

Harris Park Area Plan

Workshop 1 Summary

The first community workshop for the Harris Park Area Plan was held on February 12, 2019. The workshop provided an opportunity for participants to learn about the project and to work together to complete two group activities. Approximately 100 community members attended the workshop, and were divided into eight tables. Each group completed a high-level mapping exercise to identify opportunities and challenges, and then focused on a more specific portion of the neighborhood to consider new types of development that would be appropriate. At the end of the evening, each group recorded three of their “big ideas” and chose a spokesperson to present them. The summaries that follow are based on the consultant’s and staff’s roles as facilitators and listeners during the workshop, and reflect recorded notes, comments and conversations.



Big Ideas

Each group presented a handful of their big ideas at the end of the evening. These ideas included:

- The core of Harris Park Area - specifically 72nd Ave and 73rd Ave - should be a vibrant and inviting destination with a variety of new uses such as restaurants and shops.
- The Harris Park Area core should be connected to Westminster’s existing assets including the nearby Westminster Station and the trail system, and should be an easily walkable neighborhood.
- Year-round events should be considered for the Harris Park Area in order to draw more visitors and keep the neighborhood active.
- Vacant and under-developed properties should be given attention. Unfinished development should be finished.
- The Arts District should be expanded and should be a key aspect of the Harris Park Area.
- Maintaining existing open spaces and considering opportunities for new open spaces throughout the Harris Park Area should be a focus. Open spaces should be programmed with community uses such as Farmer’s Markets, community gardens, playgrounds, greenhouses, picnic tables and dog parks.



were provided for a range of uses including commercial, mixed-use, live-work, employment/industrial flex, and residential. Footprints were also provided for public plazas, community gardens, tot lots, and surface parking lots. Each group was encouraged to review the building footprints and cut out the ones that might be appropriate to the subarea. Then, the groups pasted the footprints onto the subarea map to indicate an appropriate location for a building.

Part 2

After pasting building footprints onto the subarea map, each group examined a set of images for building designs and other features that would be appropriate or inappropriate for the subarea. They cut images from the sheets and pasted them onto the map, often indicating which building footprint the photo corresponded with. Lines were provided under each image for the group to note particular features they liked or did not like about the image.

Activity 3

The final activity of the night provided an opportunity for each group to consider all the topics discussed and to condense all the conversations they had into three “big ideas” for the future of the subarea. Each group had an opportunity to present these “big ideas” at the end of the evening.

Optional Individual Activity

Each workshop participant received a postcard, which asked them to write about where they will take their friend in the Harris Park Area in the year 2040. The same question was also provided online for those that attended and those unable to attend the workshop. Responses to this optional activity are still being collected and are, therefore, not summarized in this document.



Group 1

Activity 1

- “Loves” 73rd Ave Historic community; the flower garden shop; the Irving Library and Park and the sculpture garden
- “Bugs” include the underutilized properties at the northwest corner of Irving and 72nd; the proposed affordability housing site along Bradburn (noted as “poorly planned” and that affordable housing in this location is a bad idea); Property owner maintenance issues Intersection improvements are needed at 72nd at Bradburn/Lowell, and 73rd at Bradburn/Lowell
- Potential gateway locations include along Lowell just south of 72nd (note that Lowell needs to be walkable, well-lit and have safe crossings in order to provide a good connection to the TOD station); at 73rd and Lowell
- Opportunities noted include a brewery; redevelopment potential for the sites at the northwest corner of 72nd and Irving; a seasonal weekend farmer’s market; affordable, mixed income and/or senior housing; a greenhouse is also desired; art studio spaces; the Rodeo Market - lots of redevelopment potential, including a space for food trucks, a brewery or a public space; a public shared space should replace the large parking lot near the church, just north of the sculpture garden
- Connectivity opportunities include from the neighborhood to the TOD, going north along Lowell and then turning west at 73rd; the connection could continue along 73rd and turn south on Bradburn



Activity 2: Part 1 (Subarea 1)

- Townhomes located along 74th Ave and along Bradburn, with a park located between townhome developments
- Live-work development on the east side of Bradburn
- Corner plaza with a small commercial building at northeast corner of 73rd and Bradburn
- Residential conversion developments are appropriate along Orchard and 73rd
- Commercial mixed use developments along 73rd Avenue
- Larger new development with a commercial building at the corner of 73rd and Lowell and townhomes fronting 73rd
- Community gardens and a tot lot located at the southeast corner of 73rd and Bradburn, across from the proposed plaza

Activity 2: Part 2

Images were not placed on the Group 1 Subarea 1 map.



