DOWNTOWN SPECIFIC PLAN

CITY COUNCIL ADOPTED PLAN

WESTMINSTER

WESTMINSTER, COLORADO
NOVEMBER 24, 2014
Updated September 28, 2015

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1 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 Specific Plan.

1.2 SPECIFIC PLAN PURPOSE AND SCOPE

This document, the Westminster Downtown 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. Policy objectives are provided at the outset of each chapter. These objectives are meant to establish the intent 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" 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. 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 6.3: Development Process. The latter section also defines the development review and approval process for all improvements and development within the Plan area.

Westminster Boulevard

To the right: Artist's rendering of Westminster Boulevard at 88th Avenue.


ELEMENTS
ELEMENTS
freshMARKET
freshMARKET

1.4 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.

Community Workshop

Community members review information stations at a community workshop.

Community Workshop

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

88th Avenue

To the right: Artist's rendering of 89th Avenue at Westminster Boulevard, with the Central Square in the foreground.

1.5 PROJECT LOCATION AND CONTEXT

The Downtown 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 92nd Avenue/Sheridan Boulevard interchange. 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 and Sheridan 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 – Brunswick Bowling and a professional dental office. Other remaining buildings are located on City-owned property and include a restaurant, bank and 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 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.

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

1.6 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 Westminster Downtown 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 high intensity 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 1-3 illustrates the envisioned public realm and character of this Plan.

1.6.1 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 1-4, 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 3,000 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. 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 88th Avenue to the future Fastracks commuter rail station. Location of high-intensity employment uses and a new high-density residential neighborhood adjacent to transit will further support ridership.

Illustrative Model

View looking south with Harlan Street-at right and 92nd Avenue in the foreground.

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.

Figure 1-3:
Illustrative Master Plan

Figure 1-4:
Illustrative Green Space Plan

1.7 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: Implementation

This chapter provides provisions for the implementation of the Specific Plan, including the development review process, how infrastructure will be provided to serve new development, management of public facilities and infrastructure, and phasing for initial improvements.

Chapter 7: 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 7.

1.7.1 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.).

1.7.2 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 synergistic 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 and affordability, including townhomes, stacked flats or apartments, and live/work units. It is an important City Council policy objective that meaningful affordable housing opportunities be negotiated and implemented in future development approvals.

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*.

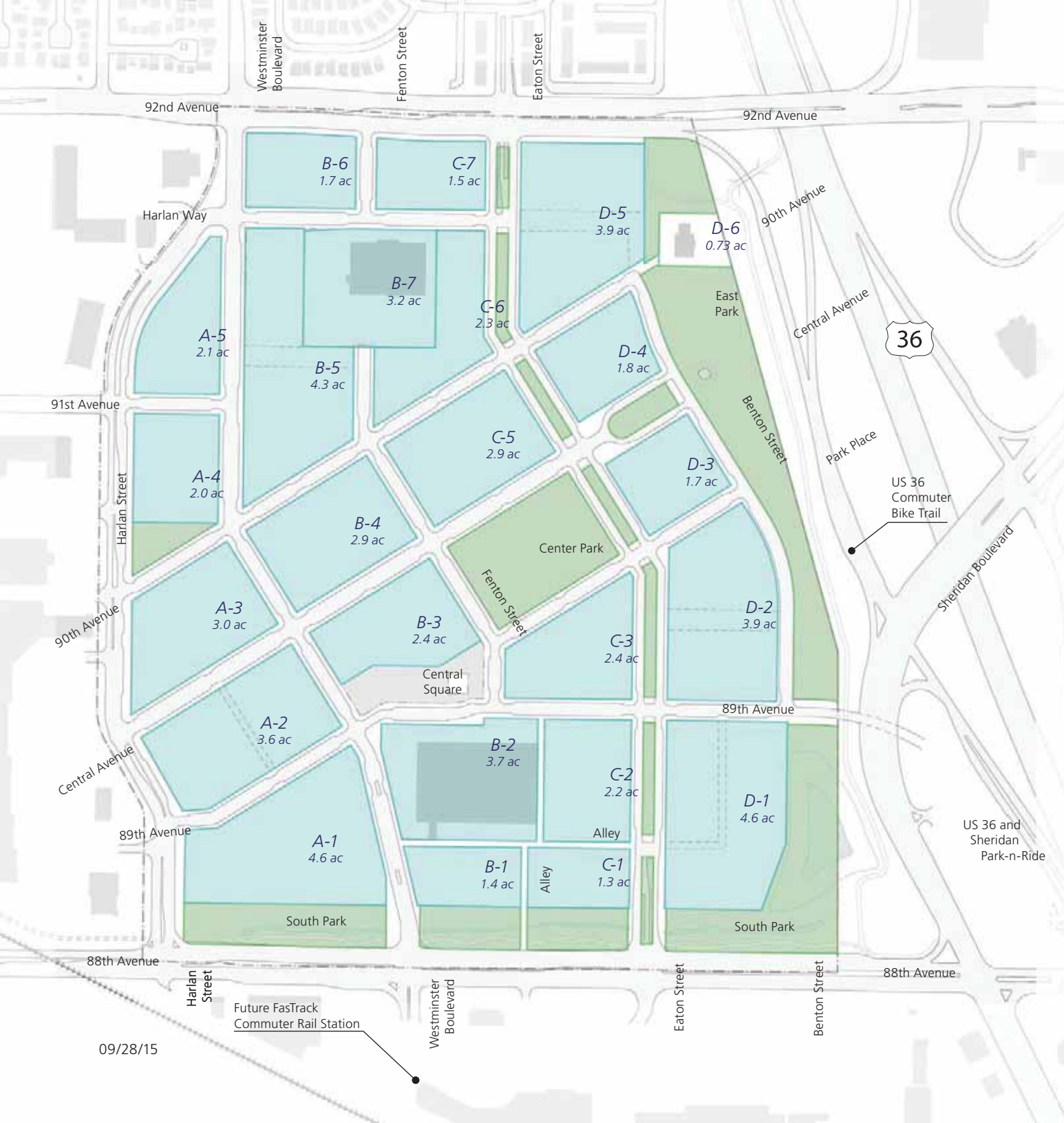


Figure 2-1:

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	P
Nursing Home/Facilities	P
Group Homes	C
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 Accessory 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 per shopping center	P
Bakeries	P
Bar/Nightclub/Tavern	P
Barber & Beauty Shop	P
Beauty Supply Sales	P

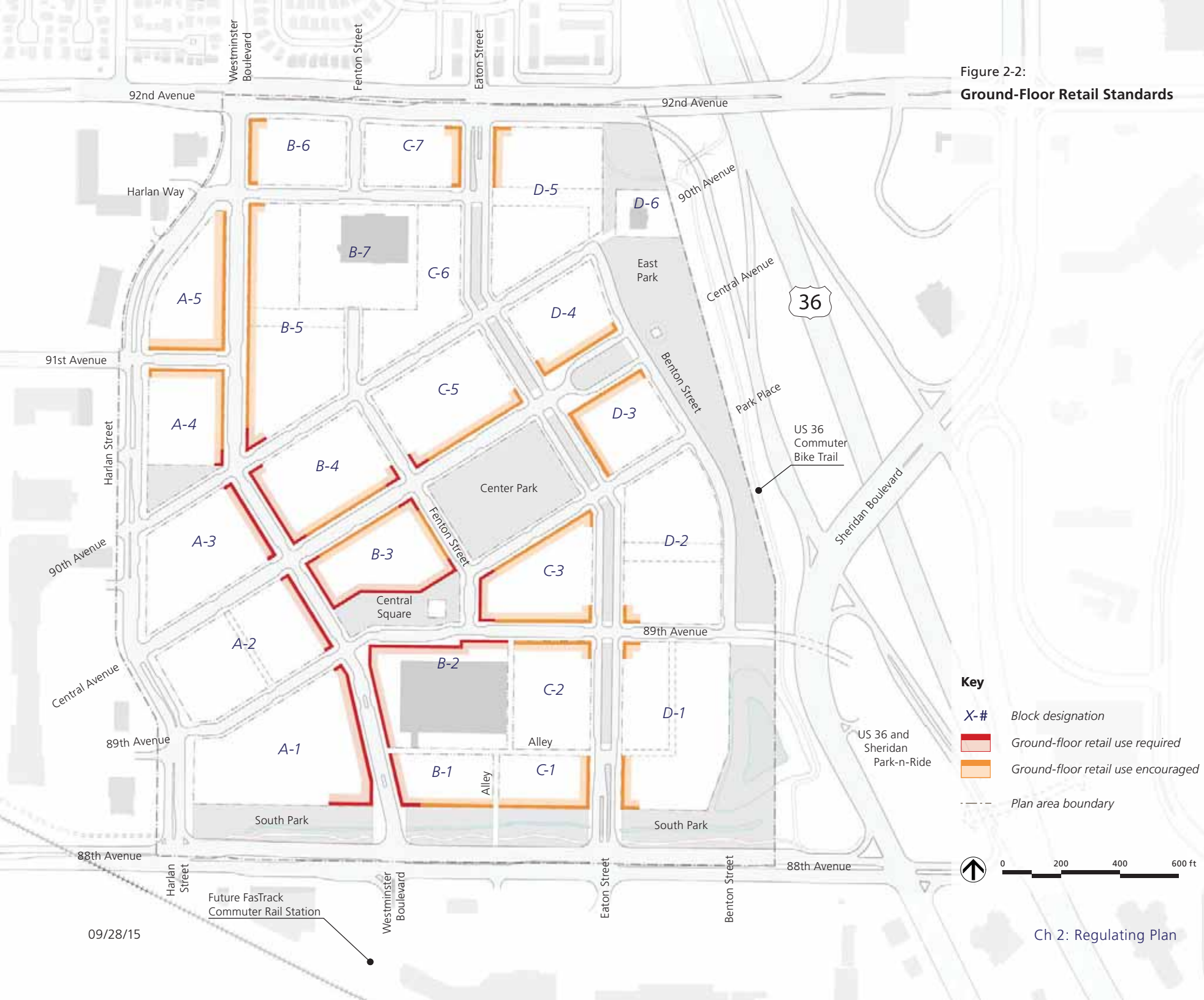
Table 2.3.1.1: Continued	DMU
Bed & Bath Shop	P
Book/Magazine/News Dealer, Excluding Dealers Selling Goods Not Available To All Ages	P
Brewery/Distillery	S
Brewpub	P
Camera & Photographic Supply	P
Carpet & Rug Store	P
China & Glassware	P
Cleaning/Laundry/Tailor/Fur Storage	P
Computer Hardware, Software, and Accessories	P
Consignment Shop (under 3,000 sf gross floor area)	P
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/Snacks	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/Watch & Clock Repair Store	P
Kitchen, Cookware Store	P
Lawn & Garden Store	P
Leather Goods & Luggage Store	P
Liquor Store	P
Massage Therapist	P
Medical Equipment	P
Music, Records, Tapes, Video Sales & Rental	P
Office Furnishings & Supply/Typewriter 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	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)	C

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 non-residential and mixed-use developments on any one site shall be 0.75.

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 Residential Development Capacity

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 resource 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.

Table 2.4.1.1:
Service Commitments Equivalence

Dwelling Unit Type	*Service Commitments*
Single Family Detached	1.0
Single Family Attached	0.7
Multifamily	0.5
Senior Housing	0.35

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.

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

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 Commuter Bike Trail.
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.

Urbane 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.

Existing transit service to the downtown area is provided by the Denver Regional Transit District (RTD) and includes 14 bus lines. The primary bus station that serves the Plan area is the US 36 and Sheridan Park-n-Ride. The station is one of the busiest park-and-ride stations in the entire RTD bus network with almost 1,000 boardings a day. Regional bus lines that are accessed at the Park-and-Ride primarily run along US 36 between Boulder and Denver and include the AB, B, DD, DM, S, T and 86X. Local bus lines that access the Park-and-Ride and downtown area include the 31, 51, 92, 100, and 104. Currently, five local bus stops serve downtown, including two along 88th Avenue, two along Harlan Street, and one along 92nd Avenue. As the downtown area develops and the street network is introduced within the site, additional local bus stops internal to downtown will be identified.

In addition to integrating local bus access into the site, the Specific Plan identifies a key connection to the Park-and-Ride. Currently, Sheridan Boulevard blocks direct access to the Park-and-Ride. Therefore, this Plan proposes a new underpass that will allow pedestrians, bikes, and potentially transit vehicles to access the Park-and-Ride. This underpass will extend Fenton Way to the east and provide a critical link to the region's public transit network.

Future transit service to the Plan area includes a planned extension of the FasTracks Northwest Commuter Rail Line and potential shuttle service that could be either publicly or privately provided to either the US 36 and Sheridan Park-n-Ride or the future commuter rail station. As shown in Figure 3-1, the planned commuter rail station is located just south of 88th Avenue in general alignment with Westminster Boulevard. Completion of the line is not projected to occur for another 25 to 30 years; however, the Specific Plan does recognize that connectivity to this future transit will be essential when it is provided. Thus, the streetscape design of 88th Avenue does contemplate a future analysis of reducing travel lanes and the overall pedestrian crossing length to facilitate pedestrian and bicycle access across the street. Finally, shuttle service may also provide additional transit access into the Plan area. This service could incorporate other key destinations nearby downtown, including the Promenade and Butterfly Pavilion to the north on Westminster Boulevard and City Park to the north along Sheridan Boulevard.

RTD Bus Rapid Transit

RTD's US 36 bus rapid transit will connect Denver with Boulder with a stop at the US 36 and Sheridan Boulevard.
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.

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 Commuter Bike Trail, connecting Denver with Boulder, will pass along the eastern edge of the site in the Colorado Department of Transportation (CDOT) right-of-way. 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 City of Westminster's 2010 Bicycle Master Plan includes a grade-separated Class I Bikeway along 88th Avenue. This bikeway will be evaluated in conjunction with a road diet of 88th Avenue. This road diet 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

Currently, the design of 88th and 92nd avenues reflects a focus on accommodating high volumes of vehicular traffic. Bicycle facilities are absent and pedestrian crossings are few and far between. Pedestrians must cross seven to eight traffic lanes with a total curb-to-curb distance of one hundred feet or more. As the urban downtown develops, demand for pedestrian and bike access to the site will increase. Strategies to improve this access at 88th and 92nd avenues include consideration of a "road diet" for both streets.

"Road diets" are strategic changes to the street cross section that reduce the area of the street devoted to vehicle travel. A road diet can be implemented after an analysis of traffic patterns identifies less-utilized vehicle lanes in a roadway that can be converted into bicycle and pedestrian facilities. Typical measures employed by a "road diet" include reduction or narrowing of travel lanes, addition of raised medians to provide mid-street pedestrian refuges, introduction of on-street bike lanes or parallel parking, and expansion of existing sidewalks. All of these measures serve to reduce crossing distances and enhance bicycle and pedestrian safety.

The City will evaluate opportunities for a road diet on both 88th and 92nd avenues. Any such measures will be weighed against the continued capacity of these streets to accommodate future vehicular traffic. Potential road diet street improvements could include:

- Reduction or elimination of right turn and acceleration lanes on both sides of 92nd Avenue, thereby creating the opportunity for improved sidewalks on the north side as well as improved landscaping and identity on both street sides.
- Opportunity for bike lanes on 88th Avenue as well as a wider median that would provide pedestrian refuges at crossings and enhance pedestrian safety by reducing the crossing distance.

Additional measures and improvements may also be explored.

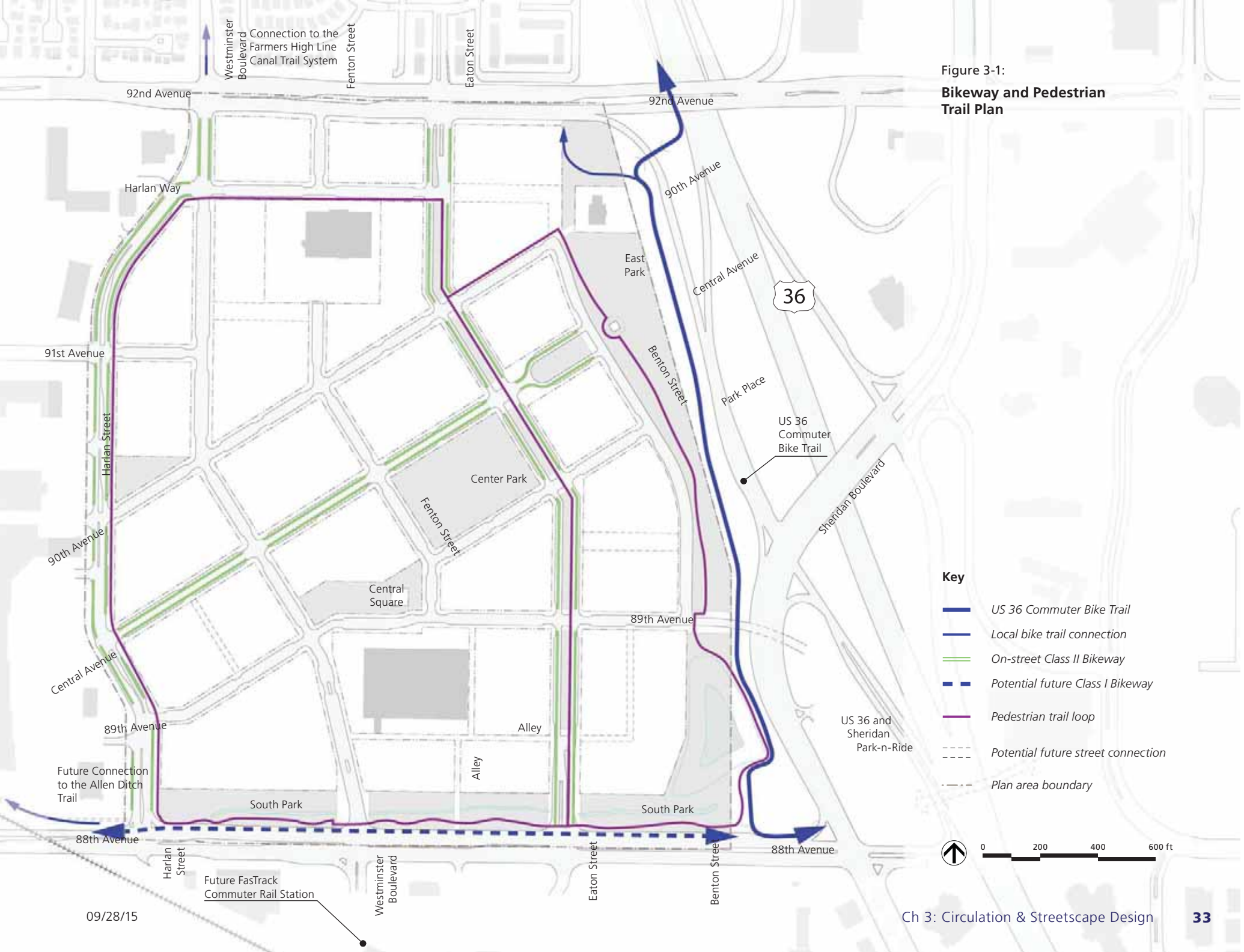


Figure 3-1:

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, which currently terminates at the north edge, will be extended through the site and together with Eaton Street will accommodate 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. A more detailed streetscape design plan will be developed consistent with the intent of this Plan. 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

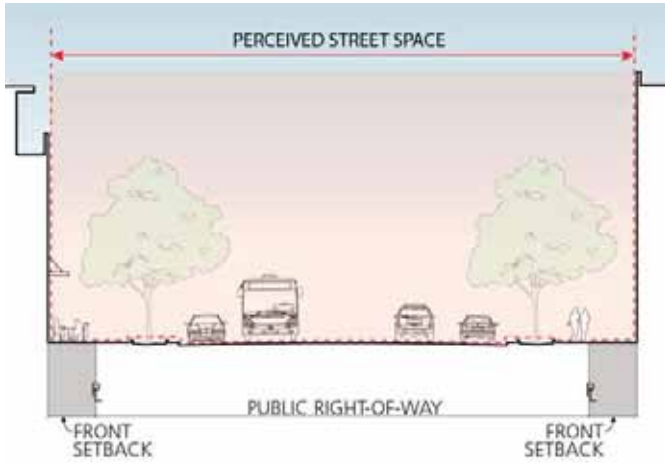
At 88th Avenue only the northern portion of the street and at 92nd Avenue only the southern portion of the street lies within the Plan boundary. This Plan only proposes changes to their sidewalks, but not the roadways. New sidewalk designs will improve the pedestrian environment and sidewalk sections 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.

