



8.0

COMMUNITY PLACES

The 2040 Comprehensive Plan identifies key locations where more detailed information and guidance is necessary beyond the citywide goals and policies identified through the other chapters of the Plan. Planning for vibrant centers of activity and new land uses, as well as identifying locations for parks, open spaces, and other amenities supports the *Great Neighborhoods* plan cornerstone. This is done by maintaining existing neighborhoods, preserving open spaces, and focusing investments in locations where infrastructure currently supports or is planned to support anticipated development, such as adjacent to transit stations or in redevelopment areas. This chapter establishes a framework for three different community place types – Focus Areas and Transition Areas.

8.1 FOCUS & TRANSITION AREAS

While the 2040 Comprehensive Plan describes the city's overall intent and vision for the Community Places, more geographic-specific policy and design concepts for each area are needed to ensure compatibility with surrounding areas, respond to future change, and support the vision for a sense of community and belonging.

Focus Areas

Five Focus Areas are identified as areas that have the greatest potential for growth and change in Westminster over the next 20 years and are near major crossroads and transit stations where new development can support placemaking and economic vitality. Since the identification of the Focus Areas in the 2013 Comprehensive Plan, two Specific Area Plans have been adopted. Once a Specific Area Plan is adopted by City Council, it will be incorporated by reference in the Comprehensive Plan and will serve as the primary land use regulation for the area. Until a Specific Area Plan is adopted, the vision and intent described in this chapter will serve as a guide for new development. Goals and policies are established in these separate supporting documents or in other chapters of this Plan.

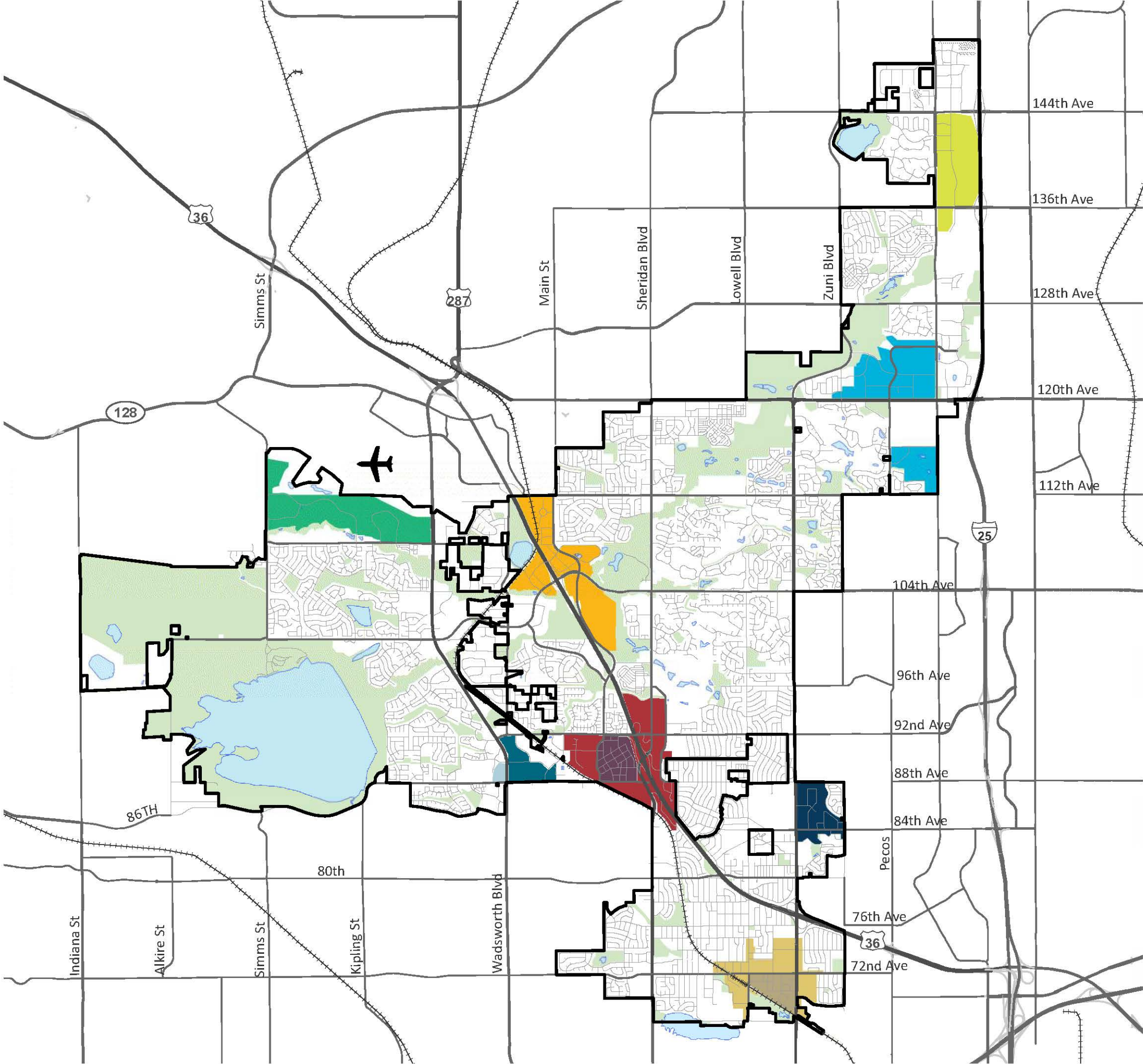
Transition Areas

Since the majority of the city is anticipated to remain stable with incremental development generally in context with the surrounding area, this update to the Comprehensive Plan further identified five Transition Areas where some degree of growth and change is expected from existing conditions, but not at the scale or intensity of the Focus Areas. The Transition Areas are considered important sub-areas that require unique considerations relative to use, site planning, amenities, and preservation of views.

Framework Graphics

This chapter supplements the Land Use Diagram found in Chapter 3 with framework graphics to elaborate upon the goals and policies of other chapters of this Plan. Each framework identifies gateways into the area, key view opportunities, and catalytic sites where future redevelopment may occur due to either vacancies, large amounts of surface parking or land uses that are not anticipated to remain over the 20-year Plan horizon. Major destinations are identified to show uses or buildings that attract visitors from outside of the Focus or Transition Area. The frameworks also identify features in the public realm such as park amenities, transit facilities, and mobility considerations such as street connections and bicycle and pedestrian routes to support circulation within the area and to adjacent neighborhoods. These include existing connections anticipated within existing plans and potential connections to designate additional connections to facilitate the vision of each Focus or Transition Area. A 500-foot buffer is also provided around each framework graphic so as to include consideration for surrounding neighborhoods and the need to ensure appropriate transitions.