Group 2

Activity 1

- “Love” the Grange; historic buildings; good townhome development at northeast corner of Lowell and 7th; art on 73rd; the Flag Store; the new Christmas Tree location
- “Bugs” include unfinished development along Lowell and Bradburn; the Bowles House border; poor connection to light rail; a privately owned building along Lowell half way between 72nd and 73rd on the west side is hampering development
- Intersection improvements are needed at 72nd and Bradburn, Lowell and Irving
- Potential gateway locations include a pedestrian gateway at 72nd and Irving; a gateway to honor the railroad heritage near 72nd and Bradburn
- Opportunities noted include redevelopment and new infill of the properties at the northwest corner of Irving and 72nd; that 76th has opportunity at St. Matthews; an opportunity for more people and houses at the Fireman’s Park site at the corner of 73rd and Bradburn; an opportunity for residential to commercial spanning along 73rd; note that 73rd should be a pedestrian corridor; repurposing the Rodeo Market grounds; facade improvements for buildings along north side of 73rd
- Connectivity opportunities include St. Matthews to the neighborhood to the north; from Irving to the light rail; and a pedestrian corridor connection from the commercial area along Federal to the 73rd core through the school property
- Other notes include density is needed to support businesses after people get off the train; a need for a quiet railroad crossing; don’t let parking control density (this can be resolved)



Activity 2: Part 1 (Subarea 1)

- Higher density mixed use along Lowell, with a parking structure to accommodate parking needs
- Multifamily townhouses in three locations: along 74th on an empty lot, along 74th on a surface parking lot, and along 73rd. Buffer new development on the empty lot from train noise
- No more density since parking is an issue that needs to be resolved; provide attractive parking
- Small plaza at the corner of 73rd and Bradburn
- “View from the track to the core is active and inviting-there are places to dine and shop.” Mixed use development is located along 73rd and on adjacent surface parking lots to expand the core. In the future the fire station use could potentially be moved to allow for business within the core to grow. (Note that “it would be expensive, and other projects need to be completed first!”)
- Tot lot in the green space behind the Rodeo Market Grounds to enhance activity
- Buildings located to anchor gateways

Activity 2: Part 2

- One and two story buildings along 73rd and west of Newton, with a mix of brick, stucco, and paneling
- Public spaces include farmers market and dining areas between buildings
- Three story townhomes are appropriate along 73rd east of Newton, with a mix of gable and flat roofs, and a mix of materials (brick, paneling, stucco)
- Two and three-story mixed use buildings along 73rd and Lowell; Four-story buildings along Lowell between 72nd and 73rd is acceptable. The buildings that were placed are primarily brick with one or two accent materials; some entries are accented with a tower or other element
- Buildings anchor gateways



Group 3

Activity 1

- “Love” the park south of the church and Fireman’s Park; the Post Office; public art along 73rd; trees and lights; the walkable character along 73rd and of the areas north of 73rd; public space by the Presbyterian church
- “Bugs” include several vacant buildings (Rodeo Market, Theater, building at Bradburn and railroad); the danger zone at 72nd and Bradburn; the lack of landscaping on properties near the railroad; the service road south of Cafe Mexico; the lack of a safe pedestrian path from the neighborhood to the TOD; the potential for too much density in the neighborhood with proposed multifamily development (need to improve what already exists, rather than always building new)
- Intersection improvements are needed at 72nd and Bradburn
- Potential gateway locations include 72nd and Raleigh; 72nd and Bradburn; 72nd and Lowell; 73rd and Lowell; gateways need a unified branding - suggestion of an archway
- Opportunities noted include properties on the west side of Lowell just north of 72nd and at the corner of Irving and 72nd Ave are ripe for redevelopment; creating a flexible pedestrian way for events or other programming; restaurants with outdoor seating; continuing lights and trees along 73rd
- Potential connections include a pedestrian path from Irving and/or Lowell to the TOD; a connection from Bradburn and 72nd to the trail
- Other notes include that the church parking space should be preserved; that the character of the area should be preserved; 72nd should be widened and the hill should be removed/reduced