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.



Perceived Street Space

Front setbacks are part of the overall perceived street space.

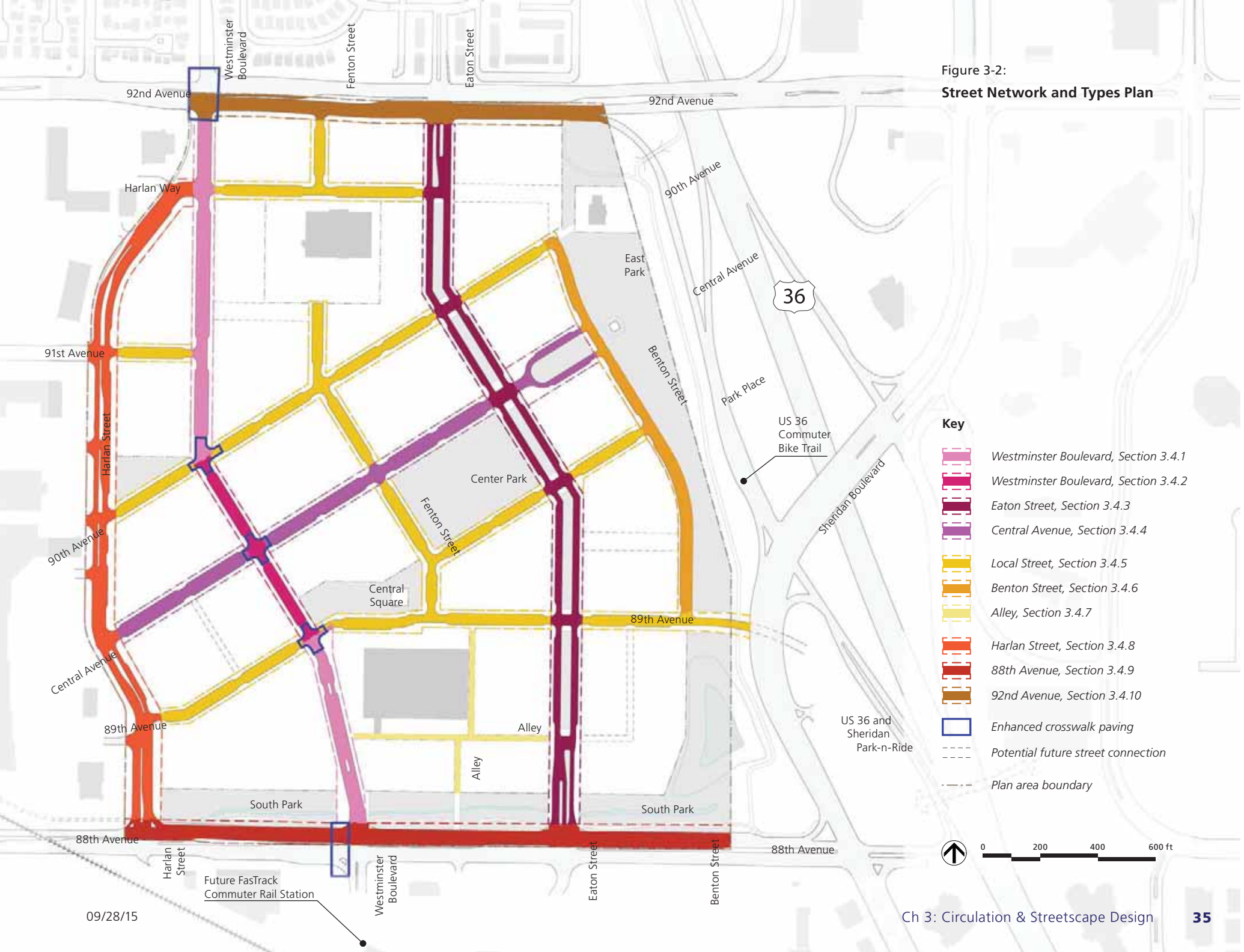


Figure 3-2:

Street Network and Types Plan

3.4.1 Westminster Boulevard - North and South

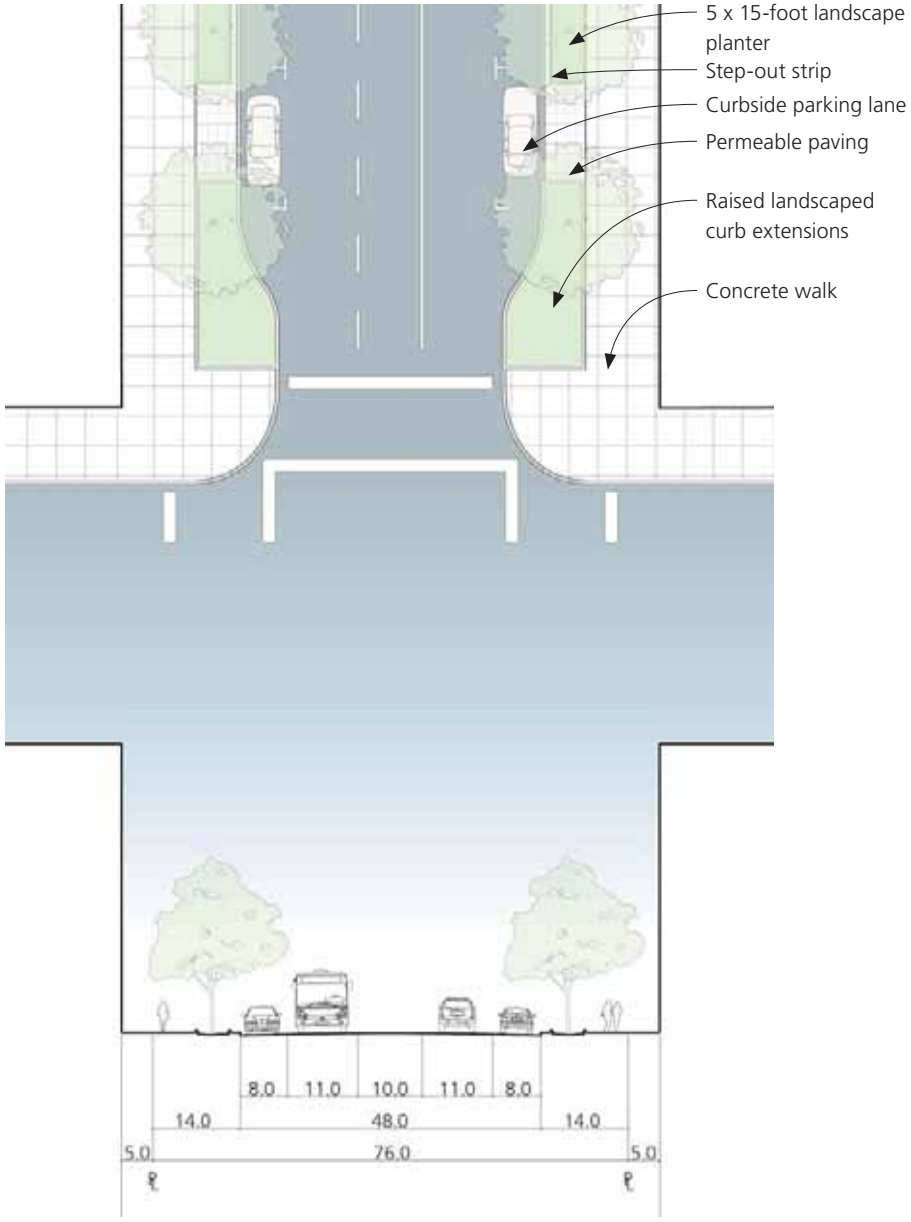


Figure 3-3: Westminster Boulevard Street Design Diagram

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. Landscaped planters 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 sidewalk shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips and sidewalk 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).
2. Landscape Planters. Landscape planters 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. Curb Extensions. 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.

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 poured, scored concrete to match the public sidewalk (see Section 3.5.1).
2. Landscaping. Small shrubs and trees in movable pots are permitted. Landscaped planters 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 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.

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.

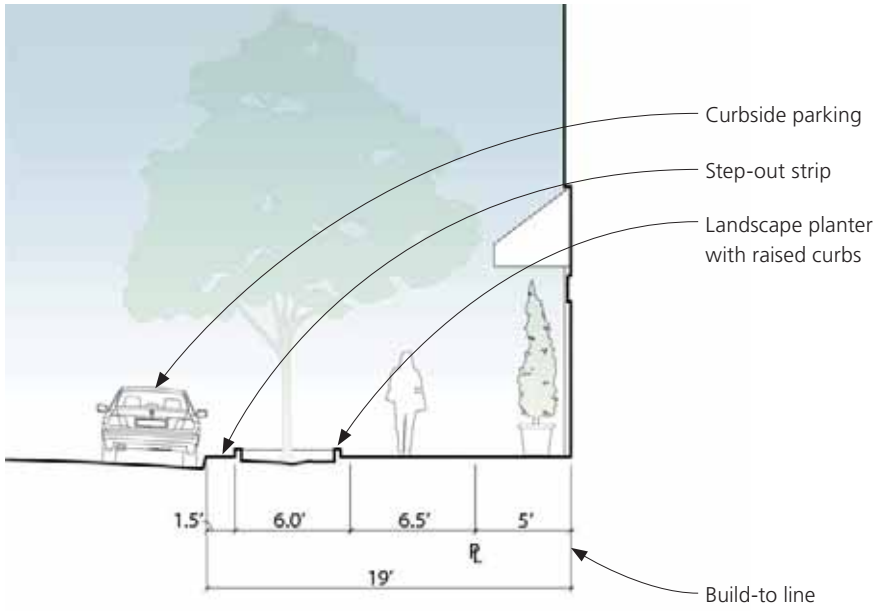


Figure 3-4: Westminster Boulevard Sidewalk

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

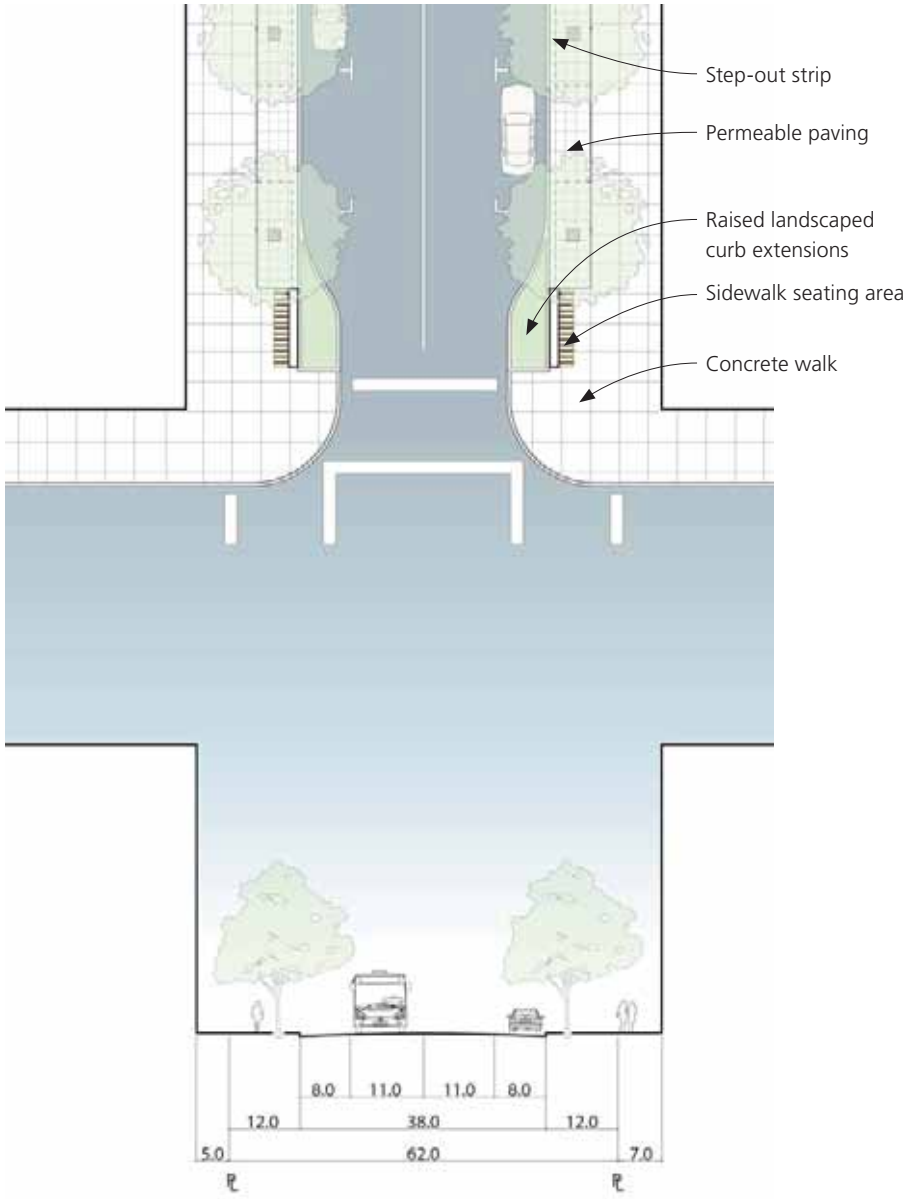


Figure 3-5: Westminster Boulevard Street Design Diagram

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 paved in scored integral color concrete. Pedestrian crosswalks shall be emphasized with a variation in concrete color or pattern.

D. Sidewalk Paving

The sidewalk shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips and sidewalk areas located in between landscape planters 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 Planters. Tree planters shall be five feet wide and 15 feet long inground planters located below a suspended pavement system. Treeplanters shall be placed so that they match the street tree spacing.
3. Curb Extensions. Landscape planters shall extend into curb extensions and separate sidewalk amenity zones from the roadway (see Section 3.5.4).

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.

F. Streetlights

Streetlights shall be per Section 3.5.3.

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 poured, scored concrete to match the public sidewalk (see Section 3.5.1).
2. Landscaping. Small shrubs and trees in movable pots are permitted. Landscaped planters 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 areas shall be located entirely within the front setback. They shall be enclosed by removable barriers when barriers are required by State licensing regulations.

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.

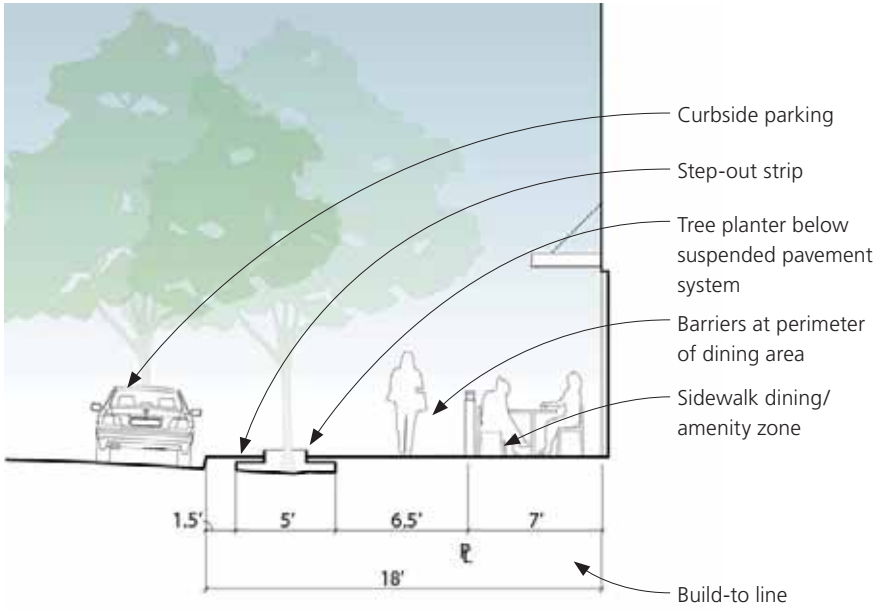


Figure 3-6: Westminster Boulevard Sidewalk

3.4.3 Eaton Street "Green Boulevard"

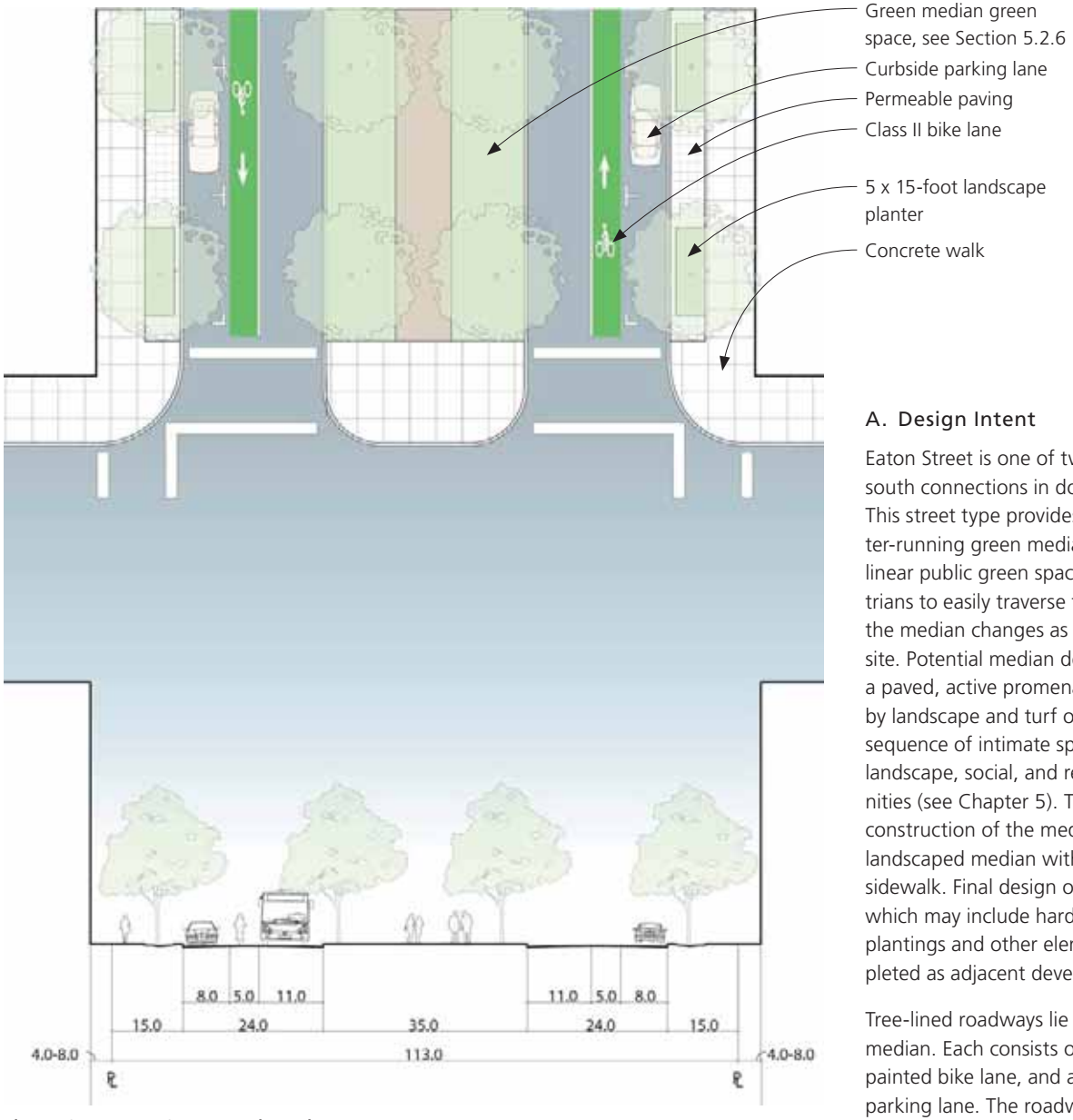


Figure 3-7: Eaton Street Design Diagram

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. Landscaped planters 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 sidewalk shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips and sidewalk areas located in between landscape planters 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 Planters. Planters shall be eight feet wide by 15 feet long and flush with the finished sidewalk. Landscape planters shall be placed to match the street tree spacing, typically 35 feet on center.

