



UPLANDS PLANNING AREAS A(1)

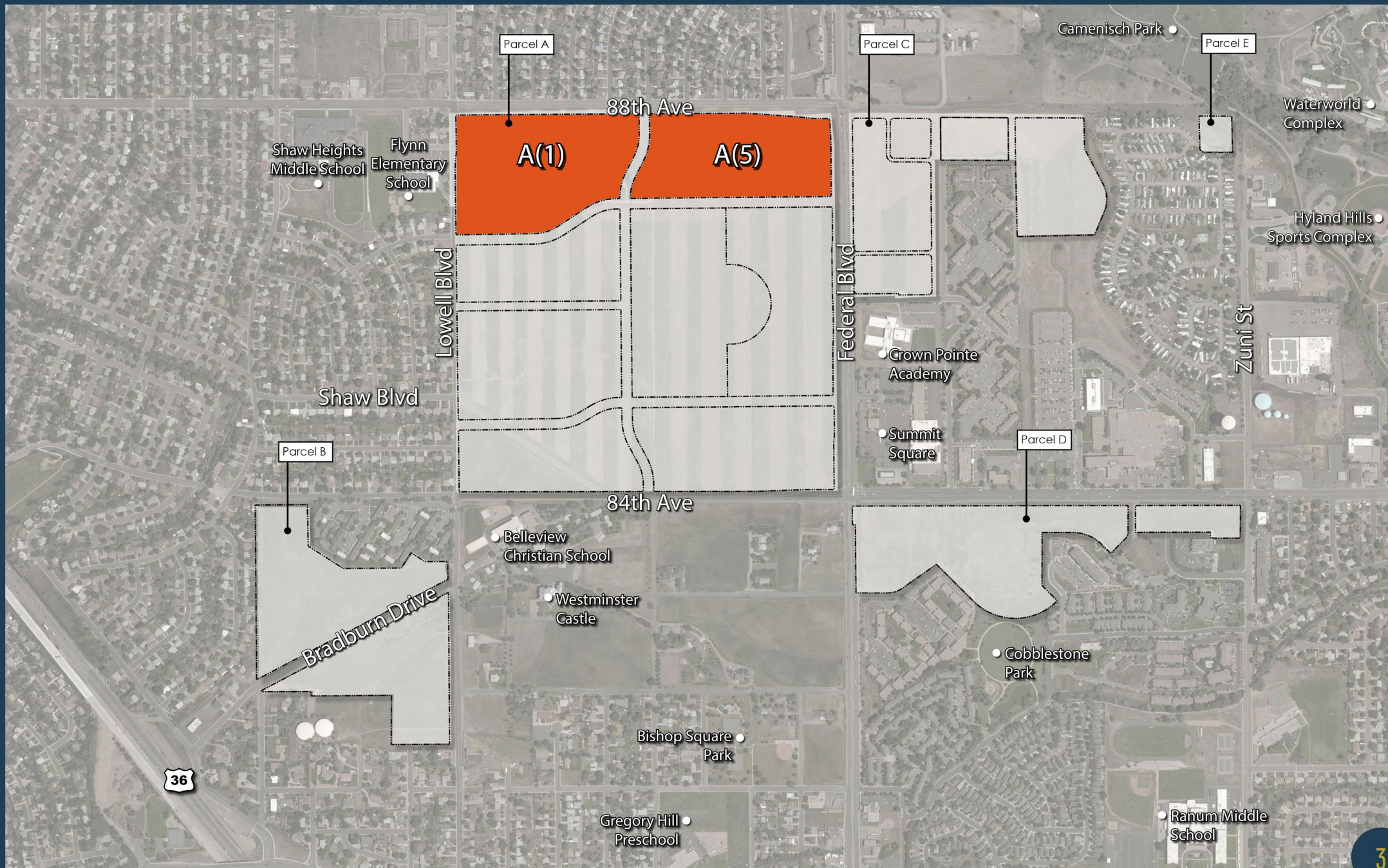
CITY COUNCIL

September 9, 2024

UPLANDS UPDATE: MODP COMPLIANCE

PLANNING AREA	PDP/MODP (MAX # OF UNITS)	SITE SPECIFIC ODP	DIFFERENCE
A(1)	124	78	-46
A(2)	143	135	-8
A(3)	141	127	-14
A(4)	129	125	-4
A(5)	172	166	-6
A(6)	140		
A(7)	191	180	-11
A(8)	491		
Total	1531		-89

VICINITY MAP



Brookfield **Residential**

**UPLANDS A(1)
NEIGHBORHOOD**

BROOKFIELD - DENVER

CREATING THE BEST PLACES TO CALL HOME.

CENTRAL PARK, DENVER

CASTLE PINES, DOUGLAS COUNTY

BAREFOOT LAKES, FIRESTONE

BRIGHTON CROSSINGS, BRIGHTON

MIDTOWN, DENVER

SOLTERRA, LAKEWOOD

ANTHEM, BROOMFIELD

INSPIRATION, AURORA



CONCEPT REVIEW RECAP



KEY DISCUSSION POINTS

- » Access into and parking for PLD
- » Finalize details of building height and roof decks
- » Improve masonry / enhanced materials

EXCEPTIONS	
CONCEPT REVIEW	ODP
Parking	Parking
SFD: 50% Yard Landscape Area	-
SFA: 40% Overall Landscape Area	SFA: 40% Overall Landscape Area
Lot Size & Private Outdoor Space	Lot Size & Private Outdoor Space
Roof Pitch	Roof Pitch
Building Height	Building Height
Masonry	Masonry

PDP/MODP COMPLIANCE A(1)



OVERALL	PDP/MODP	PROVIDED
PUBLIC LAND DEDICATION AND VIEW CORRIDOR	40.75 AC required	40.75 AC provided
PUBLICLY ACCESSIBLE PRIVATE PARKS	4% publicly accessible private parks = 4.5 Acres (B1, A1, A2, A4, A5, A7, C2)	APPROVED - 7.2% publicly accessible private parks 6.73 Acres provided (B1, A1, A2, A4, A5, A7, C2)
AFFORDABLE HOUSING	Minimum 300 for rent homes at no more than 80% AMI	In Process Maiker: ~70 for rent homes in ODP review APPROVED C(2): ~247 for rent homes



A1 NEIGHBORHOOD	PDP/MODP	PROVIDED
UNIT COUNT	Max 124 homes Min 30% single-family attached Max 70% single-family detached	78 homes proposed 39 single-family attached proposed (50%) 39 single-family detached proposed (50%)
GROSS DENSITY	Max. 4.0 - 5.6 du/ac	3.5 du/ac provided
PUBLICLY ACCESSIBLE PRIVATE PARKS	Min. 4.0% required	5.8% provided
PERIMETER SETBACKS	88th Ave.	18'
	Public Land Dedication	20'
BUILDING FORMS	2 required	2 provided

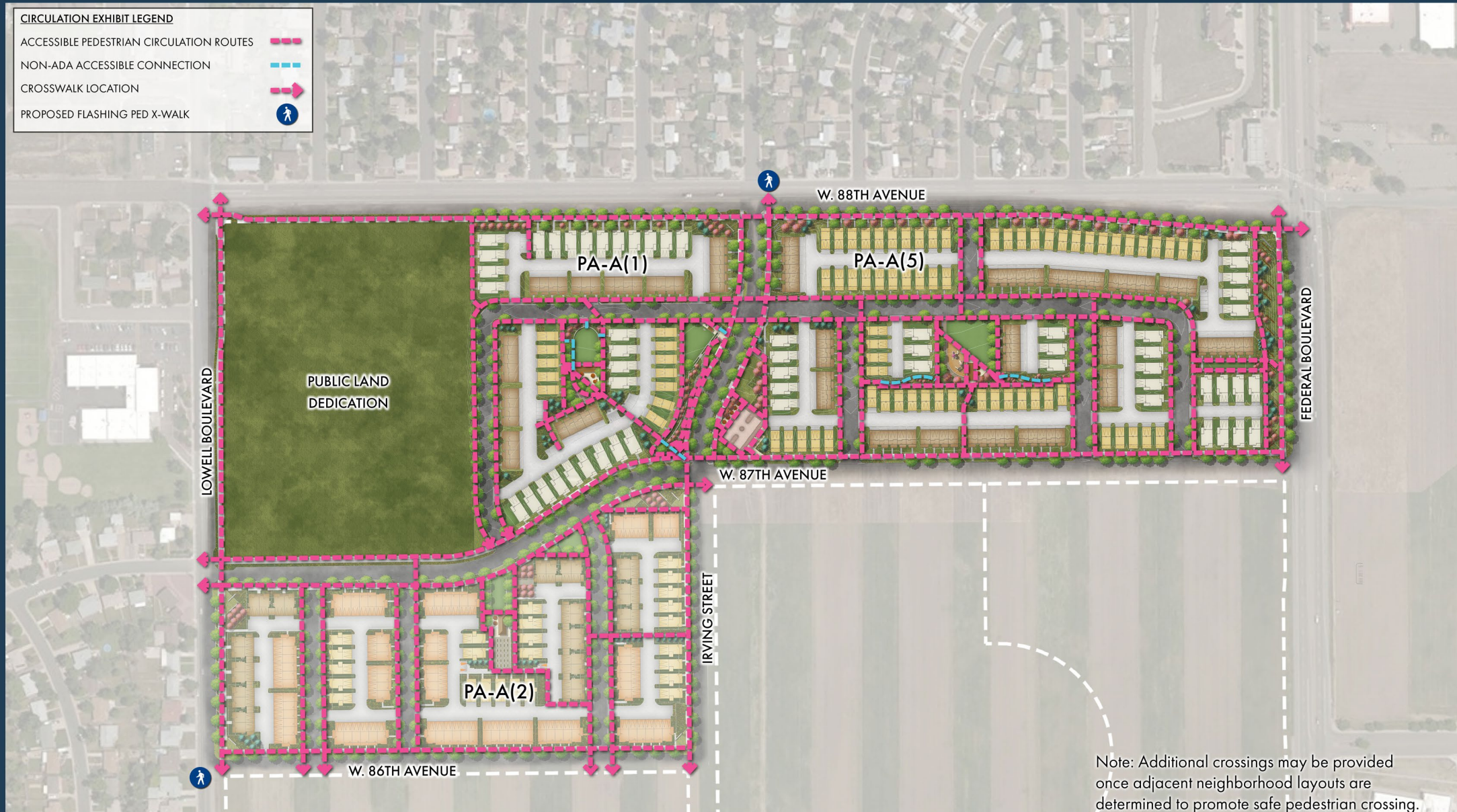
NEIGHBORHOOD PLAN A(1)