Activity 2: Part 1 (Subarea 2)

- Plaza spaces at both corners of 72nd and Bradburn to emphasize the proposed gateway at that intersection and to fix the existing blindspots
- Parking located along the west side of Bradburn just south of the railroad
- Townhomes fronting 72nd, Newton, and Meade
- Employment/industrial flex in the triangle created by 72nd, Lowell and the railroad
- Mixed use infill along Meade just south of 73rd and along 72nd
- Park/open space west of Bradburn and south of the railroad

Activity 2: Part 2

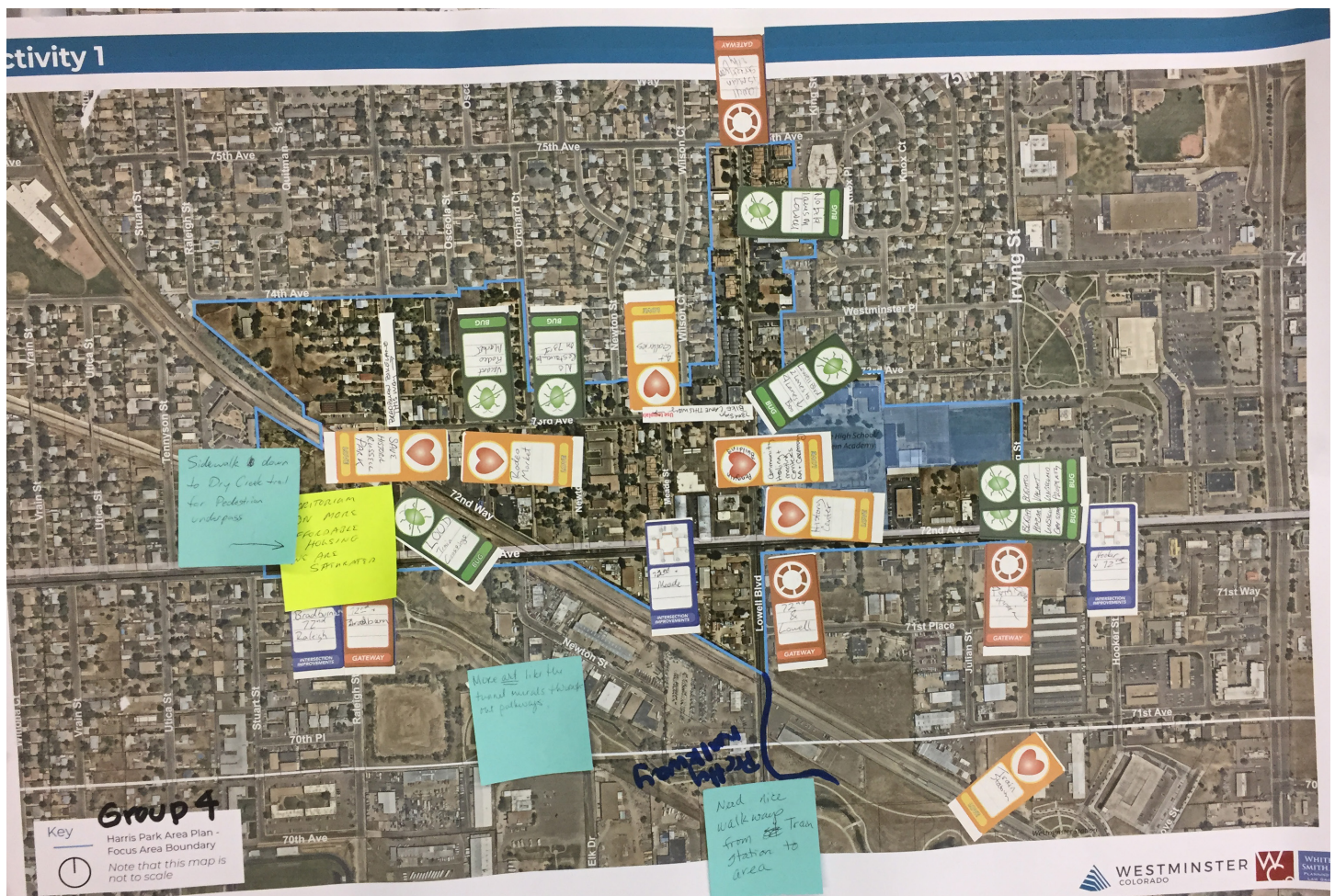
- Two-story development is appropriate; three-stories are only appropriate along busy roads and if the development is not close to residential
- Two-story townhome buildings south of 73rd along Newton should be a mix of materials (brick, stucco and wood) and roof forms (primarily flat and gable, with some curved and butterfly)
- Two-story commercial buildings along 72nd, west of Newton are appropriate; some variety in material and form are appropriate
- Two-story masonry industrial buildings are noted as appropriate for the area between 72nd, Lowell and the railroad, as well as just east of the proposed corner plaza at 72nd and Bradburn
- Streetscape improvements such as specific types of street lights and large planters that would distinguish the Harris Park Area are desired