Map 8-1. Focus Areas and Transition Areas



Legend

Focus Areas

- Brookhill
- Church Ranch
- Downtown Westminister
- North I-25
- Westminister Station

Transition Areas

- Brookhill Vicinity
- Downtown Westminister Vicinity
- Westminister Station Area Vicinity
- West 120th Avenue Activity Centers
- Westminister Heights
- Westmoor & Vicinity

- Highway
- Major roads
- Local roads
- Railroad
- Water
- Parks and Open Space
- Westminister





8.2 MIXED-USE PLACES

Most of the Focus Areas and several of the Transition Areas are anticipated to incorporate mixed-use elements through infill and redevelopment, with some opportunities for new development on vacant land. The mixed-use elements will vary but may incorporate various types of housing, employment, opportunities for retail and services, civic functions, and other uses that support for the vision for each area.

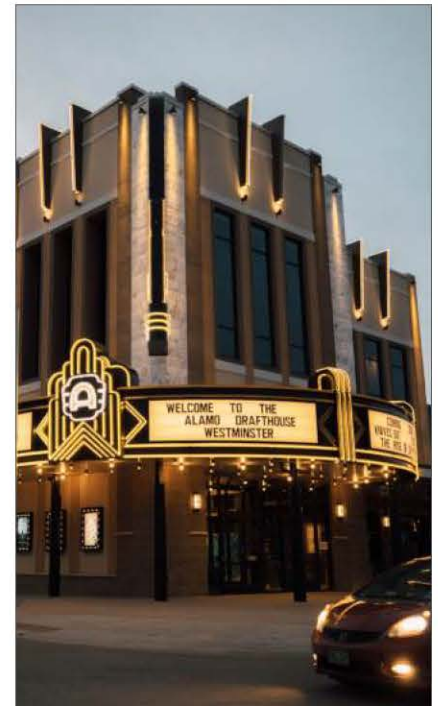
DOWNTOWN FOCUS AREA

The vision for the Downtown Focus Area is detailed in the Downtown Specific Plan.

DOWNTOWN VICINITY TRANSITION AREA

Now: Development is primarily retail, with some office and industrial flex space to the west. A future commuter rail station is planned to the south, across West 88th Avenue. Stable residential development borders the area to the north and east and is not included within either the Focus or Transition Areas. City Hall is less than half a mile to the east of Downtown Westminster on West 92nd Avenue, as is the Westminster Center Park. This convenient access and proximity within the center of the city reinforces the potential of Downtown as the heart of Westminster and primary destination for the surrounding region.

Vision: Downtown Westminster and the timing of the RTD commuter rail extension to West 88th Avenue will be determining factors for land use changes in the area. Premature land use changes could undermine the integrity of the immense public investments in Downtown Westminster, while thoughtful extensions of Downtown Westminster to the south and west would complement Downtown buildout and support the planned commuter rail with transit-oriented development. The Transition Area east of US 36, particularly north of West 92nd Avenue, should be significantly reduced in scale to match the suburban context of adjacent areas east of US 36. Where retail centers are redeveloped, a gridded circulation pattern should be incorporated to support multimodal transportation options by building from existing circulation patterns and facilitating bicycle and pedestrian access. The RTD Sheridan Park-n-Ride—one of the busiest stations within the entire Denver Metro area—is situated immediately to the east of Downtown Westminster at Sheridan Boulevard and West 88th Avenue and is connected directly by a newly constructed bicycle/pedestrian underpass. This supports continued office development in the Sheridan Park area, as well as supporting hospitality uses.



