides a linear green space in the middle of a decidedly green street. The design should respond to the anticipated levels of activity within each segment of the median. Three prototypical designs include: 1. a formal promenade with a wide paved area for strolling, people-watching, and market booths; 2. a walking path between lawn areas that allow for sitting, strolling, and similar casual areas; and 3. landscaped segments with intimate spaces and paths that allow the enjoyment and observation of a variety of plantings. Appropriate public art installations should be considered along the various median types. These prototypical designs should be refined in future design phases.

C. Green Space Edges

This green space is flanked by roadway on all sides and roadways dissect it at intersections. The green space design should accommodate safe pedestrian crossings into and out of the park. At park edges where there are no crosswalks the design should discourage crossings. Crosswalks should directly connect one park segment to the next wherever possible. Raised tables could further enhance connectivity along the park median at crosswalks.

Eaton Street's roadway accommodates bike lanes on both sides. Hence, the median green space areas should be exclusively for pedestrians.

Type 1 - Formal Promenade

Urban green spaces for strolling, meeting, and occasional booths.

Cafe Pavilion at Intersection

In particular at intersections, the median can serve as a social meeting point for residents.

Type 2 - Greens and Paths

Paths connect informal lawn areas.

Type 2 - Informal Activities

Even small spaces allow for a range of informal and social activities.

Type 3 - Intimate Spaces

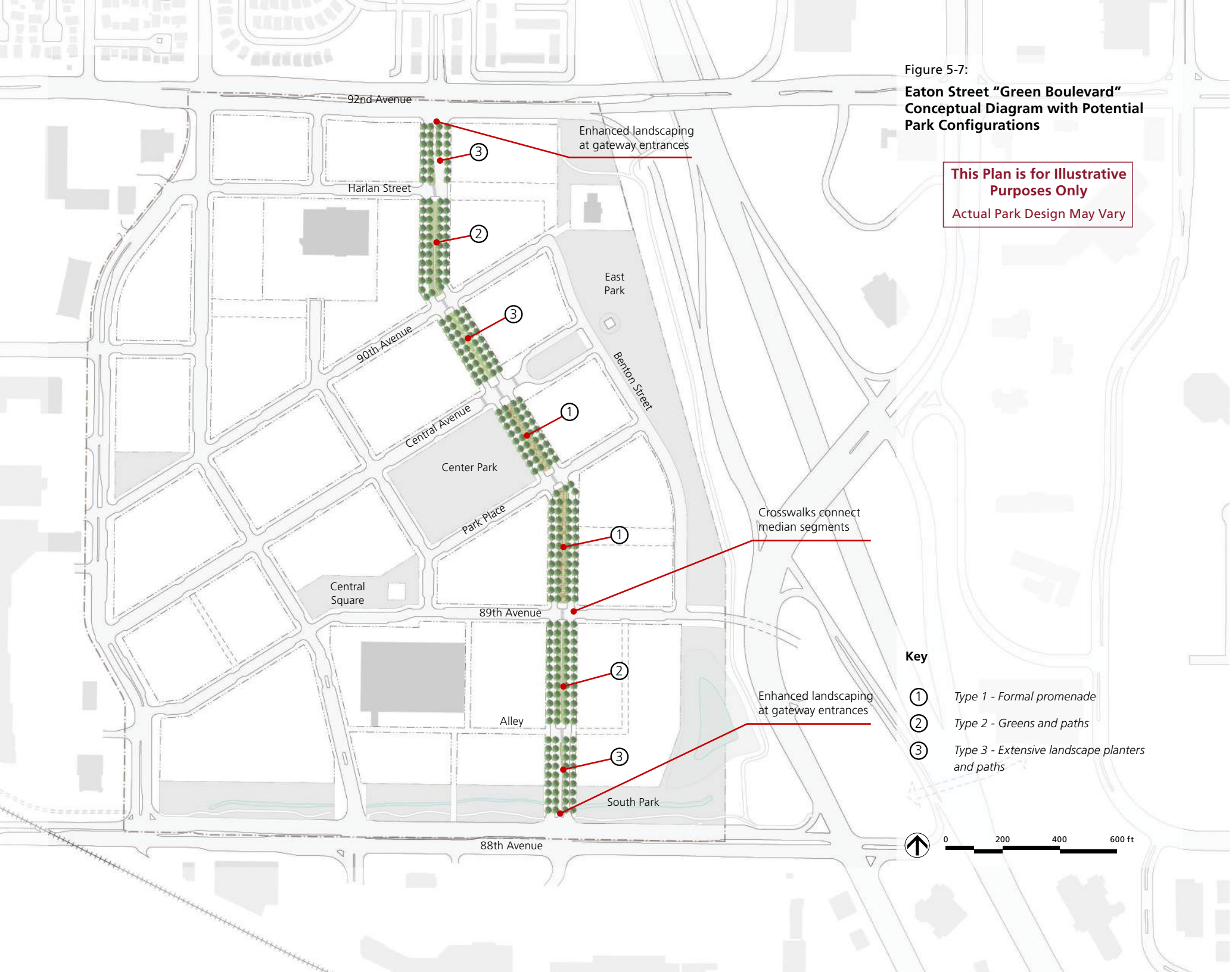
Paths weave through landscaped planters and create intimate sitting areas.

Type 3 - Landscape

Landscape and flowers can be enjoyed from the median itself or from across the street.

Figure 5-7:

Eaton Street "Green Boulevard" Conceptual Diagram with Potential Park Configurations



5.3 PUBLIC ART

Public art will be an integral component in the design of the public realm in the downtown. The City has already established a robust public art program. More than one hundred pieces of art have been installed in public locations throughout the city. The development in the new downtown, with its extensive network of public open spaces, provides a unique opportunity to continue this successful program and to establish the downtown as a cultural and public art hub.

The downtown public art strategy may include one or several approaches: the City may work with local and regional cultural and arts institutions to locate new facilities or satellite locations in downtown. Also, individual pieces of art that stand on their own can be located at appropriate locations and contribute to the downtown's identity.

However, public art in the Plan area should not be limited to one theme or a particular formal language. Rather, it should be varied such as by having various physical forms or appearances, vary in the degree of interactivity, or vary in how it is placed in the public realm. Public art could be overtly placed or embedded into the everyday function of the city (e.g. bike racks or paving). Other pieces could be placed as surprising destinations that need to be found.

Finally, public art in the downtown should allow for change, whether that is by making certain pieces temporary installations or allowing for art that can evolve over time.

Public art requirements are detailed in Section 6.4.

Interactive Public Art

Public art invites play in a public open space.

Temporary Public Art

A temporary installation engages the streetscape, crosswalks, and even the adjacent buildings.

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6 GLOSSARY OF TERMS

A

Alley

A street type as illustrated in Section 3.4.7.

Access Point

A point of entry on a blockfront providing access to parking or service facility areas.

Apparent Face

The largest building face of the tower portion of a podium high-rise building.

B

Block

The primary bounded areas defined for the purpose of site organization used to regulate the land uses, heights, and design requirements of this Master Plan. The Plan area is divided into blocks designated as "A-1" through "D-6."

Blockfront

The plane of the edge of each side of a block or sub-area of a block facing a public right-of-way or open space.

Blockfront Designation

A term used in the block development standards to differentiate and identify each blockfront for the purpose of applying the development standards.

Build-to Line

A line, parallel to the property line, that must be occupied by a specified percentage of the building facade. The build-to-line is measured as a distance from the property line. For example, a five-foot build-to line would be located five feet from the property line within the parcel.

Building Face

The exterior wall of a building.

Building Front

A generally vertical building plane enclosing occupied space facing a specific direction or looking out upon something, typically a public right of way or public space.

Building Type

A structure category determined by function, disposition on the lot, and configuration, including frontage and height. There are ten building types permitted in the plan area: rowhouse, flex/loft, courtyard, urban block, liner with garage, podium, podium high-rise, exposed garage, urban anchor, and urban supermarket.

C

City

Refers to the various Departments of the City of Westminster, Colorado

Courtyard Building

A low-density building type defined in Section 4.3.4.

D

Dooryard

A frontage type as defined in Section 4.4.4.

Driveway

As defined in Section 4.6.6.

E

Elevation

An exterior wall of a building not along a Frontage Line.

Encroachment

Any structural element (including architectural features) that extends from the Building Face into the public right-of-way or Setback. Permitted Encroachments are provided in Section 4.5.9.

Encroachment Area

The area of land between the Building Face and the back of the curb, where Encroachments may be located.

F

Facade

A Building Face that is along a Frontage.

Facade String

A series of Row House or Flex/Loft units attached together in a single building.

Facade Width

The horizontal distance of a single building Facade.

Fenestration

The arrangement and design of windows and other openings on a building's Facade.

Flex/Loft Building

A low-density Building Type defined in Section 4.3.3.

Foot Candle

A unit of illumination on a surface that is everywhere one foot from a uniform point source of one candela and equal to one lumen incident per square foot.

Forecourt

A Frontage Type as defined in Section 4.4.6.

Frontage

The extent of a building or of land along a public right-of-way or open space.

Frontage Occupancy

The minimum percentage of the Block Front that must contain a building. Frontage Occupancy requirements shall apply to the first three floors of a building.

Frontage Type

As defined in Section 4.4.

Front Yard

The area between the building and the front property line, typically landscaped or paved.

Full Cut-Off

Describes a luminaire that has no direct uplight (no light emitted above the horizontal) and complies with glare requirements as defined by the Illuminating Engineering Society of North America (IESNA).

Furnishing Area

A multi-purpose area that serves as a buffer between the pedestrian travel way and the vehicular travel way and parking on the street. It provides space for sidewalk appurtenances such as street trees, planting strips, street furniture, public art, sidewalk café seating, sign poles, signal and electrical cabinets, fire hydrants, bicycle racks and bus shelters.

G

Greenscreen

A frame attached to a building wall built along the Build to Line, building edge, or on the same plane as the Facade that allows for vines and plant growth. It may mask a parking lot from the street, provide privacy to a side yard, and strengthen the special definition of the public realm.

Ground Plane

A horizontal plane of reference from which vertical measurements can be taken. Usually the ground plan refers to the adjacent grade at the sidewalk.

H

Habitable Space

Space in a structure that is occupiable and is used primarily for residential, office, and retail use. Storage areas and utility spaces are not considered habitable although may be accessory to the primary habitable use.

Habitable Projecting Space

The portion of the building enclosed by walls and a roof that projects beyond the Building Face and is raised a minimum of nine feet from the sidewalk, such as bay windows.

Habitable Encroaching Space

The portion of the building enclosed by walls and a roof that projects beyond the Building Face along the ground floor.

L

Large-Scale Architectural Lighting

Lighting elements placed on a significant portion of a building's facade to highlight or accentuate vertical, horizontal, or other elements of the structure's architecture.

LEED

Leadership in Energy and Environmental Design. A green building rating system developed by the US Green Building Council that provides a suite of standards for the environmentally sustainable design, construction and operation of buildings and neighborhoods.

Liner Building

A building or portion of a building containing habitable space that is located along a block frontage so that it screens a parking garage, urban anchor, or similar building from view.

Liner with Garage Building

A medium density Building Type defined in Section 4.3.6.

Lot Area

As defined in the Westminster Municipal Code.

Lot Width

The horizontal distance between side lot lines, measured at the Property Line at right angles to the lot depth at a point midway between the front and rear lot lines.

M

Maximum Height Ratios

The ratio (expressed as a percentage) of the floor area of the upper stories of a building to the building footprint at grade.

Minimum Frontage Occupancy

(also Minimum Building Frontage Occupancy) is the minimum percentage of a blockfront at which a building frontage is set either at or within ten inches of the build-to line or within the minimum and maximum setback lines, as required by the block development standards.

Maximum Upper Level Frontage Occupancy

Certain building types have limitations on the percentage of the building frontage that can be occupied above 45 feet in height. The upper level frontage occupancy is based on the ground-floor plan. Facade portions that are set back at least eight feet from the ground-floor building face are considered as not occupying the upper level frontage

N

Non-Habitable Projecting Space

The portion of the building that extends beyond the Building Face, which is not enclosed by walls and a roof and raised a minimum of nine feet from the ground floor, such as a balcony.

Non-Habitable Encroaching Space

The portion of the building that extends beyond the Building Face along the ground floor, which is not enclosed by walls and a roof, such as a Stoop.

P

Plane Break

A vertical or horizontal offset of adjacent Building Faces used to create articulation and break up long wall planes. Building Faces shall be offset at least 24 inches from the adjacent facade plane, measured perpendicular to the property line, unless required otherwise by a specific section of this Plan.

Podium High-Rise Building

A high density Building Type defined in Section 4.3.8.

Primary Entrance or Principal Entrance

The main point of access for pedestrians into a building.

Principal Frontage

The Frontage designated to bear the addresses of and Principal Entrances to the individual units of a Row House or Flex/Loft Building, or other building.

Private Street

See definition of Street, Private.

Projection

An architectural element or portion of the building that extends beyond the Building Face into the public right-of-way or Setback that is raised a minimum of nine feet from the sidewalk or open space.

R

Row House

A low density Building Type defined in Section 4.3.2.

Roadway

The area in the right-of-way as measured from curb to curb intended for vehicular travel, as well as bicycle travel, in designated areas.

S

Side Yard

The private (or semi-private) open space located on the sides of a Row House or Flex/Loft Building Type.

Sidewalk Dining Zone

A portion of the public sidewalk or private front yard dedicated to outdoor dining.

Sidewalk Grade

A level plane along the top of the sidewalk pavement.

Sign

Any object, device, flag, display, structure, or part thereof, situated outdoors or indoors, that is used to advertise, identify, display, direct, or attract attention to an object, person, institution, organization, business, product, service, event, or location by any means, including, but not limited to, words, letters, figures, designs, symbols, fixtures, colors, illumination, or projected images. A 'sign' includes the sign structure.

Stoop

A Frontage Type as defined in Section 4.4.5.

Storefront

A Frontage Type as defined in Section 4.4.2.

Storefront Cafe

A Frontage Type as defined in Section 4.4.3.

Street

A public or private thoroughfare, which affords principal means of access to the abutting property. See Street Types in Section 3.4.

Street, Public

A public thoroughfare, which affords principal means of access to the abutting property. See Street Types in Section 3.4.

Street, Private

A private thoroughfare, which affords principal means of access to the abutting property.

Street Wall

A series of generally coplanar building faces that face and spatially frame a space, typically a public right-or-way or similar public space.

Sub-Block

A portion of a block created by public or private streets or rights-of-ways, or by legal subdivision of a block.

Swale

A low or slightly depressed natural area for drainage.

T

Tower

The portion of a Podium High-Rise over five stories in height (see Section 4.3.8).

U

Urban Block Building

A medium density Building Type defined in Section 4.3.5.

W

W.M.C.

Westminster Municipal Code, the Municipal Code of the City of Westminster, Colorado.

