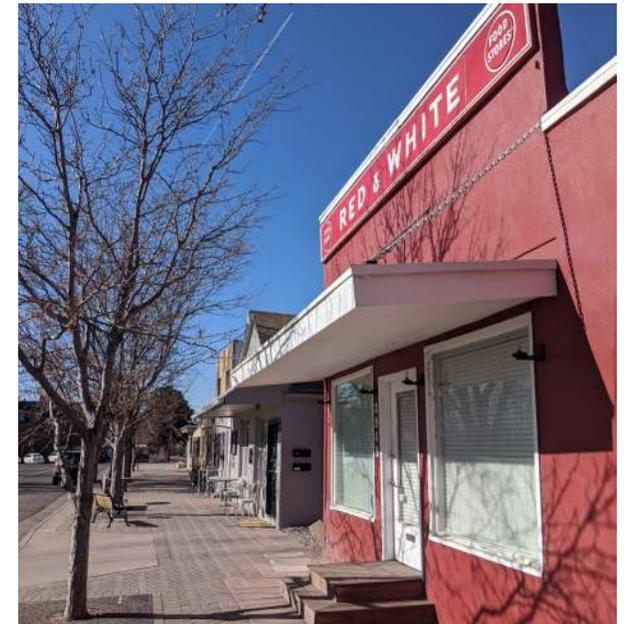


Harris Park Community Vision Plan



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Project Leads, City of Westminster

Nathan Lawrence, Senior Planner, Community Development
Stephanie Troller, Business Development Manager, Economic Development

Supporting Staff, City of Westminster

Nicole Ankeney, Senior Landscape Architect, Parks, Recreation and Libraries
Stephanie Ashmann, Senior Planner, Community Development
Debra Baskett, Senior Transportation & Mobility Planner, Community Development
Wady Burgos, Parking & Transportation Demand Management Coordinator, Community Development
Andrew Durham, Planning Intern, Community Development
Chase Evans, REal Estate Coordinator, Economic Development
Jenni Grafton, Housing Policy & Development Manager, Economic Development
John Hall, Economic Development Director, Economic Development
Amy Johnson, Senior Planner, Community Development
Jacob Kasza, Planner, Community Development
Heath Klein, Transportation Engineer, Community Development
Rich Neumann, Cultural Affairs Administrator, Parks, Recreation and Libraries
Sean McCartney, Senior Urban Designer, Community Development
John McConnell, Principal Planner, Community Development
Rita McConnell, Planning Manager, Community Development
Katie Schwarz, Associate Planner, Community Development
Angela Simental, Communications and Outreach Coordinator, City Manager's Office
Kate Skarbeck, Senior Management Analyst, Parks, Recreation and Libraries
Andrew Spurgin, Principal Planner, Community Development
Josh Vaughn, Associate Planner, Community Development

Consultant Team

Noré Winter, President, Winter & Company
Julie Husband, Director of Urban Design Studio, Winter & Company
Marcia Boyle, Associate Planner/Designer, Winter & Company

Harris Park Community Vision Plan Focus Group

Merrit Bachman
Bev Capra
Donnie Danesh
Stephen Gay
Karen Gay
Linda Graybeal
Brent Griebing
Kim Griebing
Itzel Hernandez
Debbie LeCavalier
Dan Orecchio
Stephanie Orecchio
Greg Pachello
Penny Quinn
Michael Roccaforte
Gary Shea
Becky Silver
Barb Struck
Andrew Toole
Robin Wolff

Growing Home

Karen Fox Elwell, President and CEO

Community Resources and Housing Development Corporation (CRHDC)

Arturo Alvarado, Executive Director

Westy POWER!/¡PODER! Parent Council

Daniela Sanchez, Growing Home Liaison

TransLingua

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Chapter 1

Introduction

The Harris Park Community Vision Plan is the culmination of a grassroots community engagement process aimed at formulating a vision for the future of the Harris Park neighborhood.

After numerous public meetings and outreach effort, it is clear that the community has a bold vision for Harris Park. This Vision Plan reflects the community's vision for future development of private property and the enhancement and activation of key public spaces. The Plan outlines the current conditions of the study area and then uses this input to produce core goals and principles that will shape the future of the neighborhood. In addition to recommendations for specific areas and public spaces, design principles are provided to direct public and private investment in a manner that supports the vision.

The vision, goals, and recommendations outlined in this Vision Plan will require both public and private sector actions and, as a result, it is understood that some variations in this conceptual vision plan will

occur. Variations may also occur based on funding, overall city priorities, and physical constraints; nonetheless, any improvements in the area should be based upon consultation with this Plan.

Local History

Westminster's first settler established his farm in what is known as the Harris Park Neighborhood in 1863. Soon, others began to move into the area including Edward Bruce Bowles, who arrived in 1870. His red brick home still stands at the corner of 72nd Ave and Newton St and is now listed on the National Register of Historic Places.

In 1881, soon after the railroad arrived, a Connecticut real estate developer named C.J. Harris came to the area and began to consolidate land for re-sale to fruit farmers. Harris Park was soon covered with apple and cherry orchards, creating a green oasis on the dry plains.

By the turn of the century, the Town had been named Harris and was commonly referred to as Harris Park.



"Downtown Westminster" in 1924. The addition to Stuckey's is visible on the right side of the building. The Grange is located to the right of Stuckey's and the public library (also Sadie Anderson's millinery shop) is to the left. (Courtesy of Historic Architectural Survey: 2006-2007, prepared for the Westminster Historic Landmark Board by Deon Wolfenbarger and Three Gables Preservation)



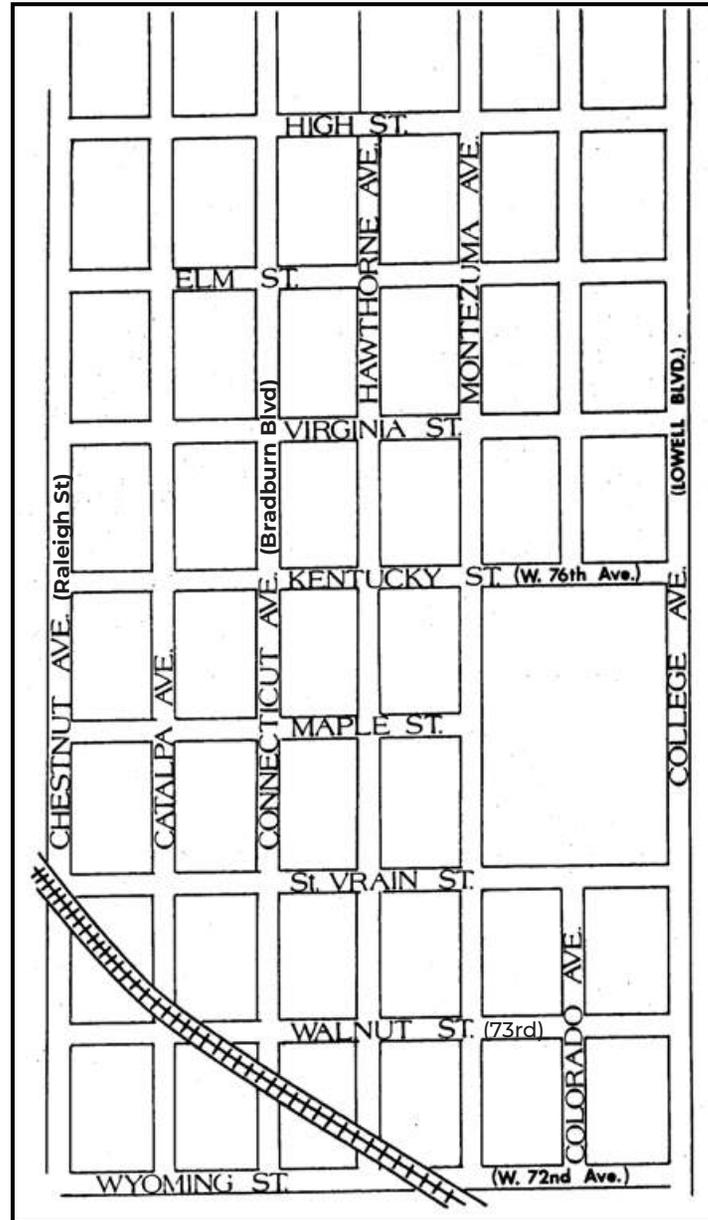
Looking northwest to the present day Bradburn Blvd and the former depot. Photo by L.C. McClure, ca. 1908 to 1910. Courtesy of Denver Public Library Western Historic Photos, call number MCC-961.



The Rodeo Super Market was the first large 'supermarket' in Westminster and the last major commercial construction along W. 73rd Ave, the historic commercial center of town. It was operated by prominent local grocer Fred Valente from 1953 to the 1970s. (Courtesy of Historic Architectural Survey: 2006-2007)



Westminster University (located northeast of the plat map on the right), ca. 1893-1905. Courtesy of Denver Public Library Western History Photos, call number X-14805.



A plat map of Harris Park in 1880 shows what are now 72nd and 73rd Avenues. The Bowles House is located just south of Wyoming St/72nd Ave along Hawthorne Ave.

In 1911, the Town of Harris voted to incorporate as the Town of Westminster in honor of Westminster University. (Westminster University is now commonly known as "Pillar of Fire," and is located on the hill above Harris Park.) With its strong agricultural base and vast orchards, the town continued to grow.

The post World War II housing boom and construction of the Denver-Boulder Turnpike contributed to strong growth during the 1950s. In 1953, over 2,500 people called Westminster home and by 1960, the population had reached 13,850.

Today, Westminster has grown far beyond its Harris Park origins. As of 2019, the City's population was approximately 113,000. Although Westminster is now a major suburban center in the Denver area, Harris Park serves as a reminder of the city's historic origins along the railway.

Defining Boundaries

Throughout this document, a series of terms are used to refer to part of or the entire project area. These terms are described below.

Harris Park Core ("Core")

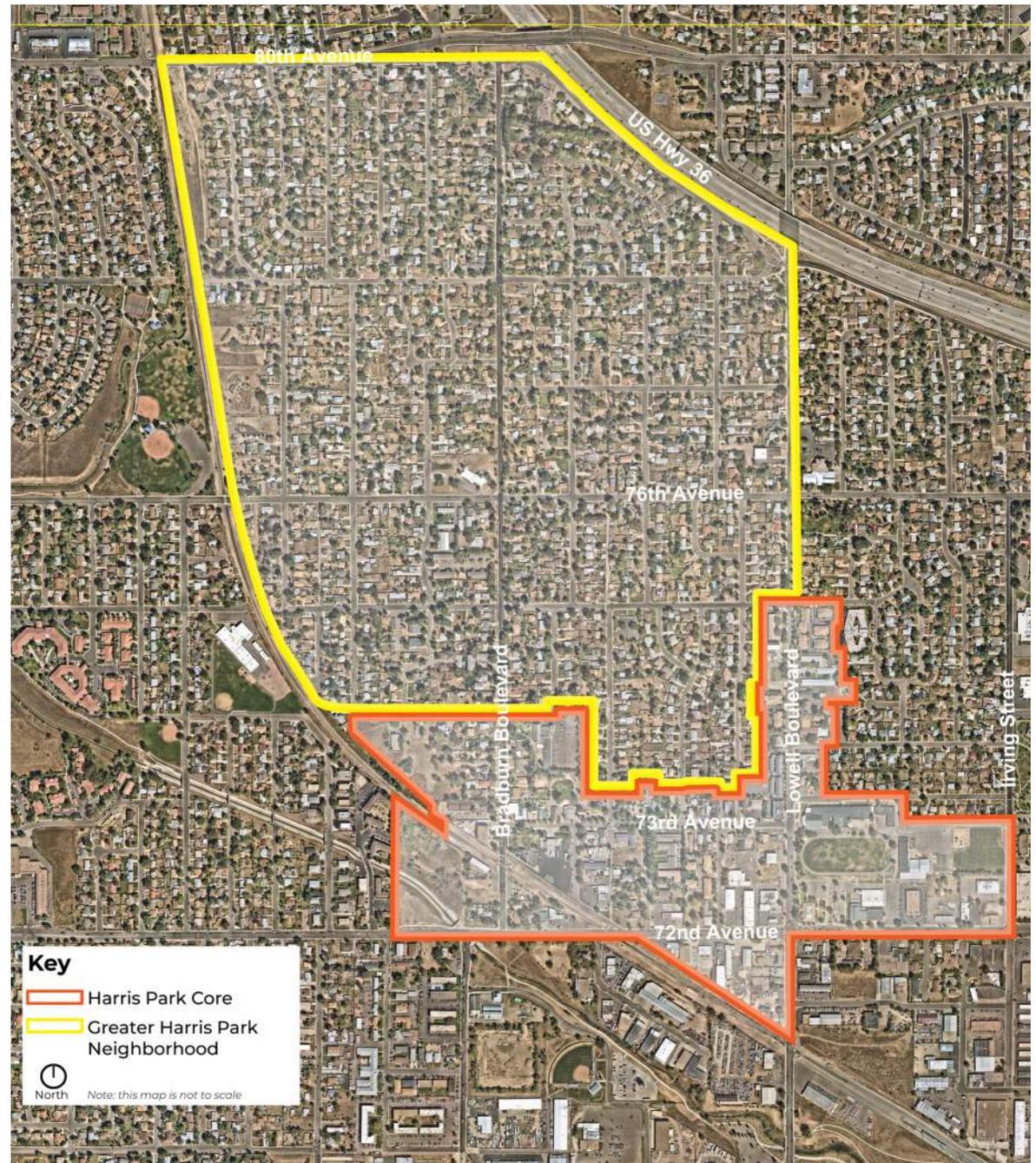
The Harris Park Core, often referred to as the "Core," is the primary area being addressed by this Vision Plan and is generally bounded by 72nd Ave to the South, Irving St to the east, 74th Ave to the north, and Bradburn Blvd to the west. While the Vision Plan does not take on these exact rectilinear boundaries, these generally capture the area discussed. This area is further divided into nine Character Areas and three Public Areas, which are addressed in Chapters 2 and 3.

Greater Harris Park Neighborhood ("Greater Neighborhood")

The Vision Plan also references the "Greater Harris Park Area," often referred to as the "Greater Neighborhood." This area extends north from the Core and captures primarily residential development. The Greater Neighborhood is bound by 74th Ave to the south, Lowell Blvd to the east, 80th Ave to the north, and the BNSF railroad tracks to the west.

Harris Park

Together, the Harris Park Core and the Greater Harris Park Neighborhood comprise Harris Park, sometimes referred to as "the Area."





A walkable 73rd Ave and its historic buildings was noted by the community as a key asset.



An adaptively reused residential building along 73rd Ave is now used for law offices.



The 73rd Ave Sculpture Park is a key Harris Park asset as identified by the community.

Harris Park Core Existing Conditions

Harris Park is home to Westminster's historic center, along 73rd Ave. The eclectic residential neighborhood includes buildings from the 1910s and on. 73rd Ave remains an important neighborhood center, with businesses contained in one and two story buildings, some of which are adaptively reused structures. Some of the commercial buildings along 73rd date back to the early 1900s.

72nd Ave is an important commercial corridor with additional commercial activities occurring along Bradburn Blvd and Lowell Blvd. A triangular area bordered by 72nd Ave to the north, Lowell Blvd to the east, and the BNSF railroad line currently contains a variety of industrial, and some commercial uses. The railroad also bisects the southwestern portion of the Core at 72nd Ave and Bradburn Blvd, which includes a mix of residential, commercial, and light industrial uses. Though it lies south of 72nd Ave, this triangular section was added to the Core as it serves as an important transition between the Harris Park Core and the Westminster Station Area (see map on page #).

Just outside of the Core are key community landmarks and infrastructure which connects to neighboring communities and the region. To the southeast is Westminster Station (commuter rail, park and ride, bus, and commuter rail), which connects to Denver's Union Station. The regional Little Dry Creek Trail/ Rocky Mountain Greenway multi-use trail (part of the England Park Corridor) connects Westminster Station to the southwest corner of the Core area. The map on page 8 illustrates other plan boundaries in relation to this Vision Plan.

To the east of the Core is Hidden Lake High School, which borders Lowell. One block further east is the Irving Street Library. The greater Harris Park Area, which continues north of the core area, extends north to 80th Ave and Highway 36, and is primarily single family detached residential in use.

During the outreach process, the community noted many key assets, issues, and opportunities in Harris Park.

Assets

- A walkable 73rd Ave and its historic buildings
- Existing public spaces including Fireman's Park and the 73rd Ave Sculpture Park
- A distinct character and a sense of identity
- A mix of uses
- Unique businesses and organizations including an art gallery, the history center, and community healing and meeting centers
- Limited new construction that is compatible with the area

Issues

- Vacant underutilized properties
- Property owner maintenance issues
- Lack of services for the homeless
- Low-quality connections for pedestrians, cyclists, and vehicles to Westminster Station
- Unsafe intersections and roadways due to vehicular speed, lack of sight lines, and dangerous pedestrian crossings
- Lack of a landscaping buffer along the railroad
- Lack of bike facilities
- Loud train crossings
- Lack of restaurants along 73rd Ave and Lowell Blvd
- Code barriers to starting new businesses



Assets identified by the community include a walkable 73rd Ave and unique businesses along the corridor.



Community members noted that new construction, while limited, in Harris Park has been designed to be compatible with historic resources.



Vacant and underutilized properties are a key issue, but also an opportunity to create new development for Harris Park.



Connect the sidewalk network to the Little Dry Creek Trail.



Add a landscape buffer along the railroad.



Provide a safe connection for pedestrians and bicyclists to Westminster Station.

Opportunities

- Improve intersections of 72nd Ave at Bradburn Blvd/Lowell Blvd, and 73rd Ave at Bradburn Blvd/Lowell Blvd.
- Install gateway elements, such as signage and landscaping, at the four key intersections at 72nd Ave, 73rd Ave, Lowell Blvd, and Bradburn Blvd.
- Adaptively reuse existing buildings including 3915 W. 73rd Ave (formerly the Rodeo Market).
- Incentivize façade improvements for buildings throughout the Core.
- Enhance Lowell Blvd south of 73rd to become a safe place for pedestrians and bicyclists. Consider adding street lights, visible crosswalks, and landscaping.
- Provide a safe connection for pedestrians and bicyclists to Westminster Station.
- Add a landscape buffer along the railroad.
- Encourage the development of creative and unique businesses that are “destinations” such as breweries, a local restaurant, bed and breakfast, coffee shop, and a theater.

- Redevelopment sites at the north-west corner of 72nd Ave and Irving St
- Program existing public spaces and shared green spaces with a farmer's market or food trucks.
- Brand the Core with wayfinding signage, identifiable streetscape character, lights, and street trees. Incorporate art and murals along the Little Dry Creek Trail and England Park Corridor.
- Connect the sidewalk network to the Little Dry Creek Trail.
- Create new outdoor spaces and program them with activities such as a dog park or climbing wall.
- Add more parking to the Core and better utilize existing parking.
- Provide better access to the community gardens.
- Incorporate services for the homeless.
- Work with property owners to encourage better maintenance of private properties.
- Examine barriers within the existing building code that hinder the creation of new businesses and identify appropriate changes.



