

February 24, 2020

Mr. Jacob Kasza  
**City of Westminster Community Development**  
4800 W. 92nd Ave.  
Westminster, CO 80031

**Re: Uplands – Rezoning Narrative**

Dear Mr. Kasza,

On behalf of the applicant, Westminster OC, LLC, we are pleased to submit this Rezoning Narrative and associated documents for the Pillar of Fire property, Uplands community, as part of the formal Rezoning submittal. Uplands is a proposed master-planned community located in the City of Westminster, Adams County, CO. The property is comprised of five non-contiguous Planning Areas totaling approximately 233 acres.

This submittal has been prepared by and for the following parties:

**Owner:**

Pillar of Fire  
3455 W. 83<sup>rd</sup> Avenue  
Westminster, Colorado 80031  
Contact: Curt Aldstadt  
pres@ecentral.com

**Applicant:**

Westminster OC, LLC  
9033 E Easter Place, Suite 110  
Centennial, Colorado 80112  
720.470.0337  
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chad@uplandscolorado.com

**Planner/Landscape Architect:**

Norris Design  
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Denver, Colorado 80204  
303.892.1166  
Contact: Bonnie Niziolek  
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**Architect:**

Godden Sudik  
5975 S. Quebec Street, Suite 250  
Centennial, Colorado 80111  
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Contact: Paul Brady  
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**Civil Engineer:**

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Englewood, Colorado 80112  
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Contact: Ryan Littleton  
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## CONTEXT

The proposed community is comprised of five noncontiguous parcels of land, located generally at 84<sup>th</sup> Avenue and Federal Boulevard. The five parcels total approximately 233 acres (including the Shaw Blvd. ROW area). The property is currently owned by Pillar of Fire, a Colorado not for profit corporation, and is located just north of the iconic Westminster Castle. Existing uses on the parcels include farming, storage and one residence.

The proposed community is bounded by a variety of uses across the 5 different parcels, which are summarized in the chart below. Access is provided along a variety of existing streets, including Federal Boulevard, Lowell Boulevard, W 88th Avenue, W 86th Avenue, W 84th Avenue, Bradburn Drive, Decatur Street and Clay Street.

### Adjacent Land Uses

| PLANNING AREAS                                    | NORTH   | SOUTH   | EAST  | WEST   |
|---|---|---|---|--|
| PA A(1), A(2), A(3), A(4), A(5), A(6), A(7), A(8) | Single-family residential. (Unincorporated Adams County)  | Belleview Christian School, College and Seminary, single family residences and agricultural land. (Westminster)               | Crown Pointe Academy, Westminster Motor Vehicle, retail, medical and commercial uses, Prospector's Pointe Condominiums. (Westminster) | Cottonwood Village townhomes, Flynn Elementary School, single-family residences. (Westminster) |
| PA B  | Mountain Terrace Apartments. (Westminster)  | Single-family residences (Unincorporated Adams County). Gregory Hill Pump Station by Public Works and Utilities (Westminster) | Belleview Christian School, College and Seminary, single family residences. (Westminster)   | Single-family residences. (Westminster)  |
| PA C(1), C(2)                                     | Commercial uses and vacant land (Federal Heights)   | Crown Pointe Academy, Westminster Motor Vehicle, retail, medical and commercial uses, condominiums. (Westminster)             | Mobile home park, Prospectors Point Condominiums. (Westminster)   | Vacant /agricultural land. (Westminster)   |
| PA D(1), D(2)                                     | Crown Pointe Academy, Westminster Motor Vehicle, retail, medical and commercial uses, Prospectors Point Condominiums. (Westminster) | Panorama Pointe Senior Living Facility, Apartments and Townhomes, Ranum Middle School. (Westminster)                          | Medical office, Apartments. (Westminster)   | Apartments, single-family residences. (Westminster)  |
| PA E  | Water World, Hyland Hills Park and Recreation Center (Federal Heights)  | Mobile home park. (Westminster)   | Commercial. (Federal Heights)   | Mobile home park Vacant Land. (Westminster)  |

the houses are in Westminster

there are no apartments on the west side of Federal at Parcel D

## PROCESS AND LAND USE

The applicant anticipates seeking the following entitlements for the property:

- Step One:
  - Comprehensive Plan Amendment
  - Annexation
  - Rezone
  - Preliminary Development Plan
  - Development Agreement
- Future Steps (we anticipate multiple filings):
  - Site Specific Official Development Plans
  - Final Plats
  - Improvements Agreements
  - Construction Documents

**Comprehensive Land Use Plan Amendment** – The City of Westminster’s Comprehensive Land Use Plan assigns land use designations to the five Pillar of Fire parcels. The development plans for three of the five parcels required the City Council to approve different land use designations for those parcels. Accordingly, subsequent to the initial application for this rezone request, the City Council approved amendments to the Comprehensive Land Use Plan designations for Planning Areas B, D and E. The table below reflects these newly approved land use designations as well as the existing (to remain) land use designations on the balance of the parcels:

### Comprehensive Land Use Plan Designations

| PLANNING AREA*            | EXISTING COMP PLAN LAND USE        |  |
|---------------------------|------------------------------------|--|
|                           | Title                              | Description  |
| PA A(3),<br>PA C(1), C(2) | TMUND                              | Traditional Mixed-Use Neighborhood Developments  |
| PA B                      | R-5                                | Residential with a maximum density of 5 du/ac  |
| PA C(1), C(2)             | MIXED USE; R-18                    | Mixed Use (requires vertically integrated commercial uses and Residential with a maximum density of 18 du/ac |
| PA D(1), D(2)             | R-8; OFFICE                        | Residential with a maximum density of 8 du/ac and Office   |
| PA E                      | PRIVATE PARKS / PRIVATE OPEN SPACE | Privately owned parks, greenbelts and open space to provide passive and active recreational activities       |

This should be 2 Planning Areas.

\*See Draft PDP Land Use Plan for Planning Area locations

**Annexation** – There are three parcels to be annexed into the City of Westminster. There is a 2.9-acre parcel at the northwest corner of Harvard Avenue (now called 82nd Avenue) and College Avenue (now called Lowell Boulevard) that is currently located in unincorporated Adams County. There is a 1.48-acre portion of ROW along the southern portion of 84th Avenue from Lowell to **PUD** and a 3.59-acre portion of ROW along the northern portion of 88th Avenue from Lowell to approximately Grove Street to be annexed into the City. These parcels need to be annexed into Westminster so they can be entitled consistent with the City entitlements for the balance of the parcels. The parcels to be annexed into the City will be zoned at time of annexation.

**Rezoning and Preliminary Development Plan** –The parcels that are not zoned as part of the annexation must be rezoned to PUD to allow for additional flexibility to create a unified, innovative approach to mixed use design across the entire community. A Preliminary Development Plan is submitted with this rezoning to establish the allowed uses, design standards, etc.

**Zoning Designations**

| PLANNING AREA                                     | EXISTING ZONING         |   | PROPOSED ZONING |                          |
|---|-------------------------|---|-----------------|--------------------------|
|   | Title                   | Description   | Title           | Description              |
| PA A(1), A(2), A(3), A(4), A(5), A(6), A(7), A(8) | R-E; O-1, C-1           | Single family low density; commercial, open space                 | PUD             | Planned Unit Development |
| PA B  | R-3; A-2 (ADAMS COUNTY) | Multiple family residential district; Adams County Agricultural 2 | PUD             | Planned Unit Development |
| PA C(1), C(2)                                     | C-1; PUD                | Commercial; PUD   | PUD             | Planned Unit Development |
| PA D(1), D(2)                                     | C-1; R-4; B-1           | Commercial; Multiple-family residential district; Business        | PUD             | Planned Unit Development |
| PA E  | C-1                     | Commercial  | PUD             | Planned Unit Development |

**Official Development Plan / Final Plat** - Following the above submittals, site-specific ODPs, Final Plats, Improvements Agreements and Construction Documents will be submitted for each filing. We expect there to be multiple filings required to complete the overall master plan for the Property.