7
APPENDIX

7.1
PUBLIC SPACE STUDY

7.2
TRAFFIC STUDY

7.3 UTILITY PLAN

7.4
DRAINAGE PLAN

PREPARED BY:

TORTI GALLAS + PARTNERS

ATTACHMENT 2

CITY OF WESTMINSTER

DOWNTOWN WESTMINSTER SPECIFIC PLAN UPDATE

List of Proposed Changes

Legend:

~~Strikethrough text~~ = words removed

Italicized text = words added

P1S1 = Paragraph 1, Sentence 1 (reference text location)

P1. COVER

- Title: Downtown *Westminster* Specific Plan
- Added: *Updated adopted date*

P2. CREDITS

- Updated PC/CC members to those existing at time of plan adoption
- *Updated staff involved with plan update:*
    - *Donald M. Tripp, City Manager*
    - *Jody Andrews, Deputy City Manager*
    - *Barbara Opie, Deputy City Manager*
    - *Larry Dorr, Deputy City Manager*
    - *John L. Hall, Director of Economic Development*
    - *David Downing, Director of Community Development*
    - *Jason Genck, Director of Parks, Recreation and Libraries*
    - *Max Kirschbaum, Director of Public Works and Utilities*
    - *John Burke, Downtown Construction and Development Manager*
    - *Mona Choury, Downtown Westminster Management Analyst*
    - *Natalia DiMarco, Downtown Westminster Administrative Assistant*
    - *Jenni Grafton, Economic Policy and Development Manager*
    - *Rita McConnell, Planning Manager*
    - *Nathan Lawrence, Senior Planner/Planning Lead*
    - *John McConnell, Principal Planner*
    - *Dave Loseman, City Engineer*
    - *Dave Horras, Chief Building Official*
    - *Paul Schmiechen, Chief Sustainability Officer*
    - *Heath Klein, Transportation Engineer*
    - *Debra Baskett, Senior Transportation and Mobility Planner*
    - *Melanie Walter, Senior Engineer*
    - *Mary Stahl, Senior Engineer*
    - *Ryan Decker, Senior Engineer*

    - *Scott Wimmer, Fire Lieutenant*
    - *Wady Burgos, Parking and Transportation Demand Mgmt. Coordinator*
    - *Kathy Piper, Senior Landscape Architect*
    - *John Vann, Senior Landscape Architect*
    - *Lynn Tennant, Plans Review Supervisor*
    - *Tom Ochtera, Energy and Utilities Project Coordinator*
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    - *Neal Payton, Principal in Charge*
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    - *Betina Sason*
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    - *The Laramie Company*
    - *Mary Beth Jenkins, President*
    - *John M. Mullins & Associates, Inc.*
    - *John M. Mullins, President*

Table of Contents

- Added *2.5 Lot Standards* [Previously Missing]
- Updated page numbers as needed

Figures and Tables

- *Figure 2-3: Downtown Sewer Drainage Map……32*
- Updated page numbers as needed

Chapter 1

- Updated footer - Downtown *Westminster* Specific Plan
- Changed updated date to date of adoption
- 1.1 – …serves as the basis for this Downtown *Westminster* Specific Plan.
- 1.2 P1 – This document, the Downtown *Westminster* Specific Plan…
- 1.2 P2 – These policy objectives, standards, and guidelines cover both the development of the public realm and private development and investments. *Intent, as well as* Policy objectives, are provided at the outset of each chapter. The~~se~~ *intent and* objectives are meant to establish the ~~intent~~ *purpose* of each element of the Plan and will be the basis for rulings of consistency where variances to standards or guidelines are pursued (refer to Section 6.3 for the variance process). Standards are objective criteria that provide specific direction based on the related policy objectives. Standards are used to define issues considered critical to achieving these objectives. Throughout the Plan, standards use the term "shall" *or "must"* to indicate compliance is required. Guidelines supplement the standards and policy objectives of the Plan.
- 1.3 – …standards, and guidelines of this Plan. ~~The Planning Manager shall have the discretion to determine whether alternative interpretations of these regulatory elements shall be permitted or will require a request for a variance, as outlined in Section 1.6: Development Process. The latter section also defines the development review and approval process for all improvements and development within the Plan area.~~
- 1.4 [Text moved from Chapter 6]
- *1.4* Relationship to Other Plans

- Comprehensive Plan
- The Downtown Specific Plan is consistent with the goals and policies of the Comprehensive Plan, including those specifically addressing the Westminster Downtown Focus Area. The Focus Area goals for the site include:
    - 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.
- The Comprehensive Plan will be amended to reference the Downtown Specific Plan as the regulatory document for all properties located within this Plan's boundaries. The Comprehensive Plan will designate the Downtown Specific Plan area with the Focus Area land use designation. Updates to other sections in the Comprehensive Plan will include changes or additions to implementing policies and maps for Land Use, Multi-modal Circulation and Parks, Open Space and Recreation.
- Municipal Code
- The Westminster Municipal Code (W.M.C.) prescribes standards, rules and procedures for all development within the city. The Downtown Specific Plan sets forth land use and development regulations for the Downtown Westminster area and will be incorporated by reference in the W.M.C. Where there is conflict with the W.M.C., the Specific Plan shall prevail. Where the Specific Plan is silent, the W.M.C. shall apply.
- Westminster Center Urban Renewal Plan
- The Westminster Center Urban Renewal Plan (WCURP) envisions the Plan area as a "new transit-oriented mixed-use neighborhood including residential, retail, entertainment and employment uses, all adjacent to a new multi-modal transit station." This Specific Plan carries out the vision of the WCURP and is consistent with its objectives and implementation policies. No amendment to the WCURP is necessary.

- 1.5 [Text moved from Chapter 6]
    - *1.5* Development Process
    - ~~This section outlines the development review and approval process for all development within the Downtown Specific Plan District. All general improvements to a site within the Downtown Specific Plan District will require submittal of an Official Development Plan (ODP) for review. The development review process for projects proposed within the Downtown Specific Plan District is streamlined based on required consistency with the policies, standards and guidelines established by the Plan. Conformance with the Specific Plan and related utility and infrastructure plans in the Appendix ensures that the proposed project concept is consistent with the vision and intent of the Plan. As such, the development review process allows applicants to begin at the technical level of review.~~ *This section outlines the review and approval process of an Official Development Plan (ODP) by the Planning Manager, which is required for all development within the Downtown Specific Plan District.*
    - *Administrative* Review Process
    - The review process for projects within the Downtown Specific Plan District shall be consistent with W.M.C. ~~11-5-10 with the exception of~~ *11-5-8 (Format and Approval Process for ODPs), with the additional requirement of submitting preliminary and final architectural plans.* ~~submittal of a concept plan for review. Official Development Plan (ODP) and Development Application shall be submitted for all proposed projects.~~ *Before an ODP can be submitted, preliminary and final architectural plans shall be approved by city staff, both of which shall include any variances from the standards herein.* The format and required elements of the ODP submittal are provided in the ODP Checklist for Specific Plan Districts, a copy of which is available in the Planning Division office or online through the Planning Division website. The ODP shall include phasing and associated timeliness if applicable.
    - *Administrative* Approval Process

- *In reviewing an application for the approval of an ODP or ODP amendment, the criteria set forth in W.M.C. Section 11-5-15 (Standards for Approval of ODPs and Amendments to ODPs) shall be considered by the Planning Manager. Failure to meet any of the criteria may be grounds for denial.*
- *Administrative* Variances
- *Minor Variance:* Property owners may apply for a variance from the *numerical standards of up to* ~~standards and requirements set forth in this Plan of up to~~ ~~10~~ *20 percent (20%)* of the standard. The Planning Manager may approve the variance, subject to finding ~~that the intent of the standard or requirement in question is met and surrounding development and the public realm are not negatively impacted. For variances that exceed 20 percent of any standard or requirement in this Plan, *a regulatory exception may be requested.* refer to W.M.C. 2-2-8.~~ *compliance with the following criteria:*
  - *it is consistent with the intent and objective of the chapter from which the variance is requested; and*
  - *surrounding development or property is not negatively impacted.*
- *Major Variance: Property owners may apply for a variance from numerical standards over twenty percent (20%) or from non-numerical standards and guidelines. The Planning Manager may approve the variance, subject to consideration of the criteria below, where applicable. Failure to meet any of the applicable criteria may be grounds for denial.*
  - *it is consistent with the intent and objective of the chapter from which the variance is requested*
  - *surrounding development or property is not negatively impacted*
  - *it is warranted by virtue of design or special amenities incorporated in the project*
  - *there are unique physical conditions, such as irregularity, narrowness or shallowness of the lot, or topographical or other physical conditions peculiar to such lot*
  - *the unique conditions are not caused from the present or prior actions of the applicant*
- *The Planning Manager may approve with or without conditions, deny, or refer the request for a variance to the Planning Commission, pursuant to W.M.C. Section 2-2-8; however, the criteria for approval stated herein shall control over those set forth in W.M.C. Section 2-2-8(B).*
- *An applicant may appeal an administrative denial of a variance by the Planning Manager to the Planning Commission, in accordance with the requirements in the W.M.C. related to appeals of administrative decisions.*

- 1.6 – New P6 - *In December of 2021, a major update to the Plan was approved, incorporating staff and developer input from the first phase of development. This updated Plan includes lessons learned in building design and utility deployment and incorporates the new thinking around transportation mobility and sustainability.*
- 1.7 P1S1 - The Downtown *Westminster* Specific Plan Area (Plan area) is located…
- 1.7 P2 - As shown in Figure 1-2, the area is adjacent to the ~~92nd Avenue/Sheridan Boulevard interchange~~ *interchange of US 36/Sheridan Boulevard.*
- 1.7 P2 - Additionally, the RTD ~~Bus US 36 and Sheridan Park-n-Ride~~ *US 36/Sheridan Bus Rapid Transit (BRT) Station and Park-n-Ride* – one of the busiest stations….
- 1.7 P4 - The existing context of the Plan area also includes several infrastructure improvements underway within the vicinity of the site. ~~These include reconstruction of the Sheridan Boulevard Bridge over US 36 and expansion of water and sewer infrastructure that will serve the Plan area as well as surrounding development with improved water pressure and capacity. The Sheridan Boulevard bridge, currently under construction (as of 2014), is a joint effort with CDOT and the City – with City enhancement funds providing an improved bridge design and landscaping. Planning for the utility improvements is also underway – these improvements will be vital in facilitating the intensity and scale of development anticipated for the Plan area.~~ *In 2016, the Colorado Department of Transportation and RTD completed the US 36 Express Lanes, a 32 mile reconstruction of US 36 which included the addition of an express toll lane to general purpose lanes, replacement of the Sheridan Boulevard Bridge, BRT connecting Westminster to Denver and Boulder, and the 18 mile long US 36 Bikeway directly adjacent to Downtown. The City's financial participation provided enhancements to the bridge including improved bridge design and the addition of sustainable and distinctive landscaping of the interchange and*

ramps. In addition, the water and sewer infrastructure serving the Plan area and surrounding development has been expanded with improved water pressure and capacity. These improvements, in sum, are vital to facilitating the intensity and scale of development planned for the area.

- 1.8 P2S1 - The ~~Westminster~~ Downtown *Westminster* Specific Plan intends to realize the vision of a high …
- 1.8.1.5 - …parks are critical, as they will serve a new population of at least ~~3,000~~ *4,500* new residents…
- 1.8.1.6 – …~~Higher intensity mixed-use and commercial development will be able to access transit by a grade-separated connection to the US 36 and Sheridan Park-n-Ride east of Sheridan Boulevard and an at-grade crossing of 88t h Avenue to the future Fastracks commuter rail station.~~ *Downtown's connection to the US 36/Sheridan BRT Station and the US 36 Bikeway will be enhanced by a multimodal grade separated connection, anticipated to be under construction in 2020. RTD's FasTracks B Line will be extended to Downtown in the future, providing an additional choice for residents, workers and visitors to connect to the Denver Metro Area rapid transit system and Denver International Airport.* Location of high-intensity employment uses…
- 1.8.1.7 (New) - *Sustainable Community*
    - *1.8.1.7 - Sustainability elements and practices will be incorporated into the built environment that emphasize community-building, environmental enhancement and long-term economic vitality. These will include: building energy efficiency, smart cities technology, water conservation, storm water management and green infrastructure.*
    - *The creation of a sustainable community will require a focus on the people who live, work, and play in the neighborhood and the businesses that locate there. A healthy, vibrant and equitable downtown will be realized through a combination of innovative design and ongoing community-building efforts.*

Chapter 2

- Updated footer – Downtown *Westminster* Specific Plan
- Changed updated date to date of adoption
- 2.1 Policy Objective 2 – "Foster a *complementary* mix of land uses…"
- 2.1 Policy Objective 8 – new text *"Provide a diversity of housing types including townhomes, stacked flats or apartments, and live/work units, and a range of affordable housing options."*
- 2.1 [New Policy Objective 9] – "*Establish downtown as a showcase for sustainability that demonstrates a full range of best practices.*"
- Table 2.3.1.1- Residential Uses
    - Boarding & Rooming Houses – DMU changed from "P" to "S"
    - Nursing Homes/Facilities – DMU changed from "P" to "S"
    - Group Homes – DMU changed from "C" to "S"
- Table 2.3.1.1- Business and Commercial Uses
    - "Automobile *Parts and* Accessories Store"
    - "Automotive Rental Office…limited to 1 office *in Plan area*"
    - "Beauty Supply Sales*/Cosmetics*"
    - Consignment Shop (under 3,000 sf gross floor area) – DMU changed from "P" to "S"
    - "Lawn & Garden Store *(under 3,000 sf gross floor area)"*
    - "Liquor*/Wine* Store"
    - Thrift Store (under 5,000 sf gross floor area) – DMU changed from "C" to "S"
- 2.4.1 - Within the Plan area, the minimum FAR for ~~non-residential~~ *commercial development shall be 0.75, 1.5 for* mixed-use developments, and *1.5 for non mixed-use office developments* on any one site ~~shall be 0.75~~. *Where a mixed-use development includes a residential component, the residential area shall be included in the FAR calculation.*
- 2.4.2 Maximum ~~Residential~~ Development Capacity
    - *The Specific Plan limits the total amount of development that can be achieved in Downtown. This limitation ensures that the planned development is controlled by and is cognizant of the capacity of the existing installed sanitary sewer collection system and anticipated water use.*

- *A sewer collection system analysis was completed by the City's Utility Engineering Division that breaks the downtown into two areas: west and east. The west area is limited to 1497 gallons per minute (gpm) of total peak sanitary sewer flow at Point A and the east area is limited to 2965 gpm of total peak sanitary sewer flow at Point B as shown in Figure 2-3. These numbers are inclusive of the areas upstream of the Downtown area. Total development cannot exceed these flows. Once met, no additional development will be permitted. These flowrates can accommodate the development identified in this Specific Plan. However, once the west sewer area is built-out to this maximum planned level, there will likely not be remaining sewer availability for increased sewer demand from redevelopment of the area west of Harlan Street unless major infrastructure work is completed in 88th Avenue.*
- *There is sufficient water supply available for the downtown area for the current planned development. Changes to current planned development, particularly if those changes would cause an exceedance of the current wastewater infrastructure, could cause a water supply shortfall. Changes to the downtown beyond what is currently planned must be evaluated for water supply availability in addition to wastewater infrastructure analysis.*
- [Add map from PWU]

- Table 2.4.1.1 deleted
- [New] 2.4.3 EPA WaterSense Program
  - *Given the ceiling placed on development as a result of this limit on water use, aggressive water conservation will be a principal goal with all Downtown projects. The EPA WaterSense program certifies products like toilets, faucets, and showerheads to use at least 20 percent less water and perform as well as or better than regular models. All buildings in Downtown Westminster are required to use WaterSense-labeled products where available.*
- 2.5 "Individual residential row house or flex/loft building lots are not subject to these lot minimum requirements."

Chapter 3

- Updated footer – Downtown *Westminster* Specific Plan
- Changed updated date to date of adoption

3.1 Overall Circulation and Streetscape Intent

- 3.1 Objective #3 – …US 36 ~~Commuter Bike Trail~~ *Bikeway*
- [New Objective] 3.1 #9 - *Design streetscapes to minimize water use and facilitate stormwater management and water quality treatment using green infrastructure techniques.*

3.2 Transit Access

- P2 [Replaced entire paragraph] - *The Denver Regional Transit District (RTD) provides local and regional bus service to Downtown. The US 36/Sheridan Station is served by five Flatiron Flyer Bus Rapid Transit (BRT) routes providing connections to Denver Union Station, Denver's Civic Center Station, Downtown Boulder and Boulder Junction and the Anschutz Medical Campus in Aurora. BRT Stations along US 36 have bidirectional service to Denver Union Station and Downtown Boulder and points in between at a minimum frequency of 15 minutes, greater during peak commute periods. In addition, five local bus routes provide connections to jobs, housing, education and retail in the surrounding region. The east side of the BRT station is served by a 1200 space parking structure. The west side includes a 114 space surface lot.*
- P3 [Replaced entire paragraph] - *To assure easy access to First and Final Mile destinations, Westminster envisions the addition of microtransit service to assure connections to first and final mile destinations within and adjacent to Downtown. The planned Sheridan Multimodal Underpass will provide connections from the BRT Station to Downtown, with the flexibility to use small vehicles which could eventually be autonomous.*
- [New paragraph P4] - *The B Line Commuter Rail will be extended three miles from Westminster Station to Downtown's planned station located where the BNSF Railway crosses Harlan Street with Westminster Boulevard*

to the north at some time in the future. The Specific Plan recognizes the need for safe and easy connectivity to the rail station platform. The streetscape design of 88th Avenue contemplates reconfiguring it as a complete street which could include a reduction in travel lanes, accommodation for bus transfers, and creating crossings to minimize pedestrian and bicycle travel time.