LAND USE DATA CHART

- » 78 homes
 - 27 Single-Family Detached 2-Story
 - 12 Single-Family Detached 3-Story
 - 39 Single-Family Attached 3-Story Townhomes
- » 3.5 DU/AC
- » 39' max height/
45' max building height for Modern Brownstone Townhomes to allow for roof top decks

PEDESTRIAN CONNECTIVITY PLAN A(1)





NEIGHBORHOOD AMENITIES A(1)



NEIGHBORHOOD AMENITIES A(1)

ARCHITECTURAL DIVERSITY

SINGLE-FAMILY DETACHED 2-STORY - A1



4 FLOOR PLANS

~1,910 - 2,443
SQUARE FOOT
HOMES

2 CAR ALLEY
LOADED GARAGE

TRANSITIONAL FARMHOUSE
ELEVATION STYLES

STANDARD FEATURES:

TANKLESS WATER HEATERS

220V OUTLETS IN GARAGES

GENERAL COMMITMENT TO MEET AND EXCEED THE
ENERGY AND BUILDING CODE REQUIREMENTS

ENERGY STAR AND WATERSENSE COMPLIANT

ARCHITECTURAL DIVERSITY

SINGLE-FAMILY DETACHED 3-STORY - A1



4 FLOOR PLANS

~1,619 - 2,051
SQUARE FOOT
HOMES

3 CAR TANDEM ALLEY
LOAD GARAGES
PLAN 1 & 2

2 CAR ALLEY LOAD
GARAGES
PLAN 3 & 4

TRANSITIONAL FARMHOUSE
ELEVATION STYLES

STANDARD FEATURES:

TANKLESS WATER HEATERS

220V OUTLETS IN GARAGES

GENERAL COMMITMENT TO MEET AND EXCEED THE
ENERGY AND BUILDING CODE REQUIREMENTS

ENERGY STAR AND WATERSENSE COMPLIANT

ARCHITECTURAL DIVERSITY

SINGLE-FAMILY ATTACHED TOWNHOMES - A1

SCANDINAVIAN



MOUNTAIN MODERN



MODERN BROWNSTONE



3 FLOOR PLANS

~ 1,500 - 1,980
SQUARE FOOT
HOMES

2 CAR
ALLEY LOAD GARAGES
(PLAN 1-3)

MOUNTAIN MODERN,
SCANDINAVIAN &
BROWNSTONE

STANDARD FEATURES:

220V OUTLETS IN GARAGES

GENERAL COMMITMENT TO MEET AND EXCEED THE
ENERGY AND BUILDING CODE REQUIREMENTS

ENERGY STAR AND WATERSENSE COMPLIANT

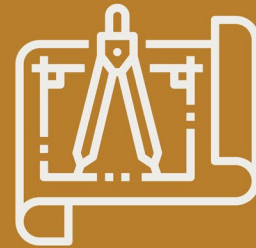
EXCEPTIONS



HOUSING DIVERSITY
MISSING MIDDLE HOUSING



PEDESTRIAN
FRIENDLY

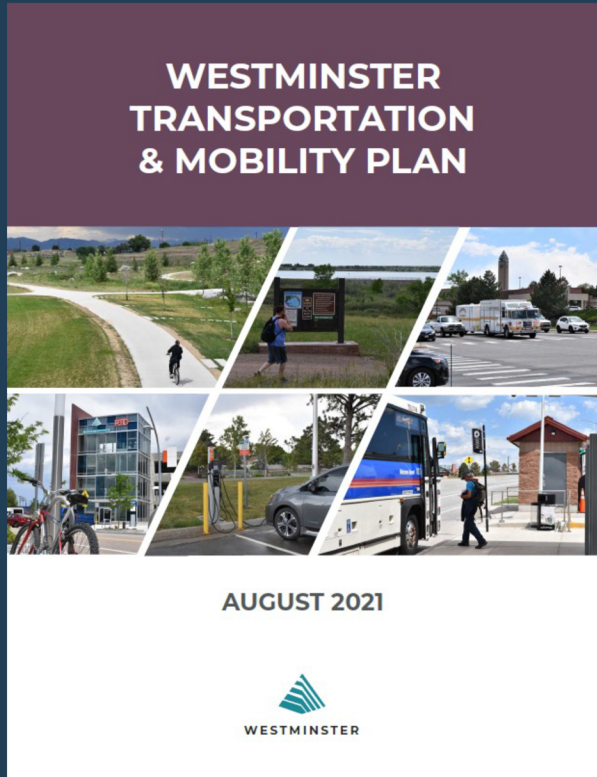


PUD DESIGN
& INNOVATION



THOUGHTFUL
WATER USE

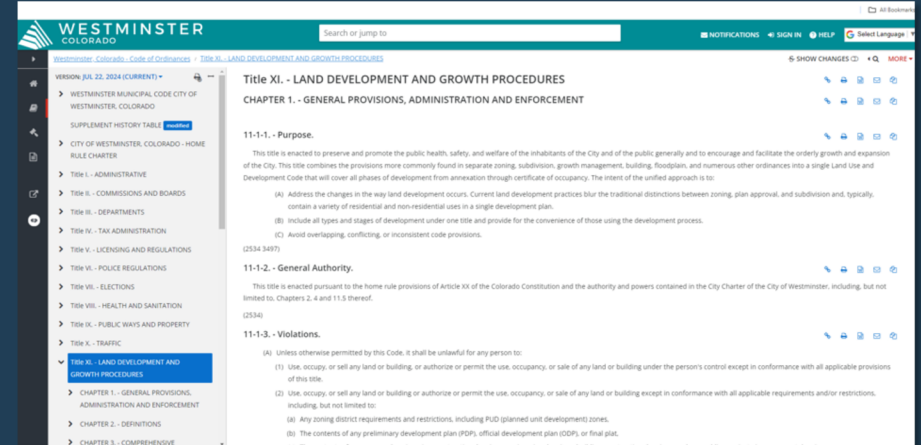
PARKING EXCEPTION: PLAN SUPPORT



2021 Westminister
Transportation
& Mobility Plan



2040 Comprehensive Plan



Westminister Municipal Code

PARKING EXCEPTION: PLAN SUPPORT

2021 Westminster Transportation and Mobility Plan

HOW EASY IS IT TO GET AROUND WESTMINSTER?

Scored from 0 to 100, higher the score, the easier it is to get around the community by each of the modes of transportation.

Scores do not account for level of comfort and overall experience of the user such as conditions and street type.



**WALK
SCORE:
37**



**BIKE
SCORE:
51**

Source: WalkScore.com



**TRANSIT
SCORE:
37**

1.8

Average number of cars per Westminster household



HOUSING AND TRANSPORTATION AFFORDABILITY



46%

of Westminster household income spent on housing & transportation

26%

of Westminster household income spent on housing

20%

of Westminster household income spent on transportation

\$13,420

Annual average transportation cost for Westminster residents

Source:
H+T Affordability Index, 2020

The Housing and Transportation Affordability Index provides a comprehensive way of thinking about the cost of housing and true affordability by factoring in transportation costs.

PARKING EXCEPTION: PLAN SUPPORT

2021 Westminster Transportation and Mobility Plan

Federal Boulevard BRT

- Per CDOT, Federal Boulevard is one of the busiest transit corridors in the metro area
- 18-mile route along Federal between 120th Avenue and Englewood
- Will provide reliable, high-frequency bus service including access to 4 light rail stations



Uplands Bike and Pedestrian Improvements



PARKING EXCEPTION: PLAN SUPPORT


2040 Comprehensive Plan

THRIVING CITY • HEALTHY PLACES • GREAT NEIGHBORHOODS • MANAGED GROWTH

NEIGHBORHOOD UNIT

One of the strategies to ensure the Plan Conversions are followed through in future investments by the city and private parties is the "Neighborhood Unit." Through public engagement there was a preference for mixed-use development patterns, but in strategic locations and composition. Diversity of housing types—supported by nearby activities such as restaurants, retail and a park for community gathering—was identified as an element of the ideal neighborhood. This involves incorporating parks as social spaces and civic hubs. There was also an interest in walkable, well-connected environments with smaller, neighborhood services closer to housing. Westminster neighborhoods should also plan to address changing demographics and associated housing needs for households with various compositions and multiple generations. For more details about how to implement the Neighborhood Unit concept, see chapter 3: Land Use & Development.

Neighborhood Unit conceptual illustration



settings and environments. The Plan will continue to foster a range of high-quality living options that support the city's active lifestyle. Parks, recreation facilities, libraries, neighborhood shopping and services, schools, and other community facilities will serve the needs of residents, reinforcing neighborhood character and cultural identity. Connections from residential neighborhoods to employment centers, transit, commercial centers, and the city's open space and trails system will be emphasized. Where new neighborhoods are planned, a mix of uses, and interconnected street network will further foster an active, walkable environment throughout the city.

Westminster provides a balanced mix of housing opportunities for a range of incomes, age groups, and lifestyle choices.