Group 4

Activity 1

- “Love” the Rodeo Market; historic Russell Park (needs to be saved); art galleries; history center; community healing and meeting centers; the new train station; Penguin Building
- “Bugs” include the blighted, vacant, unsecured properties along Irving and 72nd; Lowell widens to 4 lanes; no bike lanes along Lowell; loud train crossings; no restaurants exist along 73rd; the Rodeo Market is vacant; some of the apartments south of 73rd along Newton - one note mentions that they should be demolished
- Intersection improvements are needed at 72nd and Meade/Bradburn/Raleigh/Hooker
- Potential gateway locations include 72nd and Lowell/Bradburn; 75th and Lowell
- Opportunities noted include more art like the murals throughout the pathways; turning the Rodeo Market into a performance venue (Live! at the Rodeo); bike lanes should be added along 73rd and Bradburn; a nice restaurant should be added to the neighborhood; more sculptures should be added to the park along 73rd; an escape room; coffee shop with office space for rent should be added to the train station; cafe; escape room; coffee shops/pizza shops that could employ people that are homeless; banners over the street for signage and neighborhood identity should be used; a Farmers Market in the historical society parking lot
- Connectivity opportunities include a sidewalk down to the Dry Creek trail for a pedestrian underpass; a nice path from Lowell to the station a path from the train to the neighborhood; walkways should be made “pretty” to encourage people to use them
- Other notes include that there should be a moratorium on affordable housing in the area, that “we are saturated”; quiet zones should be implemented



Activity 2: Part 1 (Subarea 2)

- Redeveloping areas with apartments and smaller homes into mixed use buildings with green spaces, plazas and parking to the rear are appropriate along 73rd, especially between Orchard and Lowell
- Residential conversions are appropriate along 73rd, often with a small building in front and larger building in the rear
- Green spaces such as community gardens and plazas should be located just south of 74th, along the railroad
- The railroad should be buffered with trees and other green spaces, and uses such as parking would be appropriate along the railroad

Activity 2: Part 2

- Three-story buildings at the intersection of 73rd and Lowell are appropriate
- Brick is generally noted as appropriate
- Community spaces such as farmers markets, community gardens, tot lots, plazas and green buffers along the railroad are appropriate
- Streetscape improvements including planter beds, specific streetlights and trash cans should be located along Lowell between 72nd and 73rd