- Top image - [Changed Flatiron Flyer pic]
- Top image, caption – …~~US 36 and Sheridan Boulevard.~~ *US 36/Sheridan Station.*
- Bottom image, caption - …provide a direct connection *to Downtown*

3.3 Bicycle and Pedestrian Network

- P1 – …US 36 ~~Commuter Bike Trail~~ *Bikeway* connecting Denver with Boulder, will pass along the eastern edge of the site in the Colorado Department of Transportation (CDOT) right-of-way. *Westminster has added an amenity zone for cyclists overlooking Downtown and adjacent to the US 36 Bikeway. It includes a bench and shelter along with a water fountain and bike repair station.*
- *Bicycle Movement, P2* – This bikeway will be evaluated in conjunction with ~~a road diet~~ *lane reductions* of 88th Avenue. ~~This road diet~~ *These lane reductions* would…
- Multi-Modal Access [Replaces all] - *The City of Westminster completed the Downtown Westminster Mobility Study in 2017. The Study makes recommendations for a complete streets network that will safely meet the needs of all travelers and modes. The recommendations support a walkable and bikeable environment and leverage connectivity to existing and future transit services including US 36 Bus Rapid Transit and the B Line's future station. This network will play a critical role in knitting together Downtown with surrounding neighborhoods in Westminster and Arvada.*
- P2 - *The study proposes innovative transportation infrastructure for 88th Avenue, 92nd Avenue, Harlan Street and Westminster Boulevard to provide a safe, high quality, sustainable, and distinctive way for people to travel on the corridors adjacent to Downtown. Safe accommodation of all modes is achieved by strategically reallocating the existing street width and sidewalks, generally reducing the amount of pavement dedicated to motorized vehicles.*
- P3 - *The City is implementing incremental improvements to this key network of street through intersection improvements and designation of bike lanes through paint and signage. Further design and identification of funding will be necessary prior to implementation.*
- Figure 3-1 – [Re-routed US 36 trail through underpass]

3.4 Street Network

- Street Types and Design, P1 – This section depicts the proposed street and sidewalk sections within the Plan area. ~~A more detailed streetscape design plan will be developed consistent with the intent of this Plan.~~ *100% construction documents for the streetscape were produced in January, 2019.* Figure 3-2 provides a key to the individual street type sub-sections...
- 88th Avenue and 92nd Avenue, P1 – ~~At 88th Avenue only the northern portion of the street and at 92nd Avenue only the southern portion of the street lies within the Plan boundary. This Plan only proposes changes to their sidewalks, but not the road-ways.~~ *The plan boundary encompasses the north side of 88th Avenue, the south side of 92nd Avenue, and the entirety of Harlan Street.* New sidewalk designs…
- 88th Avenue and 92nd Avenue, P2 [NEW] - *Note: The Downtown Mobility Study featured a number of new design concepts proposed for 88th Avenue and 92nd Avenue.*
- [New header] - *Green Streets*
- [New P9] - *Streets and can be designed handle stormwater runoff while introducing greenery into the public realm. Swales, porous pavers, rain gardens and other features can be seamlessly integrated into streetscape design to recharge groundwater and improve water quality*
- Fig3-3 [Label] - permeable ~~paving~~ *amenity zone*
- Fig3-3 [changed label] – 5x15-foot landscape ~~planter~~ *area*
- 3.4.1.A – …room for sidewalk amenity areas. ~~Landscaped planters~~ *Landscape areas* with street trees

- 3.4.1.C – The ~~sidewalk~~ *walk* shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips and ~~sidewalk~~ *amenity* areas located in between landscape ~~planters~~ *areas* shall be paved with permeable pavers (see Section 3.5.1).
- 3.4.1.D.2 – Landscape ~~Planters~~ *Areas*. Landscape ~~planters~~ *areas* shall be five feet wide and 15 feet long ~~and enclosed by a raised concrete curb, four inches wide and four inches high.~~ Landscape planters shall be placed so that they match the street tree spacing, typically 35 feet on center.
- 3.4.1.D.3 – Curb extensions. Curb extensions shall incorporate ~~benches or~~ seating into the design ~~Raised landscape planters at seat wall height shall extend into curb extensions and separate sidewalk amenity zones from the roadway (see Section 3.5.4). Planters shall incorporate benches or seating into the design.~~ *Landscape areas* shall extend into curb extensions and separate sidewalk amenity zones from the roadway (see Section 3.5.4).
- 3.4.1.G.1 - Front setbacks shall be paved with ~~poured, scored concrete to match the public sidewalk~~ *a similar design and material pallet as the streetscape* (see Section 3.5.1).
- 3.4.1.G.2 – ~~Landscaped planters~~ *Landscape areas* or yards are not permitted.
- 3.4.1.H.1 – Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining may ~~encroach up to one foot into the public right-of-way. Dining areas shall be enclosed by removable barriers when barriers are required by State licensing regulations~~ *be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements.* ~~Furniture for outdoor dining shall be approved by the City. Outside of business hours furniture should be stored indoors. Alternatively, it may be stacked and secured at the back of the setback area.~~ *See Section 3.5.5 for outdoor dining guidelines.*
- Fig3-4 [Labeled "walk" with an arrow]
- Fig3-4 [Label] – Landscape planter ~~with raised curbs~~ *area*
- Fig3-5 [Label] - permeable ~~paving~~ *amenity zone*
- Fig3-5 – ~~Raised~~ Landscaped curb extensions
- 3.4.2.C – The intersections and crosswalks of Westminster Boulevard with 90th Avenue, Central Avenue, and 91st Avenue shall be ~~paved in scored integral color concrete. Pedestrian crosswalks shall be emphasized with a variation in concrete color or pattern.~~ *upgraded through enhancements such as integrally colored concrete, scoring patterns, colored asphalt, stamped asphalt, innovative crosswalk painting, etc.*
- 3.4.2.D - The ~~sidewalk~~ *walk* shall be paved with poured, scored concrete *or pavers* (see Section 3.5.1). Step-out strips and ~~sidewalk~~ *amenity* areas located in between landscape ~~planters~~ *areas* shall be paved with permeable pavers (see Section 3.5.1).
- 3.4.2.E.2 – ~~Landscaped Planters~~ *Landscape Areas*. ~~Tree planters~~ *Landscape areas* shall be…
- 3.4.2.E.3 – Curb Extensions. Landscape ~~planters~~ *areas* shall…
- 3.4.2.H.1 - Front setbacks shall be paved with ~~poured, scored concrete to match the public sidewalk~~ *a similar design and material pallet as the streetscape* (see Section 3.5.1).
- 3.4.2.H.2 – …are permitted. Landscaped ~~planters~~ *areas* or yards…
- 3.4.2.I. – Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining may ~~encroach up to one foot into the public right-of-way. Dining areas shall be enclosed by removable barriers when barriers are required by State licensing regulations~~ *be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements.* ~~Furniture for outdoor dining shall be approved by the City. Outside of business hours furniture should be stored indoors. Alternatively, it may be stacked and secured at the back of the setback area.~~ *See Section 3.5.5 for outdoor dining guidelines.*Fig3-6 – fix arrow pointing to barriers at perimeter of dining
- Fig3-6 [Figure Title] – Westminster Boulevard - *Center* Sidewalk
- Fig3-7 [Label] - permeable ~~paving~~ *amenity zone*
- Fig3-7 [Label] - 5x15-foot landscape ~~planter~~ *area*
- 3.4.3.A P2S4 – Landscape~~d~~ ~~planters~~ *areas* with street trees…
- 3.4.3.C - The ~~sidewalk~~ *walk* shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips and ~~sidewalk~~ *amenity* areas located in between landscape ~~planters~~ *areas* shall be paved with permeable pavers (see Section 3.5.1).
- 3.4.3.E.2 – Landscape ~~Planters~~ *Areas*. ~~Planters~~ *Landscape areas* shall be eight feet wide by 15 feet long and flush with the finished sidewalk. Landscape ~~planters~~ *areas* shall be…

- Fig3-8 [Label] - Landscape ~~planter~~ *area*
- 3.4.3.I.1 - Front setbacks at ground-floor retail or commercial uses shall be paved with ~~poured, scored concrete to match the public sidewalk~~ *a similar design and material pallet as the streetscape* (see Section 3.5.1). Front setbacks at ground-floor residential uses shall be paved or landscaped *in a manner that is complimentary to the design of the public sidewalk and in conformance with the frontage type standards of Section 4.4.*
- 3.4.3.I.2 - Landscaping. Small shrubs and trees in movable pots are permitted. Stoops and similar encroachments may extend into the front ~~yard~~ *setback*. *No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.*
- 3.4.3.J - Outdoor dining is permitted within the front setback adjacent to the operating ground floor use. Outdoor dining ~~areas shall be located entirely within the front setback. They shall be enclosed by removable barriers when barriers are required by State licensing regulations.~~ *may be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements.* ~~Furniture for outdoor dining shall be approved by the City. Outside of business hours furniture should be stored indoors. Alternatively, it may be stacked and secured at the back of the setback area.~~ *See Section 3.5.5 for outdoor dining guidelines.*
- Fig3-9 – change label "permeable paving" to "concrete walk". Remove concrete walk arrow and label
- Fig3-9 – 5x15-foot landscape ~~planter~~ *area*
- 3.4.4.A P2S2 – …very pedestrian friendly street. Landscape ~~planters~~ *areas* with street trees…
- 3.4.4.C - The ~~sidewalk~~ *walk* shall be paved with poured, scored concrete (see Section 3.5.1).
- 3.4.4.D.2 – Landscape ~~Planters~~ *Areas.* ~~Planters~~ *Landscape areas* at the curbside…
- 3.4.4.D.2 – ~~Tree planters~~ *Landscape areas* adjoining the property…
- 3.4.4.D.2 – Landscape ~~planters~~ *areas* shall be placed to match…
- 3.4.4.D.3 – Plantings. Landscape ~~planters~~ *areas* shall be planted with robust…
- 3.4.4.G.1 - "Front setbacks at ground-floor retail or commercial uses shall be paved with ~~poured, scored concrete to match the public sidewalk~~ *the same design and materials as the public sidewalk* (see Section 3.5.1). Front setbacks at ground-floor residential uses shall be paved or landscaped *in a manner that is complimentary to the design of the public sidewalk and in conformance with the frontage type standards of Section 4.4."*
- 3.4.4.G.2 – Landscaping. Small shrubs and trees in movable pots are permitted. Stoops and similar encroachments may extend into the front ~~yard~~ *setback*. *No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.*
- 3.4.4.H - Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining may ~~encroach up to one foot into the public right-of-way. Dining areas shall be enclosed by removable barriers when barriers are required by State licensing regulations~~ *a similar design and material pallet as the streetscape.* ~~Furniture for outdoor dining shall be approved by the City. Outside of business hours furniture should be stored indoors. Alternatively, it may be stacked and secured at the back of the setback area.~~ *See Section 3.5.5 for outdoor dining guidelines.*
- Fig3-10 [Label] - Landscape ~~planter~~ *area*
- 3.4.5.C - The sidewalk walk shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips and *paved pass-throughs* ~~walks in parkways~~ shall be paved with permeable pavers (see Section 3.5.1).
- 3.4.5.G.1 – Front setbacks shall be paved or landscaped in ~~conformance with the building *frontage type* standards (see Section 4.4).~~ *a manner that is complimentary to the design of the public sidewalk and in conformance with the frontage type standards of Section 4.4.*
- 3.4.5.G.2 [New] - *Landscaping. No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.*
- 3.4.5.H - Outdoor dining is permitted within the front setback adjacent to the operating ground floor use. Outdoor dining ~~areas shall be located entirely within the front setback. They shall be enclosed by removable barriers when barriers are required by State licensing regulations.~~ *may be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements. Outdoor dining may also be permitted inside of the Eaton Street median with City approval."* ~~Furniture for outdoor dining shall be approved by the City. Outside of business hours furniture should be stored indoors. Alternatively, it may be stacked and secured at the back of the setback area.~~ *See Section 3.5.5 for outdoor dining guidelines.*
- Fig3-12 [Label] – Minimum ~~5-foot~~ *and* maximum ~~10-foot~~ building setback
- Fig3-12 [Title] Local Street Sidewalk ~~Section~~

- 3.4.6.C - Building-side ~~sidewalk~~ *walks* shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips, ~~and~~ walks in parkways *and pass-throughs* shall be paved with permeable pavers (see Section 3.5.1). Park-side ~~sidewalks~~ *walks* shall be paved with poured, scored concrete (see Section 3.5.1).
- 3.4.6.G.1 – Front setbacks shall be paved or landscaped in ~~conformance with the building~~ *frontage type* ~~standards (see Section 4.4).~~ *a manner that is complimentary to the design of the public sidewalk and in conformance with the frontage type standards of Section 4.4.*
- 3.4.6.G.2 [New] - Landscaping. *No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.*
- 3.4.6.H - Outdoor dining is permitted within the front setback adjacent to the operating ground floor use. Outdoor dining ~~areas shall be located entirely within the front setback. They shall be enclosed by removable barriers when barriers are required by State licensing regulations.~~ *may be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements.* ~~Furniture for outdoor dining shall be approved by the City. Outside of business hours furniture should be stored indoors. Alternatively, it may be stacked and secured at the back of the setback area.~~ *See Section 3.5.5 for outdoor dining guidelines.*
- 3.4.7.A - While the alley street type primarily provides access to the interior of larger blocks *for services (e.g. deliveries, trash, and utilities) and access to parking*, it is also intended for opportunities for active uses along alley fronts *and inside the alleys themselves*. These uses could include restaurants, gallery spaces, *recreational activities, outdoor dining* or similar ~~storefront~~ uses. Alley widths provide a two-way drive lane for very slow moving traffic mixing with pedestrians and bicyclists. ~~A five-foot wide setback area provides additional space for pedestrians and cyclists. raised sidewalk provides additional safety for pedestrians. Alleys shall be concrete.~~
- 3.4.7.B - Street design shall be in conformance with Figure 3-14. *A five-foot minimum setback is required from the edge of right-of-way. Wider setbacks may be appropriate where ground floor active uses are planned* [moved from C:]. *A raised sidewalk is required where significant pedestrian/vehicle conflict is expected, otherwise a flush condition may be acceptable subject to review by City Staff. Alley shall be graded to a cross-slope or v-slope depending on surrounding uses or as specified by City Staff.*
- 3.4.7.C ~~-5-foot setbacks shall be paved with poured, scored concrete…=~~ *All alleys and setback areas are required to be concrete. Other materials such as stone pavers may be utilized subject to approval by City staff. Alleys that are expected to experience higher volumes of pedestrian traffic may require upgraded paving materials as specified by City Staff.*
- 3.4.7.D - Outdoor dining is ~~not~~ permitted *adjacent to or within close proximity to an operating ground floor use. Outdoor dining may be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements. See Section 3.5.5 for outdoor dining guidelines.*
- Fig 3-15 [Label] [Changed building setbacks to "5.0-15.0"]
- 3.4.8.A, P3 - ~~A wide 15-foot deep front setback on the east side of Harlan Street preserves existing mature trees. This setback should be increased between 90th and 91st avenues so that an extensive cluster of existing trees may be retained as new development fills in the site.~~ The front setback design, addition of street trees, and the location of building entrances should accommodate existing trees where possible. Front yard setbacks are planted~~; a raised curb at the property line separates them from the sidewalk.~~
- 3.4.8.C - The ~~sidewalk~~ *walk* shall be paved with poured, scored concrete (see Section 3.5.1). ~~The eastern sidewalk accommodates the Enhanced Pedestrian Trail Loop identified in Figure 3-21 with a wider sidewalk.~~ Step-out strips, pass-throughs and ~~sidewalk~~ *amenity* areas located in between landscape planters shall be paved with permeable pavers (see Section 3.5.1).
- 3.4.8.G.1 – Front setbacks shall be landscaped ~~planters~~ *areas* ~~bounded by a raised curb.~~
- …as necessary to preserve the trees. *No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.*
- 3.4.8.H – Outdoor dining is ~~not~~ permitted *adjacent to or within close proximity to an operating ground floor use. Outdoor dining may be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements. See Section 3.5.5 for outdoor dining guidelines.*
- Fig 3-16 [Title] - Harlan Street *Sidewalk* ~~with Raised Planters and Landscaped Setback~~
- Fig 3-16 [Caption] -…trail loop that ~~circumvents~~ *circumnavigates* the Plan area.
- Fig 3-16 – Raised landscape ~~planter~~ *area* with guards
- Fig 3-16 [Call-out for front setback] – ~~Varies~~ *5.0-15.0*

- 3.4.9 [Title] – 88th Avenue ~~Sidewalk Design~~
- 3.4.9.A, P1 - *The Downtown Mobility Study proposed 88th Avenue from Sheridan Boulevard to be reduced to two 10.5-foot travel lanes in each direction, allowing for an exclusive bus/right turn lane, a buffered bicycle lane, and a widened sidewalk adjacent to Downtown.*
- 3.4.9.A P2 - …the design retains the existing trees~~, ditch~~ and sidewalk along 88th Avenue. *Piping the ditch will be explored.*
- 3.4.9.C – The existing sidewalk *on the south side of 88th Avenue will remain* ~~will remain~~. The northern sidewalk shall be paved with scored concrete *along with the redevelopment of adjacent properties.*
- 3.4.9.G.1 – Front setbacks shall be paved or landscaped in ~~conformance with the building frontage type standards (see Section 4.4). Raised terraces are permitted.~~ *a manner that is complimentary to the design of the public sidewalk and in conformance with the frontage type standards of Section 4.4. No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.*
- 3.4.9.H – Outdoor dining is permitted within the front setback adjacent to the operating ground floor use. Outdoor dining ~~areas shall be located entirely within the front setback. They shall be enclosed by removable barriers when barriers are required by State licensing regulations.~~ *may be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements."* ~~Furniture for outdoor dining shall be approved by the City. Outside of business hours furniture should be stored indoors. Alternatively, it may be stacked and secured at the back of the setback area.~~ *See Section 3.5.5 for outdoor dining guidelines.*
- Fig 3-17 [Title] - 88th Avenue Sidewalk ~~Section~~
- Fig 3-17 [Label] – Deleted "125' min" describing minimum width of South Park
- 3.4.10.A, P1 - *The Downtown Mobility Study proposed 92nd Avenue from Sheridan Boulevard to Westminster Boulevard to be reduced to three 10.5-foot travel lanes in each direction allowing for the addition of a buffered bicycle lane, a multi-use path on the north side of the road, a widened sidewalk adjacent to Downtown, and new tree lawns to buffer sidewalks from the road.*
- 3.4.10.C – The ~~sidewalk~~ *walk* shall be paved with poured, scored concrete (see Section 3.5.1).
- 3.4.10.G – …and the landscape planter. *No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.*
- 3.4.10.H – ~~Outdoor dining is permitted in front setbacks in conjunction with storefront café frontages. Outdoor dining areas shall not occupy more than 50 percent of any building front. They shall be enclosed by movable or fixed barriers when required by State licensing.~~ *Outdoor dining is permitted within the front setback adjacent to the operating ground floor use. Outdoor dining may be located within the public right-of-way subject to review by City Staff. See Section 3.5.5 for outdoor dining guidelines.*
- Fig3-18 [Label] – Existing parkway ~~and sidewalk~~
- Fig3-18 [Label] – ~~Raised~~ landscape planter
- Fig3-18 [Label] – Existing ~~sidewalk~~ *concrete walk*
- Fig3-18 [Label] – 92nd Avenue Sidewalk ~~Section With Raised Landscape Planter~~

3.5 Streetscape Design Elements

- 3.5 [sub-section listing] – Paving ~~palette~~ *standards*
- 3.5 [sub-section listing] - Street furniture ~~palate~~
- 3.5.1.A [Title] - ~~Private Development~~ *Public Sidewalk*
- 3.5.1.A – ~~Where required by the street type standards of Section 3.4 paved areas in front setback shall conform to this section.~~ *Sidewalk paving shall conform with the Westminster Downtown Streetscape 100% Construction Documents (Available upon request).*
- 3.5.1.B [New section title] – *B. Private Setbacks*
- 3.5.1.B [New] – *Where required by the street type standards of Section 3.4, paved areas inside front setbacks along Westminster Boulevard, Eaton Street, and Central Avenue shall be paved with the same design and*

materials as the public sidewalk. Paved areas in front setbacks along other streets shall compliment the design and materials used in the public sidewalk.