Providing a balanced mix of housing opportunities in the city will continue to be a focus of planning efforts. Accommodating a wide range of age groups and lifestyle choices will reinforce the city's identity as a diverse, attractive place in which to live and work. The Plan will focus on maintaining the quality of the existing housing inventory, support opportunities for home ownership, as well as locating complementary land uses and infrastructure to serve the needs of all community members. Policies that integrate housing with economic opportunity, a sense of belonging, and attention to the physical and mental health of residents will be supported throughout the Plan.

MANAGED GROWTH

Westminster is a mature city that will continue to evolve and thrive through further employment development and vision-aligned infill and redevelopment.

The city is quickly approaching its physical build out of existing vacant land. As Westminster continues to evolve and grow, much of the future development will focus on employment development. The Plan provides a framework for balancing economic

development with preservation of established neighborhoods. New mixed-use development will be limited to key locations with access to a supporting transportation system and transit. Attention will be paid to fostering an active public realm with blocks sized for walkability, building design that shapes and activates the pedestrian environment, and parks and public spaces that reinforce and foster community identity. Supporting policies and implementation efforts will ensure future neighborhoods are vibrant and viable.

Westminster supports a multimodal transportation network that provides safe and well-connected transportation and mobility choices to connect people to local and regional destinations.

The City of Westminster supports a comprehensive transportation system that allows for safe and efficient travel for drivers, pedestrians, bicyclists, and transit riders. The Westminster Transportation & Mobility Plan provides a framework for travel through the city with a network of streets, sidewalks, bicycle lanes, and trails. The Comprehensive Plan integrates land use and transportation planning efforts to ensure mobility options throughout the city. The existing street network will be maintained and improved for safety and comfort of users. New street and trail connections and alignments will ensure the city's employment and activity centers are easy to access both locally and regionally. "First Mile, Final Mile" concepts will be supported by bicycle and pedestrian connections to transit stations, as well as development adjacent to stations, which will support and encourage transit ridership within the city.

Westminster responsibly manages water and natural resources, prioritizing environmental stewardship and understanding feasibility of infrastructure and resource availability.

The city's integration of land use with water supply and ongoing stewardship of resources, including water, energy, habitat, and natural areas, provide the framework for a sustainable environment that will continue to impact all aspects of physical planning in the city. The Plan emphasizes management of the city's water supply, with policies and land use planning that will maintain water availability at citywide buildout. Because Westminster is largely built out, the sustainability and resiliency of existing neighborhoods will become a more central focus as development of the few remaining vacant lands becomes less critical with time. In the few locations where new development is anticipated the city will encourage the efficient use of land and resources. These measures will all contribute to environmental resilience and public health.

CHAPTER 1: INTRODUCTION

7

CHAPTER 3: LAND USE & DEVELOPMENT

37

HOUSING DIVERSITY

Goal HN-3 Provide opportunities for a range of housing types and affordability to accommodate all incomes, lifestyles, and age groups within the city.

3.1 Continue to provide a variety of neighborhood types with a diversity of housing choices.

3.2 Blend "missing middle" housing types within other types of development to ensure neighborhoods that are resilient over time to demographic changes.

3.3 Support diverse housing opportunities to serve a range of household sizes, compositions, and needs.

3.4 Strive to preserve and maintain existing affordable rental and ownership housing.

3.5 Maintain and improve the affordable housing options throughout the city, as detailed in the Affordable and Workforce Housing Strategic Plan.

3.6 Pair supportive community and neighborhood resources with affordable housing.

Goal HN-4 Continue Westminster's tradition as a caring community by ensuring housing options for seniors and residents with special needs.

4.1 Support housing options that meet the accessibility and functional needs of households with seniors and residents with special needs.

4.2 Expand housing options for the aging population to facilitate aging in place such as ADUs and intergenerational households and housing products for downsizing households.

4.3 Support a continuum of care from independent living to assisted living to transitional facilities.

4.4 Locate senior housing within residential areas to provide proximity to generations to support seniors and at locations with close proximity to senior services, medical facilities, and public facilities such as libraries.

RENTAL HOUSING INSPECTIONS

The objective of the program is to eliminate deteriorating conditions resulting in blight and to improve the level of safety, stability and appearance of neighborhoods, as well as promote an increased pride in Westminster. Rental properties are systematically inspected if:

- They are six-years-old or older
- They contain four or more units
- Four or more rental dwellings within any townhome or condominium community owned by a single owner

Individual townhomes and condominiums (up to three units under a single ownership within any townhome or condominium community), duplexes, and single-family units are inspected on a complaint-only basis, or can be inspected on a proactive basis.

CHAPTER 7: HOUSING & NEIGHBORHOODS

77

1.0 Introduction & Vision

3.0 Land Use & Development

7.0 Housing & Neighborhoods

3.1 Neighborhood Unit

....other feedback indicated the need to **address changing demographics** and associated housing needs such as **housing formats for varying household types and ages.**

19

PARKING EXCEPTION: PLAN SUPPORT

Westminster Municipal Code

11-7-4. - OFF-STREET PARKING STANDARDS

(1) The council hereby finds, determines and declares that it serves the interest of the public to:

- (a) Lessen congestion upon the public streets of the City;
- (b) Provide adequate off-street parking that **balances parking demand with the need for multiple modes of travel**
- (c) Recognize the **parking efficiencies** gained through mixed-use development and **development proximate to rail and bus transit and their impact on parking demand**
- (d) Encourage adequate parking for land uses in Westminster **without creating excess vacant parking**; and
- (e) **Promote bicycle use by providing safe and convenient bicycle parking** through minimum requirements for bicycle parking facility type and amount

11-7-4. - OFF-STREET PARKING STANDARDS

(2) Minimum Off-Street Vehicle Parking Spaces:

(a) Residential

- (i) Single-Family Detached: Four spaces per unit, with two spaces enclosed in a garage and two spaces in driveway, **except that parking for neo-traditional developments may be reduced by the Planning Manager on a case-by-case basis, upon a finding that less parking is needed based upon the design of the development**

