

AGENDA
LAKEWOOD CITY COUNCIL
STUDY SESSION
CITY OF LAKEWOOD, COLORADO
VIRTUAL MEETING
FEBRUARY 5, 2024
7:00 P.M.

To watch the Council Study Session live, please use either one of the following links:

City of Lakewood Website: <https://www.Lakewood.org/CouncilVideos>

or

Lakewood Speaks: [Lakewoodspeaks.org](https://www.Lakewoodspeaks.org)

How to Connect to provide Public Comment:

By Computer: <https://lakewood.zoom.us/j/82062813086>

By iPad, iPhone, or Android device on the Zoom App, enter webinar ID: **820 6281 3086**

By Telephone: **720-707-2699**

Webinar ID: **820 6281 3086, #**

Participant ID: **#**

Press *9 to Request to Speak, you will be prompted when to speak.

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ITEM 1 – CALL TO ORDER

ITEM 2 – ROLL CALL

**ITEM 3 – PRESENTATION – CITY HALL 101 – PUBLIC WORKS DEPARTMENT
PUBLIC INPUT**

**ITEM 4 – PRESENTATION – 40 WEST ARTLINE PRESENTATION
PUBLIC INPUT**

**ITEM 5 – PRESENTATION – PARKING STUDY AND RECOMMENDATIONS
PUBLIC INPUT**

ITEM 6 – REPORTS

ITEM 7 – ADJOURNMENT

STAFF MEMO

DATE OF MEETING: FEBRUARY 5, 2024 / AGENDA ITEM NO. 3

To: Mayor and City Council
From: Max Kirschbaum, Public Works Director
Subject: **City Hall 101 - Public Works**

SUMMARY STATEMENT: As part of the City Hall 101 series, staff from the Public Works Department will be providing an overview of the core functions of Public Works. There is no formal action required by City Council for this item.

BACKGROUND INFORMATION: Staff will provide an overview of the core functions performed in the Public Works Department. This presentation is being given as part of the City Hall 101 series, which is intended to provide City Council and the community with a better understanding of the breadth of activities that are performed as part of the regular operations of the City of Lakewood.

BUDGETARY IMPACTS: There is no budget impact associated with this presentation.

STAFF RECOMMENDATIONS: Staff does not have a recommendation associated with this presentation.

ALTERNATIVES: City Council could choose not to hear the presentation or to delay it until a future meeting.

PUBLIC OUTREACH: This item has been promoted through the regular communication channels to be considered by the Lakewood City Council.

NEXT STEPS: None.

ATTACHMENTS: None

REVIEWED BY: Kathleen E. Hodgson, City Manager
Benjamin B. Goldstein, Deputy City Manager
Alison McKenney Brown, City Attorney

STAFF MEMO

DATE OF MEETING: FEBRUARY 5, 2024 / AGENDA ITEM NO. 3

To: Mayor and City Council
From: Travis Parker, Planning Director
Subject: **40 West ArtLine Presentation**

SUMMARY STATEMENT: Introduction and Purpose

Planning staff and the consultant team will present the 40 West ArtLine Framework Plan and the 40 West ArtLine Design Standards & Guidelines at the February 5, 2024 study session. The purpose of the study session is for City Council to consider both documents and recommended next steps for each. The two documents, while developed in tandem with significant community outreach and funded through the same grant source, have separate functions and processes for adoption, as described below.

40 West ArtLine Framework Plan

- The 40 West ArtLine Framework Plan was adopted by the Lakewood Planning Commission at a public hearing on December 6, 2023. At this meeting, Planning Commission also recommended that City Council approve the 40 West ArtLine Framework Plan as an amendment to the Lakewood Comprehensive Plan.
- This aspirational document establishes the community's long-term vision for this award-winning Lakewood amenity.
- Per the Planning Commission request, staff recommends City Council approve the adopted 40 West ArtLine Framework Plan as an amendment to the Lakewood Comprehensive Plan at the February 26, 2024 City Council regular meeting.

40 West ArtLine Design Standards & Guidelines (DSG)

- At a special meeting open to the public on January 9, 2024 the Lakewood Design Review Commission (DRC) recommended adoption of the DSG by City Council.
- The DSG will help implement the ArtLine Framework Plan vision by establishing criteria for public realm, and in some areas ground floor private realm, improvements along the ArtLine.
- Per the Design Review Commission request, staff recommends that City Council adopt the DSG at the February 26, 2024 City Council Regular Meeting.

1. West ArtLine Framework Plan Overview The 40 West ArtLine Framework Plan documents a long-term aspirational community vision for the ArtLine and helps guide future decisions to implement the project and to help secure funding for improvements, staffing, and maintenance. Key items related to the Plan are addressed below.

- The process to develop the Plan and the vision and recommendations involved considering, evaluating, and synthesizing the extensive amount of work and community engagement related to the ArtLine

historically and throughout this recent planning effort. The summary of these past and current efforts is documented in the Existing Resources and Community Input Summary, which is available on the project website.

- The Plan includes the following goals and strategies that were developed based on community and stakeholder input and guide the recommendations throughout the Plan:

Goals

- Vibrant Art and Public Realm Experiences
- Manageable Smaller Loops
- Transformative Destinations
- Long Lasting Community Amenity

Strategies

- Densify Public Art
- Integrate with Development
- Improve Mobility and Connections
- Create Programming and Destinations
- Emphasize Sense of Identity

- A key recommendation that came out of the project was to break the ArtLine into shorter, more manageable loops. These smaller loops, or Segments, each have their own unique character areas and recommendations, and include:
 - Aviation Park
 - Colfax Core
 - Lamar Street
 - Mountair Park
 - Walker-Branch Park
 - Rocky Mountain College of Art + Design (future Segment)

- The Plan identifies three high-priority projects to focus on implementing first to showcase what the entire ArtLine experience can become. The projects include:
 - The HUB at 40 West Arts Plaza
 - Lamar Street Art Corridor, Street Gallery + Festival Street
 - Densify W Line Bike Path Art

- The Plan includes conceptual designs to improve conditions for walking and bicycling and consistent ArtLine marking treatments so projects can be funded when grants and other resources become available.

- The final section of the Plan focuses on Implementation and includes a matrix outlining timelines, responsible parties, and funding for the recommendations made for each of the six ArtLine Segments. This matrix will help guide future decisions and priorities around implementing the overall vision.

- A Spanish language summary of the Framework Plan was requested at the September 20, 2023 final

project open house after the WCCA meeting. This summary is available on the project website.

Design Review Commission Introduction

The Lakewood Design Review Commission (DRC) was appointed by City Council in the spring of 2022, and staff was directed to work with the DRC to develop design standards and guidelines. Although there are DSG for Belmar and Denver West enforced by private property owners, the 40 West Artline DSG will be the first such adopted by Council, and once adopted, will be administered and implemented by staff and the DRC.

Article 2.58.010.A of the Lakewood Municipal Code established the Design Review Commission (the ‘DRC’ or the ‘Commission’) and states that the Commission shall review proposed design criteria and any changes to existing design criteria and make recommendations to City Council regarding such changes. The DRC has been meeting at least every other month beginning June 2022 to provide direction, review drafts, and provide comments on the proposed 40 West ArtLine DSG.

40 West ArtLine Design Standards & Guidelines Overview

The Design Standards and Guidelines (DSG) are not a zoning amendment, do not change the underlying zoning, and do not modify zoning regulations related to land use, density, dimensional standards, parking, or signage. The DSG specify a process for review of major site plans by the City’s appointed Design Review Commission (DRC), in accordance with design intent statements, standards, and guidelines contained therein. They apply only to development reviewed through the major site plan (MSP) process, and thus do not apply to single unit or two-unit residential structures. They apply only to development fronting streets or public ways or easements along the 40 West ArtLine route. Their applicability is further limited to the streetscapes adjacent to such developments, and to the first or ground floor of such developments. On Lamar Street only, there are additional provisions relating to vehicle access, service areas, and utilities.

Design Review Commission Action

The DRC met on October 10 to review the draft DSG and provide comments, and on December 12 to consider the revised draft DSG and provide comments. Mr. Bill Marino, Executive Director of the Lakewood – West Colfax Business Improvement District, Chair of the 40 West Arts Board, and Board Member of the West Colfax Community Association, also attended the December 12 DRC meeting and subsequently provided written comments that have been addressed in the final document. The Commission has reviewed proposed design criteria for the 40 West ArtLine and at its January 9, 2024 meeting, voted to recommend that City Council adopt the proposed Design Standards and Guidelines for Streetscapes and Buildings for the 40 West ArtLine.

DSG Consistency with Adopted Plans

Adoption of the DSG is consistent with recommendations in the Comprehensive Plan, and other adopted plans, including the 40 West Arts District Urban Design and Mobility Concepts Plan, the West Colfax Vision 2040 Action Plan, and the ArtLine Framework Plan. For example, adoption of the DSG is consistent with recommendations in the urban design section in Chapter 3 of the Comprehensive Plan which advocates for streetscape improvements that encourage pedestrian activity and interaction.

BACKGROUND INFORMATION: Project Background

The [40 West ArtLine](#) is Lakewood’s award-winning 4-mile outdoor art experience that connects people to parks, shopping, creative businesses, transit and more. The ArtLine was first envisioned by the community and recommended in the City Council-adopted [40 West Arts District Urban Design and Mobility Concepts Plan](#) in 2012. After years of planning and community engagement, and with the assistance of several federal, state, and local grants, the ArtLine launched in 2018 with more than 70 permanent and temporary public art installations created by over two dozen artists and many community volunteers. Thousands of community members participated in planning for the ArtLine and the launch celebration party in June 2018.

Since 2018, sustaining and advancing the development of the 40 West ArtLine has involved an informal collaboration between the community, multiple City departments, the Lakewood-West Colfax Business Improvement District (BID), 40 West Arts, artists, Metro West Housing Solutions, the City of Edgewater, and many others. Project partners have made great strides on the first phase of implementation of the ArtLine, but no formal organizational structure or dedicated funding exists to continue the ongoing support of this important project. Partners have long recognized the need for a formal plan and implementation tools to document the vision, set expectations, secure future funding and other resources, and help ensure the ArtLine's long-term sustainability. In 2022, the Denver Regional Council of Governments (DRCOG) awarded Lakewood a grant to develop an ArtLine Framework Plan and Design Standards & Guidelines to implement the plan and Lakewood City Council subsequently approved an IGA with DRCOG to accept the grant (Resolution 2022-45). The consulting firm Livable Cities Studio was selected by project partners through a competitive bid process to assist on the project.

This grant-funded project resulted in two deliverables, which are being presented at the study session:

- The primary project deliverable involved working with the community and stakeholders to develop the **40 West ArtLine Framework Plan**. This Plan officially documents the long-term aspirational community vision for the ArtLine and will help guide next steps to ensure the ArtLine is vibrant and sustainable for years to come. The draft Plan was presented to Lakewood Planning Commission at a study session on November 8, 2023 and a public hearing on December 6, 2023 where it was unanimously adopted and recommended to City Council for approval as an amendment to the Lakewood Comprehensive Plan.
- The grant also funded working with the City Council appointed Lakewood Design Review Commission (DRC) and stakeholders to develop **40 West ArtLine Design Standards & Guidelines (DSG)** to help implement the Plan by setting clear expectations that help ensure the community vision for the ArtLine is realized as public and private investment occurs along the route. The DSG were considered by the DRC at a public meeting on January 9, 2024 and the DRC recommended adoption of the DSG by City Council.

Community Engagement

Planning for the 40 West ArtLine has involved thousands of residents and other stakeholders over the years and this project continued that level of engagement. The public process for the Framework Plan and Design Standards & Guidelines project launched in early 2023 and included two community open houses, a bilingual survey, three community outreach events on the ArtLine, numerous stakeholder and small group meetings, monthly ArtLine Project Team meetings (which consists of representatives from numerous City departments as well as the Executive Director of the 40 West Arts District and the Executive Director of the Lakewood – West Colfax BID), presentations at community meetings including West Colfax Community Association (WCCA) and Two Creeks Neighborhood Organization, monthly updates at the 40 West Arts board meetings, presentations to the City of Edgewater History, Arts, Recreation and Parks Board, outreach through bi-lingual paid community connectors, and an interactive project website www.LakewoodTogether.org/40WestArtLine.

In addition to using the project website and various social media platforms through the City of Lakewood and project partners like 40 West Arts, the Lakewood-West Colfax BID, WCCA, and the City of Edgewater to share information about the project, more traditional outreach methods were also used including placing bilingual posters, flyers, and postcards at ArtLine area businesses and destinations to promote the project and mailing approximately 5000 postcards to owners and occupants in the ArtLine area in the spring and the fall to promote the outreach events and to invite review and comment on the draft Framework Plan and DSG. This multi-faceted outreach and engagement approach provided multiple ways to present information and gather

community input and feedback at key points in the development of the Framework Plan and DSG.

Additional DSG-specific outreach included soliciting input directly from project stakeholders, including contacting known major property owners and developers in the area to participate in focus groups. Two developer's small group meetings were held in March 20 and October 3. Additional meetings and conversations were held with Riverpoint Partners, a major developer in the area. The project team received extensive comments from these stakeholders and integrated them in the revisions of DSG. The public comment period on the draft DSG was held during the month of October. Comments were solicited from the aforementioned developers focus group, as well as the project team, which includes City Departments and non-profit partners such as WCCA and 40W Arts. The public comment period on the draft DSG was advertised on the project website, the DRC website, and by email blasts including the Lakewood Friday Report. The DRC also held a meeting during the public comment period on October 10 and their comments were integrated into the revised draft. Public comments received were generally supportive of the DSG, and comments were integrated into the revised draft DSG.

BUDGETARY IMPACTS: None

STAFF RECOMMENDATIONS: Approve the adopted 40 West ArtLine Framework Plan as an amendment to the Lakewood Comprehensive Plan and adopt the 40 West ArtLine Design Standards & Guidelines.

ALTERNATIVES: Take no action on the Framework Plan and/or Design Standards & Guidelines.

PUBLIC OUTREACH: This item had extensive public outreach and engagement and has been promoted through the regular communication channels to be considered by the Lakewood City Council.

NEXT STEPS: The next steps include:

1. Plan approval: Schedule a public hearing for approval of the 40 West ArtLine Framework Plan as an amendment to the Lakewood Comprehensive Plan.
2. Design Standards & Guidelines adoption: Schedule a public hearing for adoption of the 40 West ArtLine Design Standards & Guidelines.

ATTACHMENTS: 40 West ArtLine Framework Plan - February 2024
40 West ArtLine Design Standards & Guidelines – January 2024

REVIEWED BY: Kathleen E. Hodgson, City Manager
Benjamin B. Goldstein, Deputy City Manager
Alison McKenney Brown, City Attorney



40 West ArtLine: A Framework for Moving Forward

February 2024

Prepared by Livable Cities Studio



Lakewood
Full of Possibilities

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Acknowledgments

The 40 West ArtLine project helps implement numerous community goals related to placemaking, public health, multi-modal mobility, economic development, public art and more. Because it is such a multi-faceted and complex project, its progress to date has been sustained through a coordinated effort between several City departments and community partners along the West Colfax Avenue corridor.

The City-led ArtLine Project Team helps guide project decisions. The City representatives include staff from Planning, Community Resources – including Heritage, Culture and the Arts and Parks, Economic Development, and Public Works. Additional existing partnerships include the 40 West Arts District, a state-certified Colorado Creative district, and the Lakewood-West Colfax Business Improvement District, a Colorado special district formed in 2011. These partners collaborate on decisions related to funding, maintenance, implementation of investments and programming along the ArtLine. This Framework Plan and supporting efforts will help current and future project partners document a long-term vision to guide the future of the ArtLine.

Funding to develop this Framework Plan was provided through a grant from the Denver Regional Council of Governments. Grants from the Colorado Department of Transportation, National Endowment for the Arts, Jefferson County Public Health, and several non-profit and other community partners have also been instrumental in supporting the ArtLine.

Key Project Partners + Community Collaborators

40 West Arts Creative District
City of Edgewater
City of Lakewood
Lakewood-West Colfax Business Improvement District (BID)
Metro West Housing Solutions (MWHS)
Rocky Mountain College of Art + Design (RMCAD)
Sprout City Farms
West Colfax Community Association (WCCA)

ArtLine Project Team

Liz Black, Executive Director, 40 West Arts
Bradley Chronowski, City of Lakewood Community Resources
Nestor Fedak, City of Lakewood Planning
Laine Godsey, City of Lakewood Community Resources
Christy Ivanov, City of Lakewood Planning
Bill Marino, Lakewood West Colfax Business Improvement District
Laura Moody, City of Lakewood Economic Development
Alexis Moore, City of Lakewood Planning
Paul Rice, City of Lakewood Planning
Matthew Seubert, City of Lakewood Planning
Shannon Terrell, City of Lakewood Planning
Roger Wadnal, City of Lakewood Planning
Mike Whiteaker, City of Lakewood Transportation Engineer

Consultants

Livable Cities Studio

Meredith Wenskoski
Todd Wenskoski
Yishuen Lo
Chelsea Gieryic

WeilWorks

Tracy Weil

Community Connectors

Brenda Gurule, Executive Director, Chicano Humanities and Arts Council Gallery
Reverend Ruben Rodriguez, Pastor, Mountair Christian Church

Two community connectors, Brenda Gurule and Rev. Ruben Rodriguez, provided significant support on the outreach efforts for this project by spreading the word about the plan, displaying project information in an ArtLine area art gallery and church, attending community events to speak with community members, encouraging people in their networks to attend events, and inviting people to take the ArtLine survey. These individuals are both deeply connected to the community surrounding the ArtLine and met regularly with the project team to share feedback.

40 West ArtLine: A Framework for Moving Forward



Ground mural, Harvest Labyrinth by Katy Casper, along the W Line bike path



Sculpture art, Stegoskel by PUNCH, within Walker-Branch Park



Fence art, Today is the Day by Yulia Avgustinovich, along Lamar St



Sculpture art, Dermal Plate Gateway by PUNCH, within Mountair Park



Interactive art, Affirmation Station by Timothy Flood, in Lamar Station Plaza



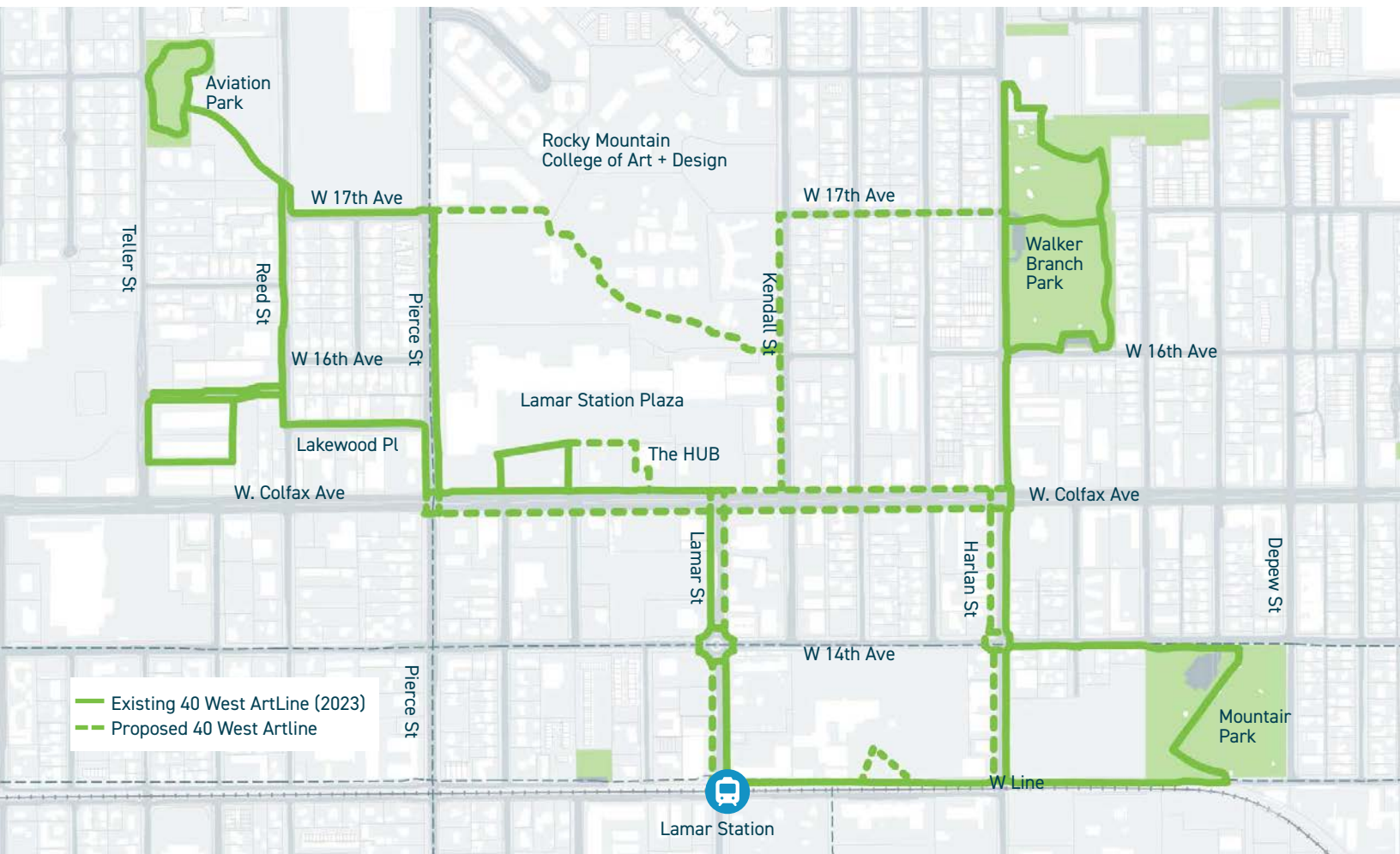
Wall mural, Take Time by DAAS, at the W Line bike path and Harlan St

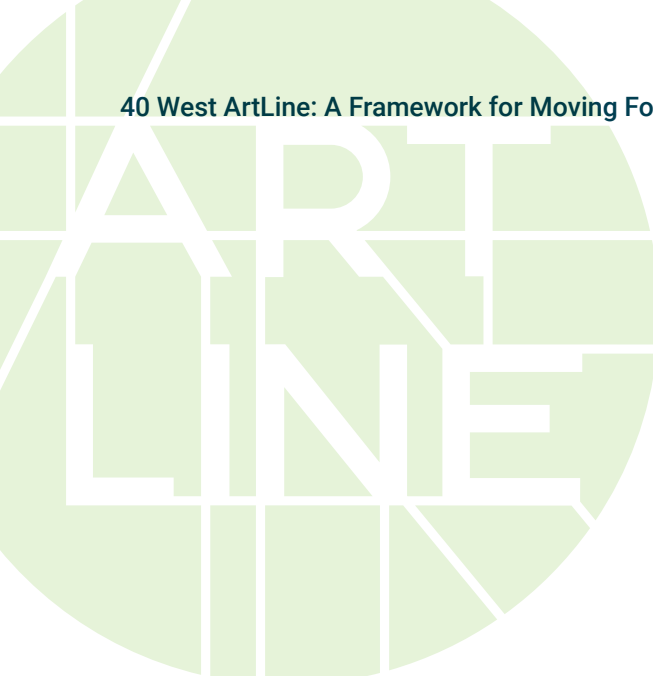
Framework Plan Overview

The 40 West ArtLine is an outdoor art and creative placemaking experience in the heart of the state-certified 40 West Arts Creative District in Lakewood, Colorado. This free outdoor gallery experience tests new urban design and placemaking ideas and showcases over 70 temporary and permanent art and creative placemaking installations created by dozens of artists and many community volunteers. The route is marked by a green line on the ground and follows sidewalks, bike and park paths, and local streets to connect people to parks, dining, shopping, public art, transit and more. The ArtLine is connected to

the greater metro Denver region via historic West Colfax Avenue and the RTD W Line light rail. Originally envisioned by the community in 2011 and with support from an Our Town grant from the National Endowment for the Arts, the ArtLine officially launched in 2018 and is envisioned to eventually become the longest continuous arts experience in Colorado. This Framework Plan charts the ArtLine course for the years to come by documenting the vision, goals and key project priorities for this award-winning community amenity.

40 West ArtLine Map: Recommended Route





VISION



GOALS



The 40 West ArtLine is a 4-mile public art and creative placemaking experience that connects parks, transit, local businesses, and neighborhoods in the 40 West Arts Creative District. The 40 West ArtLine: A Framework for Moving Forward is a plan that reflects the community's vision to enhance the ArtLine as a creative placemaking amenity that supports a resilient, equitable, and vibrant neighborhood with abundant cultural and transportation opportunities. The following goals and strategies were developed based on community and stakeholder input and guide the plan recommendations.

Vibrant Art and Public Realm Experiences

Manageable Smaller Loops

Transformative Destinations

Long Lasting Community Amenity

STRATEGIES



Densify Public Art



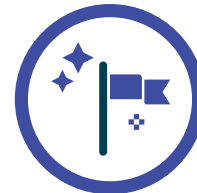
Integrate with Development



Improve Mobility and Connections



Create Programming and Destinations

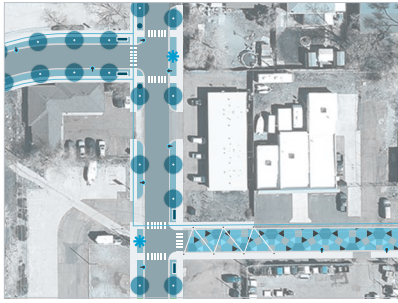


Emphasize Sense of Identity



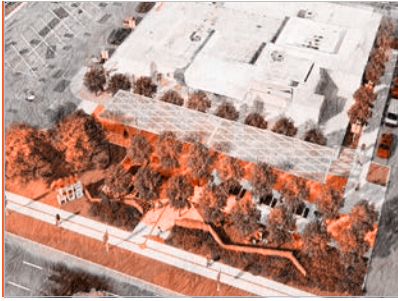
KEY CONCEPTS

*Priority Projects



Aviation Park

1. State-Owned Parcel Improvements
2. Activate Aviation Park Art Pedestals
3. 17th Avenue Sculpture Gardens
4. Reed Street Utility Art
5. Reed Street Mobility Improvements
6. Reed Street and 17th Avenue Intersection Improvements
7. 16th Avenue Streetscape and Creative Business Area
8. Lakewood Place Mural and Lighting Experience



Colfax Core

1. **The HUB at 40 West Arts Plaza***
2. Art Gateway at Lamar and Colfax
3. Art Along West Colfax Streetscape
4. Improve North-South Crossings Along West Colfax Avenue
5. Lamar Station Plaza Creative Hub



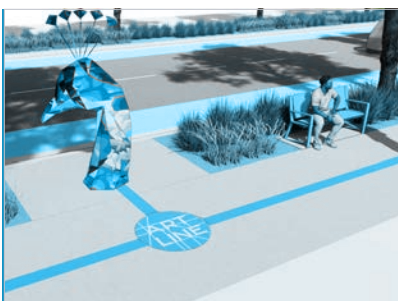
Lamar Street

1. **Lamar Street Art Corridor, Street Gallery + Festival Street***
2. Art With Private Development
3. Attractive and Complete Street
4. Lamar Street Gateway
5. Environmental Art along Lamar Street



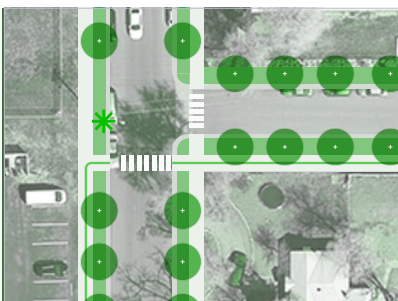
Mountair Park

1. **Densify W Line Bike Path Art***
2. Harlan Streetscape Improvements
3. Brickyard Development Art + Community Gathering Spaces
4. Mountair Park Gateway Moments



Walker-Branch Park

1. 17th Avenue and Harlan Street Intersection
2. Harlan Streetscape Improvements
3. Walker-Branch Park Art
4. Harlan Street and 18th Avenue Crossing
5. Opportunities for Programming, Gathering and Events
6. Walker-Branch Park Gateway and Wayfinding



Rocky Mountain College of Art + Design (RMCAD)

1. ArtLine Connection Through RMCAD
2. Adaptive Reuse of Historic Building and Outdoor Performance Garden
3. RMCAD Art and Sculpture Garden
4. Kendall Streetscape
5. 17th Avenue and Kendall Street Intersection
6. 17th Avenue Streetscape

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The ArtLine Story

The 40 West ArtLine is a community inspired 4-mile long public art and creative placemaking amenity that meanders through the historic and eclectic neighborhoods of the 40 West Arts Creative District in Lakewood, Colorado. The ArtLine's popularity has continued to grow since the idea of creating an arts trail in this area first emerged in 2011 while the community was planning for the future Lamar Station on the W Line light rail, which opened in 2013. The arts trail was envisioned as a green painted line on the ground to connect three neighborhood parks with transit, historic neighborhoods, local businesses, and Creative District amenities. The ArtLine, which officially launched in 2018 with over 70 temporary and permanent art installations created by over two dozen artists and hundreds of community volunteers, has become an award-winning creative placemaking experience that has overwhelming public support. The ArtLine has beautified the area through public art and provided new physical and social connections within the community.