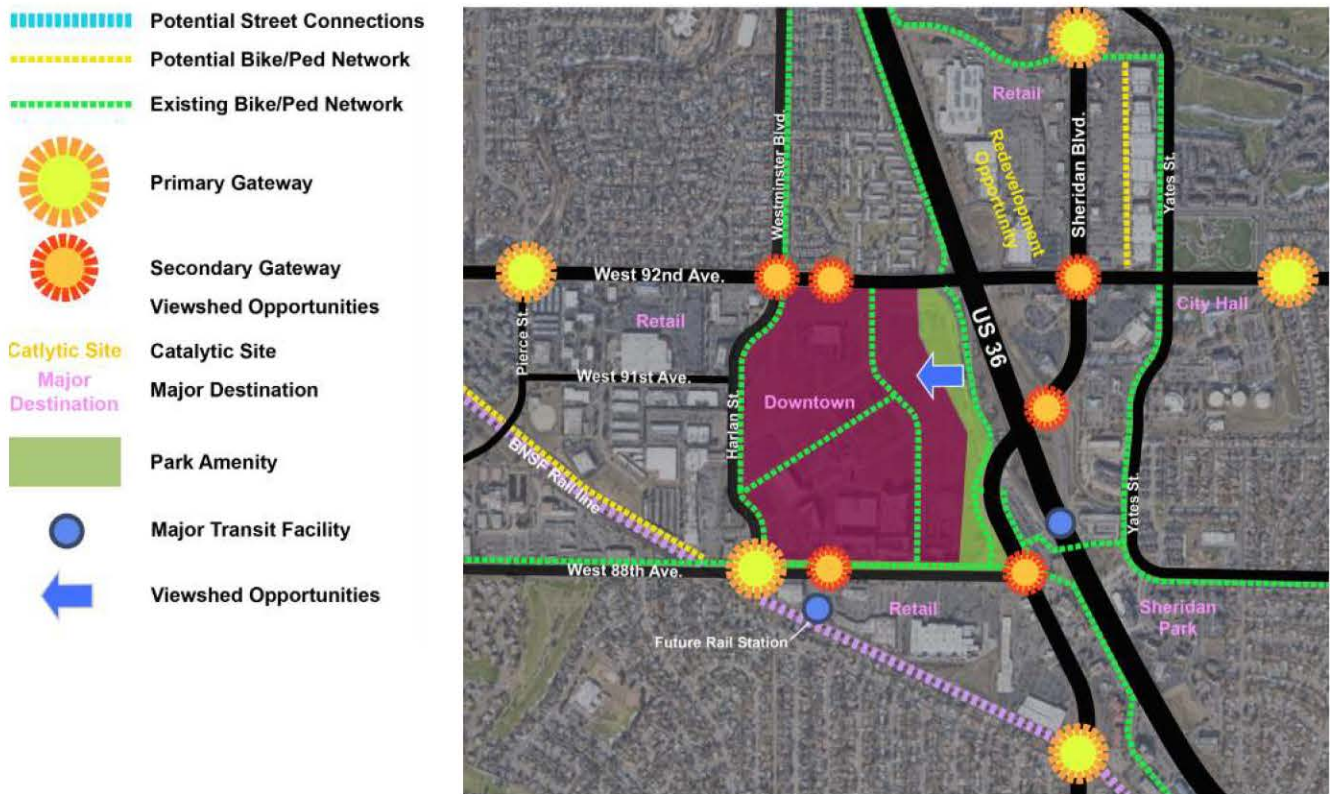


Figure 8-1. Downtown Westminister & Vicinity Framework
 Consult the Downtown Westminister Specific Plan for details within its boundary.



WESTMINSTER STATION FOCUS AREA

The vision for this Focus Area is detailed in the Westminster Station Area Specific Plan.

WESTMINSTER STATION TRANSITION AREA

Now: Westminster's historic neighborhoods surround the Westminster Station Focus Area, including the southern areas of the Harris Park neighborhood. The proximity to US 36 and multimodal connectivity with the B Line/Westminster Station and the Little Dry Creek Trail makes this area attractive for redevelopment. There are substantial amounts of retail along Federal Boulevard, including the Westminster Square and Westminster Plaza shopping centers. There are also a number of unique local businesses in the area that cater to Westminster's growing Asian and Latinx populations. The demographics of this area skew toward a higher percentage of residents age 65 and older, specifically for the census tract located between West 72nd and 76th Avenues. The 37.5-acre Westminster Station Park was established as a companion to the Westminster Station development and includes significant flood control measures to benefit surrounding properties. A continuous park and trail system is planned to extend along Little Dry Creek as identified in the England Park Corridor Plan. South of the BNSF railroad, the Lowell Boulevard corridor contains a mix of industrial, commercial, and residential uses. Some capacity for light industrial uses should be maintained to provide opportunities for these uses to relocate within the immediate area if desired. Additionally, some senior and public housing exists in the vicinity of West 68th Avenue and Lowell Boulevard and any redevelopment needs to be sensitive to displacement issues.

Vision: Recent commercial infill along the east side of Federal Boulevard between West 72nd and 74th Avenues exhibits the anticipated building form with greater attention toward the streetscape and pedestrian environment to support the evolution of Federal Boulevard from a state highway into a multimodal corridor that better supports revitalization of the area and improves safety. To the north of the Westminster Station Area is the Harris Park neighborhood. To ensure a compatible transition, the Harris Park Community Vision Plan (HPCVP) supports a unique mix of historic buildings, restaurants, shops, and small businesses. The HPCVP identifies infill development, but at a scale and intensity that is much less than the Westminster Station Area. "Gentle infill" characterizes development adjacent to West 72nd Avenue from Irving Street to Lowell Boulevard and along Lowell Boulevard south of West 73rd Avenue. South of the BNSF railroad, the Lowell Corridor, could include offices, microbreweries, laboratories, fabrication facilities, repair shops, and light manufacturing.



Westminster Station
Photo (middle): Ron Booth
Photo (bottom): City of Westminster