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. 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 poured, scored concrete to match the public sidewalk (see Section 3.5.1). Front setbacks at ground-floor residential uses shall be paved or landscaped.
2. Landscaping. Small shrubs and trees in movable pots are permitted. *Stoops* and similar encroachments may extend into the front yard.
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 areas shall be located entirely within the front setback. They shall be enclosed by removable barriers when barriers are required by State licensing regulations.

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.

Outdoor dining may also be permitted in the green median with City approval.

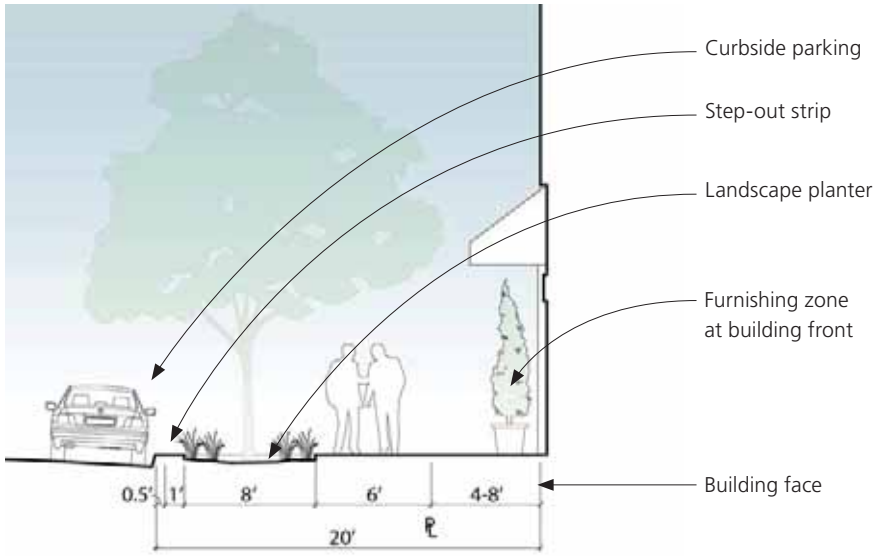


Figure 3-8: Typical Eaton Street Sidewalk

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

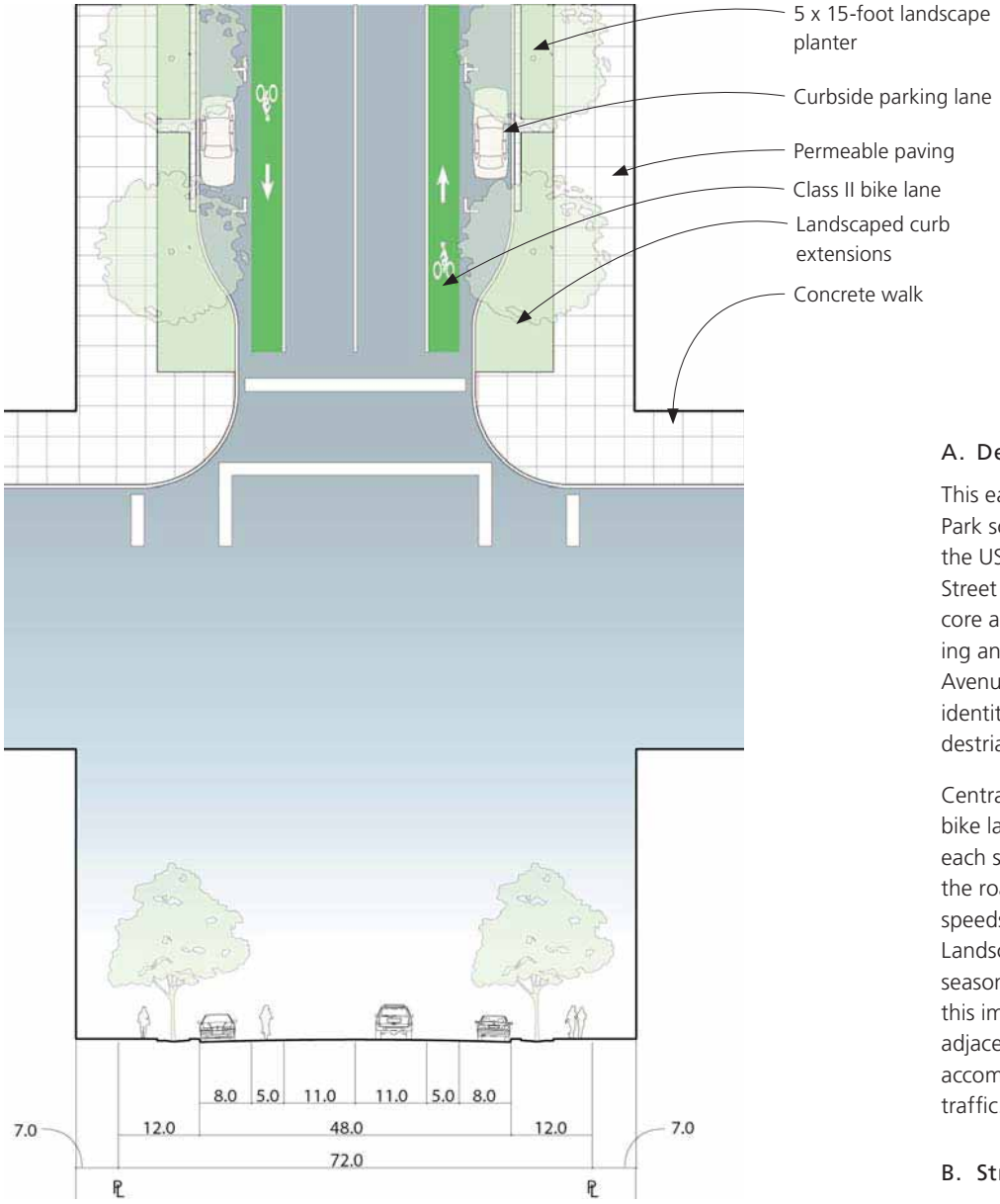


Figure 3-9: Central Avenue Design Diagram

SW: sidewalk incl. parkway; P: parking lane; 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. Landscaped planters 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 sidewalk 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 Planters. Planters at the curbside shall be five feet wide by 15 feet long and flush with the finished sidewalk. Tree planters adjoining the property line shall be five feet wide and 15 feet long in-ground 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 planters 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.

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 poured, scored concrete to match the public sidewalk (see Section 3.5.1). Front setbacks at ground-floor residential uses shall be paved or landscaped.
2. Landscaping. Small shrubs and trees in movable pots are permitted. *Stoops* and similar encroachments may extend into the front yard.
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 areas shall be located entirely within the front setback. They shall be enclosed by removable barriers when barriers are required by State licensing regulations.

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.

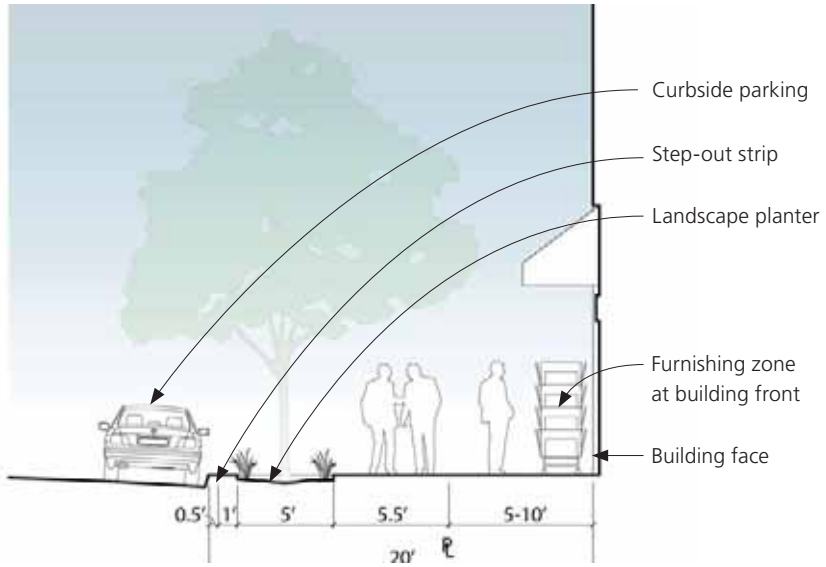


Figure 3-10: Typical Central Avenue Sidewalk

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

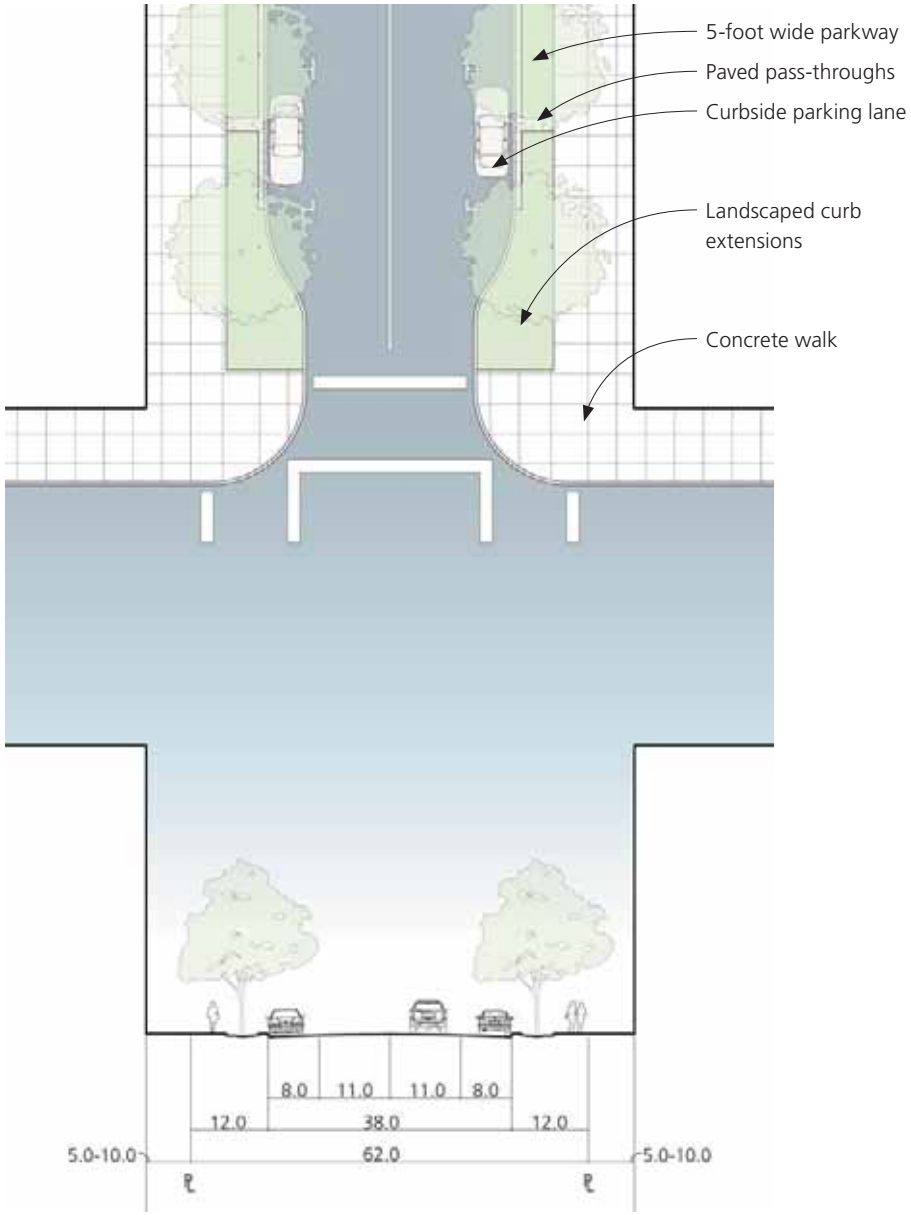


Figure 3-11: Local Street Design Diagram

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 sidewalk shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips and walks in parkways 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

Front setbacks shall be paved or landscaped in conformance with the building *frontage type* standards (see Section 4.4).

H. Outdoor Dining

Outdoor dining may be permitted with City approval. The outdoor dining area shall immediately adjoin a *storefront cafe* frontage and shall be located entirely within the front setback. It shall be enclosed by removable barriers when barriers are required by State licensing regulations.

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.

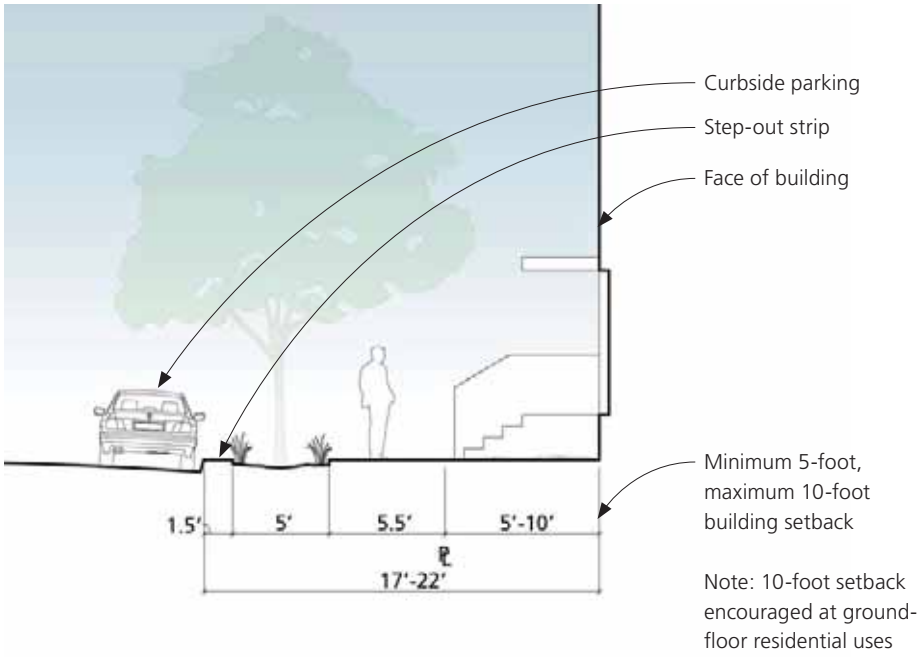


Figure 3-12: Local Street Sidewalk Section

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

3.4.6 Benton Street

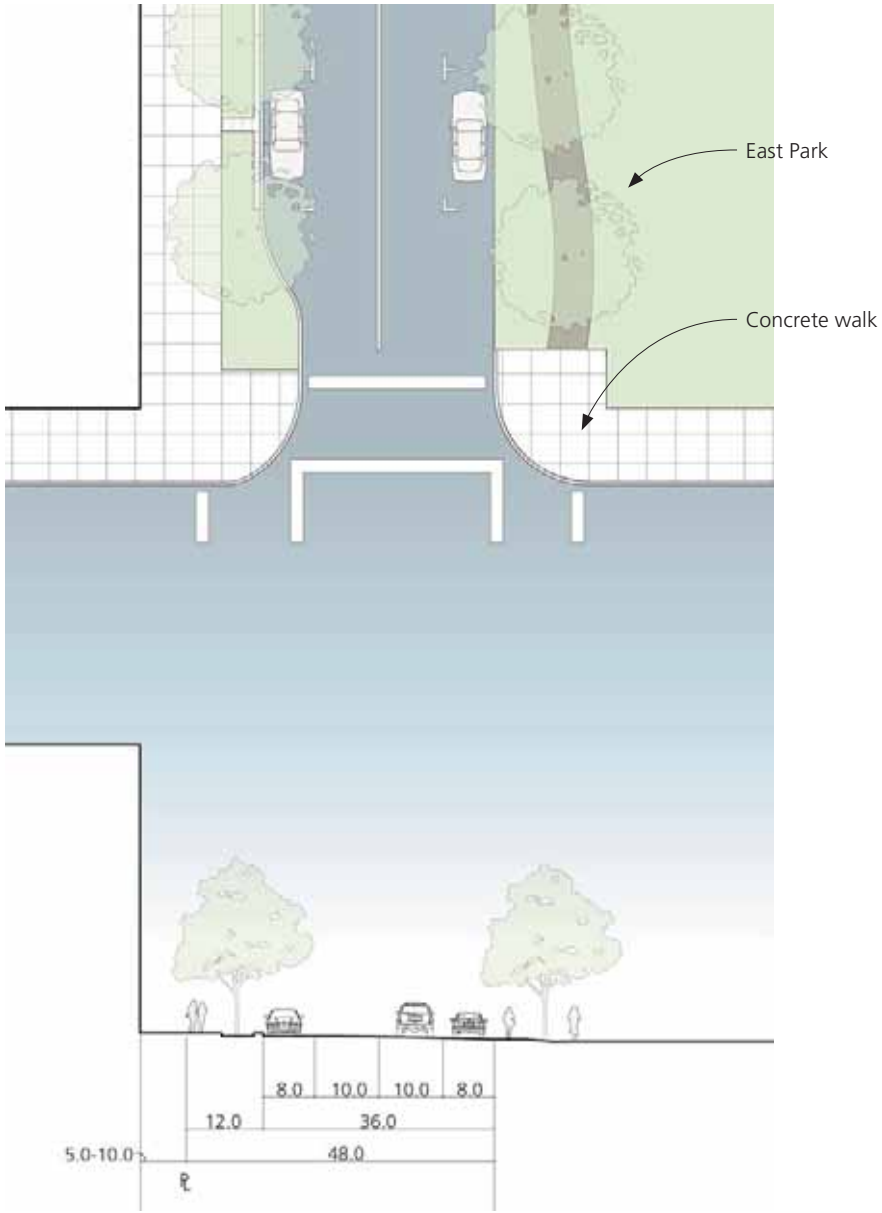


Figure 3-13: Benton Street Design Diagram

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 sidewalks shall be paved with poured, scored concrete (see Section 3.5.1). Step-out strips and walks in parkways shall be paved with permeable pavers (see Section 3.5.1). Park-side sidewalks 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. Paved walks shall provide access from the sidewalk to step-out strips and shall be

Bioswale at Park Edge

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

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

Building-side front setbacks shall be paved or landscaped in conformance with the building *frontage type* standards (see Section 4.4).

H. Outdoor Dining

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.

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.