EXCEPTION

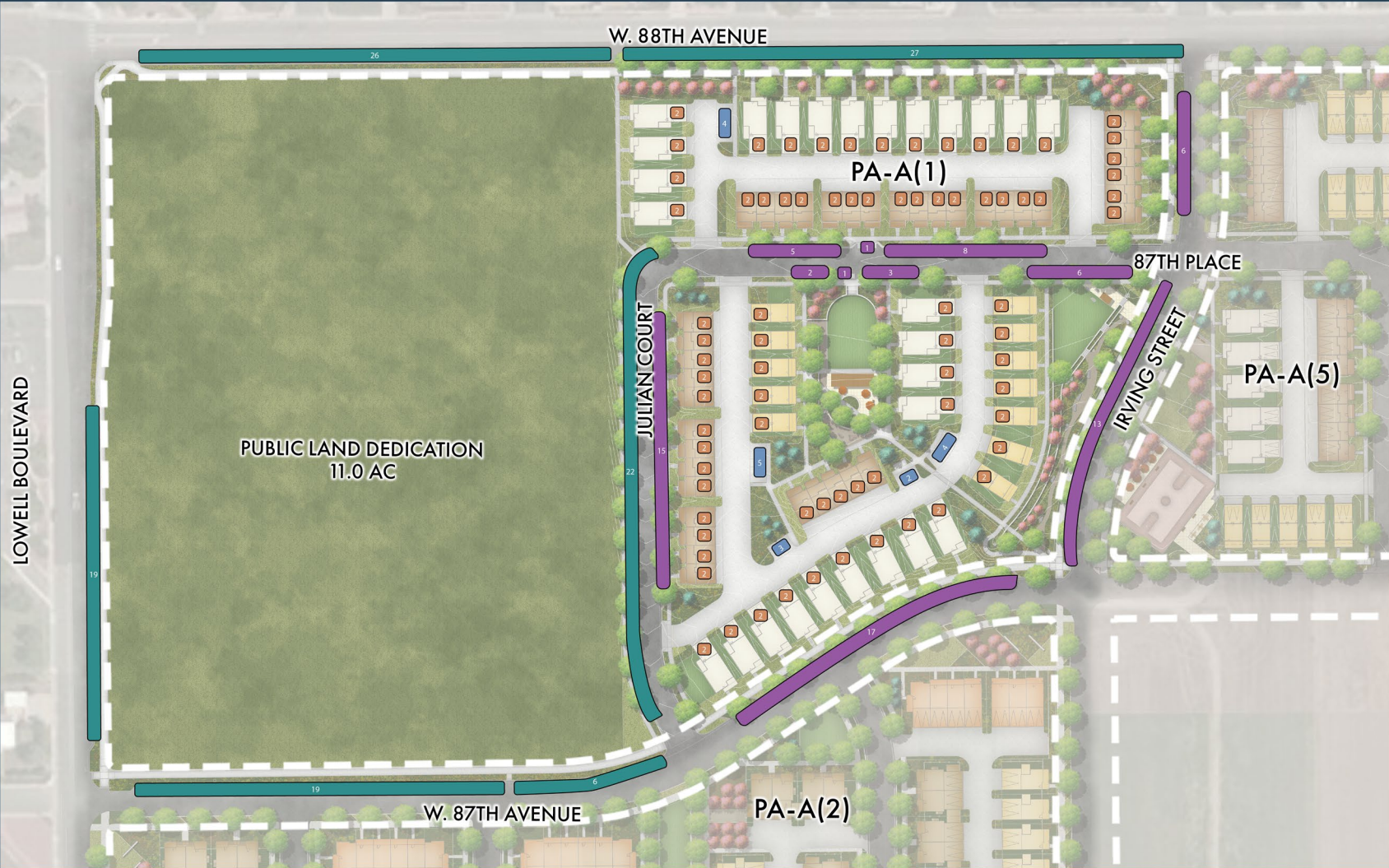
GUEST PARKING

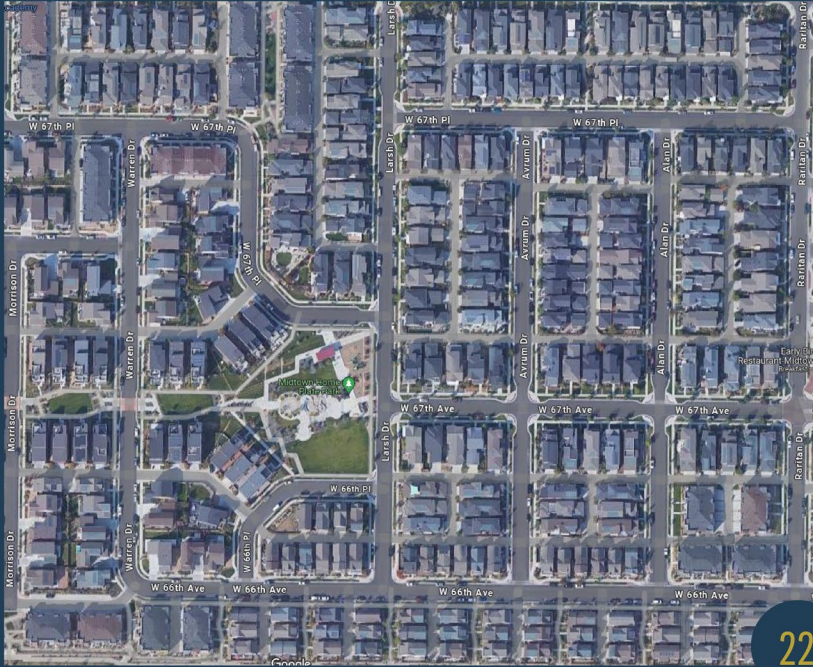
PARKING REQUIREMENTS				
	TYPE	UNIT CT	REQUIRED	PROVIDED
SFA	Off-street (2/unit)	39	78	78
	Guest (1/3)		13	95
SFD	Driveway (2/unit)	39	78	0
	Enclosed (2/unit)		78	0
Total		78	247	251

SHARED PARKING BREAKDOWN			
	TYPE	REQUIRED	PROVIDED
Internal ROW	Standard		75
	Accessible		2
	Subtotal		77
Surface	Standard	13	16
	Accessible	1	0
	Van-Accessible	1	2
	Subtotal	15	18
Total		13 SFA / 78 SFD = 91	95
ADDTL. ROW Parking	PLD Frontage on 87th Ave, Lowell, 88th Ave, & Julian Ct	0	119

- Does not reduce quantity of parking provided
- 2-car garages are provided on all homes with option for 3-car garage on two floor plans
- 3.22 parking spaces/unit

PA-A(1) PARKING SUMMARY





EXCEPTION

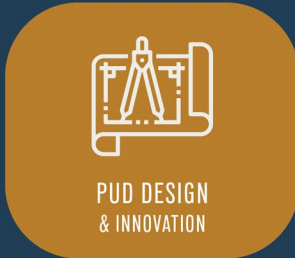
LANDSCAPE REGULATIONS

- Overall landdscape area of site for single-family attached

MODP BUILDING DESIGN CHARACTERISTICS:

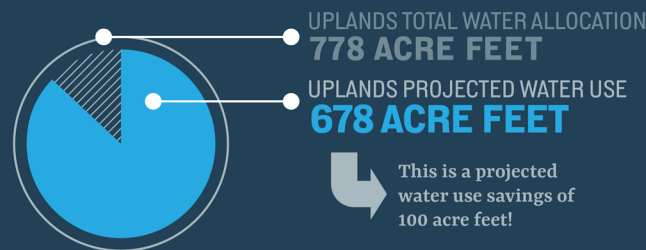
- Roof Pitch
 - Minor roofs on SFA and SFD
 - Flat roofs on Modern Brownstown elevation of SFA
- Masonry
 - Side and rear elevations of SFA townhomes
- Minimum unit count per planning area
 - Reduced unit count in A(1) neighborhood
- Lot size, private outdoor space, and building height

LOT SIZE, PRIVATE OUTDOOR SPACE & BUILDING HEIGHT				
	MODP		UPLANDS A1	
	SINGLE-FAMILY ATTACHED TOWNHOME	SINGLE-FAMILY DETACHED	SINGLE-FAMILY ATTACHED TOWNHOME	SINGLE-FAMILY DETACHED
LOT DEPTH	80'	90'	Min 59'	Min 63'
FRONT SETBACK TO LIVING AREA	-	14'	-	13'
REAR SETBACK	-	5'	-	3'-7'
SIDE SETBACK/CORNER	-	7'/14'	-	5'/10'
PRIVATE OUTDOOR SPACE	15' min depth	20' x 20' rear yard	A1 - 240 SF combined porches, decks and yards	A1 - 404 SF combined porches, decks and yards
BUILDING HEIGHT	40'	-	45' Max limited to Modern Brownstone rooftop decks	-



UPLANDS | WATER CONSERVATION

WHAT WE SAID AT PDP:



HOW WE ACHIEVE THE SAVINGS:

1 INTENTIONAL APPROACHES OUTSIDE THE HOME



UPLANDS
APPROACH

We use water smart practices for landscaping on lots and tracts:

- 25%-50% Typical lot size
- Decrease on-lot landscaping area
- Further reduced turf areas
- Special turf blend
- Low water-use landscaping



2 INTENTIONAL APPROACHES INSIDE THE HOME



30% SAVINGS

Proposed homes incorporate WaterSense appliances that **save approximately 30% on water use.**



With the approval and ultimate built environment both Uplands and the City solidify this savings!

DEMONSTRATED SAVINGS SO FAR:

WATER USAGE BY NEIGHBORHOOD/PLANNING AREAS - APPROVED ODPS

PA	PDP PROJECTION	ODP COMPLIANCE
PA-A2	23 ACRE FEET	23 ACRE FEET
PA-A4	26 ACRE FEET	26 ACRE FEET
PA-B1	25 ACRE FEET	24 ACRE FEET
PA-A1	20 ACRE FEET	20 ACRE FEET
PA-A5	42 ACRE FEET	42 ACRE FEET
PA-A7	47 ACRE FEET	43 ACRE FEET
PA-C2	32 ACRE FEET	32 ACRE FEET

WATER SMART LANDSCAPING EXAMPLES



Smaller lots utilizing native planting strategies and special turf blend to reduce water needs.



Tract areas make use of a wider array of softscape materials to add interest and decrease water reliance while thoughtfully deploying turf to accommodate park activities.

11-5-15. -- STANDARDS FOR APPROVAL OF OFFICIAL DEVELOPMENT PLANS AND AMENDMENTS TO OFFICIAL DEVELOPMENT PLANS.

(A) In reviewing an application for the approval of an Official Development Plan or amended Official Development Plan, the following criteria shall be considered:

- ☑ (1) The plan is in conformance with all City Codes, ordinances, and policies.
- ☑ (2) The plan is in conformance with an approved Preliminary Development Plan or the provisions of the applicable zoning district, if other than Planned Unit Development (PUD).
- ☑ (3) The plan exhibits the application of sound, creative, innovative, or efficient planning and design principles.
- ☑ (4) For plans in PUD zones, 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 Official Development Plan.
- ☑ (5) The plan is compatible and harmonious with existing public and private development in the surrounding area.
- ☑ (6) The plan 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.
- ☑ (7) The plan has no significant adverse impacts on future land uses and future development of the immediate area.
- ☑ (8) The plan provides for the safe, convenient, and harmonious grouping of structures, uses, and facilities and for the appropriate relation of space to intended use and structural features.
- ☑ (9) Building height, bulk, setbacks, lot size, and lot coverages are in accordance with sound design principles and practice.
- ☑ (10) The architectural design of all structures is internally and externally compatible, in terms of shape, color, texture, forms, and materials.
- ☑ (11) Fences, walls, and vegetative screening are provided where needed and as appropriate to screen undesirable views, lighting, noise, or other environmental effects attributable to the development.
- ☑ (12) Landscaping is in conformance with City Code requirements and City policies and is adequate and appropriate.
- ☑ (13) Existing and proposed streets are suitable and adequate to carry the traffic within the development and its surrounding vicinity.
- ☑ (14) Streets, parking areas, 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.
- ☑ (15) Pedestrian movement is designed in a manner that forms a logical, safe, and convenient system between all structures and off-site destinations likely to attract substantial pedestrian traffic.
- ☑ (16) Existing and proposed utility systems and storm drainage facilities are adequate to serve the development and are in conformance with the Preliminary Development Plans and utility master plans.
- ☑ (17) The applicant is not in default or does not have any outstanding obligations to the City.