Program existing public spaces and shared green spaces with a farmer's market or food trucks.



Provide better access to the community gardens.



Incorporate art and murals along the Little Dry Creek Trail and England Park Corridor.



Adaptively reuse existing buildings.

Recent Improvements in Historic Westminster

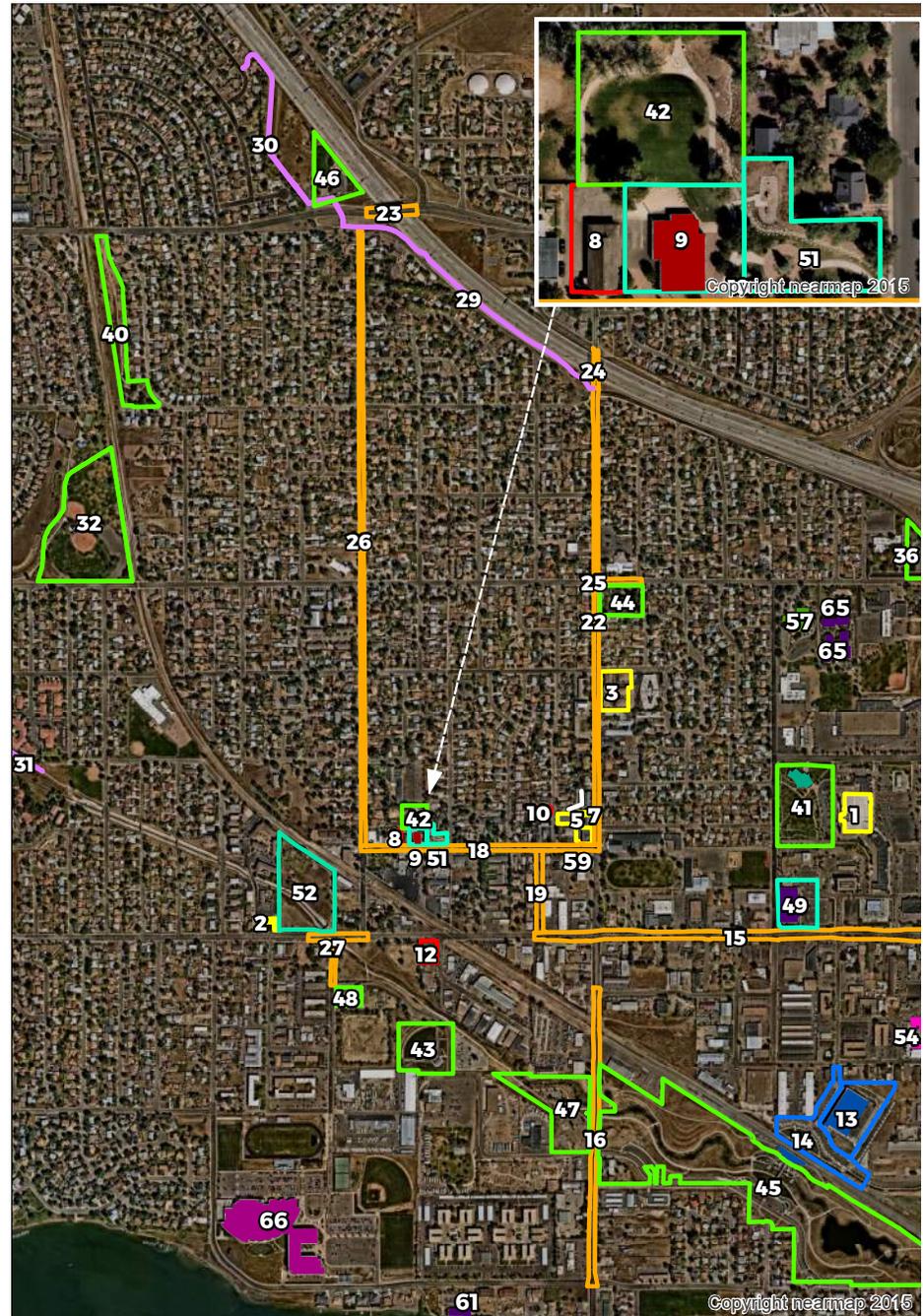
Number	Name
1	Westminster Plaza Shopping Center
2	Orchard Court (Della Villa) Apartments Renovation
3	Lowell Street and Meade Street Townhomes Gateway Building NW Corner of Lowell Blvd and 73rd
5	Lowell Row Townhomes
7	Crange Hall Exterior Restoration
8	Rodeo Market Restoration
9	Merton Williams House Restoration
10	Bowles House Museum Exterior Renovations
12	Land acq. for parking struct and station plaza
13	Const. of WM Station Dr, Hooker St, & N Plaza
14	Federal Blvd & 72nd Reconst. & Streetscape
15	Lowell Blvd Reconstruction
16	73rd Ave Reconstruction and Streetscape
18	Meade Street Streetscape
19	Lowell Blvd Reconstruction and Streetscape
22	US 36/80th Ave overpass replacement and des. enhancements
23	US 36/Lowell Blvd Bridge Replacement
24	76th Ave Streetscape by Torii Square Park
25	Bradburn Blvd Streetscape
26	72nd Ave/Raleigh Bridge Construction
27	Bradburn Blvd bike/sidewalk conn. to US36 bikeway
29	Lowell Blvd bike/sidewalk (inc. w. streetscape)
30	Little Dry Creek trail reconstruction
31	Wolff Run Park Enhancements
32	Wolff Run Park Enhancements
32	Municipal Park playground
36	Sunset Park playground
40	Irving Street Park construction
41	Park & Plaza Improv. to E & N of Rodeo Market
42	England Park Ballfield Renovations
43	Torii Square Park Recon. and Sculpture
44	Little Dry Creek Park (Inc. in WM Station Cost)
45	Westminster Hills Park Playground
46	Little Dry Creek Dog Park
47	England Park Greenhouse
48	MAC Parking Reconstruction
49	Rodeo Market Com Arts Center and Sculpture Park
9	73rd Avenue Sculpture Park
51	Della Villa Park Land Acquisition
52	Westminster High School Reconstruction
54	Rodeo Market Building Acquisition
9	WM Station Parking Struct. & Buss Transf. Fac
13	Swim and Fitness Center Renovations
57	Irving Street Library
41	73rd Ave/Lowell Blvd Theatre
59	Mature Adult Center (MAC)
49	East Bay Senior Housing
61	Westminster Commons Renovations
65	Westminster High School Reconstruction
66	

Buildings with Improvements

-  Cultural Improvements
-  Educational
-  Historic Preservation
-  Park Improvements
-  Senior Facilities
-  Westminster Station Area

Areas with Improvements

-  Bike/Trail Facilities
-  Cultural Improvements
-  Educational
-  Historic Preservation
-  Park Improvements
-  Park and Open Space Acquisitions
-  Private Redevelopment Projects
-  Street, Utility, and Streetscape Projects
-  Westminster Station Area



Recent Planning and Programming Efforts

As the historical center and heart of the City of Westminster, Harris Park has a rich history and significance. To recognize its importance to the City, a series of recent events and projects have been hosted and completed, leading to the development of this Vision Plan.

Historic Westminster Branding

The multi-phased branding and marketing efforts included research, focus groups meetings, surveys, outreach, and follow-up with community residents and businesses. The intent of the work is to develop a recognizable brand and image of the area to support existing businesses while attracting additional interest and private investment.

Historic Westminster Improvements

The map on page 6 illustrates numerous physical improvements that have been made in Historic Westminster over the past X years. These include streetscape, utility, trail, and intersection improvements.

Events

"Imagine Westminster" was first held June 1-3, 2018 and provided an opportunity for residents to envision revitalization of the city's historic center.

This community-led, city-supported event celebrated the arts and culture of Historic Westminster. The event began with a Friday evening Summer Block Party and movie, and continued through Sunday afternoon with local bands, refreshments, and an arts fest. The event, rebranded as the "Historic Westminster Summer Fest," was held again June 7-8, 2019.

Westminster Forward

Begun in 2018, Westminster Forward is a city-wide coordination of long-term plans, outreach, and projects that will help frame the future of Westminster. The initiative includes the following planning efforts:

- Comprehensive Plan Update
- Parks, Recreation, and Libraries Plan
- Transportation and Mobility Plan
- Sustainability Plan
- Water Supply Plan
- Unified Development Code ("Code Forward")

This Vision Plan will inform the update to the Comprehensive Plan and the zoning standards contained within the Unified Development Code.

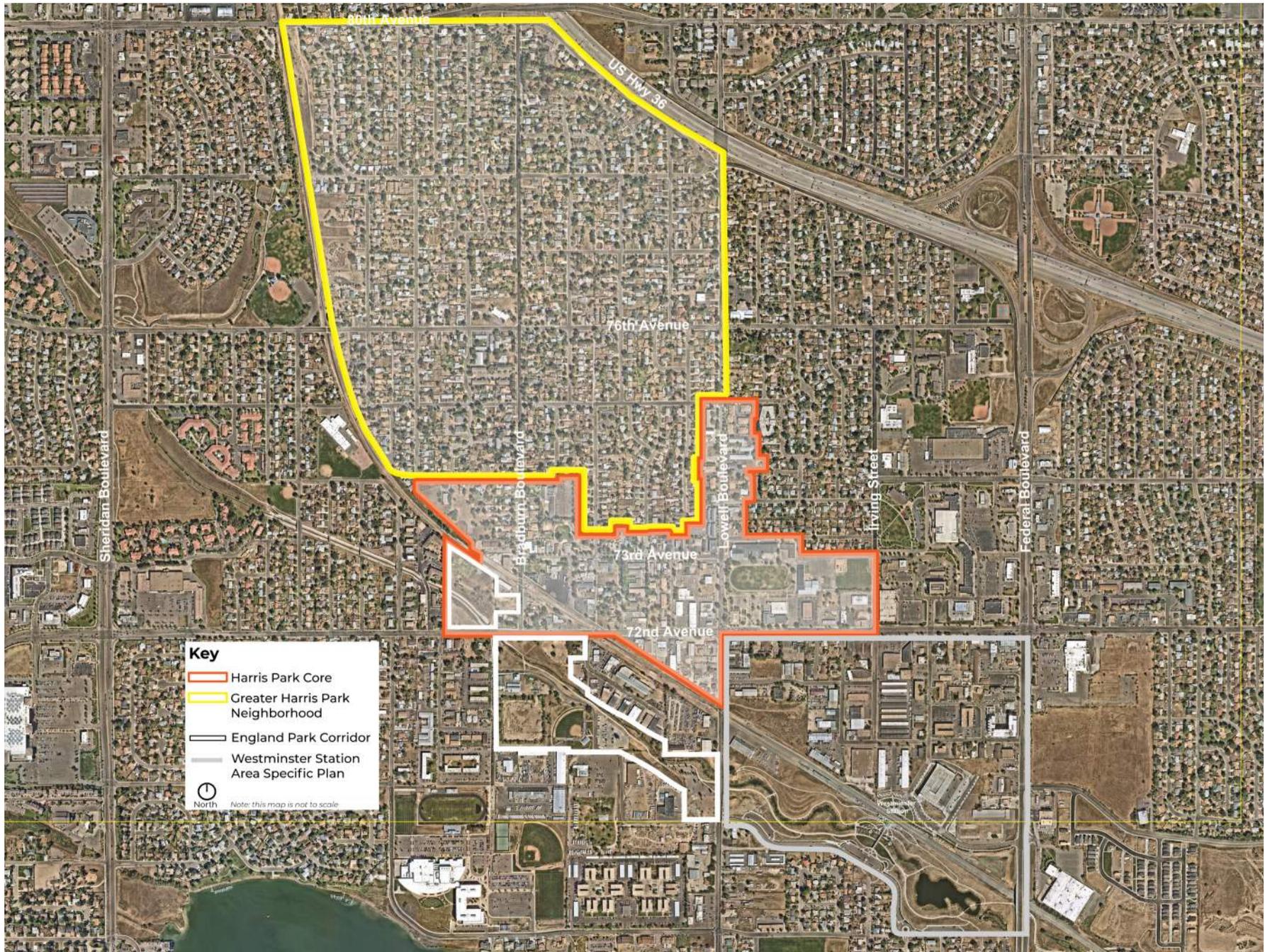
Design Framework Plan for the Harris Park Neighborhood (2007)

In 2007, a design framework plan for Harris Park was developed, which included information regarding the history of the area, existing conditions, and design recommendations for maintaining the neighborhood's character. The current Community Vision Plan is built upon this work but incorporates the plethora of new input received during the community engagement processes.



Members of the community discussed upcoming planning projects that would impact Harris Park with staff at Imagine Westminster in 2018.

The Harris Park Area and Other Recent Planning Efforts



Policy Base

2013 Comprehensive Plan

The 2013 Comprehensive Plan designates the Harris Park Core as suitable for Traditional Mixed Use Neighborhood Development (TMUND). This land use designation is intended to foster neighborhoods with a variety of single-family and multi-family housing types mixed with commercial uses to create a walkable urban village. The Harris Park Community Vision Plan provides guidance in implementing TMUND in the Harris Park Core using the design principles listed in Chapter 5.

Comprehensive Plan Update

The ongoing update will outline the vision to establish a framework for land development and redevelopment. It will align land uses with economic vitality, community health, community resilience, energy/climate, water resources, and other issues.

Unified Development Code

Currently in development, the Unified Development Code (UDC) will combine the City's various land development regulations, standards, and guidelines into a single document.

For the Harris Park area, the creation of new zone districts will allow development to avoid the Planned Unit Development (PUD) rezoning process by establishing standards specifically tailored to the area. These may include reduced setbacks, right-sized parking requirements, and a menu of building types and design standards that support the mixed use character of Harris Park.

Westminster Station Area Specific Plan

This Plan, adopted in 2017, provides a vision and framework to guide land use, infrastructure, and redevelopment decisions for the area surrounding the Westminster Station, which borders Harris Park.

Affordable and Workforce Housing Strategic Plan

This strategic plan was received in 2017 and sets policy focused on removing barriers to the development of new affordable housing, as well as preserving the existing affordable housing supply. It is in the process of being updated in 2020 to reflect current demographics supported by a citywide Housing Needs Assessment and takes a balanced approach to housing that is inclusive and meets the diverse needs of the community.



According to the Westminster Station Area Specific Plan, a mix of residential and commercial uses at a neighborhood scale is appropriate on the southeast corner of 72nd Ave and Lowell Blvd, which borders Character Areas 5 and 7.



An example of appropriate development for the Station Core area, which borders Harris Park Character Area 6 to the south, from the Westminster Station Area Specific Plan.



England Corridor Master Plan

Developed in 2017, this plan highlights a series of physical improvements along the Little Dry Creek Corridor to the south of the Harris Park Core. These include accessible connections, expanding the Westminster Garden, building a new playground, enhancing the Fire Training Tower, and highlighting the historic Bowles House.

The England Corridor Master Plan area overlaps with the Harris Park core on the western edge at Bradburn Blvd and 72nd Ave. The proposed vision from the Master Plan, which focuses on Westminster Garden, is shown above. The community's vision from the Harris Park outreach process builds on the Master Plan's vision.

Plan Development

The Harris Park Community Vision Plan process spanned 2019 and included a variety of opportunities for the public to provide input. A timeline of the Plan process can be seen on page 10 and illustrates the number of public meetings hosted to collect information prior to drafting of the Plan.

Public outreach consisted of a series of Focus Group meetings and public workshops. The Focus Group, which was comprised of community stakeholders, provided general guidance on the direction of the Plan and helped vet the content of each community workshop.

The first focus group meeting gathered property owners, business owners, residents, and non-profit leaders. They reviewed initial materials and information prior to their distribution at the first community workshop. Over 100 people attended the first workshop

to learn about the project and participate in a series of hands-on activities - which included using stickers to mark key features, cutting and pasting building footprints, and selecting photos of new development that was appropriate for the Core.

Following the first public workshop, an online survey was conducted to provide an opportunity for other community members to participate. The survey question prompted participants to envision Harris Park in 15 years and to write what types of experiences and destinations would be a part of the area.

The second Focus Group meeting provided an opportunity to review community input at the first workshop and to begin crafting a series of community vision statements.

After a brief review of Plan progress, the second public workshop began by asking participants to help edit the draft vision statements provided by the Focus Group. In the second



Focus Group members discussed the boundaries for the Plan areas at the January 2019 meeting.



Workshop 1 attendees study a subarea map and place appropriate building footprints.



Chapter 2

Harris Park Core: Vision & Design

Harris Park is valued for its walkable streets, diverse architecture, wide range of housing options, community-serving businesses, and rich heritage. Throughout the public outreach process, the community voiced a strong desire to ensure that the character of the Core is reflective of its history, while allowing opportunities for unique infill development to accommodate new and changing uses in the Core.

This chapter presents the community's vision for Harris Park looking ahead to the future. It also outlines the unique character the community hopes to preserve as well as the key features that should be built upon moving forward.

The vision will be achieved through a series of goals. The community's input was grouped into five main goals, which are described in this chapter. These goals are also included in the implementation chapter (Chapter 6), where additional information is provided.

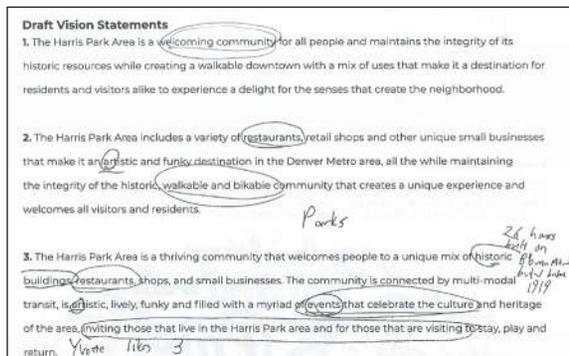
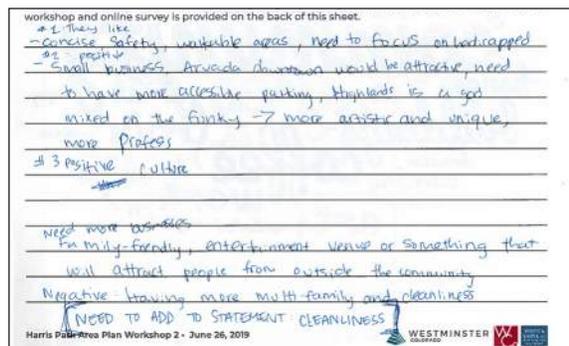
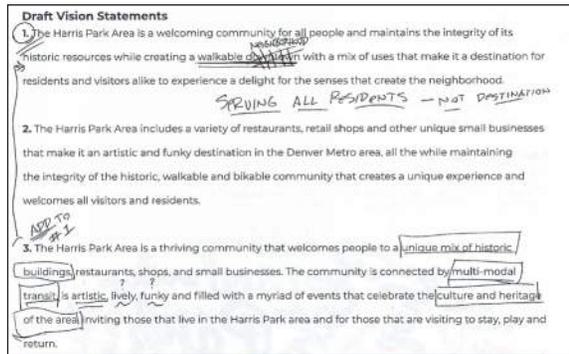
The community's vision is further expressed through each of the

Character Areas, which are presented in this chapter. Community members studied the nine Character Areas and developed a vision for each them which addresses future use, development characteristics, and streetscape features. Three public areas were also identified and the community identified a future vision for these places. The recommendations included for each of these topics are reflected in the goals, objectives, and actions in the implementation chapter.