- 3.5 [Caption] – Permeable pavers Option ~~1~~*2*
- 3.5.2 – [updated all street furniture pictures]
    - Pic#1 Title - *Backed Bench*
    - Pic#1 Caption - *Trio Backed Straight Bench: Forms + Surfaces, ipe wood seat, white*
    - Pic#2 Title - *Backless Bench*
    - Pic#2 Caption - *Trio Backless Straight Bench: Forms + Surfaces, ipe wood seat, white*
    - Pic#3 Title - *Split-Stream Receptacle*
    - Pic#3 Caption - *Urban Renaissance Split Stream: Forms + Surfaces, white*
    - Pic#4 Title - *Bicycle Rack*
    - Pic#4 Caption - *Arc Rack: Dero Bike Rack Company, white*
    - Pic#5 Title - *Bollard Option A*
    - Pic#5 Caption - *Calpipe 5" T316 Stainless Steel Fixed Bollard, Knight Cap*
    - Pic#6 Title - *Bollard Option B*
    - Pic#6 Caption - *Hawthorne Path Light: Hawthorne Lighting, black*
- 3.5.3 [Title] – Streetlights ~~Palette~~
- 3.5.3 – [updated streetlight pictures and captions]
    - Caption #2 Title – *LED Luminaire*
    - Caption #2 Text - *Energy efficient*
- 3.5.4.B.2 – Furniture. ~~Bike rack areas as well as more secure bike parking areas should include a number of bike racks for safe attachments of bikes~~ *All bicycle racks and bicycle storage areas provided within or outside of the right-of-way should feature two points of contact (i.e. U-rack or similar).*
- 3.5.5 Outdoor ~~Dining~~ *Furniture, Fixture, and Decor* ~~Guidelines~~ Standards
- 3.5.5 – This section provides ~~additional~~ *standards* ~~guidelines~~ for outdoor furniture, fixtures, *and decor* ~~dining areas~~ *associated with outdoor dining, merchandising, and other activities.* These *outdoor* areas allow patrons of restaurants, cafés, or similar establishments to enjoy the outdoor environment. These *standards* ensure that the design of outdoor dining areas supports the overall vision for the downtown.
  These *standards* ~~guidelines~~ supplement the provisions of the street type standards ~~of this chapter~~ *in Section 3.4*. Outdoor dining may *also* be regulated by State and City licensing requirements and codes, depending on the type of beverages served and location.
- 3.5.5 – [moved to intro above] ~~A. Purpose Outdoor dining areas allow patrons of restaurants, cafés, or similar establishments to enjoy the outdoor environment. These guidelines ensure that the design of outdoor dining areas supports the overall vision for the downtown.~~
- 3.5.5 – ~~B. Furniture~~
- 3.5.5.1 – *Design*. The design, materials and colors used for chairs, tables, lighting, *decor* and other fixtures including umbrellas and awnings shall be generally consistent both with the architectural style and colors used on the building façade.
- 3.5.5.2 - ~~Furniture should be of durable materials that withstand the effects of weathering. Powder-coated or vinyl-coated metal furniture is encouraged; the use of light-weight plastics and wood (other than teak) are not permitted~~ *Quality. All outdoor furniture must be high quality in construction and composed of durable materials such as metal, wood or wood composite. Plastic furniture is not permitted. Planters, fixtures and other outdoor decor must be high quality in construction and composed of durable materials such as metal, wood, wood composite, concrete, or stone. Plastic or plastic composite planters are not permitted.*
- 3.5.5.3 [New] – *Location. Furniture, fixtures, planters or other outdoor decor shall not be located within, hang into, or otherwise intrude into the right-of-way unless specifically allowed in this Plan.*
- 3.5.5 – ~~F. Dining Area Enclosures~~
- 3.5.5.4 – Enclosures ~~should~~ shall be designed as semi-permanent barriers and be removable, as by use of recessed sleeves and posts or by wheels which can be locked into place. ~~Enclosures should be easy to clean and~~

~~maintain.~~ The maximum height of opaque enclosures shall be three foot six inches, measured from the adjacent sidewalk. Transparent windscreen attachments may extend the enclosure height by two additional feet. Connections or elements between dining area enclosures and overhead awnings or similar structures are not permitted. ~~Where State licensing does not require dining area enclosures and the establishment limits outdoor seating to a single row of tables and seat abutting the wall of the establishment, no barrier shall be required.~~

- 3.5.5.A.5 – *Umbrellas.* ~~The use of removable umbrellas in outdoor dining areas is permitted.~~ Umbrellas shall maintain a minimum clearance of seven feet above the adjacent floor level.
- 3.5.5.3 - *Security.* Any locking mechanisms used to secure the furniture shall be removed during business hours.

Chapter 4

- Updated footer – Downtown *Westminster* Specific Plan
- Changed updated date to date of adoption
- 4.2 - Fixed all diagrams (blockfront icons/setback indications not lined up)
- 4.2.1.F – "two or more different building types the Planning Manager shall have discretion to ~~allow a variance to~~ *waive* this requirement…"
- 4.2.2 – Added missing block group title
- Table 4.2.2.1, build to line, blockfront v – ~~15'~~ *N/A*
- Table 4.2.2.1, Min setback, blockfront v – ~~N/A~~ *5'*
- Table 4.2.2.1, Max setback, blockfront v – ~~N/A~~ *15'*
- Table 4.2.2.1, Service and access points, blockfront v – ~~NP~~ *P-1*
- Table 4.2.2.3 – Building type renamed: Liner ~~with Garage~~
- Figure 4-4 - northern frontage of Block B-2 relabeled "iii"
- Figure 4-4 – added "15' max" setback indication to block A-1, blockfront v
- Figure 4-4 – added "5' min" setback indication to block A-1, blockfront v
- Figure 4-4 – altered dashed alley lines on Block A-1
- Table 4.2.3.1, min. frontage occupancy, blockfront v – ~~75%~~ *60%*
- Table 4.2.3.2, forecourt frontage type added as allowed to blockfront vi
- Table 4.2.3.3, min. # of types – ~~3~~ *2*
- Table 4.2.3.3, podium high-rise building type allowed on Block C-3
- Figure 4-5 – Block C-3, northern blockfront viii changed to vii
- Table 4.2.4.1, build to line – ~~15'~~ *N/A*
- Table 4.2.4.1, min. setback – ~~N/A~~ *5'*
- Table 4.2.4.1, max. setback – ~~N/A~~ *15'*
- Table 4.2.4.2 – blockfront iii, added Stoop as a permitted frontage type
- Figure 4-6 – added "15' max" setback indication to block A-3, blockfront vi
- Figure 4-6 – added "5' min" setback indication to block A-3, blockfront vi
- Figure 4-6 – altered dashed alley lines on Block A-3
- 4.2.6.A, P2 - edits to block names: "Blocks A-4 and ~~B-7~~ *B-5* are the northern edge of the retail core. Given their size and location, they are well suited for an urban retail anchor building or mixed use buildings. Block ~~B-8~~ *B-6* occupies a prominent location at the intersection…"
- Table 4.2.6.1, build to line, blockfront iv – ~~15'~~ *N/A*
- Table 4.2.6.1, Min setback, blockfront iv – ~~N/A~~ *5'*
- Table 4.2.6.1, Max setback, blockfront iv – ~~N/A~~ *15'*
- Table 4.2.6.1, min. frontage occupancy, blockfront iii – ~~80%~~ *75%*
- Table 4.2.6.1 – changed south side of block A-4 from blockfront ii to blockfront iii
- Table 4.2.6.1, frontage ii, min. frontage occupancy – Added note to bottom: *(1) Minimum frontage occupancy excludes length of frontage allocated for potential roadway connection.*

- Table 4.2.6.1, renumbered note “(1)” to “(2)”
- Table 4.2.6.1 – blockfront ii, deleted Stoop as a permitted frontage type
- Table 4.2.6.2 – “Dooryard” added as allowable frontage type to Blockfront ii
- Table 4.2.6.3 – changed block name: ~~B-7~~ *B-5*
- Table 4.2.6.3 – changed block name: ~~B-8~~ *B-6*
- Figure 4-8 – added “15’ max” setback indication to block A-5, blockfront iv
- Figure 4-8 – added “5’ min” setback indication to block A-5, blockfront iv
- Figure 4-8 – added “15’ max” setback indication to block A-4, blockfront iv
- Figure 4-8 – added “5’ min” setback indication to block A-4, blockfront iv
- Figure 4-8 – Changed block label B-7 to B-5
- Figure 4-8 – Changed block label B-8 to B-6
- Figure 4-8 – Block B-6, changed block type on western frontage from ii to i
- Figure 4-8 – changed blockfront type on south side of A-4 from ii to iii
- Table 4.2.7.1, build to line, blockfront v – ~~15’~~ *N/A*
- Table 4.2.7.1, Min setback, blockfront v – ~~N/A~~ *0’*
- Table 4.2.7.1, Max setback, blockfront v – ~~N/A~~ *15’*
- Table 4.2.7.2 – blockfront v, added Forecourt as a permitted frontage type
- Table 4.2.7.3, footnote (2) – May only be exposed on block fronts iv and v. On block front ~~v~~ *iv* they may only be exposed above the ground floor.
- Figure 4-9 – added “15’ max” setback indication to block D-5, blockfront v
- Figure 4-9 – added “0’ min” setback indication to block D-5, blockfront v
- 4.3, P3 – *Standards and guidelines for buildings that constitute a combination or hybrid of two different building types will be determined by city staff.*
- 4.3 Green Space – change to “*Outdoor* Space”
- 4.3 Outdoor Space – New text - *Required outdoor space need not be at the ground level, it may be located on upper-level courtyards, podiums, and roofs*.
- 4.3.1.B – Facade width standards regulate the maximum width of a building facade. [from 4.5.1] *Buildings with facades longer than maximum specified width* shall vary the facade such that the resulting facade segments appear to be individual…*[from 4.3.1]* ~~If the frontage length exceeds the maximum facade width the facade must be broken by providing a change in building type. Alternatively, any two of the following~~ *Alternative* techniques may be employed *as a means of satisfying the façade width requirement*, *as detailed within each building type*.
- 4.3.1.C P1 – *Building Height.* Height standards regulate the maximum building…
- 4.3.1.C P2 - *[from 4.5.1]* Massing and Scale Variation. The massing, scale, and architectural style of proposed buildings in the Plan area shall be varied to create a unique, attractive project and avoid a uniform and monotonous urban form. Employ techniques to break the building mass through interlocking volumes of differing heights and widths to avoid monolithic building. Incorporate a diversity of building scales and massing, such that the resulting design appears as a neighborhood that has grown over time.
- 4.3.1.C P3 - *Façade Plane Breaks. [from 4.5.1]* Facade plane breaks create visual interest along long street frontages and break the massing of large buildings through vertical breaks in the building plane, reveals or recesses~~, or material changes~~. Some building types require horizontal or vertical plane…where ground floor retail uses are provided per Section 2.3.2, the ground floor is not required to meet plane break requirements. ~~Changes in color or material texture are not permitted as facade plane breaks.~~
- 4.3.1.C P4 - *[from 4.5.1]* Facade Articulation. *All building types require façade articulation at regular intervals to create* f~~acade articulation creates~~ a visual rhythm along the street. *This is achieved* through offsets, recesses, stepped facades, varying materials or colors, and architectural features such as balconies, awnings, projections or similar elements.
- 4.3.1.C P5 *[from 4.5.1]* Fenestration ~~and Articulation~~. Buildings shall have fenestration that establishes…
- 4.3.1.C P5 - ~~Furthermore,~~ *Footprint per Story.* A maximum allowed footprint per story…

- 4.3.2 [title] – Row House *Building*
- 4.3.2 [diagram image] - Row House *Building* Diagram
- 4.3.2 - *See 4.3.1 B for additional explanation of the following standards.*
- 4.3.2.A - Row house *buildings or units* may also wrap the podium of a high-rise building type. [add bold to this last sentence]
- 4.3.2.B.1 - The minimum distance between facade strings is ~~20~~ *15* feet.
- 4.3.2.B.2 Maximum *façade width* of 26 feet for each *individual* row house unit, except that the facade width of a row house on block corners may be up to 30 feet.
- 4.3.2.C.1 - Maximum *row house unit* height shall be 45 feet.
- 4.3.2.C.4 - Facade strings shall have at least one ~~encroachment or~~ *vertical* plane break per 100 linear feet *with a minimum depth of 2-feet*~~, such as a porch, balcony, recess or projection.~~ The combined length of plane breaks shall occupy at least 10 percent of the facade length.
- 4.3.2.C.4 - Facade strings shall have at least one encroachment or plane break *of at least two feet* per 100 linear feet, such as a porch, balcony, recess or projection. The combined length ~~of plane breaks~~ shall occupy at least 10 percent of the facade length.
- 4.3.2.C.4 - Building faces abutting side streets or yards shall provide at least one ~~horizontal plane break of at least three feet, and one vertical~~ *encroachment or* plane break of at least two feet.
- 4.3.2.C.6 - *The facade shall be articulated at least every 45 feet (See 4.3.1 C for description).*
- 4.3.2.C.7 *[from 4.5.1]* - Corner buildings shall have architectural treatments such as ~~increased height and building mass or entry designs such as angled or curvilinear form to help "anchor" corner buildings and further define the street.~~ *changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.*
- H.1 – *Outdoor space need not be located on the ground floor.*
- 4.3.3 - *See 4.3.1 B for additional explanation of the following standards.*
- 4.3.3.A S3 - Flex/loft buildings *or units* may also wrap the podium of a high-rise building type.
- 4.3.3.B.1 - Maximum *facade width* of 30 feet for each *individual* flex/loft unit.
- 4.3.3.C.3 - Facade strings shall have at least one ~~encroachment or~~ *vertical* plane break per 100 linear feet *with a minimum depth of 2-feet*~~, such as a porch, balcony, recess or projection.~~ The combined length of plane breaks shall occupy at least 10 percent of the facade length.
- 4.3.3.C.5 - *[from 4.5.1, description portion moved to 4.3.1] The facade shall be articulated at least every 45 feet. (See 4.3.1.C for description).*
- 4.3.3.C.6 - *[from 4.5.1]* - Corner buildings shall have architectural treatments such as ~~increased height and building mass or entry designs such as angled or curvilinear form to help "anchor" corner buildings and further define the street.~~ *changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.*
- 4.3.3.H.1 - Amount Required. At least ~~15~~ 10 percent of the lot area shall be provided as outdoor space.
- 4.3.3.H.1 – *Outdoor space need not be located on the ground floor.*
- 4.3.3.I.2 – ~~"At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination thereof."~~
- 4.3.4 - *See 4.3.1 B for additional explanation of the following standards.*
- 4.3.4.B.1 - Maximum 200 feet. ~~See 4.3.1 B for additional explanation of this standard.~~ *[from 4.3.1.B]* ~~Facade width standards regulate the maximum width of a building facade.~~ If the *façade width* ~~frontage length~~ exceeds the maximum *allowed,* ~~facade width~~ the facade must be broken by ~~providing a change in building type. Alternatively,~~ *employing* any ~~two~~ *three* of the following techniques: ~~may be employed~~

  • Provide a vertical plane break with one facade set behind the other by at least two feet.

  • Provide a material change.

• Provide a change in the overall type, size, spacing, or proportion of windows or fenestration system or change in sill heights and head conditions. This option in applicable only to vertically proportioned windows.

• Provide a change in facade compositional strategy including roof heights, and roof types. For example, a symmetrical facade may be placed next to a facade with a repetitive bay system that is not symmetrical.