PDP/MODP COMPLIANCE SUMMARY

PA-A(1)	UNIT COUNT	Max 124 homes Min 30% Single-family attached Max 70% Single-family detached		78 homes proposed 39 Single-family attached proposed (50%) 39 Single-family detached proposed (50%)	
	GROSS DENSITY	Max. 4.0 - 5.6 du/ac		3.5 du/ac provided	
	PUBLICLY ACCESSIBLE PRIVATE PARKS	Min. 4.0% required		5.8% provided	
	PERIMETER SETBACKS	88th Ave.	18'	88th Ave.	18'
		Public Land Dedication	20'	Public Land Dedication	20'
	BUILDING FORMS	2 required		2 provided	

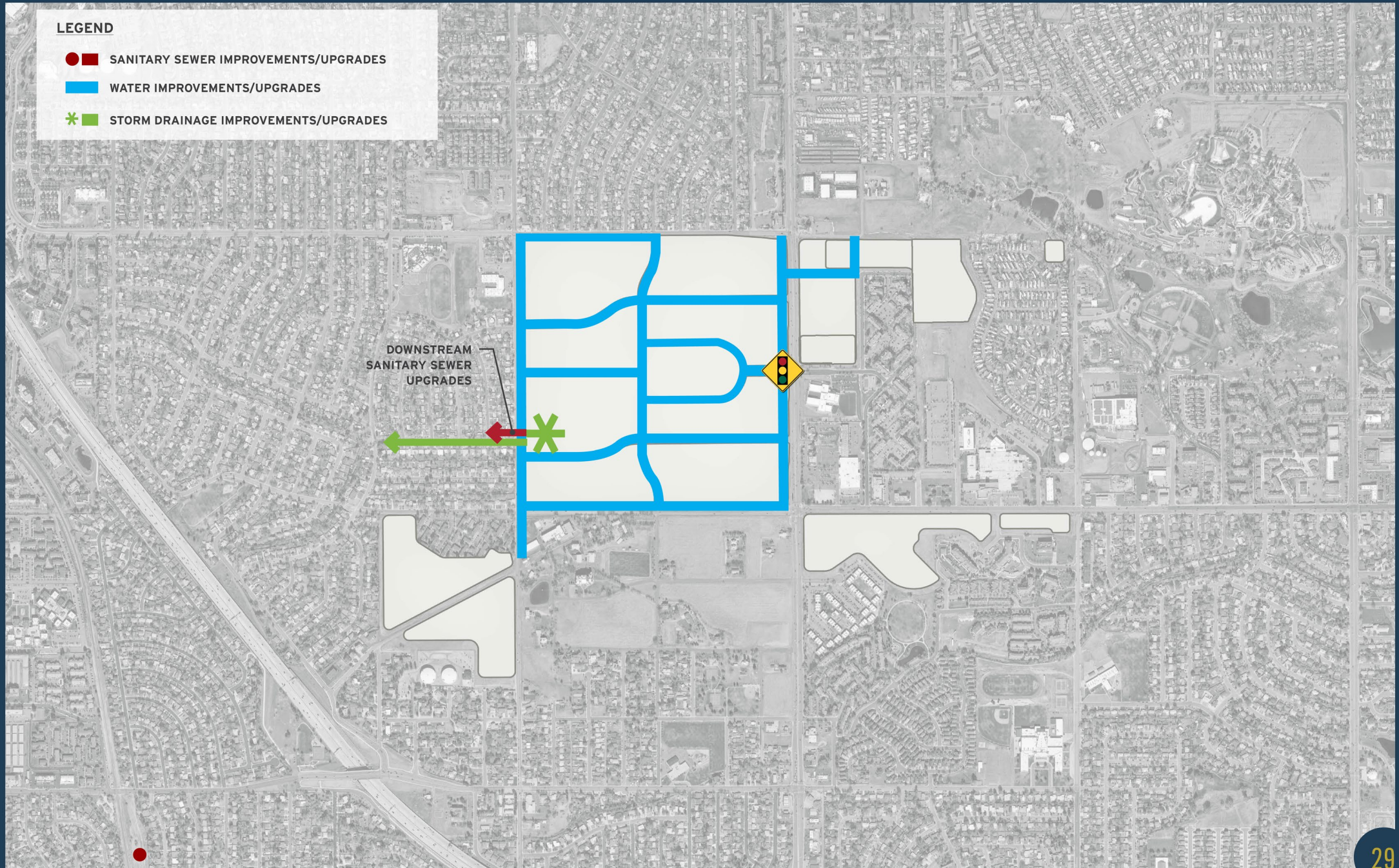


THANK YOU
QUESTIONS?

BACKUP SLIDES

UPLANDS UPDATE

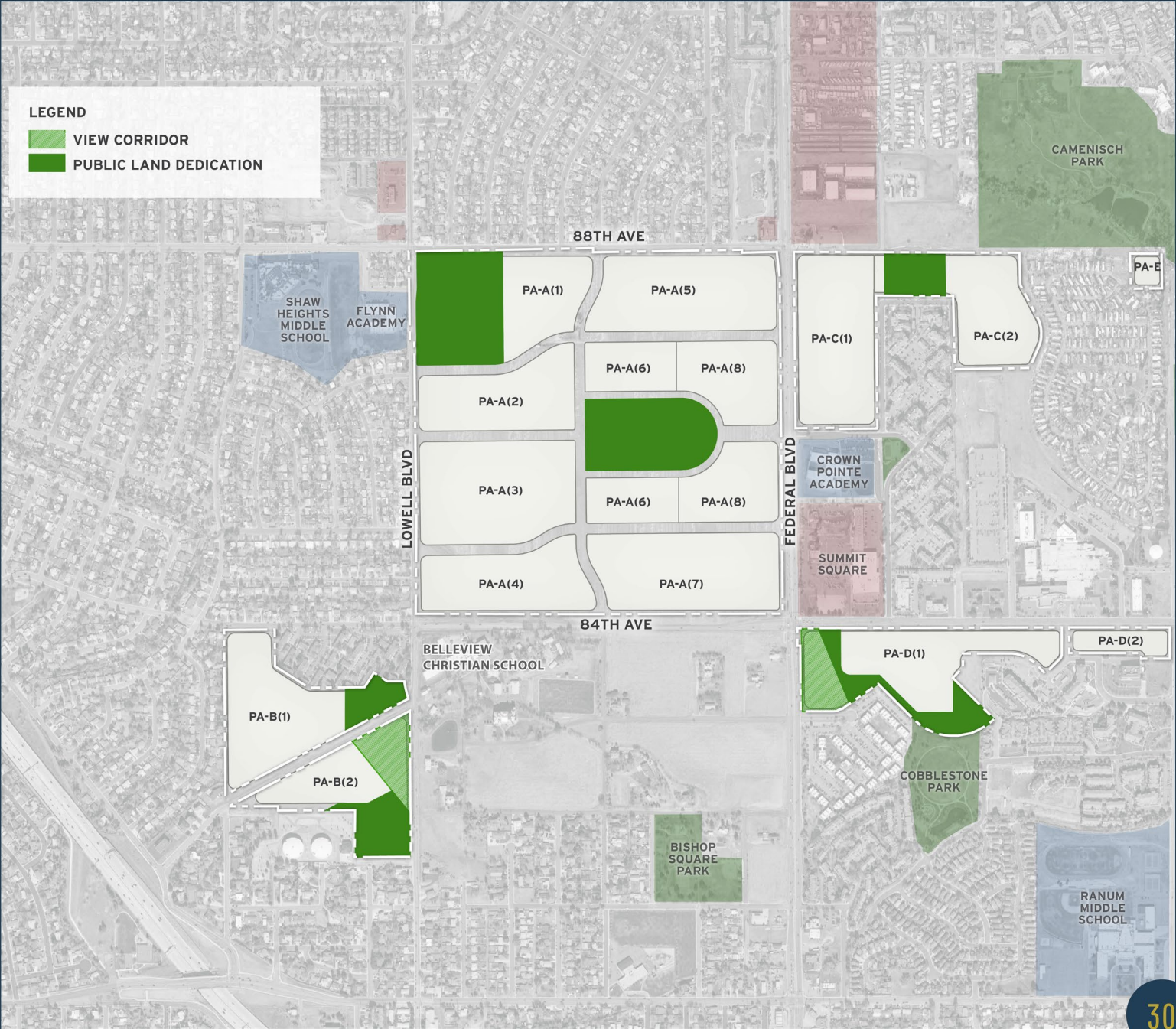
PUBLIC IMPROVEMENTS



UPLANDS UPDATE

Public Land Dedication

11.00 ACRES	PARCEL A: NW
10.00 ACRES	PARCEL A: CENTRAL
6.06 ACRES	PARCEL B
3.00 ACRES	PARCEL C
4.24 ACRES	PARCEL D
34.30 ACRES	TOTAL PUBLIC LAND DEDICATION
6.35 ACRES	VIEW CORRIDOR