Finally, the community's vision has been further captured through an illustrative plan and an axonometric diagram. The illustrative plan shows the location of infill development in relation to existing development. The axonometric diagram focuses on a small part of the Core in three-dimensions in order to show important development characteristics such as building height. It is important to note that the illustrative plan and axonometric depict one way in which new development may occur. In no way are these graphics binding for property owners, business owners, and developers. Instead, they are intended to provide ideas so that they



Community members at Workshop 1 outlining the first stages of a vision for Harris Park and for specific Character Areas.



Results from the second workshop illustrate the community's process editing draft statements to determine the final vision statement for the Harris Park Core.

may see how their plan for future development fits in with the community's vision.

The Vision

A "vision" is a general description of what the community desires for the future of the area. It builds upon the strengths of the area while also addressing known issues. The following statement was crafted through multiple public meetings and rounds of revisions, and represents the community's vision for Harris Park:

"Harris Park is a thriving community that welcomes people with a unique mix of historic buildings, restaurants, shops and small businesses. The community is connected by a variety of transportation methods, is artistic, lively, eclectic, and activated by a myriad of events that celebrate the culture and heritage of the area, inviting Harris Park residents and visitors to stay, play and return."

The Big Picture

Harris Park is:

- Walkable and bikeable
- Artistic and vibrant
- Architecturally, culturally, and economically diverse

Character

Harris Park is a place where:

- The heritage of Westminster can be experienced.
- Residents live in a unique and creative village.
- Community events occur.
- Residents and visitors from metro Denver come to visit.

Key Features

Harris Park is a place that includes:

- A diverse range of appropriately scaled infill housing in attractive and compatible buildings
- Art galleries and creative institutions
- Small businesses
- Unique stores, restaurants, and services, especially along 73rd Ave
- Small parks and plazas
- Bicycle and pedestrian connections between commercial and residential areas, as well as the Westminster Station and Little Dry Creek Trail

- Restored historic buildings and adaptively reused buildings
- Public parking areas
- Places for community services and activities
- Housing that is affordable for a wide range of incomes

Goals

The five goals below illustrate the key ideas outlined by the community that will work toward the vision for Harris Park. These goals are also stated in the implementation chapter (Chapter 6), and will guide activity and investment for the foreseeable future.

1. Preserve the unique character of the Harris Park Core and Greater Harris Park Neighborhood.

The unique character of Harris Park attracts residents and visitors, and should be maintained. This character includes historic resources, small-scale residential development, adaptively reused structures, and occasional views to the mountains. Future development should maintain, emphasize, and build on these unique features.

2. Encourage new, context-sensitive redevelopment and infill.

New infill development should be compatible with the unique character of Harris Park. This includes historic

commercial and residential buildings. New development should also consider the provision and location of parking, without focusing new development on surface parking. Future development must also maintain a wide range of housing types, including senior housing, and prices to ensure Harris Park remains a community that welcomes all people.

3. Enhance the public realm to foster a unique, local experience that attracts visitors.

Create and maintain a public realm that reflects the unique character of Harris Park, draws people into the area, and helps create a unique, memorable experience. Gateway locations should be designed to highlight key destinations and welcome people to Harris Park.

4. Improve connectivity and safety for transportation networks.

Establish safe networks for all forms of transportation to create an inviting Harris Park. Physical connections should be improved and extended within Harris Park and to neighboring destinations to more efficiently connect people throughout the area. Add street lighting to transportation networks to bolster safety. The existing streetscape should be enhanced to encourage walking and biking.

5. Enhance opportunities for neighborhood communication, partnerships, and gathering.

Create gathering spaces for small-scale activities and for large, annual festivals. Provide facilities that cater to a variety of community services in Harris Park. In addition to physical spaces, strong partnerships between neighborhood groups, non-profit organizations, public entities, local businesses, and other local groups is critical to sustaining a strong community that welcomes all.

These five overarching goals seek to balance a range of topics including economic development, sustainability, design, livability, and community services. In order to achieve the vision, the community will need to take ownership of the plan vision and partner with the City to achieve these goals. These goals are inherently tied to the physical development in Harris Park, which will shape the resident and visitor experience for years to come. The following sections of this chapter present design concepts for each part of the Harris Park Core, as envisioned by the community.



The three subareas that community members studied and provided comment on through a series of activities in Workshop 1 were later divided into nine Character Areas..

Design Character in the Core

This community vision plan divides the Harris Park Core into nine distinct Character Areas and three distinct public areas. The Character Areas address the built environment, while the public areas identify key outdoor spaces. Each Character Area is defined by existing building types and development characteristics, as well as the community's vision for future development.

General boundaries for the Character Areas were initially drawn using a series of informative documents including the 2007 Draft Design Framework Plan for the Harris Park Neighborhood, results from the 2018 Comprehensive Plan online Visual Preference Survey, the original Harris Park Plat, and existing zoning.

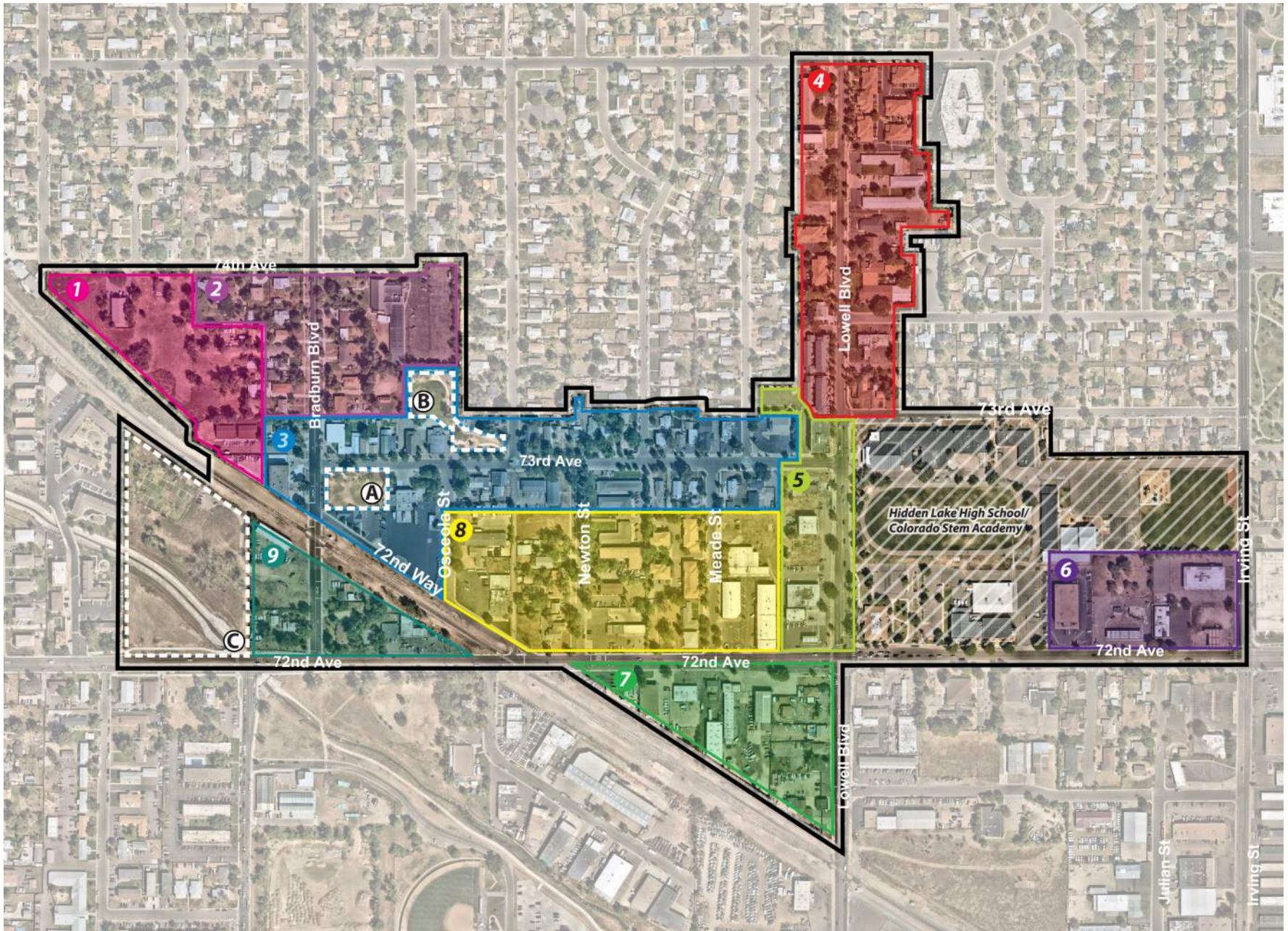
Discussion during the first Focus Group meeting held in January 2019 led to the development of a refined boundary map, which identified three distinct subareas. Workshop 1 participants used these three subareas in a series of activities regarding appropriate future development. Feedback collected from the workshop regarding building placement, footprint sizes, type of uses, and building revealed that a more nuanced approach was

necessary, thus the three subareas were divided into ten Character Areas. Based on field study and community input, an existing conditions description was drafted for each Character Area followed by an outline of the use, development character, and public realm elements critical to the realization of the future community vision for each. These were reviewed and confirmed at the second Focus Group meeting in May.

For the second workshop, the three key public spaces identified by the community were separated from the Character Areas. This process eliminated one of the original ten Character Areas bringing the total down to nine.

The sections that follow include a boundary map for each Character Area, a short description of its existing conditions, and the community's vision for its future. Images included for each of the Character Areas were those selected most frequently in the second workshop. Each includes a symbol to indicate its appropriateness as directed by the community. The symbols are as follows:

- ✓ - indicates the image is appropriate for the Character Area
- ✗ - indicates the image is inappropriate for the Character Area.



Harris Park consists of nine Character Areas and three public areas, all shown in the map above. The maps that follow display only a portion of the map above, in order to focus on one specific Character Area at a time.



- ? - indicates some aspects of the development may be appropriate while others may not be.

The caption for each image provides further detail of the appropriateness of different features. Public spaces are addressed in Chapter 3.

Character Area 1

Existing Conditions

The area is in the northwest corner of the project boundary. On the north side, it is bound by 74th Ave; on the east side, the boundary jogs between property lines until meeting the train tracks, which composes the western and southern boundary.



While the scale of this structure may be too large, this traditional gable-roofed form with a front porch is appropriate.

Currently, Character Area 1 is primarily privately-owned undeveloped. A few residential structures (single-family and multi-family) exist, as well as a landscape buffer along the train tracks.

Community Vision

Character Area 1 acts as a transition from the railroad to residential development by utilizing green space, both natural and programmed, as well as incorporating some residential infill development.

Use

- A mix of green space and moderate residential infill development
- Green space includes a landscape buffer along the railroad, as well as a community garden located more centrally to the Character Area.
- Residential development should be oriented toward shared green space.

Development Character

- Traditional residential forms, which include gable roofs and front porches
- One and two-story buildings
- Accessory Dwelling Units (ADU), tiny homes, and cluster homes
- A range of materials, including wood
- Attached single-family and duplexes, if they are designed to incorporate traditional single-family features
- “Eclectic” and “artsy” materials or colors used as accents

Streetscape and the Public Realm

- Provide a green space.
- Link to neighborhood sidewalk and bike network.



The traditional form of this single-family house is appropriate, but the scale may be too large.



The "artistic" quality of this building is appropriate, but the scale may be too large.



While the single-family use is appropriate for Character Area 1, flat roofs and a full second story are discouraged.



Small scale, single-family homes that are oriented toward a shared green space area are appropriate.

Image Key	✓	Appropriate	✗	Inappropriate	?	Potentially appropriate
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Character Area 2

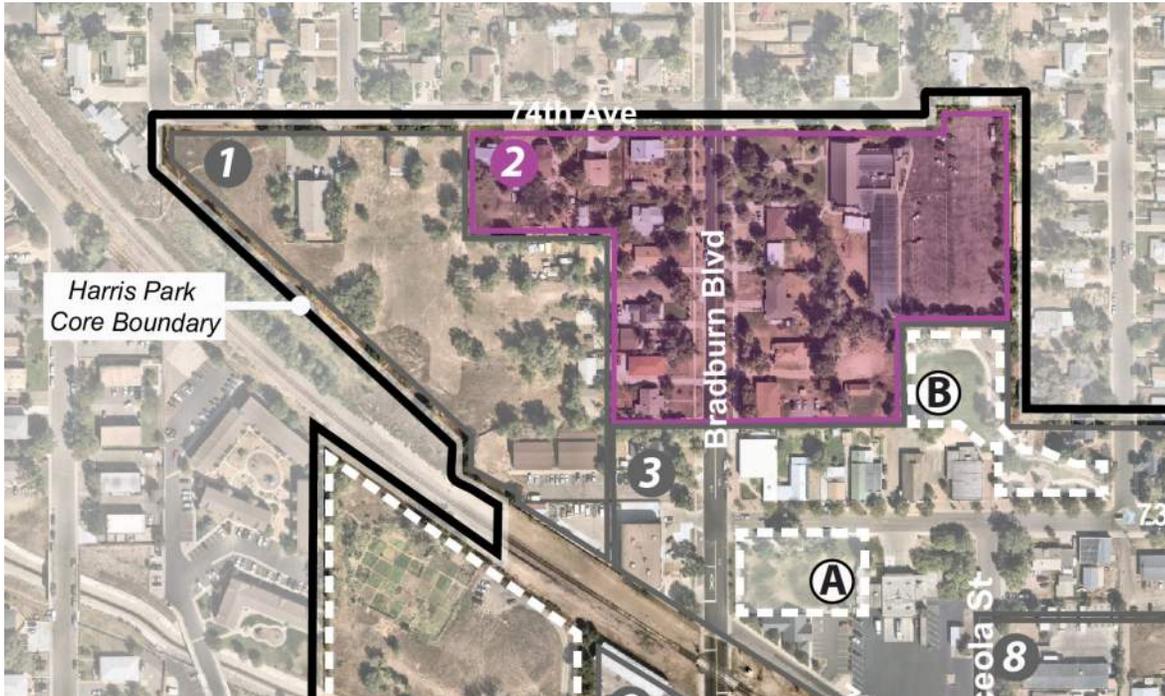
Existing Conditions

The area sits directly east of Character Area 1, with 74th Ave as its northern boundary. The boundary extends south to capture the church parking lot, and the residential properties on either side of Bradburn Blvd. It then turns north and follows the Character Area 1 boundary.

Character Area 2 consists mostly of small scale single-family residential development, with the exception of the Westminster Presbyterian Church and its parking lot.

Community Vision

Character Area 2 can accommodate “soft infill” development closer to the 73rd Ave commercial corridor. “Soft infill” refers to buildings that are added to a site that are compatible in scale, but increase the density. This may include an Accessory Dwelling Unit (ADU), such as a unit over a garage, or tiny home added to a lot with an existing single-family building. This Character Area remains one of single-lot developments, with some adaptive reuse projects and residential infill behind street-front commercial development. The church continues to function as an important community asset, and accommodates new community events.



This scale building with a landscaped front setback is appropriate in Character Area 2.



The landscaping and traditional building features shown in this image are both appropriate for Character Area 2.

Use

- Primarily single-family residential in use, with some adaptive reuse and small-scale office commercial uses
- Public shared spaces host community events.
- Church parking lot supports community events.

Development Character

- Scale should be compatible with existing development.
- Two-story buildings and/or building components, if set back from the street
- Gable roof forms
- Wood as a primary material
- Adaptive reuse projects should complement the historic character of existing homes.
- Buildings should be slightly set back from the street and include landscaping.

Streetscape and Public Realm

- Maintain the existing sidewalk network.
- Enhance landscape setbacks.



A house adapted to commercial use in front of a new residential building to the rear is desirable for Character Area 2, but participants noted the lack of a landscaped setback.

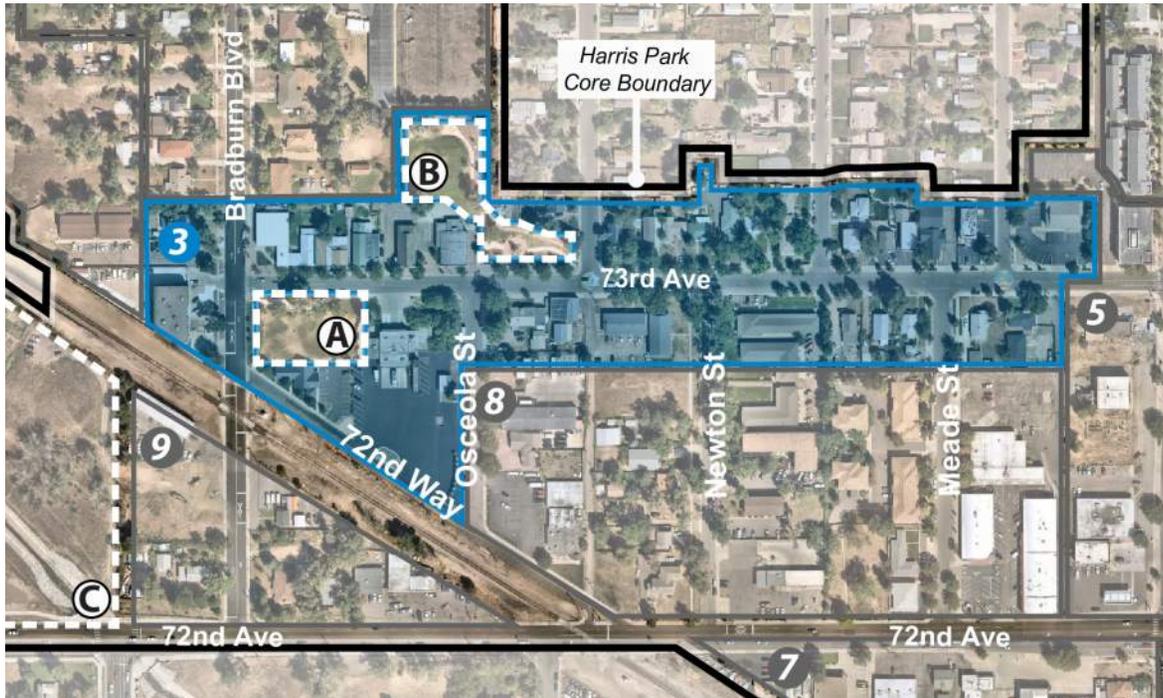


Adaptive reuse of a residential structure to an office space, maintaining the original features of the structure



The small scale and landscaped setback make this appropriate for Character Area 2.