• Provide separate and additional primary entries from the street *that are reflected in the building massing and articulation.*

- 4.3.4.B - *[from 4.5.2, description moved to 4.3.1*] #. ~~Maximum Facade Length~~. Building facades longer than 175 feet, measured along the property line, shall vary the facade such that the resulting facade segments appear to be individual building facades.
- 4.3.4.C.1 - Maximum height shall be *6 stories to a maximum of 85-feet.* ~~76 feet.~~
- 4.3.4.C.3 - *[from 4.5.1, description portion moved to 4.3.1]* ~~Facade~~ *Vertical* plane breaks shall occur at least once every 150 feet measured parallel to the property line *along street frontages*. ~~Reveals or recesses~~ *Plane breaks* shall be at least five feet deep.
- 4.3.4.C.4 - *[from 4.5.1, description portion moved to 4.3.1]* The facade shall be articulated at least every 45 feet. (See 4.3.1.C for description).
- 4.3.4.C.5 - *[from 4.5.1]* - Corner buildings shall have architectural treatments such as ~~increased height and building mass or entry designs such as angled or curvilinear form to help "anchor" corner buildings and further define the street.~~ *changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.*
- 4.3.4.H.1 - Amount Required. At least ~~15~~ 10 percent of the lot area shall be provided as outdoor space.
- 4.3.4.H.1 - At least ~~15~~ *10* percent of the lot area shall be provided as outdoor space.
- 4.3.4.H.1 – *Outdoor space need not be located on the ground floor.*
- 4.3.5 - *See 4.3.1 B for additional explanation of the following standards.*
- 4.3.5.B.1 - Maximum 225 feet. *[from 4.3.1.B]* #. ~~Facade width standards regulate the maximum width of a building facade.~~ If the *façade width* ~~frontage length~~ exceeds the maximum *allowed,* ~~facade width~~ the facade must be broken by ~~providing a change in building type. Alternatively,~~ *employing* any ~~two~~ *three* of the following techniques: ~~may be employed~~

  • Provide a vertical plane break with one facade set behind the other by at least two feet.

  • Provide a material change.

  • Provide a change in the overall type, size, spacing, or proportion of windows or fenestration system or change in sill heights and head conditions. This option in applicable only to vertically proportioned windows.

  • Provide a change in facade compositional strategy including roof heights, and roof types. For example, a symmetrical facade may be placed next to a facade with a repetitive bay system that is not symmetrical.

  • Provide separate and additional primary entries from the street *that are reflected in the building massing and articulation.*

- 4.3.5.B.2 - Facades greater than 175 feet in length must have at least one *vertical* ~~facade~~ *plane* break of at least 20 feet in length and 10 feet in depth. ~~See 4.3.1 B for additional explanation of this standard.~~
- 4.3.5.B.3 - *[from 4.5.2, description moved to 4.3.1]* ~~Maximum Facade Length~~. Building facades longer than 175 feet, measured along the property line, shall vary the facade such that the resulting facade segments appear to be individual building facades.
- 4.3.5.C.1 - Maximum height shall be *6 stories to a maximum of 85-feet.* ~~76 feet.~~
- Table 4.3.5.1 – Maximum Allowed Footprint per story, second column heading changed from "4" (stories) to "4-5" (stories) to correct typo. Otherwise, there were no footprint regulations for 5-story buildings.

- 4.3.5.C.3 - *[from 4.5.1, description portion moved to 4.3.1]* ~~Facade~~ *Vertical* plane breaks shall occur at least once every 150 feet measured parallel to the property line *along street frontages*. ~~Reveals or recesses~~ *Plane breaks* shall be at least five feet deep.
- 4.3.5.C.4 - *[from 4.5.1] [Description portion moved to 4.3.1]* The facade shall be articulated at least every 45 feet. (See 4.3.1.C for description).
- 4.3.5.C.5 - *[from 4.5.1]* - Corner buildings shall have architectural treatments such as ~~increased height and building mass or entry designs such as angled or curvilinear form to help "anchor" corner buildings and further define the street.~~ *changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.*
- 4.3.5.H.1 Amount Required. At least ~~15~~ 10 percent of the lot area shall be provided as outdoor space.
- 4.3.5.H.1 – *Outdoor space need not be located on the ground floor.*
- 4.3.6 [Title] - Liner Building ~~with Garage~~
- 4.3.6 - *See 4.3.1 B for additional explanation of the following standards.*
- 4.3.6.A - A building *that* ~~and garage ensemble where the~~ ~~building~~ directly fronts the street and *typically* wraps around an above-ground garage. The building is designed for occupancy by a mixture of uses. ~~The~~ *A* garage can either be attached or detached to the building.
- 4.3.6.B.1. - Maximum 225 feet. *[from 4.3.1.B]* ~~Facade width standards regulate the maximum width of a building facade.~~ If the *façade width* ~~frontage length~~ exceeds the maximum *allowed,* ~~facade width~~ the facade must be broken by ~~providing a change in building type. Alternatively,~~ *employing* any ~~two~~ *three* of the following techniques: ~~may be employed~~

  • Provide a vertical plane break with one facade set behind the other by at least two feet.

  • Provide a material change.

  • Provide a change in the overall type, size, spacing, or proportion of windows or fenestration system or change in sill heights and head conditions. This option in applicable only to vertically proportioned windows.

  • Provide a change in facade compositional strategy including roof heights, and roof types. For example, a symmetrical facade may be placed next to a facade with a repetitive bay system that is not symmetrical.

  • Provide separate and additional primary entries from the street *that are reflected in the building massing and articulation.*

- 4.3.6.B.3 - Facades greater than 175 feet in length must have at least one *vertical* ~~facade~~ *plane* break of at least 20 feet in length and 10 feet in depth. ~~See 4.3.1 B for additional explanation of this standard~~.
- 4.3.6.C.1 - Maximum height shall be *6 stories to a maximum of 90-feet.* ~~65 feet.~~ The building shall be no less than 35 feet tall. The maximum garage height shall not exceed the liner building more than 10 feet in height~~, up to a maximum 55 feet.~~
- 4.3.6.C.3 - *[from 4.5.1, description portion moved to 4.3.1]* ~~Facade~~ *Vertical* plane breaks shall occur at least once every 150 feet measured parallel to the property line *along street frontages*. ~~Reveals or recesses~~ *Plane breaks* shall be at least five feet deep.
- 4.3.6.C.4 - *[from 4.5.1, description portion moved to 4.3.1]* The facade shall be articulated at least every 45 feet. (See 4.3.1.C___ for description).
- 4.3.6.C.5 - *[from 4.5.1]* Corner buildings shall have architectural treatments such as ~~increased height and building mass or entry designs such as angled or curvilinear form to help "anchor" corner buildings and further define the street.~~ *changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.*
- 4.3.7 - *See 4.3.1 B for additional explanation of the following standards.*
- 4.3.7.C.2 - *[from 4.5.1, description portion moved to 4.3.1]* The facade shall be articulated at least every 45 feet. (See 4.3.1.C___ for description).

- 4.3.7.C.3 - *[from 4.5.1]* - Corner buildings shall have architectural treatments such as ~~increased height and building mass or entry designs such as angled or curvilinear form to help "anchor" corner buildings and further define the street.~~ *changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.*
- 4.3.8 - *See 4.3.1 B for additional explanation of the following standards.*
- 4.3.8.B.1 - Maximum facade width of the podium is 300 feet. *[from 4.3.1.B]* ~~Facade width standards regulate the maximum width of a building facade.~~ If the *façade width* ~~frontage length~~ exceeds the maximum *allowed,* ~~facade width~~ the facade must be broken by ~~providing a change in building type. Alternatively,~~ *employing* any ~~two~~ *three* of the following techniques: ~~may be employed~~

  • Provide a vertical plane break with one facade set behind the other by at least two feet.

  • Provide a material change.

  • Provide a change in the overall type, size, spacing, or proportion of windows or fenestration system or change in sill heights and head conditions. This option in applicable only to vertically proportioned windows.

  • Provide a change in facade compositional strategy including roof heights, and roof types. For example, a symmetrical facade may be placed next to a facade with a repetitive bay system that is not symmetrical.

  • Provide separate and additional primary entries from the street *that are reflected in the building massing and articulation.*

- 4.3.8.B.2 - *[from 4.5.2, description moved to 4.3.1]* Building facades longer than 175 feet, measured along the property line, shall vary the facade such that the resulting facade segments appear to be individual building facades.
- 4.3.8.C.2. A high-rise tower may exceed the podium height. The length to width ratio for the tower shall be no greater than 2:1. The maximum floor plate of the tower shall be ~~20,000 SF~~ *30,000sf*.
- 4.3.8.C.3 – *Where more than one tower facade fronts a street, the shorter facade is exempt from this requirement.*
- 4.3.8.C.4 - *[from 4.5.1, description portion moved to 4.3.1]* ~~Facade~~ *Vertical* plane breaks shall occur at least once every 150 feet measured parallel to the property line *along street frontages*. ~~Reveals or recesses~~ *Plane breaks* shall be at least five feet deep.
- 4.3.8.C.5 - *[from 4.5.1, description portion moved to 4.3.1]* The facade shall be articulated at least every 45 feet. (See 4.3.1.C___ for description).
- 4.3.8.C.6 - *[from 4.5.1]* - Corner buildings shall have architectural treatments such as ~~increased height and building mass or entry designs such as angled or curvilinear form to help "anchor" corner buildings and further define the street.~~ *changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.*
- 4.3.8.H.1. Amount Required. At least ~~30~~ *20* percent of the lot area shall be provided as outdoor space. *Outdoor space need not be located on the ground floor.*
- 4.3.9 - *See 4.3.1 B for additional explanation of the following standards.*
- 4.3.9.B.2 - *[from 4.5.2, description moved to 4.3.1]* Building facades longer than 175 feet, measured along the property line, shall vary the facade such that the resulting facade segments appear to be individual building facades.
- Table 4.3.9.1 – Maximum Allowed Footprint per story, second column heading changed from "4" (stories) to "4-5" (stories) to correct typo as "4-5" was listed in the second row heading.
- 4.3.9.C.5 - *[from 4.5.1, description portion moved to 4.3.1]* ~~Facade~~ *Vertical* plane breaks shall occur at least once every 150 feet measured parallel to the property line *along street frontages*. ~~Reveals or recesses~~ *Plane breaks* shall be at least five feet deep.

- 4.3.9.C.6 - *[from 4.5.1, description portion moved to 4.3.1]* The facade shall be articulated at least every 45 feet. (See 4.3.1.C___ for description).
- 4.3.9.C.7 - *[from 4.5.1]* - Corner buildings shall have architectural treatments such as ~~increased height and building mass or entry designs such as angled or curvilinear form to help "anchor" corner buildings and further define the street.~~ *changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.*
- 4.3.10 - *See 4.3.1 B for additional explanation of the following standards.*
- 4.3.10.B.1 - Maximum 300 feet. *[from 4.3.1.B]* ~~Facade width standards regulate the maximum width of a building facade.~~ If the *façade width* ~~frontage length~~ exceeds the maximum *allowed,* ~~facade width~~ the facade must be broken by ~~providing a change in building type. Alternatively,~~ *employing* any ~~two~~ *three* of the following techniques: ~~may be employed~~

  • Provide a vertical plane break with one facade set behind the other by at least two feet.

  • Provide a material change.

  • Provide a change in the overall type, size, spacing, or proportion of windows or fenestration system or change in sill heights and head conditions. This option in applicable only to vertically proportioned windows.

  • Provide a change in facade compositional strategy including roof heights, and roof types. For example, a symmetrical facade may be placed next to a facade with a repetitive bay system that is not symmetrical.

  • Provide separate and additional primary entries from the street *that are reflected in the building massing and articulation.*

- 4.3.10.B.2 - *[from 4.5.2, description moved to 4.3.1]* Building facades longer than 175 feet, measured along the property line, shall vary the facade such that the resulting facade segments appear to be individual building facades.
- Table 4.3.10.1 – Maximum Allowed Footprint per story, second column heading changed from "4" (stories) to "4-5" (stories) to correct typo as "4-5" was listed in the second row heading.
- 4.3.10.C.5 - *[from 4.5.1, description portion moved to 4.3.1]* ~~Facade~~ *Vertical* plane breaks shall occur at least once every 150 feet measured parallel to the property line *along street frontages*. ~~Reveals or recesses~~ *Plane breaks* shall be at least five feet deep.
- 4.3.10.C.6 - *[from 4.5.1, description portion moved to 4.3.1]* The facade shall be articulated at least every 45 feet. (See 4.3.1.C___ for description).
- 4.3.10.C.7 - Corner buildings shall have architectural treatments such as ~~increased height and building mass or entry designs such as angled or curvilinear form to help "anchor" corner buildings and further define the street.~~ *changes in height and massing, additional fenestration, and entry locations that "anchor" the corner.*
- Figure 4-13 – changed height of dashed line to 12-foot height
- Figure 4-13 [Label] – ~~Bottom of interior ceiling~~
- Figure 4-13 [Label] – ~~Frontage~~ *12-Foot* Height
- Figure 4-13 [Caption] – The frontage glazing area shall be measured from the finished floor ~~to the bottom of ceiling of the ground floor.~~ *to a height of 12-feet. Window mullions and doorway casings surrounding glass doors no wider than 6-inches may be considered as glazing for calculation purposes.*
- 4.4.2.C.1 - Storefronts shall be between 12 to 25 feet high, measured from the finished floor to the bottom of *the floorplate above* ~~ceiling of~~ the storefront space. Storefront spaces shall be set no more than twelve inches above the adjacent sidewalk at the primary entrance.
- 4.4.2.C.2 - *Retail spaces shall be a minimum of 20-feet deep, on average, as measured from the building façade.*
- 4.4.2.F.1 - *Retail entrances shall be directly accessible from the street without obstruction from ramps, steps, or railings. Building foundations may need to be stepped to allow for entrances to meet sidewalk grade. Site*

constraints that prohibit or greatly inhibit the application of this standard shall be resolved between the applicant and the Planning Manager.

- *4.4.2.F.2 - Storefront fenestration shall wrap façade corners for a minimum of 15-feet (25-feet is preferred).*
- 4.4.2.F.3 - At least 60 percent of the storefront facade area at the ground floor shall be glazed *(see Figure 4-13 for calculation).* Glazing shall be transparent…
- 4.4.2.F.4 - *Storefront glass shall not be setback from the building facade more than 10 inches.*
- 4.4.2.F.6 - The maximum length of blank walls *(defined as having no active, use, glazing, doorway or substantial architectural detail)* facing the street is limited to 15 horizontal feet for any one stretch.
- 4.4.2.G - ~~Storefronts~~
- 4.4.3 – [move 4.4.7 to 4.4.3, renumbered]
- 4.4.3.A - An urban frontage is suitable for residential, ~~lobbies or~~ commercial *or* office uses. It *may* provide access to ground-floor uses, but is primarily characterized by windows facing the sidewalk.
- 4.4.3.F – At least *45* ~~50~~ percent of the façade areas at the…
- ~~4.5.1 - The specific criteria included throughout these design standards and guidelines have been included to achieve a design that is consistent with the general massing, scale and architectural criteria articulated in this section 4.5.1, such that a building that is consistent with the specific criteria and standards will also be consistent with the overall massing, scale and architectural vision.~~
- 4.5.1 [New] – *Site Grading*
- 4.5.1 - *When setting buildings to grade, developers must assume streetscape grades, as designed in the 100% construction documents, as an existing condition. As a result, the finished floor elevations of buildings, must be set in accordance with criteria stated in 4.5.1.A.1 below.*
- *4.5.1.A. Standards*
- *4.5.1.A.1 - The finished floor elevation of primary building entrances and storefront entrances shall be set to meet existing (as designed) streetscape grade. This may require the stepping or sloping of the building floor plate.*
- *4.5.1.A.2 - Cross and longitudinal slopes of up to 5% are allowed for private setback zones subject to ADA access requirements, however, areas abutting storefront frontages shall not exceed 2%.*
- *4.5.1.A.3 - If the methods of setting a project to grade listed in 4.5.1.A.1 and 4.5.1.A.2 are deemed to be unworkable by City Staff as a result of unique site conditions, the following grading strategies may be employed:*
  - *The cross slope of the tree zone may be increased to a maximum of 5%.*
  - *Sidewalk cross slope may be decreased to a minimum 1% provided that adequate drainage is demonstrated.*
  - *The longitudinal slope of the public sidewalk may be increased to exceed that of the adjacent public street by a maximum of 3%.*
- *4.5.1.B - Guidelines*
- *4.5.1.B.1 – No steps, ramps, or retaining walls solely associated with building ingress and egress should be located between the sidewalk and a storefront frontage.*
- 4.5.2 - …a design that is *consistent with the* overall massing, scale, and architectural vision
- 4.5.2.A.1 - Blank walls *(defined as having no active use, glazing, doorway or substantial architectural detail)* shall be limited to 20% ~~or 40 feet of the Building Facade, whichever is greater~~ *of any Building Façade.*
- 4.5.1.A.1 - ~~Massing and Scale Variation. The massing, scale, and architectural style of proposed buildings in the Plan area shall be varied to create a unique, attractive project and avoid a uniform and monotonous urban form. Employ techniques to break the building mass through interlocking volumes of differing heights and widths to avoid monolithic building. Incorporate a diversity of building scales and massing, such that the resulting design appears as a neighborhood that has grown over time.~~ [moved to 4.3.1]
- 4.5.1.A.2 - ~~Facade Articulation. Facade articulation creates a visual rhythm along the street through offsets, recesses, stepped facades, varying materials or colors, and architectural features such as balconies, awnings, projections or similar elements. The facade shall be articulated at least every 45 feet.~~ [moved to 4.3 building types]
- 4.5.1.A.3 - ~~Facade Plane Breaks. Facade plane breaks create visual interest along long street frontages and break the massing of large buildings through vertical breaks in the building plane, reveals or recesses, or material~~