**APPROVAL CRITERIA**

**The PUD zoning and associated preliminary development plan are consistent with the standards for approval of PUDs and preliminary development plans contained in Section 11-5-14 of the City of Westminster Municipal Code as follows:**

- (1) **The Planned Unit Development (PUD) zoning and the proposed land uses in the associated Preliminary Development Plan are in conformance with the City's Comprehensive Plan and all City Codes, ordinances, and policies.**

The PUD zoning and proposed land uses conform with the City's Comprehensive Plan and all City Codes, ordinances and policies for the following reasons:

1. The PUD Zoning and Proposed Land Uses Conform to the **Vision and Guiding Principles** of the Comprehensive Plan, including the following:
  - Distinctive City with a Strong Identity – The Plan explains on page 25 that the City's planned efforts toward city building will be focused on certain areas, including key corridors like Federal Boulevard. The Plan then emphasizes the City's natural amenities and views to the mountains as distinctive visual and physical qualities of the City. Rezoning of these five parcels to PUD and the associated PDP creates an opportunity for an overall development plan that allows for site considerations for the land as a whole and encourages the successful development of these parcels. This community can unite fragmented uses, transportation corridors and physical infrastructure. The addition of residential homes includes the incorporation of parks and trail

corridors that are open to the public and thoughtfully designed to share the spectacular views that are unique to this site and the City of Westminster.

- Vibrant Community with a Diverse, Healthy Economy – This principle, on page 25 of the Comprehensive Plan, discusses Westminster’s central location as being a key location to capitalize on economic growth opportunities. The current development of Downtown Westminster is a key component of this principle. The rezoning of these parcels located just 1.5 miles east of Downtown Westminster will help provide additional Westminster residents to support the retail goals of Downtown Westminster and the long-term success of this dynamic new addition to the City. Additionally, while Downtown Westminster and Westminster Station provide high-density residential opportunities, the Uplands community fulfills a need for for-sale, single-family residential opportunities. Finally, Uplands is centrally located between community amenities and services such as Downtown Westminster, Westminster Station, US-36, and a strategic improvement and development corridor (Federal Boulevard). Existing neighborhood retail, office and medical resources are also in close proximity. The Uplands community will complement and support the long-term success of such neighborhood and community services by providing diverse residential housing opportunities.
- Well-Designed, Attractive Neighborhoods – The Comprehensive Plan on page 26 seeks to foster high quality living options within the City, providing an appropriate mix of land uses, including a range of densities and residential types within an interconnected street network. The City of Westminster is nearing its physical buildout and few major vacant land opportunities remain. As a result, integrated and higher intensity development is essential for critical infill properties. Uplands intends to provide new single family attached and single family detached for-sale housing opportunities currently limited in Westminster. The existing and recently approved various residential land uses include: TMUND, Mixed Use, R-5 and R-8. Uplands can help address the existing lack of balanced home prices in this area by providing new, middle-income, for-sale home options that provide home types unique to the area.
- Balanced Housing Mix – The Comprehensive Plan on page 26 seeks to ensure that a wide range of incomes, age groups and lifestyle choices are accommodated to reinforce the City’s identity as a diverse, attractive place in which to live and work. Again, the rezoning and PDP will facilitate a community that will provide middle-income, for-sale home options for people who wish to live in South Westminster and take advantage of the transit and retail amenities nearby.

2. The PUD Zoning and Proposed Land Uses Conform to the **Goals and Policies** of the Comprehensive Plan, including the following:

- LU-G-7 – Provide opportunities for a range of housing types and affordability to accommodate all incomes, lifestyles and age groups within the City.
- LU-P-8 – Establish new neighborhoods with a range of housing types, supportive commercial uses and ample public amenities and spaces.
- LU-P-24 – Except for neighborhood and community activity centers, limit retail development to one or two quadrants of arterial intersections and space to meet the needs of neighborhoods without unnecessarily burdening the transportation system or diluting other retail center activity.
- LU-P-28 – Encourage the provision of a range of affordability and housing types within new neighborhoods and throughout the City.
- LU-P-29 – Encourage the location of market-rate housing in the South Westminster area while also striving to improve and redevelop existing affordable rental and ownership housing.