Group 5

Activity 1

- “Love” the Bowles House Museum; Westminster History Center; Presbyterian Church; Historical museum; Art District and galleries, including the Grange; Valenti Deli; Post Office; Penguin Building; Rodeo Market; 2nd Saturday Art Walk on 73rd
- “Bugs” include vacant properties in the area; that there shouldn’t be more low income housing in the area; that the rail needs to continue to Longmont; that the speed along Bradburn is too fast and causes safety issues; EPA cleanup; drug dealing under the bridge; need to control/stop pot growing
- Intersection improvements are needed at 72nd and Bradburn (it’s a difficult turn to make)
- Potential gateway locations include the intersection of 72nd and Irving; the railroad and Lowell needs a sign and landscaping; on 72nd, just west of Bradburn; along Bradburn, nearing 73rd should be beautified with landscaping
- Opportunities noted include connecting the station to 72nd; building more outdoor spaces such as dog parks and climbing walls; bringing bike and scooter share programs to the Harris Park Area; converting houses into restaurants, potentially a “homestyle” restaurant; opening a bed and breakfast in the area; small neighborhood bars and restaurants; a dispensary, wine store, brewery, coffee shop, casual dining and natural food stores are all possibilities; redeveloping the property at the northwest corner of 72nd and Lowell; making the Arts District more walkable; landscaping along the railroad
- Potential connections include from the TOD station to 72nd and Lowell
- Other notes include needing a unique streetscape character along 73rd Ave



Activity 2: Part 1 (Subarea 2)

- Commercial buildings with outdoor patios and plaza spaces, and landscaping are appropriate along 72nd (to be used as restaurants and businesses)
- Live-work spaces also along 72nd and along the western side of Lowell (south side of 72nd)
- Mixed use buildings are appropriate along Lowell south of 72nd, and north of 72nd along Meade and Newton
- Small lot housing located along 72nd, west of Bradburn
- Employment/industrial buildings with landscaping around them are appropriate south of 72nd
- Community green spaces including tot lots, community gardens, farmers markets, ice skating rink, ice cream shop, pool, easily accessible seating and greenhouses are appropriate west of Bradburn, just south of the railroad
- Community gardens are noted as appropriate north of 72nd along Meade
- Landscaping is needed throughout the Area

Activity 2: Part 2

- Two-story brick buildings are appropriate for the mix of commercial, live-work, industrial and commercial buildings between 72nd, Lowell and the railroad
- Adaptively reusing structures between 72nd and 73rd is appropriate; uses noted as desired include a brewery, bike shop, dispensary or bookstore/coffee shop
- Small lot single family houses should be one-story, but the form and roof pitch can vary
- Community buildings that are two-stories, and a mix of materials, are appropriate
- Buildings selected are one- or two-stories in height
- Brick is preferred, although some wood and stucco are seen in the images selected
- Mid-century modern style is noted as appropriate for the Harris Park neighborhood
- Many of the images selected focus more on community and outdoor spaces, with specific uses that will help enliven the area



Group 6

Activity 1

- “Love” the MAC; the Dollar Tree; the train station; the walkability and mix of uses in the area; the Post office; recycling; existing trees
- “Bugs” include lack of upkeep and window boxes; junk trees on Lowell; dog walking; increasing the safety along Hooker Street at the station; a long stop light at 72nd and Irving; too many requirements for new businesses
- No intersection improvements were noted
- Potential gateway locations include the intersection of 73rd and Lowell
- Opportunities noted include a restaurant and a brewery; a coffee shop; adaptively reusing existing buildings; landscaping and signs along 72nd; redeveloping vacant properties; adding more parking
- Potential connections include from the TOD station to Lowell; an extension of the B-line

Activity 2: Part 1 (Subarea 3)

- Mixed use developments with outdoor spaces (green and paved) are appropriate at the northwest corner of 72nd and Irving, as well as along Lowell across from the High School
- Landscaping should be added to existing parking lots along Lowell between Westminster Place and 75th



Activity 2: Part 2

- Three-story mixed use buildings and townhomes are appropriate for the intersection of 72nd and Irving; these buildings should be primarily brick, with one or two accent materials
- Two-story mixed use buildings are appropriate along Lowell between 72nd and 73rd. These buildings should be primarily brick
- Generally, townhomes should have a gable roof form and mixed use building should utilize flat roofs
- Farmers markets with permanent, flexible structures along 72nd are appropriate
- Adaptive reuse opportunities for one-story buildings on the south side of 72nd between Lowell and Irving