Since implementation, the necessity for a formal framework plan has arisen to help prioritize and guide future decisions and ensure the ArtLine is well-maintained and sustainable. The 40 West ArtLine: A Framework for Moving Forward is a long-term plan to chart the ArtLine's course for the years to come. The plan documents the ArtLine vision, synthesizes the previous work and extensive community engagement since the ArtLine's early beginnings, builds on the existing public art and creative placemaking features and identifies additional opportunities for new art and public space amenities, conceptualizes designs to improve conditions for walking and bicycling, defines what the green line treatment should be, and provides guidance to put the plan into place and to fund and maintain the project. In addition to this plan, the *40 West ArtLine Design Standards and Guidelines* have been developed as a separate but related document to provide design guidance for the public and private realm streetscape in the six different character segments of the 40 West ArtLine.



40 West ArtLine Map by Elle Powell



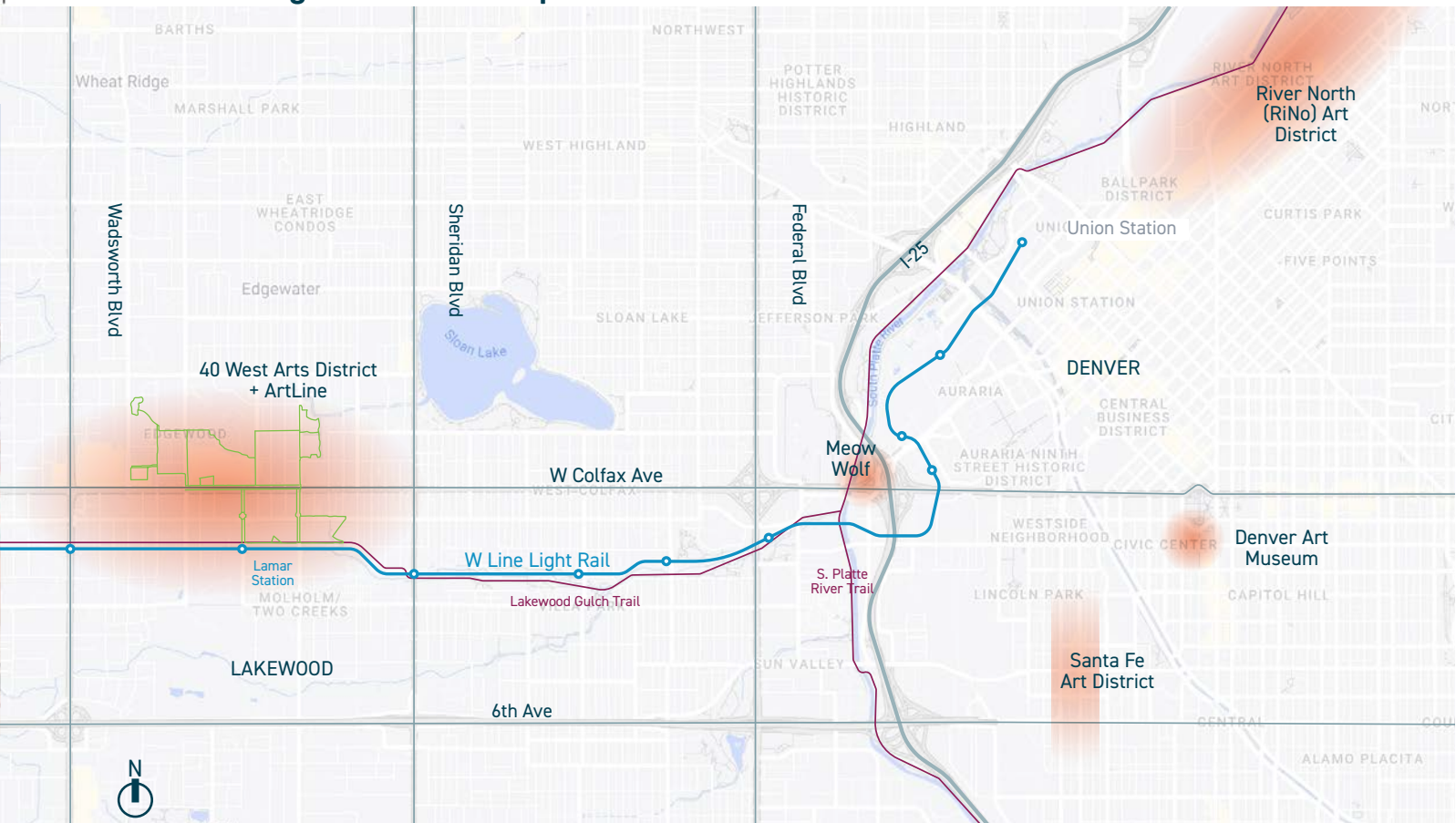
ArtLine Dedication, June 2018

The ArtLine in Context

The ArtLine is part of the Denver metropolitan region's vibrant arts and culture scene and is situated in Lakewood, CO, directly west of Denver. The ArtLine serves residents in the historic neighborhoods where it is located as well as visitors who can easily access this unique amenity via the Lamar Station on the W Line light rail, by foot or bicycle from the W Line bike path that connects to the regional Lakewood Gulch Trail, or by bus or vehicle from West Colfax Avenue, an arterial street that provides a major connection between Lakewood and Denver.

The ArtLine is located within the state-certified 40 West Arts Creative District and contributes to a robust regional art system, with Meow Wolf, Denver's Arts District on Santa Fe, the Denver Art Museum, and RiNo Art District all within a 6-mile radius. The ArtLine is anchored by The HUB at 40 West Arts, which houses seven unique galleries and creative businesses and serves as a central gathering and events space for 40 West, the Lakewood community, visitors, and artists. The HUB at 40 West Arts is a key entry point to the ArtLine and is located along historic West Colfax Avenue and within the Lamar Station Plaza shopping center, home to the legendary and recently re-opened Casa Bonita restaurant.

ArtLine Regional Context Map



Importance of Public Art and Creative Placemaking

Public art and creative placemaking – generally defined as diverse partners using arts and culture to shape the character of a place to spur local economic development, enhance social connections, and improve the physical environment – are foundational to the 40 West ArtLine. Creative placemaking has many documented benefits. A 2022 Urban Land Institute study found that it promotes social cohesion, reduces crime, and helps build trust among diverse groups. It is also an economic driver. Similar creative placemaking projects like the High Line in New York City and the Indianapolis Cultural Trail have generated billions of dollars in economic benefit to local communities. Done well, creative placemaking can also promote equity by leading with a placekeeping approach that attracts energy, amenities, and investments while acting to retain people, character, history, and culture.

The ArtLine is a community influenced creative placemaking project. Its benefits to area residents and the City of Lakewood are both anecdotal and quantifiable. More than 4000 community members attended the 2018 ArtLine opening celebration and many expressed that the project generated increased pride in their neighborhood. One resident shared photos of her grandchildren joyfully discovering artwork along the green line, demonstrating how the ArtLine improved her family's lives. Social connections and quality of life have been improved for dozens of residents of the Creekside community, an affordable senior living development on the ArtLine, through participation in a community art project and an immersive performance arts experience during the COVID pandemic. Funded through an AARP grant in 2020, this collaborative project paid local 40 West artists to work with the residents in creating a visual storytelling fence art installation that beautified their neighborhood and helped the seniors feel more connected to their community during a time of isolation. The grant also funded Handsome Little Devil's, a local arts group, to bring Project Joy Bomb, an immersive parade-like arts experience, to the seniors and other residents along the ArtLine. Economic benefits of the ArtLine are notable, ranging from large-scale development projects, financed because of their proximity to the 40 West

Arts District and the ArtLine, to direct payments to artists, fabricators, and engineers through public art commissions and purchases. One local artist along the route made his career highest one-day sale to a visitor following the ArtLine map who stopped at his gallery to shop. Public health benefits are documented through an annual ArtLine Pedestrian and Bicycle Count, which showed a 130% increase in pedestrians and a 325% increase in bicyclists using the ArtLine route in 2021 compared to 2018 before the ArtLine launched. Estimates suggest nearly 235,000 people will walk or bike along the ArtLine each year and benefit from the creative placemaking project. This Framework Plan outlines strategies to bolster the ArtLine as an amenity that will continue to directly involve and benefit the surrounding community for years to come.



Handsome Little Devil's Joy Bomb, funded by AARP grant in 2020

ArtLine + The Community

The 40 West ArtLine is a community driven project that is the result of extensive public engagement and planning efforts with thousands of stakeholders. The process to develop this *40 West ArtLine Framework Plan* built on the past community engagement work and included additional

community pop-up and open house events, an online bilingual survey, and small group workshops to gather input and feedback. Some of the key community feedback that helped develop the goals and recommendations in this plan includes:

Strong support for plaza space adjacent to The Hub at 40 West.

Excitement around existing art and support for additional enhancements.

Need for maintenance operations.

Support for bolstering the visibility of the green line.

Support for densifying art to create special destinations.

Desire to learn more about represented artists and the artwork when on the route.

Desire for improved connections, particularly through the RMCAD property.

Excitement around emphasizing the connection to the Lamar Street W Line Station as a crucial link and gateway for visitors.

Desire to improve the streetscapes and public spaces.

Desire for improvements to enhance safety and comfort.

For more information about the ArtLine's inception, community engagement efforts and input, and additional resources please refer to the supplemental 40 West ArtLine Existing Resources and Community Input Summary document.



Strategic Framework

18	ArtLine Vision, Goals + Strategies
20	ArtLine Route + Access
22	ArtLine Segments + Priority Projects Overview
24	Aviation Park
30	Colfax Core
36	Lamar Street
40	Mountair Park
44	Walker-Branch Park
50	Rocky Mountain College of Art + Design (Future)

ArtLine Vision, Goals + Strategies

Vision

The 40 West ArtLine is a 4-mile public art and creative placemaking experience that connects parks, transit, local businesses, and neighborhoods in the 40 West Arts Creative District. The 40 West ArtLine: A Framework for Moving Forward is a plan that reflects the community's vision to enhance the ArtLine as a creative placemaking amenity that supports a resilient, equitable, and vibrant neighborhood with abundant cultural and transportation opportunities. The following goals and strategies were developed based on community and stakeholder input and guide the plan recommendations.

Goals

- a. **Vibrant Art and Public Realm Experiences.** Establish an identifiable public realm with a consistent and aesthetically interesting marking for the ArtLine that promotes pedestrian safety and comfort and a dynamic artistic and creative placemaking experience.
- b. **Manageable Smaller Loops.** Break down the ArtLine into shorter, identifiable segments that are anchored by major destinations, amenities, or clusters of activities and art and are easier for people to experience during a typical visit.
- c. **Transformative Destinations.** Enhance existing and create new transformative destinations that attract visitors, support local resident needs, and promote local businesses and development.
- d. **Long Lasting Community Amenity.** Ensure that the strategies and recommendations support a community amenity that is well-operated and maintained and flexible and resilient in the face of future changes.



The Illusion by Bobby MaGee Lopez

Public Art and Creative Placemaking Strategies

Five major recommended strategies have emerged to enhance the ArtLine and support the goals. Each strategy addresses community desires and concerns that have surfaced throughout the engagement process. The six ArtLine segments concentrate on a different set of strategies, all working toward the overall goals and vision to enhance the ArtLine as a sustainable creative placemaking amenity.



Densify Public Art

Art should be focused strategically to elevate the experience and add an element of surprise and discovery for ArtLine visitors.



Integrate with Development

Embrace opportunities to enhance the ArtLine experience by incorporating art, placemaking, and enhanced streetscapes with new development and adaptive reuse projects.



Improve Mobility and Connections

A safe, comfortable, well-lit, and continuous pedestrian and bicycle network is essential for the long-term success of the ArtLine.



Create Programming and Destinations

Places for community to come together to celebrate, play, shop, dine, and connect are important for a vibrant and dynamic ArtLine experience.



Emphasize Sense of Identity

The ArtLine area is rich in history and culture and many opportunities exist to celebrate this and create memorable places and experiences.

ArtLine Route + Access

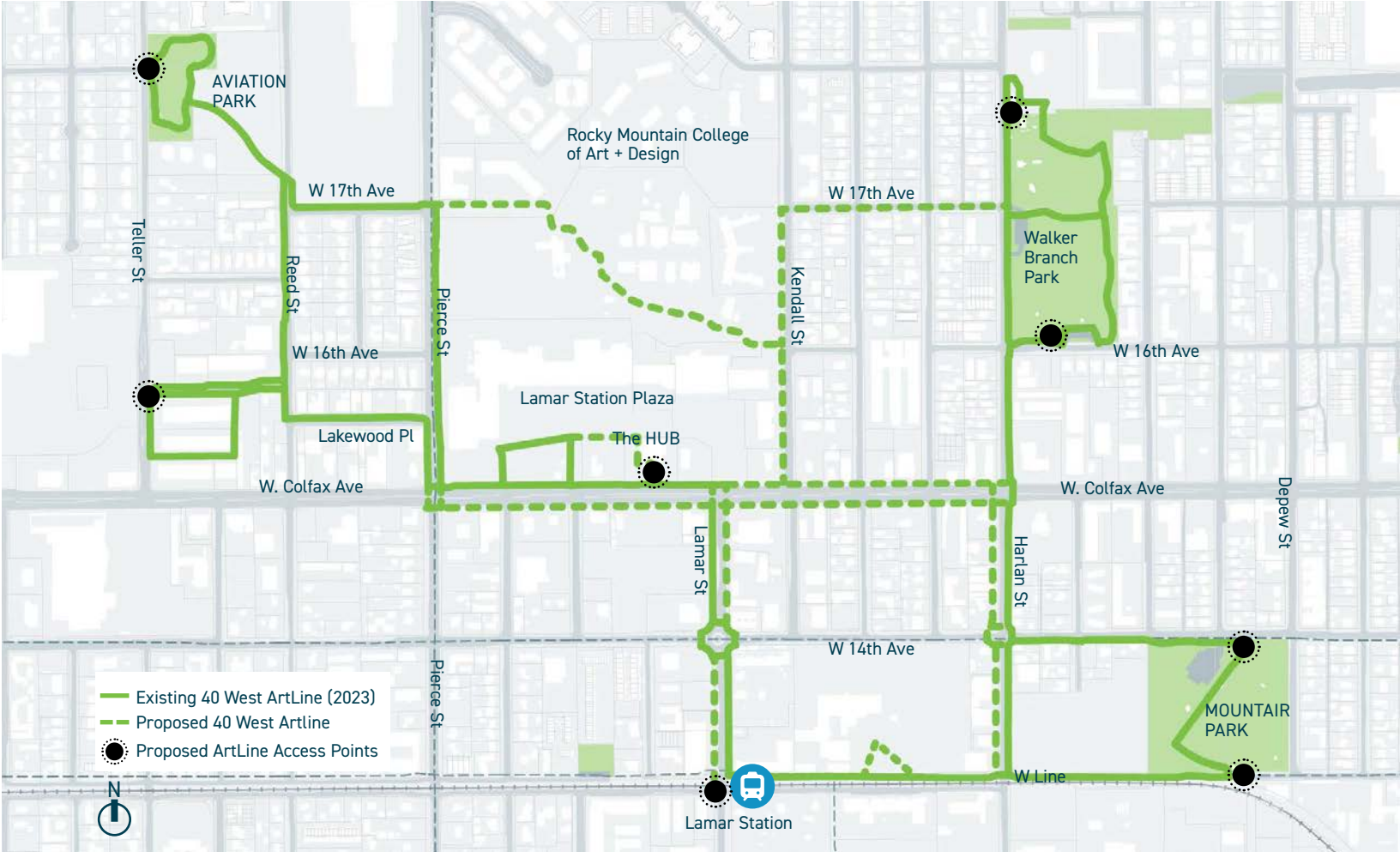
Based on community feedback and an understanding of ArtLine visitors based on observation during annual ArtLine pedestrian and bicycle counts, people do not typically experience the entire 4-mile ArtLine at one given time, and instead, users explore the route in smaller more manageable segments. Therefore a desire exists to create shorter distinct segments and sub-loops and to enhance the ArtLine to improve wayfinding and the walking and biking experience to connect to area destinations like parks, Lamar Station Plaza, and the Lamar Light Rail Station. While the overall ArtLine route largely stays the same, to create the shorter segments and sub-loops, several additions are recommended:

- A key recommendation is to bring the ArtLine through the Rocky Mountain College of Art + Design (RMCAD) campus in the future. Throughout the public engagement process there was strong support for exploring a connection through the historic campus and RMCAD has supported this idea. The RMCAD route would start at the corner of 17th and Pierce and travel east through campus, pass the sculpture garden, and emerge on Kendall Street. This expansion would include implementing the ArtLine along the west side of Kendall Street from West Colfax Avenue to 17th Avenue where the route would head east along the south side of 17th Avenue to connect with Walker-Branch Park. Additional design work, funding, and collaboration with RMCAD is necessary to realize this future connection.
- The additional suggested expansions include implementing the ArtLine on both sides of the street along Colfax Avenue from Pierce Street to Harlan Street with the West Colfax Safety Project, both sides of Lamar Street from Colfax Avenue to 13th Avenue, and both sides of Harlan Street from 17th Ave to the W Line bike path.

Identifying access points into the ArtLine route is also important for ensuring a welcoming entrance to the experience and a place where visitors can find ArtLine information and resources. While the ArtLine can be accessed and enjoyed from any starting point along the route, there are a few main entry locations that should be prioritized for people accessing the route by foot, bicycle, rail, or vehicle. These locations include the HUB at 40 West Arts, the three parks, and the W Line Lamar Street light rail station. Priority should be given to additional signage and information for visitors at these entry points.



40 West ArtLine Map: Recommended Route + Access Points



ArtLine Segments + Priority Projects Overview

To create the smaller sub-loop ArtLine segments and celebrate the unique character areas and assets along the route, the Framework Plan identifies six different segment areas, each with its own special features, adjacent land uses, parks or public spaces, and relationship to existing neighborhood amenities. These segments can be experienced individually and work together to feature a diverse range of creative and artistic opportunities which will create a continuous ArtLine experience that is dynamic and supports the neighborhood context.

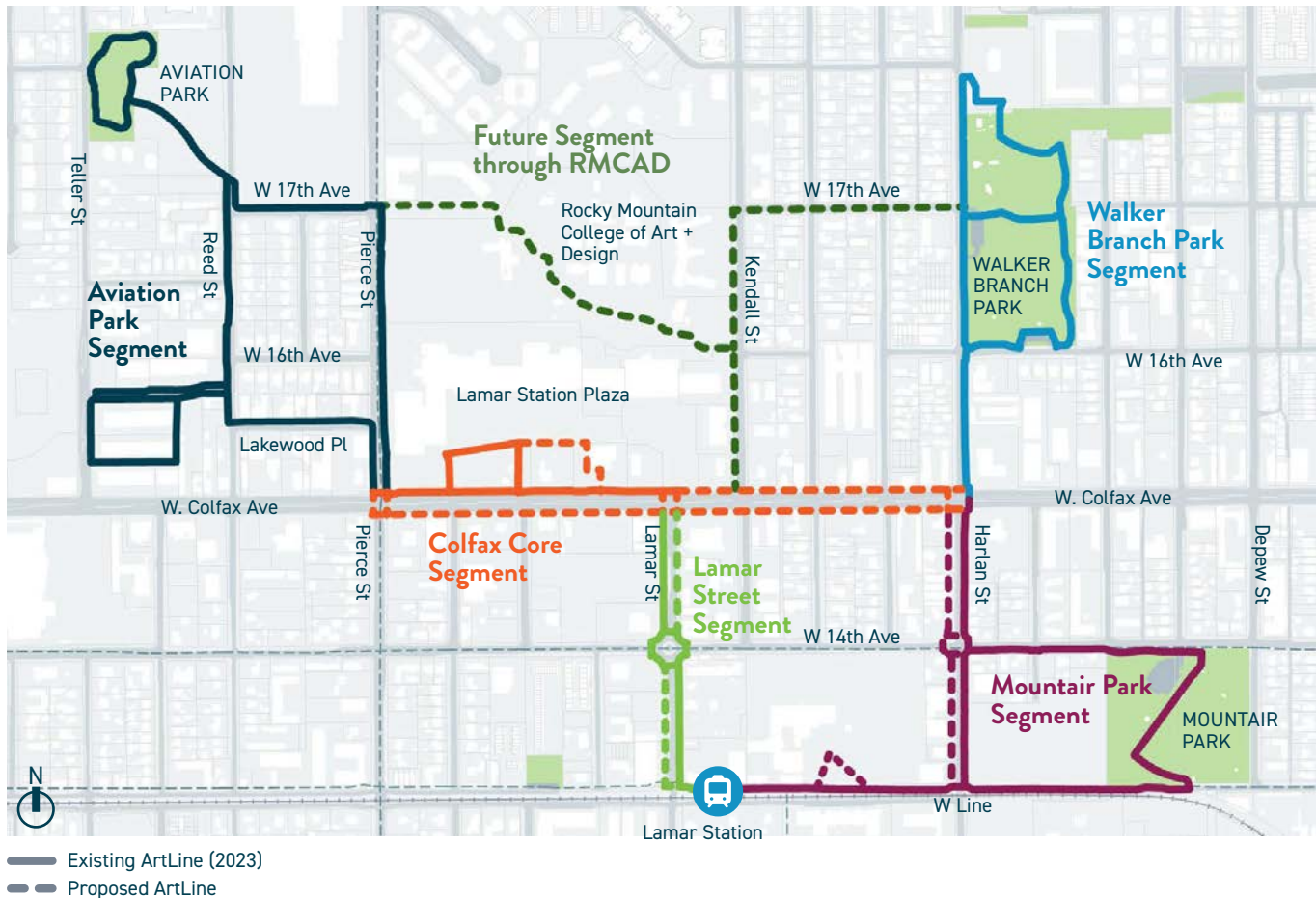
The six segments, as illustrated on the map, include:

- Aviation Park - [page 24](#)
- Colfax Core - [page 30](#)
- Lamar Street - [page 36](#)
- Mountair Park - [page 40](#)
- Walker-Branch Park - [page 44](#)
- Rocky Mountain College of Art + Design (Future) - [page 50](#)

Details for each of these segments are described on the following pages and include:

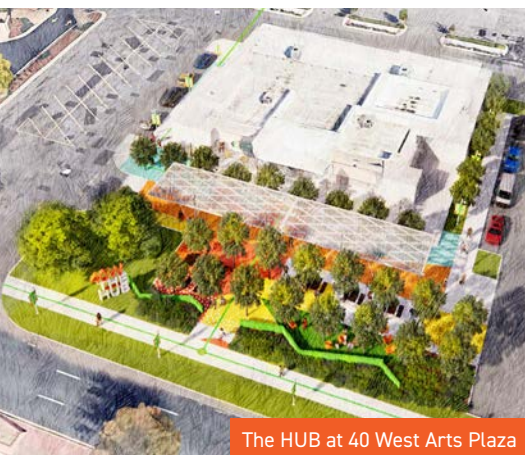
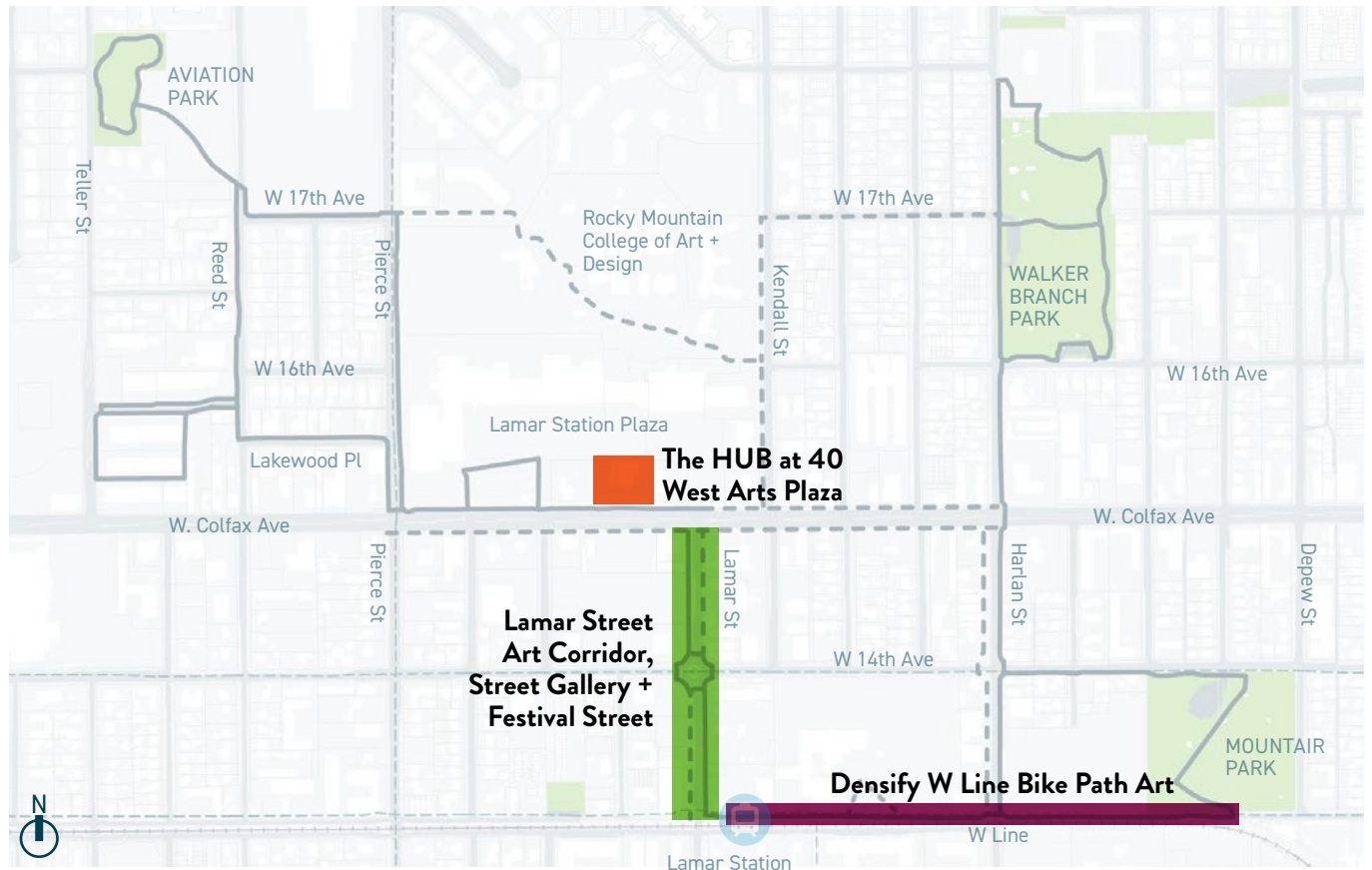
- Existing Character and Opportunities
- Segment Vision, Recommendations, and Concept Designs

40 West ArtLine Segments Map



Additionally, three Priority Projects are described in detail in the Segments where each project is located. These Priority Projects were identified based on community and stakeholder input as areas to focus on first to enhance the ArtLine's identity and user experience and to showcase what the entire ArtLine experience can be. Project partners should focus on identifying funding, tools, and partnerships to implement the Priority Projects as soon as possible.