- LU-P-41 – Actively seek public and private sector investment to encourage and induce redevelopment in targeted areas in the City (previous item lists Federal Boulevard as a key redevelopment corridor).
- CID-P-12 – Allow creative design solutions for infill development that are compatible with and enhance surrounding existing development.

3. The PUD Zoning and Proposed Land Uses Conform to the City’s Mobility Action Plan. The proposed Uplands community also supports the City’s Mobility Action Plan. The Mobility Plan includes Connectivity and Health and Economic Goals that seek to develop a balanced transportation system that enables citizens to access community and regional destinations and to prioritize increasing multi-modal trips that reduce the need to own or drive a vehicle. These existing parcels have very limited bike and pedestrian connectivity; much of the property is noted as having gaps in the sidewalk network. The plan identifies 88th Avenue and Lowell Boulevard as key locations for bicycle connections, and it identifies Federal Boulevard and Bradburn Boulevard as key locations for pedestrian connections and 88th Avenue east of Federal as a key location for trail projects. The multi-modal connections are part of the vision of Uplands to ensure existing and future residents have access to Downtown Westminster, Westminster Station and the US 36 Bikeway.

Use trails master plan to support connectivity.

Ped underpass on Federal?

4. The PUD Zoning and Proposed Land Uses Conform to the Comprehensive Plan’s Discussion of Planning Influences.

- The Plan discusses as one planning influence the City’s participation in DRCOG’s Metro Vision 2035 Plan, which provides direction for land use and transportation planning throughout the Denver metropolitan region. Metro Vision 2035 includes these five parcels as part of the Urban Growth Boundary for Westminster. The DRCOG website describes these areas as locations where urban development will take place in the region over the next 25 years. These areas are based on historical development trends and future projections. The Metro Vision plan promotes smaller lot sizes and multi-family housing to achieve a more compact development pattern. It also encourages the use of overlooked vacant parcels for infill development to help absorb significant population growth and use existing infrastructure more efficiently.
- The Plan also references the US 36 Corridor as a planning influence. The Northwest Corridor improvements, including light rail to Westminster Station, Bus Rapid Transit to Downtown Westminster and the US 36 Bikeway collectively provide much-improved multi-modal transportation options from Westminster to Boulder and Denver. These improvements greatly enhance development opportunities by providing additional locations for residential development where transit options are important to current and future residents of Westminster.

5. The PUD Zoning and Proposed Land Uses Conform to the Land Use Designations for the parcels in the Comprehensive Plan and as approved by the City Council.<sup>1</sup>

- Parcel A is planned for single-family detached and attached homes, parks and open space, mixed use commercial and limited multi-family residential. This is consistent with Parcel A’s Comprehensive Plan land use designation of TMUND.

<sup>1</sup> With regard to Parcels B, D and E, the Comprehensive Plan land use designations for those parcels will become effective upon the recording of a deed from Pillar of Fire to Westminster OC or its assignee. The ordinances related to the rezoning and PDPs for all of the parcels also will contain language providing that they do not become effective until recorded of such deed.



Be clear- each parcel should have private parks/open space Dedicated PLD designated use for each parcel will be determined by City and community involvement. view corridors and detention areas will not be considered as part of PLD.

- Parcel B is planned for single-family detached and attached (paired homes), parks and open space. This is consistent with Parcel B's Comprehensive Plan land designation of R-5, approved by the City Council on February 10, 2020.
- Parcel C is planned for single-family detached and attached homes, parks and open space, multi-family, and mixed use commercial. This is consistent with Parcel C's Comprehensive Plan land use designation of Mixed Use.
- Parcel D is planned for single-family detached and attached, parks and open space, and office on the eastern portion of the parcel. This is consistent with Parcel D's Comprehensive Plan land use designation of R-8, approved by the City Council on February 10, 2020.
- Parcel E is planned for privately owned and maintained parks and open space. This is consistent with Parcel E's Comprehensive Plan land use designation of Private Parks and Private Open Space, approved by the City Council on February 10, 2020.