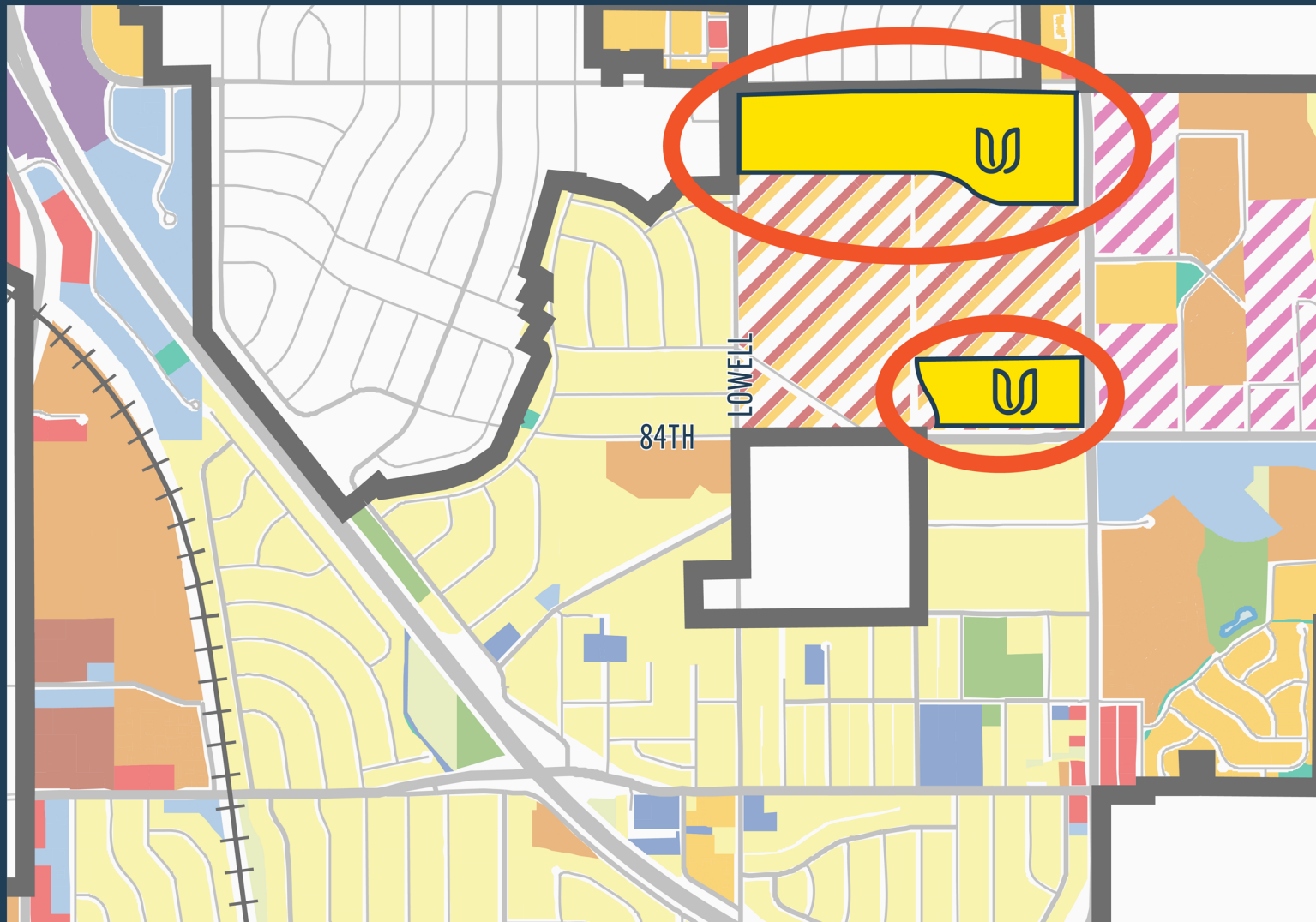


Figure 2-2: Land Use Diagram

Legend

- Residential R-1
- Residential R-2.5
- Residential R-3.5
- Residential R-5
- Residential R-8
- Residential R-18
- Residential R-36
- Traditional Mixed Use
- Mixed Use
- Mixed Use Center
- Retail Commercial
- Service Commercial
- Office
- Office/R&D Low Intensity
- Office/R&D High Intensity
- Flex/Light Industrial
- Public/Quasi-Public
- Public Parks
- City Owned Open Space
- Golf Courses
- Private Parks/Open Space
- Major Creek Corridor on Non-Public Land
- City Limits
- Water



0 0.5 1.0 2.0
Miles

Updated 4/13/15

2-9

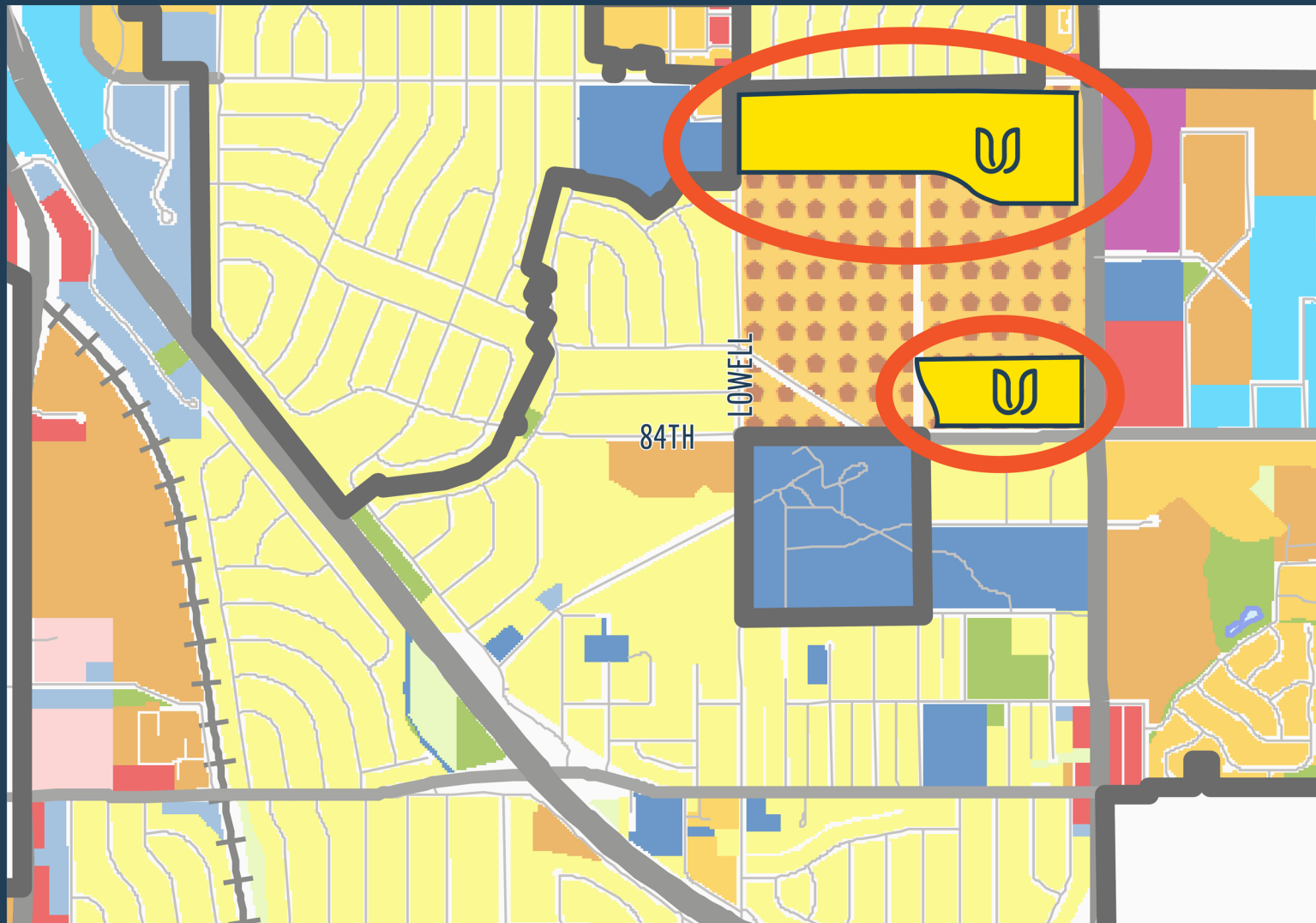
TRADITIONAL MIXED USE

DENSITY MAX: 18.0 DU/AC
MAX 1.0 FAR

PERMITTED USES:

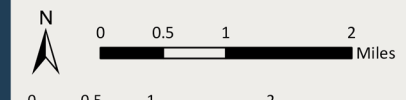
- 👍 SINGLE-FAMILY DETACHED
- 👍 OFFICE
- 👍 SINGLE-FAMILY ATTACHED
- 👍 RETAIL
- 👍 CONDOMINIUMS
- 👍 COMMERCIAL
- 👍 APARTMENTS

WESTMINSTER COMP PLAN 2040



Legend

- Residential Large Lot
- Residential Low Density
- Residential Medium Density
- Suburban Multi-Family
- Urban Multi-Family
- Mixed-Use Neighborhood**
- Specific Area Plan
- Employment-Flex
- Neighborhood Office
- Employment-Office/Institutional Campus
- Public/Quasi Public
- Commercial
- Service Commercial
- Commercial Mixed-Use
- Mixed-Use Activity Center
- Parks/Golf Courses
- Open Space/Creek Corridor
- Agricultural/Conservation Area
- Harris Park Community Vision Plan
- Highway
- Major Roads
- Local Roads
- Railroad
- Water
- Westminister



MIXED USE
NEIGHBORHOOD

DENSITY MAX: 18.0 DU/AC

PERMITTED USES:

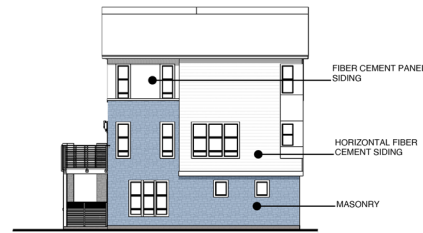
- 👍 MULTI-FAMILY
- 👍 TOWNHOMES
- 👍 SINGLE-FAMILY
- 👍 OFFICES