Figure 8-2. Harris Park Community Vision Plan

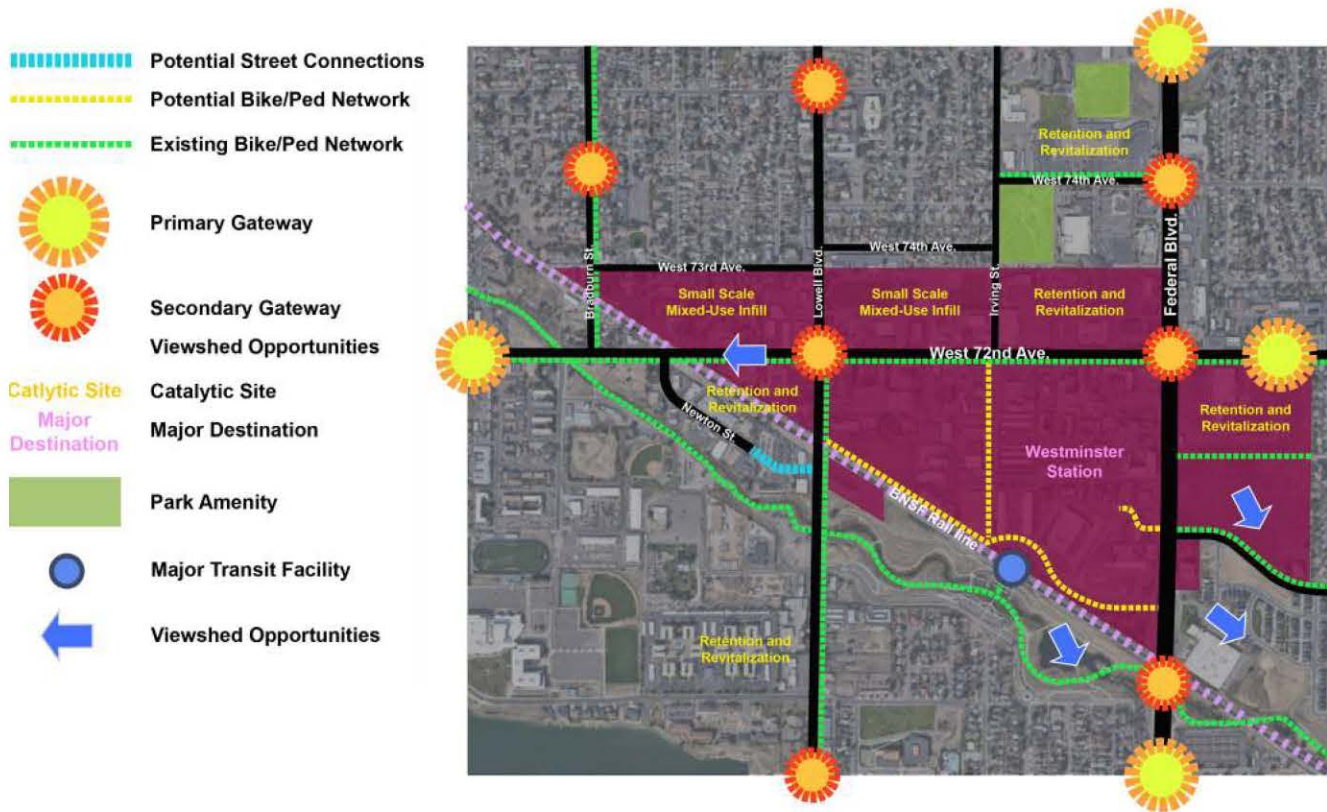


Figure 8-3. Westminster Station Transition Area Framework
 Consult the Westminster Station Area Specific Plan for specific items within the boundary.



CHURCH RANCH FOCUS AREA

Now: The Church Ranch Focus Area has one of the most strategic locations in Westminster. Straddling US 36 at Church Ranch Boulevard/West 104th Avenue, this area extends over 350 acres, including the Westminster Promenade and Circle Point developments, the vacant 103-acre Hawn property along Westminster Boulevard, and the Walnut Creek Town Center commercial area. The US 36 corridor is the preferred location for office space, regionally, north of I-70 in Metro Denver. Just 12 miles north of Denver's central business district and 13 miles south of Boulder, the area is home to an RTD Park-n-Ride facility and adjacent to a future planned RTD FasTracks commuter rail station. The area is also located adjacent to significant community assets—in particular, the City Park Recreation and Fitness Center within City Park and the Big Dry Creek trail and open space. Additionally, the area is a major hospitality hub, with almost 1,000 hotel rooms in six hotels located on both sides of US 36.

Circle Point is one of the premier office developments in Westminster. The campus is only partially completed, and there is significant land capacity for additional office development as well as opportunities to infill the underutilized parking fields. At the heart of this area is the 77-acre Westminster Promenade district, where major entertainment uses include a theater, restaurants, hotel, and ice center. Access to the Flatiron Flyer bus and potential future access to a commuter rail station make this area particularly attractive for new development.

South of the Westminster Promenade and West 104th Avenue, is the Hawn property, which has extensive visibility from US 36 and is well buffered from existing neighborhoods by virtue of park and open space lands west of the Waverly Acres neighborhood and north of West 98th Avenue.

Vision: The Church Ranch Focus Area will build on its established role as a regional and citywide destination, acting as a gateway into Westminster from US 36 and Broomfield. A mix of land uses will further activate the Church Ranch Focus Area with both day and night populations, supporting a wide range of shopping, dining, and entertainment uses. This area can attract both employers and workers due to the access to transit and amenities, major hotels, and nearby variety of housing types. An economic and market study commissioned by the city indicates that the vicinity of US 36 and Church Ranch Boulevard is one of the best opportunities to support further office and hotel development. Further development within Circle Point should take access and circulation into account—including potential trail routes to the future RTD B rail line Church Ranch station—as well as companion development to the property located west of the BNSF railroad alignment. Employment generating land uses at the Hawn property with a degree of local-serving retail would further support the vision of the Focus Area.



*Huron Street Bridge and
142nd Avenue Circle Bridge
over McKay Creek*



St. Anthony North Health Campus Community Garden



Circle Point

-  Potential Street Connections
-  Potential Bike/Ped Network
-  Existing Bike/Ped Network
-  Primary Gateway
-  Secondary Gateway
-  Viewshed Opportunities
-  Catalytic Site
-  Major Destination
-  Park Amenity
-  Major Transit Facility
-  Viewshed Opportunities



Figure 8-4. Church Ranch Focus Area Framework



BROOKHILL FOCUS AREA

Now: The Brookhill Focus Area encompasses just over 80 acres of retail development at Wadsworth Boulevard and West 88th Avenue. The area is bounded by West 92nd Avenue to the north, West 88th Avenue to the south, and multi-family residential development to the east. The 3.2-acre Westglenn Park acts as an anchor on the eastern side of the site, adjacent to the residential development. The Towne Center at Brookhill retail shopping center is primarily comprised of mid- and large-box retail storefronts, several of which are anticipated to face challenges from changing retail trends and competing retail areas within Westminster, Broomfield, and Arvada. The recent addition of higher density multi-family development changed the nature the Brookhill Focus Area and further multi-family development should be limited to maintain a balance of uses.

Vision: Building on proximity to Downtown Westminster located less than a mile to the east and potential future RTD B Line Station at West 88th Avenue, the area could transition in the future subject