**(2) The Preliminary Development Plan exhibits the application of sound, creative, innovative, and efficient planning principles.**

One of the priorities of the City of Westminster 2017 Strategic Plan includes supporting economic resilience through a business attraction and retention strategy that focuses on primary jobs while also growing small businesses through incubation. A key component to providing jobs is ensuring that employees in these businesses can live in the community. Uplands can help address the existing housing gap in this area for balanced home prices by providing new, middle-income, for-sale home options for residents who wish to live in South Westminster and take advantage of the transit and retail amenities nearby. These residents can then help support the small businesses who chose to locate themselves in these dynamic new neighborhoods surrounding Downtown Westminster and Westminster Station.

The PDP exhibits the application of sound, creative, innovate and efficient planning principles. Uplands is envisioned as a compact, walkable community that is guided by four key design principles:

- Connect to Westminster
- Share the Views
- Gather Together
- Create Homes

**Connect to Westminster** – The design of Uplands promotes thoughtful connections to the adjacent uses and neighborhoods. The perimeter of the community is enhanced through the addition of bike and pedestrian corridors to help create connections for existing and future residents to Downtown Westminster to the west, Westminster Station to the south, the US 36 Bikeway to the southwest and the existing regional park and open space amenities to the northeast. Additionally, connections to the existing, adjacent neighbors are thoughtfully considered to promote connectivity while dispersing traffic. The proposed densities transition from east (highest density) to west (lowest density) consistent with existing, adjacent uses.

**Share the Views** – The overall framework for the community focuses on the spectacular west-facing views. Key streets (85<sup>th</sup>, 86<sup>th</sup> and 87<sup>th</sup>) are located to celebrate these views and share them with the public. These streets generally terminate in public parks and open space that work with the existing topography to capture view corridors along these streets. Additionally, the view corridors at the intersection of 84<sup>th</sup> Avenue and Federal Boulevard and Bradburn Dr. and Lowell Blvd. are maintained as park and open space locations.

View corridors are not part of the PLD calculations. Previous discussions indicated that these were to be provided as part of the development and privately maintained

are there internal trail connections to the various parcels and city trail system or are there only street sidewalk connections ?

**Gather Together** – Uplands anticipates a variety of community amenities to help residents gather together. This includes a mix of more traditional mixed use at 86<sup>th</sup> and Federal, community amenities, public and private parks and open spaces and community-organized programs. These amenities take a variety of shapes and sizes to allow for community functions as well as smaller, more intimate spaces within close proximity to all residents. This includes parks, open spaces and community amenities complement the many existing regional park amenities in close proximity to the Uplands community, including but not limited to: Carroll Butts Sports Arena and Park; Carstens Park, Hyland Hills Sports Complex, and Water World.

City has concerns with the small lots proposed in the PDP.

**Create Homes** – Uplands is a medium-density infill neighborhood featuring a diverse mix of housing options on smaller lots. The goal of Uplands is to be a high quality, cohesive and diverse planned community featuring a mix of traditional and transitional architectural styles with a focus on natural materials and crafted textures and patterns. Innovative design solutions are encouraged. Significant architectural elements of Uplands include:

- A broad palette of building forms to create a diverse mix of housing options.
- A curated blend of traditional and transitional architectural styles.
- Flexible form and style guidelines that allow for innovation and unique architectural solutions.
- A diverse menu of meaningful private outdoor living options focused on small gathering spaces that have varying size requirements (in place of water intensive landscaped rear yards).
- Form standards and the outdoor living requirements that focus on front porch living and massing on public facing elevations.
- A broad palette of enhanced and super enhanced material options to create unique and high-quality finishes.

The City is supportive of outdoor living space, but is cautious in support of outdoor space that is not functional, or is inconsistent with the concepts in the Design Standards.