~~changes. See Figure 4-10 for definition and illustration of vertical and horizontal plane breaks. Reveals or recesses shall be at least five feet deep. Changes in color or material texture are not permitted as facade plane breaks.~~ [moved to 4.3.1] ~~Facade plane breaks shall occur at least once every 150 feet measured parallel to the property line.~~ [moved to 4.3 building types]

- 4.5.1.A.3 - ~~Corner buildings shall have architectural treatments such as increased height and building mass or entry designs such as angled or curvilinear form to help "anchor" corner buildings and further define the street.~~ [moved to 4.3 building types]
- 4.5.2.A.1 - ~~Fenestration and Articulation. Buildings shall have fenestration that establishes a clear pattern on the facade (with special attention paid to facades that are visible from a public street) and that provides depth and additional articulation~~. [moved to 4.3.1]
- 4.5.2.A.2 - ~~Maximum Facade Length. Building facades longer than 175 feet, measured along the property line, shall vary the facade such that the resulting facade segments appear to be individual building facades. Facade segments shall be separated by continuous vertical datum lines on either side of which the facade appearance differs. Facade segments can be differentiated by variations in fenestration size and rhythm, facade material, texture, color, pattern, or a combination thereof (see 4.3.1 B). Facade segments should generally correspond to interior uses and relate to ground-floor entries.~~ [moved to 4.3 building types]
- 4.5.3.B.7 [New] – *Masonry Façade Materials. All masonry materials should be carried down the facade to meet with the ground. No portion of the building foundation should be visible.*
- 4.5.5.A.2 - Height where Covered. If pedestrian passageways are covered, they require a floor to ceiling height *at least equal to* ~~of at least two times~~ their width, but no greater than three times their width.
- *4.5.6.A.2 – ~~Pop-in muntins are not permitted below the third floor~~. The use of false window mullions/grilles on the ground floor is prohibited.*
- 4.5.8.5 – Irrigation. *All landscaping should use WaterSense-labeled products or an approved equivalent.* Automatic irrigation should be used with the understanding that winter hand-watering will be required. Quick couplers and hose bibs should be provided.
- 4.5.8.10 – *No gravel smaller than 1½-inch diameter shall be permitted adjacent to public rights-of-way.*
- 4.5.10.A.3 - Clearance. Minimum vertical clearance for awnings and canopies is eight feet ~~if it is removable or retractable and 12 feet if is fixed or permanent.~~ Awnings shall not obscure storefront signs.
- 4.5.10.B.1 - …building face (i.e. bay windows and other architectural projections). They may project up to three feet *into required setback areas* ~~from the building face,~~ but shall not extend beyond the property line.
- 4.5.10.B.3 - Clearance. Minimum vertical clearance of projecting spaces is ~~21~~*12* feet from the adjacent sidewalk grade on storefront ~~or storefront café~~ frontages ~~and nine feet on other frontage types~~ (see Section 4.4 for frontage types).
- 4.5.10.B.4 - Encroaching habitable spaces are not permitted along Westminster Boulevard *and* Eaton Street~~, and Central Avenue.~~
- 4.5.10.E - Stoop *Standards*
- 4.5.10.F - Outdoor Furnishing Zone *Standards*
- 4.5.10.G - Subterranean Parking in Front Setbacks *Standards*
- 4.5.11 – [two sections with the same title – deleted first since it doesn't have an A.2]
- 4.5.11 – The following standards and guidelines apply to awnings and shade devices that ~~are not located at front setbacks or build-to lines.~~ *do not encroach into front setbacks or public rights-of-way. [from 4.5.9 intro text]*
- 4.5.11.A.2 – [Added same wording from 4.5.9.A.4] - *Materials. Canvas and high-quality fabric shall be used; vinyl or similar materials are not permitted.*
- 4.5.11.B.2 - Place awnings and other shading devices so as not to interfere with pedestrian signage for shops and businesses. ~~Design awning heights on a building to be consistent along the facade or frontage line so as to maintain a consistent street edge.~~ *Where awning heights are at a consistent height along the façade or frontage line, vary awning design and materials to prevent monotony.*
- 4.5.11.B.4 – *Provide awnings and shade devices at a height of 8 to 12 feet above ground level to foster a human scale and provide functional shading.*

- 4.5.12.A.3 – *Balcony railings are required to be a minimum of 40% transparent.*
- 4.5.14.A.3 – Light Trespass. Lighting shall be arranged to focus on the property from which it originates or on adjoining sidewalks and alleys. ~~Outside of the Special Sign District lighting shall not trespass upon adjacent properties~~ Minimize light trespass upon adjacent properties to the maximum extent practicable. All exterior lighting shall utilize full cut-off fixtures to limit light trespass onto off-site uses or light pollution into the night sky. The City may approve other special-purpose fixtures (e.g. building uplighting) on a case by case basis.
- 4.5.14.A.5 - Alleys shall ~~have lights mounted on outbuildings or garages~~ *be adequately lit by adjacent buildings or garages.*
- 4.5.14.B.1 - Light quality should not be harsh, glaring, *or* blinking ~~*or shed beyond property boundaries*~~*. Lighting intensity should not exceed 6.0 foot-candles at entrances and should average 1.0 across the rest of the site.*
- 4.5.14.B.2 – *Lighting should be compatible with street light color temperature*
- 4.5.15.A.1 – Building *Façade* Materials and Color
- 4.5.15.A.1 – Building façade materials shall be high quality and durable *with ample use of texture and articulation.*
- 4.5.15.A.2 – *Transitions in building materials shall occur with articulation or changes in plane, not at corners.*
- 4.5.15.B.1 [Delete guideline #2, standard #1 now addresses]
- 4.5.16 – ~~Sustainability~~ *Sustainable Buildings*
- *4.5.16 - New development should consider sustainable building practices and strive to minimally impact the natural environment while maximizing economic and community opportunity.*
- 4.5.16.A.2 - *All new development shall achieve LEED Silver certification or better*
- 4.5.16.A.3 - *All buildings shall use WaterSense products or an approved equivalent.*
- 4.5.16.B [New] - *Guidelines*
- 4.5.16.B.1 - *Buildings should strive to attain the greatest number of LEED energy performance points possible.*
- 4.5.16.B.2 - *Buildings should evaluate the installation of rooftop solar and should be solar-ready if solar is not part of the original design.*
- 4.5.16.B.3 - *Residential buildings should evaluate the adoption of the US Department of Energy Zero Energy Ready Home National Program Requirements.*
- 4.5.17 [New] - *Service and Utilities*
- 4.5.17 - *Except where modified herein, all City Standards and Specifications shall be met on all properties and developments. All provisions of City Code must be met unless City Council has provided approval for deviations from code.*
- 4.5.17.A - *Standards*
- 4.5.17.A.1 - *Water and Sewer Connections. A grid system has already been constructed for water and sewer throughout Downtown Westminster. New construction shall connect to the previously constructed mains; additional mains (water and sewer) are not anticipated to be required. If additional mains are required, the property developer is responsible for construction.*
- 4.5.17.A.2 - *Curb Stops. Curb stops form the dividing point between public water service lines and private service lines. Curb stops shall be located inside of the hardscape portion of the streetscape amenity zone. Locate service line (public and private portions) and curb stop to avoid conflicts with streetscape program (tree locations, street furniture, etc.).*
- 4.5.17.A.3 – *Service* Location. Service, ~~utility, and mechanical~~ functions, including retail loading, shall be located along and accessed within alleys whenever present. When alleys are not present, service functions shall be placed within buildings and provisions for access shall be made.
- 4.5.17.A.4 – *Utility & Mechanical Location. Utility and mechanical functions, including transformers, shall be located inside of buildings unless there is adequate space to locate inside of setback areas located along alleys. Internal utility rooms must meet the layout and intent of the City's standard details for internal meter rooms. Meter rooms may be separate from or combined with the fire water entry room. Public access to utility and mechanical equipment shall be restricted.*

- 4.5.17.A.5 - *Service, Utility, and Mechanical* Screening. *Ground level* service, utility, and mechanical equipment *shall located along alleys where feasible. Mechanical equipment that is not located along an alley, with the exception of gas meters servicing retail spaces, shall be fully screened from view* ~~that is visible from the street shall be enclosed by a screening device~~ or located *entirely* within *a* building. *Retail gas meters shall be located in a manner to reduce their visual impact (i.e setback from the building façade, screened by landscaping, etc.)* Backflow preventers and free standpipes, along with utility box transformers shall be screened. ~~3. Screening Design.~~ *All screening devices shall be compatible with the architecture, materials and colors of adjacent buildings.*
- 4.5.17.A.6 - *Trash Location and Capacity. Trash enclosures shall be located inside of a building in a room sized to adequately accommodate recycling bins and future composting needs. Trash enclosures shall be sized to accommodate a week's worth of refuse. If space exists outside of pedestrian and vehicular travel paths, staff will consider locating dumpsters along an alleyways.*
- 4.5.17.A.7 – *Trash enclosure Screening. All trash enclosures shall be fully screened from all rights-of-way (including alleys) in a manner that is aesthetically compatible with building architecture. Enclosures shall be a minimum of six feet high and shall be enclosed by an opaque door.*
- 4.5.17.A.8 - *Recycling Chutes. All multifamily buildings shall have chutes that allow residents to dispose of recycling from each habitable floor.*
- 4.5.17.A.9 - *Roof Drains. Roof drains shall not drain across public sidewalks or alleyways due to increased risk of ice formation. Drains may tie into the storm sewer system or drain through an approved LID (low-impact design).*
- 4.5.17.A.10 - *Rooftop Equipment. Roof-vent penetrations and mechanical equipment, excluding wireless communication facilities, must be located at least ten feet from any exterior building face. Rooftop mechanical equipment must be screened from view from all adjacent streets (based on an eye level perspective taken from the far edge of the right-of-way opposite the building). At Staff's discretion, a sight-line analysis may be required.*
- 4.5.17.A.11 - *Parking Deck Drainage. All parking decks must drain to the storm sewer system.*
- 4.5.17.A.12 - *Grease Handling. Grease interceptors shall be located on private property in locations where the impact of odors is minimized. Grease interceptors shall be sized per City Standards and Specifications and shall be located to provide for adequate cleaning on a monthly basis. Adequate space for waste grease storage shall be provided with sufficient capacity to meet needs of anticipated tenant mix. Grease interceptors shall vent to the roof of the building directed away from the street to reduce impacts from odors.*
- 4.5.17.A.13 - *Sand-oil Separators. Sand-oil separators are required for underground garages.*
- 4.5.17.A.4 [deleted, included in items above] - ~~Trash Enclosures. Walls Required. Trash areas that are visible from public streets or other properties shall be enclosed by masonry walls. Entrances shall be enclosed by an opaque metal door.~~
- 4.5.17.A.5 [deleted, included in items above] - ~~Trash Enclosure Dimensions. Trash enclosure walls shall be six feet high.~~
- 4.5.17.B - *Guidelines*
- 4.5.17.B.1 - *Private Utility Service Lines. Private utility service lines should be located to avoid running under alleys. Lines should be run from public mains directly into buildings. Lines should connect to public mains at 90-degree angles.*
- 4.5.17.B.2 - *Public Utility Box Location. City staff shall coordinate the location of all public utility boxes (traffic signal boxes, transformers, etc.) to minimize negative impacts on the public realm and overall streetscape environment.*
- 4.5.17.B.3 - *Live/Work Compatibility. In cases where residential or live/work units are envisioned as transitioning to commercial uses, the design of utility rooms shall be coordinated with City staff to reduce barriers to conversion in the future.*

- 4.5.17.B.4 - *Fire Department Connection (FDC) Location. Locate FDCs on alley facades near corners where possible. If located on a storefront, the FDC should be located to minimize impacts on façade architecture. Freestanding FDCs are not permitted.*
- 4.5.17.B.5 - *Emergency Generators. Emergency generators are encouraged to burn natural gas to limit impacts on air quality. They should be located within the building footprint and screened in a manner that is aesthetically compatible with building architecture and meets all requirements for adequate ventilation. Noise dampening may be required.*
- 4.5.17.B.6 – *Trash Enclosure Location. Trash* enclosures ~~and retail loading areas~~ should be sited to minimize nuisance to adjacent properties. The location of trash enclosures should be easily accessible for trash collection and should not impede general site circulation patterns during loading operations.
- 4.5.17.B.7 – *Trash Enclosure Screening.* ~~Trash~~ *Trash* and storage enclosures should be architecturally compatible with the project design and incorporated into service areas within buildings, wherever possible. Landscaping should be provided adjacent to ~~the~~ *trash and storage enclosures* to screen them and deter graffiti.
- 4.5.17.B.8 – *Downspouts. The number of downspouts should be minimized to reduce aesthetic clutter and should be located away from public view.* Gutters and downspouts should be made of galvanized steel, copper (not copper coated), or aluminum.
- 4.5.17.B.9 – *Venting.* Mechanical equipment should vent to an alley *or roof* wherever possible.
- 4.5.18 [New] - *Wireless Communication Facilities (WCFs)*
- 4.5.18 - *Section 11-4-11(G)(3)(a) of the Westminster Municipal Code is not applicable within the Downtown Plan Area. All Wireless Communication Facilities (WCFs) shall conform to the regulations set forth in Section 11-16-5 of the City of Westminster Municipal Code (WMC) except for the Design Standards established within Chapter 4 of the Specific Plan.*
- 4.5.18 - *Standards*
- *4.5.18.A.1 - Location. All WCFs are required to be roof mounted. Fee standing poles or towers are not permitted (except for small cell poles located within the public right-of-way). No WCFs are allowed to be affixed to building facades or parapets. WCFs shall be collocated wherever practical.*
- *4.5.18.A.2 - Design. WCFs shall be screened to their full height on all sides. Screening must be designed to look like an integrated part of the building with all exposed surfaces finished to match the design/finish/color of the surrounding building elements. At the Planning Manager's discretion, screening may be allowed to not fully surround the WCFs if they will not be visible from surrounding rights of way and will not substantially impact views from private property (e.g. such as when WCFs are located on the corner of a building with a large rooftop area).*
- *4.5.18.A.3 - Height. Maximum height of any equipment or associated screening shall not exceed 10 feet as measured from the roof surface where the equipment is located.*
- *4.5.18.A.4 - Ground Mounted Accessory Equipment. Ground mounted accessory equipment is prohibited where ground floor retail is either encouraged or required (see Figure 2-2) and is otherwise strongly discouraged. However, if such equipment is absolutely necessary for roof mounted equipment to operate it shall be located completely inside of a building near other service functions or along an alley on private property. The maximum height of ground mounted equipment shall not exceed 10 feet and must be fully screened from view. Screening must be designed to look like an integrated part of the building with all exposed surfaces finished to match the design/finish/color of the surrounding building elements. If back-up generators or other equipment will potentially generate noise, the enclosure shall be constructed of a masonry material such as concrete, cinder block, or CMU, and then clad as previously described. Equipment shall be designed to accommodate collocation to reduce site impacts.*
- 4.6 *Vehicle* Parking and Loading ~~Design~~ Standards
- 4.6.1.1 –Surface parking lots are *only* ~~not~~ permitted ~~except~~ *to serve retail uses and* as temporary parking lots (see Section 4.6.5 below)."