Towne Center at Brookhill

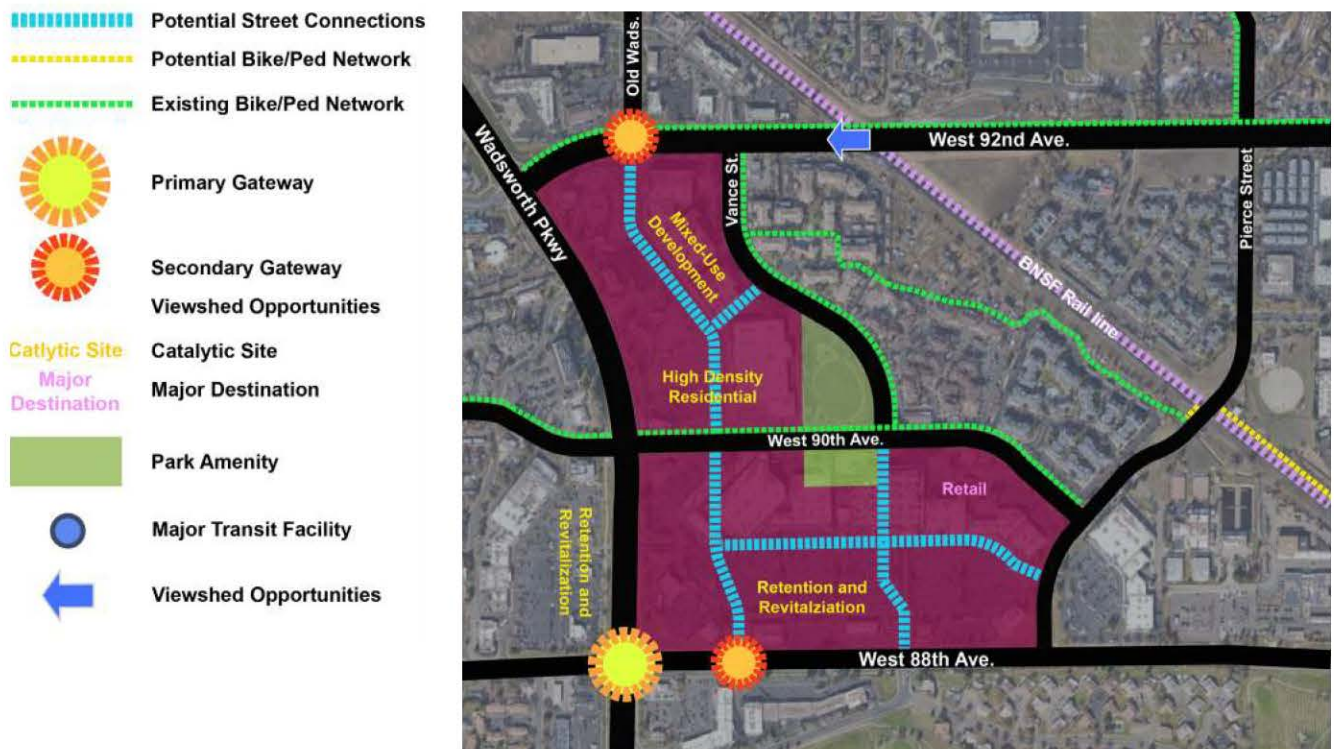


Figure 8-5. Brookhill Focus Area Framework

to further land use and resource impact analysis. Upon buildout of Downtown, completion of the B Line to 88th Avenue and improved local connectivity higher land use intensities will be considered within Brookhill. Improvements to the area should focus on a gridded street network with walkable block sizes and a pedestrian-oriented public realm centered on Westglenn Park and along West 90th Avenue. Additionally, connectivity to the neighboring residential development, as well as to Downtown Westminster and the Sheridan Park-n-Ride and future commuter rail station should be emphasized for all modes of travel. Extension of the Allen Ditch Trail along the BNSF rail corridor would help facilitate these connections.



Westglenn Park



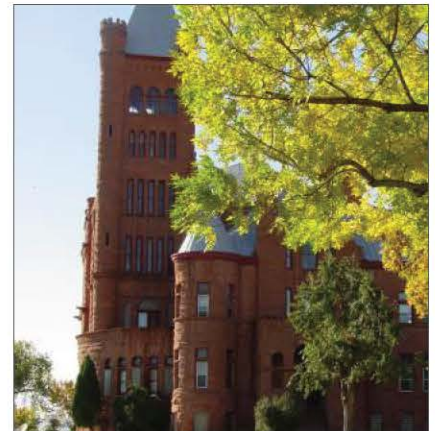
Village Creek Apartments, Altitude Westminster Apartments, and Brookhill commercial area



WESTMINSTER HEIGHTS TRANSITION AREA

Now: Westminster Heights has dramatic views both to the west overlooking the Front Range and to the south with a view of the Downtown Denver skyline and even Pikes Peak far to the south. There is redevelopment potential within the St. Anthony property since transitioning many programs and services to the 144th Avenue “North” campus, leaving the 84th Avenue campus with an emergency room and services focused on senior needs. Some of the existing buildings are underutilized, and the expansive parking fields are no longer necessary to support the activities at the site. This creates opportunities for infill and redevelopment centered on access to healthy living. However, significant infrastructure improvements on- and off-site are necessary for future development of the area, including streets, drainage, water, and wastewater infrastructure. Convenient access along Federal Boulevard connects this Transition Area to US 36.

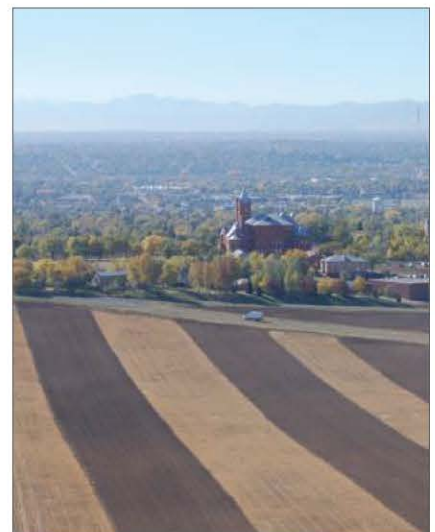
Vision: As with Westminster Station, this location will be informed by the Federal Boulevard Multimodal Transportation Study Development and form a built environment that creates a sense of place, connectivity, safety, and economic vitality. The Westminster Heights area is envisioned to locate residential densities along the east side of Federal Boulevard to help support transit lines and employment development at the St. Anthony campus. Behind the St. Anthony medical campus, potential extensions of Bryant, Clay, and Decatur Streets could connect future infill north to West 88th Avenue, and west to West 86th Avenue. New housing south of West 84th Avenue should take care in siting structures so as to both maximize view opportunities for residents, and also to minimize obstructions to the views from West 84th Avenue and Federal Boulevard.



Pillar of Fire

AGRIHOOD

Agrihoods are a type of neighborhood that enables farm-to-table living in a cooperative environment. Instead of being built around a pool or tennis court, these developments are centered around a significantly sized farm, often using the sweat-equity of residents to create a sustainable food system for the entire community. The Urban Land Institute has identified over 90 such developments in the U.S.