Any exceptions to the design standards will require a hearing with the Planning Commission and an accompanying ODP. This PDP needs to meet all criteria in the design standards for all Parcels

**(3) Any exceptions from standard Code requirements or limitations are warranted by virtue of design or special amenities incorporated in the development proposal and are clearly identified on the Preliminary Development Plan (PDP).**

The PDP takes a fresh look at the TMUND development guidelines to reflect current development trends and plan for innovative design opportunities in the future. The PDP includes form standards and densities that follow the fundamental features and principles of TMUND, such as compact, walkable development; a mixed-use village center; a pedestrian-oriented district; interconnected street and block patterns; narrower streets and a variety of parks with a modern take to include creative design solutions that meet the spirit of the existing guidelines. As noted in code, the PUD is expressly created to promote design freedoms to develop the site and provide for diversification and flexibility in housing types, housing prices and overall design. Roadway sections will match the proposed City sections that accommodate all utilities both in the pavement and/or storm sewers under the detached walks within the City right-of-way.

**(4) The PDP is compatible and harmonious with existing public and private development in the surrounding area.**

The subject properties consist of noncontiguous vacant parcels located among various uses and standards developed over significant time. The Uplands community can unite fragmented uses, transportation corridors and physical infrastructure. The proposed Uplands pedestrian connections and public parks will serve new residents and the surrounding existing community.

**PA-A** – PA-A consists of eight planning areas totaling approximately 150.29 acres. It is bounded by existing single-family homes to the north and west, Belleview Christian School, single family residences and agricultural land to the south and retail and vacant land to the east. The proposed PDP includes densities and form

Provide PLD requirements for each parcel based on proposed development.

provide private park/open space information for each parcel



standards that act as a transition from the existing single-family homes to the west to the higher intensity, commercial uses to the east along Federal. The standards also encourage the continuation of the generally gridded and interconnected street network consistent with the homes to the west and north. The proposed streets, bikeways and walkways help unify the circulation network and will provide convenient routes to destinations within and around the Uplands community.

Label these as Planning Area B-1 and B-2.

- PA-B** – PA-B consists of two parcels totaling approximately 28.87 acres bisected by Bradburn Boulevard. The planning area is bounded by existing single-family homes to the west. Adjacent properties to the south are a mix of low density residential and water treatment. To the east are integrated Adams County educational and community facility uses, while the proposed densities and form standards help create a transition between the residential to the west and south.

provide more information on how this density is distributed near the view corridor and park areas

The transitional character of 4 story residential to One-story mobile homes needs more explanation.

- PA-C** – The approximately 30.09-acre parcel wraps an existing multi-family cond home community to the east, a school to the southwest and vacant Federal High proposed densities and form standards help create a transition between the existing and the commercial / retail and hospital uses to the south and southeast.

- PA-D** – PA-D consists of two parcels. The approximately 22.7-acre planning area is bordered to the south by an existing affordable apartment community, a retirement community with duplex and apartment living and a single low rise office building to the far southwest. The parcel is also adjacent to Cobblestone Park to the south and hospital / medical office uses to the north. The proposed form standards and densities support residential opportunities of a similar density scale to the existing adjacent residential uses. The eastern portion of the planning area allows for office uses to complement and support the existing medical office / hospital uses to the north.

City is not supportive of a metro district for this private park

- PA-E** – The approximately 1.23-acre parcel is located at the intersection of Zuni Street and west of Zuni Street. The adjacent land use to the south and west is a mobile home community. This planning area is adjacent to other Hyland Hills parks, open space and recreation areas. We propose this PA to be a park/open space area owned and operated by a special metropolitan district and therefore open to the public. It is understood there is a lift station on this property.

**(5) The PDP provides for the protection of the development from potentially adverse surrounding influences and for the protection of the surrounding areas from potentially adverse influence from within the development.**

The PDP provides for the protection of the development from potentially adverse influences from within the development. The subject properties consist of noncontiguous vacant parcels located among various uses and standards developed over significant time. The Uplands community can unite fragmented uses, transportation corridors and physical infrastructure. The proposed Uplands pedestrian connections and public parks will serve new residents and the surrounding existing community. See additional detail in section 4 above.