- 👍 PERSONAL SERVICES
- 👍 RETAIL
- 👍 COMMERCIAL
- 👍 LIVE/WORK

BACKUP SLIDES

A1

MOUNTAIN MODERN



RIGHT & LEFT ELEVATION
43% & 57% MASONRY COVERAGE



REAR ELEVATION
25% MASONRY COVERAGE



FRONT ELEVATION
50% MASONRY COVERAGE

SCANDINAVIAN



RIGHT & LEFT ELEVATION
30% MASONRY COVERAGE



REAR ELEVATION
21% MASONRY COVERAGE



FRONT ELEVATION
50% MASONRY COVERAGE

BROWNSTONE



RIGHT & LEFT ELEVATION
30% MASONRY COVERAGE

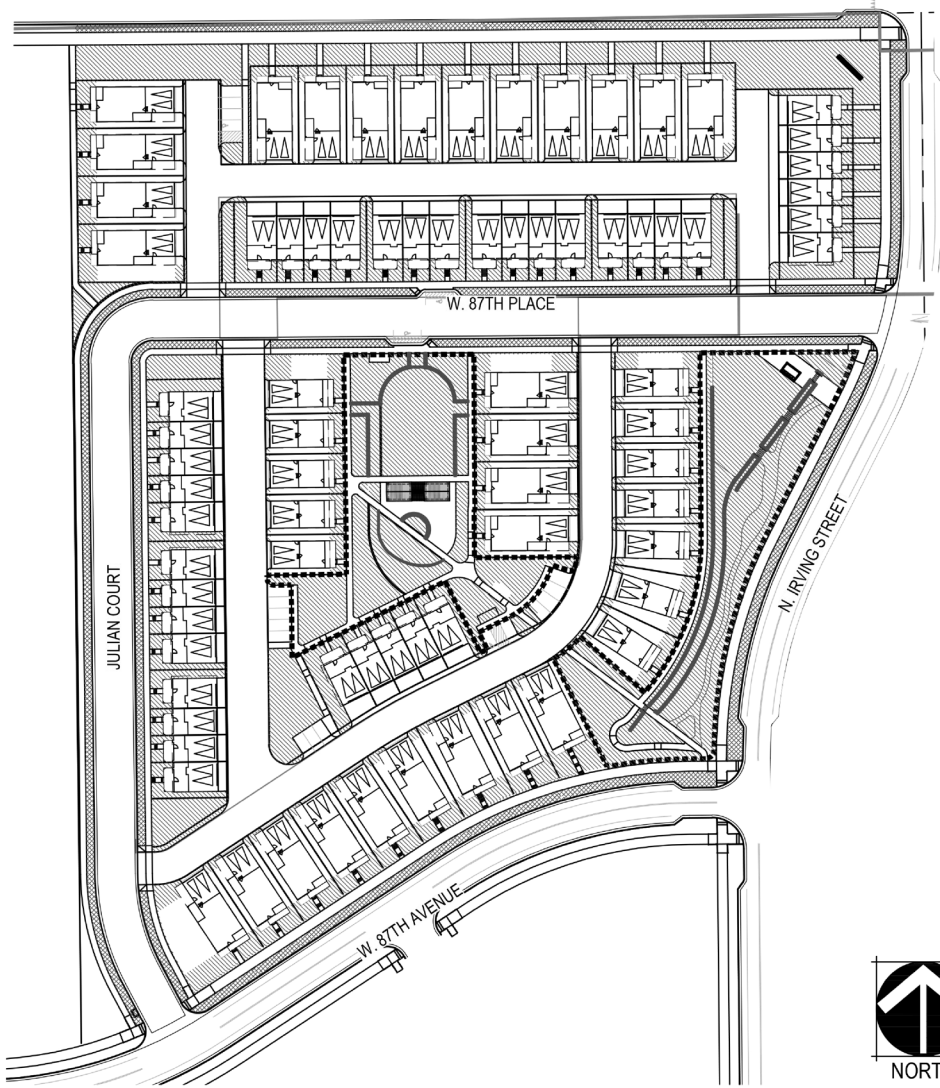


REAR ELEVATION
11% MASONRY COVERAGE



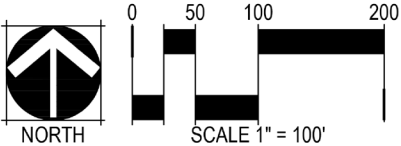
FRONT ELEVATION
50% MASONRY COVERAGE

MASONRY EXCEPTION SINGLE-FAMILY ATTACHED TOWNHOME



LEGEND

- TOTAL LANDSCAPE AREA (ROW EXCLUDED)
- RIGHT OF WAY
- PUBLICLY ACCESSIBLE PRIVATE PARK BOUNDARY (51,307 SF)



A(1) LANDSCAPE



ROOF PITCH A(1)

PERIMETER SETBACKS A(1)

	BUILDING	
	REQUIRED	PROVIDED
PA-A(1)		
88TH AVENUE	18'	18'
PLD	20'	20'

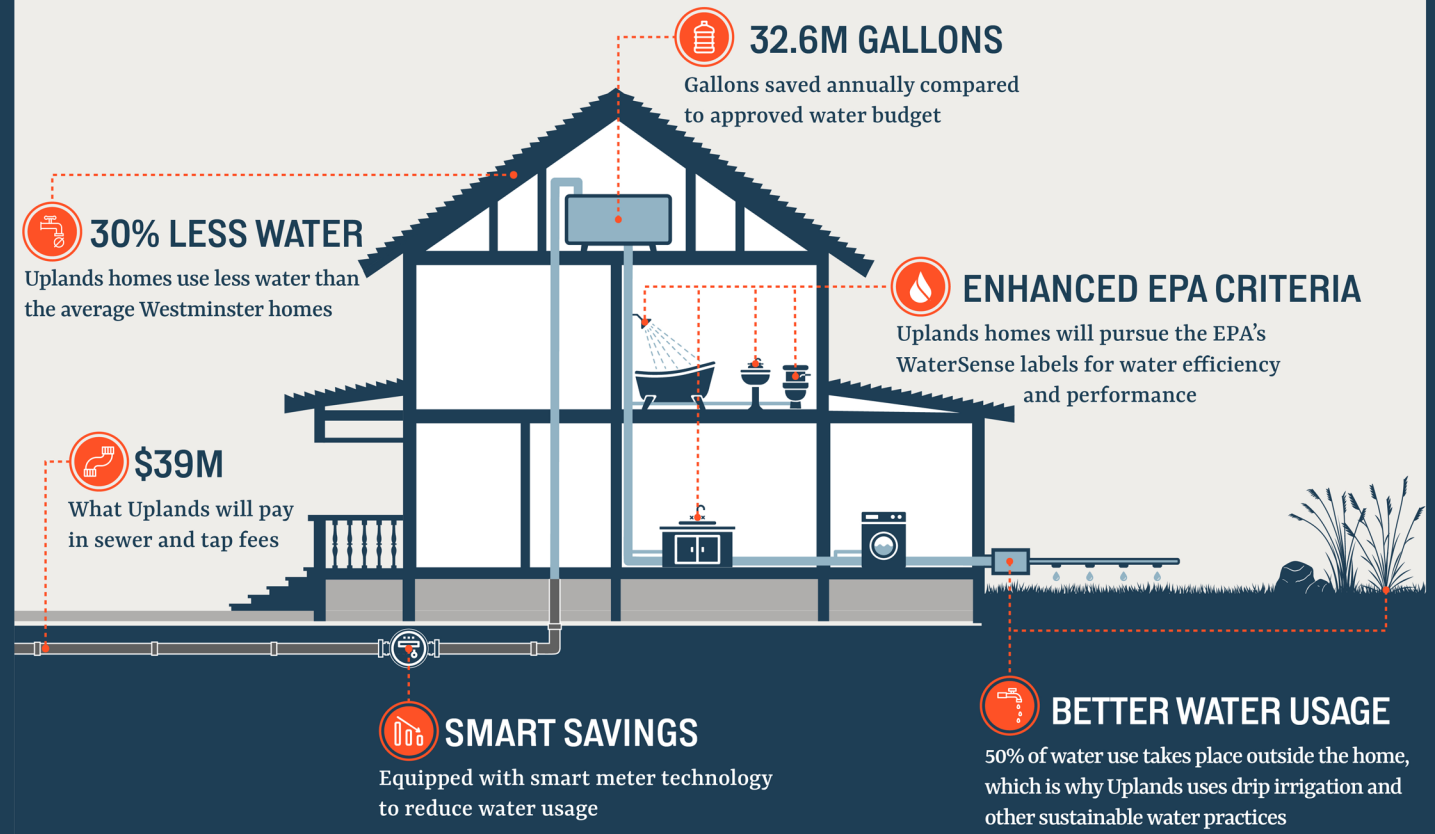


SUSTAINABILITY

Uplands Homes

- ✓ All single-family detached and single-family attached homes comply with EnergyStar and WaterSense
- ✓ All single-family detached and single-family attached homes feature Level 2 EV car charging in the garage
- ✓ All single-family detached homes with traditional roofs are designed as 'solar ready'
- ✓ Proposed landscape plan includes high water turf areas covering A1: 9.3% and A5: 4.5% and A7: 4.8% of the neighborhood (limited to active play areas), compared to the 20% coverage allowed in the City's landscape regulations
- ✓ All tree lawns consist of low water use shrub material and native seed instead of high-water use turf.
- ✓ The landscape design is focused on creating pollinator corridors throughout the site by way of species selection and linked green spaces.

WATER CONSERVATION AND SUSTAINABILITY



ENVIRONMENTAL

ENVIRONMENTAL SITE ASSESSMENTS

Phase I

- ☑ Completed a Phase I ESA for the entire Uplands site
- ☑ Identified the northwest corner of Parcel A for additional study

Phase II

- ☑ Completed a Phase II ESA for the northwest corner of Parcel A

FINDINGS & RECOMMENDATIONS

Findings:

- ☑ Elevated levels of VOCs (Volatile Organic Compounds) in northwest corner of Uplands community

Recommendations:

- ☑ If buildings are proposed in northwest corner: vapor mitigation system (similar to a radon collection system) is recommended to be installed for any future buildings
- ☑ If no buildings are proposed in the northwest corner: no further action or mitigation efforts are recommended