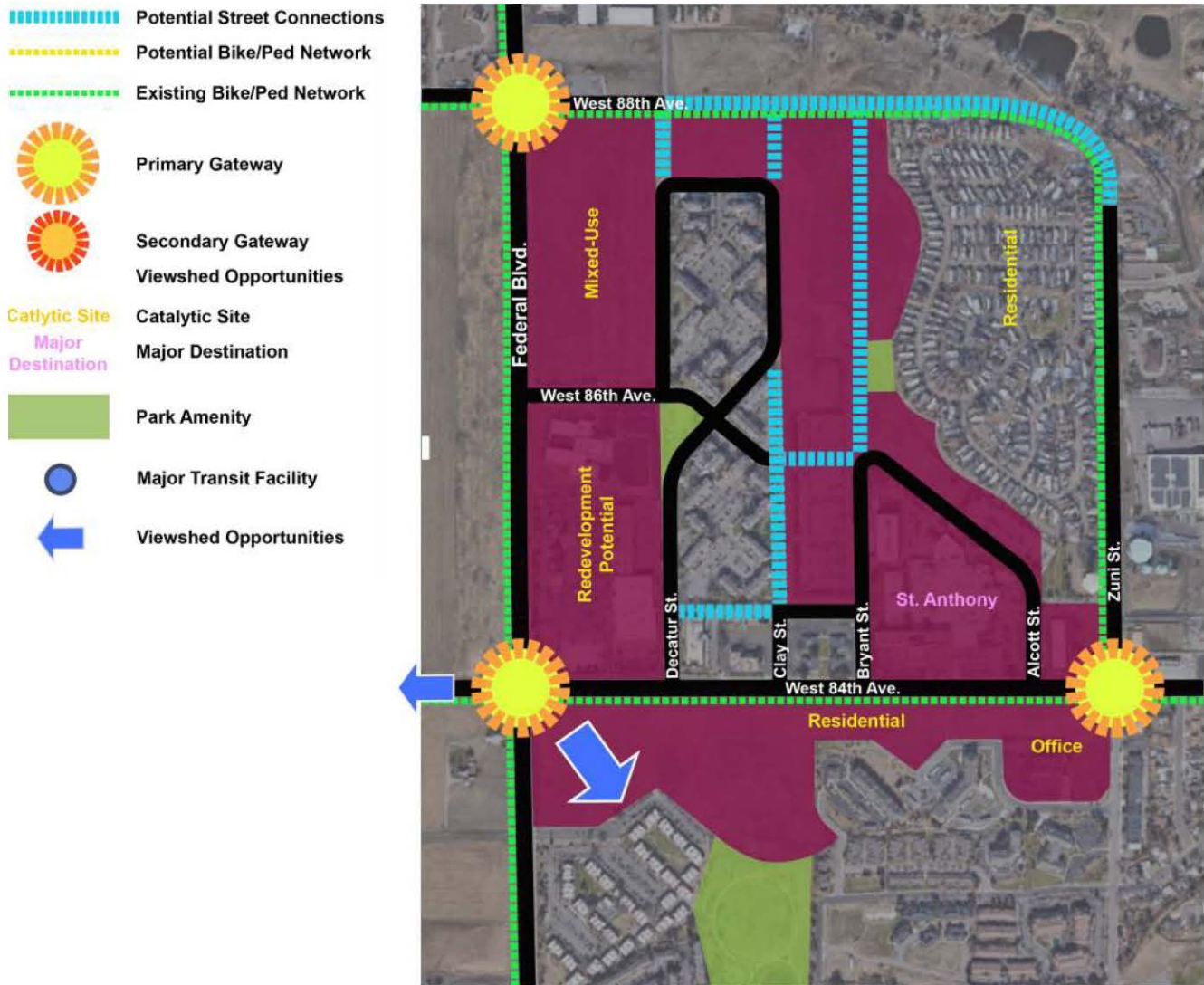


Figure 8-6. Westminster Heights Transition Area Framework



8.3 EMPLOYMENT PLACES

Two transition areas are identified to focus entirely on employment to support further development of the city's economic base in the fields of aerospace; business support services; financial services, healthcare and life sciences; retail, hospitality, and entertainment; and technology in information. A limited amount of residential development may further support the employment development in these areas, and incorporation of retail services and amenities is critical to meeting workforce and employer needs in these areas.

WEST 120TH AVENUE ACTIVITY CENTER TRANSITION AREA

Several large employment campuses are located on West 120th Avenue, most notably Maxar Technologies and Park 12 Hundred. In recent years, Maxar consolidated its operations and headquarters in Westminster and is a world leader in commercial satellites, space robotics, and digital imaging; Park 12 Hundred completed some of the city's only sizable industrial spaces, filling in three underutilized parking areas within the former Avaya campus with 325,000 square feet of industrial space. These employment sites are expected to remain stable into the future, however planning for adjacent areas is needed to ensure compatibility. This transition area, located between West 112th and West 124th Avenues west of Huron Street has potential for redevelopment and infill opportunities for commercial, light/flex industrial uses, and a limited degree of residential uses on peripheral sites.

Park 1200 Transition Area

Now: The southern portion, south of Park 12 Hundred, encompasses about 108 acres, with over 50 acres currently vacant. The area is bisected by public open space and the Ranch Creek corridor. Huron Street is generally not residential in character, as it is dominated by businesses and services, including the current medical and office uses, and light industrial uses north of West 116th Avenue. Similarly, on the east side of Huron Street, the City of Northglenn anticipates primarily non-residential uses through the Northglenn Comprehensive Plan.

Vision: Development in the Transition Area will benefit from close proximity and access to I-25, as well as the Wagon Road Park-n-Ride—the third largest facility in the RTD system with nonstop express bus service to both Downtown Denver and Denver International Airport. The area is envisioned to add a small neighborhood center at the northwest corner of Huron Street and West 112th Avenue, as well as to expand office and research and development (R&D) uses in the vacant areas along Huron Street. Some medium-density residential development providing workforce housing opportunities could support employment development if resources allow. The T-ball Complex Park could also expand to include the adjacent open space and creek corridor, creating a neighborhood park.