3.4.7 Alley (Public or Private)

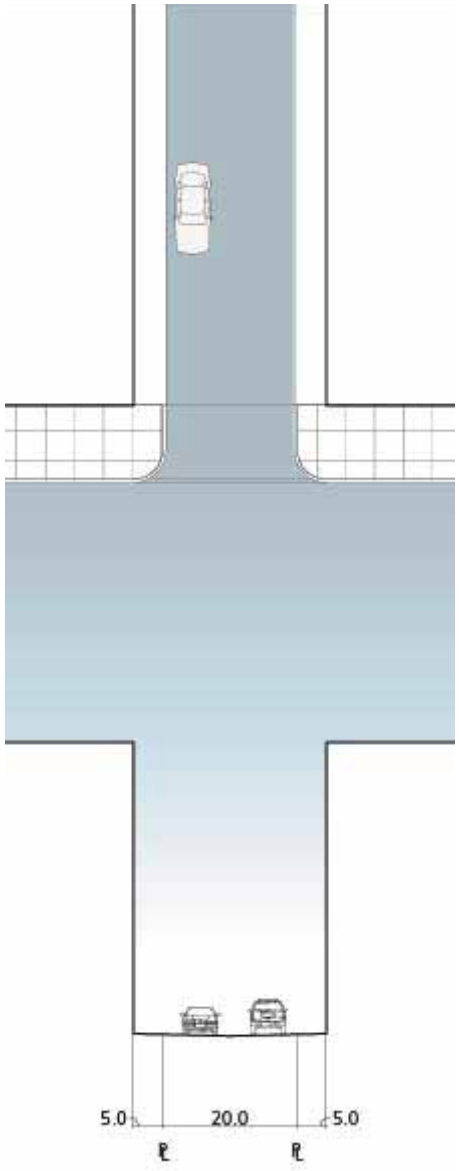


Figure 3-14: 20-Foot Alley Design Diagram

A. Design Intent

While the alley street type primarily provides access to the interior of larger blocks, it is also intended for opportunities for active uses along alley fronts. These uses could include restaurants, gallery spaces, 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, raised sidewalk provides additional safety for pedestrians. Alleys shall be concrete.

B. Street Design

Street design shall be in conformance with Figure 3-14.

C. Setback Paving

5-foot setbacks shall be paved with poured concrete. Wider setbacks may be appropriate where ground floor active uses are planned.

D. Outdoor Dining

Outdoor dining is not permitted.

3.4.8 Harlan Street

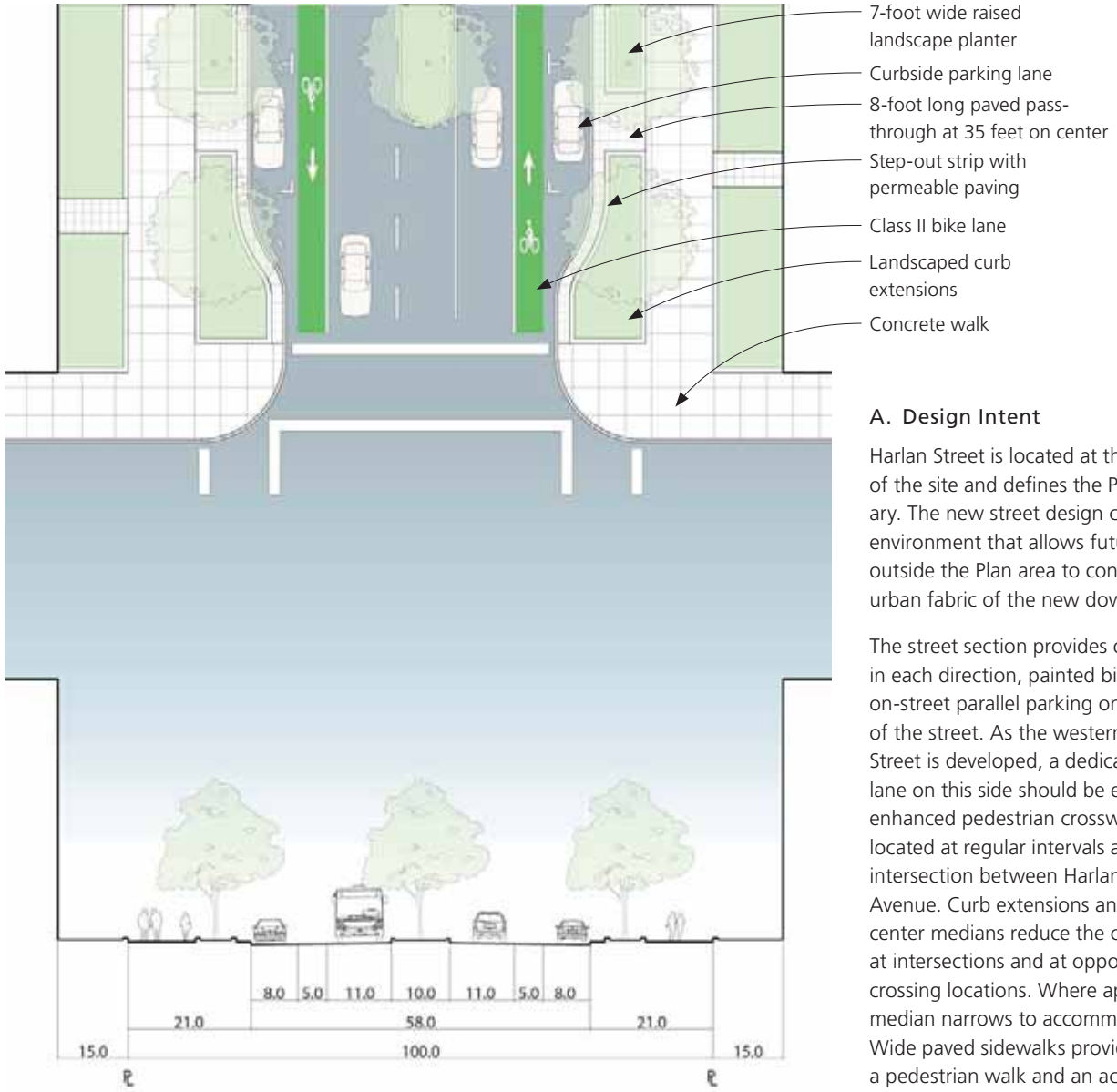


Figure 3-15: Harlan Street Design Diagram

SW: sidewalk incl. parkway; P: parking 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 in each direction, painted bike lanes, and on-street parallel parking on the eastern side of the street. As the western side of Harlan Street is developed, a dedication for a parking lane on this side should be evaluated. 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.

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. Front yard setbacks are planted; a raised curb at the property line separates them from the sidewalk.

B. Street Design

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

C. Sidewalk Paving

The sidewalk 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 and walks in parkways shall be paved with permeable pavers (see Section 3.5.1).

Existing Trees

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

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. Parkways shall extend into 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 landscape planters bounded by a raised curb. 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.

H. Outdoor Dining

Outdoor dining is not permitted.

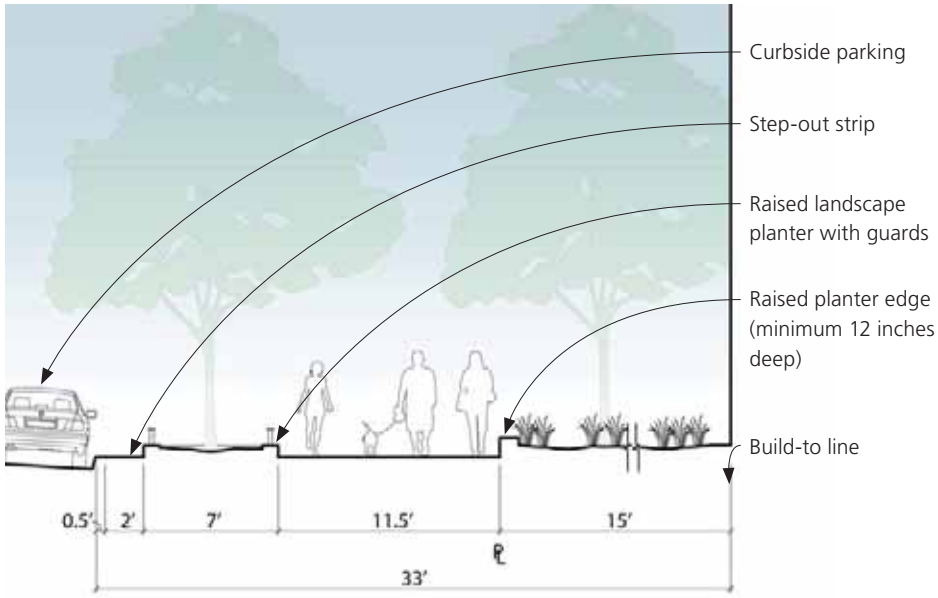


Figure 3-16: Harlan Street Sidewalk with Raised Planters and Landscaped Setback

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

3.4.9 88th Avenue Sidewalk Design

Key Plan

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 "road diet" (reduction of the roadway width) could be explored (see Section 3.3).

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, ditch and sidewalk along 88th Avenue.

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 shall remain. The northern sidewalk shall be paved with scored concrete.

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 conformance with the building *frontage type* standards (see Section 4.4). Raised terraces are permitted.
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 in active use zones located between the publicly accessible walk and the building front. Outdoor dining shall immediately adjoin the operating ground-floor space. They shall be enclosed by movable barriers when required by State licensing.

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.

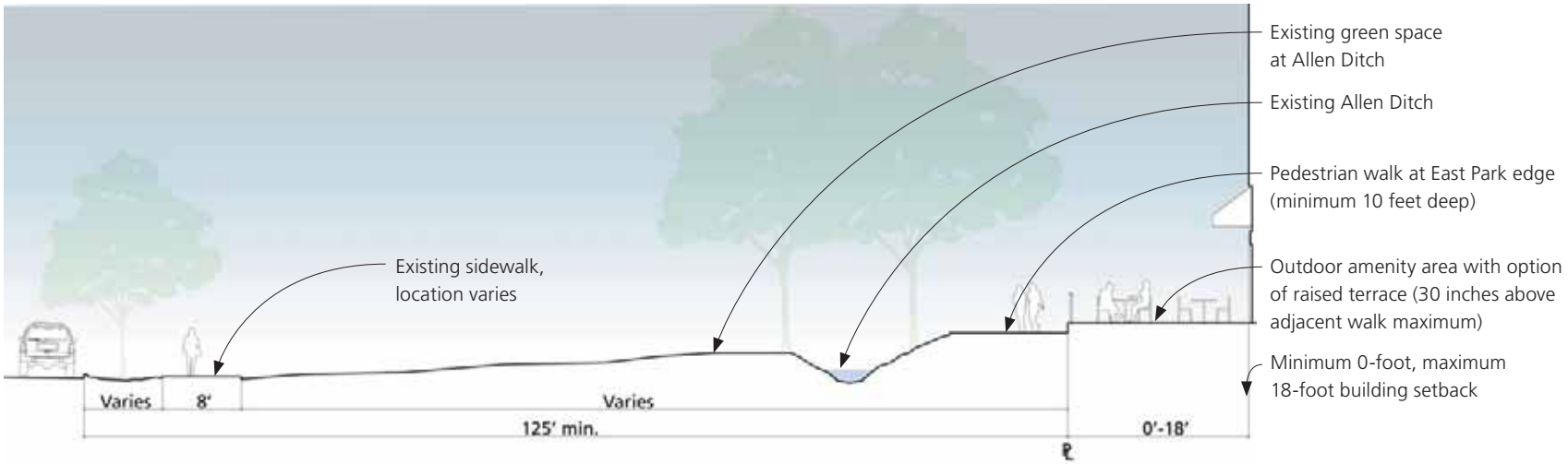


Figure 3-17: 88th Avenue Sidewalk Section

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 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 sidewalk 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.

H. Outdoor Dining

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.

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.

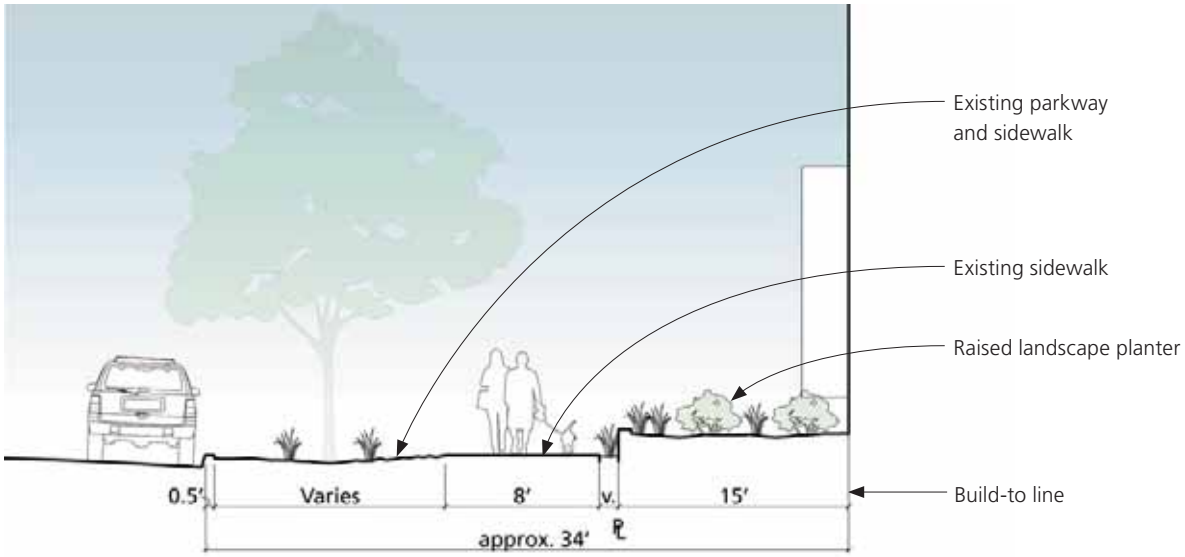


Figure 3-18: 92nd Avenue Sidewalk Section With Raised Landscape Planter

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 palette
Section 3.5.2: Street furniture palette
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. Private Development

Where required by the street type standards of Section 3.4 paved areas in front setback shall conform to this section.

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 1

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.

Bench

LandscapeForms Parc Vue 72" bench, backed with end arms, silver metallic

Waste Receptacle

LandscapeForms Parc Vue side-opening receptacle, silver metallic

Recycling Receptacle

LandscapeForms Parc Vue top-opening receptacle with blue recycling top

Bike Rack

LandscapeForms Flo bike rack

Bollard Option A

City Squared semi-dome top bollard

Bollard Option B

LandscapeForms Annapolis bollard

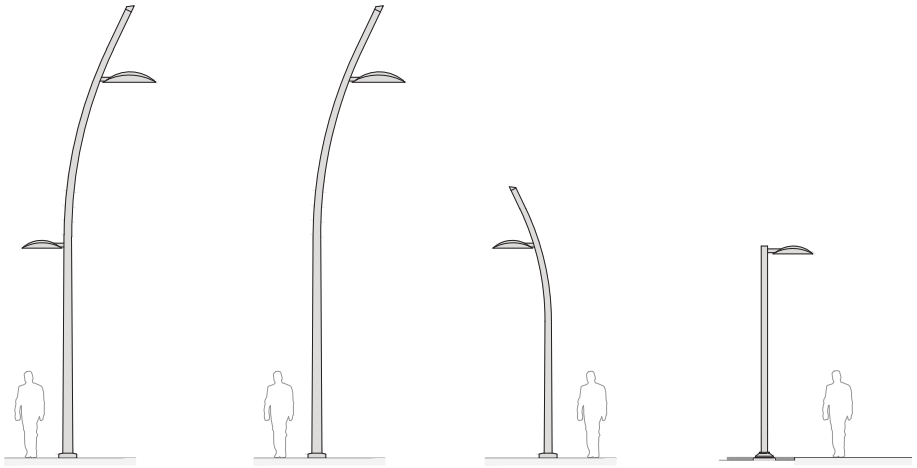
3.5.3 Streetlight Palette

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.



Street Light Options

Curved or straight pole types available.

Tandem Street Light

Street lighting and pedestrian lighting in one.

Street Light Sizes

Two different luminaire sizes are available.

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. Bike rack areas as well as more secure bike parking areas should include a number of bike racks for safe attachments of bikes.
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 Dining Guidelines

Outdoor dining may be regulated by State and City licensing requirements and codes, depending on the type of beverages served and location. This section provides additional guidelines for outdoor dining areas located in public rights-of-way or in private front setbacks. These guidelines supplement the provisions of the street type standards of this chapter.

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.

B. Design

The design materials and colors used for chairs, tables, lighting and other fixtures including umbrellas and awnings shall be generally consistent both with the architectural style and colors used on the building facade.

C. Furniture

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.

D. Dining Area Enclosures

When provided, outdoor dining enclosures should complement the overall building and streetscape design. Enclosures should 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 wind-screen 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.

E. 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.

Sidewalk Dining at the Building Front

Outdoor dining area with high-quality enclosure.

Sidewalk Cafe Seating

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

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.

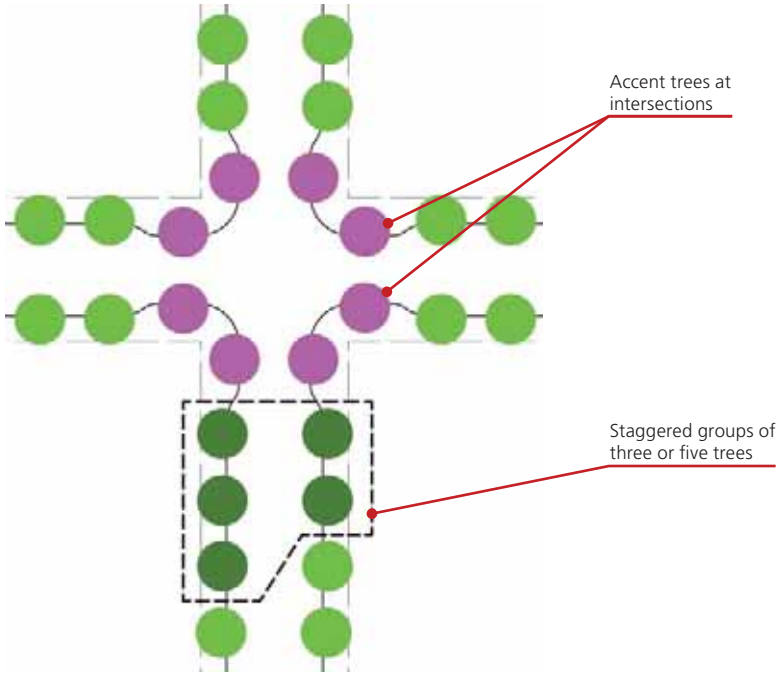


Figure 3-19: Street Tree Typical Planting Detail

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

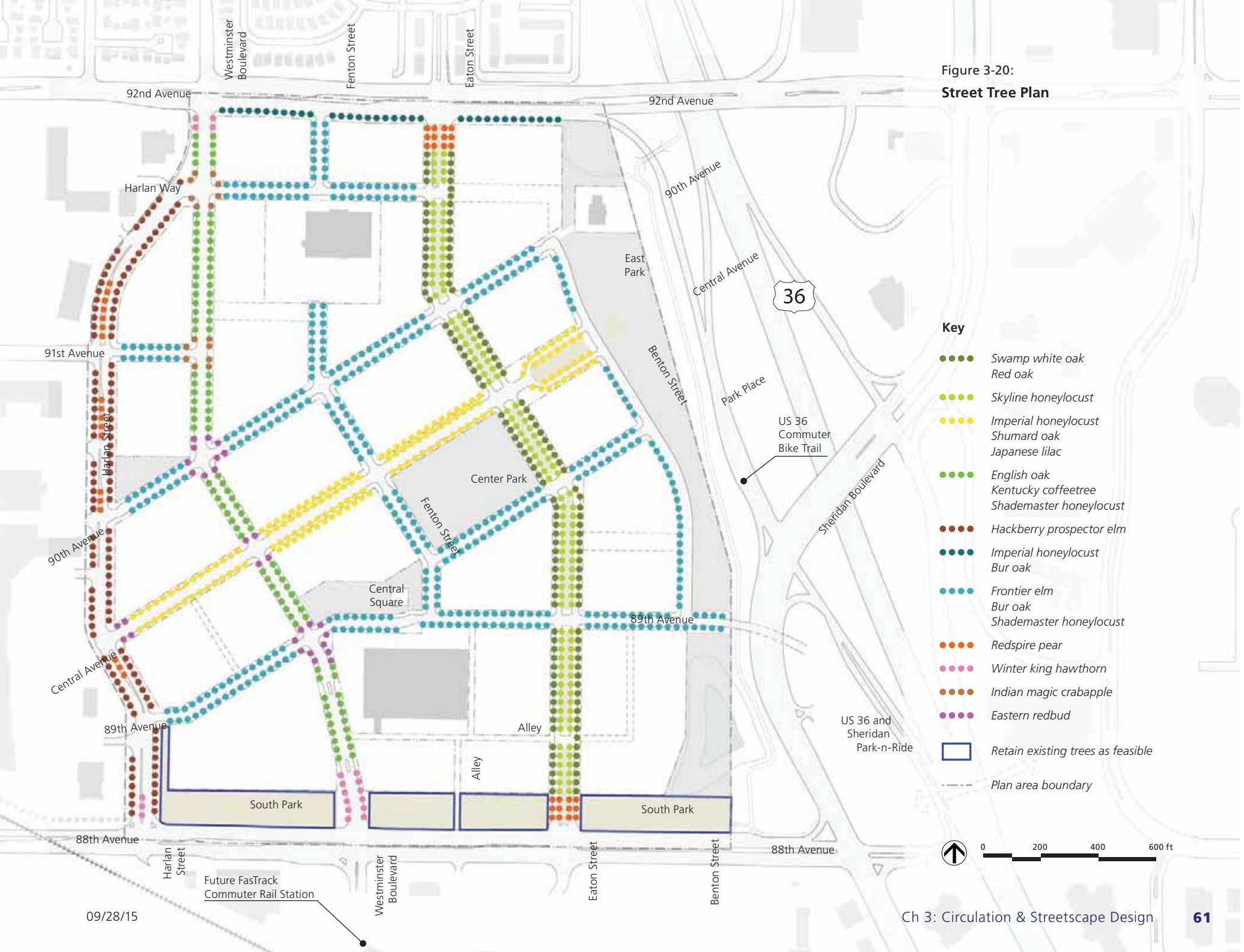


Figure 3-20:
Street Tree Plan

09/28/15

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.