Parks information is vague. Provide specific detail on public park sizes and locations in the next submittal.

The PDP provides for the protection of the surrounding areas from potentially adverse influences from within the development. First, the PDP establishes land uses and development standards that will preserve adjacent existing uses. This is accomplished in part with special landscape buffers around the preservation of view corridors within open space and proposed improvements to the surrounding area include sidewalks, bike lanes and tree lawns. Additionally, any impacts of the Uplands community as it relates to utility infrastructure will be established and/or improved as part of the development of Uplands.

A more detailed phasing plan will be required in the PDP to show that the adverse influences will be addressed in a timely manner.

**(6) The PDP has no significant adverse impacts upon existing or future land uses nor upon the future development of the immediate area.**

This needs more detail. There are significant adverse impacts to homes fronting Lowell and to other edge areas. Note how these impacts are being addressed.

The subject properties consist of noncontiguous vacant parcels developed over significant time. The Uplands community can utilize fragmented uses, transportation corridors and physical infrastructure. The proposed Uplands pedestrian connections and public parks will serve new residents and the surrounding existing community.

Any impacts of the Uplands community as it relates to roadway, utility or other infrastructure will be established and/or improved as part of the development of Uplands. Improvements to the surrounding street network include sidewalks, bike lanes and tree lawns.

Furthermore, Uplands will complement the potential future mixed-use redevelopment of the Centura Health Campus to the southeast of the Uplands parcels.

Please refer to the PDP phasing plans sheets and utility study for discussions of the necessary offsite improvements as a result of the development of Uplands.

**(7) Streets, driveways, access points, and turning movements are designed in a manner that promotes safe, convenient, and free traffic flow on streets without interruptions, and in a manner that creates minimum hazards for vehicles and pedestrian traffic.**

The community has been designed so that streets, driveways, access points, and turning movements promote safe, convenient, and free traffic flow on streets without interruptions, and in a manner that creates minimum hazards for vehicles and pedestrian traffic. A traffic study has been included with this submittal, which notes the requested entitlement of 2,350 residential units can be absorbed by the adjacent streets and intersections and operate at an acceptable level of service provided that the access locations and type and street improvements recommended by the traffic study and proposed in the PDP are implemented.

**(8) The City may require rights-of-way adjacent to existing or proposed arterial or collector streets, any easements for public utilities and any other public lands to be dedicated to the City as a condition to approving the PDP. Nothing herein shall preclude further public land dedications as a condition to ODP or plat approvals by the City.**

The development team will continue to work with City staff and referral agencies to determine the ultimate requirements for rights-of-way and necessary utility easements. The submitted PDP includes street sections showing right-of-way widths and other public land dedication items. Nothing in the PDP submittal precludes further public and dedications as a condition to ODP or plat approvals.

**(9) Performance standards are included that ensure reasonable expectations of future ODPs being able to meet the Standards for Approval of an Official Development Plan contained in Section 11-5-15, W.M.C.**

Performance standards in the PDP must meet the City's Design standards as they apply to each Planning Area.

The enclosed PDP submittal includes performance standards to ensure reasonable expectations of future ODPs being able to meet the Standards of Approval of an Official Development Plan. These include standards related to safe, convenient and harmonious grouping of structures, uses and facilities; building heights, bulk, setbacks and lot size; compatibility of architectural design; proposed streets that adequately carry traffic; safe, convenient streets, parking areas and access points; logical, safe and convenient pedestrian systems; and adequate utility and drainage systems. As stated above, the PDP ensures the application of sound, creative, innovative or efficient planning and design principles that are compatible with existing public and private development.