40 West ArtLine Priority Projects



The HUB at 40 West Arts Plaza



Lamar Street Art Corridor, Street Gallery + Festival Street



Densify W Line Bike Path Art

Aviation Park

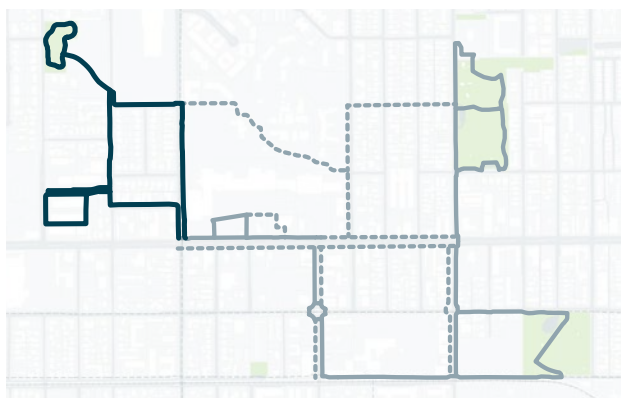
Existing Character and Opportunities

The Aviation Park segment encompasses the northwestern section of the ArtLine. The park was once the site of the former Aviation Country Club, a social club for WWII pilots and other aviation personnel in the 1950s. Prior to that it was the Broadmoor Country Club, which hosted big name entertainers like Lawrence Welk. It was developed as a Lakewood park in 2005.

The character of this segment varies from single family residential homes, including some multifamily residential, to commercial, light-industrial, and mixed uses closer to West Colfax Avenue. There are some larger institutional uses along the north and east sections of the segment that include the Colorado Department of Revenue building and Rocky Mountain College of Art + Design (RMCAD), where the route passes the main entry of the historic campus along Pierce Street. Just north of RMCAD is the Residences at Creekside which is owned and operated by Metro West Housing Solutions and offers affordable apartments to seniors in the community.

The park serves as a major anchor for the segment by featuring some of the earliest ArtLine public art installations. The areas near West Colfax Avenue have embraced local artists and creative industries by creating a collection of galleries and creative businesses along West 16th Avenue, Reed Street, and Teller Street. Lakewood Place contains an eclectic mix of uses and has been activated with temporary art in the past. It's an important link between galleries and creative businesses in the west part of the ArtLine to the HUB at 40 West Arts and destinations to the east.

The public realm and mobility infrastructure in the Aviation Park segment is lacking consistency with several unimproved streets due to the period that the area developed and the historic lack of emphasis on pedestrian and bicycle infrastructure. In many areas, the streets lack sidewalks and street trees, and do not meet current city public roadway standards. Building and land uses along each street also affect the character of the streets. This includes substantial areas of surface parking, asphalt paving, unobstructed access to commercial businesses, and established landscaping and mature trees on private property in the residential areas. Of the two major north-south streets in this segment, the only area with a continuously improved sidewalk and landscape treatment is the east side of Pierce Street, which was completed in 2016 with Community Development Block Grant funds. The remaining three frontages along the two major north-south streets either have substandard sidewalks or are missing them completely. Recent ArtLine crosswalk improvements at 17th Avenue and Pierce Street and Aviation Park and Reed Street, funded through CDOT Revitalizing Main Streets grants, facilitate safer access between the park and areas to the east.



Aviation Park Segment Map



Aviation Park entry sign on Teller St



Sculpture art, *Unearthed Plates* by PUNCH, within Aviation Park



Ground mural, *Aztec Maze* by Katy Casper and *Story Totem* by Nestor Fedak with *Hidden Dinosaur* art panels by Michelle Wolins, at Teller St and 16th Ave



Wall mural, *Legilimens* by Birdcap and *Story Totem* by Nestor Fedak, along Pierce St



Reed St and 40 West Arts creative businesses



Ground mural, *Pollinator Path* by Charlotte Ricker, at 17th Ave and Pierce St

Segment Vision, Recommendations, and Concept Designs

The Aviation Park segment concentrates on **improved mobility and connections and creating programming and destinations**. The segment will utilize the larger open spaces near the park while transitioning to the industrial and commercial character closer to West Colfax, with the two major streetscapes along Reed Street and Pierce Street acting as primary connections. The varied character areas inspire different approaches to each part of the segment ranging from opportunities for land art and large sculptures near the park to creative lighting, gathering spaces, murals, fence art and integration with the business near Colfax.

Key Concepts

1 State-Owned Parcel Improvements

- a. Create a larger land art experience by adding new large-scale installations within the state-owned parcel on the west side of Reed Street. This expanse of unimproved natural area provides ample space for new installations to allow visitors and residents to connect with the natural environment and create a sense of discovery, exploration, and contemplation through the expression of new forms of land art.
- b. Integrate an artistic intervention or creative surface treatment within the path that connects Reed Street to Aviation Park to let people know they are on the ArtLine.

2 Activate Aviation Park Art Pedestals

- a. Activate and repurpose the existing pedestals near the playground with art pieces with lighting or family-friendly elements to make people feel comfortable and bring color to the area.
- b. Consider implementing a rotating mural program with artists, students, and community members to create dynamic art pieces on the pedestal bases.

Public Art & Creative Placemaking Strategies



Improve
Mobility and
Connections



Create
Programming
and Destinations

3 17th Avenue Sculpture Gardens

- a. Implement a sculpture garden along 17th Ave in the park area on the north side of the road between Reed Street and Pierce Street in the Colorado Department of Revenue property.
- b. Capitalize on this area's natural setting and mature trees to introduce large outdoor sculptures and small-scale land art that can be experienced as users walk or bike along 17th Ave.

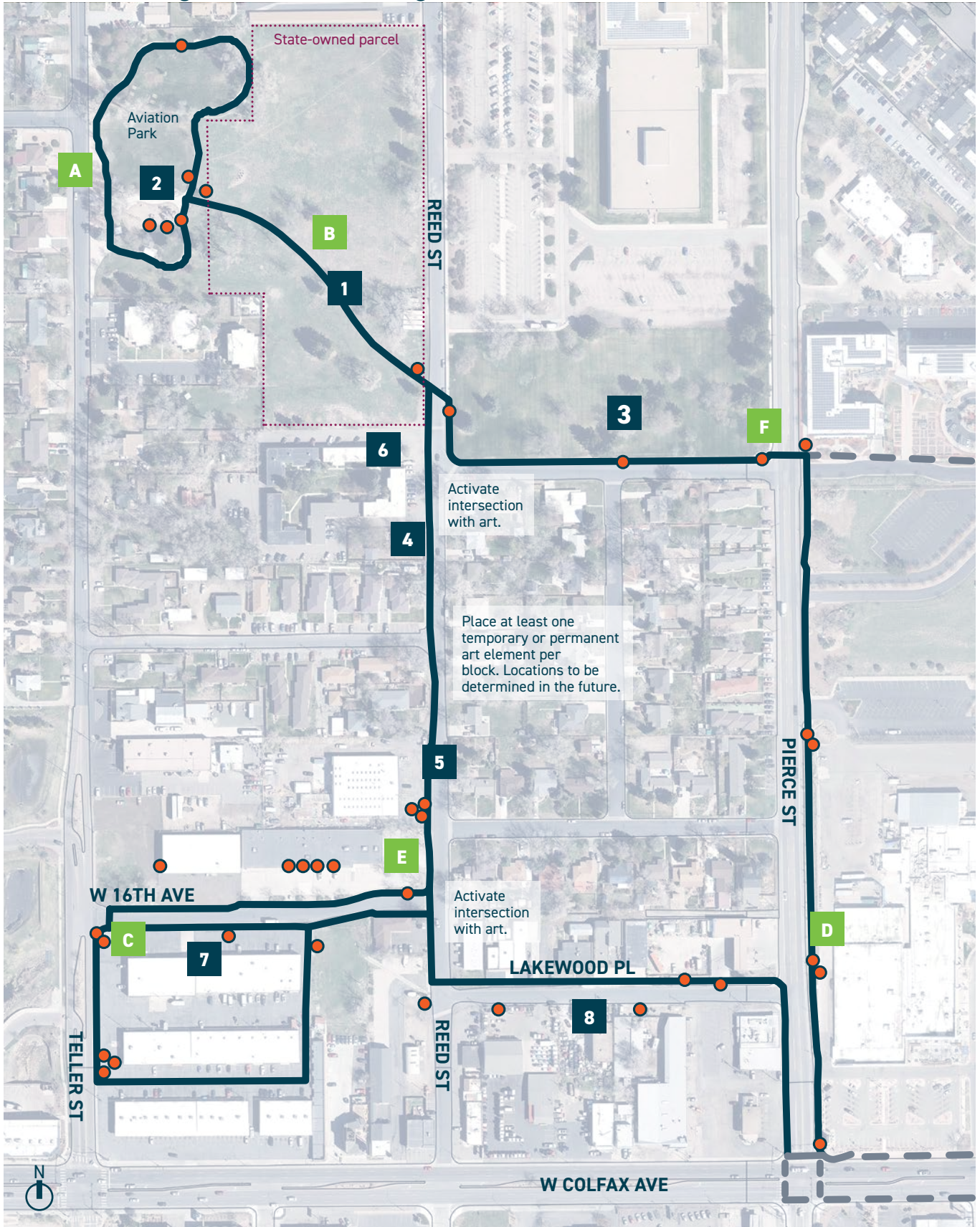
4 Reed Street Utility Art

- a. Utilize the existing 4-5 utility streetlight poles as a canvas for creative and artistic expression along the street. Work in partnership with Xcel to explore artistic treatments in the form of painted murals, yarn wrapping, or other forms of creative and colorful wraps that can be applied to the existing poles to test new placemaking ideas and bring more artistic identity to Reed Street.

5 Reed Street Mobility Improvements

- a. Implement mobility improvements on Reed Street, first along the west side and eventually on both sides of the street, including curb and gutter, new sidewalks, and a landscaped tree lawn to improve pedestrian comfort and safety.
- b. Incorporate artistic and/or ArtLine branded crosswalk treatments with street crossings.

Aviation Park Segment Framework Diagram



- Existing Art (temporary and permanent as of 2023)
- Existing ArtLine (2023)
- Existing Character Images
- Key Concepts



6 Reed Street and 17th Avenue Intersection Improvements

- a. Add artistic and/or ArtLine branded crosswalk to connect north-south across 17th Avenue.
- b. Add artistic and/or ArtLine branded crosswalk to connect east-west at the north and south portions of the intersection to connect across Reed Street and consider raised intersection to slow traffic.
- c. Retain the existing mid-block crosswalk between 17th Avenue and 18th Avenue.
- d. Utilize this intersection as an opportunity to create a more welcoming connection into the state-owned parcel adjacent to Aviation Park.

Concept of Reed St and 17th Ave Intersection Improvement



7 16th Avenue Streetscape and Creative Business Area

- a. Create an enhanced public realm experience using ground murals and markings to connect doorways to new streetscape improvements.

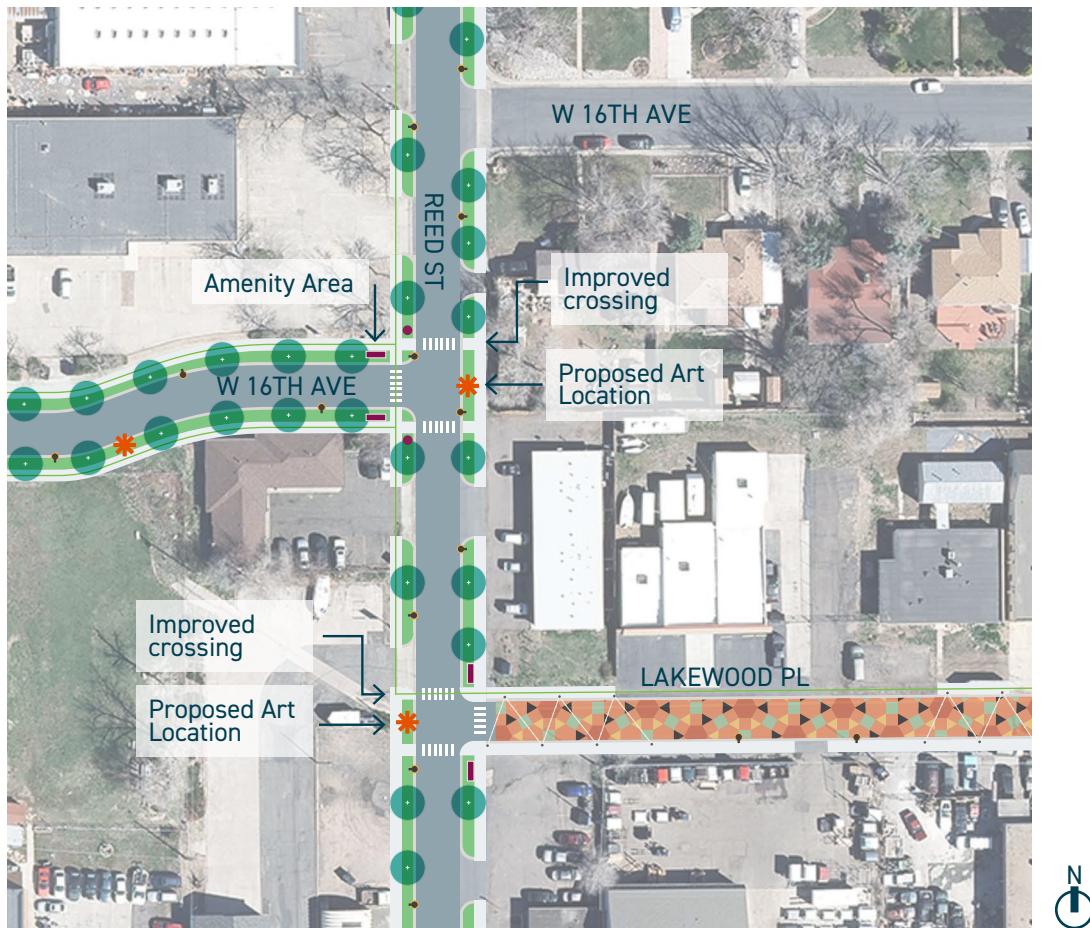
Concept of W. 16th Ave Streetscape Improvement



8 Lakewood Place Mural and Lighting Experience

- a. Utilize creative lighting, fence art, and murals to create a destination placemaking experience and strong connection between gallery hubs in the 40 West Arts District.

Concept of Reed Street Area Improvements



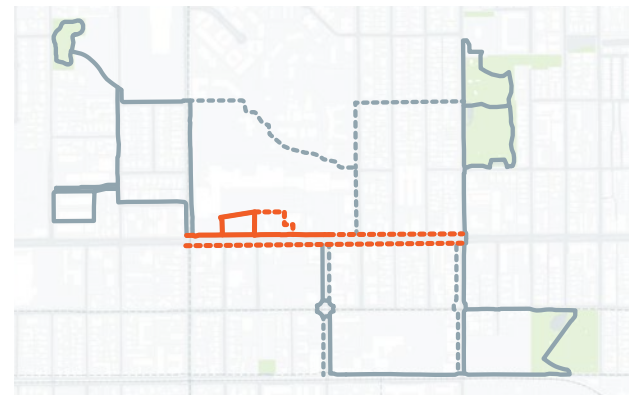
Colfax Core

Existing Character and Opportunities

The Colfax Core segment of the ArtLine has the greatest visibility to attract potential visitors and encompasses West Colfax Avenue from Pierce Street to Harlan Street. Lamar Station Plaza anchors this segment with the HUB at 40 West Arts and businesses like WestFax Brewing Company, Arc Thrift Store, and Casa Bonita. West Colfax Avenue has a rich history, once known as the Golden Road and serving as the primary road to connect Denver and Golden. When West Colfax Avenue was paved in 1932 it became part of the transcontinental US Highway 40. In the 1950s the area was populated with dozens of motels. During the 1960s and 1970s West Colfax Avenue started providing services and housing residents, including increasing numbers of immigrants. Today, the character of this segment is primarily commercial and West Colfax Avenue still operates as a primary arterial road, with three travel lanes in both directions currently.

The existing public realm is uncomfortable for pedestrians with many missing or inadequate sidewalk areas and paved tree lawn areas that slope toward the road on the north side of West Colfax Avenue. There is a lack of street trees and vegetation and surface parking lots that directly abut the sidewalk and pedestrian area. For the thousands of people traveling West Colfax each day in a vehicle, there is no indication that you are arriving at the ArtLine as you drive through the Colfax Core segment. However, the planned West Colfax Avenue Safety Project will transition one travel lane in each

direction to improve safety and aesthetics by providing continuous detached sidewalks and areas for landscaping and placemaking, which is a priority for the community. Significant opportunities exist in the next few years to enhance the entrance into the ArtLine and this segment of the route with the Safety Project. Notably, the intersection of Colfax Avenue and Lamar Street is envisioned as a key focal point and gateway entrance opportunity. Also, Casa Bonita re-opened in 2023 under new ownership and with significant renovations. It's expected to attract more than a million visitors annually, which provides exciting opportunities to build more awareness and visitorship for the ArtLine and can help attract other new creative uses and businesses to Lamar Station Plaza to create a central hub and destination on the ArtLine.



Colfax Core Segment Map



Interactive art, Affirmation Station by Timothy Flood, in Lamar Station Plaza



Community celebration at The HUB at 40 West Arts in Lamar Station Plaza



Story Totem by Nestor Fedak with Hidden Dinosaur art panels by Michelle Wolins, along Colfax Ave



Ground mural, Rainbow Road Chroma Code by Katy Casper, in Lamar Station Plaza



Segment Vision, Recommendations, and Concept Designs

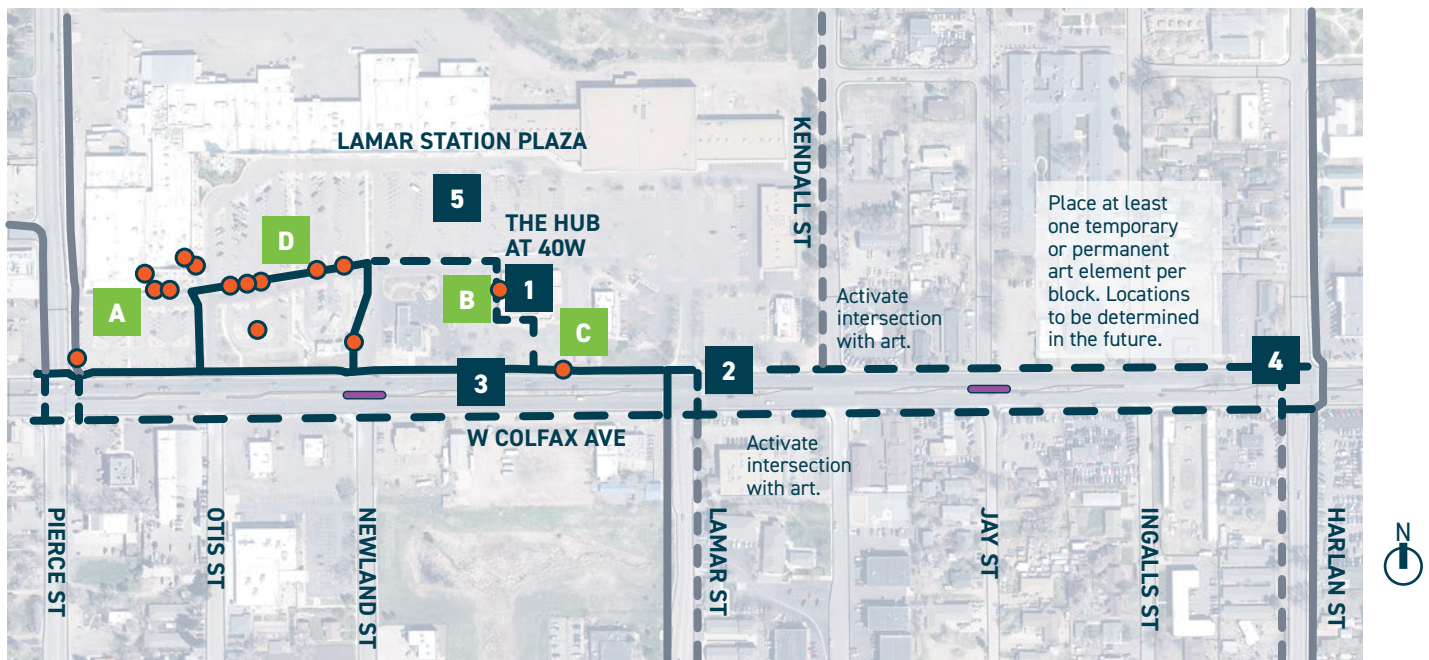
The Colfax Core segment concentrates on **densifying public art, integrating with development, improved mobility and connections, creating programming and destinations, and emphasizing a sense of identity.** The segment will become the front door for the ArtLine, announcing arrival to the route for the diverse variety of users along West Colfax. The segment will feature an ArtLine experience on both sides of the street and a new public space and flexible performance and event area at the HUB at 40 West Arts. The segment will also feature a signature public art gateway piece at the intersection of Lamar Street and West Colfax Avenue and opportunity for additional art installations along the improved streetscape.

Public Art & Creative Placemaking Strategies



Colfax Core Segment Framework Diagram

- Existing Art (temporary and permanent as of 2023)
- Planned Z-Crossings with Opportunity for Art
- Existing ArtLine (2023)
- Proposed ArtLine
- Existing Character Images
- Key Concepts



Key Concepts

1 The HUB at 40 West Arts Plaza

*PRIORITY PROJECT

- Create, support, and fund a destination public space that is adaptable for events, performances, rotating art, and everyday gathering.
- Explore hiring artists to work with community members to install ground murals on the plaza space as a near-term investment. Consider thermoplastic murals as a longer-term investment.
- Utilize this plaza to establish a highly visible front door for the 40 West Arts District along West Colfax Avenue by extending paving and/or ground murals to the sidewalk in order to integrate the plaza with the streetscape and invite people in.
- Locate the plaza between the south side of the building and West Colfax Avenue to enhance the entrance and showcase The HUB at 40 West Arts.
- Implement landscape improvements along the east side of The HUB building and consider creation of a small patio/outdoor dining space.
- Promote The HUB as a main entry point to the ArtLine and provide signage and visitor information about the route, ArtLine Audio Tours, artist info, and more.

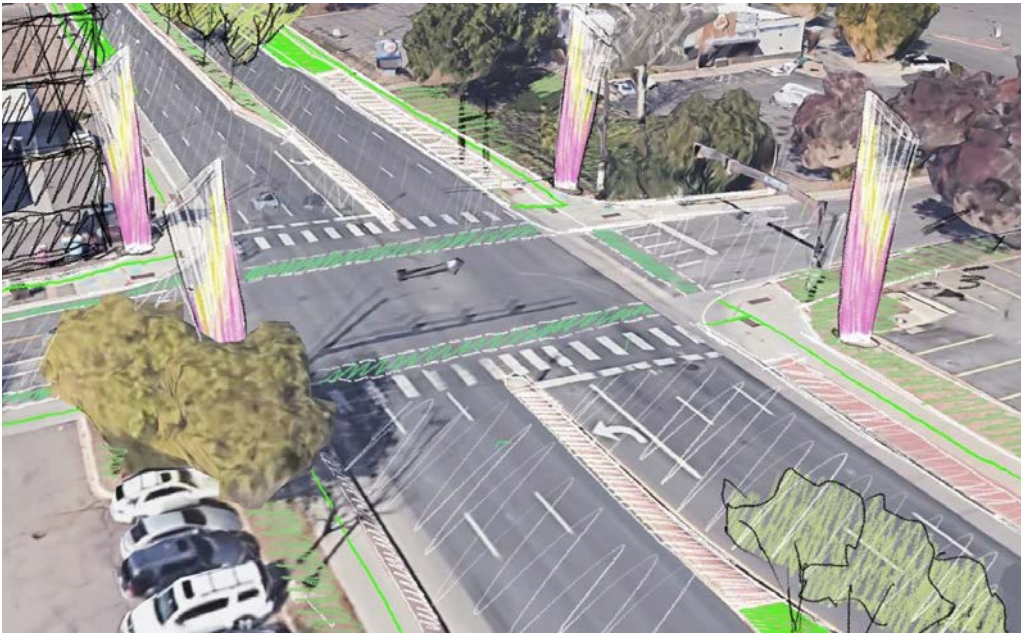
One Concept of The Hub at 40 West Arts Plaza



2 Art Gateway at Lamar Street and West Colfax Avenue

- a. Commission a signature art gateway at the intersection of West Colfax Avenue and Lamar Street featuring a large public art piece, ideally activating all four corners, to announce you have arrived in the heart of the 40 West Arts District. The size, scale and visual impact of the art installation should make it a visually recognizable gateway and let people know they have arrived in the 40 West Arts District and at a key location along the ArtLine.

Gateway Concept Idea at Lamar St and W Colfax Ave



**For illustration purposes only*

3 Art Along West Colfax Streetscape

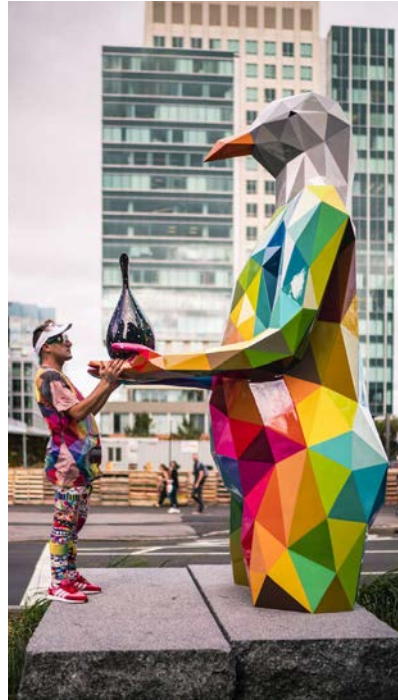
- a. Engage with planned improvements to the medians during Phase 1 of the West Colfax Safety Project. Consider fence art, improved lighting, Z crossing art installations, and landscape improvements.
- b. Implement improvements to the streetscape along both sides of the street during Phase 2 of the West Colfax Safety Project. Consider wayfinding elements, furnishings, improved lighting, and landscape improvements. Use art to highlight designated areas for pedestrians to safely cross West Colfax Avenue.

4 Improve North-South Crossings Along West Colfax Avenue

- a. Ensure north-south crossings of Colfax Avenue at Pierce, Lamar, and Harlan Streets are designed to prioritize and accommodate people walking or biking the ArtLine with short crossings and accessible ramps.
- b. Add public art and lighting, and clearly delineate the crosswalks with ArtLine branded pavement markings to make it a comfortable, safe, and welcoming experience.

5 Lamar Station Plaza Creative Hub

- a. Position Lamar Station Plaza as a destination with creative businesses, restaurants, and entertainment to build on the energy of Casa Bonita, the HUB at 40 West Arts, WestFax Brewery and other restaurants and galleries.
- b. Continue to work with Lamar Station Plaza owners and businesses on placemaking, art, and wayfinding along the ArtLine route within the shopping center.



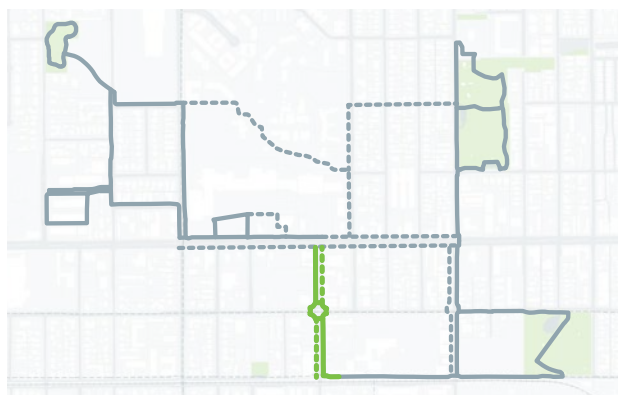
Examples of public art in median and along the street. Art by Okuda San Miguel.

Lamar Street

Existing Character and Opportunities

The Lamar Street segment spans two blocks and connects Lamar Station Plaza and West Colfax Avenue with Lamar Station, a neighborhood-serving walk-up stop along the RTD West Rail Line. The street is considered a key spine of the 40 West ArtLine and is envisioned to be a focal point of the 40 West Arts District. The direct connection to public transit represents an opportunity to welcome regional visitors to the ArtLine and draw them to The HUB at 40 West and other area destinations. Lamar Street is a minor collector from 13th to 14th Ave and a local street from 14th to Colfax Ave with one lane of traffic in each direction and bike lanes. A roundabout at the intersection of W 14th Avenue and Lamar Street is home to the sculpture “Connected” by Christopher Weed, which honors the connectedness of the people and neighborhoods in the area. This area is characterized by a mix of uses, including industrial and makerspace uses as well as newer affordable and market-rate apartment developments and The Loop apartments, an older apartment building that was recently beautified with the Wild Urban Medicine murals by artist Katy Casper. Nearby future proposed developments, like The Brickyard, will put even more emphasis on the potential to activate this segment as a vibrant place.