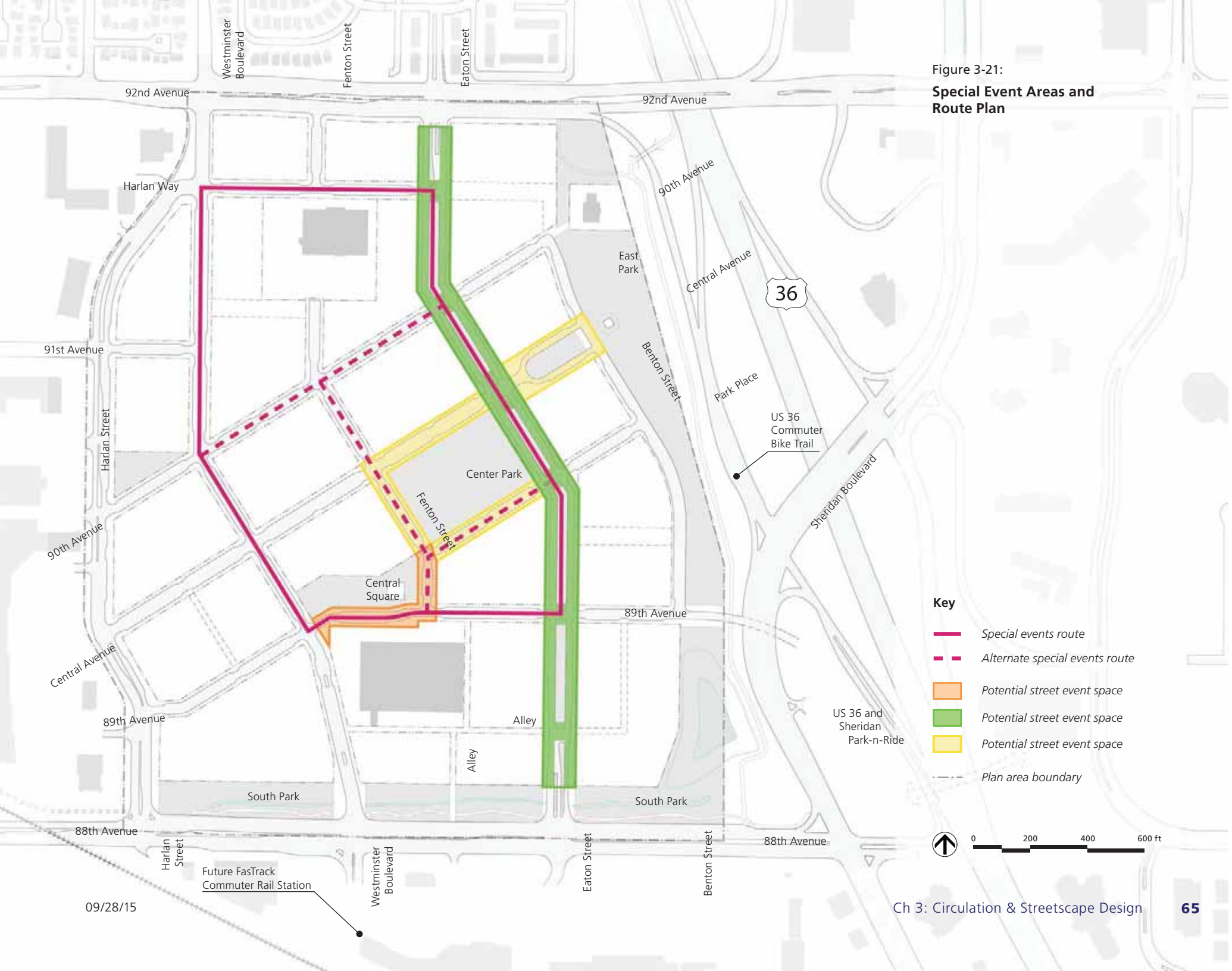


Figure 3-21:

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

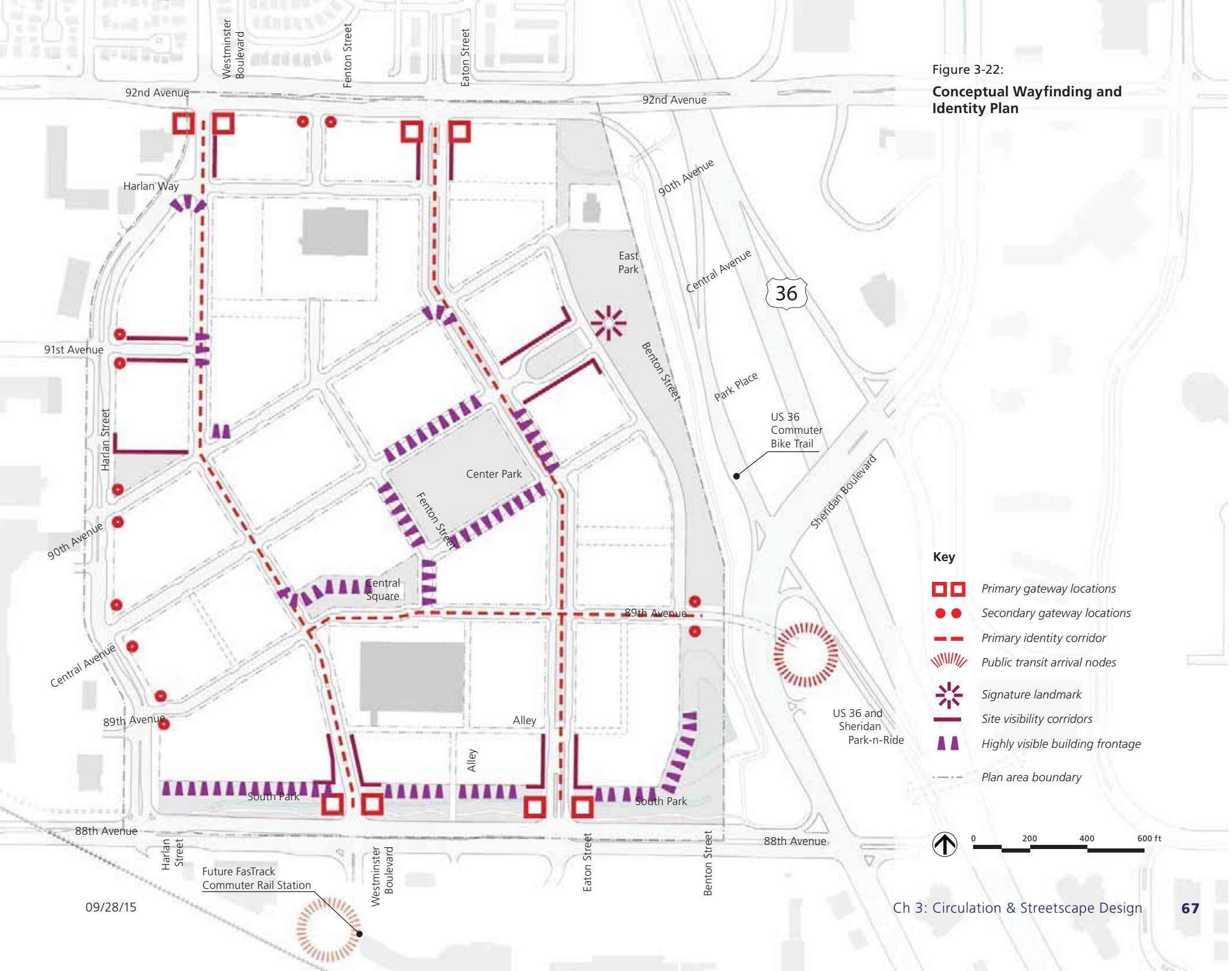


Figure 3-22:

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.

Design Review Process and Variations from Standards

Chapter 6: Implementation describes the City design review process as well as procedures for variations from the standards of this Chapter.

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.

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.

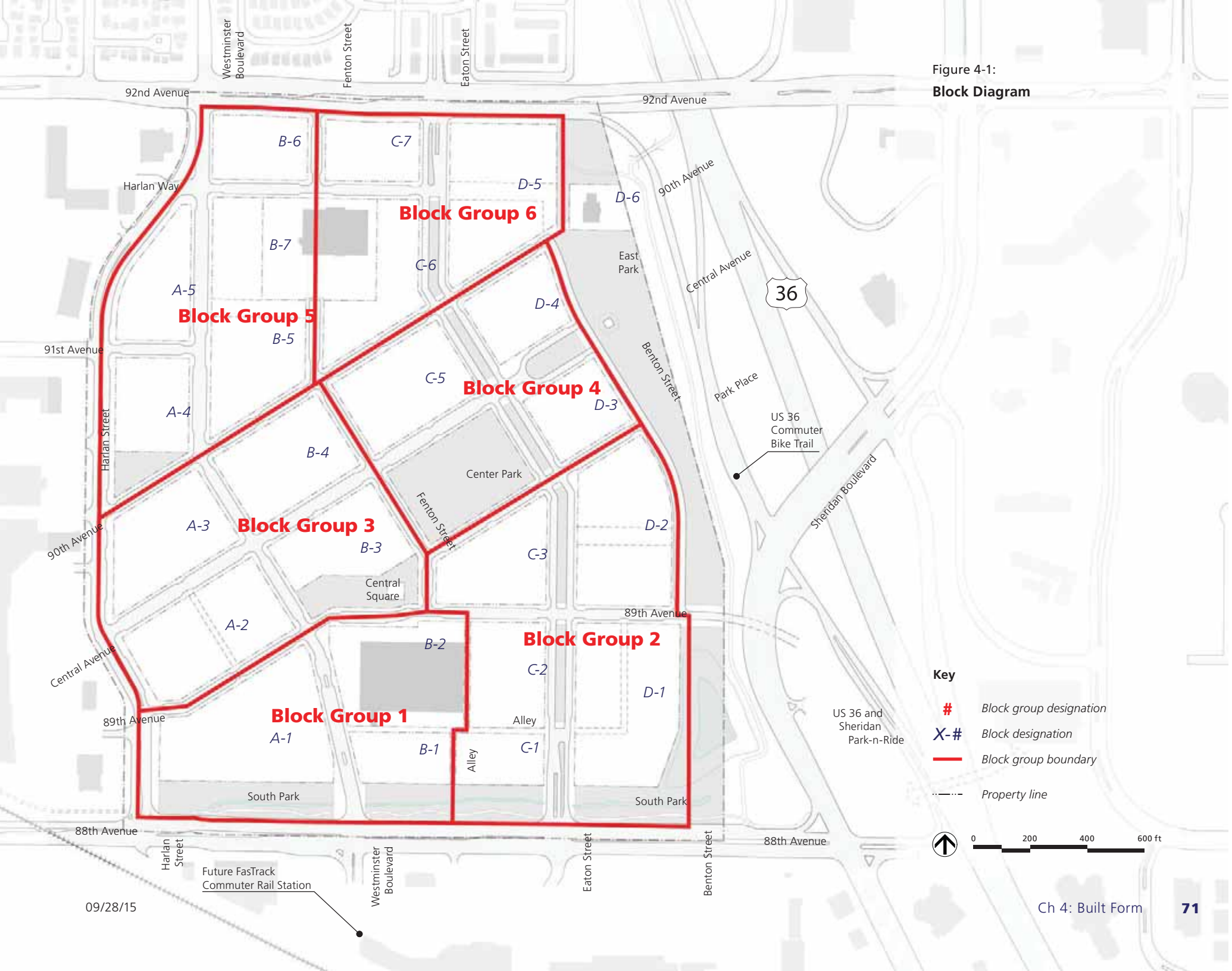


Figure 4-1:
Block Diagram

09/28/15

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 allow a variance to 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.

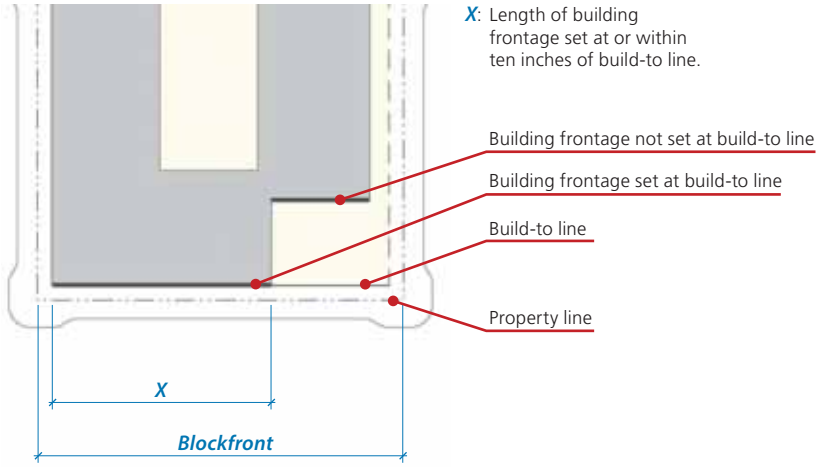


Figure 4-2: Minimum Building Frontage Occupancy

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.

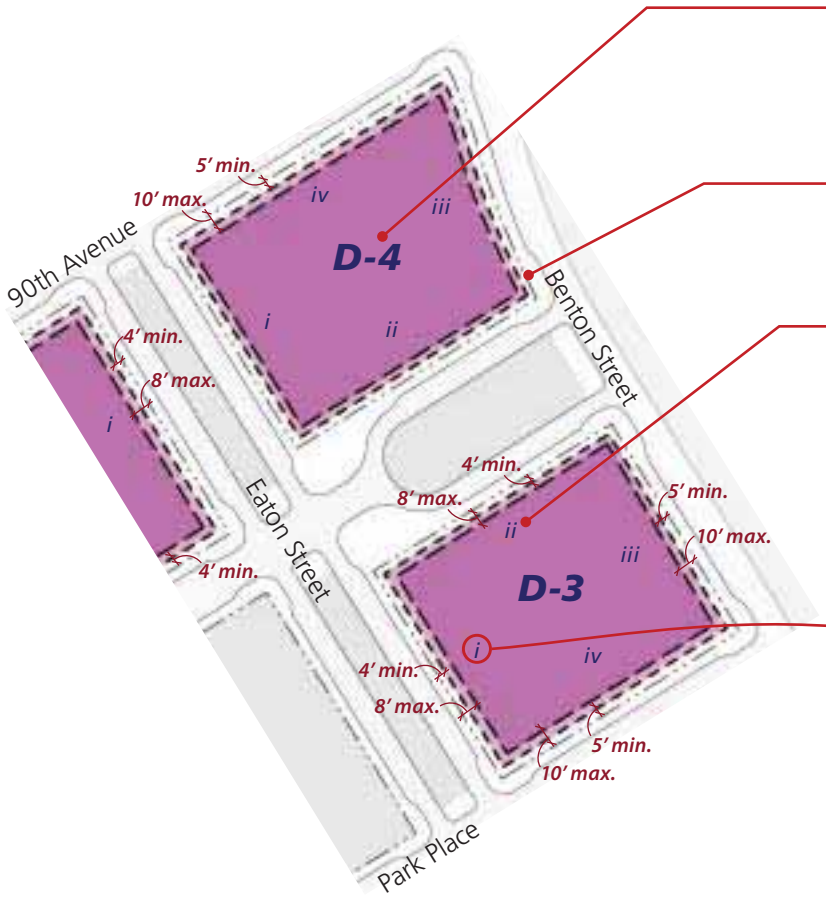


Figure 4-3:

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.

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*

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.

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	15′
Min. Setback	N/A	0′	5′	5′	N/A
Max. Setback	N/A	18′	10′	10′	N/A
Min. Frontage Occupancy	90%(1)	75%	75%(1)	75%	75%
Service & Access Points	NP	NP	P-1	P-2	NP

Table 4.2.2.2: Permitted Frontage Types	Blockfront				
	i	ii	iii	iv	v
Storefront	X	X	X	X	X
Storefront Cafe	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

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*

Key Plan

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%	75%	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
Storefront Cafe	X	X	X	X	X	X	X	X
Urban Frontage	X	X	X	X	X	X	X	X
Forecourt				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
Urban Anchor			X	X	X
Urban Supermarket		X	X	X	X
Min. # of Types	1	1	1	3	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	15′	N/A
Min. Setback	N/A	N/A	5′	5′	5′	N/A	5′
Max. Setback	N/A	N/A	10′	10′	10′	N/A	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
Storefront Cafe	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	

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
Storefront Cafe	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-7 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 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'	15'	15'	N/A
Min. Setback	N/A	N/A	N/A	N/A	N/A	5'
Max. Setback	N/A	N/A	N/A	N/A	N/A	10'
Min. Frontage Occupancy	90%	90%	80%	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
Storefront Cafe	X	X	X	X	X	X
Urban Frontage	X	X	X	X	X	X
Forecourt				X	X	X
Dooryard				X	X	X
Stoop		X		X	X	X

Table 4.2.6.3: Permitted Building Types	Block			
	A-4	A-5	B-7	B-8
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 (1)	X (1)	X (1)
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) 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

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*
- *Change in blockfront designation*

0 100 200 300 ft

Key Plan

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	0
Min. Setback	4'	4'	N/A	5'	N/A
Max. Setback	8'	8'	N/A	10'	N/A
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	
Storefront Cafe	X	X		X	X
Urban Frontage	X	X	X	X	X
Forecourt				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 v 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. 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).