**(10) The applicant is not in default or does not have any outstanding obligations to the City.**

## **ENGINEERING**

The team has had numerous meetings regarding both on and potential offsite infrastructure associated with the site and we are currently performing more detailed analysis based upon the initial input. We will be submitting master or overall transportation, drainage, sanitary, raw and domestic water analysis of the Upland's contribution or potential impacts to the City's infrastructure. Additionally, we have been proactive in interactively working with City staff on our current analysis and will continue to throughout the process to fine tune impacts, timing and responsibilities.

**Street Network** – The street network associated with the individual parcels will be designed to provide adequate access to the various proposed neighborhoods and appropriately interact with the surrounding existing developments. The internal streets and street network will be designed to provide the necessary Life Safety requirements. Auxiliary lanes at intersections will be provided where warranted by the traffic analysis. Additionally, turning movements will be limited at intersections as required by the traffic analysis. The internal street network will consist of minor collector and local roadways. It is anticipated private alleyways will be utilized throughout Uplands. On-street parking will be provided throughout the Uplands development.

**Drainage** – The drainage infrastructure will be designed to safely convey storm runoff through the Uplands parcels to onsite water quality and detention facilities. It is anticipated the proposed runoff patterns will closely mimic the existing patterns. The detention facilities will be designed to release the detained volumes at rates equal to or less than historic runoff rates per Urban Drainage and Flood Control District Criteria (UDFCD). The capacity of existing storm drain infrastructure will be accounted for in the final design of the onsite facilities. The team will work jointly with the City and UDFCD to assist with determining drainage solutions downstream of the Uplands parcels where known conveyance capacity issues exist.

**Utility** – Onsite water and sanitary sewer infrastructure will be adequately sized for the uses and densities proposed with the rezoning. The proposed utility infrastructure will connect to the existing water and sanitary sewer infrastructure that surrounds or runs through the Uplands parcels. Our team will continue to work with the City to determine potential offsite infrastructure improvements.

As Uplands is an infill development, it is anticipated the various power, gas, and communication companies have facilities/ infrastructure near and/or adjacent to the Uplands parcels.

In summary, Westminster OC, LLC and the design team seek to contribute to the diverse and economically vibrant housing opportunities in the City of Westminster by proposing a land plan and standards that facilitate innovative housing types with high-quality design and economic performance. This property provides the City with an exceptional infill opportunity. Westminster OC, LLC seeks to develop a landmark project at this one-of-a-kind City of Westminster property.

We look forward to working closely with City staff through the City of Westminster application and approval processes to realize this community vision. Please let us know if you have any questions regarding this application or if you need any additional information.

Sincerely,  
Norris Design



is the on street parking part of the required parking for development or will it be additional parking for development.

Bonnie L. Niziolek  
Principal

#### Traffic Report Comments:

- Provide scenarios for the worst case (most volume) should be analyzed for all residential or combination of residential and commercial. If a possible 2350 units are to be developed, then analysis should include these trips. Current analysis only uses 1982 units. Some signals are at over-saturated conditions. Adding 20% more units will be significant.
- If found that a certain SF of commercial would be worst case, then show this scenario as well.
- Parcel A 820, Use the fitted curve, 2651 trips instead of the average
- Describe how trip distribution was determined. How much and why going to Lowell vs Federal and 88th vs 84th .
- Show 95%ile queue lengths on the Federal intersections for existing, 2023 total and 2038 total. HCM report only show 50%ile.
- Provide a graphic similar to figure 6 for existing.
- Figure 7 is not balanced. Please check and revise.
- CDOT has found that growth rates on Federal corridor to be 1.04 for 5-year and 1.14 for 20-year and used on OTIS.
- CDOT uses 3% truck traffic in OTIS, please use this number in the analysis.
- Provide a Queue and Blocking report.
- Provide signal phasing and clearance times.
- Use existing peak hour factors for existing analysis. Peak hour factors for future conditions should be determined based on if all residential vs res/comm.
- Crown Point Academy has an AM peak hour factor that should be included in all scenarios.
- Make sure all trip generated traffic is shown on collector and arterial intersections. Should not be any zeros for all movements at every major Federal intersection.
- If there are improvements that are believed to help, provide analysis that shows this.