Lamar Street has enhanced sidewalk and streetscape in two segments but is currently missing sidewalks along the west side of the street between 13th Avenue and 14th Avenue and along the east side of the street between 14th Avenue and West Colfax Avenue. It has many art and placemaking elements, including recently installed thermoplastic ground murals designed by 40 West Artist Charlotte Bassin, but there is potential to greatly enhance the public and private realm in the area and create a major sense of arrival to the ArtLine for visitors arriving from Lamar Station or from the W Line bike path.



Lamar Street Segment Map



Thermoplastic mural, *Dance of the Dandelions* by Charlotte Bassin, at 14th Ave and Lamar St



Wall murals, *Urban Wild Medicine* by Katy Casper, along Lamar St



Sculpture art, *Connected* by Christopher Weed, at Lamar St roundabout



Fence art, *Today is the Day* by Yulia Avgustinovich, along Lamar St

Lamar Street Segment Framework Diagram

Segment Vision, Recommendations, and Concept Designs

Lamar Street will concentrate on **densifying public art, integrating with development, improved mobility and connections, and emphasizing a sense of identity.** This segment will become an outdoor art corridor and gallery framed by adaptively reused buildings and higher density mixed-use activities with numerous locations for public art, including individual pieces, sculptures, wall murals, and small pockets for people to gather and socialize. The street will be the focal point and main mixed-use neighborhood spine with a continuous design character and street-level activation, including gathering spaces, neighborhood-serving businesses, public art, and lighting. Lamar Street is envisioned to become a community destination, and the roadway could be temporarily closed off for festivals and community events. Future improvements along the street will enhance mobility and connectivity between the Lamar Station and areas to the north along the ArtLine. This segment also has the potential to be a welcoming and enhanced entrance to the future proposed Brickyard development to the east and creatively activated pedestrian walkways should be designed to connect the two areas.

Public Art & Creative Placemaking Strategies



Densify Public Art








Integrate with Development

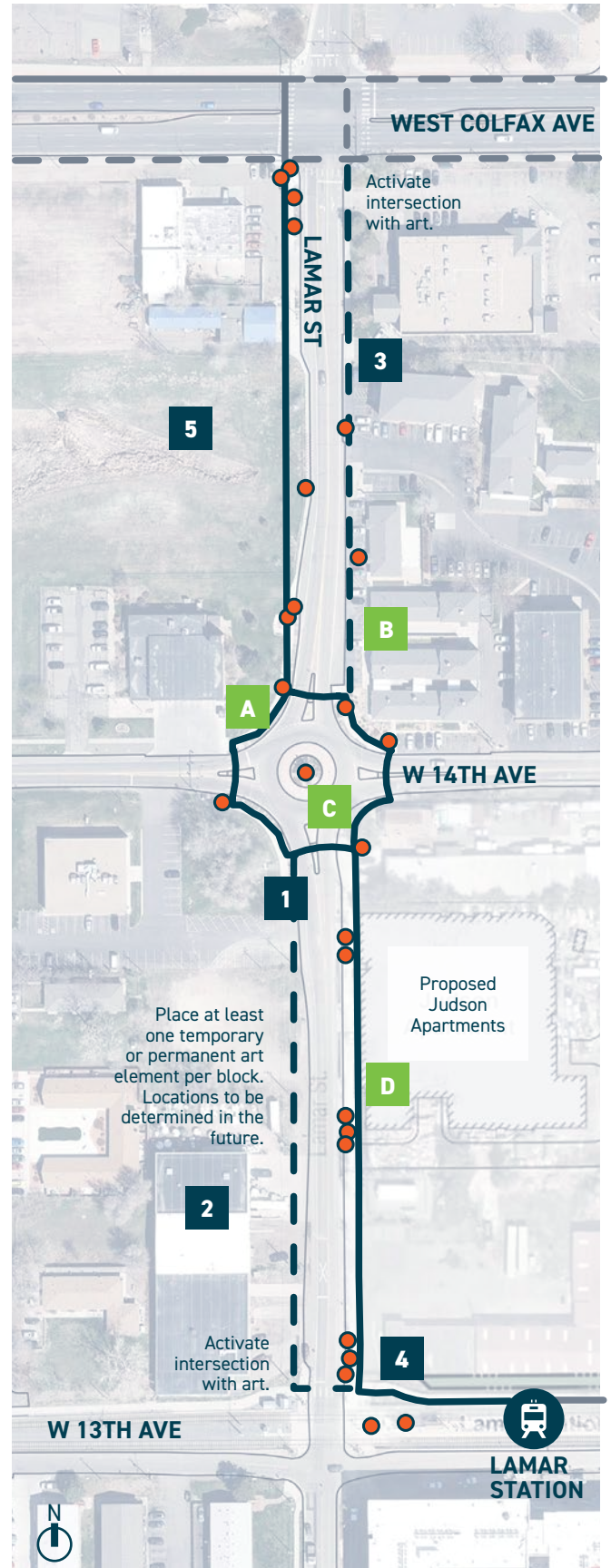


Improve Mobility and Connections



Emphasize Sense of Identity

-  Existing Art (temporary and permanent as of 2023)
-  Existing ArtLine (2023)
-  Proposed ArtLine
-  Existing Character Images
-  Key Concepts



Key Concepts

1 Lamar Street Art Corridor, Street Gallery + Festival Street ***PRIORITY PROJECT**

- a. Create an outdoor art corridor or hallway experience that includes numerous locations for public art along both sides of the street.
- b. Integrate this street gallery approach with new developments and adaptive reuse by integrating public art on private property, buildings, or public realm enhancements.
- c. Support the creation of a well-lit and creatively enhanced pedestrian walkway/alleyway to connect Lamar Street to adjacent future redevelopment to the east.
- d. Encourage opportunities to create a “festival street” for block parties and temporary street closures for pop-up celebrations and events in partnership with local businesses and 40 West Arts.

Concept of Lamar Street Art Corridor



2 Art With Private Development

- a. Incorporate art and creative design features into new development as a part of the City of Lakewood's Enhanced Development Menu and ArtLine Design Standards & Guidelines to create a continuous art experience utilizing the facade and ground floor of buildings facing the street.
- b. Encourage art enhancements on existing buildings to help activate the street and provide interest.
- c. Support efforts to encourage adaptive re-use of existing buildings and new mixed-use buildings that provide neighborhood-serving businesses that help activate the street level and contribute to developing Lamar Street as a destination for the community.



Art should be included with private development

3 Attractive and Complete Street

- a. Complete the missing sidewalk and streetscape segments with future grants or redevelopment to provide a safe and attractive connection on both sides of Lamar Street in this segment.
- b. Consider opportunities to prioritize active transportation and to improve comfort and safety for pedestrians and bicyclists with secure bike parking and other enhanced design elements.

4 Lamar Street Gateway

- a. Create an enhanced and improved vertical placemaking / wayfinding element near the station at 13th Avenue to be highly visible and welcome people to the ArtLine when they are arriving by light rail or on the W Line bike path. Consider a gateway element at or near the station.
- b. Utilize the existing 40W kiosk and bike station at 13th and Lamar to provide information about the ArtLine and events in the area and promote this as an entrance point into the ArtLine for visitors accessing the amenity from the W Line light rail.

5 Environmental Art Along Lamar Street

- a. Create an environmental land art experience in the storm water detention area to activate it as a passive recreational area along the ArtLine.
- b. Coordinate with the future North Dry Gulch drainage improvement project to incorporate the art into future designs.



Examples of arrival gateway opportunities

Mountair Park

Existing Character and Opportunities

The prominent feature of this segment is Mountair Park, a 9-acre park at the intersection of 14th Avenue and Depew Street that slopes down to the W Line bike path and 13th Avenue. The park features a baseball field, picnic tables, playground, basketball court and a picnic shelter. The park is also home to Mountair Park Community Farm, a 1.5-acre organic vegetable farm in the south section of the park that was established in 2014 through a partnership between the City of Lakewood and the non-profit Sprout City Farms. The farm averages 10,000 pounds of food produced per year and works to provide access to fresh, healthy food for area residents and to be a gathering space for the community.

The ArtLine route travels through the park and connects to the other segments along Harlan Street and the W Line bike path. The surrounding land uses are primarily residential with some industrial, transit-oriented development and affordable housing along the south edge of the segment. The historic Loveland House is located on the west side of Harlan Street in this segment and is proposed to be restored and adaptively re-used as part of a boutique hotel project. The segment passes by the Lakewood Brick property, an historic industrial site that is proposed to be redeveloped as The Brickyard. This development is envisioned as a mixed-use community with residential, commercial, and community gathering spaces activated with art.

The public realm along Harlan Street within this segment is uncomfortable for pedestrians. There is an attached and narrow sidewalk along the east side of the street and a missing sidewalk along the west side of the street. Bike lanes are located on both sides of the street and the W Line bike path is a well-used local and regional route for walking and biking. There is an opportunity to emphasize the linear nature of the W Line bike path and the spirit of movement through kinetic artwork. There is also an opportunity to build on the existing art in the park, which includes Dermal Plate Gateway by PUNCH, one of the largest and most recognizable sculptures on the ArtLine, to create an exciting destination.



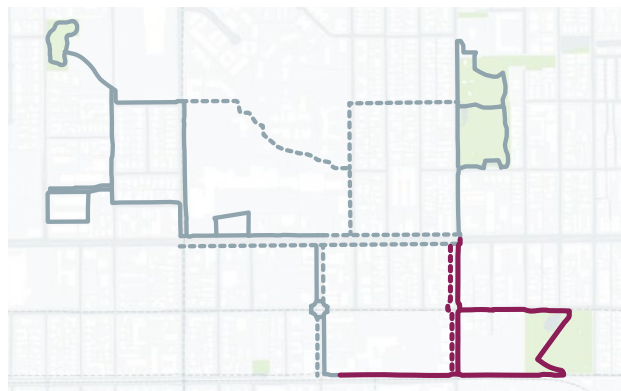
Sculpture art, Dermal Plate Gateway by PUNCH, within Mountair Park near W Line



Ground mural, Street Confetti by Sandra Fettingis, along the W Line bike path



Mountair Park Community Farm managed by Sprout City Farms and interactive musical instruments



Mountair Park Segment Map

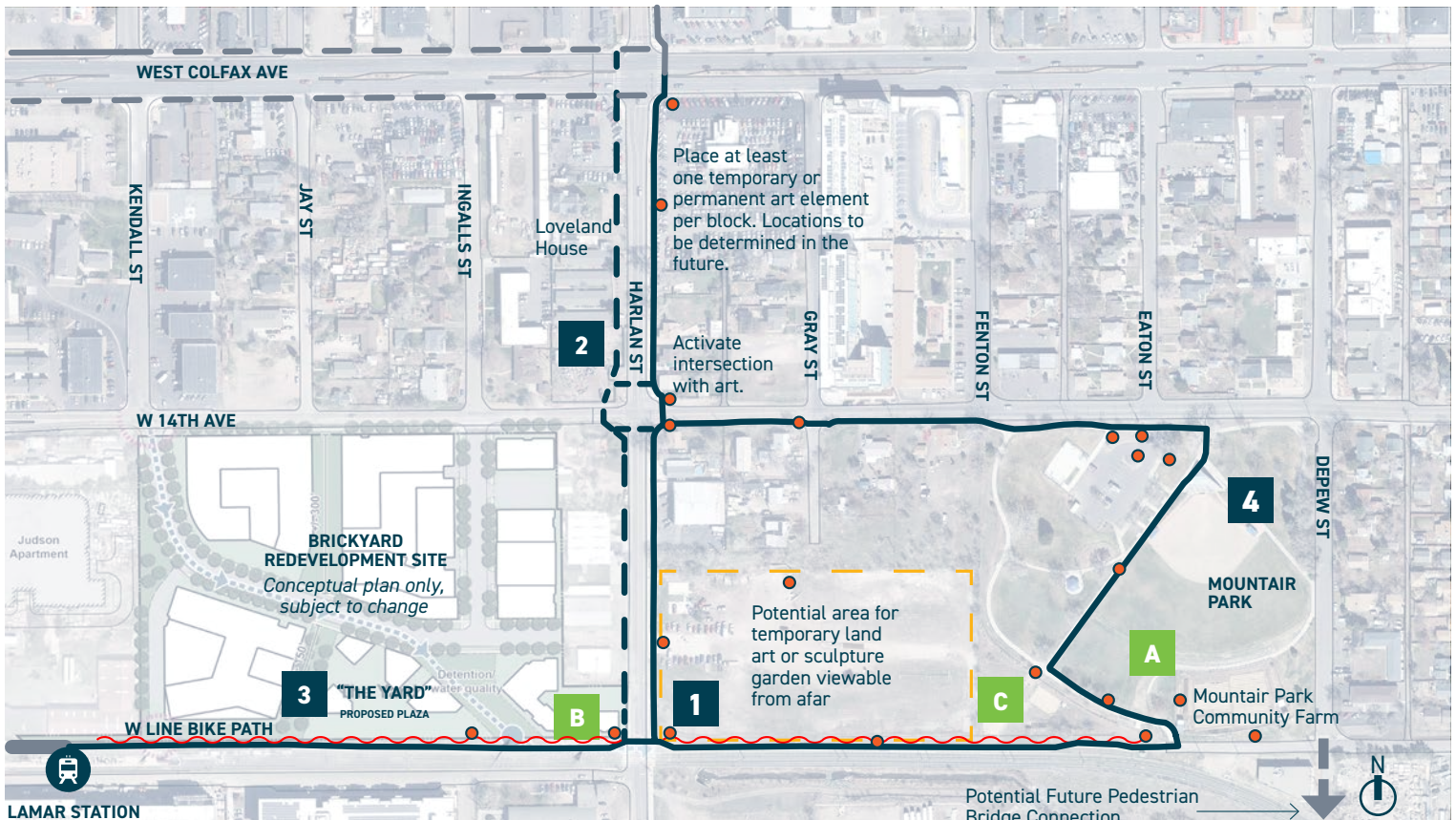
Segment Vision, Recommendations, and Concept Designs

The Mountair Park segment will concentrate on **densifying public art, integrating with development, improved mobility and connections, creating programming and destinations, and emphasizing a sense of identity.** The segment will be characterized by the integration of art in many forms, including larger sculptural pieces, land art, fence art, integration with Mountair Park Community Farm, new gateways, kinetic art, and the unique opportunity to connect to the planned Brickyard and Loveland House redevelopments.

Public Art & Creative Placemaking Strategies



Mountair Park Segment Framework Diagram



Key Concepts

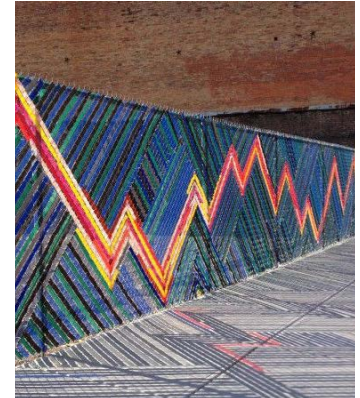
1 Densify W Line Bike Path Art

***PRIORITY PROJECT**

- a. Take advantage of the existing W Line bike path to create a linear art and public space experience along the RTD W Rail Line. Thousands of potential ArtLine visitors see the route from the W Line and the bike path and there's an opportunity to generate interest and excitement by adding more art to this area.
- b. Implement kinetic art, fence art, lighting, and banners to create a continuous artistic experience connecting Lamar Station to Mountair Park.
- c. Continue to coordinate with the owners of the vacant parcel at the northeast corner of Harlan Street and the W Line bike path to maintain existing art and add new temporary art elements.



Examples of linear kinetic art



Examples of fence art

Concept of W Line Bike Path



2 Harlan Streetscape Improvements

- a. Create a more comfortable experience for pedestrians and bicyclists along Harlan Street with wider sidewalks, tree lawns, and more defined bike lanes.
- b. Partner with the future Loveland House redevelopment to connect the project to the ArtLine with enhanced art and placemaking experiences that honor the history of the site and neighborhood.
- c. Support opportunities to provide murals or other art and placemaking on existing commercial buildings along Harlan Street.

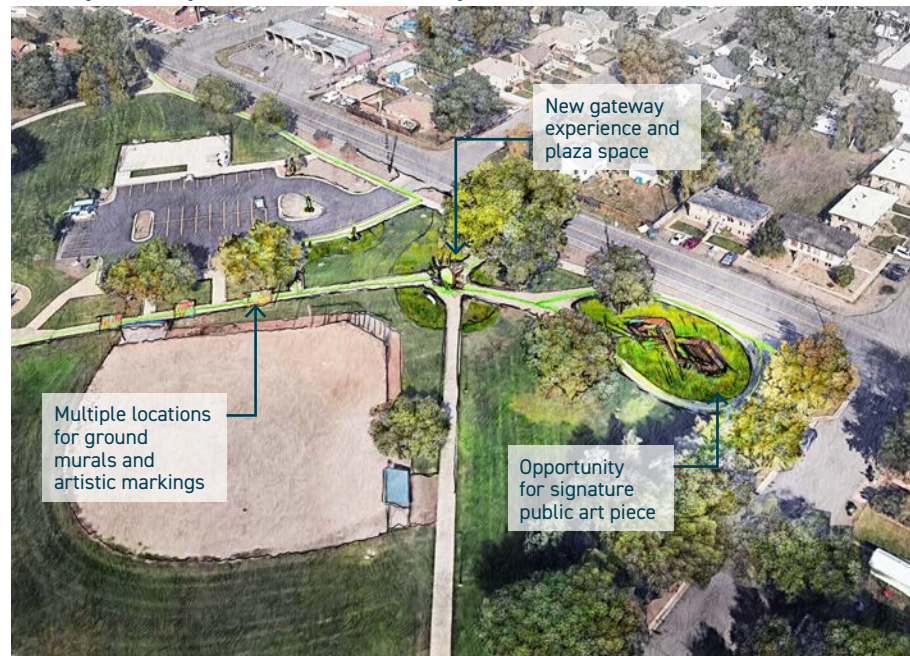
3 Brickyard Development Art + Community Gathering Spaces

- a. Coordinate with the developer to support integration of public art and performance spaces into the project adjacent to the ArtLine and create an attractive and highly visible access into the site from the ArtLine.
- b. Consider celebrating the connection to the new Brickyard redevelopment by allowing for a future ArtLine route through 'The Yard,' which is a new mixed-use plaza envisioned at the heart of the development.

4 Mountair Park Gateway Moments

- a. Implement gateway elements and enhance art and murals at Mountair Park Community Farm to strengthen its role as a major ArtLine destination.
- b. Utilize new park improvements in the northeast corner of the park to create a new gateway and public space featuring the ArtLine and a new public art installation.
- c. Add new public art installations in the form of land art or sculpture art to the park along the ArtLine route.
- d. Explore the opportunity for a new public space and flexible community plaza on 13th Avenue, and a future pedestrian bridge connection over the W Line light rail near the intersection of 13th Ave and Depew Street.
- e. Identify a location within the park to provide a welcoming entrance point to the ArtLine where visitors can park their vehicle or bicycle and find information about the ArtLine route, Audio Tours, and area information.

Concept of Proposed 14th Ave Gateway at Mountair Park

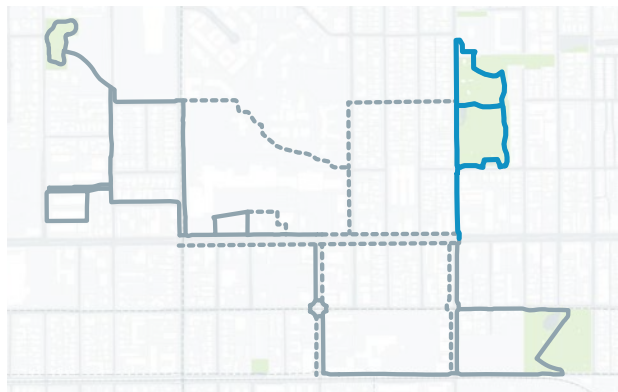


Walker-Branch Park

Existing Character and Opportunities

The Walker-Branch Park segment begins at West Colfax Avenue and continues north along Harlan Street to the Edgewater Civic Center and Library. The segment is characterized by the 13-acre community park that has views of downtown Denver to the east and the iconic RMCAD water tower to the west. The park provides a variety of recreation opportunities and gathering spaces, including a skate park, basketball court, two playgrounds, and grassy play fields. A future dog park is planned, along with other improvements in the recently completed Walker Branch Park Master Plan. The park and this segment of the ArtLine is unique, as portions are within both the City of Edgewater and the City of Lakewood's boundaries and collaboration between the jurisdictions is important.

According to the ArtLine Pedestrian and Bike Count 2021 Annual Report, Walker-Branch Park is one of the most visited locations on the ArtLine with high pedestrian activity and a diverse set of users. The report notes that Walker-Branch Park had the highest number of children under 5 and school-aged children. This makes it an ideal location for youth and family programming and interactive art. The park is already home to interactive and functional art, including Stranger Reduction Zone by Timothy Flood and Stegoskel by PUNCH. There are bike lanes on both sides of Harlan Street but the pedestrian experience along the street is uncomfortable and fractured due to narrow attached sidewalks and missing sidewalks in some sections on the west side of the street.



Walker-Branch Park Segment Map



Sculpture art, Stegoskel by PUNCH, within Walker-Branch Park



Ground mural by Brian Raymond Simmonds within Walker-Branch Park near the Edgewater Civic Center during winter



Story Totem by Nestor Fedak with Hidden Dinosaur art panels by Michelle Wolins, along Harlan St

Segment Vision, Recommendations, and Concept Designs

The Walker-Branch Park segment will concentrate on **densifying public art, improved mobility and connections, creating programming and destinations, and emphasizing a sense of identity.** This segment will celebrate the largest destination park on the ArtLine by building on the existing public art and offering new opportunities to expand the public art experience into the beautiful park setting in coordination with future park and mobility improvements. The ArtLine begins along Harlan Street before continuing into the park where users experience ground murals, interactive art installations, functional art, a new outdoor performance area, and a direct connection to the Edgewater Civic Center and Library building to the north. In addition, improvements to the 17th Avenue and Harlan intersection create a colorful pedestrian-friendly connection as users continue west along 17th Avenue to RMCAD. Improvements to the 18th Avenue and Harlan intersection will help welcome users into the ArtLine and Civic Center from the west.

Public Art & Creative Placemaking Strategies



Densify Public Art




Improve Mobility and Connections



Create Programming and Destinations



Emphasize Sense of Identity

 Existing Art (temporary and permanent as of 2023)

 Existing ArtLine (2023)

 Existing Character Images

 Key Concepts

Walker-Branch Park Segment Framework Diagram

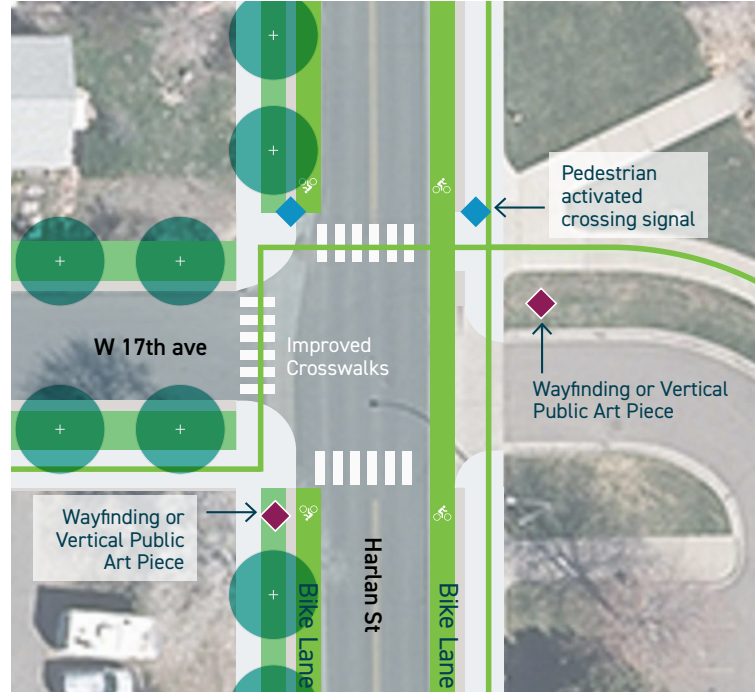


Key Concepts

1 17th Avenue and Harlan Street Intersection

- a. Create a pedestrian-friendly crossing and implement safety measures at this intersection.
- b. Consider making this crosswalk raised to calm traffic.
- c. Incorporate artistic and/or ArtLine branded crosswalk treatments with the new crossing.

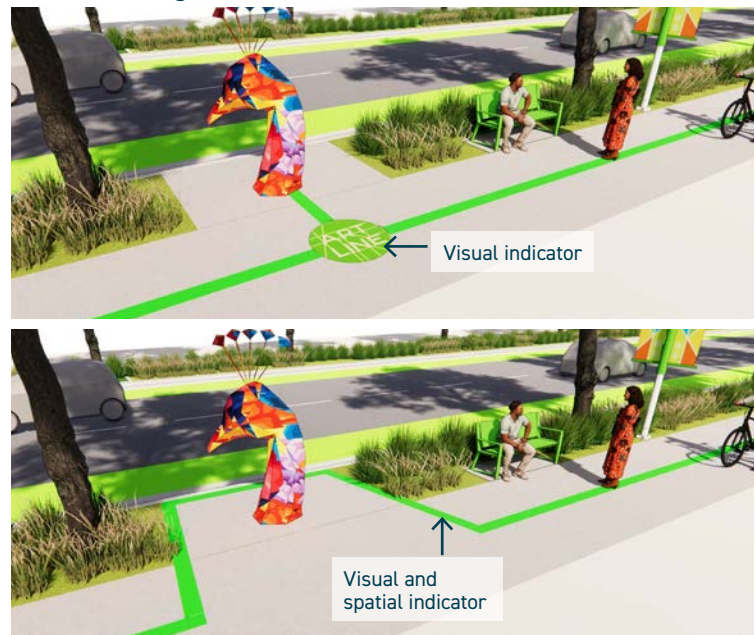
Concept Diagram of 17th and Harlan Intersection



2 Harlan Streetscape Improvements

- a. Implement sidewalk and tree lawn along Harlan Street between West Colfax Avenue and 16th Avenue.
- b. Create art nodes with ground murals, areas set aside for small art installations, and consistent elements like benches and lighting.
- c. Consider protected bike lanes and pedestrian bulb outs at crossings.