Image Key	✓	✗	?
	Appropriate	Inappropriate	Potentially appropriate



Character Area 3

Existing Conditions

Character Area 3 centers around 73rd Ave, capturing primarily one parcel on either side of the road from Bradburn to Lowell. A few properties directly west of Bradburn are also included, as well as the parcel directly south of Fireman's Park.

Character Area 3 is currently a mix of single-family residential homes that have been adaptively reused as office spaces, commercial buildings, apartment buildings, and an institutional building. It also contains two important public spaces – Fireman's Park and the 73rd Ave Sculpture Park.

Community Vision

Character Area 3 incorporates “soft infill” development and adaptively reused residential buildings to accommodate offices, galleries, restaurants, and businesses. Where residential buildings at the street edge are adaptively reused, a small residential structure is sometimes built behind the existing building to incorporate a mix of uses on the individual lot. The intersection of Bradburn Blvd and 73rd Ave is anchored by commercial buildings or public plazas and incorporates streetscape elements that indicate important gateway and wayfinding information to draw



The front setback is appropriate for residential buildings and adaptively reused buildings along 73rd Ave.



Partially setting the second story back from the first story is appropriate.

visitors into the 73rd Ave core. While there may be a select few sites for larger commercial or mixed use infill projects, many projects incorporate adaptively reused buildings or façade improvements.

Use

- A mix of uses including commercial, mixed use, single-family and multi-family residential
- Community spaces include outdoor public spaces and community-serving buildings.

Development Character

- One and two-story buildings
- Setting back a second story from the street edge, or concentrating two-story building elements to the rear of the site
- Gable roofs are important for residential development.
- Gable and flat roofs for commercial development
- A variety of materials, including wood and brick
- Landscaped setbacks should be incorporated for single-family buildings or buildings that are adaptively reused for retail, office, restaurants, etc.
- Commercial parking is accommodated on street and in existing private surface lots.
- Maintain existing tree canopy and landscaping within the right of way.

Streetscape and Public Realm

- A streetscape that incorporates wide sidewalks with benches, trash cans, flower beds, and public art
- Bicycle facilities and bike racks should be incorporated along 73rd Ave.
- Unique streetscape character along 73rd Ave by incorporating elements such as lighting or landscaping



While the materials are appropriate, setting the second story back from the property line to prevent a sheer wall would be better.

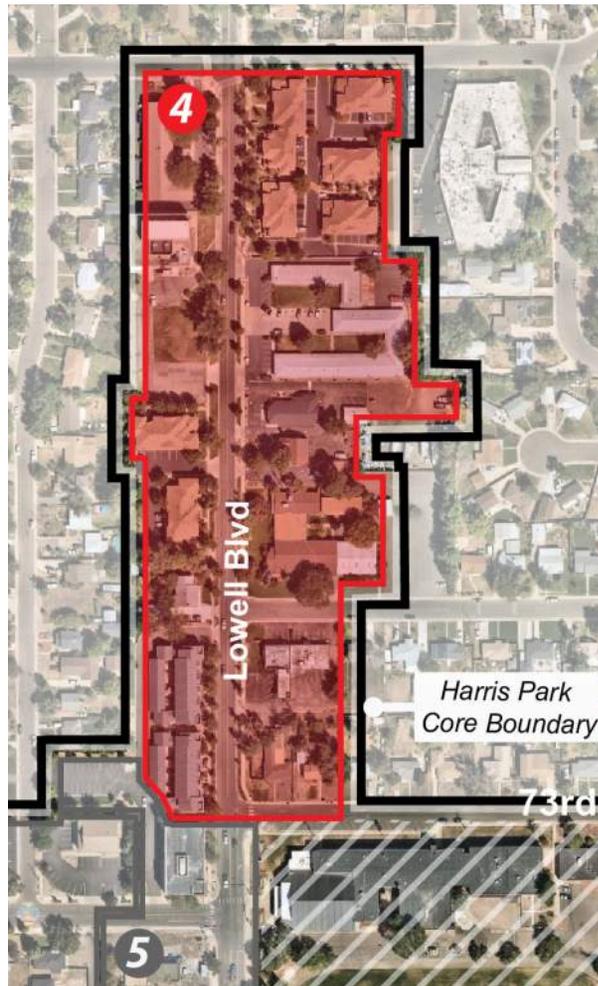


The scale of this building is inappropriate for Character Area 3.



While a house in front adapted to commercial use with a new residential building to the rear is desirable for Character Area 2, the lack of a landscaped setback is not.

Image Key	✓	Appropriate	✗	Inappropriate	?	Potentially appropriate
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Character Area 4

Existing Conditions

The boundaries of Character Area 4 follow Lowell Blvd north from Hidden Lake High School until 75th Ave. One parcel is captured on either side of Lowell Blvd.

Character Area 4 currently consists of a variety of uses, but focuses primarily on multi-family residential, including townhomes and apartments. Limited commercial uses are also part of this Character Area.

Community Vision

Character Area 4 stays residential in nature, but maintains existing commercial businesses. Moderate residential infill development, including multi-family residential, is incorporated. Efforts are focused on the "greening" (adding landscaping) of parking lots and vacant/underdeveloped properties.

Use

- Primarily townhomes and multi-family residential development
- Some commercial uses

Development Character

- Two-story buildings; potentially a small third-story component that is stepped back from the street edge

- Gable roof forms for residential buildings
- Gable and flat roof forms for commercial buildings
- A variety of materials, including brick and wood
- Traditional building elements
- Landscaped setbacks or landscaped buffers between the public realm and parking lots are important.

Streetscape and Public Realm

- Maintain the existing streetscape with sidewalks separated from the street, landscaping within the right of way, and light posts.
- Enhance bicycle infrastructure.



Gable roofs and small third-story building components are appropriate for multi-family residential development.



While the gable roof form and scale of these residential townhomes is appropriate, brick and more muted colors would be more appropriate.



Outdoor seating for commercial businesses along Lowell Blvd is appropriate.



Brick is an appropriate material for Character Area 4.



While third-story building components may be appropriate, fourth and fifth stories are inappropriate for Character Area 4.

Image Key	✓	Appropriate	✗	Inappropriate	?	Potentially appropriate
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Character Area 5

Existing Conditions

Character Area 5 captures the west side of Lowell Blvd between 73rd Ave (north of Hidden Lake High School) to 72nd Ave.

This Character Area primarily contains commercial development that is set back from the street. It also includes undeveloped and under-utilized land.

Community Vision

Character Area 5 remains mixed use in nature and incorporates more intense, dense development. New development, with retail or restaurant at the ground-level, helps anchor the gateway intersections at 72nd and 73rd Aves and helps support a more walkable, active street edge. The intersection of Lowell and 73rd is anchored by commercial buildings or public plazas and incorporates streetscape elements that indicate important gateway and wayfinding information to draw visitors into the 73rd Ave core.

Use

- A mix of uses are appropriate including both residential and commercial.

- Retail, restaurants, and other uses that activate the street edge (as part of a mixed use building) are crucial at the corners of 73rd Ave and Lowell Blvd, and 72nd Ave and Lowell Blvd to anchor the corners

Development Character

- Two to three-story buildings; slightly taller features on corner anchor buildings may be acceptable.
- Brick as a primary material
- “Artistic” and “eclectic” building features as accents
- Create an active storefront through large display windows, awnings, canopies, etc.

Streetscape and Public Realm

- Create a walkable street edge with detached sidewalks and trees buffering pedestrians from the street.
- Buffer pedestrians from parking lots.
- Emphasize the intersections at 72nd Ave and 73rd Ave with gateway elements, wayfinding signage, landscape palettes, and/or public art.
- Safety and traffic calming measures are needed at the intersection of 72nd Ave and Lowell Blvd.



While a large walking street is not realistic, smaller paseos between buildings that provide passage through a block are appropriate.



Two-story buildings that incorporate traditional features such as brick are appropriate.



Three-story, mixed use buildings with an active street edge are appropriate.



The height of this building is inappropriate for Character Area 5 but the use of materials and general style is appropriate.



While the material and height are appropriate, breaking this building into more defined modules would be fitting.

Image Key	✓	Appropriate	✗	Inappropriate	?	Potentially appropriate
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Character Area 6

Existing Conditions

This Character Area is the farthest east in the project boundary, and is in the northwest quadrant of the intersection of 72nd Ave and Irving St. It is bordered to the north and west by the Hidden Lake High School/Colorado Stem Academy.

Character Area 6 currently contains some small commercial buildings, but most are vacant or underutilized.

Community Vision

New development defines Character Area 6 and anchors the corner of 72nd Ave and Irving St. It focuses on commercial, mixed use, and residential buildings that provide opportunities for businesses as well as a variety of housing types. Buildings are located at the sidewalk edge or with a small setback to create a walkable public realm. The scale of new development, especially along 72nd Ave and Irving St, should complement the scale of the transition zone detailed in the Westminster Station Area Plan. Small community spaces may also be a component of new development that can be programmed in a variety of ways throughout the year.



Three and four-story buildings are appropriate for Character Area 6.

Use

- Commercial, mixed use, and residential uses
- Small, flexible community spaces
- Adaptively reusing existing buildings

Development Character

- Two, three, and four-story buildings
- Strong corner elements, especially for new development at the intersection of 72nd Ave and Irving St
- Brick as a primary material; a variety of accent materials
- Large new buildings should be broken into modules using setbacks, changes in building height, etc.

Streetscape and Public Realm

- Create a walkable pedestrian realm along 72nd Ave.
- Consider detached sidewalks with street trees and landscaping.



Additional articulation and mass variation would make this building more appropriate for Character Area 6.



While this townhome is an appropriate height, breaking the building into smaller modules would make it more appropriate.



The scale and materials of this building are appropriate.



The lack of brick as a primary material and front facing entries make these townhomes inappropriate for Character Area 6.

Image Key	✓	Appropriate	✗	Inappropriate	?	Potentially appropriate
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Character Area 7

Existing Conditions

Character Area 7 is triangular in shape and is the only Character Area south of 72nd Ave. Its northern boundary is 72nd Ave, its eastern boundary is Lowell Blvd and its southern/western boundary runs diagonally along the railroad tracks. This Character Area is directly across Lowell Blvd from the Station Area boundary.

This area is a mix of industrial, commercial and residential buildings. A few single-family buildings face Lowell Ave, and commercial buildings face 72nd Ave. Industrial buildings are located throughout the Character Area.



While this mixed use building incorporates masonry and other materials, the third story is only appropriate in a scenario with a larger amount of infill development.



Two-story buildings with defined entries are appropriate.

Community Vision

The community's vision for Character Area 7 incorporates a range of uses and building types including light industrial, flex, live-work, mixed use and commercial buildings. Residential-only development is inappropriate in Character Area 7. New development anchors the intersection of 72nd Ave and Lowell Blvd, and helps create a more active pedestrian edge along both roads. Infill development may reflect the small scale of existing development, but also may be two or three-stories in height, depending on its use. Creative destination uses and

shared plaza spaces may also help activate this Character Area.

Use

- A variety of uses including mixed use, light industrial, flex, commercial, and live-work
- Small, shared green spaces and plazas

Development Character

- One, two, and three-story buildings
- Entry definition is important.
- Active ground floors for mixed use buildings
- A variety of materials, although incorporating some masonry is important
- Some creative forms and building features may be acceptable.

Streetscape and Public Realm

- Enhance 72nd Ave and Lowell Blvd intersection.
- 72nd Ave should have a detached sidewalk with street trees and landscaping to buffer the pedestrian from parking and industrial sites.
- Add lighting throughout, and especially along Lowell Blvd and 72nd Ave to address concerns regarding safety.
- Refer to the Westminster Station Area Plan for adding pedestrian crossings across Lowell Blvd at 71st Ave or just north of the railroad.



A mix of materials and clear entry definition make this mixed use building appropriate.



This one-story, masonry building is appropriate for Character Area 7.



Creative forms for infill development are appropriate in Character Area 7.

Image Key	✓	Appropriate	✗	Inappropriate	?	Potentially appropriate
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Character Area 8

Existing Conditions

This Character Area sits at the center of the study area. It is defined by 72nd Ave to the south, railroad tracks, and Osceola St to the west. Its northern boundary is one parcel south of 73rd Ave and its eastern boundary follows the western boundaries of the parcels that front Lowell Blvd.

Currently, this Character Area contains primarily residential uses, which includes a mix of single family and multi-family development. Along the southern, eastern, and western boundaries of the Character Area, commercial developments with large parking lots are present. Undeveloped and underutilized lots also exist.

Community Vision

New, moderate density, mixed use infill development is located throughout the Character Area, surrounded by existing and new residential development. A variety of residential development types will be available, including housing that is affordable for a range of incomes. Infill development will be prioritized along north/south streets including Osceola St, Newton St, and Meade St to create a connection between the 73rd Ave and 72nd Ave commercial corridors. The scale of development increases as it approaches 72nd Ave.



Outdoor spaces that accompany a business or restaurant are appropriate.



This three-story building with an active storefront is appropriate along 72nd Ave. A similar building that was two-stories would be appropriate throughout the Character Area.

Use

- Mixed use and residential development are most appropriate.
- Some commercial buildings may be appropriate.
- Outdoor spaces that accompany a business or restaurant are appropriate.

Development Character

- Two and three-story buildings are appropriate; a partial third-story component that is set back from the street is also appropriate.
- Taller buildings (three-story) are located along 72nd Ave, not in the core of this Character Area.
- Brick, and potentially other masonry materials, should be the primary material.
- Larger buildings should be visually broken into smaller components.
- Creating an active storefront through large display windows, awnings, and canopies – among other elements – is important.

Streetscape and Public Realm

- 72nd Ave should include a detached sidewalk with street trees and landscaping.
- Incorporate benches, planters, and bike racks throughout the area.



The use of brick is appropriate on this building; however, the height and lack of an active storefront make this building inappropriate.



The scale of this building is appropriate throughout the Character Area.



While the building materials are appropriate, reducing the height to three-stories would make it fitting for 72nd Ave, and to two-stories would make it suitable throughout the Character Area.

Image Key	✓	✗	?
	Appropriate	Inappropriate	Potentially appropriate



Character Area 9

Existing Conditions

This Area is triangular in shape and is bordered on the west by the Westminster Community Garden and the Little Dry Creek regional bike trail. 72nd Ave is the southern border of this Character Area, which is bisected by Bradburn Blvd. The Railway borders this character area to the north.

Character Area 9 is a mix of single-family residential, commercial, and light industrial uses, as well as some underdeveloped land.

Community Vision

This area becomes a hub for creative infill development and “destination” businesses. Some mixed use and residential infill development also help fill in the underutilized land in this Character Area. New development and a more walkable street edge will also encourage visitors to continue one block north to the 73rd Ave commercial corridor or continue east onto the 72nd Ave commercial corridor. A bicycle and pedestrian connection to the Little Dry Creek trail passes through the area, providing off-street access to the Westminster Station.



Destination uses, which may include outdoor dining spaces, are appropriate in Character Area 9.

Use

- Creative infill development and unique, “destination” uses
- Commercial and residential infill
- Variety of housing types including duplexes and townhomes

Development Character

- Two and three-story buildings, as well as taller single-story commercial buildings
- Taller building elements at the intersection of Bradburn Blvd and 72nd Ave to anchor the corner
- A variety of materials including wood, brick and corrugated metal in continuity with the surrounding context
- Residential buildings should incorporate traditional features including gable roofs and front porches that reflect the character of Bradburn Blvd to the north.

Streetscape and Public Realm

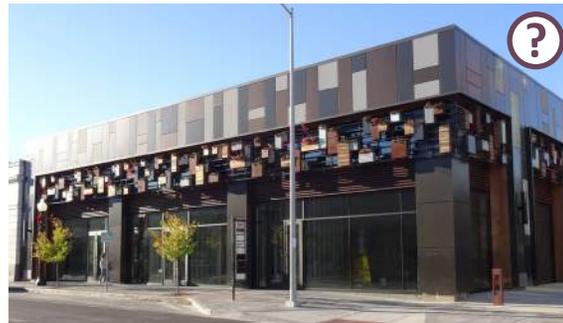
- Pedestrian-friendly public realm facilitated by wide, detached sidewalks along 72nd Ave, protected by street trees and landscaping
- Sidewalks protected by a landscaped area are needed along Bradburn Blvd.
- Trail connection to Little Dry Creek Trail are needed.
- Connection to the Westminster Garden are needed.



This two-story family-style restaurant is an example of a destination use that would be appropriate for the area.



While this residential building exhibits traditional features, its lack of setback and minimal space between the neighboring home is inappropriate for Character Area 9.



Creative infill development with unique building materials is encouraged. However, a building should be modulated into smaller components.



Residential buildings like this duplex should incorporate traditional features such as a gable roof and front porch.

Image Key	✓	Appropriate	✗	Inappropriate	?	Potentially appropriate
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Public Spaces

Within the Core, three public places were identified as key spaces that contribute to the character of Harris Park. The vision for each of the public spaces as identified by community members through image selection and comments is provided on the following pages.

Fireman's Park

Fireman's Park (Public Area A) sits at the southeast corner of 73rd Ave and Bradburn Blvd. It is bordered to the east by the fire station and to the south by an office building. Currently, the park does not include any structures or amenities aside from a picnic table located on the north side.

Community Vision

Create a master plan for the park and consider the following:

- Adding amenities, such as a picnic shelter, playground, amphitheater, and or/court sports
- Maintain flexibility for a variety of events and programming.
- Ensure adequate parking is available for proposed improvements.



Incorporate structures that provide flexibility for a variety of events and programming.



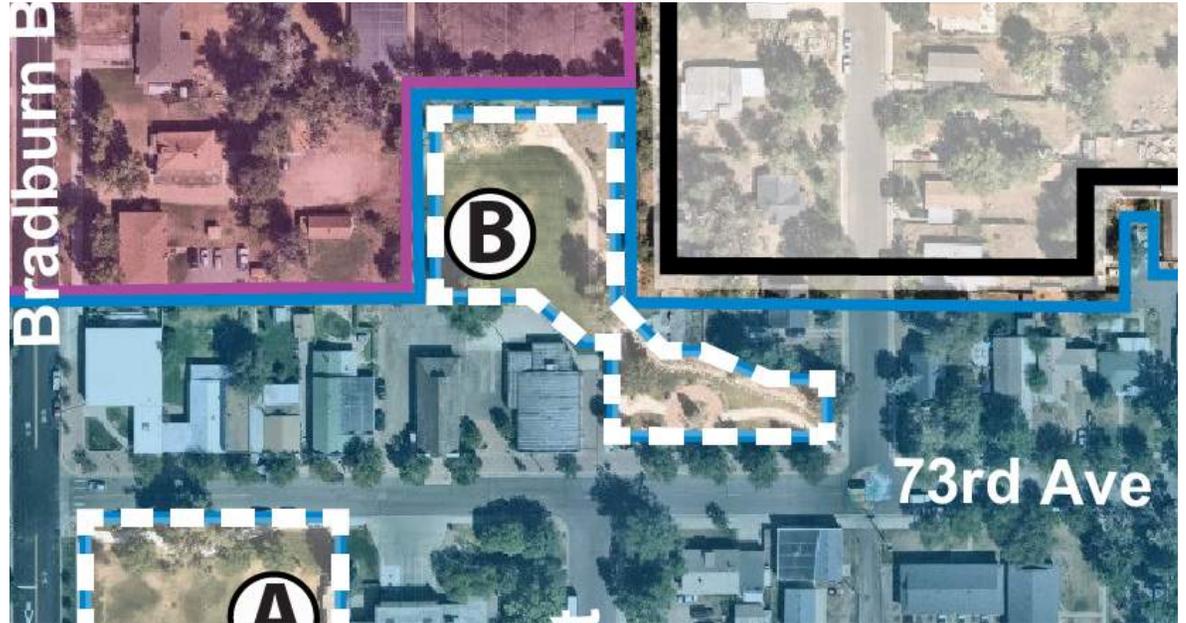
A playground may be appropriate for Fireman's Park, but a smaller playground would better fit the site.