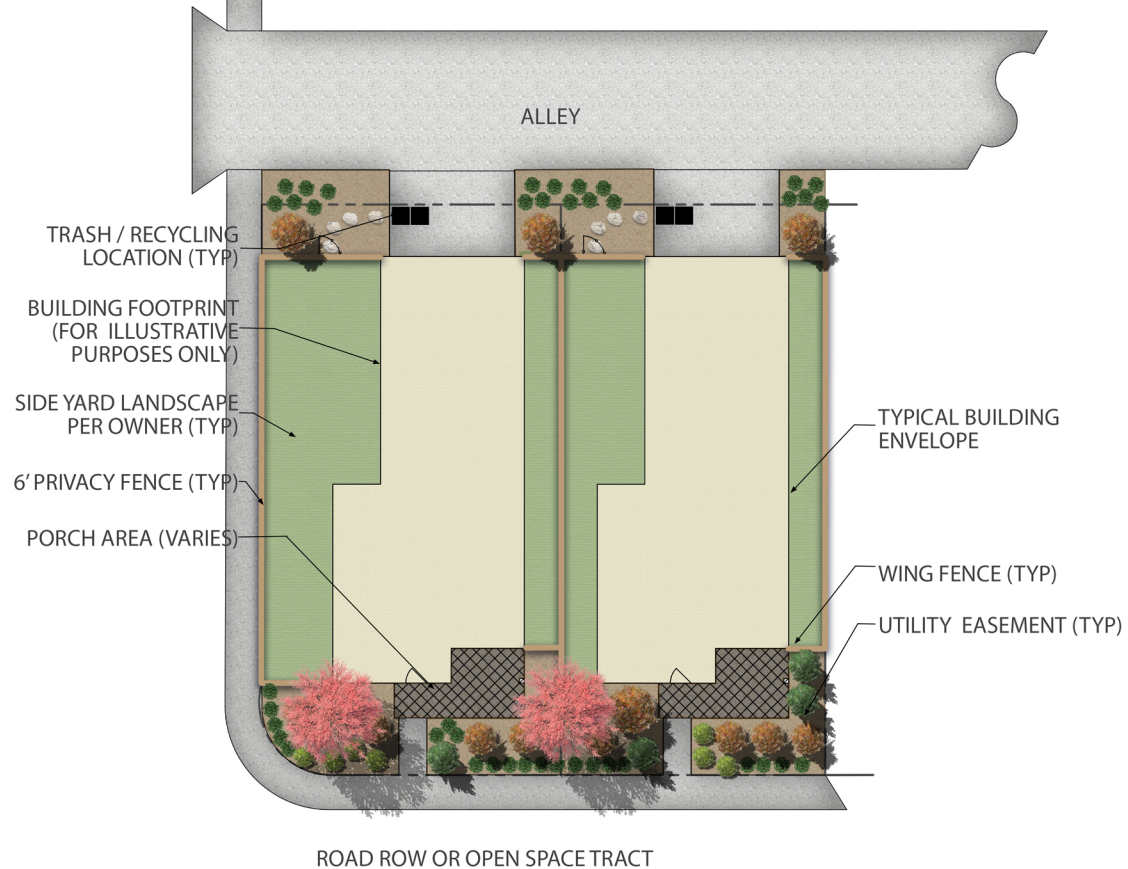
MASTER AMENITIES

COMMITMENTS

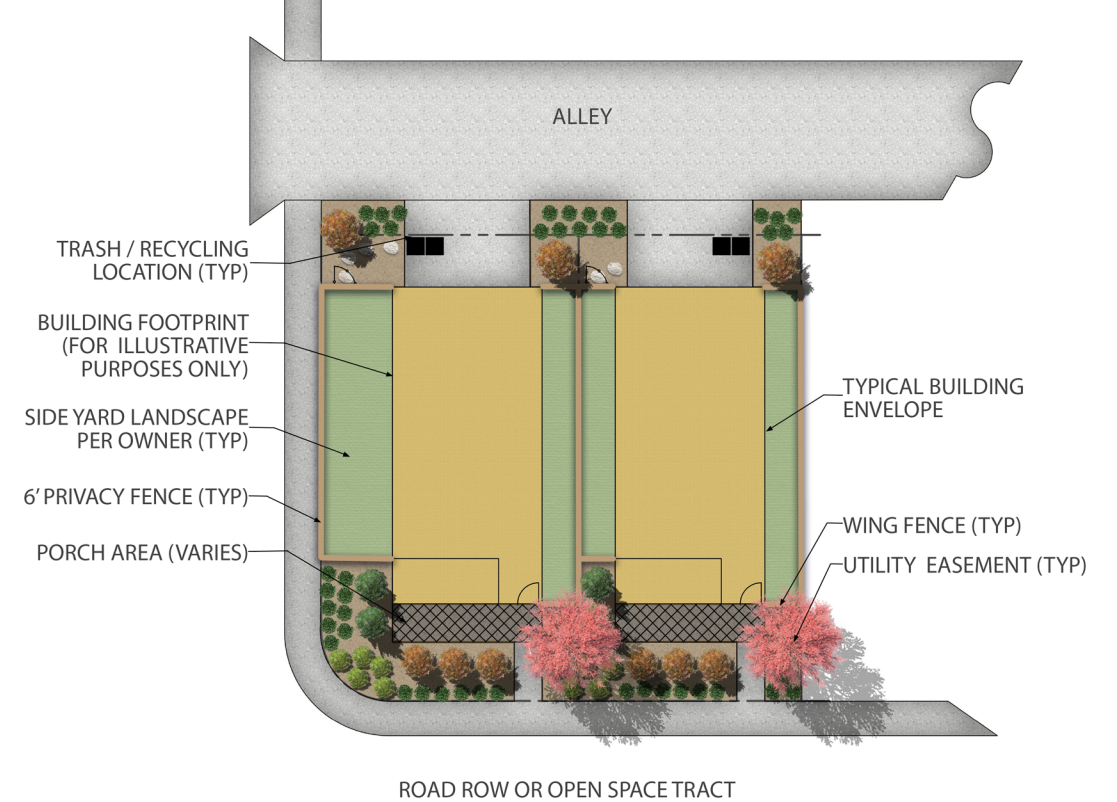
MODP / PDP Amendment Commitments to Shared Amenities:

- ✓ Common shared amenities include a 2,000 SF minimum clubhouse / meeting facility, pool (25'x75' min size), hot tub, splash pad
- ✓ Will be designed as part of Village Center (PA-A(8)) ODP
- ✓ Will be constructed prior to 50% of the residential dwelling permits in Uplands
- ✓ Amenities will be open to all Uplands residents across the Uplands PDP

SINGLE FAMILY 2-STORY DETACHED HOME
(38' X 78/83' TYPICAL LOT/ 43' X 78/83' TYPICAL CORNER LOT)
(28' X 67' MAX. BUILDING ENVELOPE INCLUDING PORCH)

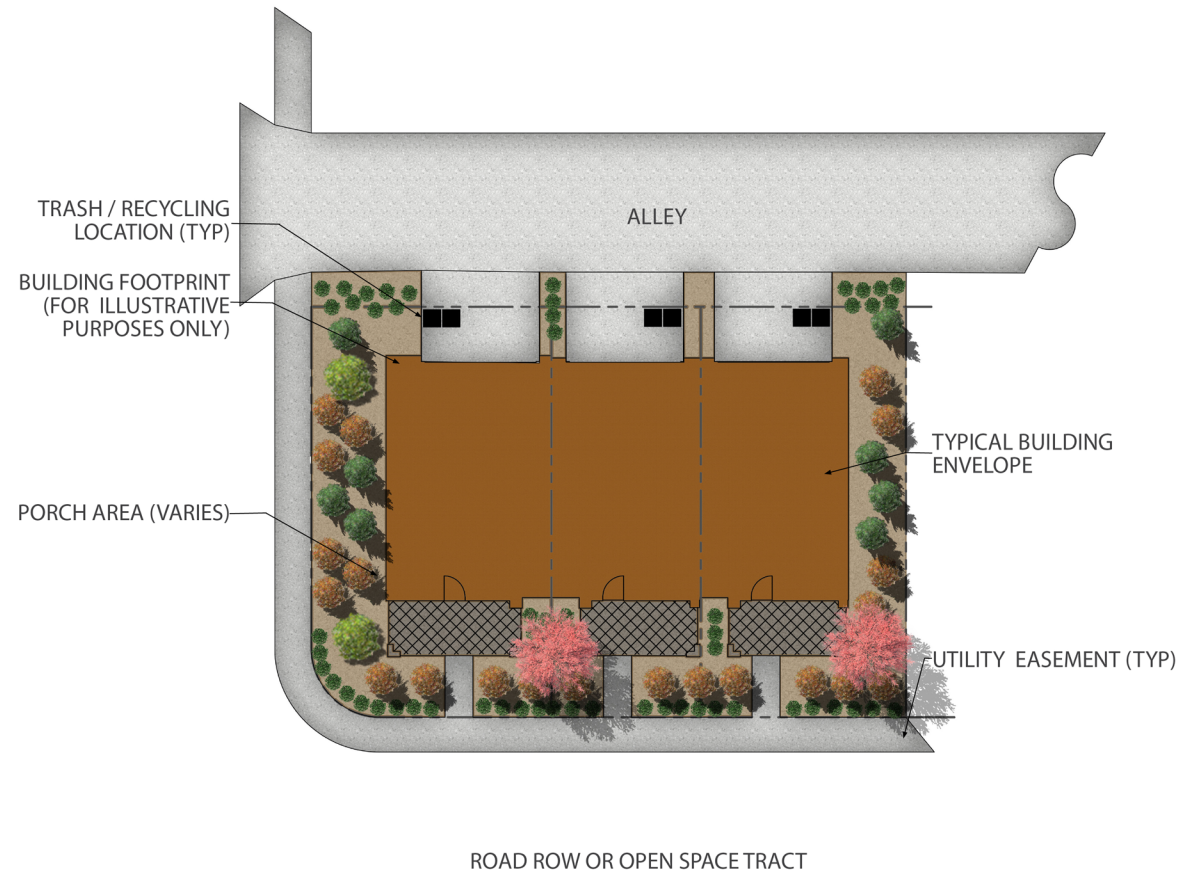


SINGLE FAMILY 3-STORY DETACHED HOME
(32' X 63'/72' TYPICAL LOT/ 37' X 63'/72' TYPICAL CORNER LOT)
(22' X 52' MAX. BUILDING ENVELOPE INCLUDING PORCH)



LOT TYPICALS A(1)

SINGLE FAMILY 3-STORY ATTACHED TOWNHOME
(21.3' X 59'/67.5' TYPICAL LOT/ 36.6' X 59'/67.5' TYPICAL CORNER LOT)
(23.6' X 44' MAX. BUILDING ENVELOPE INCLUDING PORCH)



LOT TYPICALS A(1)