Group 7

Activity 1

- “Love” Valenti’s; new construction with old feel - fits in well with the area; historic area with new signage; sculpture garden; street painting and art; walkability of businesses at 73rd and Lowell
- “Bugs” include vacant buildings and lots that are eyesores; parking of the limo company; sidewalk maintenance and cobblestones along 73rd; squatters hazard at St. Martha’s
- Intersection improvements include the need for more intersection art like Imagine Westminster
- No potential gateway locations were noted
- Opportunities noted include making 73rd the historic downtown and restoring existing buildings in downtown with character; there is potential for a Community Center, for the Rodeo Market and for St. Martha’s; painting utility boxes along 73rd to make them artistic; art studios; improved signage is needed to identify the Harris Park Area
- Potential connections include a better pedestrian connection to the light rail station; better access to the community garden is needed
- Other notes include that homeless services are needed



Activity 2: Part 1 (Subarea 2)

- Mixed use buildings are appropriate along 72nd, close to Lowell
- Commercial mixed use developments are appropriate at the intersection of 72nd and Lowell, specifically with townhomes as the residential component
- Commercial mixed use development is appropriate along Bradburn and to the south of 73rd Ave, west of Newton
- Community gardens are appropriate west of Bradburn along the railroad
- Surface parking is appropriate on the north side of 72nd
- Community spaces and improvements noted as appropriate throughout the entire Focus Area (not just limited to Subarea 2) include tot lots, outdoor open spaces, pavilions and public art. Special light poles are suggested along 73rd and Bradburn

Activity 2: Part 2

- A mix of materials - including brick, wood and stucco - are appropriate for townhomes. Brick is often the primary material used
- Mixed use buildings should also be a variety of materials, although majority brick buildings are favored
- One to three story commercial and mixed use buildings are noted as appropriate; this group noted that a height restriction of four-stories should be placed on townhomes.
- Gable and flat roofs are appropriate
- Adaptive reuse buildings are noted as appropriate to give a “face lift” to existing buildings
- Greenhouses, farmers markets, raised garden beds, outdoor eating areas with lots of seating and other community uses are noted as appropriate, especially to the west of Bradburn, along the railroad



Group 8

Activity 1

- “Love” the Post Office; eclectic city with small shops and restaurants; historic feel; grants for improvements for businesses; the improved streetscape and walkability along Lowell
- “Bugs” include no sidewalks on turnpike drive by the church; the homeless area; vacant city-owned lots that are eyesores and gather weeds; Rodeo Market
- Intersection improvements need to happen at 72nd and Bradburn
- No gateway locations were noted
- Opportunities noted include making the Harris Park Area a destination; street lighting on Bradburn; redeveloping the property at 72nd and Irving; creating a “destination” in the neighborhood such as a coffee shop, deli, theater, brewery, restaurant or diner
- Potential connections include connecting the 73rd core with residential areas to the north, along Bradburn; continuing the rail should to Boulder, or at least to 88th; need to move people from the station to the Harris Park Area, with pathways and safety features such as lights along the blue path

Activity 2: Part 1 (Subarea 3)

- Commercial development with landscaping and outdoor space at the corner of Irving and 72nd is appropriate
- Mixed use development with townhomes to the rear is also appropriate
- Mixed use development with small parking lots and outdoor patio spaces at 73rd and Lowell is appropriate
- One note mentions that in this subarea, improvements and infill is more important than redevelopment
- Improvements should continue north along Lowell



Activity 2: Part 2

- One-story commercial development is appropriate at 72nd and Irving; three-story mixed use buildings to the rear of the lot that are a mix of materials are appropriate
- Mixed use buildings along Lowell should be two-stories and a mix of materials, although brick is favored
- Pedestrian plazas and a farmers market space along Lowell are noted as appropriate
- On Lowell between Westminster Place and 75th Ave, two- or three-story mixed use buildings and community gardens are noted as appropriate for underdeveloped sites; mixed use buildings are primarily brick and stucco
- An adaptive reuse label indicates buildings along 72nd, potentially those that are part of the school property, may be candidates for adaptive reuse
- Street lights along Lowell that work and bring a distinct character to the neighborhood are needed