73rd Ave Sculpture Park

The 73rd Ave Sculpture Park (Public Space B) is located at the corner of 73rd Ave and Orchard Court. It is bordered to the north by the Westminster Presbyterian Church, to the northeast and east by residential development, and to the south and southwest by commercial development. The park includes a pathway and a variety of sculptures, connecting the parking lot of Westminster Presbyterian Church to 73rd Ave.

Community Vision

- Encourage additional uses of the space, such as a Farmers Market, art walks, or concerts.



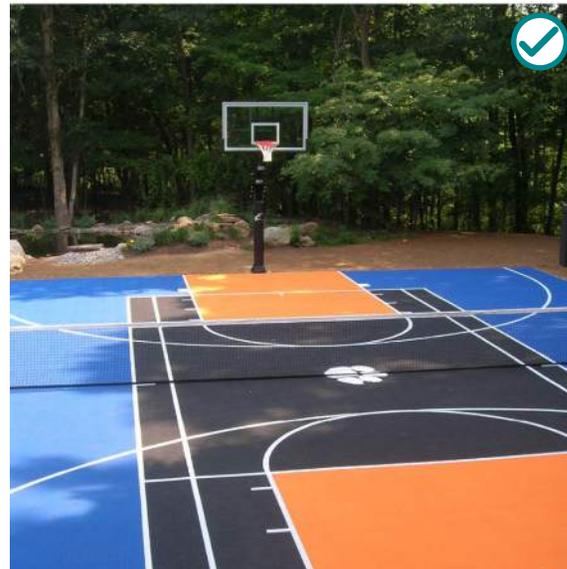
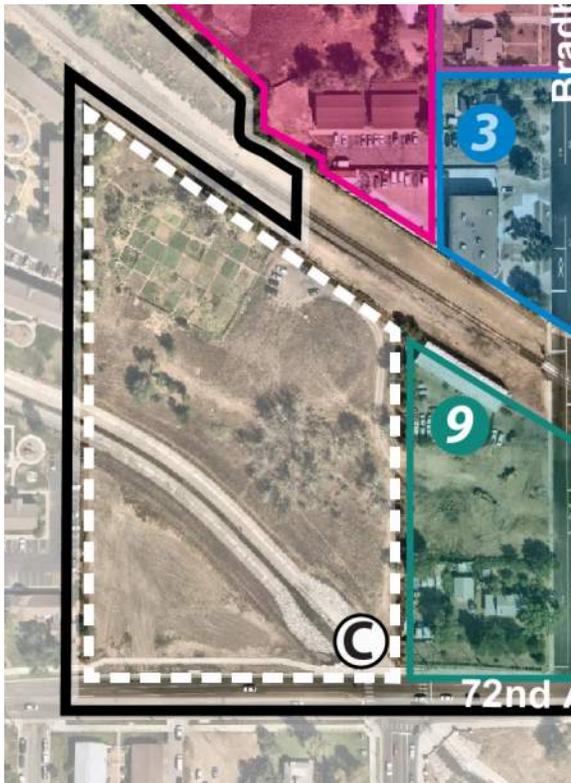
Explore programming opportunities, such as concerts, for the Sculpture Park.



Host seasonal and recurring events, such as a Farmers Market, in the Sculpture Park



Consider incorporating the Sculpture Park into an art walk.



Consider constructing active spaces, such as sport courts, on the portion south of the Little Dry Creek Trail.

Westminster Garden

Located in the southwestern corner of the Core, the Westminster Garden (Public Space C) occupies land spanning from 72nd Ave to the railroad tracks. The site is also split by the Little Dry Creek Trail. The space currently includes an area garden on the northwest corner, with a large portion of the site underutilized.

Community Vision

- Maintain the existing community garden on the northwest corner and consider enlarging the garden space.
- New structures should be limited to keep this area primarily landscaped, though the addition of a new facility for small community gatherings should be explored.
- Consider constructing active spaces, such as sport courts, on the portion south of the Little Dry Creek Trail.
- Program the space with new and recurring events such as a farmers market.
- In any new development or programming, emphasize the natural landscape including the floodplain, topography, and trees.



Construct a permanent structure(s) that could be flexibly used for a variety of community functions, including a gazebo.



Expand the community garden and improve access.

Illustrative Plan

The Illustrative Plan on the following page summarizes the overall framework, design character, and larger scale design components of the plan vision in a visual format. Public and private improvements illustrate a vibrant mix of uses, buildings, and open spaces. The Illustrative Plan is not an exact blueprint for development, and **does not** imply acquisition or City initiative. It does, however, provide guidance and shows how plan recommendations can combine to produce a pedestrian-friendly place with distinctive characteristics.

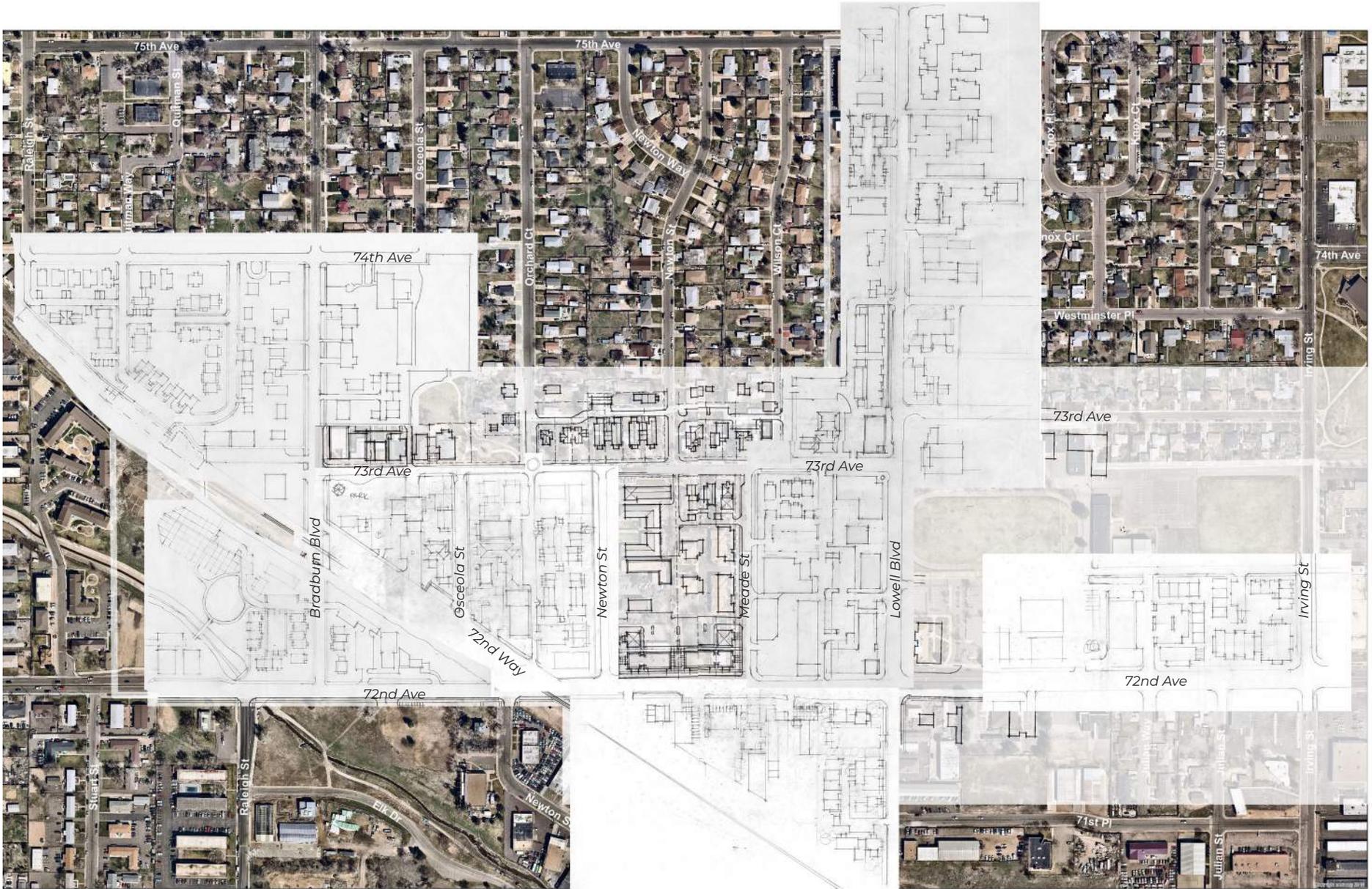
Key features in the Illustrative Plan include:

- A more urban character with higher density and buildings that frame streets and anchor corners
- A more attractive and distinctive neighborhood with enhanced streets, small outdoor plazas, and views toward the mountains

- A more accessible area with defined gateways, pedestrian connections, and parking located behind buildings
- An active community area with parks, festival streets, and enhanced recreational trails

Illustrative colors:

- X represents existing buildings
- X represents new, infill buildings
- Area outside of the Harris Park Core is grayed out to show context, but only exhibits existing buildings



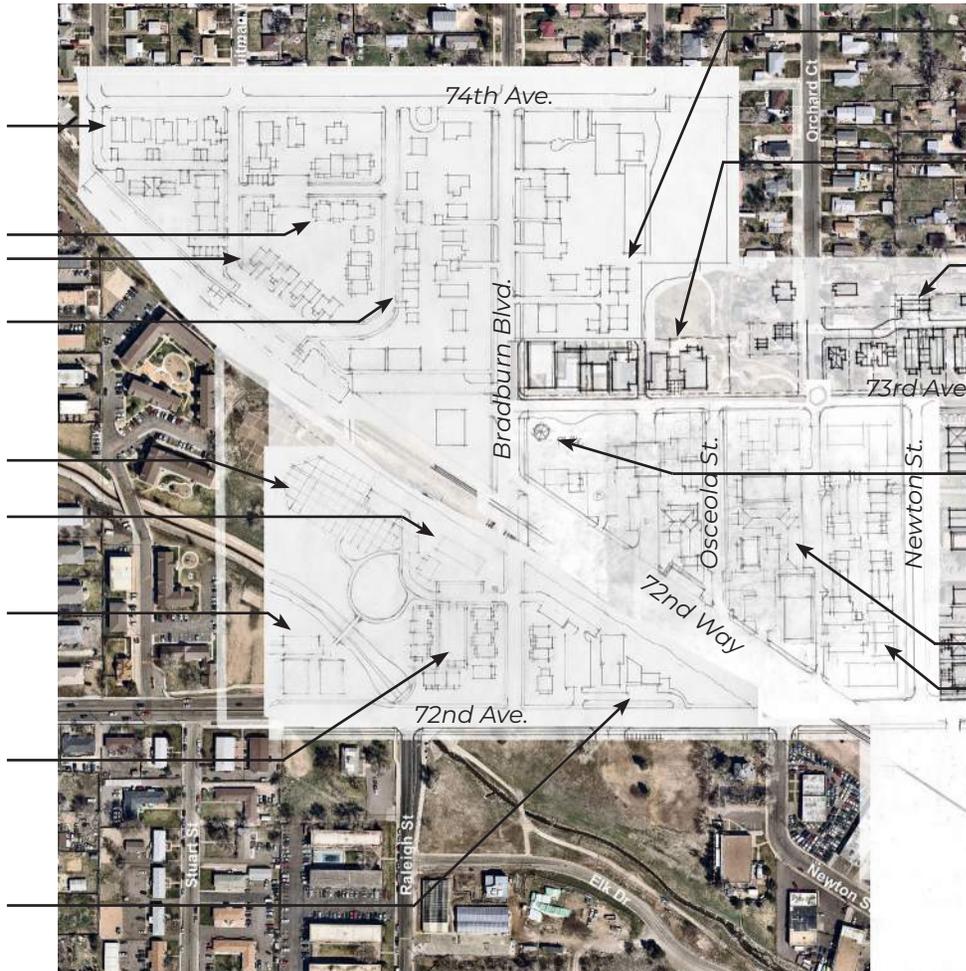
The Illustrative Plan captures the community vision for each of the Character Areas and public areas. It shows a mix of existing development and infill development, which is meant to provide guidance to property owners, business owners, and developers for future projects in the Core.

Note to staff: These drawings remain in pencil for this draft, but will be updated before the public review draft is published. They will be shown in pen and will be colored to distinguish between existing buildings and new, infill buildings.

Sketch 1

Note to staff: Character Area 1 will be updated to reflect correct ROW location; will adjust infill accordingly

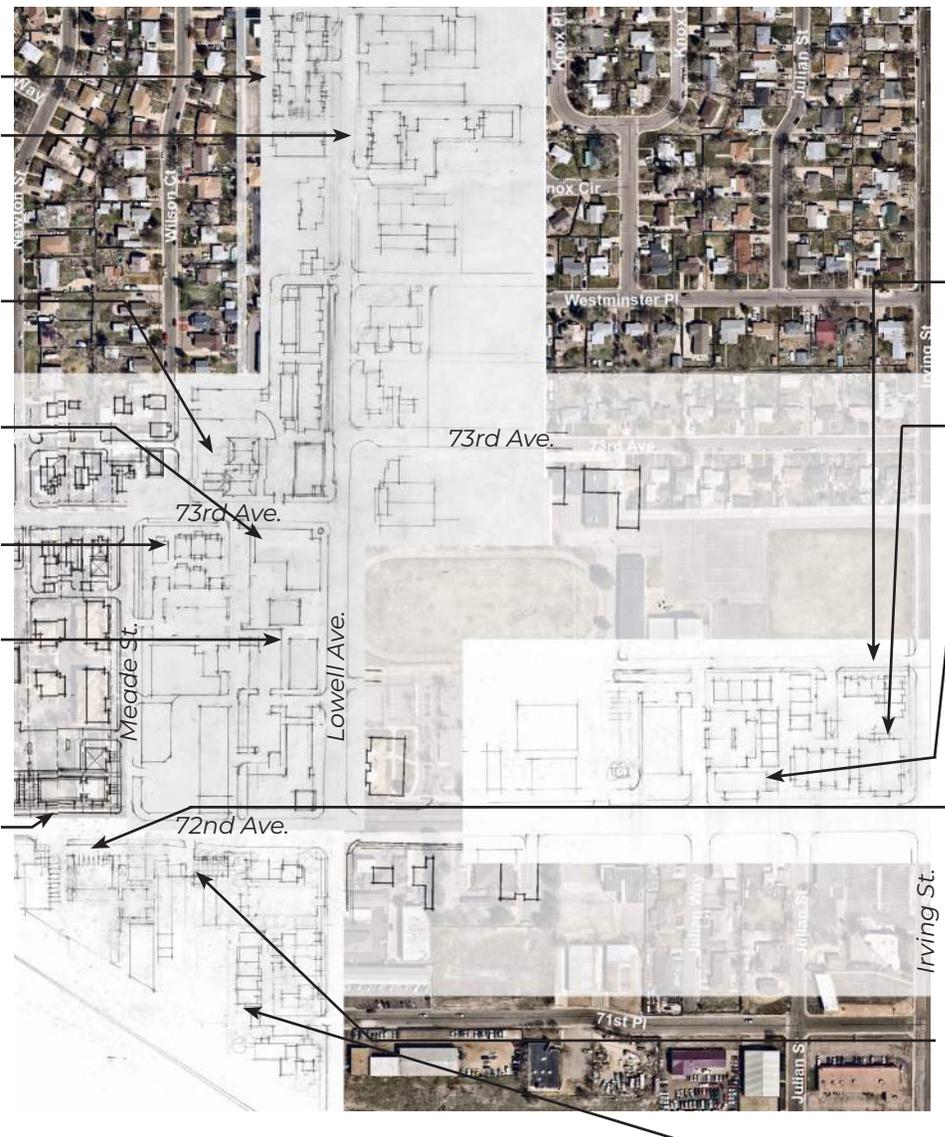
- Single-family residential added along 74th Ave that reflects existing buildings
- Townhomes or other multi-family residential added
- Garages and Accessory Dwelling Units (ADU) accessible from alley
- Expanded community gardens
- Sheds and storage buildings for garden supplies
- Sport courts or fields along Bradburn Blvd with parking
- Residential development along Bradburn Blvd and within site
- "Destination uses" along Bradburn Blvd. and 72nd Ave. to draw people to



- Accessory Dwelling Units added behind existing single-family residential
- Commercial buildings along 73rd Ave remain
- Some existing single-family buildings joined for a commercial use; ADU over garage accessible from alley
- Gazebo added in Fireman's Park; park kept flexible for a variety of events and programming needs
- Multi-family residential development added between 73rd Ave and 72nd Ave, with internal or underground parking

Sketch 2

- Multi-family residential infill development, with underground parking
- Office at street edge with shared parking and a smaller office in back
- Addition to existing building, with opportunity for outdoor amenity space
- New development anchors corner of 73rd Ave & Lowell Ave with corner plaza
- New residential development along 73rd Ave.
- Buildings along Lowell Ave are a mix of historic commercial and new infill built to the street
- New mixed use development along 72nd Ave, built to the street to create a stronger streetscape



- New residential development added, with underground parking
- Mixed use buildings anchor corner of 72nd Ave and Irving St
- Mixed use or commercial buildings along 72nd Ave, built to the street to create a stronger streetscape
- Shared and connected parking along 72nd Ave to connect existing businesses and minimize curb cuts; additional parking located behind buildings
- Plaza space created along 72nd Ave to activate the street and site
- Infill development internal to the site, a mix of uses

Placeholder for Axonometric Diagram

Chapter 3

Connectivity & the Public Realm

While establishing the use and design aesthetic for each Character Area is key to envisioning the future of the Harris Park Core (as discussed in Chapter 2), planning for the public realm is also important. As residents and visitors travel to and through the Harris Park Area, a sense of arrival should welcome them. Navigating through the Area should be easy and assisted by a variety of signage to identify key destinations and guide people. Pedestrians, cyclists, and transit riders, in addition to motorists, should find the Harris Park Area comfortable to navigate in any manner due to its improved connectivity. It should also be easily accessible from the Westminster Station and the Little Dry Creek Trail/England Park Corridor.