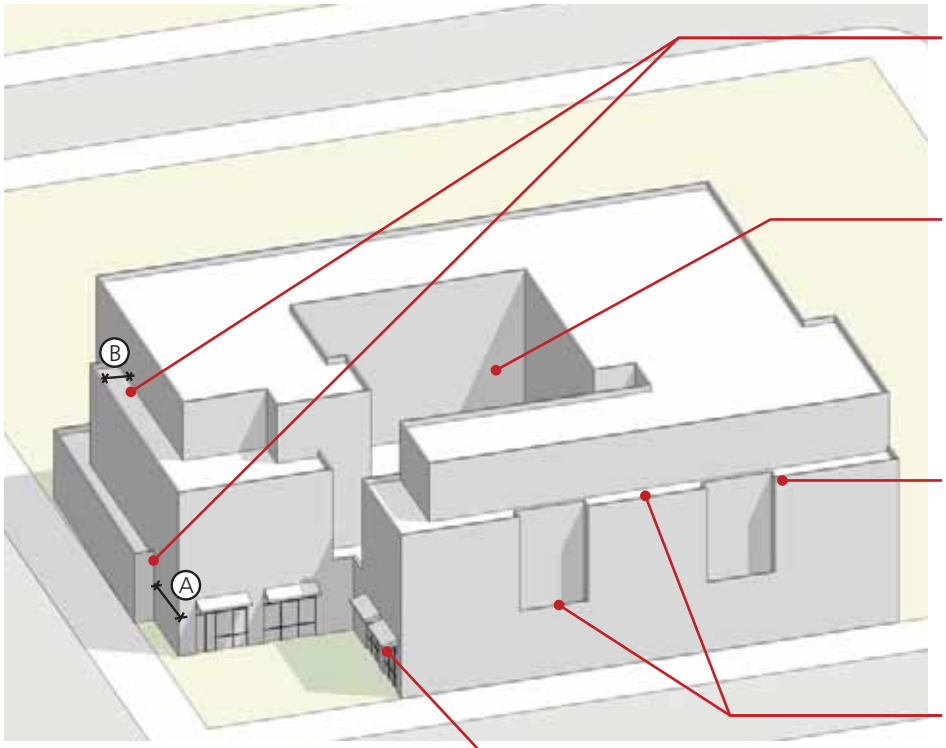


Figure 4-10: Key Building Type Elements

Note: See also definitions, Chapter 7

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).

Green Space:

Each building type requires the lot area to be occupied by a certain percentage of green 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.

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. 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 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.

C. Building Height and Massing

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.

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.

Furthermore, 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.

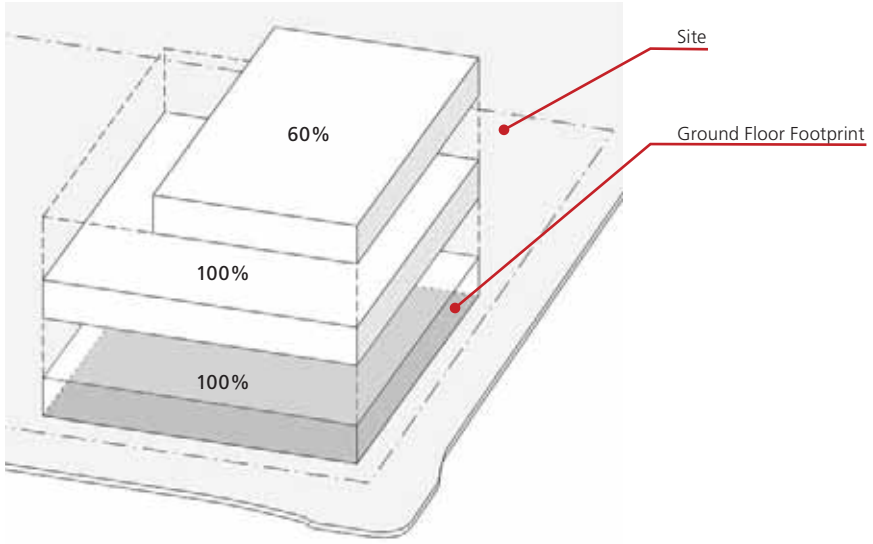


Figure 4-11: Maximum Footprint Per Story Diagram

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

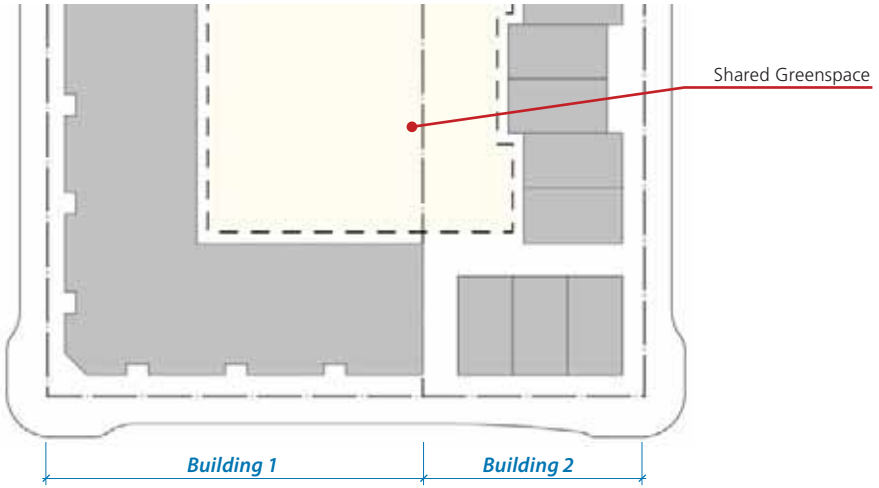


Figure 4-12: Shared Outdoor Space Diagram

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

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

Row House Diagram

Houses with common walls line a street front.

Row House Illustrative Photo

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 houses may also wrap the podium of a high-rise building type.

B. Facade Width

1. Maximum of 26 feet for each row house unit, except that the facade width of a row house on block corners may be up to 30 feet.
2. The maximum number of attached row houses allowed is 10 townhouses per facade string. The minimum distance between facade strings is 20 feet.

C. Building Height & Massing

1. Maximum height shall be 45 feet.
2. Facade strings shall have at least one *encroachment* or *plane break* 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.
3. Building faces abutting side streets or yards shall provide at least one horizontal *plane break* of at least three feet, and one vertical *plane break* of at least two feet.
4. In a three-story building, a two-story row house can be stacked over a separate ground-floor unit.
5. 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%

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.
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 gardens.
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

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 may also wrap the podium of a high-rise building type.

B. Facade Width

1. Maximum of 30 feet for each 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. Facade strings shall have at least one *encroachment* or *plane break* per 100 linear feet, such as a porch, balcony, recess or projection. The combined length of plane breaks shall occupy at least 10~~5~~ percent of the facade length.
3. Building faces abutting side yards shall provide at least one horizontal plane break of at least three feet, and one vertical plane break of at least two feet.
4. 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%

D. Maximum Upper Level Frontage Occupancy

Not applicable.

E. Frontage Types

Permitted frontage types are: storefront, *storefront café*, 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 15 percent of the lot area shall be provided as outdoor space.
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 gardens.
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.

4.3.4 Courtyard Building

Courtyard Building Diagram

A grouping of units around central courtyards.

Courtyard Building Illustrative Photo

Courtyard view of a courtyard building.

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

Maximum 200 feet. See 4.3.1 B for additional explanation of this standard.

C. Building Height & Massing

1. Maximum height shall be 76 feet.
2. The maximum allowed footprint per story shall be determined by the following table:

Table: 4.3.4.1: Height in Stories	Maximum Allowed Footprint per Story			
	1-2	3	4	>5
2	100%	–	–	–
3	100%	80%	–	–
4	100%	100%	80%	–
>5	100%	100%	80%	80%

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, *storefront café*, *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 15 percent of the lot area shall be provided as outdoor space.
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

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

Maximum 225 feet. 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. See 4.3.1 B for additional explanation of this standard.

C. Building Height & Massing

1. Maximum height shall be 76 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			
	1-3	4	5	>5
2-3	100%	–	–	–
4-5	100%	85%	75%	–
>5	100%	100%	85%	75%

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, *storefront café*, *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.

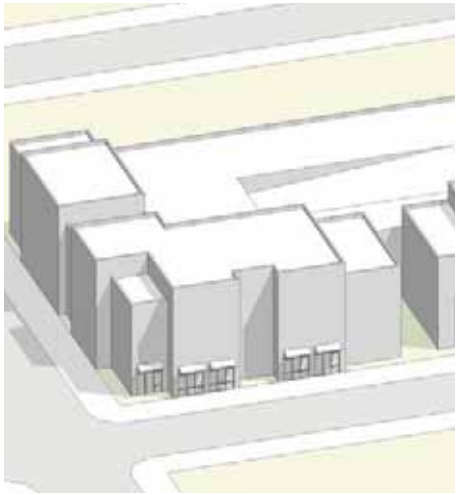
H. Outdoor Space

1. Amount Required. At least 15 percent of the lot area shall be provided as outdoor space.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: patios, verandas, courtyards, and roof gardens.
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, or a combination of thereof. Landscaping in pots or planters may be included in computing the total landscaped area.

4.3.6 Liner Building with Garage



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.

A. Intent Statement

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

B. Facade Width

1. Maximum 225 feet. 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. See 4.3.1 B for additional explanation of this standard.
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.

C. Building Height & Massing

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

D. Maximum Upper Level Building

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%

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, *storefront café*, *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.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: patios, verandas, courtyards, and roof gardens.
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, 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.

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

Maximum 240 feet may be exposed at frontage.

C. Building Height & Massing

Maximum height shall be 55 feet.

D. Maximum Upper Level Frontage Occupancy

Not applicable.

E. Frontage Types

Permitted frontage types are: storefront, *storefront café*, *urban frontage*, *forecourt* (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.

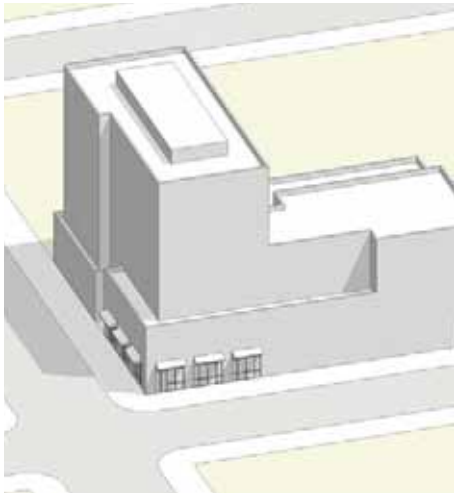
H. Outdoor Space

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

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

Maximum facade width of the podium is 300 feet.

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 20,000 SF.
3. The tower shall step back from the face of the podium a minimum of 10 feet, measured perpendicular to the property line.

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, *storefront café*, *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 30 percent of the lot area shall be provided as outdoor space.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: patios, verandas, courtyards, and roof gardens. 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, 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

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

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.

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	
2-3	100%	–	–	
4-5	100%	90%	–	
>5	100%	75%	75%	

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, *storefront café*, *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

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

Maximum 300 feet.

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:

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

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, *storefront café*, *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).

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 blockfronts, 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.

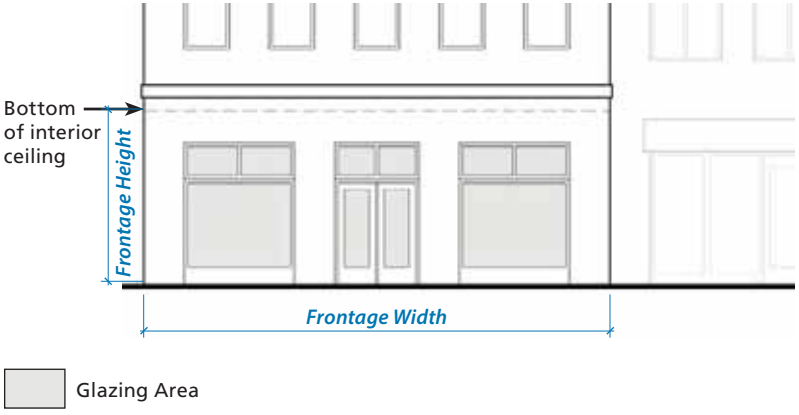


Figure 4-13 : Minimum Frontage Glazing Diagram

The frontage glazing area shall be measured from the finished floor to the bottom of ceiling of the ground floor.

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

Storefronts shall be between 12 to 25 feet high, measured from the finished floor to the bottom of ceiling of the storefront space. Storefront spaces shall be set no more than twelve inches above the adjacent sidewalk at the primary entrance.

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. At least 60 percent of the storefront 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. The sill height of a storefront window shall be no more than 30 inches high measured from the adjacent finished sidewalk.
2. 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.

G. Storefronts

The maximum length of blank walls facing the street is limited to 15 horizontal feet for any one stretch.

4.4.3 Storefront Café

Storefront Café Illustrative Section

Outdoor seating is located immediately adjacent to a ground-floor use.

Storefront Café Illustrative Photo

A. Intent Statement

Storefront cafés provide ground-floor café and restaurant spaces directly accessible from the adjacent sidewalk. *Storefront café* frontages are similar to storefront frontages but provide specific provisions for outdoor seating.

B. Entries

Entries should be set at the adjacent sidewalk. *Storefront cafés* facing 88th Avenue and overlooking the South Park may provide outdoor seating areas on raised terraces.

C. Dimensions

Storefront cafés shall be between 12 to 25 feet high, measured from the finished floor to the bottom of ceiling of the storefront space. Storefront spaces shall be set no more than twelve inches above the adjacent sidewalk or terrace.

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 either in front setbacks (see Section 3.4). Product displays (e.g. flowers, food, merchandise displays) are encouraged near storefront entries.

F. Additional Standard and Guidelines

Same as storefront frontage type (see Section 4.4.2 F.).

G. Storefronts

Same as storefront frontage type (see Section 4.4.2 G.).

4.4.4 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.

4.4.5 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 three 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.

4.4.6 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 40 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.

4.4.7 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 lobbies or commercial/office uses. It provides 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

1. At least 50 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 4.5.1-A.4 can be excluded from the ground floor glazing calculation.

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 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 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.

A. Standards

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.
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.
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. Facade plane breaks shall occur at least once every 150 feet measured parallel to the property line.
4. Blank Walls. Blank walls (defined as having no active use, glazing or doorway) shall be limited to 20% or 40 feet of the Building Facade, whichever is greater.
5. 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.

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.

4.5.2 Building Facades

A. Standards

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.
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 sepa-

Building Massing (4.5.1)

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

Varied Building Massing (4.5.1)

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

Facade Plane Breaks (4.5.1)

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

rated 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.

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.

4.5.3 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.

4.5.4 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 of at least two times 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.

4.5.5 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. Pop-in muntins are not permitted below the third floor.
2. 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

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.

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.

4.5.6 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.

4.5.7 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. Atomatic 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.

4.5.8 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.

Interior Courtyard (4.5.8)

Landscape and hardscape create intimate spaces in this courtyard.

4.5.9 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.
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 if it is removable or retractable and 12 feet if is fixed or permanent. 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, 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 21 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. Encroaching habitable spaces are not permitted along Westminster Boulevard, Eaton Street, and Central Avenue.

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*.

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. Stoops

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

F. Outdoor Furnishing Zones

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

G. Subterranean Parking in Front Setbacks

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.

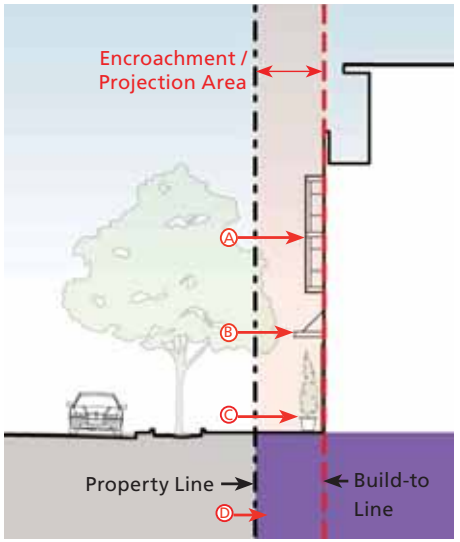
Figure 4-14: Encroachment and Projections Diagram

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.*

Encroaching Habitable Space (4.5.9)

Projecting Canopies (4.5.9)



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.

Wood Fence (4.5.12)

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

Hedge Screening Service Area (4.5.12)

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

4.5.10 Awnings and Shade Devices

The following standards and guidelines apply to awnings and shade devices that are not located at front setbacks or build-to lines.

A. Standards

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

4.5.10 Awnings and Shade Devices

The following standards and guidelines apply to awnings and shade devices that are not located at front setbacks or build-to lines.

A. Standards

1. Clearance. Awnings and shade devices shall maintain a minimum clearance of eight feet above the adjacent floor level.
2. Materials. Materials for awnings and shade devices shall be durable.

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. Design awning heights on a building to be consistent along the facade or frontage line so as to maintain a consistent street edge.
3. Aim to provide continuous awnings or shade devices at southern and western exposures above storefronts and storefront cafés.
4. Mountings. Use mountings that respect and enhance moldings that may be found above storefronts or sign panels.
5. Materials & Colors. Use materials that complement other materials on the building. Use colors that complement building colors and design.

4.5.11 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.

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.

4.5.12 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.

4.5.13 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. Building Lighting. Lighting on buildings shall be oriented to pedestrians in terms of scale, design, and location.
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. Outside of the Special Sign District (see Figure 4-15) lighting shall not trespass upon adjacent properties. 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 have lights mounted on outbuildings or garages.

B. Guidelines

1. Design. Light quality should not be harsh, glaring, blinking, or shed beyond property boundaries.
2. 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.
3. Ensure that all building lighting fixtures, whether exposed or concealed, do not have exposed conduit runs, junction boxes or other unfinished elements.
4. Entries and Parking. Increase lighting at entries to buildings and parking areas and structures to improve wayfinding and security.
5. 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.
6. 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.
7. 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.

Architectural Lighting (4.5.13)

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

Shielded Lighting (4.5.13)

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

4.5.14 Building Materials and Color

A. Standards

1. Building Materials. Building materials shall be high-quality and durable.

B. Guidelines

1. Materials. Use high quality craftsmanship and materials at the ground level, with ample use of texture, articulation and use of natural materials like brick, wood, and stone. Natural materials and tones are encouraged; metals should primarily be used as accents or roofing.
2. Colors. Light, natural tones are encouraged for expansive wall surfaces. Strong, bright colors should be used as accent colors.
3. Branding. Building colors that turn a building into an extension of a brand are strongly discouraged.

4.5.15 Sustainability

Passive sustainability practices are woven into this Plan through the standards and guidelines. In addition, new development is encouraged to be certified under Leadership in Energy and Environmental Design (LEED Silver certification or better), Energy Star, or other recognized sustainability rating programs. The goal is to assure that all new development considers sustainable building practices and strives to minimally impact the natural environment.

A. Standards

1. All new development shall be designed with a commitment to sustainability at both the site and the building level.

4.5.16 Service and Utilities

A. Standards

1. 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.
2. Screening. Service, utility, and mechanical equipment that is visible from the street shall be enclosed by a screening device or located within the building. Backflow preventers and fire 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. 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.
5. Trash Enclosure Dimensions. Trash enclosure walls shall be six feet high.

B. Guidelines

1. 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.
2. Trash enclosures and retail loading areas should be sited to minimize nuisance to adjacent properties.
3. The location of trash enclosures should be easily accessible for trash collection and should not impede general site circulation patterns during loading operations.
4. Mechanical equipment should vent to an alley wherever possible.
5. Roof-vent penetrations and mechanical equipment should be located at least ten feet from any exterior building face.
6. Gutters and downspouts should be made of galvanized steel, copper (not copper coated), or aluminum.