-  Potential Street Connections
-  Potential Bike/Ped Network
-  Existing Bike/Ped Network
-  Primary Gateway
-  Secondary Gateway
-  Catalytic Site
-  Major Destination
-  Park Amenity
-  Major Transit Facility
-  Viewshed Opportunities

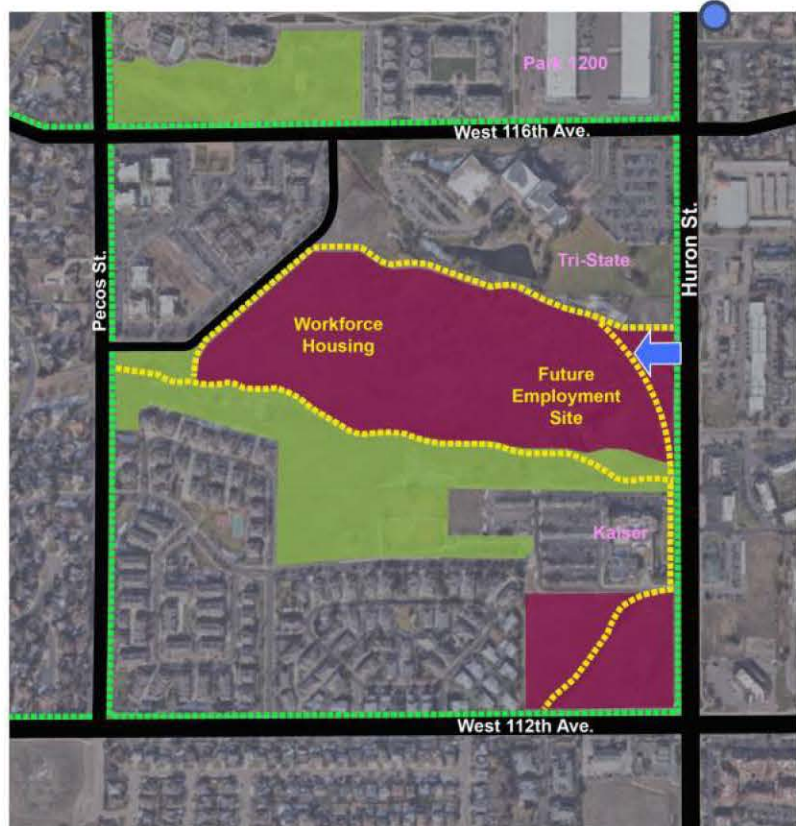


Figure 8-7. Park 1200 Transition Area Framework



Figure 8-8. Park Centre Transition Area Framework



Park Centre Transition Area

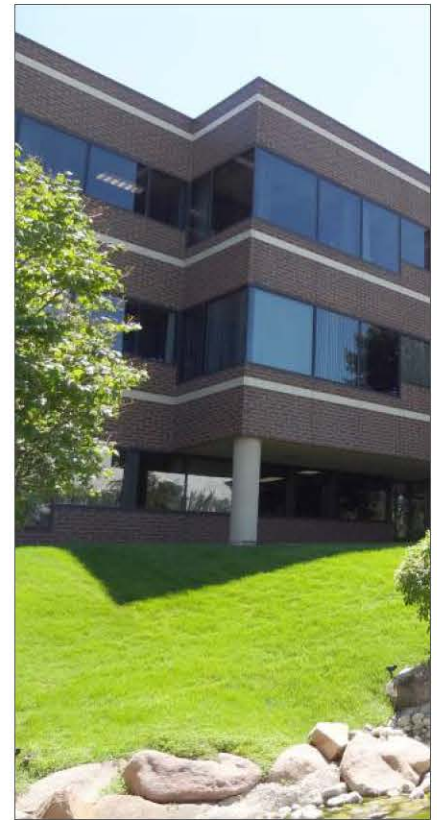
Now: North of Park 12 Hundred, across West 120th Avenue is the 311-acre Park Centre area, characterized by small- to medium-sized employers. There are fewer vacant parcels in this area, and fractured ownership limits opportunity for large scale development without parcel consolidation. Adams County maintains a presence and could partner with the City of Westminster on economic development activities in this area.

Vision: This area is envisioned to maintain a mix of office buildings with light industrial, flex-spaces and R&D uses. Expansion of existing institutional uses or new institutional uses, such as schools or religious assemblies, are strongly discouraged within this area. Similarly, highway-oriented hotel or commercial uses should be limited to existing retail properties and not further encroach into potential office and light industrial areas. Siting of future buildings should maximize the incredible view opportunities west of Pecos Drive and also west of Park Centre Drive and trail connections could facilitate access from 124th Avenue to the Big Dry Creek trail system.

WESTMOOR & VICINITY EMPLOYMENT AREA

Now: Westmoor features Westminster's largest office campuses, attracting major employers with room to expand and regional access to US 36. Abutting the Rocky Mountain Metropolitan Airport to the north, and the Walnut Creek Golf Preserve to the south, this Transition Area north of West 108th Avenue and west of Wadsworth Parkway is characterized by meandering roads and integrated green space, and features dramatic views of the Front Range. The Transition Area does not include retail, commercial, or residential developments at present. However, employers have expressed a desire for restaurants and services, as well as an interest in opportunities to provide nearby workforce housing. Similarly, to compete with office locations in the US 36 corridor, a greater mix of amenities will be necessary such as a walkable form, dining, support services, and lodging. One potential approach may be formation of an "aerotropolis" to complement work planned in Jefferson County at the Verve development site and the existing aerospace sector in Westminster. With a 9,000-foot runway, the airport already functions as a reliever for Denver International Airport.

Vision: The future development and buildout of this area is envisioned to introduce flex spaces and more research and development (R&D) facilities. Site design should anticipate a more walkable form with trails through and between development sites and connectivity to workforce housing opportunities across Simms Street in Broomfield. Connections to the adjacent 420-acre Westminster Hills Off-Leash Dog Park and its network of trails is



Park Centre Offices

AEROTROPOLIS

Aerotropolis developments consist of clusters of aerospace businesses and associated development that complement each other and their accessibility to an airport. Such clusters typically include time-sensitive manufacturing and distribution facilities, such as aerospace, biopharma, electronics, and e-commerce; hotel, trade and exhibition complexes; and office space for air-travel intensive executives.

ROCKY MOUNTAIN METROPOLITAN AIRPORT AND AIRPORT ZONES

The Airports Environs Land Use Plan establishes guidance on compatible development around Rocky Mountain Metropolitan Airport. The Airport Influence Area is that property within the environs of the Airport, where particular land uses either are influenced by or will influence the operation of the airport, in either a positive or negative manner. This area considers Runway Protection Zones, Approach Zones, Traffic Pattern Areas, and Airport noise contours down to 65 Day/Night Level (DNL) and then establishes a buffer around those features that extends to prominent geographic features and roads.

a potential amenity for Westmoor. Strategies should also be identified to encourage heavy truck traffic to use Simms Street to access the proposed future Jefferson Parkway to minimize cut-through traffic from industrial uses in Broomfield. Workforce housing in this area could be supported with thoughtful development of the land southwest of West 108th Avenue and Wadsworth Parkway and would further support provision of retail and restaurant uses in Westmoor. All uses in this area should incorporate appropriate noise attenuation measures due to the presence of Rocky Mountain Metropolitan Airport, whose crosswind runway establishes an approach zone over Westmoor and whose operations for the primary runway form a looped racetrack pattern with the downwind leg over Westmoor.