This chapter addresses connectivity of the Harris Park Area and provides recommendations for new and improved connections. Images illustrate what these connections may look like.



Creating safe and accessible pedestrian pathways to and through Harris Park was identified by community members as a key component of the public realm.

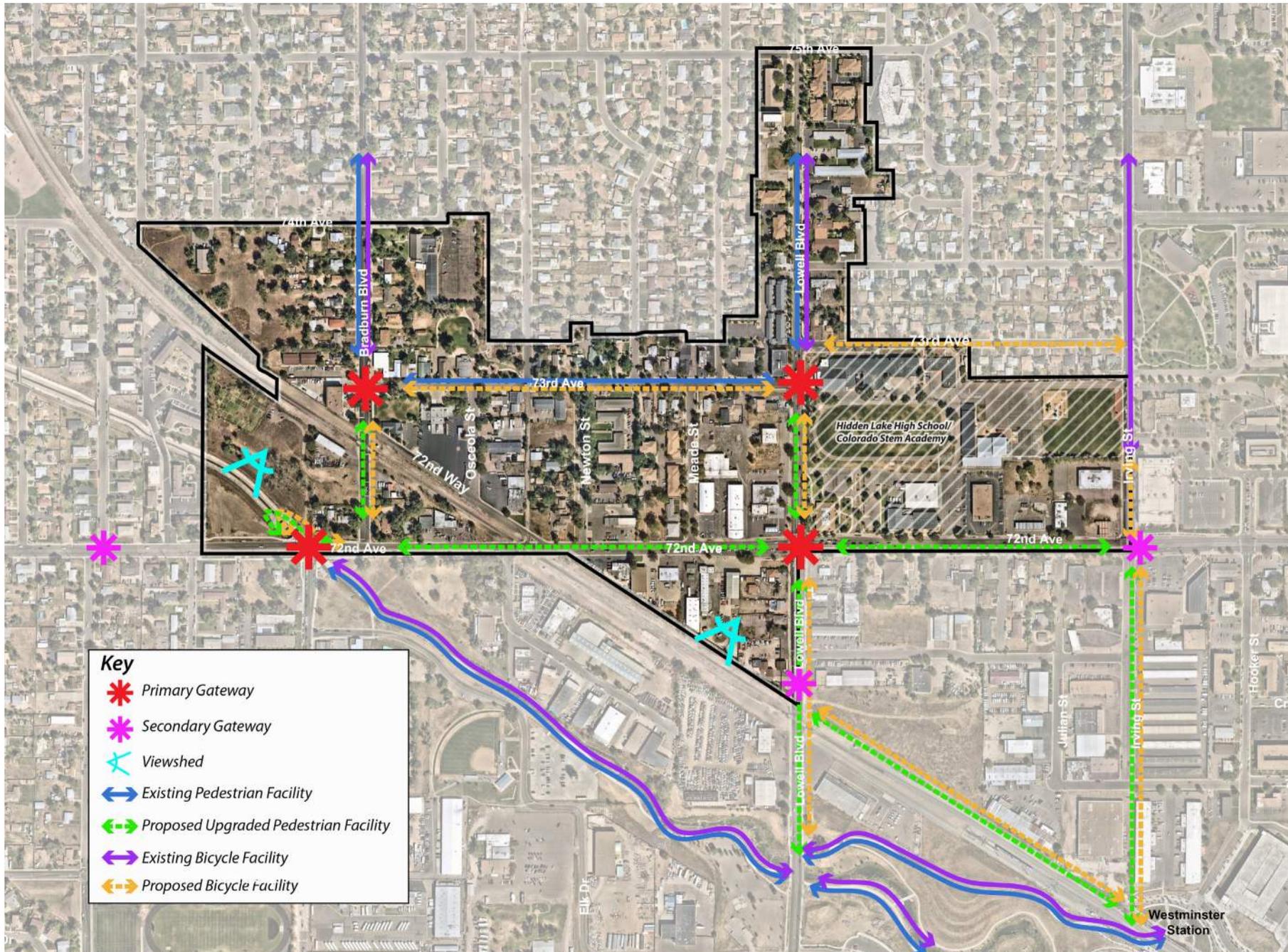


Welcoming residents and visitors to Harris Park using gateways and wayfinding should be considered. Features that could be incorporated are discussed on page 50.



Extending and enhancing the existing bicycle network to and through Harris Park will bring more visitors and make it more connected to places such as the Westminster Station.

Connectivity Framework Map



Connectivity & Placemaking

Connecting people to the Greater Neighborhood and to specific destinations is crucial to achieving the community's vision for the Harris Park Area. Key components include: utilizing gateway signage to draw attention to the Core Area; incorporating wayfinding signage to direct people to and through the Area; and adding new bicycle, pedestrian, and vehicular connections while improving existing ones. The map on page 46 illustrates each of these key components, as identified through the community workshops and focus group meetings. Definitions are provided below.

Primary Gateway

A gateway helps people understand their location and find nearby destinations. Gateways provide visual cues, such as signs or branding, that a visitor or newcomer to a neighborhood can use to find a particular location.

A primary gateway identifies a key intersection and opportunity to welcome people to Harris Park. Multiple primary gateways in the Greater Neighborhood are located within the project boundaries. These are identified by the red stars in the map on page 46.

Secondary Gateway

Like a primary gateway, a secondary gateway identifies a specific area or destination through visual cues, which could include signage or landscaping. However, a secondary gateway is often physically smaller in nature and alerts a person to a destination farther from its location. The secondary gateways identified by the community are often located on the project boundary or just outside of the project boundary. These are identified on the map in purple stars. Note that a secondary gateway is desired at the intersection of 78th Ave and Bradburn Blvd, but is not shown on the map because it falls many blocks north of the map boundaries.

Viewshed

Viewsheds noted on the map illustrate where new development should either preserve an important view from surrounding properties or capitalize upon it through the incorporation of a design feature such as a rooftop deck. The two viewsheds noted on the map on page 46 take advantage of the topography of the site, looking in the direction of the mountains. One viewshed looks over the railroad and the other looks over the Little Dry Creek Trail.

Existing Pedestrian and Bicycle Facilities

Existing connections for pedestrians and bicyclists are important in iden-

tifying how people enter Harris Park, move through the neighborhood, and connect to destinations nearby. The solid blue lines on the map note existing pedestrian facilities, namely sidewalks, and the solid purple lines identify existing bicycle facilities, including off-street trails and shared street facilities ("sharrows").

Potential Bicycle Facilities and Upgraded Pedestrian Facilities

Potential pedestrian and bicycle facilities identified by the community highlight places in need of new or improved means of moving through Harris Park. This could include sidewalks, bike paths, sharrows, off street trails, better lit pathways, or places to sit along a pathway. Dashed green lines on the map identify locations for proposed updated pedestrian facilities, and dashed yellow lines illustrate proposed bicycle facilities.

Defining the character of these components is critical to the creation of a unique sense of place. The following pages include key recommendations and images for each public realm feature. Images related to each topic illustrate what the community viewed as:

- appropriate: ✓
- inappropriate: ✗
- potentially appropriate: ?

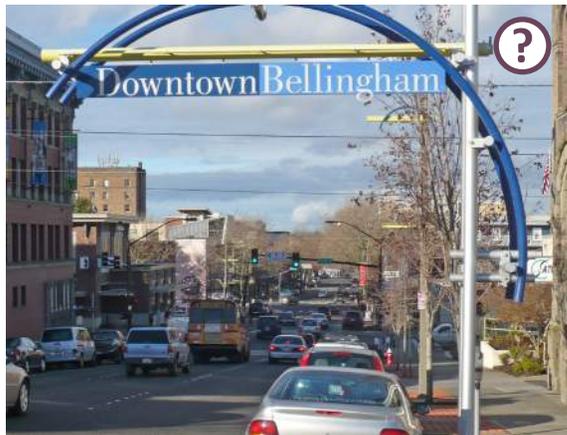
Captions provide additional detail.



Consider incorporating smaller street signs that indicate multiple destinations.



Utilize smaller, vertical monument signs throughout the core.



Incorporate one or two strong gateway elements that are designed to be in scale with the area.



Design signs to be unique to Harris Park. Signs that look commercial in nature should be avoided.

Gateways and Wayfinding

Clear, distinctive gateways and wayfinding signage will help establish the Harris Park Area as a destination in metro Denver. Gateways and wayfinding signage are key branding components and assist visitors in navigating the area, especially those that arrive from Westminster Station. Key components to consider with gateways and wayfinding include:

Community Vision for Gateways and Wayfinding

- Incorporate one or two strong gateway elements, such as an arched sign over a roadway or public art.
- Utilize smaller, vertical monument signs throughout Harris Park. Consider placing them in a series throughout the core.
- Consider incorporating smaller street signs that indicate multiple destinations and provide directional arrows. These are particularly needed for the Historic Westminster Arts District.
- Adding maps of Harris Park with street names and key destinations to some signs may be appropriate.
- Design signs to be in scale with the area, to have a historic feel, and to be unique to Harris Park.
- Signs that look commercial in nature should be avoided.
- Consider lit street signs throughout the Greater Neighborhood.

Connections: Crossings, Sidewalks, and Bicycle Facilities

Providing safe and attractive pedestrian, bicycle, and vehicular connections throughout Harris Park and to destinations just outside of the Core helps direct people into and through the area, creates accessible destinations, and enhances the neighborhood's desirability.

Community Vision for Connections

- Visually distinguish pedestrian crosswalks through the use of contrasting paving materials and/or colors and art.
- Design new sidewalks and update existing sidewalks to be ADA accessible.
- Incorporate public spaces, such as outdoor eating areas, near sidewalks.
- Enhance sidewalks along 72nd Ave by widening them and incorporating a landscaped area between the sidewalk and the street.
- Complete the sidewalk network throughout the Core and incorporate wide sidewalks that create a pleasant pedestrian experience.
- Consider elements such as landscaping and light posts located near the sidewalk.
- Incorporate bike lanes that are visually distinguished. Where possible, incorporate an off-street or separated bike lane.



Incorporate public spaces near sidewalks.



Enhance the sidewalks along 72nd Ave by widening them and incorporating a landscaped area along the street.



Visually distinguish pedestrian crosswalks.



Incorporate bike lanes that are visually distinguishable.



Where possible, incorporate an off-street, separated bike lane.



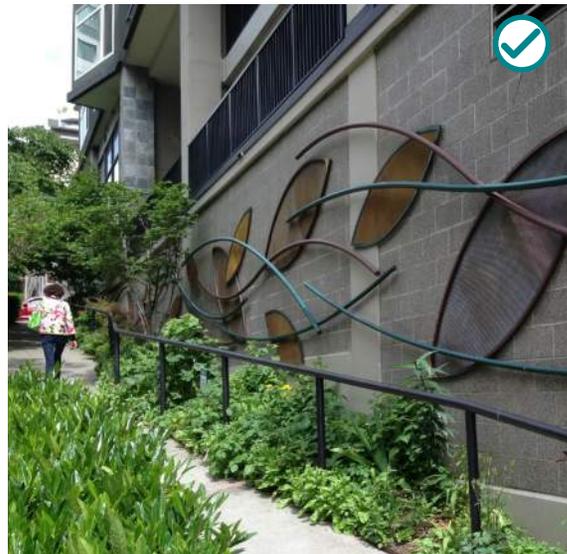
Add benches throughout the public realm.



Consider incorporating a water feature in one of the three primary public spaces.



Consider constructing a pavilion that can be utilized for a variety of events and festivals.



Incorporate artistic elements throughout the Core.

Public Realm Features

Incorporating features within the public realm that enhance the experience are important to extending the amount of time people spend in the Core and encourage them to come back.

Community Vision for Public Realm Features

- Add benches throughout the public realm in areas that are logical and shaded.
- Consider incorporating a water feature, or other "active" feature, in one of the three key public spaces, while ensuring that the space can still be utilized for other functions. For example, if a water feature is added, ensure that it can be turned off and the space programmed with other events.
- Incorporate landscaping and planters throughout the Harris Park Area, especially along sidewalks.
- Consider constructing a stage or pavilion in one of the primary public spaces that can be utilized for a variety of events and festivals.
- Incorporate artistic elements throughout the Harris Park Area. These could be functional objects, standalone pieces, or incorporated into a development.

Parking

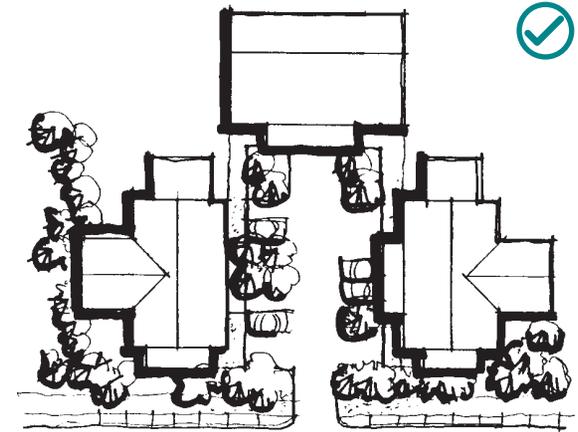
The location, design, and quantity of parking will significantly impact the success of the Area as a retail, business, residential, and cultural destination. If parked cars are visually obtrusive, the area's viability as a pedestrian destination will be damaged. Many residents, employees, and visitors will, however, continue to use private automobiles. Thus, the amount of parking should reflect the type and intensity of use, rather than being based on typical suburban requirements.

Adjacent on-street parking should be counted towards meeting off-street parking requirements. Parking requirements should be reduced based on the parking demand generated by a specific use. Adaptive reuse projects should not be required to provide off-street parking if none was required in the era of their construction. Shared parking schemes should also be explored where it can be demonstrated that two or more uses on a particular site reach peak activity at different times of the day.

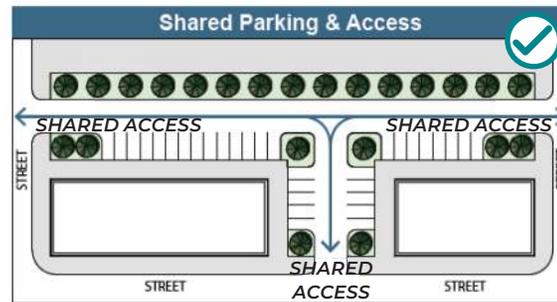
In addition to utilizing the appropriate parking ratios, designing parking to minimize negative impacts on the desired urban, pedestrian-oriented character of the Core is key. Refer to Chapter 5 for appropriate design principles in how to design parking areas.

Community Vision for Parking in the Harris Park Area

- Conduct a parking and mobility study to determine parking supply and future transportation needs.
- Consider locations for shared parking throughout the Harris Park Area.
- Consider striping parallel and/or angled parking along 73rd Ave to delineate spaces and encourage denser parking.



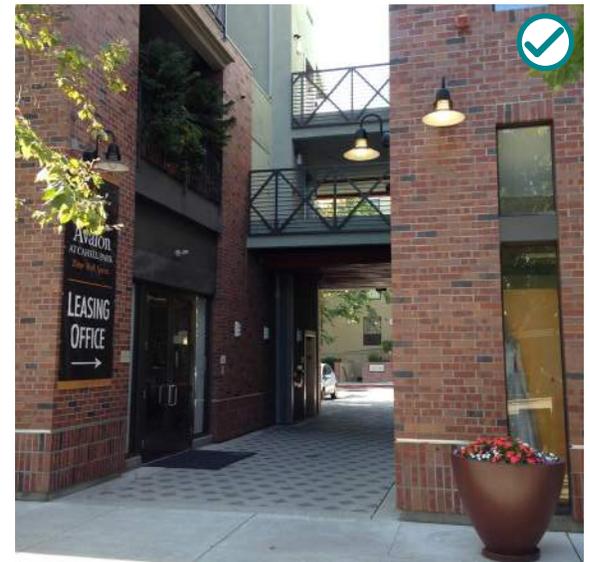
This shared parking scenario provides parking for three buildings. Consider this type of solution for parking in the Core.



Consider locations for shared parking throughout the Harris Park Area.



Consider striping parallel and/or angled parking along 73rd Ave.



Design parking to minimize negative impacts on the desired urban, pedestrian-oriented character of the Core.

Chapter 4

Planning for the Greater Harris Park Neighborhood

The Greater Harris Park Neighborhood (referred to as "Greater Neighborhood") primarily contains residential buildings, including single family residences, duplexes, and small apartment buildings. It also includes a few churches and small businesses.

Throughout the public input process for this Plan, community members provided input on potential improvements for the Greater Neighborhood. The pages that follow divide the community's vision for the Greater Neighborhood into the public and private realms.

The input collected in this chapter will inform the ongoing comprehensive plan update as well as future street improvements, investment, and other work in the Greater Harris Park Neighborhood.





Incorporate more parks and community amenity spaces.



Add bicycle lanes and paths throughout the Greater Neighborhood.

Public Realm

The majority of the issues discussed for the Greater Neighborhood pertain to the public realm. Many revolve around a lack of sidewalks, bike lanes, and streetscape improvements, making it difficult and unsafe to get around the area without a vehicle. Public safety concerns are also a top issue focused primarily on traffic and lighting. Solutions suggested by the community range from those that are particular to a specific location to those that apply to the entire Greater Neighborhood.



Complete the sidewalk network and enhance ADA accessibility.

Community Vision

- Complete the sidewalk network and enhance ADA accessibility.
- Expand the Lowell Blvd streetscape features south from 73rd Ave.
- Incorporate streetscape improvements to Bradburn Blvd, 76th Ave, 78th Ave, and other important streets.
- Consider incorporating traffic calming measures at unsafe intersections.
- Install a left turn lane from southbound Bradburn Blvd to eastbound 72nd Ave.
- Add bicycle lanes and paths throughout the Greater Neighborhood.
- Consider replacing existing signs with those that have larger print and utilize lights to make them easier to read at night.
- Add street lights where needed.
- Incorporate more community amenity spaces.
- Increase security at school drop off and pick up.
- Explore means of improving public safety and address speeding, especially along 72nd Ave, through physical improvements and police enforcement.
- Provide a physical connection to the Bowles House from the Core Area.

Private Realm

The community noted some issues that focus on the private realm in the Greater Neighborhood. Among these issues, participants noted a lack of community services including:

- a homeless shelter and services for the homeless
- a grocery store
- an arts school
- a cultural center
- a community/recreation center
- a community services center

Harris Park and the immediate vicinity currently possess a high concentration of these types of services; therefore, additional public outreach and education may be warranted. Enhancements to these services may require public/private partnerships and coordination with not-for-profit institutions. In addition, some of these services may, by necessity, need to be located nearby but outside the Harris Park Area.

The lack of affordable programs for adolescents and teens, as well as the lack of cultural programming including art events and festivals were also noted as concerns. Solutions suggested by the community to address these existing issues within the private realm range from specific actions to further study of certain topics.