- 4.6.3.2 [New] – *Up to five percent of all required on-site parking spaces may be compact spaces if they are leased to designated users with compact vehicles. Such spaces shall be a minimum of 8-feet wide and 16-feet deep and signed as compact spaces.*
- 4.6.4 – Parking *Structures* ~~Design~~
- 4.6.4.1 - ~~Bike parking,~~ *Parking for* car-share, *e-scooters* and other alternative ride vehicles shall be given priority placement within parking structures *such as on the ground level, near vehicular entrances, and/or near pedestrian access points and stairwells.*
- 4.6.4.2 [New] - *All parking structure exits shall maintain a clear 10-foot sight triangle to protect pedestrians from exiting vehicles. The triangle is placed with one point aligned with the driver's position. The opposite far edge of the triangle is then placed flush with the edge of the pedestrian pathway.*
- 4.6.4.3 [New] - *Pedestrian crossing signage shall be placed at all garage structure exits along with a stop bar set back from the edge of the pedestrian pathway.*
- 4.6.4.4 [New] - *All public parking structures shall provide EV charging stations for 5% of the total parking spaces provided.*
- 4.6.5.2 – Temporary parking lots fronting Westminster Boulevard~~,~~ or Eaton Street~~, or Central Avenue~~ shall provide a ~~20-foot~~ *10-foot* deep landscape buffer at blockfronts facing any of these streets.
- 4.6.6.2 [New] – *Where a driveway intersects a sidewalk, the streetscape design shall extend across the driveway. Driveway slope must be entirely accommodated within the sidewalk amenity area. (refer to Streetscape Construction Drawings Addendum).*
- 4.6.7.3 [New] - *Multifamily residential projects over 100 units shall designate space for moving truck loading and unloading.*
- 4.6.8.1 – The minimum number of *vehicle* parking spaces…
- Table 4.6.8.1 – Office, ~~commercial,~~ business, *retail, eating and drinking establishments*, and similar uses
- Table 4.6.8.1 – Added "GFA" to office, commercial, business parking stall requirement
- Table 4.6.8.1 – Added "hotel" to list along with residential
- Table 4.6.8.1 –Parking stall requirement: residential, hotel: ~~1.25~~ *1.0* per dwelling unit
- 4.6.8.2 [New] - *A shared parking agreement may allow for a maximum 20 percent maximum reduction in parking requirements in accordance with W.M.C 11-7-4(A)(8).*
- 4.6.8.4 - …met off-site by public parking through ~~purchase of Parking Space Equivalents~~ *parking license agreements*.
- 4.6.8.5 [New] – *The cost to rent a parking space may be separated from the cost to rent an apartment, or "unbundled," for multifamily projects.*
- 4.6.8.6 [New] – *Multifamily residential and commercial buildings shall install Level 2 electric vehicle charging for a minimum of 2% of the provided parking stalls (minimum one dual-ported charging station)*
- 4.6.8.7 [New] - *Multifamily residential and commercial garages shall provide conduit and electrical infrastructure for the future addition of EV charging stations totaling 5% of the total parking stalls provided. Additional conduit is highly encouraged."*
- 4.6.8.8 [New] - *Any building over 100,000sf GFA shall provide conduit connecting the building's electrical transformer to a pair of on-street parking spaces to facilitate the installation of a Level 2 dual-ported electric vehicle charger. City staff will provide construction details and placement guidance.*
- 4.7 [New] - *Bicycle Standards*
- 4.7 - *The following parking standards shall apply to all parking provided in the Plan area.*
- 4.7.1 [New] – *The minimum number of bicycle parking spaces required shall be determined by the following table:*
- Table 4.7.1.1 [New] - *Required Parking/Parking Space Requirement (% long-term/% short-term) *See notes below*
    - *Office, businesses, retail, and similar - 1 space / 7,500 SF GFA (60/40)*
    - *Eating and drinking establishments - 1 space / 3,500 SF GFA (0/100)*
    - *Residential - 1 space / 2 units (80/20)*

    - *Hotel - 1 space / 7,500 SF GFA (60/40)*
- 4.7.1 [Sub-bullet] - *Long-Term Bicycle Parking. Long-term bicycle parking offers a secure and weather protected place to park bicycles for employees, residents, commuters, and other visitors who generally stay at a site for several hours. 5% of long-term bicycle parking spaces must be designed to accommodate "oversize bicycles" or bicycles with attached trailers.*
- 4.7.1 [Sub-bullet] - *Short-Term Bicycle Parking. Short-term bicycle parking is intended to offer a convenient and accessible area to park bicycles for customers and other visitors. Short-term bicycle parking may be provided onsite, or offsite inside of adjacent streetscape right-of-way through a "streetscape construction reimbursement" coordinated with city staff.*
- 4.7.2 [New] – *All office buildings over 150,000 square feet of gross floor area shall provide adequate showering facilities to accommodate commuter needs.*
- 4.~~7~~8.2 – Relationship to the Westminster Municipal Code
- ~~All signs shall comply with the W.M.C. Title XI, Chapter 11: Sign Regulations except for signs permitted within the boundaries of the special sign district as described below.~~
- This Plan recognizes that the urban environment envisioned for new downtown is unique with*in* the context of Westminster. In order to accommodate signs that are not appropriate for Westminster as a whole, but may be appropriate for portions of the new downtown*,* this Plan provides *special* provisions for ~~a special sign district~~ *signs within the Plan area*.
- ~~The special sign district allows specific~~ Signage *is allowed in the Plan area that is* otherwise prohibited in the W.M.C. Title XI, Chapter 11 ~~and prohibits signs otherwise allowed~~. These special allowances, restrictions and supplemental regulations are defined ~~below~~ *in this section*. All provisions of the W.M.C. Title XI, Chapter 11 not specifically mentioned or differentiated in this section shall remain in effect.
- ~~A. Additional Permitted Signs in the Special Sign District~~
  ~~Within the boundaries of the special sign district the following signs shall be permitted:~~
    - ~~Projecting blade signs projecting no more than four feet from the building face.~~
    - ~~Awning signs printed on or mounted to building awnings. Awning signage shall be counted towards the total allowable signage area.~~
    - ~~Portable signs no more than 48 inches in height. These signs shall be not hand-held, have no permanent attachments and not be located in planter beds.~~
    - ~~Exposed neon wall signs. Neon signs must comply with the wall sign regulations detailed in Section 4.7.4 A.~~
    - ~~Pedestrian scale electronic signs for public purposes only. The maximum size of an electronic sign shall not exceed two feet by four feet. The intensity of illumination shall not exceed on-street pedestrian light levels.~~
    - ~~String lights used for public or commercial purposes.~~
    - ~~Back-lit awnings with low levels of illumination.~~
- ~~B. Prohibited Signs & Compliance~~
    - ~~Monument signs are not permitted within the Plan area boundary.~~
    - ~~Signs designed to be primarily viewed from the highway are prohibited (excluding wall signs)~~
- ~~Directional/informational sign controls will be developed as part of the Wayfinding Master Plan and are not subject to the restrictions detailed in W.M.C. 11-11-11-7(C).~~
- 4.~~7.4~~8.3 Supplemental Regulations
- The following additional regulations and allowances apply to signs within the ~~Special Sign District~~. *Plan Area.*
- 4.8.3.A. - Wall Signs
    - *4.8.3.A.1 - Signs applied to a panel or box may not exceed 10% of wall area. See W.M.C 11-11-10 (B) for additional regulations.*
    - *4.8.3.A.2 - Channel letters or signs painted on the wall surface may not exceed 15% of wall area. See W.M.C 11-11-10 (B) for additional regulations.*
- *4.8.3.B - Projecting Signs*

    - *4.8.3.B.1 - Signs may not be located at any height above the top of the fourth-floor plate. See W.M.C 11-11-10 (D) for additional regulations.*
    - *4.8.3.B.2 - Signs above the second-floor plate may not exceed 48 square feet. See W.M.C 11-11-10 (D) for additional regulations.*
- ~~The following additional regulations and allowances apply to signs within the Special Sign District.~~
- ~~A. Wall Signs~~
- ~~1. All signs must be comprised of individual channel letters with the exception of cabinet-stylelogos which are not to exceed nine square feet. Combinations of individual letters, cabinet logos, and taglines are permitted. The tagline must be secondary to the main sign. The height of the tagline may not exceed one quarter of the height of the individual letter sign.~~
- ~~2. Limitation in Number. One sign per street frontage not to exceed two frontages~~
- ~~3. Maximum Area. The greater of 30 square feet or two square feet of sign area for each lineal foot of building or tenant frontage, not to exceed 300 square feet in area. This criteria shall not apply to signs for individual tenants in buildings that are primarily multi-tenant office buildings.~~
- ~~4. Restrictions, Additions, Clarifications and Exceptions. Pendant fixtures may be used for direct illumination of signs. The following restrictions, additions, clarifications and exceptions as listed in the W.M.C.~~
- ~~Title XI, Chapter 11 do not apply: 11-11-7-(B)(7)g,h,i,k,l~~
- ~~B. Second-Floor Tenants~~
- ~~1. Limitation in Number. One projecting blade sign is permitted for each second-floor tenant.~~
- ~~2. Restrictions, Additions, Clarifications and Exceptions. Blade signs located on the second-foor must project off the building at a 90-degree angle.~~
- ~~C. Residential Signage.~~
- ~~1. Limitation in Number. One non-illuminated identification sign located above the building entrance is permitted for residential complexes.~~
- ~~2. Maximum Area. Identification signs may not exceed 40 square feet in area.~~
- ~~3. Restrictions, Additions, Clarifications and Exceptions. The sign may not project above the roof line of the building to which the sign is attached.~~
- 4.8.4 – *Downtown* Sign Guidelines
- The following guidelines *are general and advisory and* supplement the provisions of W.M.C. Chapter 11 and ~~the Downtown Specific Plan Sign District, and~~ relate specifically to the downtown *Plan* area.

Chapter 5

- Updated footer – Downtown *Westminster* Specific Plan
- Changed updated date to date of adoption
- 5.1 – Overall *Greenspace & Public Art* Design Intent
- 5.1 [New policy objective] #7 – *Design and operate public spaces in a manner that minimizes water use and impacts on the natural environment through sustainable practices.*

Chapter 6

- 6.1 PLAN IMPLEMENTATION – section moved to Chapter 1
- 6.2 RELATIONSHIP TO OTHER PLANS – section moved to Chapter 1
- 6.3 DEVELOPMENT PROCESS – section moved to Chapter 1
- 6.4 IMPLEMENTATION MEASURES – deleted from Plan
- 6.5 IMPLEMENTATION PROGRAM – deleted from Plan
    - Table 6.5.1 Implementation Program – deleted from Plan

Chapter ~~7~~ *6* – Glossary of Terms

- Sign - ~~Any display board, wall, object, or any other material or medium used to announce, declare, demonstrate, display or otherwise present a message and attract the attention of the public. See Westminster Municipal Code.~~ *Any object, device, flag, display, structure, or part thereof, situated outdoors or indoors, that is used to advertise, identify, display, direct, or attract attention to an object, person, institution, organization, business, product, service, event, or location by any means, including, but not limited to, words, letters, figures, designs, symbols, fixtures, colors, illumination, or projected images. A 'sign' includes the sign structure.*

ATTACHMENT 3

WESTMINSTER
COLORADO

Downtown Westminster Specific Plan Amendment

Owner Outreach Presentation

Nathan Lawrence, Senior Planner

John Burke, Capital Projects Administrator

Amendment Overview

- City staff-initiated
- Outreach to property owners for input
- Changes based on lessons-learned
- Goals:
  - Easier to use
  - Less burdensome
  - High-quality projects

Rendering of Central Square

Plan Boundary

- Amendment applies to Plan Area Boundary
- Mostly impacts future development
- Some impacts on existing development

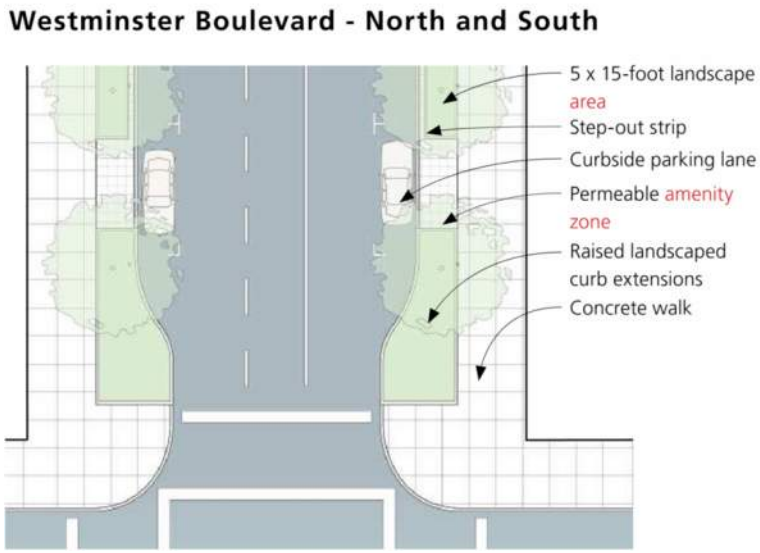
Subtitle

Plan Update Overview

- General Clean-up
- Planning Manager Authority
- Land Use & Floor Area Ratio
- Development Capacity
- Built Form Regulation
- Building Design
- Site Grading
- Outdoor Dining
- Sustainability
- Streetscape
- Service Area and Utilities
- Wireless Comm. Facilities
- Signage

General Clean-up & Planning Manager Authority

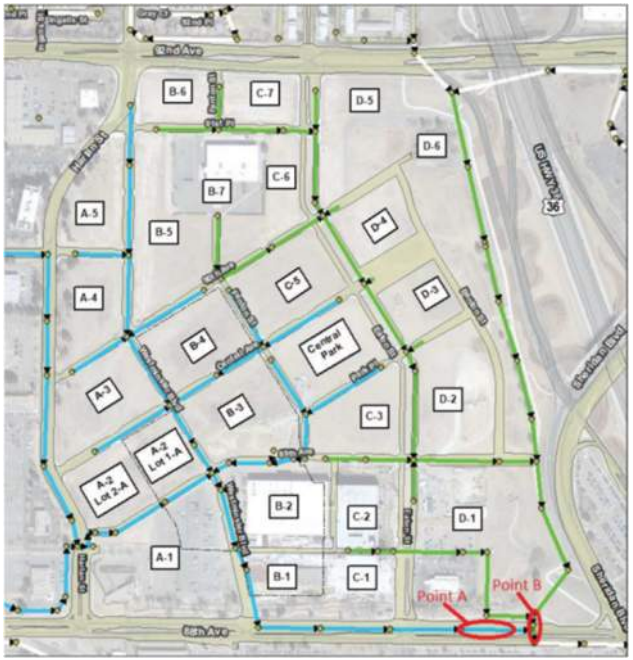
- Simple fixes to typos, inconsistencies, naming conventions, etc.
- Administrative Variance allowance increased from 10% to 20%
- Clarifications to Planning Manager authority



Street cross-section text edited for clarification

Land Use, Floor Area Ratio, Development Capacity

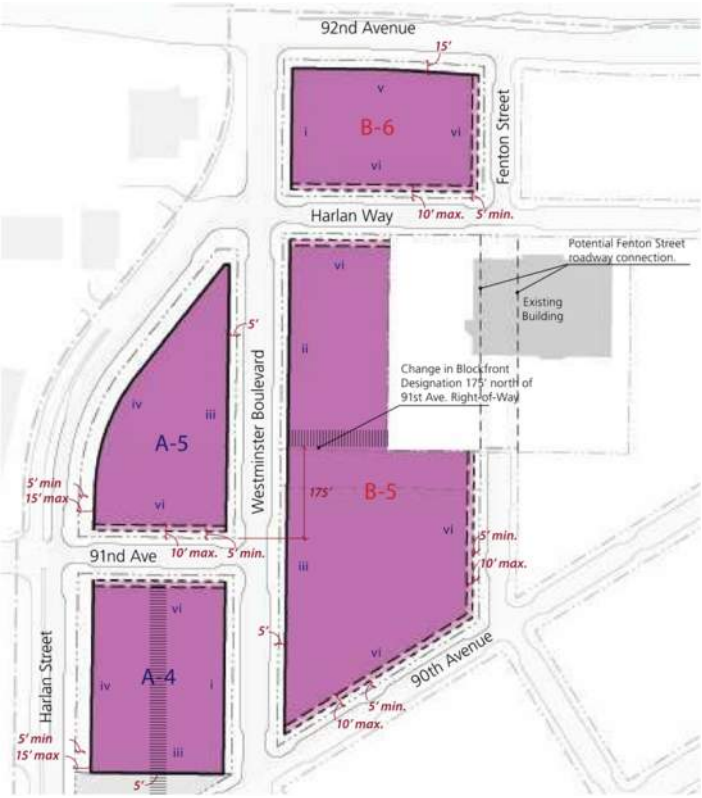
- Updated land use terminology
- Stricter requirements for allowance of some land uses
- Increase of minimum FAR for mixed use and office development



Sewer infrastructure map

Built Form & Building Design

- Modification of form and design standards based on lessons learned
- Document organization streamlined for ease of use
- Simplification of requirements for ease of use calculations



Block development diagram with revised setbacks

Site Grading, Streetscape, Outdoor Dining

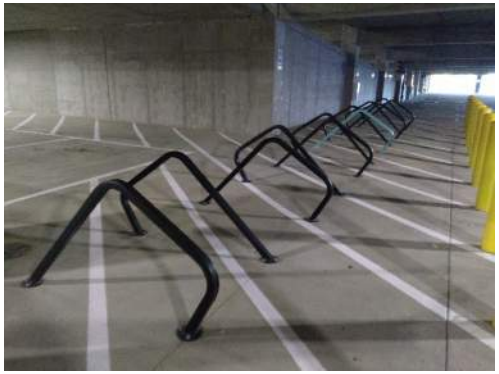
- Changes to streetscape grading requirements
- Clarifications of streetscape design pallets
- Outdoor dining allowed on all street types

Westminster Blvd Streetscape at the Ascent project

Mobility & Sustainability

- Informational updates on existing transit service options
- Bicycle parking requirements
- Safety standards related to design of vehicle parking areas
- Requirements for EV parking, recycling, WaterSense fixtures, etc.