Concepts of ArtLine Visual Indicators at Public Art Location Along the Street

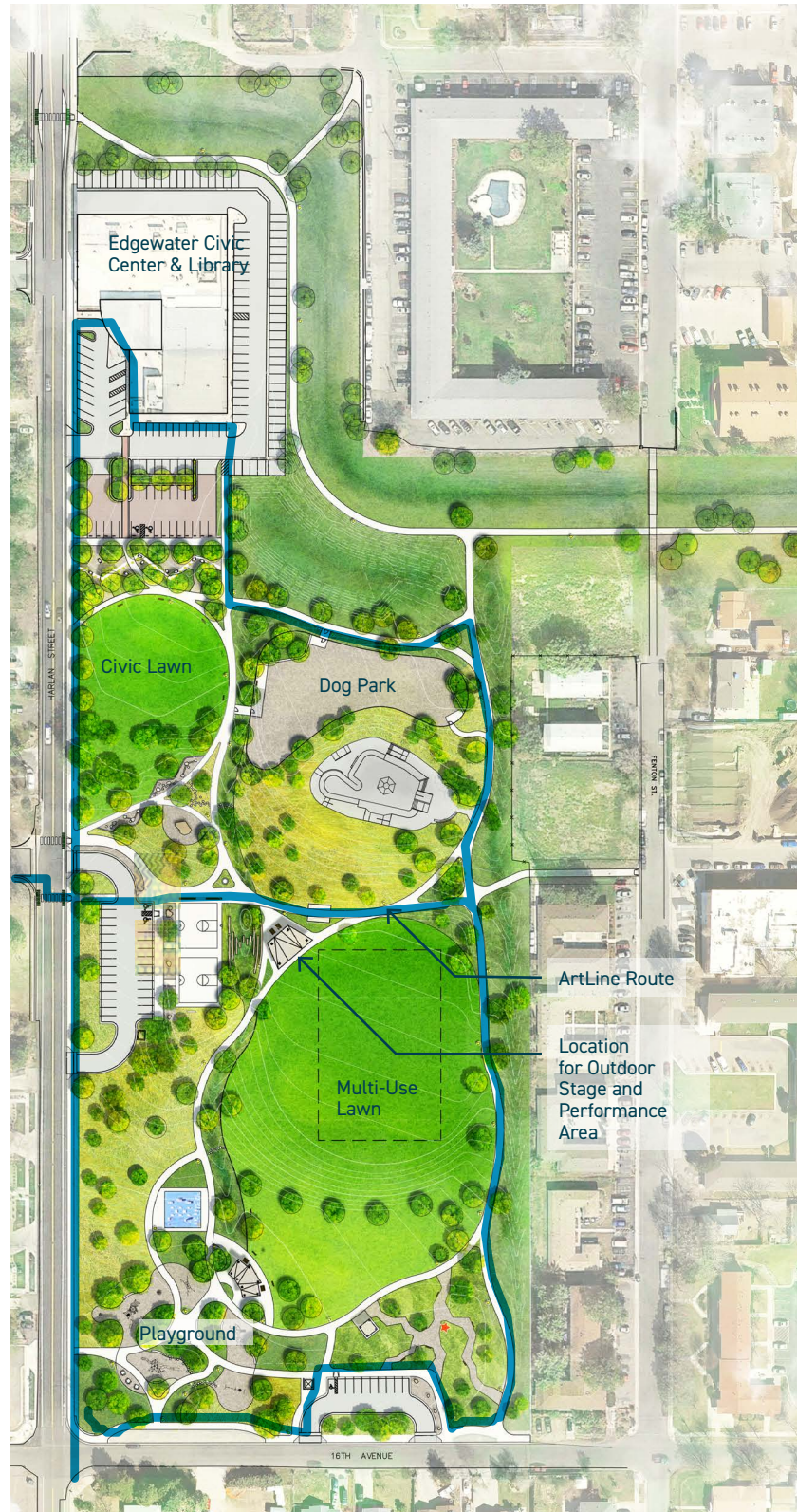


3 Walker-Branch Park Art

- a. Reinforce Walker-Branch Park as a key ArtLine destination by ensuring existing art is well-maintained and selectively adding new interactive and functional art with future projects, including the new dog park and future crosswalks on Harlan Street.
- b. Implement large new artistic murals by local artists on the existing basketball courts to create a highly graphic and playful entry into Walker-Branch Park from W 17th Ave.
- c. Consider the addition of a “permission wall” near the skate park, seasonal lighting, and temporary art elements to activate the park.
- d. Implement an improved gateway and ground mural at the park entry at the corner of Harlan Street and West 16th Avenue.

4 Harlan Street and 18th Avenue Crossing

- a. Create a pedestrian-friendly crossing and implement safety measures at this intersection, as it is a key access point to the ArtLine and the Edgewater Civic Center and Library from the north and west.
- b. Incorporate artistic and/or ArtLine branded crosswalk treatments with the new crossing.



Concept plan rendering from Walker-Branch Park Master Plan



Concept rendering from Walker-Branch Park Master Plan of new outdoor space and flexible lawn adjacent to Edgewater Civic Center, and potential program events in partnership with Edgewater Public Library. For illustrative purposes only

5 Opportunities for Programming, Gathering and Events

- a. Create a new outdoor space and large flexible lawn for performances and events in collaboration with the City of Edgewater.
- b. Partner with Edgewater Public Library to cross-program events on the ArtLine, with a focus on youth and families.
- c. Celebrate the future dog park as the only one on the ArtLine and incorporate art and placemaking elements when it's developed so it stands out as a unique and memorable gathering space for visitors (and their four-legged friends!)
- d. Explore partnerships with the Filipino-American Community of Colorado Center, which is directly north of the Edgewater Civic Center and Library. This community center represents an opportunity to partner with organizations that will increase access to the ArtLine for visitors and residents of diverse backgrounds.



Concept rendering from Walker-Branch Park Master Plan illustrating new areas for ArtLine sculptures and the outdoor performance and event space. For illustrative purposes only

6 Walker-Branch Park Gateway and Wayfinding

- a. Implement wayfinding and placemaking elements in Walker-Branch Park to draw visitors from Edgewater into the ArtLine and the 40 West Arts District.
- b. Partner with the City of Edgewater and the Edgewater Library to promote the Civic Center location as a key entry point to the ArtLine where visitors can park and find ArtLine information both outside and inside of the Civic Center building.

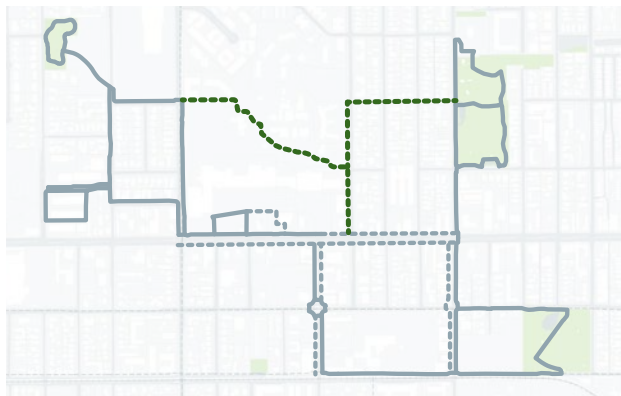
Rocky Mountain College of Art + Design (Future)

Existing Character and Opportunities

This proposed new segment would extend the ArtLine route from the Aviation Park segment on the west through the beautiful and historic Rocky Mountain College of Art + Design (RMCAD) campus to the Walker-Branch Park and Colfax Core segments to the east and south. Implementation of this future segment will require close coordination with RMCAD and adjacent property owners to determine the final design and alignment. The route is envisioned to start near Pierce Street and 17th Avenue and continue through the campus to Kendall Street on the east. To complete the new segment, the proposed route connects to Walker-Branch Park along the west side of Kendall Street and south side of 17th Avenue or to the Colfax Core segment by traveling south along the west side of Kendall Street. The new segment would allow ArtLine visitors to enjoy the unique RMCAD campus and would provide area residents and visitors a more direct east-west connection from Aviation Park to Walker-Branch Park.

RMCAD is a private for-profit art school, and the 23-acre campus is a designated historic district on the National Registry of Historic Places. The campus was initially home to the Jewish Consumptives' Relief Society in the early 1900s, shifting to become the American Medical Center in the 1950s. In 2002, RMCAD purchased the property and works to maintain the unique grounds which include gardens, lawns, the iconic RMCAD water tower, and historic structures.

As a private school the property has been inaccessible for residents and visitors to the ArtLine. A desire has emerged for residents to the west of RMCAD to be able to directly access Walker-Branch Park, specifically seniors who live at the Residences at Creekside, a Metro West Housing Solutions (MWHS) property. Additionally, allowing access through the property will give residents and visitors alike the ability to enjoy this beautiful institutional space and learn about and celebrate its rich history.



RMCAD Segment Map

Segment Vision, Recommendations, and Concept Designs

The proposed RMCAD segment concentrates on **improved mobility and connections and creating programming and destinations**. This segment will connect Walker-Branch Park to Aviation Park by featuring a new connection through the heart of the RMCAD campus. The route includes two linear street connections with ground murals, wayfinding, and pedestrian crossing improvements before entering the campus and bringing visitors through RMCAD's sculpture garden and proposed outdoor performance area located adjacent to historic campus buildings.

Public Art & Creative Placemaking Strategies



Improve Mobility and Connections



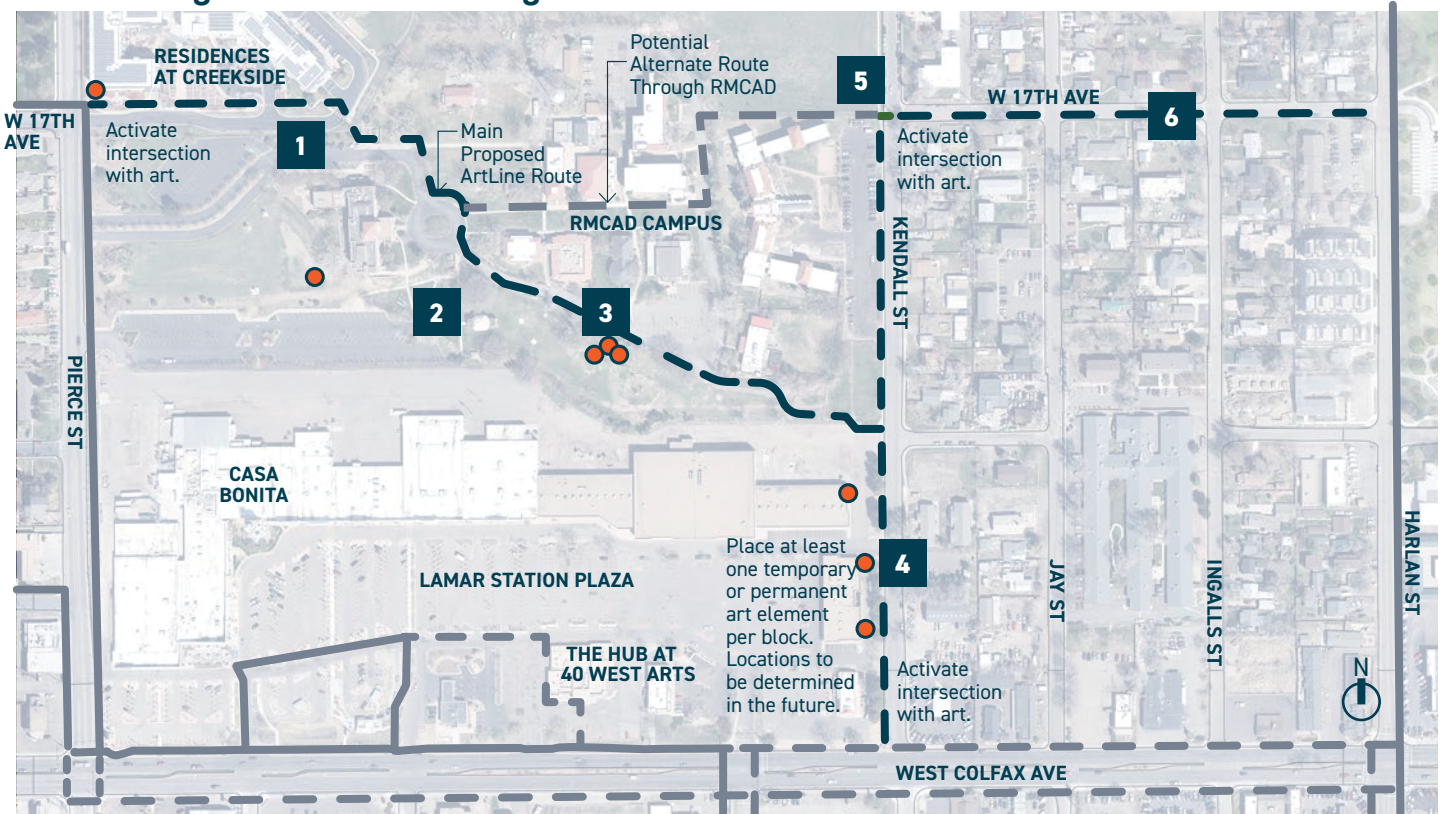
Create Programming and Destinations

Key Concepts

1 ArtLine Connection Through RMCAD

- Collaborate with RMCAD, MWHS and Lamar Station Plaza to fund through grants or other means the design and implementation of a future ArtLine route that is envisioned to connect through or adjacent to the Residences at Creekside property, past the historic buildings and sculpture garden, and exiting onto Kendall Street behind Lamar Station Plaza.
- Explore an alternate route through RMCAD that does not pass the sculpture garden and instead aligns with 17th Avenue, bringing ArtLine visitors through the north part of the RMCAD campus and still connecting with the Residences at Creekside community.
- Update maps and marketing materials to reflect the new segment after it is implemented.

RMCAD Segment Framework Diagram



- Existing Art (temporary and permanent as of 2023)
- Proposed ArtLine
- 1 Key Concepts



2 Adaptive Reuse of Historic Building and Outdoor Performance Garden

- a. Explore adaptive reuse of the Isaac Solomon Synagogue building as a gathering and event space.
- b. Integrate an outdoor performance garden adjacent to this building.
- c. Additional opportunities to collaborate on programming, for example concerts in the sculpture garden.
- d. Pursue grants to help implement these recommendations.



3 RMCAD Art and Sculpture Garden

- a. Integrate the ArtLine with the existing RMCAD Sculpture Garden.
- b. Explore using interpretive or interactive art elements to tell the unique story and history of the RMCAD campus.
- c. Collaborate with RMCAD students and faculty to create temporary and/or permanent art installations to elevate their work, integrate it with the ArtLine, and promote emerging student artists.



Examples of opportunities within the RMCAD campus, including a potential outdoor performance amphitheater and an expanded art program in the sculpture garden

4 Kendall Streetscape

- a. Improve the west side of the Kendall Street streetscape from 17th Avenue to Colfax Avenue with the ArtLine green line, ground murals, wayfinding, and locations for temporary or permanent art installations created in collaboration with RMCAD and potentially ICCS.
- b. Design Kendall Street as a low-stress bike route when the RMCAD Segment is installed.



Examples of potential small areas along Kendall St for art installations or wayfinding

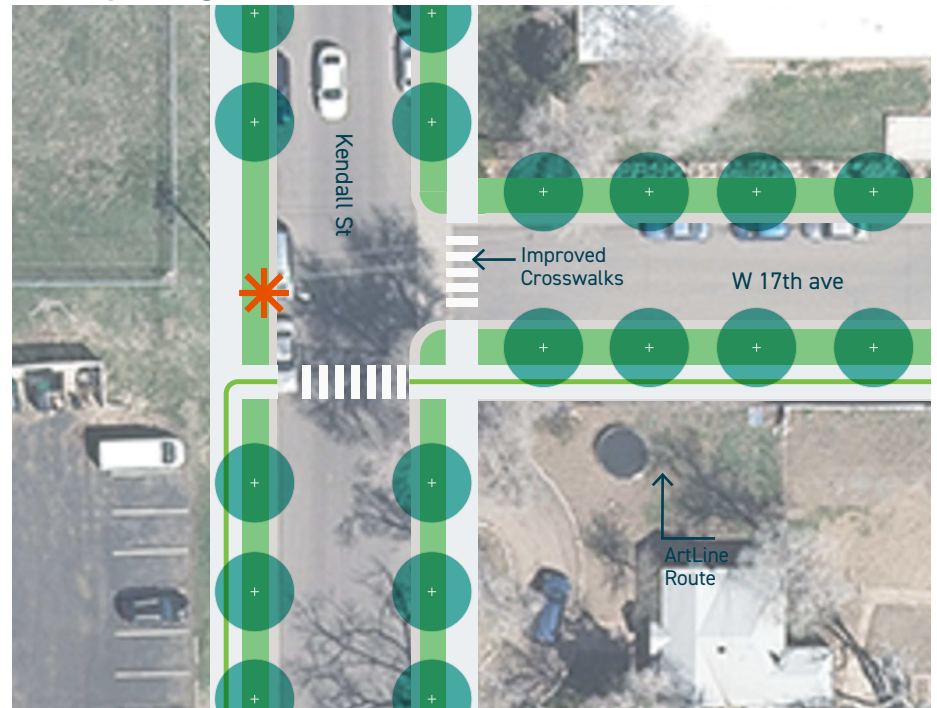
5 17th Avenue and Kendall Street Intersection

- a. Improve pedestrian crosswalks in both directions at the 17th Avenue and Kendall Street intersection.
- b. Align the east-west crosswalk to the south side of 17th Avenue where the new ArtLine route will go and incorporate ArtLine branded crosswalk treatments.
- c. Utilize the terminus of 17th Avenue as a key location for wayfinding or vertical art pieces to draw visitors down Kendall Street toward the RMCAD segment. Consider the prominent RMCAD water tower when designing any new vertical elements at this location.

6 17th Avenue Streetscape

- a. Enhance 17th Avenue to include pedestrian-friendly crossings, additional wayfinding, and art nodes at the intersections of Harlan Street and Kendall Street.
- b. Shorten crossing distances for pedestrians and explore curb extensions in key locations to slow traffic and create space for gateway art pieces.

Concept Diagram of 17th Ave and Kendall St Intersection



Streetscape Elements

While the street network along the ArtLine route provides the primary connection for all the segments, the route itself lacks a consistent streetscape character, and in many areas, lacks basic infrastructure including sidewalks, curb and gutter. Streetscape improvements that are consistently designed can strengthen the sense of a continuous route, reinforce the overall identity and brand of the ArtLine, and support a safer and more comfortable experience for all users, encouraging visitors to linger and explore.

Due to the length of the ArtLine and the varying conditions along the route, streetscape improvements are anticipated to be implemented over time with an emphasis on bringing unimproved areas of asphalt up to a basic level of improvement while continuing to complete enhancements along priority corridors or segments.

Recommendations

The categories of streetscape elements included below establish the overall framework and goals for the streetscape along the ArtLine. These recommendations are derived from community input that indicates desire for more landscaping, lighting, and other elements to enhance the user experience. The primary tool in assisting with the implementation of a consistent streetscape is the *ArtLine Design Standards and Guidelines* (DSG), which provides overall design guidance, rules and regulations for all public streets along the route. The DSG, a separate but associated document to the Framework Plan, should be referenced for additional detail and information on these Streetscape Elements.

Trees and Vegetation

- » Establish a consistent streetscape on public streets along all six ArtLine segments that provides continuous shade trees and canopy to reduce urban heat island effect and provides a more comfortable pedestrian experience.
- » Utilize landscape and understory plantings in the tree lawn that emphasizes water conservative planting and includes a variety of seasonal colors and interests while providing habitat and food species for pollinators.
- » Be mindful of plant selection where people might gather and stop.

Pedestrian Lighting & Banners

- » Continue to implement new pedestrian lighting on the segments lacking fixtures to enhance safety, evening comfort, and visibility. Pedestrian lighting is currently installed on parts of Pierce Street, Lamar Street and Mountair Park. Efforts should be made to continue phased implementation along all public streets and paths along the route with a special emphasis on the W Line bike path and major corridors, including West Colfax Avenue, Harlan Street, and Reed Street.
- » Incorporate creative art elements and use of colorful lighting projection technology in some fixtures to further reinforce the creative identity of the ArtLine.
- » Ensure the existing ArtLine Story Totems continue to be well-maintained to provide a lighting element along the route.
- » Selectively add new pedestrian lighting locations with furnishings, like seating and benches, to create safe and comfortable locations for people after dark.
- » Continue to utilize the pedestrian lighting banner program to reinforce the ArtLine identity and make users aware of special events, activities, or seasonal celebrations.

Bike Facilities

- » Continue to improve bike facilities throughout the ArtLine by implementing bicycle lanes on designated routes and utilizing special ArtLine markings, especially at street crossing locations, to let cyclists know they are on a facility that is within the ArtLine and to help indicate the crossings to drivers.
- » As a part of the citywide bicycle plan and recommendations, consider implementing protected bike lanes along corridors that see heavy bicycle traffic based on information tracked in the annual *ArtLine Pedestrian & Bicycle Count Report*.
- » Continue to implement a consistent style of bike racks that reinforce the ArtLine brand and identity and place them strategically in key destination areas to create frequent opportunities for cyclists to park and visit businesses, galleries, and other community amenities.

Benches and Seating:

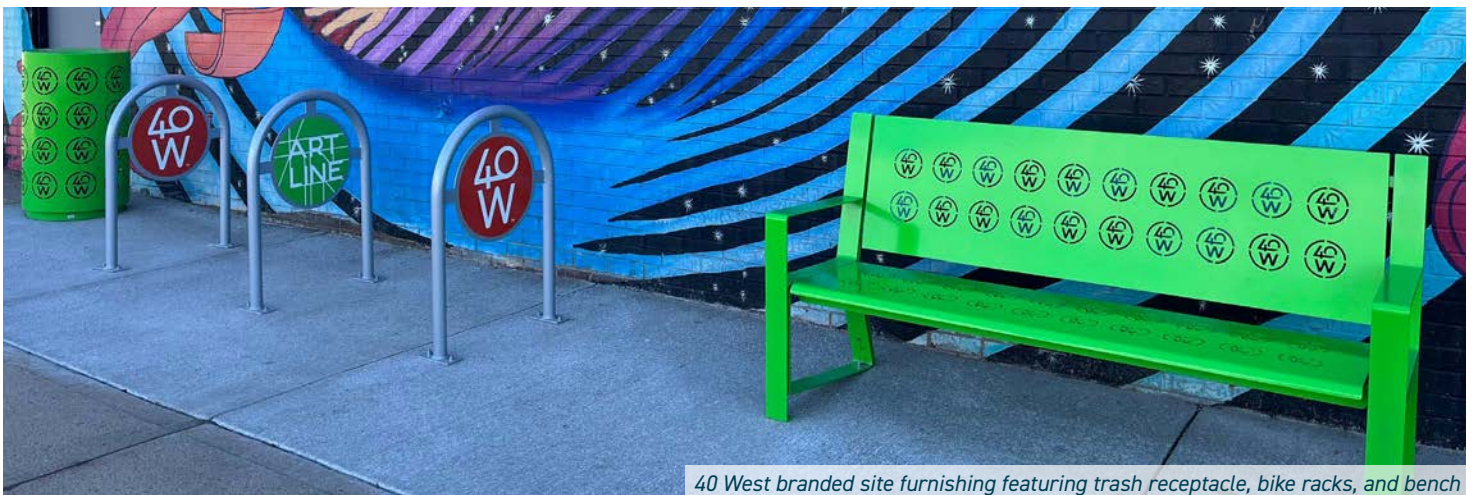
- » Continue to utilize and install the custom ArtLine bench along all the ArtLine segments to provide areas for seating, relaxation, and viewing art installations.
- » Additionally, look for opportunities to utilize creative and fun seating styles that relate to the vibrant and diverse nature of the artwork along the ArtLine.
- » Locate some benches and seating near public art to create opportunities for visitors to sit and linger while experiencing the public art.
- » Utilize the destination public spaces identified in the Framework Plan to create larger and more diverse gathering areas with a variety of seating opportunities, including large groupings of café seating, interactive and adaptable seating elements, or seating for larger groups of people.



Streetscape with site furnishing, lighting, and wayfinding banner



Add variety of street trees along the street



40 West branded site furnishing featuring trash receptacle, bike racks, and bench

The Green Line

The Green Line is the continuous, colorful graphic line marking the ArtLine route along sidewalks, park paths, the W Line bike path and on asphalt streets where no sidewalk exists. The current painted bright green line is a fast and effective way to draw visitors through the ArtLine and brand the concept, but the paint quickly fades and does not adhere well to new concrete. The line was initially painted in 2018 and has been re-painted in full or part three times since the original installation. It was envisioned as a quick-win to mark the route when the ArtLine idea was conceived but was not intended to be the long-term green line marking treatment. The goal has been to design and implement a more aesthetic and longer-lasting treatment.

The recommendations for the ArtLine markings establish a guide for more permanent methods of application that are more sustainable, require lower maintenance, and still create a colorful and recognizable visual element that further brands the ArtLine experience.

Marking Tiers

As part of the Framework Plan, three tiers of markings have been identified to address the varying conditions along the route. The tiers take into consideration the evolving nature of the ArtLine markings and allow for a phased approach to implementation based on opportunities and the physical conditions along the route. Each of the applications will be appropriate in different sections of the ArtLine, all working toward creating a more permanent and less maintenance-intensive Green Line marking method.

The three tiers include the following:



Tier 1: Temporary Markings – Acrylic Paint

Application:

- » To be used only in unimproved or existing areas where the current conditions do not allow for the installation of more permanent methods and there are not any plans for immediate improvements. Examples of this include areas that lack sidewalks where the markings are located on unimproved asphalt, or extremely unimproved sidewalk areas.
- » Average lifespan of this method is typically 1-2 years before repainting is required.

Marking Method:

- » Painted Acrylic:
 - Color: Pantone LT GREEN PMS 361C or equivalent agreed to by the City of Lakewood.
 - Width and location: 8" in width and located in the center of the sidewalk.



Examples of MMA (Methyl Methacrylate)

Tier 2: Semi-Permanent Markings – Thermoplastic and Methyl Methacrylate (MMA)

Application:

- » A semi-permanent marking that is not too expensive or complicated for projects improving the right-of-way/sidewalk. This method should be used in areas of the ArtLine that have higher quality existing paving conditions and on new development or improvement projects.
- » Average lifespan of this method is typically 5-10 years before reapplication is required.

Marking Methods:

- » Preformed Thermoplastic or MMA:
 - Color: Pantone LT GREEN PMS 361C or equivalent agreed to by the City of Lakewood.
 - Also incorporate 36" diameter ArtLine thermoplastic logo at key decision or entry points or in conjunction with adjacent art or placemaking elements.



Tier 3: Permanent or Enhanced Markings – Integral Color Concrete Band, Inset Metal, Microtop, etc.

Application:

- » Higher quality marking treatment or paving method for specific areas identified in the Framework Plan or where a special condition or location of public art warrants a Tier 3 application.
- » Average lifespan of this method is approximately 8 or more years before reinstallation or major repairs are required.

Marking Methods:

- » Integral Color Concrete Band
 - Color: Davis Color: Willow Green – 5376 or equivalent agreed to by the City of Lakewood.
- » Inset Metal Strip
 - Description: Permanent long-term application of an inset metal strip or band providing a visual reference to the area's rail history.
 - Color and Style: To be determined on a case-by-case basis in collaboration with the City of Lakewood.
- » Microtop
 - Description: Long lasting and durable specialty concrete topper application for use of vibrant colors and patterns.
 - Color and Style: To be determined on a case-by-case basis in collaboration with the City of Lakewood.
- » Thermoplastic Artistic Element on Sidewalk
 - Description: Long lasting and durable application for use of vibrant colors and patterns on specialty artistic elements or sidewalk markings.
 - Color and Style: To be determined on a case-by-case basis in collaboration with the City of Lakewood using artists to create the designs. The ArtLine logo should be considered for incorporation in or near the element to reinforce the branding and connection. The green line should also be creatively incorporated or referenced in the artwork and it should connect to the green line marking on either side of the artwork if possible.