One of the defining features of the Harris Park Area is the presence of a variety of unique small businesses. Accommodating and encouraging additional small businesses to locate in the Harris Park Area is desired by residents. Exploring a range of incentives, both from the city and from state or national funding sources, is one step toward easing hurdles for new businesses. Partnering with the Chamber of Commerce and other organizations is also key to accomplishing this goal.

Finally, community members also noted the need for improved property maintenance throughout the Harris Park Area, for all types of properties including residential and commercial. While no specific solutions were noted to address this issue, enforcing property maintenance will likely need to be addressed by the city.



Create residential design guidelines to encourage compatible infill development.



Encourage primarily residential development in the Great Neighborhood compatible with the existing residential character.



Investigate the practicality of allowing Accessory Dwelling Units (ADUs).



Encourage primarily residential development in the Great Neighborhood compatible with the existing residential character.

Community Vision

- Encourage primarily residential development in the Greater Neighborhood that is compatible with the existing residential character.
- Create residential design guidelines to encourage compatible infill development.
- Investigate the practicality of allowing Accessory Dwelling Units (ADUs).
- Explore a program(s) that provides financial incentives to foster economic diversity.
- Explore the use of monetary incentives to encourage homeowners to fix up the street fronts of residences.
- Work with homeowners to determine solutions to encourage proactive property maintenance.
- Explore partnering with existing St. Martha's Episcopal Church to host community gatherings.
- Research alternatives to a cemetery in the Greater Neighborhood, as space is limited.
- Analyze the feasibility of adding a grocery store to the area.

Chapter 5

Design Principles

The design guidelines for Traditional Mixed Use Neighborhood Developments (TMUND) currently regulate the design of both the public realm and private development in the Harris Park Core. These guidelines dictate design requirements for neighborhoods characterized by a mix of uses, a walkable and interconnected urban environment, and civic spaces. However, the TMUND design guidelines were established for and have been principally applied to undeveloped "greenfield" areas of the City. As such, they are less applicable to long-established communities such as Harris Park.

The City is in the process of creating new zoning standards for use in evaluating future development projects in the Harris Park Core. Until those standards are adopted, "design principles" have been articulated to ensure that projects are compatible with the specific character areas and the neighborhood goals outlined in this vision plan. These design principles provide additional guidance in the application of the current TMUND

design guidelines and will inform the development of any future design standards for the core.

While not regulatory in nature, these design principles provide additional site and project design guidance for reference during project review. City staff may exercise latitude in the interpretation and application of the design principles, provided that a project meets their general intent and the vision for the relevant character area. Every site is unique, and creative approaches to new development are encouraged.

Sample Design Principle Format

The design principles format is consistent throughout this chapter and is outlined below using portions of the "Building Placement" topic as an example.

<p>Design Topic Describes the topic area</p>	<p>→ Building Placement</p>
<p>Intent Statement Explains the desired outcome and provides a basis for the subsequent principles. The intent statement is a key component for each design topic and may be met in ways not specifically stated in the design principles. If no principle addresses a specific issue, the intent statement will be used to determine appropriateness of a design element. References to sections of the Citywide design guidelines within the Code appear in parentheses.</p>	
<p>Design Principle Describes the design outcome. Principles are sequentially numbered.</p>	<p>SD.9. Orient the primary building entry to the street.</p> <ul style="list-style-type: none"> • Highlight the primary entry by considering the use of awnings, canopies, or a recessed entry. <ul style="list-style-type: none"> » This is especially important in Character Areas 3, 5, 6, and 8. • Orient the entrance to a building towards the street. Setting it back farther into a site where a front yard or landscaped area is planned may be appropriate. <ul style="list-style-type: none"> » This is especially important in Character Areas 1, 2, 3, 4, 6, and 8.
<p>Additional Information Provides appropriate and inappropriate strategies for meeting the intent.</p>	
<p>Character Area Specific Statement All design principles are applicable to all Character Areas. Call-outs identify when a design principle is especially important for a specific Character Area.</p>	
<p>Graphics Clarify the intent of the guideline by illustrating appropriate and inappropriate design solutions. Checkmarks and X's are located in the upper-right corner of each image to indicate whether it is appropriate or inappropriate for Harris Park.</p>	



Locate a building to fit within the general range of setbacks within the Character Area.



Orient the primary building entry to the street.

Streetscape

Streetscape elements, which include street trees, sidewalks, benches, planters, trash cans, and public art, should be compatible with the area in which they are located. They should also be functional.

Streetscape improvements should increase one's ability to perceive the traditional character of the area, improve pedestrian circulation, and visually link properties.

S.1. Design streetscape elements to reflect the Character Area where they are located.

- Incorporate street trees on a traditional street.
 - » Especially important in Character Areas 3, 5, 7, and 8.
- Incorporate a traditional front yard in predominately residential areas, even when the building is adaptively reused to a non-residential use.
 - » Especially important in Character Areas 1, 2, and 4.
- Design a streetscape palette that continues along 73rd Ave, 72nd Ave, Lowell Blvd, and Bradburn Blvd.
- Incorporate public art into street furnishings.
 - » Especially important in Character Areas 3,5,7, and 8.

- Ensure street furnishings are functional in design and constructed of high-quality materials.

S.3. Cluster street furnishings where room allows.

- Cluster street furnishings in a public space to create a spot to rest and congregate.
- Provide shade where appropriate.

S.4. Maintain a clear, continuous walkway along the front of a building.

- Locate street furniture, outdoor tables, and other outdoor accessories so they will not block the pedestrian route.
- Maintain or create ADA-accessible pathways.

S.5. Plant street trees where feasible.

- Use a variety of species for street trees to help convey the diversity and irregularity of the traditional character of the area. (See Westminster Unified Development Code.)
- Consider the existing street tree pattern in the context of the Character Area before planting new street trees.



Incorporate street trees on a traditional street.



Locate street furniture, outdoor tables, and other accessories so they will not block the pedestrian route.



Consider incorporating public art into gateway features.



Consider incorporating public art in street furnishings.

S.6. Incorporate planters into the streetscape.

- Where sidewalks are narrow and street trees are not feasible, provide planters to enhance the pedestrian experience and provide a buffer from traffic.
- Incorporate planters along commercial corridors and inside building setbacks.

S.7 Delineate areas where streetscape improvements and amenities will be provided and maintained by the City and areas that are the responsibility of the adjacent property owner.

Public Art

Public art should enhance the pedestrian experience throughout the area. It should be installed in courtyards, plazas, and public spaces where feasible. Art can also be incorporated into street furnishings, walkways, and at building entrances. (See Westminster Unified Development Code.)

S.7. The use of public art is encouraged. Consider incorporating public art in the following locations:

- Plaza
- Courtyards
- Walkways through properties
- Street furnishings
- Building design
- Gateway features
- Utility boxes

Site Design

These design principles address the manner in which a building is positioned on its site, as well as the ways in which landscape elements are used. They also provide guidance for the organization of uses on a site, including outdoor spaces, building location, parking, pedestrian and automobile circulation, and landscape design.

The objective of these principles is to create a vibrant area that is appealing to pedestrians and supports a mix of retail, dining, and entertainment, as well as offices, residential, and cultural activities.

Views

Views from the public right of way to natural features and landmarks should be identified and maintained. Significant views may occur from City parks, properties, and rights of way. See the Connectivity Framework Map on page XX for key views. (See Westminster Unified Development Code.)

SD.1. Enhance views to scenic natural features and landmarks.

- Locate and design a building to maintain key views from the public right of way.
- Locate buildings to frame a view as it is observed from public rights-of-way. Avoid completely blocking

a view from a public right-of-way with a large building mass.

- Where a site contains a view to natural features and landmarks, design a new building or an addition to take advantage of the view.

Historic and Cultural Resources

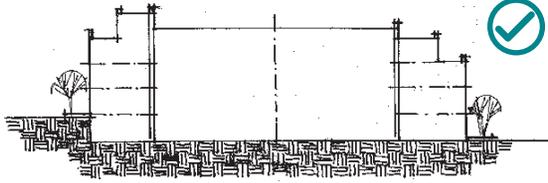
The City's cultural and historic resources are critical to the Harris Park Area's unique sense of place. These resources will contribute to attracting new development to the area, but care should be taken to preserve the existing resources when new development is proposed. A map of historic resources is available at the City offices.

SD.2. New development should be designed to respect and complement cultural and historic resources.

- Locate a building within the established front setback created by neighboring historic buildings.
- Design a new building to respond to the general mass and scale of a neighboring historic structure(s).
- Step down the height of a building towards a historic structure to respect the height, form, and scale of the historic building.
- Incorporate design features to distinguish the new building from the historic structure.
- Avoid replicating a historic structure or design.



The buildings above, the Grange and 3915 W. 73rd Ave, are two of the many historic resources in Harris Park. New development should be designed to respect and complement cultural and historic resources, such as these buildings.



Vary the height of a building to respond to a sloping site.

Topography

Site work should be planned to protect the variation and character of the existing topography. (See Westminster Unified Development Code.)

SD.3. Minimize the visual impacts of cut and fill grading on a site.

- If cut and fill grading is necessary, regrade the site to be stable and reflect the "natural" slope, when feasible.

SD.4. Step a building foundation to follow the existing topography.

- Step the foundation of a building to follow site contours, when feasible.
- If stepping the foundation is not possible, disguise the cut with the placement of the building and provide a landscape buffer at the top of the cut.
- Vary the height of a building to respond to a sloping site.

SD.5. Work with existing site topography to prevent off-site drainage.

- Direct water to a common drainage path to avoid drainage on adjacent properties.
- Where possible, collect rainwater to reuse on site.

Building Placement

Building placement addresses the distance between a building and the street or the sidewalk edge. Buildings should be placed to establish a street wall in the contexts and Character Areas where a street wall is important. In other Character Areas, building placement may be more varied. (See Westminster Unified Development Code.)

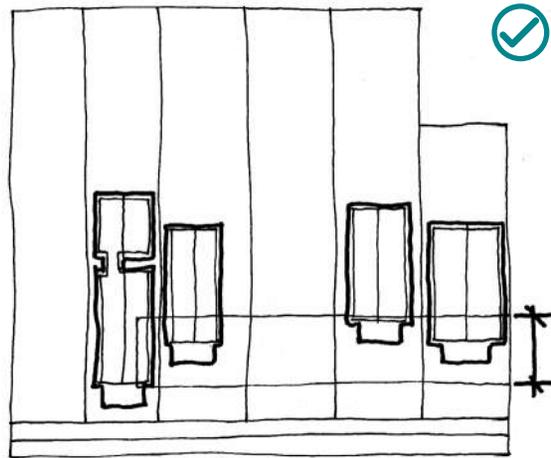
SD.6. Locate a building to fit within the general range of setbacks within the Character Area.

- Especially important in Character Area(s) 2, 3, and 4
- In Character Area 5, buildings should be pulled to the street along Lowell to establish a street wall south of 73rd Ave.

SD.7. Locate a building outside of the established critical tree root zone of healthy mature trees.

SD.8. Orient the primary building entry to the street.

- Highlight the primary entrance through the use of awnings, canopies, recessed entries, and other devices.
 - » Especially important in Character Areas 3, 5, 6, and 8



Locate a building to fit within the general range of setbacks within the Character Area.

- Orient a building entrance towards the street. Locate the entrance near the public realm when possible. However, there may be some cases where setting it back farther into a site is appropriate.
 - » Especially important in Character Areas 1, 2, 3, 4, 6, and 8

SD.9. In a large development with multiple buildings, cluster buildings to create defined, outdoor spaces.

SD.10. Provide a building anchor at the corner of a major intersection.

- Define the corner by locating the building at the corner.
- Where a building is not located at the corner, enhance the corner with a pedestrian-friendly entrance plaza. Incorporate human-scaled design features such as benches and planters in the plaza.
 - » Especially important in Character Areas 3, 5, 7, and 9

SD.11. When locating a new building adjacent to a historic resource, provide ample space to allow maintenance on the historic building and respect the historic character of the existing resource.

SD.12. Organize the edges of a site to provide visual interest to pedestrians.

- Incorporate display windows or other architectural features at the pedestrian level.
- Provide landscape features along the walkway edge.
- Locate a building at the walkway edge if it is a goal for the specific character area.
 - » Especially important in Character Areas 3 and 5



Orient the primary building entry to the street.



Develop private space as a focal point for the site. Entrances to multiple businesses are oriented toward the private space above, which is also used to host pedestrian activity.



Consider incorporating a private outdoor space, such as the patio seen above, to enhance the new use.



Consider incorporating private outdoor space to enhance new uses. This patio provides an opportunity for café patrons to sit outside.



Develop private space as a focal point for the site.

Private Outdoor Space

Outdoor private space should be provided that can be flexibly utilized and programmed. This space should enhance the site as a place for pedestrians. It should be coordinated with that of adjoining properties and pedestrian connections. (See Westminster Unified Development Code)

SD.13. Consider incorporating private outdoor space to enhance new uses.

- The space may be composed of landscape yard area, courtyards, and/or patios.

SD.14. Develop private outdoor space as a focal point for the site.

- Use the space to connect the entrances of multiple buildings on a site.
- Orient an outdoor space to encourage pedestrian activities.
- Design a private outdoor space to create visual interest and to provide views of activities, cultural resources, and/or natural features.

Pedestrian Connections

Pedestrians should have safe, convenient access to destinations throughout the Harris Park Area. A pedestrian circulation system that fits with the character of the area should be provided. (See Westminster Unified Development Code.)

SD.15. Design a project to include an integrated circulation system that links the property with adjoining uses.

- Provide direct and safe pedestrian access from a public sidewalk to the individual uses and spaces on a property.
- Appropriate pedestrian connections include sidewalks, internal walkways, courtyards, and plazas.

SD.16. Position walkways to encourage pedestrian use.

- Provide pedestrian facilities that are adequately sized for their projected usage of the project and fully accessible to those with mobility needs.
- Locate a walkway so that key destination points, such as building entries, are clearly identifiable.
- Locate paths in areas that are visible from public streets.
- Define a walkway with landscaping, site furniture, and pedestrian-scaled lighting.

Site Lighting

The character and level of lighting that is used on a building and site is of special concern. New lighting should consider the historic lighting palette—namely the modest, focused use of lights that highlight key building features including entrances, signs, and first-floor details. Lighting on the site should also be designed to be in scale with those found in the Core. (See Westminster Unified Development Code.)

SD.17. Use lighting for the following:

- To accent building entrances.
- To light signs.
- To provide a safe and secure environment.

SD.18. Design pathway lighting to be pedestrian-friendly.

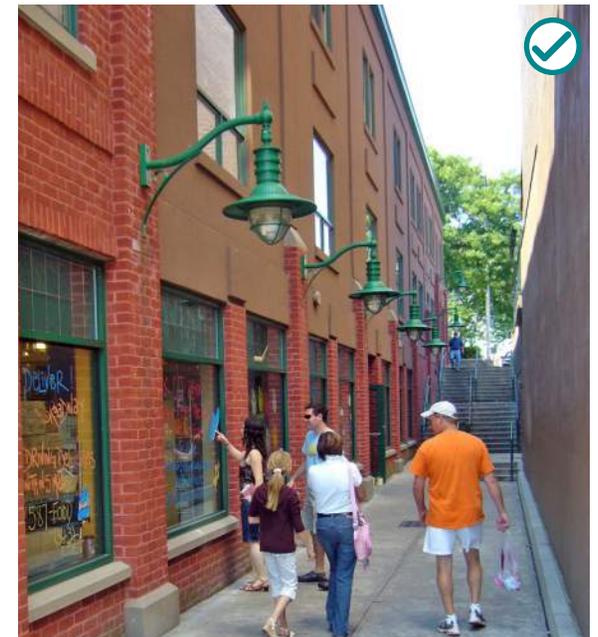
- Ensure lighting is scaled to the pedestrian.
- Deploy pathway lighting to enhance public safety.
- Illuminate areas near building entrances.

SD.19. Direct exterior lighting down and conceal the light source.

- Prevent glare by using shielded and focused light sources.
- Where "uplighting" is used, direct the lighting at the building and away from the sky.

- Shield lighting associated with service areas, parking lots, and parking structures.
- Consider "dark sky" compliance.

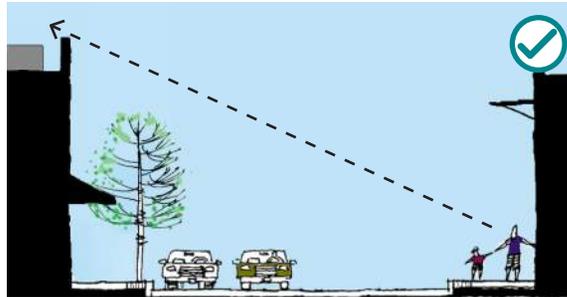
SD.20. Utilize energy-efficient light fixtures, such as LEDs, when feasible.



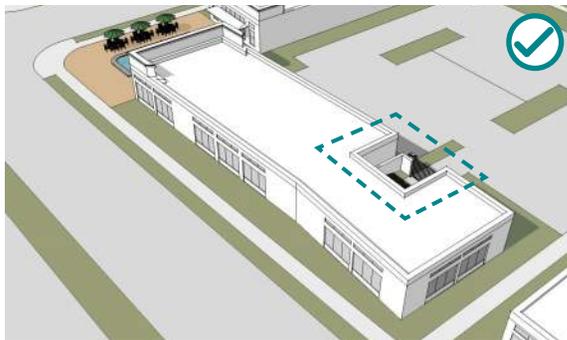
Design a project to include an integrated circulation system that links the property with adjoining uses.



Minimize the visual impact of mechanical equipment from the public right-of-way using screen walls or other screening methods.



Use low-profile mechanical units on rooftops that are not visible from public streets.



Orient a service entrance and other similar uses away from the street.

Utilities and Service Areas

Utilities and service areas shall be visually unobtrusive and integrated with the design of the building and the site. (See Westminster Unified Development Code.)

SD.21. Design service entrances, waste disposal areas, and other similar uses to reduce negative impacts on the street.

- Orient service areas away from streets.
- Screen service areas from view.
- Ensure that waste disposal areas are adequately sized to accommodate recycling and composting.

SD.22. Minimize the visual impact of mechanical equipment from the public right of way.

- Screen equipment from view by considering the following methods:
 - » building parapets
 - » landscape features
 - » architectural features
 - » painting the equipment to match the roof. This may be a more appropriate solution than a large screened enclosure.
- Locate rooftop mechanical units away from rooftop edges to reduce visibility from public streets and utilize low-profile units.
- Locate satellite dishes out of public view and in compliance with other regulations.

Building Design

These design principles encourage development that conveys a sense of local identity and reflects the evolving character of the area while respecting its history and heritage. Buildings should not replicate historic designs but should respect the architectural styles present in each Character Area while adding unique expressions to this eclectic neighborhood.

Mass and Scale

A variety of building sizes are present throughout Harris Park with most tending to be smaller in size. While larger format buildings may be appropriate, their massing should reflect the small-scaled architectural massing of traditional development. (See Westminster Unified Development Code.)