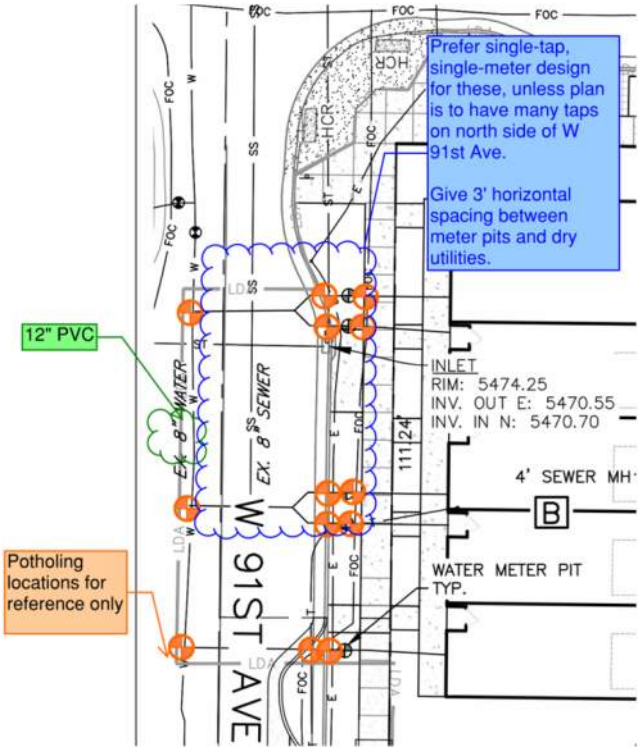
Residential long-term bicycle racks



Bicycle parking in the C-2 public parking structure

Service Areas, Utilities, & Wireless Communication Facilities

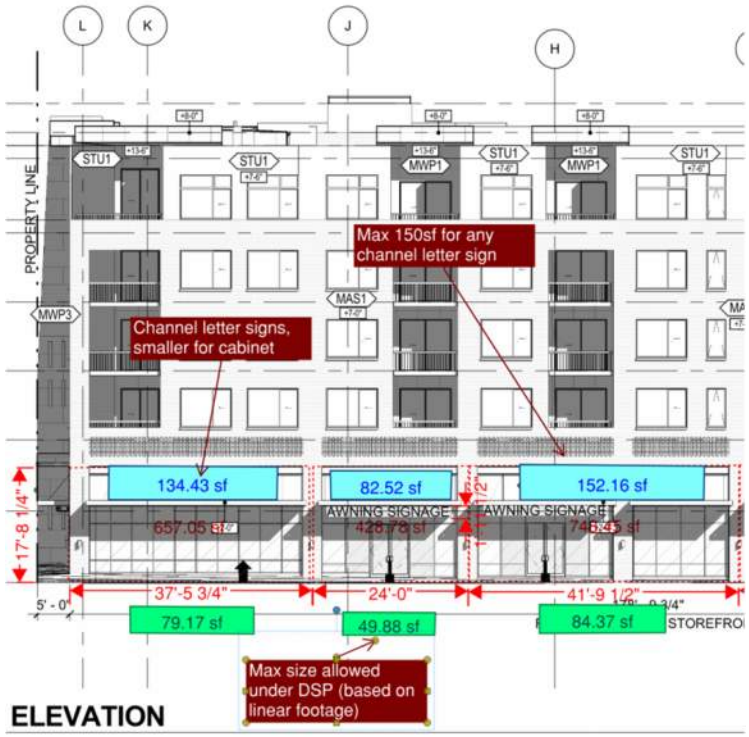
- New standards and guidelines based on lessons learned
- Direction on location of curb stops, FDC connections, grease traps, etc.
- Updated screening regulations for trash, service, and mechanical areas
- Regulations governing Wireless Communication Facilities



Utility plan redlines from Block A-4 East project

Signage

- Elimination of Downtown “Special Sign District”
- Replacement of Downtown-specific sign regulations with updated Westminster Municipal Code
- Revised regulations for wall and projecting signage



Wall signage study of Aspire project

Public Hearing Schedule

- Planning Commission - 10/26
- City Council - 11/22 (1st reading)
- City Council - 12/13 (2nd reading)

- Follow-up Items:
  - Amendment overview
  - List of edits for owners
  - Complete redlined plan
  - Complete list of edits

Artist's rendering of Westminster Boulevard at 88th Avenue.

ATTACHMENT 4

CITY OF WESTMINSTER

DOWNTOWN WESTMINSTER SPECIFIC PLAN AMENDMENT

Detailed List of Proposed Changes Pertinent to Existing Property Owners

Note: ~~Strikethrough~~ text is intended to be replaced by new, *italicized* text

- Table 2.3.1.1- Residential [Land] Uses
  - **Summary/Main Takeaway**: The three uses listed above now require Planning Commission approval to be a permitted land use.
  - Boarding & Rooming Houses – Land use changed from "P" Permitted to "S" Special uses, which are only allowed if granted a Special Use Permit under W.M.C Section 11-4-8
  - Nursing Homes/Facilities– Land use changed from "P" Permitted to "S" Special uses, which are only allowed if granted a Special Use Permit under W.M.C Section 11-4-8
  - Group Homes – Land use changed from "C" Conditional to "S" Special uses, which are only allowed if granted a Special Use Permit under W.M.C Section 11-4-8
- Table 2.3.1.1- Business and Commercial [Land] Uses
  - **Summary/Main Takeaway:** Dated terminology has been updated, specific uses now have to receive approval from Planning Commission to be allowed as a permitted land use
  - "Automobile *Parts and* Accessories Store"
  - "Automotive Rental Office…limited to 1 office *in Plan area*"
  - "Beauty Supply Sales*/Cosmetics*"
  - Consignment Shop (under 3,000 sf gross floor area) – Land use changed from "P" Permitted, to "S" Special Use, which are only allowed if granted a Special Use Permit under W.M.C Section 11-4-8
  - "Lawn & Garden Store *(under 3,000 sf gross floor area)"*
  - "Liquor*/Wine* Store"
  - Thrift Store (under 5,000 sf gross floor area) – Land use changed from "C" Conditional to "S" Special Use, which are only allowed if granted a Special Use Permit under W.M.C Section 11-4-8
- 2.4.1 – Floor Area Ratio Calculation
  - **Summary/Main Takeaway:** Minimum FAR requirements have been increased for mixed use and single-use office developments to ensure execution of the plan vision. All existing mixed use developments in the Downtown have exceed a 2.2 FAR.
  - Within the Plan area, the minimum FAR for ~~non-residential~~ *commercial development shall be 0.75, 1.5 for* mixed-use developments, and *1.5 for non mixed-use office developments* on any one site ~~shall be 0.75~~. *Where a mixed-use development includes a residential component, the residential area shall be included in the FAR calculation.*
- 2.4.2 Maximum ~~Residential~~ Development Capacity
  - **Summary/Main Takeaway:** Maximum development capacity essentially equates to the total amount of development allowed inside the Downtown Specific Plan boundary. Instead of restricting development using service commitments based on water usage, as was done previously, development capacity will be restricted by the existing sewer infrastructure which was built to accommodate the full build-out of the Downtown as originally envisioned. The overall development density in the Downtown would remain the same with this change.

- ~~The Specific Plan limits the total number of residential development that can be achieved in downtown. This limitation ensures that the anticipated water use of future development in the downtown is in balance with water re source availability and infrastructure capacity of the City.~~
  ~~The total number of residential dwelling units within the Plan area shall not exceed the water availability for the site. Water availability is based on service commitments. One service commitment is equivalent to 140,000 gallons of water use per year, which is based on one single family detached home. Service commitments are calculated and issued based on the dwelling unit type, as specified in Table 2.4.1.1. Total residential development in the Plan area shall not exceed 1,350 service commitments. Once all 1,350 residential service commitments are issued, no additional residential development will be permitted and the residential development capacity on each block will become zero dwelling units per acre.~~
  ~~Should residential dwelling units be demolished and not replaced as part of a new development on the same site, the unused service commitments will be returned to the overall residential development water availability. The service commitments will then be available for development on any site on a first-come, first-served basis. The Specific Plan limits the total amount of development that can be achieved in Downtown. This limitation ensures that the planned development is controlled by and is cognizant of the capacity of the existing installed sanitary sewer collection system and anticipated water use.~~
- *The Specific Plan limits the total amount of development that can be achieved in Downtown. This limitation ensures that the planned development is controlled by and is cognizant of the capacity of the existing installed sanitary sewer collection system and anticipated water use.*
  A sewer collection system analysis was completed by the City's Utility Engineering Division that breaks the downtown into two areas: west and east. The west area is limited to 1497 gallons per minute (gpm) of total peak sanitary sewer flow at Point A and the east area is limited to 2965 gpm of total peak sanitary sewer flow at Point B as shown in Figure 2-3. These numbers are inclusive of the areas upstream of the Downtown area. Total development cannot exceed these flows. Once met, no additional development will be permitted. These flowrates can accommodate the development identified in this Specific Plan. However, once the west sewer area is built-out to this maximum planned level, there will likely not be remaining sewer availability for increased sewer demand from redevelopment of the area west of Harlan Street unless major infrastructure work is completed in 88th Avenue.
  There is sufficient water supply available for the downtown area for the current planned development. Changes to current planned development, particularly if those changes would cause an exceedance of the current wastewater infrastructure, could cause a water supply shortfall. Changes to the downtown beyond what is currently planned must be evaluated for water supply availability in addition to wastewater infrastructure analysis.

- 3.4 – Various street types – *Front setbacks at ground-floor residential uses shall be paved or landscaped in a manner that is complimentary to the design of the public sidewalk and in conformance with the frontage type standards of Section 4.4.*
  - **Summary/Main Takeaway:** Development of front yard setbacks along primary corridors will be required to be coordinated with City streetscape design.
- 3.4 – Various street types - *Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining may be located within the public right-of-way subject to review by City Staff and applicable accessibility requirements. See Section 3.5.5 for outdoor dining guidelines.*
  - **Summary/Main Takeaway:** Outdoor dining will now be allowed on all street types, letting the market determine appropriateness. All street types have been designed to be appropriate for outdoor dining.
- 3.4 – Eaton Street, Local Streets, Benton Street, Harlan Street, 88th Avenue, 92nd Avenue, Central Avenue – Landscaping inside of private setback area. *No rock smaller than 2-4-inch cobble is permitted within 6-inches of a public sidewalk. If wood mulch is desired, only shredded cedar mulch will be allowed.*

- **Summary/Main Takeaway:** Rock smaller than 2-4 inches is hazardous to cyclists and pedestrians as it is easily knocked into the sidewalk/roadway and mulch "chips" are prone to floating away with rainfall. These changes will ensure the maintenance of a quality pedestrian realm.

- 3.5.5.2 - ~~Furniture should be of durable materials that withstand the effects of weathering. Powder-coated or vinyl-coated metal furniture is encouraged; the use of light-weight plastics and wood (other than teak) are not permitted~~ *Quality. All outdoor furniture must be high quality in construction and composed of durable materials such as metal, wood or wood composite. Plastic furniture is not permitted. Planters, fixtures and other outdoor decor must be high quality in construction and composed of durable materials such as metal, wood, wood composite, concrete, or stone. Plastic or plastic composite planters are not permitted.*
    - **Summary/Main Takeaway:** More detail has been added to ensure that high quality outdoor furnishing are provided consistently across the Downtown.
- 3.5.5 – Outdoor Furniture, Fixtures, and Decor Standards – "*Location. Furniture, fixtures, planters or other outdoor decor shall not be located within, hang into, or otherwise intrude into the right-of-way unless specifically allowed in this Plan."*
    - **Summary/Main Takeaway:** Ensures that outdoor seating areas, planters, etc. do not intrude into the ROW blocking pedestrian and ADA passage unless allowed on certain streets with wider sidewalks.
- 4.2 –Changes to various block development standards including building setback requirements, frontage occupancy requirements, and frontage type allowances (see draft plan).
    - **Summary/Main Takeaway:** Various built form requirements have been tweaked to align with existing and upcoming developments that were granted exceptions from regulations in order to produce outcomes that still align with the Downtown vision. The Downtown vision is constantly evolving with input from city staff and the development community. Note: Any changes to architectural site or building regulations will not be enforced retroactively. Meaning, existing structures will not be required to comply with any regulations that are changed by this update. By and large, architectural regulations have been loosened in places that were found to be too restrictive.
- 4.3 – Changes to various building massing, articulation, and other architectural requirements for various building types (see draft plan for details).
    - **Summary/Main Takeaway:** Changes have been made to ensure the high level of quality delivered with first phase of development is consistent moving forward for future developments—across all building types.
- 4.3 – Outdoor space requirements have been reduced for all building types to fit with the Downtown vision of an urban development
    - **Summary/Main Takeaway:** Through the first phase of development, it was realized that a high-quality urban development can be produced with reduced requirements for outdoor space—ensuring the a dense, walkable environment is created. The Downtown vision articulates an abundance of public spaces, some of which have already been constructed and are in use today.
- 4.5 – Addition of various site grading requirements impacting streetscape and private setback areas.
    - **Summary/Main Takeaway:** Lessons learned with the first phase of development have been enshrined in the plan update to ensure a quality pedestrian experience and bolster retail success.
- 4.5.8.5 – *"All landscaping should use WaterSense-labeled products or an approved equivalent."*
    - **Summary/Main Takeaway:** Modernizing Downtown Specific Plan to be in line with City-wide standards.
- 4.5.8.10 – *"No gravel smaller than 1½ inch diameter shall be permitted adjacent to public rights-of-way."*
    - **Summary/Main Takeaway:** In private park spaces, smaller rocks are hazardous to cyclists and pedestrians as it is easily knocked into the sidewalk.
- 4.5.14.B.1 – "*Lighting intensity should not exceed 6.0 foot-candles at entrances and should average 1.0 across the rest of the site."*
    - **Summary/Main Takeaway:** Based on lessons learned, site lighting brighter than these levels is unnecessary and degrades the quality of the urban realm. Setting a standard helps maintain consistency across the Downtown where light spill from adjacent properties is expected.

- 4.5.16 – Sustainable building requirements:
    - **<u>Summary/Main Takeaway:</u>** Edits to bring the Downtown Plan into alignment with the City's sustainability initiatives while still allowing for development flexibility.
    - *All new development shall achieve LEED Silver certification, better, or a similar equivalent.*
    - *All buildings shall use WaterSense products or an approved equivalent.*
    - *Buildings should strive to attain the greatest number of LEED energy performance points possible.*
    - *Buildings should evaluate the installation of rooftop solar and should be solar-ready if solar is not part of the original design.*
    - *Residential buildings should evaluate the adoption of the US Department of Energy Zero Energy Ready Home National Program Requirements.*
- 4.5.17 – Updated utility service requirements related to water and sewer connections, curb stop locations, utility and mechanical locations, screening of equipment, trash and service areas and rooftop equipment, etc. (see draft plan)
    - **<u>Summary/Main Takeaway:</u>** These updates incorporate best practices gleaned from first phase of development. These new standards and guidelines establish expectations in regards to the application of city code requirements and best practices in the Downtown, creating ease of maintenance for city staff and reducing the need for plan revision and potential construction delays.
- 4.5.18 – Wireless Communication Facilities – Addition of regulations governing location, design, height, etc. (see draft plan)
    - **<u>Summary/Main Takeaway:</u>** With the rise of 4G wireless communication facilities, the City has developed a set of design standards to prevent the degradation of the Downtown urban aesthetic.
- 4.6.3.2 – Allowance of compact parking spaces – *Up to five percent of all required on-site parking spaces may be compact spaces if they are leased to designated users with compact vehicles. Such spaces shall be a minimum of 8-feet wide and 16-feet deep and signed as compact spaces.*
    - **<u>Summary/Main Takeaway:</u>** Given the desires expressed by our development partners, this accommodation of compact parking spaces allows for additional flexibility in parking design.
- 4.6.4 – Parking structures – Requirements added for placement of alternative ride vehicles, signage top improve pedestrian safety, and provision of EV charging (see draft plan).
    - **<u>Summary/Main Takeaway:</u>** These new items better align the plan with other city-wide sustainability efforts and set up the Downtown to be a model for enhanced mobility options.
- 4.6.8 – Parking required – Parking requirements reduced, added allowance for unbundled parking and EV charging requirements.
    - **<u>Summary/Main Takeaway:</u>** These reductions in minimum parking requirements are the result of a City-commissioned parking study and promote alternative mobility options.
- 4.7 – Bicycle standard – Revision of minimum bicycle parking requirements
    - **<u>Summary/Main Takeaway:</u>** These revisions are in keeping with what has been delivered in the first phase of projects and will help bolster bicycle usage in the Downtown. The recommended bicycle parking standards are comparable to those required in Denver and Boulder.
- 4.8 – Sign requirements – elimination of most Downtown-specific sign requirements.
    - **<u>Summary/Main Takeaway:</u>** A recent overhaul to the signage provisions the Westminster Municipal Code have made these requirements redundant and cumbersome to implement. While the new sign code in the WMC was designed with the Downtown in mind, the application of those new standards have revealed the need for minor modifications. The intent is to update the WMC signage code with the few edits still located in the Downtown Plan at a future date, making these revised standards redundant.

ATTACHMENT 5

WESTMINSTER

11-5-20(H). - Standards for Approval of Specific Plans and Specific Plan Amendments:

Prior to the approval of a Specific Plan or Specific Plan Amendment, the City Council shall find all of the following:

(1) The proposed plan or plan amendment is in conformance with the City's Comprehensive Plan and all City policies, standards and sound planning principles and practices.

(2) There is either existing capacity in the City's streets, drainage and utility systems to accommodate the proposed plan or plan amendment, or arrangements have been made to provide such capacity in a manner and timeframe acceptable to City Council.

(3) The proposed plan or amendment is in compliance with all applicable provisions of this Code, including but not limited to this Section 11-5-20.

(4) The proposed plan advances and implements the objectives and policies set forth in Section 11-4-7.5 and the property's associated Focus Area as set forth in the City's Comprehensive Plan.

Source: Westminster Municipal Code City of Westminster, Colorado, September 27, 2021