Example of Colored Concrete



Example of Inset Metal Strip



Example of Microtop



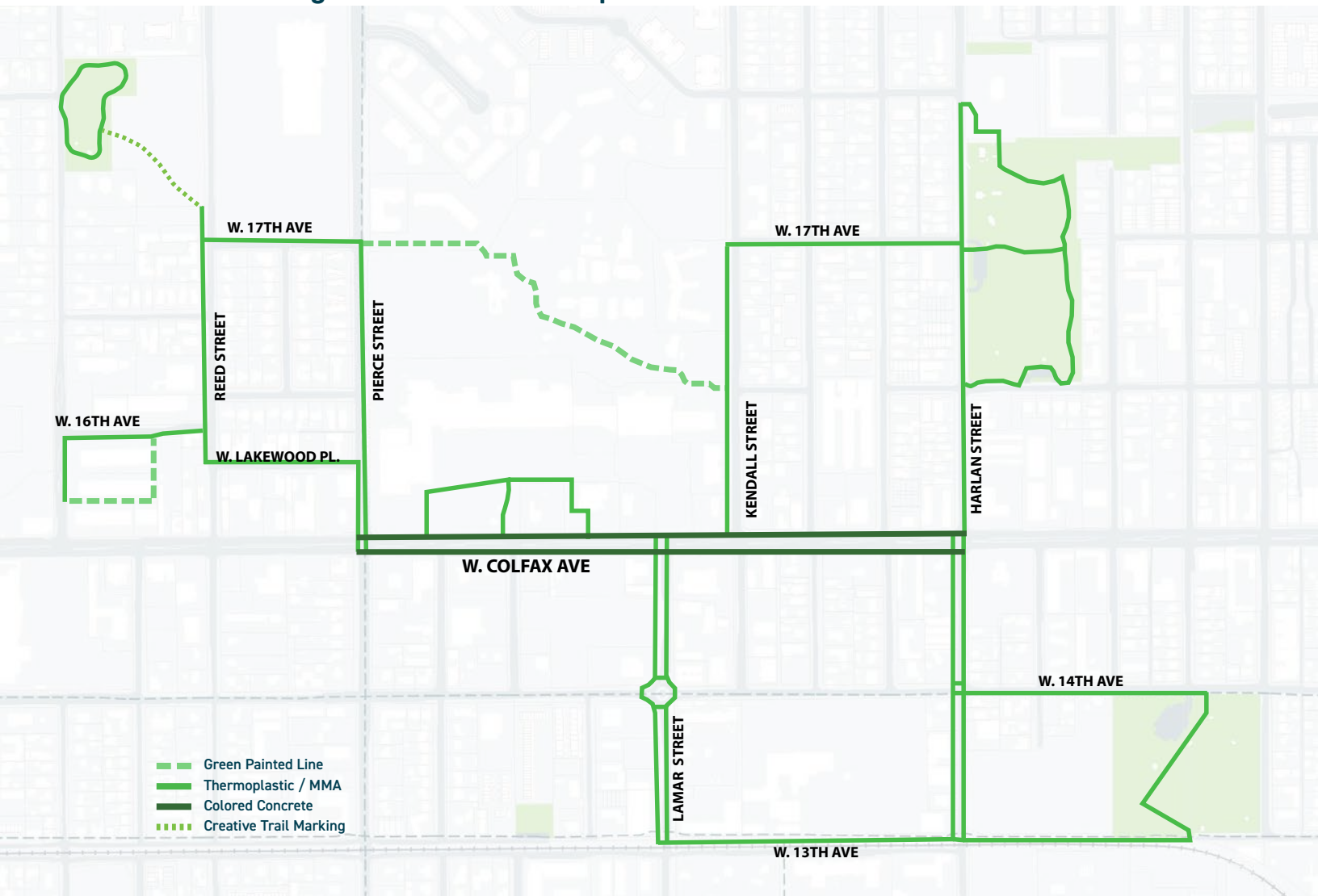
Example of Thermoplastic Artistic Element

ArtLine Marking Recommendations

The ArtLine marking recommendations illustrated here include the use of Tier 2 methods for a majority of the route and Tier 3 along West Colfax Avenue with the Colfax Safety Project improvements. The recommendations do not identify additional locations for Tier 3 Enhanced Markings, as they should be evaluated and determined on a case-by-case basis in partnership with the City of Lakewood and the 40 West Arts District. Additional guidelines include the following:

- » Maintain the ArtLine as the painted green line in any area that does not have adequate existing paving conditions to use other methods and/or clear funding and planning for Tier 2 or 3 implementation.
- » Implement colored concrete along both sides of Colfax Avenue to announce arrival to the ArtLine and to incorporate a long-lasting and low-maintenance green line treatment along this highly visible ArtLine segment.
- » Install a creative marking treatment for the crusher fines ArtLine route in Aviation Park.

ArtLine Marking Recommendations Map



Public Art + Creative Placemaking

Public art and creative placemaking are at the core of the ArtLine's spirit and essential to its long-term vitality. Over 70 permanent and temporary art installations can be discovered along the route and include murals (on vertical and horizontal surfaces), fence art, sculptures, and story totems – a sculptural wayfinding element that is unique to the ArtLine. Many installations incorporate an interactive component, which is a design element that has been important to the community and should be continued with future art installations. Most of the artworks were created by professional or emerging artists, but several mural and fence art installations were completed with artists working alongside community volunteers. This diversity in how art is created, installed, and experienced along the ArtLine is essential to its design and its vision as a community-driven creative placemaking amenity.

The following categories of art are currently located on the ArtLine:

- » **Murals:** art form that involves painting or applying vinyl art wraps onto a surface or wall. Murals can be applied as ground murals, utility art murals, garage murals, wall murals, game murals, or chalk art murals.
- » **Sculptures:** three-dimensional representative or abstract forms, often involving elements that invite the viewer to interact with the piece and involve them in the creative process.
- » **Fence Art:** use of existing fence infrastructure as a canvas for public art expressions.
- » **Kinetic Art:** art from any medium that contains movement perceivable by the viewer or that depends on motion for its effect.
- » **Paving Art:** incorporates art into paving patterns along the streetscape. These can create a sense of place and act as traffic calming measures along vehicular travel and bike travel lanes.
- » **Land Art:** artwork that is composed directly on or in the natural landscape, oftentimes large scale.

Other art forms that should be considered in the future include:

- » **Digital Art:** a temporary or permanent art installation that relies on digital technology as part of the production, process, or presentation. This type of art is becoming increasingly popular.
- » **Performance Art:** a type of artwork involving actions by the artists and relevant collaborators, often including genres like dance, acting, music, and poetry.

Next Steps

Permanent and temporary art can be incorporated on public and private property along the ArtLine with new development or adaptive reuse on private property, public investment and grants, partnerships with public sector and non-profit partners along the route, and through individual businesses or property owners on the ArtLine who are interested in contributing to the experience.

To guarantee the long-term success of these elements on the ArtLine, it will be important to work with all project partners to develop a process to ensure permanent art installations are well-maintained, determine timelines for care and removal of temporary installations, and identify opportunities and selection processes for new installations that contribute to the design and character of the ArtLine. The Implementation section of the Framework Plan outlines next steps to support project partners with these public art and creative placemaking considerations.



ArtLine fence, sculpture and mural art by Lauren Culbreth, Nestor Fedak and DAAS



Pollinator Path ground mural by Charlotte Ricker and volunteers



Davey Jones's Locker by Pirate Contemporary Art

Implementation

66	Implementation Matrix
70	Art Selection Process
72	Organization and Maintenance Considerations
76	Policy and Regulatory Considerations

Introduction

The 40 West ArtLine Framework Plan includes a wide spectrum of ambitious recommendations that are anticipated to be implemented over the next 10-15 years, depending on available resources. Realizing these collective goals and strategies will require collaboration, partnerships, and creative thinking. Implementation will also require substantial resources and sustained support over time including funding for capital improvements, operations, and maintenance. Although these interventions will require a significant financial commitment to be implemented in full, they will provide a multitude of benefits to advancing a wide range of community goals related to quality of life, public health, active transportation, access to parks

and open space, economic development, and more. The following section highlights proposed steps to advance the recommendations in this plan. It's important to note that the ArtLine is envisioned as a dynamic project that will grow and evolve to meet the needs of current community desires. While this plan outlines many recommendations that reflect the community vision for the ArtLine at the time of plan development, like any good creative placemaking project, new ideas to enhance the ArtLine will emerge that are not yet envisioned. These ideas should be vetted by ArtLine project partners and implemented to the extent possible to ensure the ArtLine continues to be reflective of the local community and is an exciting experience for locals and visitors to enjoy.

Implementation Matrix

Aviation Park Segment

Key Concept	Timeframe	Lead Agency	Support Agency	Potential Funding
1. State-Owned Parcel Improvements	long-term (10+ yr)	ArtLine Coordinator/ Project Team	State of Colorado - DOR	State of CO - DOR, Other Grants
2. Activate Aviation Park Art Pedestals	short-term (1-4 yr)	Lakewood HCA	Lakewood Parks, 40W / Colfax BID	City, Other Grants
3. 17th Avenue Sculpture Gardens	mid-term (5-9 yr)	ArtLine Coordinator/ Project Team	State of Colorado - DOR	State of CO - DOR, Other Grants
4. Reed Street Utility Art	mid-term (5-9 yr)	ArtLine Coordinator/ Project Team	Xcel Energy, Lakewood Public Works, 40W / Colfax BID	Other Grants
5. Reed Street Mobility Improvements	short-term (1-4 yr)	Lakewood Public Works	ArtLine Coordinator/ Project Team	CDBG, City
6. Reed Street and 17th Avenue Intersection Improvements	short-term (1-4 yr)	Lakewood Public Works	State of Colorado - DOR, ArtLine Coordinator/ Project Team	City, CDBG, Other Grants
7. 16th Avenue Streetscape and Creative Business Area	mid-term (5-9 yr)	ArtLine Coordinator/ Project Team	40W / Colfax BID, Lakewood Public Works	CDBG, 40W/ Colfax BID, LRA, Other Grants
8. Lakewood Place Mural and Lighting Experience	mid-term (5-9 yr)	ArtLine Coordinator/ Project Team	40W / Colfax BID, Lakewood Public Works	CDBG, LRA, Other Grants

See pages 26-28 for details

Colfax Core

Key Concept	Timeframe	Lead Agency	Support Agency	Potential Funding
1. The HUB at 40 West Arts Plaza*	short-term (1-4 yr)	40W / Colfax BID	ArtLine Coordinator/ Project Team	40W/ Colfax BID, Other Grants, LRA
2. Art Gateway at Lamar and Colfax	mid-term (5-9 yr)	Lakewood Planning	Lakewood HCA, 40W / Colfax BID, Lakewood Public Works, State of Colorado - CDOT, ArtLine Coordinator/ Project Team	State of CO - CDOT, City, LRA, Other Grants
3. Art Along West Colfax Streetscape	mid-term (5-9 yr)	Lakewood Planning	Lakewood HCA, 40W / Colfax BID, Lakewood Public Works, State of Colorado - CDOT, ArtLine Coordinator/ Project Team	State of CO - CDOT, City, LRA, Other Grants
4. Improve North-South Crossings Along West Colfax Avenue	mid-term (5-9 yr)	Lakewood Public Works	Lakewood Planning, 40W / Colfax BID, State of Colorado - CDOT, ArtLine Coordinator/ Project Team	State of CO - CDOT, Other Grants, City
5. Lamar Station Plaza Creative Hub	long-term (10+ yr)	Lakewood Economic Development	40W / Colfax BID, ArtLine Coordinator/ Project Team	Private, LRA, 40W/ Colfax BID

See pages 33-35 for details

* indicates priority project

Lamar Street

Key Concept	Timeframe	Lead Agency	Support Agency	Potential Funding
1. Lamar Street Art Corridor, Street Gallery + Festival Street*	short-term (1-4 yr)	Lakewood Planning	Lakewood Economic Development, 40W / Colfax BID, ArtLine Coordinator/Project Team	Private, LRA, 40W/ Colfax BID, Other Grants
2. Art With Private Development	mid-term (5-9 yr)	Lakewood Planning	Lakewood Economic Development, 40W / Colfax BID, ArtLine Coordinator/Project Team	Private
3. Attractive and Complete Street	long-term (10+ yr)	Lakewood Public Works	Lakewood Planning	CDBG, Private, Other Grants
4. Lamar Street Gateway	mid-term (5-9 yr)	ArtLine Coordinator/ Project Team	RTD	City, Other Grants
5. Environmental Art along Lamar Street	long-term (10+ yr)	ArtLine Coordinator/ Project Team	Lakewood Public Works, 40W / Colfax BID	Other Grants, 40W/ Colfax BID, LRA

See pages 38-39 for details

* indicates priority project



Mountair Park

Key Concept	Timeframe	Lead Agency	Support Agency	Potential Funding
1. Densify W Line Bike Path Art*	short-term (1-4 yr)	ArtLine Coordinator/ Project Team	RTD, 40W / Colfax BID, Lakewood Planning	Other Grants, 40W/ Colfax BID, Sprout City Farms, LRA
2. Harlan Streetscape Improvements	long-term (10+ yr)	Lakewood Planning	Lakewood Public Works, ArtLine Coordinator/Project Team	Private, City, Other Grants
3. Brickyard Development Art + Community Gathering Spaces	mid-term (5-9 yr)	Lakewood Planning	ArtLine Coordinator/ Project Team	Private, LRA
4. Mountair Park Gateway Moments	mid-term (5-9 yr)	ArtLine Coordinator/ Project Team	Lakewood Parks, Lakewood HCA	City, Other Grants, Sprout City Farms

See pages 42-43 for details

* indicates priority project

Walker-Branch Park

Key Concept	Timeframe	Lead Agency	Support Agency	Potential Funding
1. 17th Avenue and Harlan Street Intersection	mid-term (5-9 yr)	Lakewood Public Works	City of Edgewater, Lakewood Planning	City, Other Grants
2. Harlan Streetscape Improvements	mid-term (5-9 yr)	Lakewood Planning	Lakewood Public Works, City of Edgewater	City, Private, City of Edgewater, Other Grants
3. Walker-Branch Park Art	short-term (1-4 yr)	ArtLine Coordinator/ Project Team	City of Edgewater, Lakewood HCA, 40W / Colfax BID	Other Grants, City, City of Edgewater
4. Harlan Street and 18th Avenue Crossing	short-term (1-4 yr)	City of Edgewater	Lakewood Public Works	City of Edgewater, Other Grants
5. Opportunities for Programming, Gathering and Events	short-term (1-4 yr)	ArtLine Coordinator/ Project Team	City of Edgewater, 40W / Colfax BID	City, 40W/ Colfax BID, Other Grants, City of Edgewater
6. Walker-Branch Park Gateway and Wayfinding	mid-term (5-9 yr)	ArtLine Coordinator/ Project Team	City of Edgewater, 40W / Colfax BID	City, City of Edgewater, Other Grants

See pages 46-49 for details

RMCAD

Key Concept	Timeframe	Lead Agency	Support Agency	Potential Funding
1. ArtLine Connection Through RMCAD	mid-term (5-9 yr)	ArtLine Coordinator/ Project Team	RMCAD	Other Grants, Private, LRA, RMCAD
2. Adaptive Reuse of Historic Building and Outdoor Performance Garden	long-term (10+ yr)	RMCAD	ArtLine Coordinator/ Project Team, 40W / Colfax BID	Other Grants, RMCAD
3. RMCAD Art and Sculpture Garden	short-term (1-4 yr)	RMCAD	ArtLine Coordinator/ Project Team, 40W / Colfax BID	Other Grants, RMCAD
4. Kendall Streetscape	mid-term (5-9 yr)	Lakewood Planning	Lakewood Public Works	Private, City, LRA, CDBG, Other Grants
5. 17th Avenue and Kendall Street Intersection	mid-term (5-9 yr)	Lakewood Public Works	Lakewood Planning	CDBG, City, Other Grants
6. 17th Avenue Streetscape	mid-term (5-9 yr)	Lakewood Public Works	Lakewood Planning	Private, City, CDBG, Other Grants

See pages 51-53 for details

Acronyms

BID	Business Improvement District
CDBG	Community Development Block Grant
CDOT	Colorado Department of Transportation
DOR	Department of Revenue
HCA	Heritage, Culture & Arts
LRA	Lakewood Reinvestment Authority
MWHS	Metro West Housing Solutions
RMCAD	Rocky Mountain College of Art + Design
SCF	Sprout City Farms and Mountair Park Community Farm
RTD	Regional Transportation District
40W	40 West Arts District



Art Selection Process

Art along the ArtLine may be initiated and funded through public, private, or partner efforts. A key priority for ArtLine partners is ensuring artists are compensated fairly for their work and this should be factored into the process for all art opportunities. The history and people of the region should also be honored and celebrated by highlighting artists and public art installations that elevate the area's unique character. Establishing a transparent and effective art selection process and guidelines will set expectations and help guide project partners and is key to the ArtLine's continued success. The following summarizes the typical ways art may be initiated on the ArtLine and includes recommendations for further development of the process for art selection and approval.

Art Opportunities

1. Permanent Public Art – Privately Funded: Art initiated through private development as a requirement or selected option through the 40 West ArtLine Design Standards & Guidelines and/or Enhanced Development Menu of the Lakewood Zoning Ordinance.
 - Art should be visible from the public realm but located on private property if possible. If art is in the public right-of-way, the developer may request it be considered for donation to the City's public art collection.
2. Permanent Public Art - Publicly Funded: Funded through public investment or grants.
 - Art is located on public property or in an easement.
 - Art becomes part of the City's permanent public art collection.
3. Temporary or Rotating Public Art: Typically funded through public investment or grants.
 - Art is located on public or private property.
 - The goal is to allow for creativity, support local creatives and emerging artists, and contribute to a dynamic and evolving ArtLine experience.
 - The art should be selected through a nimble process that is transparent and efficient.
 - Important to clarify prior to installation the length of time art will be in place, how (or if) art is rotated, and how art will be removed.
4. Other Art – Supporting Community Ownership of the ArtLine
 - "Guerilla" Art, or artwork that appears unannounced outside typical public art-sanctioned processes, has popped up along the ArtLine on private property. These grassroots efforts to be part of the ArtLine should be supported and encouraged.
 - Support partners on the ArtLine like Sprout City Farms, City of Edgewater, Metro West Housing, and others who want to initiate ArtLine art and placemaking efforts by sharing information about art selection processes, on-call artist list, supporting calls for art, etc.

Process Recommendations

Develop an On-Call Artist Pool

- » Consider issuing a Request for Qualifications (RFQ) annually, or at an interval determined with project partners, for a diverse set of artists to be considered as part of an on-call artist pool.
- » Selection of the artists should include representatives from 40 West Arts, 40 West Equity in the Arts Committee, City of Lakewood, and the Lakewood Public Art Committee.

Require Artwork with Development where appropriate and Involve 40 West Arts

- » Create a “tear sheet” for developers and local businesses that clearly outlines the development art selection process.
- » 40 West Arts should explore developing a formal process, that includes an administrative fee for the service, to provide assistance or curation of artists to help with art selection process.
- » Explore requiring a letter of support from 40 West Arts on proposed art installations that are required with development projects.

Encourage Temporary Art Installations

- » Create guidelines for expectations of temporary art based on the timeframe that is expected to last.
 - Guidelines should include requirements around concept review, installation, materials, removal, maintenance, and explicit content at a minimum.
- » Develop a streamlined approval process for temporary art that is expected to last less than 10 years.
- » Consider selecting artists from the on-call artist pool for temporary art installations.
- » Consider developing an “Activate the ArtLine” small grant campaign to encourage properties on the ArtLine to enhance their property with temporary artwork.
 - Consider providing information to show inspiration and examples of what could be done on private property along the route, and a range of costs to understand art budgets.
 - Consider implementing an artist-in-residence program with 40 West Arts to connect with the community and to help support these temporary art initiatives.

Continue adding art that is part of Lakewood’s public art collection

- » Permanent public art along the ArtLine should follow the public art process established by the City of Lakewood.
- » For public art donated to the City of Lakewood to be part of the public art collection, consideration should be given to an additional monetary gift of 5-10% of the public art project budget to cover long-term maintenance.



Organization and Maintenance Considerations

Marketing and Branding

Promoting the 40 West ArtLine and opportunities to explore it and attend events along it are important elements of the project, as is ensuring a consistent brand for the experience. Enhancing the ArtLine experience through wayfinding signage, lighting, and information about the types of art, artist information, and destinations along the route is also important. The ArtLine Audio Tours, which launched in 2021, enhance the ArtLine experience through storytelling and could be expanded upon in the future. Historically, marketing and branding of the ArtLine has occurred informally in a partnership through the City of Lakewood, 40 West Arts, and the BID. The 40 West ArtLine website, www.40WestArtLine.org, was developed by the City of Lakewood and supported by staff from the City and 40 West. However, there is no dedicated staff or formal structure to manage the website or oversee efforts to promote the ArtLine, and this is an identified need to ensure a consistent and compelling public facing presence for the project.

Programming

Working in partnership with the 40 West Arts District and West Colfax BID, programming of the ArtLine is important to activate the route and to bring awareness of this cultural asset to the community and visitors. Programming should be continued and expanded as staffing and resources allow. The following outlines areas for future programming to support and explore.

- » Increase stewardship of the ArtLine through volunteer engagement and considering an ArtLine Ambassador/ Adopt-a-Segment program.
- » Engage with youth and students and consider a mentorship program.
- » Create unique programming in each segment, which could include music and performance art and collaboration with partners along the route.
- » Consider opportunities for organized and themed bike and/or walking tours.

Staffing and Volunteers

The ArtLine currently does not have any dedicated staff nor does it have a clear organizational structure. To date, the ArtLine has successfully relied on a collaborative effort of staff from various City of Lakewood departments, the West Colfax BID, and 40 West Arts District to coordinate and advance efforts for the ArtLine. However, gaps exist in the capacity of staff to support current efforts and to effectively sustain and support the ArtLine to ensure it continues to meet community expectations. With current needs and the additional recommendations outlined in this plan, more dedicated and consistent staff time will be needed to process, coordinate, manage, maintain and oversee these efforts.

Based on current needs and projected growth, to sustain and grow the ArtLine to achieve the vision the community has identified for it, it is recommended to have three (3) staff positions, including one (1) part-time or full-time and two (2) variable part-time based on the following:

1. ArtLine Coordinator (1 full-time or part-time position)- This position would initially be housed within the City of Lakewood, with potential to shift depending on the identified long-term ArtLine organizational structure, and would have the following responsibilities:
 - Work with the City of Lakewood, West Colfax BID, and 40W Arts District to identify a long-term organizational structure for the ArtLine
 - Track, implement, and report out on Framework Plan progress
 - Help secure grants and other funding to support the project
 - Manage all art and placemaking funding, implementation, etc.
 - Coordinate with various departments on ArtLine related implementation needs, including with Design Review Committee on Design Standards & Guidelines
 - Staff ArtLine Project Team (APT) meetings and oversee APT work
 - Oversee work of part-time variable employee(s)
2. ArtLine Maintenance (1 variable part-time)- This position would be housed within the City of Lakewood with the following responsibilities:
 - Oversee maintenance of the ArtLine, including monitoring all art and placemaking elements, performing minor repairs, and coordinating with artists and other contractors on larger repairs and maintenance needs
 - Position could be expanded to support Heritage, Culture and the Arts on public art maintenance needs throughout the City
3. ArtLine Outreach Connector (1 variable part-time)- This position would be located in the community and work out of the 40 West Arts District/West Colfax BID offices with the following responsibilities:
 - Coordinate volunteers
 - Lead marketing and branding efforts, including overseeing the website and audio tours
 - Plan and implement programming, in coordination with the City of Lakewood and other partners
 - Conduct community outreach and engagement with area residents and broader audiences
 - Bi-lingual/Spanish speaking preferred



Maintenance

Long-term sustainability of the ArtLine, artwork and related amenities requires identifying strategies to address maintenance and conservation of ArtLine improvements. The following activities should be considered to ensure the ongoing success and vitality of the ArtLine:

- » Develop a maintenance plan and tracking spreadsheet for art, infrastructure, and gathering spaces along the ArtLine.
- » Conduct a regular condition assessment of all artwork on the ArtLine to determine which pieces need maintenance or conservation, or should be evaluated for deaccessioning (formally removed from the collection).
- » Prioritize conservation needs.
- » Identify and secure funding to provide necessary or recommended treatment.
- » Utilize Adopt-a-Sculpture and/or Adopt-a-Segment, when feasible; with appropriate training in maintenance techniques.
- » Investigate collaborations and partnerships with individuals and community organizations to assist with maintenance and conservation.
- » Include a maintenance plan with artist contracts.
- » Work closely with artists during the design phase to discuss materials and longevity of artwork with an eye on long term maintenance needs and costs.
- » Require a maintenance plan for all privately installed art installations required by the City of Lakewood.

Funding Strategies

Funding the ArtLine, a public community amenity, will require a diverse set of funding streams and strategies. Additionally, the success of the ArtLine to date is thanks to many factors including robust partnerships and a history of success of the partners in securing grants. As the ArtLine looks to the future, it will be imperative to pool resources through partnerships to implement ArtLine elements, support collaborative programming, and cultivate relationships with local groups and stakeholders to encourage a shared sense of pride and ownership of the ArtLine. While not an exhaustive list, the following opportunities and partnerships have been identified as potential ArtLine funding strategies.

Grants: Explore opportunities for national, state, and local grants. The ArtLine was established when project partners received a National Endowment for the Arts Our Town grant to launch the project. There is potential to obtain similar support to support the growth of the ArtLine as a creative recreational and cultural amenity through a variety of grants, including:

- » Safe Streets for All (SS4A)
- » Community Development Block Grants (CDBG)
- » Great Outdoors Colorado (GOCO)
- » Colorado Creative Industries (CCI)
- » National Endowment for the Arts (NEA)
- » SCFD funding (through City of Lakewood and 40 West Arts)
- » America Walks grants
- » AARP Community Challenge grants
- » Community First Foundation
- » Jeffco Open Space funds
- » AmeriCorps VISTA (potential grant program to fund a staff person to help build capacity for the ArtLine)
- » City of Lakewood grants (Neighborhood Participation Program, etc)

Developers and Public Private Partnerships: It will be crucial to set up systems that provide funding through the private sector in addition to federal, regional, and local funding streams. This area of Lakewood is seeing and will likely continue to see new development in the coming years, and sound systems that lay out requirements for working with developers to support the ArtLine and the benefits it brings will be important.

- » Work with and support developers to implement the 40 West ArtLine Design Standards & Guidelines and require public art with new development.
- » Consider a tax, donation, or sponsorship program for new developments that is invested in an ArtLine fund that contributes to art, programming, marketing, and maintenance.

Lakewood Reinvestment Authority (LRA): The LRA works to encourage private reinvestment within targeted areas of Lakewood to remove and prevent blight. The ArtLine is located within an LRA target area, and as such, LRA funds should continue to be invested in the ArtLine to support one of the LRA's primary goals, to maintain a strong identity and image for Lakewood. The funds could support City-initiated efforts, including maintenance, staffing, and new projects, as well as offset costs related to enhanced streetscape and other improvements on the ArtLine with private development.

Local Funding and Leveraging Existing Projects:

Opportunities to support the ArtLine through other local funding and by leveraging existing projects provide promising prospects. In addition to pursuing grants and other funding opportunities, the City's general operating budget should be considered to help support future staff positions as appropriate. The City should also consider requiring public art with all infrastructure projects in the ArtLine area. The following City projects and initiatives should also be leveraged to help implement ArtLine elements:

- » Colfax Safety Project
- » North Dry Gulch Improvements
- » 14th Ave overlay
- » Long-term roadway design plans (Functional Plans)
- » Reed Street sidewalks
- » Walker Branch Park Master Plan
- » Mountair Park Master Plan
- » Future public infrastructure projects

Other Partners: Partnerships have been key to the ArtLine's success and opportunities should be explored to strengthen and build capacity with the following partners to program and deliver projects outlined in this plan and to achieve shared goals.

- » Lakewood-West Colfax Business Improvement District
- » 40 West Arts
- » West Colfax Community Association
- » Metro West Housing Solutions
- » Rocky Mountain College of Art + Design (RMCAD)
- » City of Edgewater
- » Jefferson County Public Libraries (Edgewater branch)
- » Filipino-American Community Center of Colorado
- » Sprout City Farms and Mountair Park Community Farm
- » State of Colorado (Department of Revenue and Department of Transportation)
- » Regional Transportation District (RTD)
- » Private partners (e.g. Lamar Station Plaza and other local businesses)



Policy and Regulatory Considerations

ArtLine Route

The 40 West ArtLine Framework Plan provides guidance based on community input for improvements along the existing ArtLine route and recommends route additions in several areas to enhance the ArtLine experience as resources become available. While alternative route modifications or extensions could be proposed by project partners or others in the future, the priority should be to first implement the recommended route identified in the plan. Other areas that have been suggested for potential future ArtLine extensions include Sheridan Station and Wadsworth Station on the W Line Light Rail, the Edgewater Public Market area, and Sloan's Lake. Any proposed changes to the route recommended in the plan will be required to be evaluated and approved by the City of Lakewood and 40 West Arts prior to modifying the ArtLine Route.

ArtLine Brand Use

The 40 West ArtLine is a free and publicly accessible amenity and experience. To avoid any potential confusion and to maintain the integrity of the ArtLine brand, private development along or adjacent to the ArtLine route is discouraged from using the ArtLine name or logo in the name of the development. Developments are encouraged to have a unique and creative name to tie to the experience of being part of the ArtLine. Developments may propose to use a tagline to market the project as being "on the 40 West ArtLine". However, this proposed use of the ArtLine name or brand must be reviewed and granted permission by the City of Lakewood and 40 West Arts prior to being implemented.