BD.1. Design a building that is of an appropriate scale to its surrounding context.

- Consider factors such as the building height, width, roof form, and floor-to-floor dimensions and how they relate to the surrounding context.
 - » This is especially important in Character Areas with an established context that is to be continued based on community vision. This includes Character Areas 1, 2, 3, 4, and 8.

BD.2. Divide a larger building into “modules” or bays that are similar in scale to traditional buildings.

BD.3. Incorporate a variety of facade components, such as windows, doors, and setbacks, to help establish a traditional building scale.

- Repeat facade components, including windows, columns, ornamental trim, and architectural features to produce rhythms and patterns.
- Use windows and doors that are proportional in scale to those seen in traditional architecture.
- Use horizontal elements such as porches, balconies, and horizontal coursing to break up the vertical mass of a wall.

BD.4. Articulate a building to express human scale, reduce perceived mass, and create visual interest. Options include:

- Variation in building heights
- Stepping back a larger building mass from the street to reduce looming effects
- Wall plane offsets such as notches or varied facade setbacks
- Wall projects such as columns
- Varied roof forms
- Awnings, canopies, or other features that help define the ground floor of the building



Step back a larger building mass from the street to reduce looming effects. Here, the third story is stepped back.



Design a building that is appropriately scaled to its context.



Design floor-to-floor heights to appear to be similar to those seen in existing buildings.



Consider the Character Area context and community vision when determining the appropriate roof form. Gable roofs are commonly featured.



Consider context and community vision when determining the appropriate building height.

Building Height

A building should appear to be similar in height to buildings in the Character Area. The visual impacts of taller portions that exceed traditional heights should be minimized. (See Westminster Unified Development Code.)

BD.5. Consider the Character Area context and community vision when determining the appropriate height for a new building.

In general, use the following guidance:

- Character Areas 1, 2, and 3: One and two-story buildings
- Character Areas 5 and 8: Two and three-story buildings
- Character Area 5: Three-story buildings
- Character Area 6: Two, three, and four-story buildings
- Character Area 7: One, two, and three-story buildings
- Character Area 9: Two and three-story buildings, as well as taller one-story buildings

BD.6. Design floor-to-floor heights to appear to be similar to those seen in existing buildings.

- Openings, such as windows and doors, should appear similar in height to those seen traditionally.
- First floors should be taller than upper floors.

Building and Roof Form

Traditional building and roof forms stand as a major unifying element in Harris Park. Most buildings are simple rectangular solids with gable or hip roofs, and an occasional flat roof. This feature is characteristic of the neighborhood and should be present in new construction. (See Westminster Unified Development Code.)

BD.7. Design a primary building form to be a simple rectangle to relate to the existing development in the area.

- Exceptions may be provided and can be discussed with staff.

BD.8. Consider the Character Area context and community vision when determining the appropriate roof form for a new building.

In general, use the following guidance:

- Character Areas 1 and 2: gable roof
- Character Areas 3 and 4: gable roof for residential development; gable or flat roof for commercial and mixed use development
- Character Area 9: gable roof for residential buildings
- Character Areas 5, 6, 7, and 8: the community did not specify a roof form

Building Materials

Traditional building materials in Harris Park include wood and masonry deployed in a variety of ways. This selection of materials should continue though new materials may also be considered if they relate to those traditionally used. (See Westminster Unified Development Code.)

BD.9. Use materials similar to those used traditionally.

- Traditional building materials reduce the perceived scale of a building with appropriate detailing and should continue to be used in the area.

BD.10. Consider the Character Area context and community vision when determining the appropriate materials for a new building.

In general, use the following guidance:

- Character Area 1: a range of materials, including wood
- Character Area 2: wood as a primary material
- Character Areas 3 and 4: a range of materials, including wood and brick
- Character Area 5: brick as a primary material
- Character Area 6: brick as a primary material, a variety of accent materials

- Character Area 7: a variety of materials, although incorporating some masonry is important
- Character Area 8: brick and potentially some other masonry materials as the primary material
- Character Area 9: A variety of materials including wood, brick and corrugated metal in continuity with the surrounding context

BD.11. New materials may be considered for proposed development.

- New materials should relate to those traditionally used.
- Articulate large expanses of materials to express a human scale and to avoid a wall that looks "featureless."
- Incorporate materials that exhibit depth (especially around windows and doors) and detail.



Use materials similar to those used traditionally. Brick is appropriate as a primary material in many of the Character Areas.



Maintain the visual continuity of the solid to void ratio along the street. This image illustrates how the solid to void ratio is maintained even as the building transitions from mixed use to residential.

Solid to Void

Within a traditional building context, a sense of visual continuity is provided by a building's solid to void ratio (the percentage of glass to solid wall surface on a building face). This should be maintained with new development. (See Westminster Unified Development Code.)

BD.12. Maintain the visual continuity of the solid to void ratio along the street.

- Provide a solid to void ratio on a new building facade that appears similar to the surrounding context and is consistent with traditional main street design.

Parking

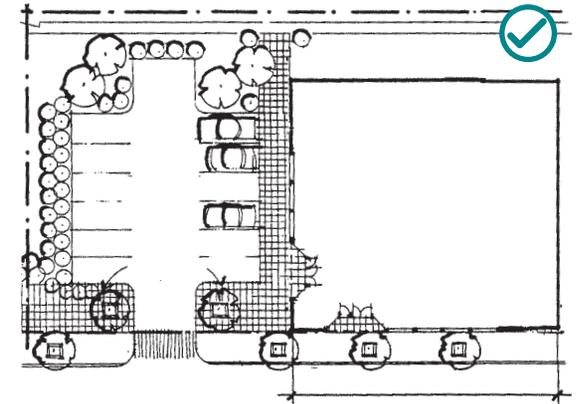
New parking areas should be designed to be attractive and provide a pedestrian-friendly edge. Incorporate landscaping within and at the edges of surface lots, and locate these areas away from public view.

P.1. Locate parking access points to minimize conflicts with pedestrian traffic.

- Locate curb cuts away from intersections to minimize conflicts with pedestrian and traffic movement.
- Locate a drive to allow shared use.



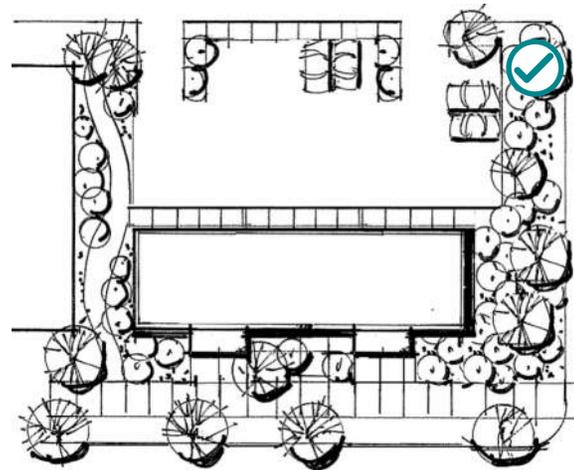
Incorporate a strong visual buffer where a parking lot abuts a public sidewalk.



Locate curb cuts away from intersections to minimize conflicts with pedestrian and traffic movement.

P.2. Design a surface parking lot to be visually subordinate to the street.

- Locate a surface lot behind a building.
 - » Especially important in Character Areas 1, 2, 3, 4, and 5
- Incorporate islands in a large surface lot.
- Incorporate clearly delineated pedestrian connections in a large surface parking lot.



Design a surface parking lot to be visually subordinate to the street.



Incorporate delineated pedestrian connections in a large surface parking lot.

P.3. Incorporate a strong visual buffer where a parking lot abuts a public sidewalk.

- Locate a landscaped area adjacent to the sidewalk to buffer the public right of way from a surface parking lot.



Locate a landscaped area adjacent to the sidewalk to buffer the public right of way from a surface parking lot.

Chapter 6

Implementation

This chapter provides an implementation plan for the recommendations contained in the previous chapters. While each of the recommendations in the previous chapters are not specifically stated, they are reflected in the Goals, Objectives, and Actions in this implementation section. The recommendations throughout the Plan will be consulted as the implementation stage of the project occurs.

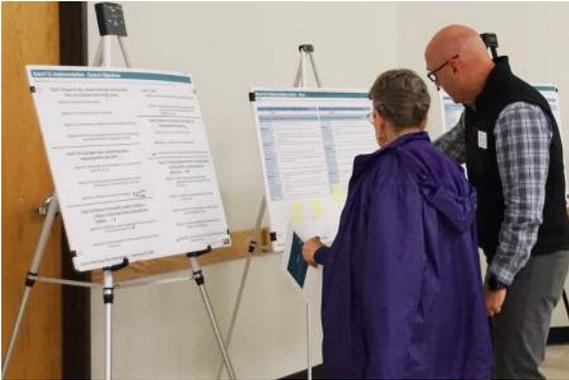
The implementation section is organized into Goals, Objectives, and Actions. The goals express the community's vision. Each goal contains a series of objectives to help accomplish the goal, and each objective contains a series of action items to provide specific steps to take to accomplish the objective.

The implementation matrix also recognizes that not all actions, objectives, and goals can be accomplished immediately, and some may need to be completed first before beginning a separate action. With this in mind, as the implementation stage begins,

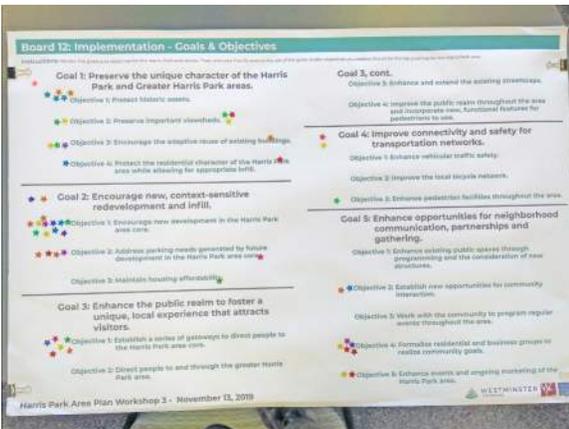
staff will take a close look at the appropriate timing for each of the recommendations. Staff will also work with the appropriate groups, such as non-profits, community organizations, and private groups, to accomplish the recommendations stated within this Plan. While City staff will administer the implementation program, other community organizations, non-profits, and private groups will be heavily involved in the realization of this plan vision.

During the final workshop, community members had an opportunity to vote for the Goals and Objectives they deemed to be a priority as the plan moves forward into implementation. The votes for each objective were added together to provide a total for each Goal. Votes that were not assigned to a specific Objective are also included in this total. These votes will help staff prioritize the Actions that are tackled first during plan implementation.

Note: The actions listed in this chapter represent the culmination of the community's input into what steps need to be taken to realize their vision. While all actions will be explored, fiscal realities, physical constraints, and alignment with other city planning efforts and adopted City Goals, among other things, will impact the feasibility of implementing these actions. In addition, some properties in the study area may be subject to external (non-City) regulation that may prevent full realization of the community vision.



Workshop 3 participants studied the draft Implementation strategy, and had a chance to provide their input, which is reflected in the implementation plan seen on pages 72-74.



Two boards with the draft Implementation strategy were provided during Workshop 3. Participants used their five stickers to prioritize the proposed Goals and Objectives

Goal 1: Preserve the unique character of the Harris Park Core and Greater Harris Park Neighborhood. (32)

Objective 1: Protect historic assets.

Actions:

- A: Identify historic resources through survey work.
- B: Explore options and incentives for preserving historic buildings.
- C: Create building design standards that respect historic buildings while complying with other applicable City standards and allowing for flexibility for redevelopment.

Objective 2: Preserve important viewsheds.

Actions:

- A: Protect important viewsheds as identified on the connectivity framework map.
- B: Encourage new development to take advantage of viewsheds.

Objective 3: Encourage the adaptive reuse of existing buildings.

Actions:

- A: Develop an adaptive reuse program to help commercial property owners repurpose their buildings.
- B: Identify and resolve issues related to adaptive reuse of residential buildings.
- C: Review existing building regulations to identify ways to encourage the adaptive reuse of buildings.

Objective 4: Protect the residential character of Harris Park while allowing for appropriate infill.

Actions:

- A: Create residential design standards that encourage compatible infill development.
- B: Investigate the practicality of Accessory Dwelling Units (ADUs) in the Greater Harris Park Neighborhood.
- C: Address barriers facing homeowners that want to improve and expand their existing homes.
- D: Work with property owners to improve property maintenance.

Goal 2: Encourage new, context-sensitive redevelopment and infill. (44)

Objective 1: Encourage new development in the Harris Park Core.

Actions:

- A: Redevelop under-utilized and vacant properties.
- B: Rezone the Harris Park Core to allow for mixed use, context-sensitive development.
- C: Encourage retail and restaurant development along 73rd Ave and Lowell Blvd.
- D: Incentivize development that anchors the corners of 72nd and 73rd Aves.
- E: Promote environmentally-sustainable features and designs of new development.

Objective 2: Address parking needs generated by future development and adaptive reuse of existing buildings in the Harris Park Core.

Actions:

- A: Conduct a parking and mobility study to improve access to the Harris Park Core.
- B: Explore locations for shared, off-street parking.

Objective 3: Maintain a wide range of housing types and prices throughout the area.

Actions:

- A: Explore ways to assist local residents in staying in their homes and aging in place.
- B: Create and maintain an affordable housing stock.
- C: Encourage development of a range of housing types and sizes to support the diverse needs of residents.

Goal 3: Enhance the public realm to foster a unique, local experience that attracts visitors. (17)

Objective 1: Create a detailed implementation program for public improvements.

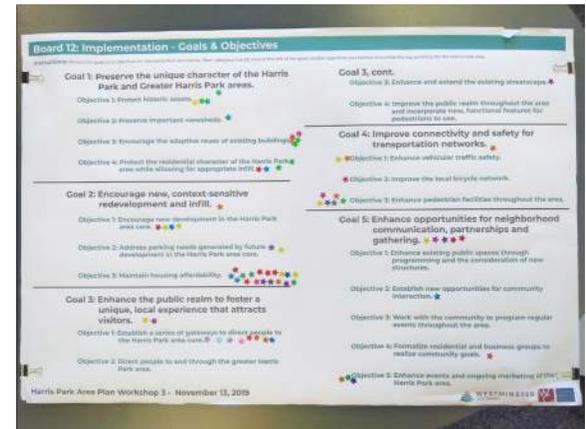
Actions:

- A: Perform a detailed evaluation of this list of action items, taking into account fiscal realities, physical constraints, conformance with other related city planning efforts, and alignment with adopted City Goals.

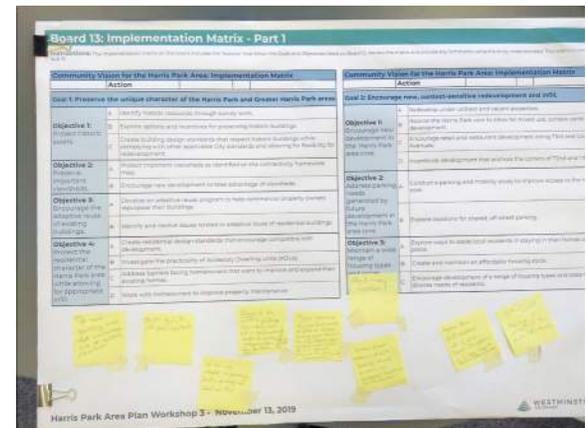
Objective 2: Enhance the existing streetscape and park spaces.

Actions:

- A: Extend existing streetscape elements to corridors identified on the Connectivity Framework map.
- B: Evaluate the potential of transforming the 72nd Ave corridor into a complete street that serves as Harris Park's "front door."
- C: Establish a streetscape maintenance plan to ensure continued care of existing and future infrastructure. Identify the roles and responsibilities of the City and adjacent property owners.
- D: Incorporate features along key routes to important destinations to ensure a safe and pleasant experience for pedestrians and cyclists.
- E: Consider environmentally-sustainable design practices in new public space projects and renovations.
- F: Consider acquiring additional properties to expand existing parks and open space. Also, consider acquiring undeveloped or underdeveloped parcels to enhance park, open space, and trail connectivity as opportunities arise.
- G: Create a master plan for Fireman's Park. Consider multi-use space, programming, and park amenities.



The second of two boards with the draft Implementation Strategy shows the remainder of Workshop 3 participant voting.



Workshop 3 participants also provided comments on the draft Implementation Strategy in the form of sticky notes. These comments are incorporated into the strategy provided on pages 72-74.

- H: Expand Westminster Garden and improve pedestrian, bicycle, and vehicular access. Consider additional recreational amenities and programming as appropriate.
- I: Support the activation of the 73rd Ave Sculpture Park
- J: Maintain and bolster the presence of public art in the core area.

Objective 3: Establish a series of gateways to direct people to the Harris Park Core.

Actions:

- A: Highlight primary gateway location throughout the core.
- B: Incorporate features to highlight secondary gateways.
- C: Create a landscape palette for each gateway type.

Goal 4: Improve connectivity and safety for transportation networks. (13)

Objective 1: Enhance vehicular traffic safety.

Actions:

- A: Analyze key intersections to determine appropriate traffic flow and safety improvements.
- B: Consider the use of traffic calming measures, especially along 72nd Ave.

Objective 2: Improve the local bicycle network.

Actions:

- A: Connect bicycle infrastructure to the citywide bicycle network.
- B: Improve connections to the US36 bikeway.
- C: Establish safe bicycle connections to Westminster Station.

Objective 3: Enhance pedestrian facilities throughout the area.

Actions:

- A: Fill gaps in the existing sidewalk network.
- B: Improve ADA accessibility of sidewalk network.
- C: Improve the safety and prominence of pedestrian crossings.
- D: Establish a safe sidewalk network to connect pedestrians to nearby destinations, including the Westminster Station.

Goal 5: Enhance opportunities for neighborhood communication, partnerships, and gathering. (19)

Objective 1: Enhance existing public spaces through programming and amenities.

Actions:

- A: Support the activation of the 73rd Ave Sculpture Park.
- B: Maintain and bolster the presence of public art in the core area.

Objective 2: Establish new opportunities for community interaction.

Actions:

- A: Promote existing community services and explore the addition of new services to meet community needs.
- B: Encourage the incorporation of outdoor dining spaces into private development.

Objective 3: Work with the community to program regular events throughout the area.

Actions:

- A: Continue supporting neighborhood-run events throughout the year, such as Summer Fest.
- B: Explore hosting a farmer's market in the Harris Park Core.
- C: Work with neighborhood organizations to expand the offering of annual events.

Objective 4: Formalize residential and business groups to realize community goals.

Actions:

- A: Formalize a neighborhood group to improve communication, coordinate events, and manage other community-led efforts.
- B: Formalize a business group to enhance communication and promote local business opportunities.

- C: Explore capacity building efforts for existing businesses.
- D: Explore partnerships with regional organizations and businesses to address issues associated with homelessness. Consider existing facilities and institutions as part of this effort.

Objective 5: Enhance events and ongoing marketing of Harris Park.