4.6 PARKING AND LOADING DESIGN STANDARDS

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

Parking areas and 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 not permitted except 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. Tandem parking spaces are permitted in attended parking facilities for commercial and retail and are permitted in unattended residential parking facilities.
3. Hydraulic lifts are permitted in attended parking facilities and key operated unattended lifts are permitted in unattended residential parking facilities.
4. Robotic parking is permitted subject to City approval.
5. 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 Design

1. Bike parking, car-share parking, and other alternative ride vehicles shall be given priority placement within parking structures.

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, Eaton Street, or Central Avenue shall provide a 20-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.

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.

4.6.8 Parking Required

1. The minimum number of vehicle parking spaces required shall be determined by the following table:

Table 4.6.8.1: Required Parking	Parking Stall Requirement
Office, commercial, business, and similar uses.	3.0 parking stalls per 1,000 SF
Residential	1.25 per dwelling unit

2. Reductions to required parking may be applicable for affordable and age-restricted residential uses, as per the W.M.C.
3. A portion of the non-residential parking requirement may be met off-site by public parking through purchase of Parking Space Equivalents. See Section 6.4: Implementation Measures.

4.7 SIGN STANDARDS AND GUIDELINES

4.7.1 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.

4.7.2 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.

4.7.3 Special Sign District

This Plan recognizes that the urban environment envisioned for new downtown is unique with 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 provisions for a special sign district.

The special sign district allows specific signage 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.

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 Supplemental 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-style logos 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-floor 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.

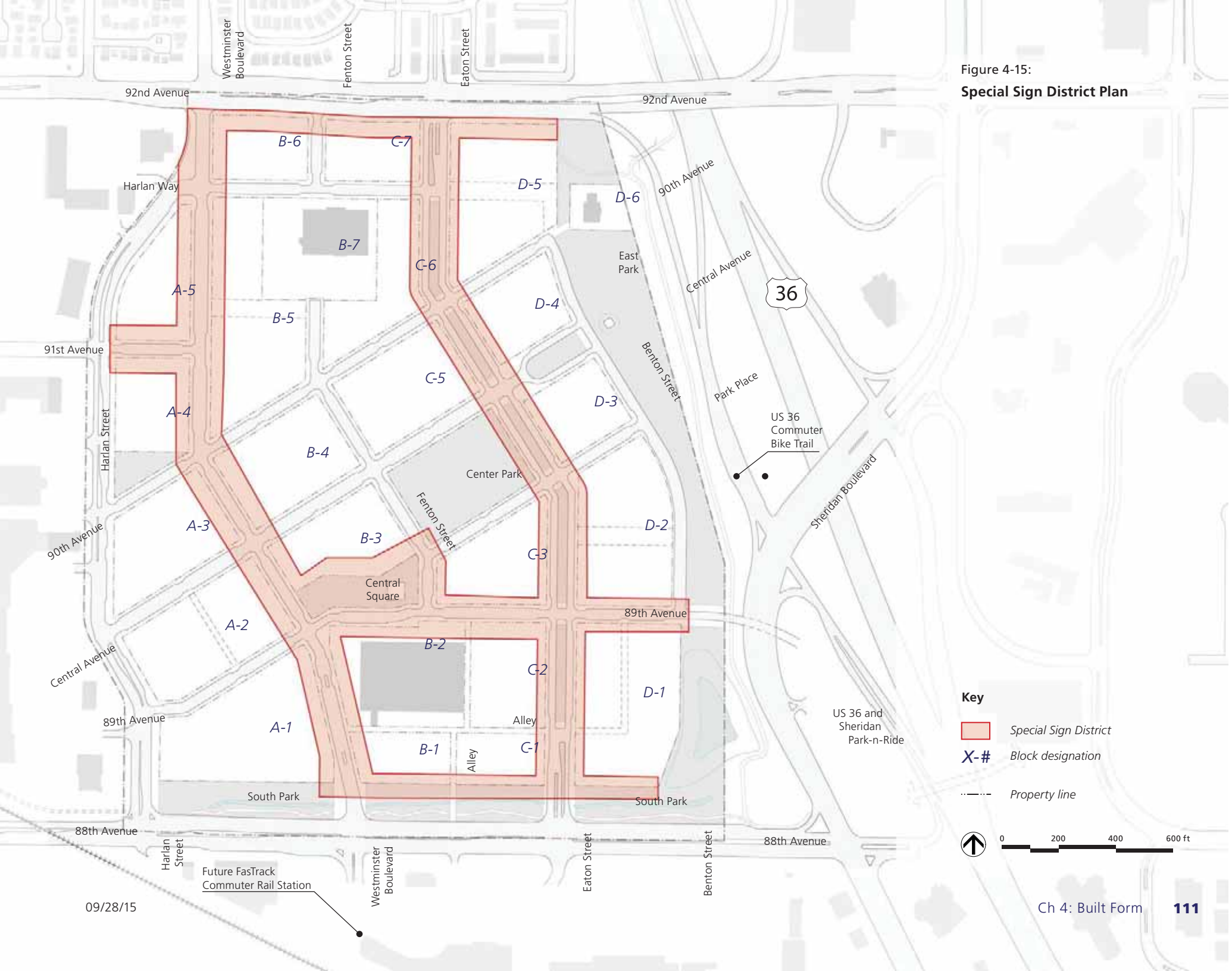


Figure 4-15:
Special Sign District Plan

09/28/15

4.7.5 Sign Guidelines

The following guidelines supplement the provisions of W.M.C. Chapter 11 and the Downtown Specific Plan Sign District, 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.

4.7.6 Illustrative Sign Images

The following images illustrate the sign guidelines of Section 4.7.5.

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.

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.

GREEN SPACE & PUBLIC ART

5

5.1 OVERALL 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 many 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. Incorporate the themes of health and fitness, food and gardening, tech-oriented amenities and activities, dynamic, interactive art, community celebrations and gatherings and spontaneity.
8. 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.

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.

Eaton Street Green Boulevard

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

Figure 5-1:

Public Green Space Plan

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 and not just a residential park.

A café, a book kiosk, bike rental, 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.

Park Edge

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

Destination for Families

Center Park is a destination for residents and visitors alike.

Informal Lawn Spaces

Lawn spaces allow for informal activities

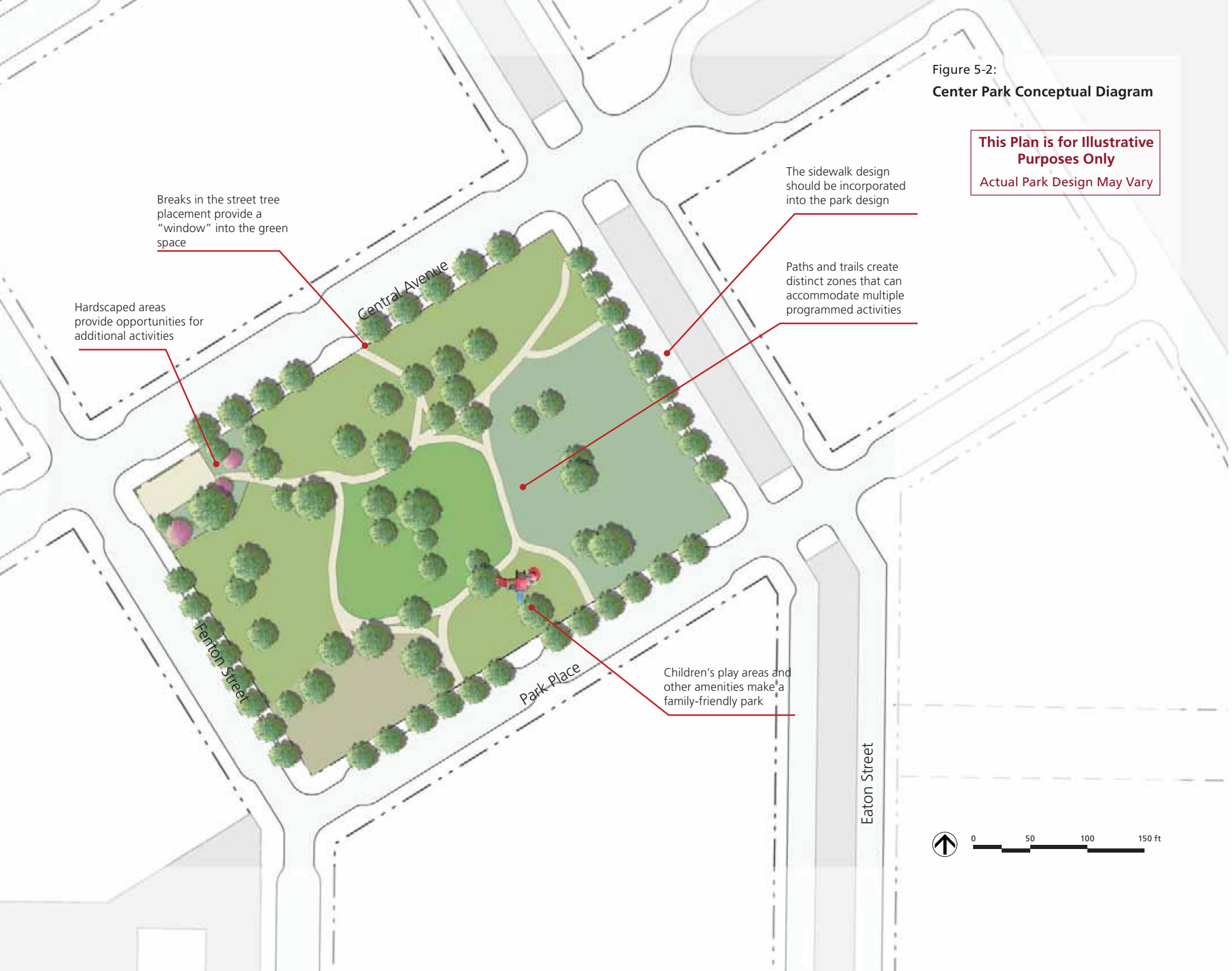


Figure 5-2:

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.

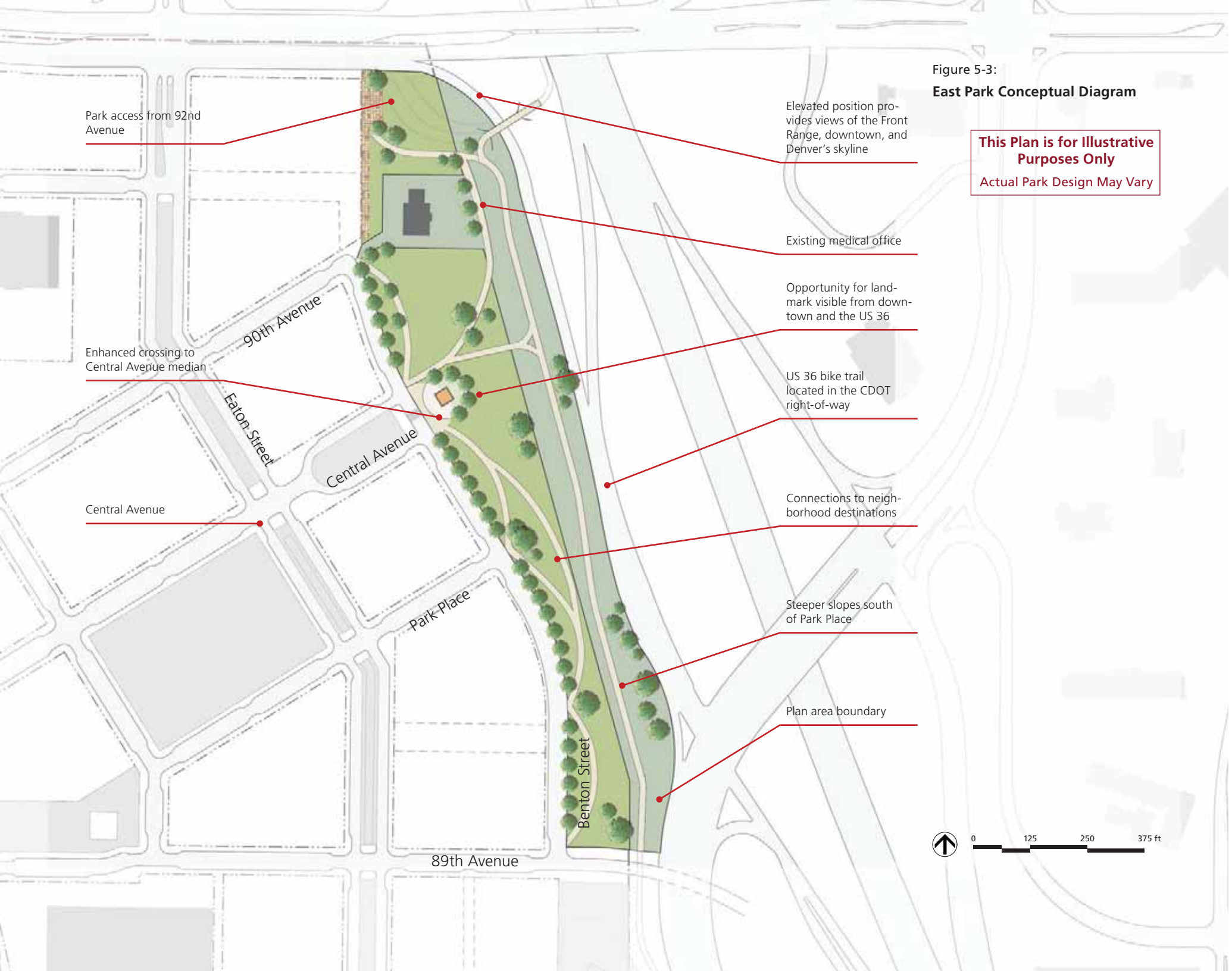


Figure 5-3:

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

1. 88th Avenue. The existing eight-foot sidewalk spans the site east to west and serves as a pedestrian trail. This configuration should be preserved.
2. 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).
3. 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

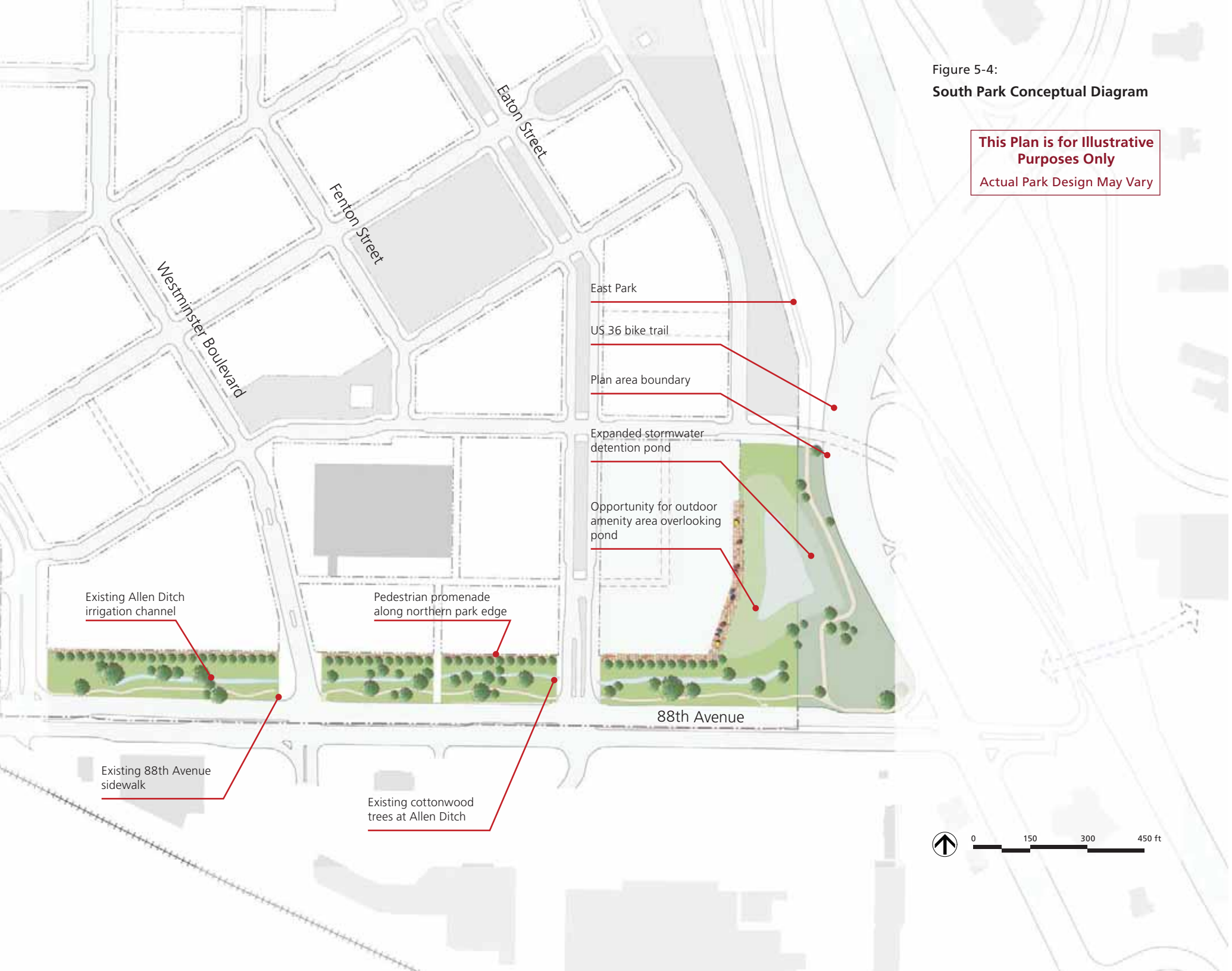
South Park's linear geometry lends itself to walking and biking trails.

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

An ice rink is set up in the winter.

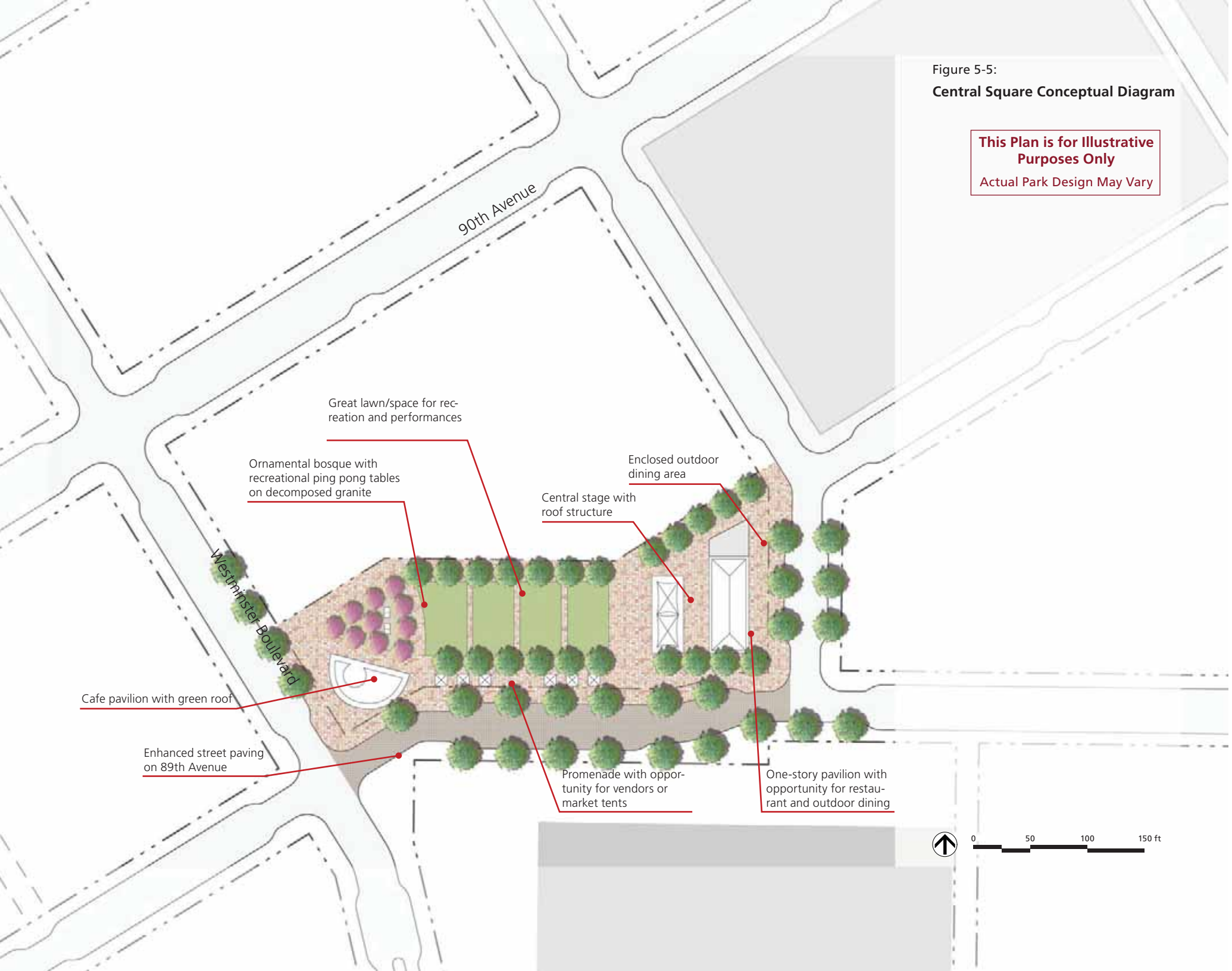


Figure 5-5:

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. 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.