Figure 8-9. Westmoor & Vicinity Employment Area Framework



NORTH I-25 FOCUS AREA

Now: The North I-25 Focus Area comprises approximately 282 acres of land between West 144th and West 134th Avenues, with I-25 and Huron Street bordering the east and west, respectively. Adjacent development includes the Orchard Town Center—a mixed-use development just to the north. To the east of I-25 in Thornton, there is a mix of large-format retail commercial uses. The City of Westminster has a sales tax sharing agreement with the City of Thornton that covers a large portion of this area. This Focus Area is the only remaining site in Westminster with I-25 visibility, which is beneficial for office and commercial development. Additionally, the convenient access from I-25—with two major interchanges at West 136th and 144th Avenues—provides opportunity for expanded retail commercial uses adjacent to these streets. The McKay Drainageway project addressed stormwater management for the area by removing several properties from the floodplain, thereby facilitating opportunities for development. This project also established a trail facility that connects this area to McKay Lake to the west, providing access to recreation. Realignment of the Bull Canal within the Foster Farm properties would also enhance development opportunities by addressing the irregular parcel configurations. An additional infrastructure improvement is a new North Huron Interceptor Sewer to address limitations of wastewater service in this area. This improvement will enable continued build out of Orchard Town Center and other land uses compatible with the Comprehensive Plan.

Vision: The city has long envisioned the North I-25 Focus Area as a key employment hub and major gateway into the city. This area is anticipated as a district of office, research and development, and medical-related uses that maximizes employment opportunities in the area, brings daytime populations to further energize the Orchard Town Center, and complements the growing medical uses already established with the St. Anthony North Health Campus. The city anticipates future hospital expansion and, therefore, will take measures to ensure adjacent properties are developed in a compatible manner; for example, limiting uses that may object to noise from ambulances and helicopters. Additional retail should focus on experiential uses such as complexes of dining and entertainment, as well as those that complement employment uses. Buildings should be designed to create a strong presence along I-25. There is limited public transportation to or within this area, but design standards can help establish a walkable and bikeable environment. In consideration of Thornton identifying the area across I-25 as a Regional Mixed-Use Center, the long-range transportation planning for the area should identify opportunities to provide transit access to the existing express bus services that travel from West 120th Avenue along I-25 to State Highway



St. Anthony North Health Campus

7. Should available resources or planned infrastructure support housing within this area, it should prioritize the opportunity for a continuum of care approach that provides supportive living environments for seniors in proximity to the St. Anthony North Health Campus. Housing development in this area should also provide Public Land Dedication on-site due to the lack of existing parks and recreation facilities in the area. As a transition measure the significant landscape edge along the east side of Huron Street should be maintained.

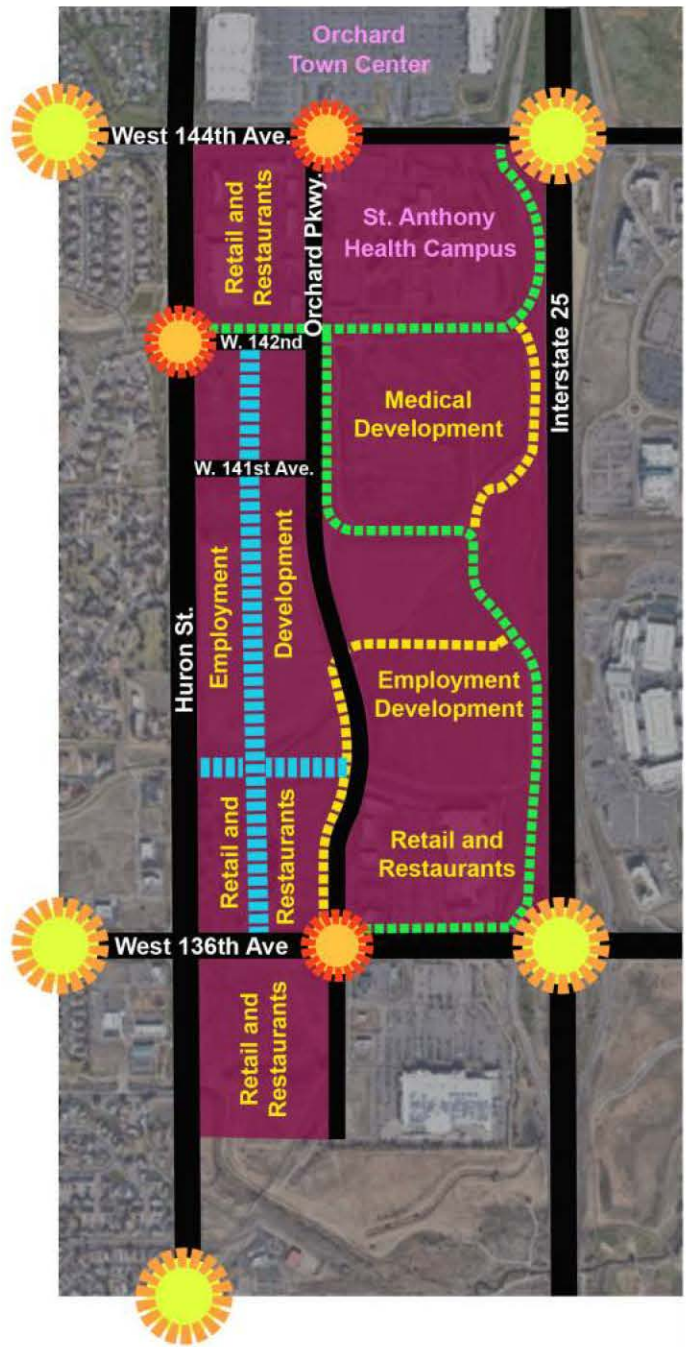


Figure 8-10. North I-25 Focus Area Framework