Design Standards and Guidelines

The *40 West ArtLine Design Standards and Guidelines* is a companion document to the 40 West ArtLine Framework Plan and provides guidance around public realm and private development improvements along the ArtLine. The purpose of this document is to provide clear and consistent design direction with the goal of creating a creative, artistic, enlivening, economically healthy and thriving community-oriented district. The guidelines are administered by the City-Council appointed Lakewood Design Review Commission and support the 40 West ArtLine Framework Plan by providing more technical guidance around specific design elements to ensure a cohesive and attractive ArtLine streetscape and design along the entire route.

Future Zoning and Regulatory Tools

The ability to adjust zoning provides an opportunity to incentivize and balance land uses that are incompatible with the ArtLine. This powerful regulatory tool can support the ArtLine's overall vision.

Project partners should consider future zoning changes to:

- » Discourage or prohibit new predominantly auto-oriented uses directly on the ArtLine route, for example surface parking lots, gas stations, and car washes.
- » Encourage and incentivize neighborhood-serving local businesses. Incentives could include parking reductions and flexibility with adaptive reuse (both zoning and building code changes).
- » Allow for and encourage a range of housing options to include mixed income, live-work, and affordable housing options to encourage and incentivize a diverse set of residents.
- » Support artistic land uses like galleries, workshops, live-work spaces, and studios that contribute to the creative economy and create a unique sense of place within the 40 West Arts District.
- » Explore options to create an overlay district in alignment with the design standards and guidelines to promote ArtLine-oriented development and creative incentives. Ideas to consider include:
 - Potential for incentives for parking reductions in exchange for increased publicly accessible plaza space.
 - Potential changes to the minimum required retail-depth to keep the intent of activated, pedestrian-oriented ground floor design while allowing for flexibility so use can change over time with the economy and space needs.







40 West ArtLine

DESIGN STANDARDS & GUIDELINES

For Streetscapes and Buildings

January 2024 Draft

Prepared by Livable Cities Studio



Lakewood
Full of Possibilities

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- 59 Streetscape
- 60 Ground Floor Building Design*

64 W Line Bike Path (Lamar St. to Depew St.)

- 65 Streetscape
- 66 Ground Floor Building Design*

68 West 14th and 16th Avenues, and the corner of Teller Street

- 69 Streetscape
- 70 Ground Floor Building Design*

74 West 17th Avenue

- 75 Streetscape
- 76 Ground Floor Building Design*



Introduction

40 West ArtLine Vision

The vision for the ArtLine is deeply rooted in the voices of the people living in the community and offers a source of inspiration and focal point for the community. The ArtLine will provide a public space and placemaking experience to socialize, celebrate public art and innovation, showcase local history, improve public health by encouraging walking and biking, support local and creative businesses, and connect communities.

The ArtLine is a 4-mile outdoor public art experience in the heart of the state-certified 40 West Arts Creative District. This award-winning Lakewood amenity connects city parks, transit, schools, shopping, residents, and neighborhoods. From its early beginnings as a proposed arts loop in the 40 West Arts District Urban Design and Mobility Concepts Plan to the recognized cultural amenity it is today, the ArtLine has evolved as an ongoing manifestation of the community's spirit and a public realm and placemaking amenity that harnesses the cultural and creative energy of Lakewood and the neighborhoods it connects.

Purpose of Design Standards and Guidelines

To establish a cohesive vision and guide public realm and private development improvements along the 40 West ArtLine, the following set of Design Standards and Guidelines (DSG) have been developed and address streetscape components, ground floor activation, durability and articulation. The purpose of the standards and guidelines outlined within this document is to provide clear and consistent design direction with the goal of fostering a creative, artistic, diverse, enlivening, economically healthy and thriving community-oriented district. Additionally, the 40 West ArtLine DSG are designed to be used in tandem with the 40 West ArtLine Framework Plan, West Colfax Vision 2040 Action Plan, City of Lakewood Zoning Code and adopted Rules and Regulations to align with citywide goals identified in the Lakewood Comprehensive Plan and other adopted plans to achieve the community's vision.



Ground mural, Aztec Maze by Katy Casper and Story Totem by Nestor Fedak with Hidden Dinosaur art panels by Michelle Wolins, at Teller St and 16th Ave



Rainbow Road Chroma Code by Katy Casper at Lamar Station Plaza

Administration of the DSG

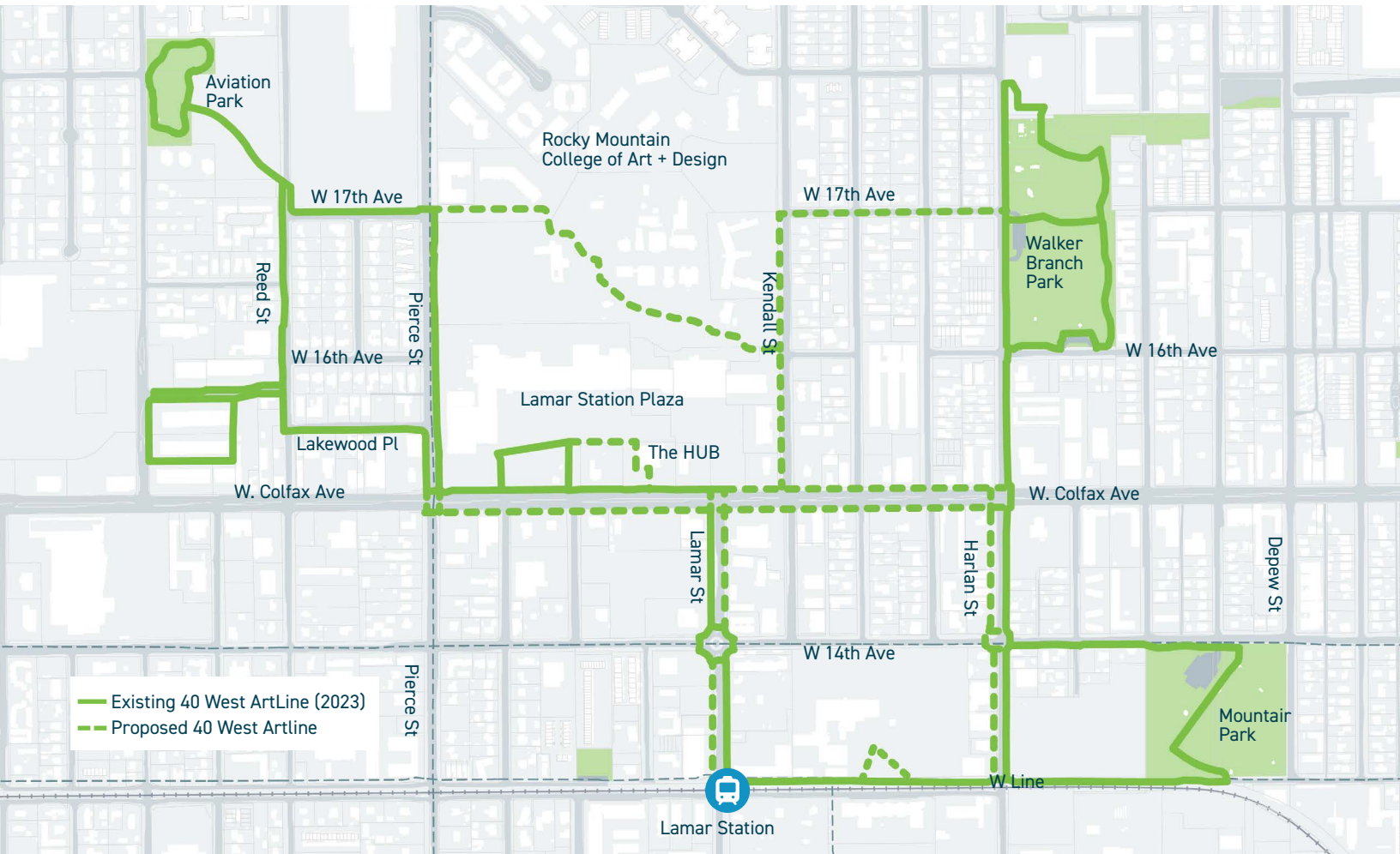
Review Authority of the 40 West ArtLine Design Standards & Guidelines

Ordinance O-2019-21 establishes the Design Review Commission (DRC) to review projects according to these DSG.

Applicability

These DSG shall apply to review of all Major Site Plans on parcels of land with a frontage adjacent to the ArtLine Route as shown in the adopted ArtLine Framework Plan and mapped in the exhibit below. Each application is subject to design review by the DRC. Per zoning, single-family and two-family structures are not subject to the DSG. The DSG was developed in conjunction with the 40 West ArtLine: A Framework for Moving Forward document, which included public outreach with the community and property owners. A detailed summary of the outreach process can be found in the supplemental 40 West ArtLine Existing Resources and Community Input Summary document.

40 West ArtLine Map: Recommended Route



The chart below describes where Public Realm and Private Realm DSG apply along the ArtLine.

<p style="text-align: center;">Street/Location</p>	<p style="text-align: center;">Public Realm Publicly-owned streets, pathways, right of ways, publicly accessible open spaces, etc.</p>	<p style="text-align: center;">Private Realm Privately-owned areas, more limited in its accessibility to the public</p>
<p>Lamar St. - both sides W. Colfax Ave. - both sides</p>	<p style="text-align: center;">Standards & Guidelines</p>	<p style="text-align: center;">Standards & Guidelines</p>
<p>Harlan St. from W. 13th Ave to W. Colfax Ave - both sides Harlan St. from W. Colfax Ave to W. 16th Ave. - east side only Kendall St. - west side only Reed St. - west side only Pierce St. from W. Colfax Ave. to Lakewood Place - both sides Pierce St. from Lakewood Place to W. 17th Ave - east side only Lakewood Place - north side only W Line Bike Path W. 14th Ave. - south side only W. 16th Ave. from Reed St. to Teller St. - both sides W. 17th Ave. from Pierce St. to Reed St. - north side only</p>	<p style="text-align: center;">Standards & Guidelines</p>	<p style="text-align: center;">Guidelines only</p>
<p>Residential-zoned streets W. 17th Ave. from Harlan St. to Kendall St. - south side only</p>	<p style="text-align: center;">Standards & Guidelines</p>	<p style="text-align: center;">None</p>
<p>Parks, private property (eg. RMCAD, Lamar Station Plaza parking lot)</p>	<p style="text-align: center;">Standards for green line only</p>	<p style="text-align: center;">None</p>

Composition of the Design Review Committee (DRC)

The composition of the DRC shall be as stated in Chapter 2.58 of the Lakewood Municipal Code (LMC.)

Relationship to the Lakewood Zoning Ordinance

The Lakewood Zoning Ordinance (Title 17 of the Lakewood Municipal Code) governs land use and development throughout the City of Lakewood. These DSG are adopted per the rule-making authority provided in §17.1.7.5. Adherence to the design standards in this manual is also specified by §17.6.1.3 for residential development, and by §17.7.1.3 for institutional, mixed-use, commercial, and light industrial development.

The Zoning Ordinance promotes the public health, safety and welfare of the City's residents and employees and facilitates the growth and expansion of the City. The code applies standards to provide the basic building form, parking, signage, and land use requirements for all neighborhoods within the City. Ordinance O-2019-21 establishes the Design Review Commission to review projects according to these DSG.

Organization of the Design Standards and Guidelines

The Design Standards and Guidelines are organized into broad subject areas which address crucial design topics, and subtopics where applicable. Each design topic is broken down into three key design criteria – Intent Statements (the 'what'), Standards (the 'shall') and Guidelines (the 'should') – each with varying levels of implementation requirements. In addition, each topic includes accompanying precedent graphics and illustrations to further showcase the various means to meet design criteria.

The guidelines have been organized by geographic area and street due to the unique nature of the 40 West ArtLine located in multiple neighborhood contexts, each with a different character and land uses. The street-based approach emphasizes the public realm while adapting any standards or guidelines for adjacent properties or uses to the existing conditions, character, zoning, and uses of each area and street.

The DSG consists of both minimum standards and suggested guidelines to achieve consistent neighborhood character, promote flexibility and creativity, encourage high-quality design, and align with the community vision. The components of the DSG are described below.

Intent Statements

Intent Statements clearly establish the primary design goal or functional objective for the topic, based on the vision for the 40 West ArtLine (see ArtLine Vision on page 5). In circumstances where the appropriateness or applicability of a Standard or Guideline is in question, the Intent Statements will provide additional direction. Innovation is encouraged and carefully understanding the Intent is critical for meeting the spirit of this document while bringing forward new design concepts.

Design Standards

Design Standards (Standards) are objective criteria that provide a specific set of directions for a particular topic, based on the related Intent Statement. Standards denote issues that are critical to achieve the Intent. Standards use the term “shall” to indicate that compliance is required.

Design Guidelines

Design Guidelines (Guidelines) provide further considerations promoting the goals defined by the Intent Statements. They are more flexible and harder to quantify than Standards. Guidelines use the term “should” or “may” to denote that they are pertinent to achieving the stated Intent but allow consideration for site and project conditions. Achieving the Design Guidelines may help to identify alternative approaches to achieving the Standards.

Should there be a request for a waiver or variance of the Standard, the Guidelines shall be strongly considered during the review process. In such a case, it must be demonstrated that the alternative meets one or more of the following criteria:

- » An alternative better achieves the Intent Statement.
- » The Intent will not be achieved by application of the Standard in this circumstance.
- » The Intent of other Standards or Guidelines will be improved by not applying this Design Standard.
- » Extraordinary or exceptional site factors make application of the Standard impractical.

Design Review and Approval Process

Requirement for Approval of Development Plans

Approval of the DRC for any improvements shall be required at each design phase of the development, as defined below, prior to submission of plans and specifications to the City of Lakewood and/or other approving entities (Xcel Energy, water service provider, etc.), and prior to development or redevelopment of any parcel of property covered by the DSG.

The process, review, and approval of any development by the DRC pursuant to these DSG are separate and independent from any review process required by the City of Lakewood. Approval of the DRC does not constitute the development's compliance with the City of Lakewood Zoning Ordinance or building code regulations.

The applicant shall comply with all City regulations, and where these Design Standards are more stringent, these Design Standards shall govern.

Attendance of Applicant During DRC Review Meeting

Applicants are encouraged to attend relevant DRC meetings. The DRC may request that the applicant attend review meetings as necessary to permit the DRC to evaluate the proposed Improvements.

Submission of Plans and Specifications

Prior to commencement of any work to accomplish any proposed Improvements, the applicant shall submit to the DRC all plans and specifications necessary to demonstrate conformance of the proposed Improvements with the DSG. The DRC shall reasonably request the applicant show, at a minimum, the nature, kind, shape, floor area, length, height, width, color, materials, and location of the proposed development. Sufficient information is required at each stage of the review process to fully evaluate the proposed Improvements on all relevant issues. Therefore, the DRC may require additional plans and specifications to further describe the physical properties of the proposed Improvements prior to approval or disapproval of the Improvements. Upon request, the applicant shall receive from the DRC a written acknowledgment that the plans and specifications submitted are complete and the date of such acknowledgment. Review materials shall be submitted to the DRC a minimum of five (5) days prior to the scheduled meeting. The DRC may postpone review of any materials submitted until all required materials have been received. A three-step review process is required for the DRC review and determination relative to all proposed Improvements:

Step 1: Concept Design.

Step 2: Detailed Design.

Step 3: Final Design.

The DRC plan review process is intended to work alongside Lakewood's Major Site Plan review and approval phases as indicated in the exhibit on p. 13. Applicants are encouraged to submit the same information and package required by the City's Major Site Plan review and approval to make the process more streamlined and efficient, in addition to the specific requirements described for each step described herein. One (1) digital copy of all required plans and specifications shall be submitted at each stage through applicable online submission methods as directed by the City of Lakewood.

Step 1: Concept Design

The Concept Design review will be concerned with overall compliance standards such as site layout and access, ground floor frontages, streetscape and public realm design. To align the DRC review process and information with Lakewood's Site Development Review process, applicants are encouraged to use the same format and scale of plan sheets and exhibits, in addition to any additional sheets with specific graphics and information pertinent to the DSG. The following list identifies the minimally acceptable design information required to initiate the Concept Design Review:

1. One digital copy of all sheets and information provided as a part of the City's Pre-Planning Application
2. Illustrative Conceptual/Illustrative Site Plan at a scale not smaller than one (1) inch = thirty (30) feet, and any additional exhibits showing the following:
 - 2.a. Property boundary.
 - 2.b. Ground-floor building program indicating uses and areas.
 - 2.c. Building footprint location and critical dimensions, including dimensions and/or summary of compliance with requirements set forth within the DSG.
 - 2.d. Locations and type of proposed public art or creative enhancements contributing to the 40 West ArtLine experience.
 - 2.e. Location of any community-oriented or creative uses within the building such as community gathering spaces/rooms, live/work artist spaces, spaces for non-profits, or spaces for local resident businesses.
 - 1.a. Location of access drives and curb cuts.
 - 1.b. Proposed vehicular and pedestrian street lights.
 - 1.c. Site parking or structured parking garage location with garage door location identified and access routes.
 - 1.d. Conceptual landscape design, especially streetscape, public realm design and the relationship between the building frontage and the adjacent street. Landscape information to include basic layout of trees, shrub areas, hardscape areas but not final species or material specifications.
 - 1.e. Proposed location of the 40 West ArtLine and marking method
 - 1.f. Approximate finished floor elevation(s).
 - 1.g. Service areas or access points for trash, recycling, and/or compost.
 - 1.h. Written narrative or notes describing the conceptual drainage approach.
 - 1.i. List of proposed building materials.
1. Conceptual building elevations and building heights denoted.
2. Building sections and/or 3D models as required to fully describe the massing.



Step 2: Detailed Design

The Detailed Design submittal will need to address overall compliance with design standards such as building form and placement, details, building materials, colors and finishes, architectural character, and roof lines. The following list identifies minimally acceptable design information required to initiate the Detailed Design review:

1. One digital copy of all sheets and information provided as a part of the applicant's submittal to the City of Lakewood for the Formal Major Site Plan Application #2.
2. Updated Conceptual/Illustrative Site Plan at a scale not smaller than one (1) inch = thirty (30) feet, and any additional exhibits showing further development of all items listed under Concept Design.
3. Additional exhibits, as required, showing the following:
 - 3.a. Grading and drainage plan.
 - 3.b. Detailed building elevations.
 - 3.c. Landscape plan with plant species, hardscape material identified, street furnishings and product information.
 - 3.d. Architectural facade and building treatments.
 - 3.e. Building materials schedule (a sample board may be requested at the time of the meeting for the Final Design phase).
 - 3.f. Site Lighting plans, including location, type and wattage of all exterior features, and photometric plans/study.
 - 3.g. Location of any utility boxes or service access areas, or underground utilities impacting the design of the streetscape and public realm.
 - 3.h. Locations and type of proposed public art or creative enhancements contributing to the 40 West ArtLine experience.

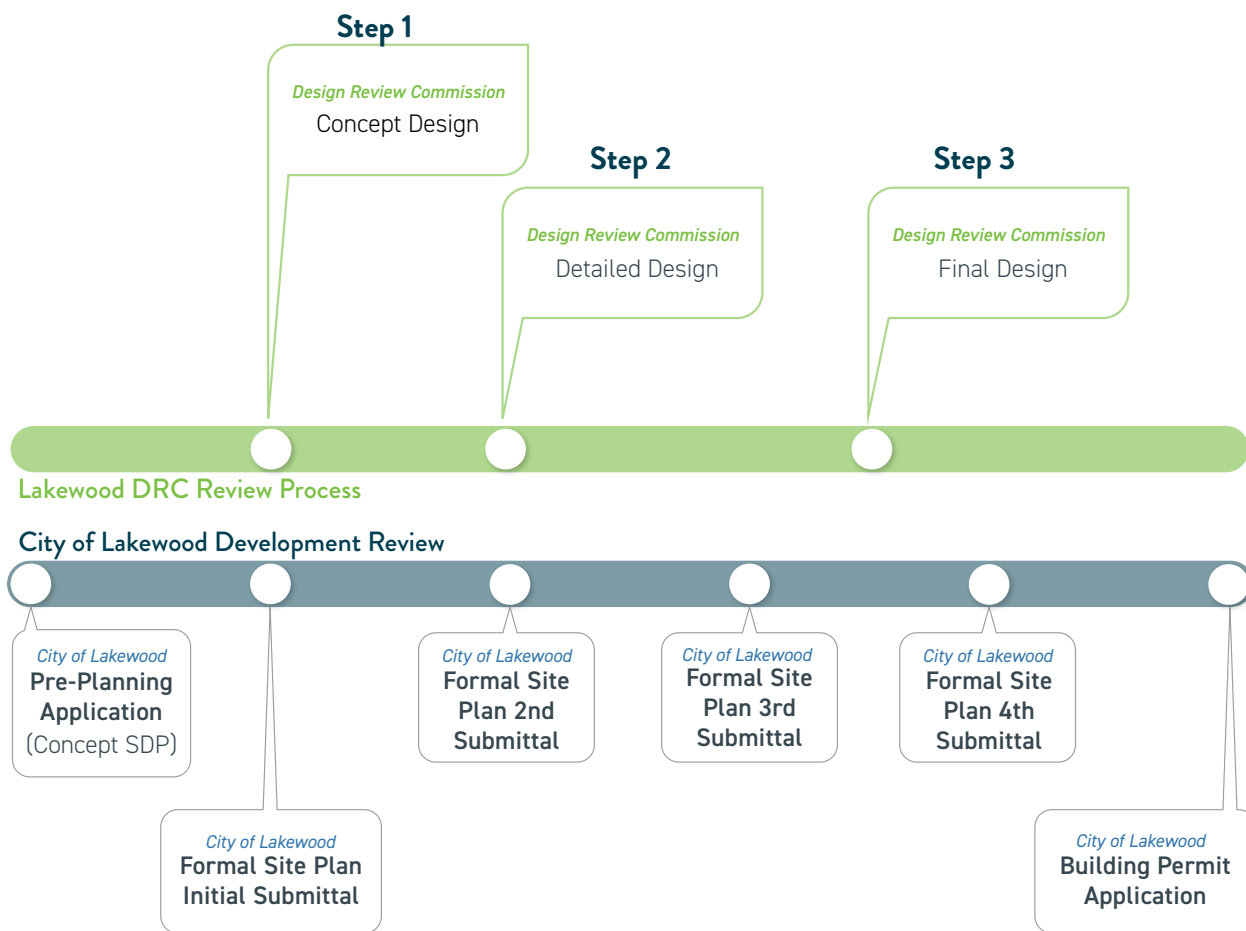
Step 3: Final Design

Final Design documents for the proposed development shall be completed in sufficient detail to fully explain the intent of all sitework, landscape, and architectural design, including all materials and finishes. The following list identifies minimally acceptable design information required to initiate the Final Design review:

1. One digital copy of all sheets and information provided as a part of the applicant's submittal to the City of Lakewood for the Formal Site Plan Application #3 or #4.
2. Any additional exhibits showing further development of all items listed under Detailed Design and if not already included in the Formal Site Plan Application package listed above, including:
 - 2.a. Final Site Plan, including all items required in the Concept Site Plan.
 - 2.b. Final grading and drainage plan.
 - 2.c. Final building floor plans.
 - 2.d. Final building elevations.
 - 2.e. Architectural details.
 - 2.f. Final landscape plans, including type, size, and location of existing and proposed plant material, paving and hardscape details, furnishings details and specifications, and any other amenities proposed within the streetscape or fronting the building.
 - 2.g. Irrigation plans.
 - 2.h. Final Site Lighting plans, including location, type and wattage of all exterior features, and photometric plans/study.
 - 2.i. Utility plan.
 - 2.j. Specification of building materials, type, and color, including a materials sample board.
 - 2.k. Locations and type of proposed public art or creative enhancements contributing to the 40 West ArtLine experience.

Lakewood Design Review Commission (DRC) and City of Lakewood Site Development Plan Review Process and Recommended Sequence

The following process diagram illustrates the suggested review and process for DRC and Lakewood's Site Development Plan review process. Applicants are encouraged to share their project schedule outlining their overall schedule of submittals and review milestones.



CHAPTER 1:

General Standards & Guidelines

Overall Public Art, Placemaking, and Creative Enhancement

The Public Art, Placemaking, and Creative Enhancement Standards and Guidelines apply to all streets along the ArtLine route and are intended to inform the placement and location of public art and creative enhancements. Revocable License Agreements or other permits may be required for some elements.

Lamar Street and W. Colfax Avenue

Intent

- » To promote the integration of temporary and permanent art, provide visual interest on building facades, and to enhance Lamar Street as an outdoor art corridor and street gallery that contributes to the artistic character of the 40 West ArtLine and Arts District.

Design Standards

- » Each building shall incorporate, at a minimum, one (1) art element that is visible to the public either on private property or in the right-of-way adjacent to the building from the following list of options included below.
 - Wall area or other space allocated for temporary installations and rotating art. (Note: rotating art may require additional building permits)
 - Permanent Mural.
 - Sculpture.
 - Other forms of art determined acceptable by the City of Lakewood, 40 West Arts, and DRC, including but not limited to sound art, light art, etc. (Note: art elements shall be reviewed by a representative of the 40 West Arts District)

Design Guidelines

- » Developers or property owners may partner with one another and collaborate with the 40 West Art District to create a single public art piece. The public art pieces should be in the same general area or block as the proposed development and located on or adjacent to the ArtLine.
- » Collaboration with the 40 West Art District is encouraged.
- » Public art that is horizontally or vertically integrated with the streetscape design and/or adjacent building is encouraged.
- » Note: Art features will need to adhere to any requirements related to clearances, use of right-of-way, maintenance, permitting, etc.



All Other Streets

Intent

- » To promote the use of temporary and permanent art that contributes to the artistic character of the 40 West ArtLine and Arts District.

Design Guidelines

- » Each streetscape improvement should incorporate one (1) or more locations for permanent or temporary public art along the improved area. The location of the public art will be reviewed by the DRC as to how it fits within the 40 West ArtLine area related to pedestrian circulation, character, and placement. Examples of public art locations include, but are not limited to the following:
 - Expanded paving areas outside the sidewalk and Pedestrian Walking Zone where public art can be placed.
 - Concrete pads or pedestals for public art.
 - Locations for ground murals.
 - Note: Features included within the right-of way will need to adhere to any requirements related to clearances, use of right-of-way, maintenance, permitting, etc.
- » The public art should be in the same general area or block as the improvement and located on or adjacent to the ArtLine.
- » When located along the ArtLine marked path, the public art location should integrate the ArtLine marking into the public art location using one of the following methods:
 - Use of the ArtLine “art spot” marking identifying it is a public art location.
 - Wrapping the ArtLine marking around the perimeter of the expanded paving area for public art.
 - Use of special paving or scoring to bring attention to the public art location.
- » Collaboration with the 40 West Art District is encouraged.
- » When located adjacent to a new development or building in mixed use zoning districts, public art that is horizontally or vertically integrated with the streetscape design and or adjacent building or property is encouraged.



Create concrete pads or pedestals for public art

Overall Streetscape Standards

Intent

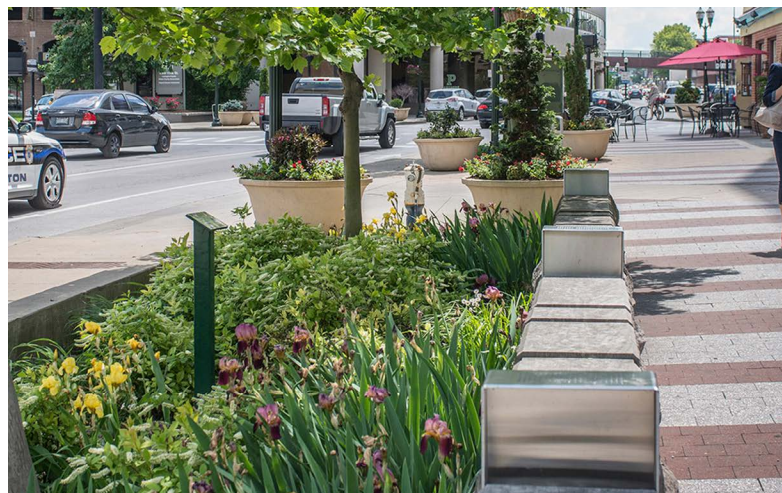
- » To unify the 40 West ArtLine through the application of consistent design features and quality.
- » To feature the 40 West ArtLine 'Green Line' along the entire route identified in the 40 West ArtLine Framework Plan.
- » To provide an attractive, intuitive, and comfortable pedestrian realm and streetscape environment.
- » To encourage pedestrian activity along the streets that supports activation such as strolling, gathering, viewing of public art, shopping, dining, etc.
- » To support safe and comfortable pedestrian connections to the RTD Lamar Station, RTD bus stops, parks, and adjacent neighborhoods and businesses.
- » To promote overall safety and universal access.
- » To not preclude future changes to street cross-sections between the curb that further the ArtLine vision.