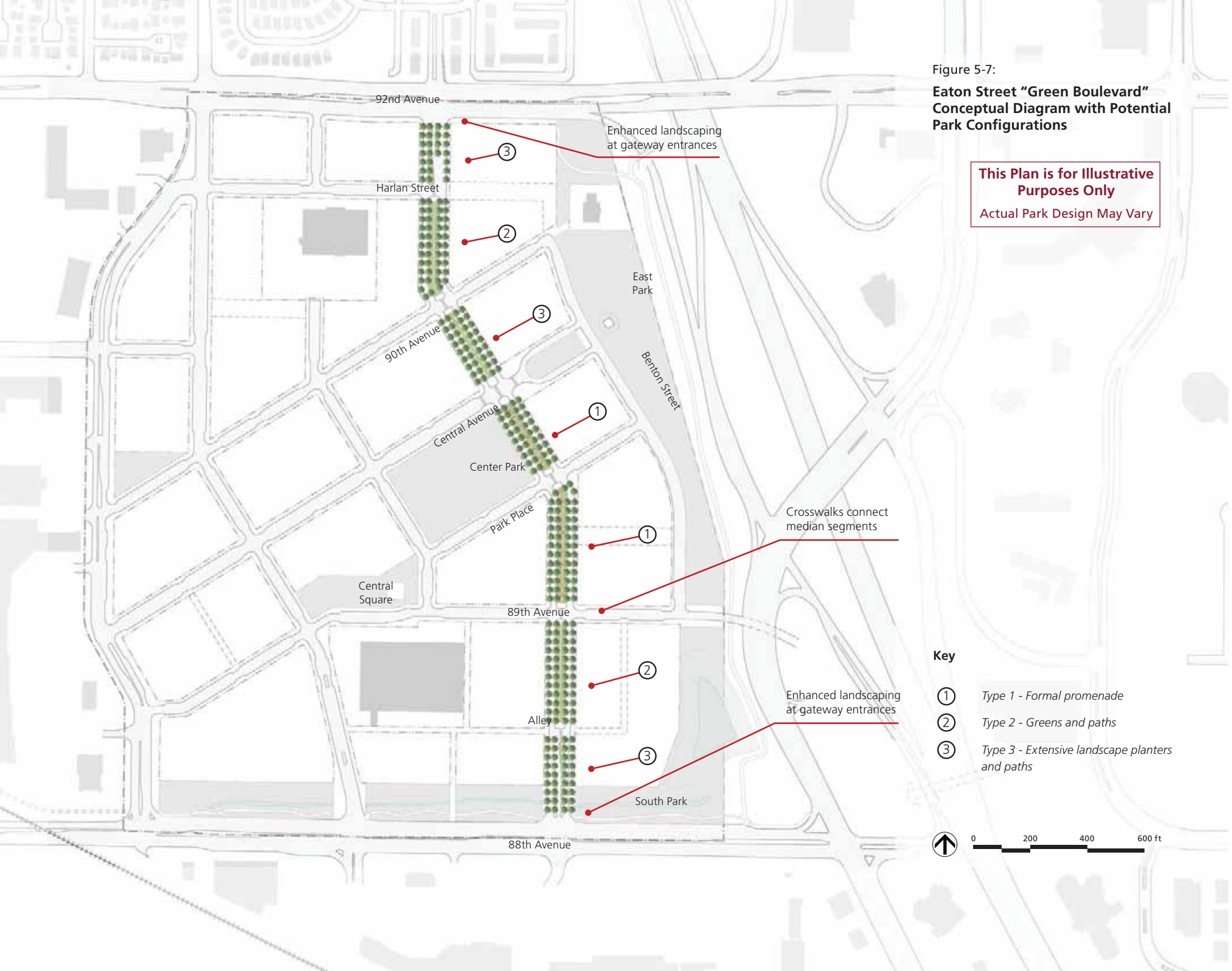


Figure 5-7:

Eaton Street "Green Boulevard" Conceptual Diagram with Potential Park Configurations

This Plan is for Illustrative Purposes Only

Actual Park Design May Vary

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.

6
IMPLEMENTATION

6.1 PLAN IMPLEMENTATION

The Westminster Downtown Specific Plan is intended to guide and regulate development within the Specific Plan Area. The Plan anticipates new development in the area facilitated by a significant investment in infrastructure and public amenities. This chapter provides the framework for implementation, including a detailed implementation program.

6.2 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.

6.3 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.

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 submittal of a concept plan for review. An Official Development Plan (ODP) and Development Application shall be submitted for all proposed projects. 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.

Approval Process

Approval of a project is contingent upon the proposed project meeting the standards of approval of an ODP as described in W.M.C. 11-5-16. The plan must also demonstrate conformance with the parcels, blocks, standards and requirements set forth in this Plan.

Variances

Property owners may apply for a variance from the standards and requirements set forth in this Plan of up to 10 percent 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 10 percent of any standard or requirement in this Plan, refer to W.M.C. 2-2-8.

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.

6.4 IMPLEMENTATION MEASURES

The implementation program presented in this chapter provides information about the infrastructure needed for the development of the downtown area.

Infrastructure Improvements

The infrastructure required for the development of the Downtown area includes streets, utilities, parks and public spaces, and shared public parking facilities for non-residential development. The Specific Plan is designed to allow infrastructure to be built incrementally over time as the area develops. Certain major streets, park facilities and utility mains that serve the entire planning area will be constructed by the City and repaid through assessments or taxes over time.

Streets

The Downtown Specific Plan introduces a new street grid over the 105-acre site. With most of the former mall structure and parking lots demolished, all of the internal streets within the Plan boundaries will be reconstructed. Several key streets will be constructed by the City in order to establish the framework of the street grid and facilitate the first phases of development on the site. These streets include all or portions of Westminster Boulevard, Eaton Street, 89th Avenue, Park Place, Central Avenue, 90th Avenue, 91st Avenue, Harlan Way, and Fenton Street that will connect via underpass to the Westminster Center RTD Bus Park-and-Ride. The remainder of the street grid, including sidewalks and landscaping within the site will be constructed as development occurs. These elements will be maintained as City rights-of-way.

Street improvements are also anticipated for all of the streets bordering the Plan area. The Sheridan Boulevard bridge and street are currently under construction to accommodate three travel lanes in each direction. To the west, the Harlan Street alignment will be modified at the northwest portion of the site to accommodate Westminster Boulevard improvements. Additional improvements to the street will occur over time as funds are available as part of the City's Capital Improvements Program (CIP). These include intersection improvements at 88th Avenue, bike lanes along the length of the street, on-street parking, and reduction of lanes from four to two with a shared turn lane/landscaped median.

Defining the northern and southern boundaries of the Plan Area, 88th Avenue and 92nd Avenue will be analyzed for potential road diets. The intent of these road diets will be to facilitate safer pedestrian and bicycle access into Downtown across these streets, and in the future to and from the planned RTD commuter rail station just south of 88th Avenue. Improvements to these streets will be identified as part of the City's Transportation Master Plan and CIP.

Water and Sanitary Sewer

The projected demand for water and sanitary sewer use surpass the site's existing infrastructure capacity. Several major citywide improvements are planned or underway as of 2014 that will expand and improve infrastructure capacity for the Plan area as well as a much larger area of the City to the north and south of the site. These improvements are planned for completion by 2017. Within the site, water and sanitary sewer lines will be constructed in concert with new street construction, including the initial street framework to be constructed by the City.

Additional water sanitary sewer lines will be constructed in concert with new streets. Main line stub-outs from the initial utility infrastructure will be installed at planned street and alley connections. It is anticipated that utilities along these streets will be the responsibility of private development projects with a recovery or other financial mechanism for sharing the cost of line extensions under streets that will serve multiple properties.

Storm Water Retention

Storm water retention and detention requirements for the Plan area are based on a 100-year storm event. The site is currently served by an existing retention pond at the southeast portion of the site at the corner of Sheridan Boulevard and 88th Avenue. This retention pond will be expanded and relocated slightly west and north to serve development on the eastern half of the site. Retention for the development areas for the west half of the site will be served by the existing retention pond located to the south of the Lowe's Shopping Center south of 88th Avenue.

Electric, Gas and Telecommunications Utilities

Existing electric and gas lines that serve the site will need to be relocated within the planned street rights-of-way. As streets are constructed, these utilities will be added concurrently. The City will be responsible for a portion of these utilities as part of initial street construction in downtown, and will coordinate with Xcel Energy and private developers to lay utilities and locate transformers on the remainder of the street network. Cable and fiber optic lines will be installed by private providers.

Parks and Plazas

Over 18 acres of parks and plazas are proposed within the Specific Plan Area, which will result in approximately 3.0 to 3.6 acres of park space per 1,000 residents. Green space within the Plan area is comprised of linear parks on the eastern and southern edges of the site, a central park at Eaton Street and 89th Avenue, park medians along Eaton Street, a small parklet within Central Avenue, and a central Plaza off of Westminster Boulevard. An additional two acres of park space is anticipated within the Plan area, the location for which will be identified as part of future development.

All of the parks and green space within the Plan area will serve as public space and will be programmed to serve a wide range of activities and users. Design, development and management of these spaces will be City-led, with the expectation that all developments in the Plan area will pay a fair share financial contribution towards park construction and management. Additional development impact fees for public land dedication will apply to projects with residential uses.

Management and Maintenance of the Public Realm

One or more maintenance districts may be established to manage, fund, maintain and program public facilities within downtown. Well-maintained, high quality and actively programmed public facilities are essential elements of a vibrant, attractive downtown. As such, the maintenance district(s) will comprise all public streets, plazas, parks and other public infrastructure in downtown.

Public Art

Public art is an important aspect of the identity and character of Westminster's new downtown. As part of the City's public art program, all commercial and multi-family residential development projects are required to contribute to the program. In the Plan area, all development projects shall contribute $2,000 per 1.0 acre to the public art program. The City will develop a plan for public art within the Downtown area, which may include working with other local and Denver Metro arts districts and programs to expand and highlight public art in Downtown.

Parking Program

The intent of the parking program is to maximize efficiency of parking within the Plan area. The Downtown area will be serviced by public parking both on-street and in off-street shared-use parking structures. All development in the Plan area will be required to meet the prescribed parking ratios within the Specific Plan District. Non-residential parking demand can be met fully on-site, fully off-site by public parking, or a combination of on-site and public parking. If public parking is utilized to meet non-residential parking spaces for a project, an equivalent number of required parking spaces may be purchased as Parking Space Equivalents, a fee for which shall be prescribed by City Council.

Downtown public parking shall be holistically managed and monitored to ensure that parking demand and supply are in balance, new parking spaces are added as necessary to meet demand, and parking facilities are safe, well-maintained, and easy to access.

6.5 IMPLEMENTATION PROGRAM

Implementation of the vision for a new downtown will be achieved through regulatory actions and infrastructure improvements. Table 6.5.1 outlines the expected actions and improvements necessary to achieve build-out of downtown. These actions will occur incrementally, with expected timeliness noted in the table, and will be coordinated by the City or other public agencies. Specific infrastructure improvements will be implemented in concert and negotiation with private development as it occurs.

Table 6.5.1:
Implementation Program

	Improvement or Plan Component	*Action*	*Coordinating City Department or Public Agency*	*Anticipated Timeframe*
Planning and Zoning Regulations				
PHASE I	Comprehensive Plan	Amend to reference the Westminster Downtown Specific Plan, including maps and text	Planning	Early 2015
	Westminster Municipal Code	Amend to reference the Westminster Downtown Specific Plan	Planning	
	Property Rezoning	Re-zone properties to Westminster Downtown Specific Plan District	Planning	
Site Preparation				
PHASE I	Site overlot grading and site preparation	Complete demolition of existing site improvements; grading; site preparation	Engineering	Early 2015
Street and Traffic Improvements				
PHASE I	Westminster Boulevard	Construct Westminster Boulevard from 88th Avenue to 92nd Avenue, curb to curb	Engineering	2015
	Eaton Street	Construct Eaton Street from 88th Avenue to Park Place and from 92nd Avenue to Harlan Way, curb to curb incl. median		
	89th Avenue	Construct 89th Avenue from Westminster Boulevard to Eaton Street		
	Park Place	Construct Park Place from Fenton Street to Eaton Street		
	Central Avenue	Construct Central Avenue from Westminster Boulevard to Fenton Street		
	90th Avenue	Construct 90th Avenue from Harlan Street to Fenton Street		
	Harlan Way	Construct Harlan Way from Westminster Boulevard to Eaton Street		
	91st Avenue	Construct 91st Avenue from Harlan Street to Westminster Boulevard		
	Fenton Street (partial)	Construct Fenton Street from 92nd Avenue to Harlan Way and from south of the Brunswick property to 89th Avenue		
	Sheridan Boulevard Underpass	Construct Sheridan Boulevard underpass connecting the Plan area with the US 36 and Sheridan Park-n-Ride	Engineering	2018

Table 6.5.1 Continued

	Improvement or Plan Component	*Action*	*Coordinating City Department or Public Agency*	*Anticipated Timeframe*
	Remaining Street Improvements	Construct remaining rights-of-way as shown on Figure 2-1, including sidewalks on streets constructed as part of Phase I	Individual segments to proceed prior to building permit issuance for new buildings	Ongoing
Utilities				
PHASE I	Dry Utilities	Construct dry utilities in coordination with Phase I street construction, including conduits for telecommunication utilities. Work with Xcel Energy to plan, design and locate facilities in concert with the urban design standards of this Plan	Engineering	2015
PHASE I	Stormwater Detention Pond	Expand and relocate existing stormwater detention pond per Figure 2-1	Engineering	
PHASE I	Storm Water Drainage	Construct in concert with new street construction	Engineering	
PHASE I	Water	Relocate water main, in concert with construction of storm water detention pond/ overlot grading	Engineering, Public Works	
PHASE I	Sanitary Sewer	Relocate sanitary sewer main line in concert with construction of storm water detention pond/overlot grading	Engineering, Public Works	
	Remaining Dry Utilities	Construct dry utilities in coordination with new streets as they are constructed, including conduits for telecommunication utilities. Work with Xcel Energy to plan, design and locate facilities in concert with the urban design standards of this Plan	Developer, with City review by Engineering	Ongoing
	Storm Water Drainage	Construct in concert with new street construction	Engineering	
	Water and Sanitary Sewer Lines	Construct remaining water and sanitary sewer lines to serve new development as it occurs in concert with new street construction	Engineering, Public Works	
	LDCIS Sewer Improvements & Zone 3 Project	Complete improvements to the LDCIS and Zone 3 to accommodate the first phases of development	Public Works	2017

Table 6.5.1 Continued

	Improvement or Plan Component	*Action*	*Coordinating City Department or Public Agency*	*Anticipated Timeframe*
Streetscape Improvements				
	Streetscape Master Plan	Develop a streetscape master plan that provides detailed design and specifications for each streetscape project. The plan should address hardscape materials, location, spacing and species of street trees, crosswalk enhancements, variations in conditions along the street and relationships of street improvements to curb cuts, alleys, etc.	Community Development; Parks, Recreation and Libraries	2015
	Streetscape Improvements for Phase I Streets	Complete streetscape improvements consistent with the Streetscape Master Plan.	Engineering	As development occurs
	Eaton Street Median Enhancements	Complete Eaton Street median streetscape/public green space		
	Remaining Streetscape Improvements	Work with individual property owners to complete area-wide streetscape improvements as development occurs, including sidewalks, landscaping, lighting, lane reconfiguration, street parking, bicycle lanes, furnishings and amenities and public art and signage (where applicable)	Community Development; Individual segments to proceed prior to building permit issuance for new buildings	
	Harlan Street Streetscape Improvements	Design according to this Plan and the Streetscape Master Plan; add to the CIP	Engineering; Planning	
	88th Avenue "Road Diet" and Streetscape Improvements	Design and add to the CIP	Engineering; Planning	
	92nd Avenue "Road Diet" and Streetscape Improvements	Design and add to the CIP. Prioritize improvements to the north side of the street to enhance pedestrian and bicycle connectivity to the US 36 bike trail and downtown.	Engineering; Planning	

Table 6.5.1 Continued

	Improvement or Plan Component	*Action*	*Coordinating City Department or Public Agency*	*Anticipated Timeframe*
Public Green Spaces				
	Public Green Space Master Plan	Vision, programming, design parameters	Parks, Recreation and Libraries; Planning	2015
	Individual Parks Design	Define park facilities, programming and design parameters for all new parks.	Parks, Recreation and Libraries; Planning; Engineering	Beginning 2015, ongoing as parks projects are funded
PHASE I	South Park (Allen Ditch)	Incorporate the construction of new parks into the City's Capital Improvement Program.		2016, construction completion 2017
PHASE I	Center Park			
PHASE I	East Park			
PHASE I	Central Square			
	Station Plaza			
	Identify Additional Park Location (Confirmation of West Park)		Parks, Recreation and Libraries; Planning	As development occurs
Bike and Pedestrian Trails				
	US 36 Commuter Bike Trail	Complete regional bike route from 92nd Avenue bridge underpass to 88th Avenue	CDOT	Early 2015
	Temporary Harlan Street Trail		Community Development; Parks, Recreation and Libraries	2015
	Allen Ditch Trail			2017
Public Parking				
	On-Street Parking	Install on-street time limit signs and meters	Engineering	As development occurs
	Parking District Structures	Construct district-owned or joint venture parking structures		

Table 6.5.1 Continued

	Improvement or Plan Component	*Action*	*Coordinating City Department or Public Agency*	*Anticipated Timeframe*
Wayfinding and Public Art				
	Wayfinding Master Plan	Design and identify locations for directional, gateway and navigation signage for destinations, parking and other locations within the Plan area	Community Development	2017
	Public Art Master Plan	Identify locations, artists, art installations and other regional partners to locate art within the public spaces in the Plan area	Community Development; Parks, Recreation and Libraries	

7 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 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 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.

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.

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Project for Public Spaces

8 APPENDIX

8.1
PUBLIC SPACE STUDY

8.2
TRAFFIC STUDY

8.3 UTILITY PLAN

8.4
DRAINAGE PLAN