Design Standards

- » General Streetscape
 - Streetscape areas shall meet standards within these DSG and other applicable standards that apply to public or private streets.
 - Vehicular and pedestrian lighting fixtures on public streets shall be selected to prevent glare and light trespass onto adjacent property and surrounding neighborhoods and meet City of Lakewood and Xcel standards when necessary.
 - Streetscapes shall include street furniture, pedestrian lighting, and bicycle racks, for each street as described in Chapter 2 of this document.
 - The Pedestrian, Utility, & Traffic Control Devices (PUTCD) easement located behind the back of sidewalk as required by the City of Lakewood Public Works Department shall be treated as a continuation of the streetscape character and uniform design. Appropriate techniques include:
 - Extending sidewalk hardscape treatments all the way to the building frontage with a paving control joint between the sidewalk and the extended concrete area for maintenance.
 - Hardscape in the form of expanded patios or hardscaped seating areas adjacent to building uses and entries with a paving control joint between the sidewalk and the extended paving area for maintenance.
 - Landscape plantings a minimum 2 feet 6 inches wide and integrated with a larger landscape setback area or adjacent property. The landscape plantings shall reinforce the pattern and character of the streetscape and character of the adjacent property.

» Landscape Design

- A diversity of tree species shall be selected to comply with City of Lakewood standards.
- All street trees shall be at least 3" caliper or greater at time of installation. Street trees shall be deciduous, thornless, fruitless canopy trees of species that can mature to heights of between 30 and 60 feet and with canopies that can mature to at least 25 feet wide. Street trees shall be planted on average 25 feet - 35 feet on center depending on spread and species selected from City of Lakewood's list.
- Planting areas shall be planted with shrubs and groundcover, native grasses, or natural turf grass needing minimal supplemental irrigation. See specific streets for specific standards and guidelines.
- Landscape areas that are greater than three feet in width shall be planted at a minimum with shrubs. Ornamental grasses may also be provided in addition to shrubs.
- Water conserving (xeric) turf grass sod varieties may be provided in between shrub and ornamental grass beds. Synthetic turf is prohibited.
- When shrub and ornamental grasses are used, no less than one (1) shrub per 18 square feet or shrub equivalents may be installed within the landscape area. Shrubs and ornamental grasses are assumed to be an average of three feet diameter at maturity.
- All landscape areas shall be irrigated. Adjacent property owners shall be responsible for the irrigation and maintenance of all streetscapes, trees, and plantings.
- Cut throughs or interruptions in the Tree Lawn area shall have consistent modulation, spacing, and scale along the street, except as necessary to accommodate utilities or if necessary for a placemaking opportunity, exceptional design, or to accommodate unusual site circumstance or utilities.
- Above ground and exposed utility boxes in the public right-of-way shall be located to avoid adverse impacts on the streetscape design and character and be buffered by landscape plantings, covered with a painted or vinyl wrapped mural, or concealed in a way that promotes an attractive streetscape.
- Areas that are less than 2 feet 6 inches in width shall be covered with concrete, pavers, or crusher fines - no rock or wood mulch.



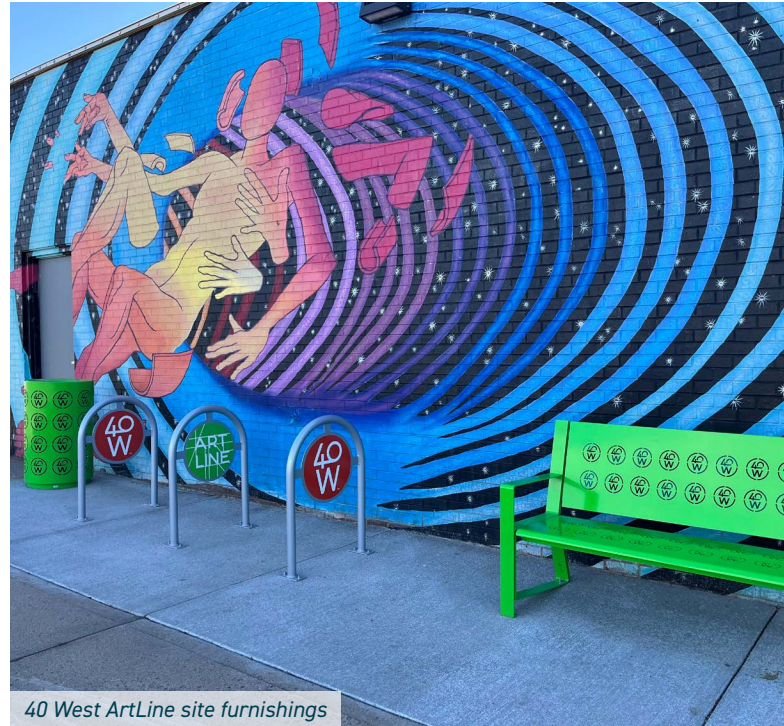
Streetscape ornamental plantings

Design Guidelines

- » General Streetscape
 - All streets should be visually unified and have a cohesive rhythm through the use of furnishings, trees, plantings, paving, places for art, and lighting.
 - Pedestrian lights should be consistently spaced between trees and located to reinforce the pattern and modulation of the streetscape elements.
 - Street furnishings and landscape areas should be spaced and organized to create a consistent and identifiable pattern.
 - Furnishings should be located efficiently within the Tree Lawn area and align with other elements along the street when located within the right-of-way or located in spaces directly adjacent to the right-of-way when on private property.
 - Pedestrian-focused amenities like trash receptacles and bike racks are encouraged in groupings near the intersections and in the Tree Lawn area or easement behind the Sidewalk Zone, provided there is 2-foot minimum clearance to the sidewalk.
 - Roadway, curb and gutter, and sidewalk pavement scoring should align to provide a consistent scoring pattern throughout.
 - Furnishings, seating, paving patterns, signage, and lighting should be used to reinforce pedestrian and human scale along the streets.
 - Green urban stormwater practices should be utilized where possible and integrated into the overall streetscape design and character.
 - Utility boxes and utility locations (water, storm, sewer, electric, gas, fiber, etc.) should be coordinated during design and located so they do not interfere with or prevent access or disrupt the overall streetscape.
 - Screen walls or privacy fences fronting or visible from the street should incorporate creative fencing, artwork, or creative design elements to enhance the ArtLine experience. Acceptable options include, but are not limited to:
 - Non-standard steel or aluminum fencing such as fences with decorative pickets, panels and patterns, and painted or applied artistic murals on vertical surfaces.
 - Standard steel or aluminum fencing with additional artistic or creative features attached, including artistic metal work, artistic panels or metal sculptural elements.

» Landscape Design

- Minimum landscape planting areas that include trees should be 5 feet wide by 10 feet long, including any use of tree grates or structural planting system. Trees may be acceptable in smaller areas in special circumstances as justified.
- Trees should be located within the tree lawn at equal spacing and in a pattern that reflects the overall streetscape layout unless minor adjustments need to be made for curb cuts or other conditions, and trees should be aligned along each street to create a uniform and visually cohesive tree canopy along the length of the streetscape.
- The use of native and pollinator-friendly species is encouraged. Wildlife-friendly maintenance practices, such as leaving plant debris in place over winter to provide shelter for beneficial insects, are encouraged.



40 West ArtLine site furnishings



Rainbow Road Chroma Code by Katy Casper at Lamar Station Plaza

Street Furnishings and Lighting

Intent

- » To establish consistent site furnishings that reflect the creative and artistic nature of the ArtLine.
- » To select a palette of consistent site furnishings to unify, reinforce, brand and create a recognizable character and identity of the ArtLine through repetition of product materials, forms, and colors, while also allowing for unique artist created site furnishings as opportunities become available.
- » To select and locate site furnishings to encourage a comfortable pedestrian experience with seating, lighting, and street furnishings for use by visitors and the community.
- » To provide adequate pedestrian, bike, and micromobility amenities to encourage non-vehicular modes of transportation to and around the ArtLine.

Design Standards

- » Street furnishing elements shall be high quality and include a consistent palette of benches, trash receptacles, bike and scooter racks, pedestrian streetlights, planter pots, bollards, wayfinding and signage features, site railings, tree grates and seat walls to provide pedestrian comfort and convenience as illustrated in this section.
- » Site furnishings shall be chosen from Site Furnishings Palette to create ArtLine unity and identity on streetscapes and within publicly accessible segments or routes. Should any of these site furnishings no longer be manufactured, then ones that are similar in style, color, and scale shall be utilized.
- » Pedestrian site lighting shall be located along all segments of the ArtLine and especially in higher use pedestrian areas to create an environment that in both day and night is unique and pleasing to the eye and encourages pedestrian activity and a sense of safety at night.
- » Unique, artist-created street furnishings shall be an allowed alternative as approved by DRC and 40 West Arts.

Site Furnishings Palette



Bench

Manufacturer: Landscape Forms
Model: Lakeside (custom punch - contact City of Lakewood for custom "40W" punch pattern)
Style: Backed or Backless
Color: Parrot Green or Silver Metallic
Finish: Powdercoated Metal
Mounting: Surface Mount and Plumb

Note: Other benches or creative seating alternatives can be proposed if agreed to by the DRC



Trash Receptacle

Manufacturer: Landscape Forms
Model: Lakeside (custom punch - contact City of Lakewood for custom "40W" punch pattern)
Style: Top Open
Color: Parrot Green or Silver Metallic
Finish: Powdercoated Metal
Mounting: Surface Mount and Plumb



Pedestrian Light

Manufacturer: Landscape Forms
Model: Arne
Size: 13.75' height (or as determined by lighting designer)
Orientation: Orient light fixture toward sidewalk
Color: Silver
Finish: Powdercoated Metal
Style:
Mid-Block - Single, Top-Mounted Luminaire
Intersections - Double Luminaire

Note: A solar or other lighting alternative in a similar finish and style could be considered if approved by the City, 40 West Arts, and DRC. Banners and brackets shown provided and managed by others.



Bike Rack

Manufacturer: Madrax
Model: U24 'U' Bike Rack
Product: U24-SF-Lakewood-40W
Color: Platinum
Mounting: Surface Flange Mount
Description: Custom Bike Rack with green ArtLine logo decal on one side and orange 40W logo decal on the opposite side (Contact City of Lakewood for decal information)

Artist Designed Furnishings

Unique, artist designed furnishings such as bike racks or benches are an allowed alternative to the above-mentioned palette items and are encouraged as long as approved by the DRC and 40 West Arts.

Overall ArtLine Marking Standards

The Green Line

Intent

- » To provide a consistent installation and layout of the 'Green Line' marking the ArtLine route to support wayfinding, navigation, and branding the ArtLine experience.

Design Standards

- » The 'Green Line' marking shall be a minimum of 8" wide, unless otherwise agreed to by the City of Lakewood and 40 West Arts District.
- » The location of the Green Line marking shall be highly visible and positioned in the center of the sidewalk, unless otherwise agreed to by the City of Lakewood and 40 West Arts District, to make it visually prominent as a wayfinding feature.
- » The color of the 'Green Line' shall be as follows:
 - When painted or using Thermoplastic or MMA:
 - Color: Pantone LT GREEN PMS 361C or equivalent agreed to by the City of Lakewood.
 - When using colored concrete:
 - Color: Davis Color: Willow Green - 5376 or equivalent agreed to by the City of Lakewood.

- » The type of the 'Green Line' marking installed along the ArtLine route shall follow the recommendations set forth in the ArtLine Framework Plan unless otherwise agreed to by the City of Lakewood and 40 West Arts District, and consist of one of the following three methods.
 - Temporary Markings:
 - To be used only in unimproved areas or where the existing paving surface prevents the use of Thermoplastic, MMA, or other methods.
 - Method of Installation: Epoxy modified acrylic.
 - Permanent Markings:
 - To be used on all new development or improvement projects, and areas where the application of Thermoplastic, MMA, or colored concrete is feasible.
 - Method of Installation: Thermoplastic, MMA, or colored concrete.
 - Enhanced Markings:
 - To be used selectively on some new development or improvement projects with opportunities to create a unique or special placemaking feature.
 - Method of Installation: Any form of enhanced paving approved by the City of Lakewood and DRC, including but not limited to brick, unit pavers, colored concrete, inset metal strips, Microtop or specialty paving, etc. The ArtLine green color should be incorporated into the design as appropriate.



Colored concrete

Temporary markings



ArtLine logo

ArtLine Thermo Logo

Intent

- » To make the ArtLine logo more visible and reinforce its overall identity as a creative wayfinding amenity.

Design Guidelines

- » The logo should be the 36" diameter, white and Pantone LT GREEN PMS 361C, prefabricated Thermoplastic logo approved by the City of Lakewood.
- » The logo should be positioned as a highly visible feature in the paved area, sidewalk, and connect to the 'Green Line' ArtLine marking.
- » The ArtLine thermo logo should be installed in key locations along the ArtLine route such as near art locations, important destinations, or at key decision or entry points into the route. Locations should be highly visible to reinforce the ArtLine's identity and be coordinated with the City of Lakewood and the 40 West Arts District to confirm acceptable locations.

ArtLine Bike Lane

Intent

- » To make bike lanes along the ArtLine route visibly consistent with the ArtLine markings by matching colors, graphics, and the ArtLine logo along identified bike routes, including Lamar, Harlan, Pierce, and 14th.

Design Guidelines

- » The ArtLine bike lanes should match the color and application methods described in the 'Green Line' Markings section above to reinforce the ArtLine permanent branding and identity. The bike lane marking design will be submitted and reviewed and approved by Public Works prior to installation and may not result in the continuous application of the green marking in the entire bike lane.

ArtLine Crosswalk Treatments

Intent

- » To make roadway crossing locations for bicyclists and pedestrians along the ArtLine highly visible and safe with well-delineated markings.

Design Guidelines

- » Support efforts to utilize green thermoplastic and/or unique ArtLine pavement markings, as approved by Public Works, to ensure safe and highly visible crossings along the ArtLine route.

Specialty Paving

Specialty paving other than standard cast-in-place concrete may be allowed in special circumstances to promote the creative and artistic character of the ArtLine. Specialty pavers made of durable and lasting materials such as unit pavers, brick or stone should be used to create a unique experience through their arrangement, pattern, texture and color. Paver specifications such as size, color, and material will be determined on a case-by-case basis and reviewed by the DRC as a part of the required submittal and approval process.



Adaptive Reuse

Intent

- » To encourage reuse of existing buildings with solutions that contribute to the unique architectural integrity and respect the historic and eclectic character of the neighborhoods along the ArtLine.
- » To promote building additions that are proportional to the original structure.
- » To encourage new design details that integrate harmoniously with existing high quality architectural details.

Design Guidelines

- » Adaptive reuse should maintain the primary street facing facade and materials to the greatest extent practicable.
 - When necessary, deteriorated exterior portions of buildings should be repaired by reinforcing materials and by replacing original materials with in-kind materials or with compatible substitute materials.
 - Any necessary replacement materials should be compatible in size, scale, materials, and design to the remaining original building.
- » New additions to an existing building should use materials that are compatible with, but clearly differentiated from, basic design elements and materials of the existing building.
- » Existing facade elements that are determined to be essential to the integrity of the existing building should be maintained and preserved.
- » Modifications to the facade of an existing building should not hinder the ability to interpret the design character of the original building.
- » Additional entrances, window openings, and other similar modifications should be constructed in a manner that preserves the character of the building.
- » If an existing building has lost facade details over time compromising the integrity of the facade, future alterations should aim to restore original facade characteristics of the building.
- » Original exterior building material throughout the building should be preserved and maintained to the extent practicable.
- » Existing building signage, especially along West Colfax Avenue, should be preserved, protected, or otherwise integrated into any building that is improved and adaptively used.



Adaptive reuse - The Source building in Denver, CO



Adaptive reuse at Ginger and Baker in Fort Collins

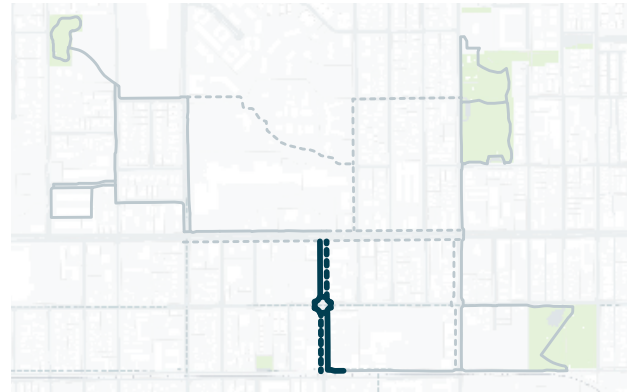


CHAPTER 2:

Streets

Lamar Street

Lamar Street is envisioned as an outdoor gallery street that will be the focal point and main mixed-use neighborhood spine. It will have a unified design character and street-level activation, offering gathering spaces, public art, and lighting to be a community destination and to promote mobility and connectivity between the Lamar Station, HUB at 40 West Arts, the other commercial destinations along West Colfax Avenue and to be a welcoming front door to future adjacent development projects. The DSG apply to both sides of Lamar Street between W.13th and W. Colfax Avenues.



Lamar Street Map



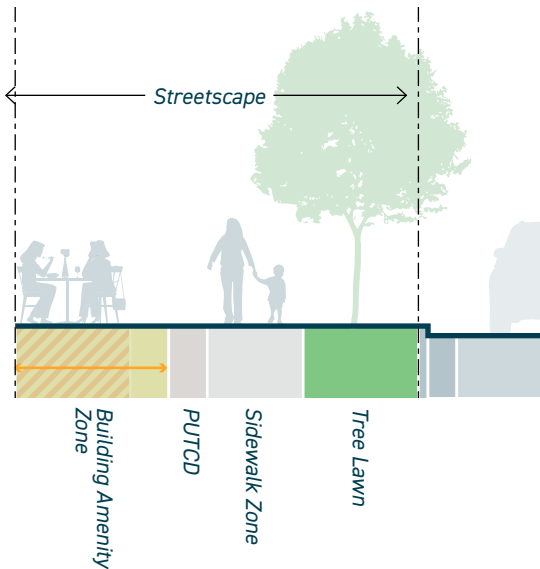
Conceptual illustration of Lamar Street as an activated art corridor. Building rendering represents one possible concept.



Streetscape

Intent

- » To create an active and pedestrian-oriented public realm that reinforces the role of Lamar Street as the primary destination street in the 40 West Arts District.
- » To create a consistent design character along the street that features the 40 West ArtLine, public art, and creative enhancements.
- » To allow flexibility and develop a process for the integration of temporary and permanent art in the right-of-way and on private property.
- » To provide tree canopy, landscape, pedestrian amenities, and a special character environment that draws people to the Lamar Station and commercial areas along West Colfax Avenue and creates a welcoming entrance to adjacent development from Lamar Street.



Typical Streetscape Section - See Design Standards for dimensional information

Design Standards

1. Compliance with all other requirements as defined in "Overall Streetscape Standards" in Chapter 1 of this document.
2. The 40 West ArtLine 'Green Line' shall be included on both sides of the street and integrated with the sidewalk per the Overall ArtLine Marking Standards in Chapter 1 of this document.
3. Lamar Street streetscape behind the curb shall have the following:
 - 3.a. Streetscape area a minimum of sixteen feet (16') and a maximum of twenty-four feet (24') wide including a Tree Lawn, Sidewalk Zone, and the Pedestrian, Utility, & Traffic Control Devices (PUTCD). Reasonable exceptions may be made if needed to allow adaptive reuse of existing buildings.
 - 3.b. The Tree Lawn shall be a minimum of six feet (6') wide and shall contain streetscape elements, such as street furnishings, lights, and landscape areas with trees.
 - 3.c. The Sidewalk Zone shall be organized to create a continuous unobstructed area, a minimum of eight feet (8') wide, for ease of travel and maintenance.
 - 3.d. A PUTCD shall be located outside the Sidewalk Zone, a minimum of two feet (2')
 - 3.e. A Building Amenity Zone shall be located behind the PUTCD, a minimum of four feet (2') and a maximum of eight feet (8') wide, to create a transition between the sidewalk, PUTCD and the building or frontage zone. The following standards shall apply based on the building use:
 - 3.e.1. The Building Amenity Zone for commercial or mixed-use buildings shall be a minimum of two feet (2') and a maximum of eight feet (8'). This requirement shall apply to a minimum of 50% of the building fronting the street.
 - 3.e.2. There is no Building Amenity Zone requirement for residential buildings.

1. Hardscape treatments along the streetscape shall include the following:
 - 1.a. Sidewalk Zone
 - 1.a.1. Use of cast-in-place concrete with regular scoring for all sidewalks and the Sidewalk Zone.
 - 1.b. Tree Lawn
 - 1.b.1. Use of regularly spaced brick paving bands ranging from 4' - 6' wide.
 - 1.b.2. Use of regularly spaced sandstone paving band, or alternative approved by the DRC, engraved with words supporting creativity in the 40 West Arts District.
2. Street Furniture and Lighting along the streetscape are encouraged to be co-located in key locations with art or other amenities and shall include the following:
 - 2.a. Furnishings
 - 2.a.1. One (1) 40 West Arts District punch bench, as identified in Chapter 1 of this document, for every 100 feet of streetscape length on average.
 - 2.a.2. One (1) 40 West Arts District custom punch trash and recycling bin, as identified in Chapter 1 of this document, for every 250 feet of streetscape length on average.
 - 2.b. Bicycle Racks
 - 2.b.1. Bicycle Racks shall be provided in accordance with Lakewood zoning standards but shall be of the type specified in Chapter 1 of these DSG.
 - 2.c. Pedestrian Lighting
 - 2.c.1. Use of special 40 West Arts District light with banners, as identified in Chapter 1 of this document, regularly spaced.



Example of seating and paving elements

Ground Floor Building Design*

Pedestrian-Oriented Facade Design & Uses

Intent

- » To promote activity at the street level through a variety of uses and architectural design elements.
- » To promote street level designs with texture and depth that provide a sense of human scale.
- » To avoid creating a non-active ground floor along street-facing building facades.
- » To encourage flexible street level designs that can accommodate a variety of uses over time.
- » To create visual interest at the street level.
- » To support the vision of Lamar Street as a lively destination and vibrant place and not just a pass through or residential street.
- » To incorporate activated pedestrian-oriented ground floor design along the street level facade that go beyond the minimum requirement set in the Lakewood Zoning Ordinance.
- » To incorporate any ground floor residential uses so that they are flexible and can be converted into non-residential uses in the future (i.e. working artist space, live-work space, or community space).

Design Standards

1. Street level frontages with commercial uses shall have a minimum depth of 15 feet unless otherwise defined by zoning regulations.
2. The street level facade shall incorporate elements to relate taller ground floor heights to human scale.
3. Street level facades shall use well-detailed, quality and durable materials that provide texture and depth. (See "Building Materials and Articulation")
4. The street level facade shall be designed to provide human scale through articulation, transparency, and architectural details. Appropriate techniques include:
 - 4.a. Recessed entries.
 - 4.b. Projecting or recessed window bays.
 - 4.c. Changes in street level setback.
 - 4.d. Canopy or overhang at public entries.

Design Guidelines

1. Buildings should maintain a relationship between the public sidewalk and elevation of street level uses, not to exceed approximately 36 inches between sidewalk grade and the finished floor elevation of the ground floor.
2. Street level commercial uses should be focused at building corners (i.e., at intersections of two streets or activated alleys, private access drives, the W Line bike path, or other pedestrian corridors) where Lamar Street intersects other streets. Street level commercial space at corners should wrap the corner onto the intersecting streets for a minimum distance of 15 feet.
3. Street level non-residential spaces should be designed to accommodate future division to host small retail spaces or consolidation to support larger commercial or retail needs. Appropriate techniques include:
 - 3.a. Standardize structural bay spacing.
 - 3.b. Coordinate electrical, plumbing and HVAC systems with individual bays.
4. Canopies and awnings used to define the street level should be integrated into building design.
 - 4.a. Provide generously sized awnings, metal awning screens and other screens to provide shade for glass windows/doors while preserving transparency.

* Unless otherwise stated, DSG for building design apply only to street level or ground floor.



Example of generously sized awnings providing shade and preserving transparency



Activated building frontage with outdoor dining and vegetation

Transparency

Intent

- » To provide visual interest on building facades and enhance the visual quality of the built environment along street level facade areas.
- » To design buildings so activities are visible from the public realm and vice versa.
- » To encourage well-detailed fenestration.

Design Standards

1. Transparency on street level facade shall be located to provide visibility into street level commercial uses required by the Lakewood Zoning Ordinance.
2. Street level glazing shall use transparent glass to allow pedestrians to view the activity within the building.
 - 2.a. Glazing shall have a maximum reflection coefficient of approximately 0.15.
 - 2.b. Transparent glazing for wall openings, i.e., doors and windows, shall be used along all street level facades for maximum transparency.
 - 2.c. Required transparency at street facing and street level façade shall not be blocked by signage, displays, advertising graphics, or other screening elements.

1. The maximum length of a wall that does not satisfy the transparency requirement shall be 10 feet in length.
2. Window openings shall be designed to provide depth of detail on the facade. Appropriate techniques include:
 - 2.a. Recessing a window opening a minimum of 2 to 6 inches behind the façade.
 - 2.b. Projecting windows a minimum of 2 to 6 inches beyond the façade.
 - 2.c. Other methods proposed by the applicant and determined to be appropriate by the DRC.

Design Guidelines

1. Transparency at the street level should expand beyond the 2'-10' height requirement in the City of Lakewood Zoning Ordinance.
2. Transparent facades at the street level fronting Lamar Street should align with commercial and retail uses and incorporate an outdoor patio or seating areas when adjacent to food and beverage uses.
3. Transparency should be focused at building corners (i.e., at intersections of two streets or activated alleys, private access drives, or pedestrian corridors such as the W Line bike path). Where Lamar Street intersects other streets or the W Line bike path, street level commercial space at corners shall wrap the corner onto the intersecting streets.
4. Transparency alternatives such as murals may be considered.



Transparency allowing views into retail shops and building uses

Building Materials & Articulation

Intent

- » To provide for the comfort and interest of the pedestrian environment through the provision of human-scaled architectural character.
- » Provide architectural materials and facade articulation that emphasize the base of the building from the upper floors and visually differentiates the ground floor from upper floors.
- » To honor the history of Lakewood Brick and the past industrial character of the area, brick should be a primary architectural design element.

Design Standards

1. Architectural precast materials shall include the use of brick, masonry, precast, high quality metal panels/cladding and finishes.
2. EFIS, stucco, and CMU on ground floor street-facing facades are prohibited except as a base material for mural or art.

Design Guidelines

1. Provide additional architectural articulation options that is more detailed at the ground floor, including:
 - 1.a. Expression of the structural system and infill panels through a change in plane of at least 3" on average.
 - 1.b. Articulation of window and doorway surrounds, which may include sills, lintels, pilasters, and mullions, through a change in plane of at least 2" on average.
 - 1.c. A system of horizontal and vertical articulating reveals of 3/8" width by 3/8" depth, minimum.
 - 1.d. A system of art or ornament integral to the building (such as an inset decorative panel or metal framework anchored to embeds in the building façade).
2. Architectural scaling elements should be used to break down the appearance of large building facades into architectural patterns and component building forms.



Use of high quality buildings materials and articulation

1. Building facades should provide variation of building massing corresponding to architectural or structural bay dimensions. Variation in building massing may include changes in wall plane or height and may relate to primary building entries, important corners or other significant architectural features.
2. Facade articulation should include a significant change in plane of the ground floor facade from the upper floors.
3. Building designers are encouraged to use architectural canopies that are visually integrated into the building architecture.
4. Building designers are encouraged to provide spaces or setback at the ground floor to provide active outdoor amenities along the street that promote active street life, including:
 - 4.a. Restaurant seating and cafe spaces.
 - 4.b. Areas for public art and creative placemaking.
 - 4.c. Areas for seating and gathering.

Vehicle Access

Intent

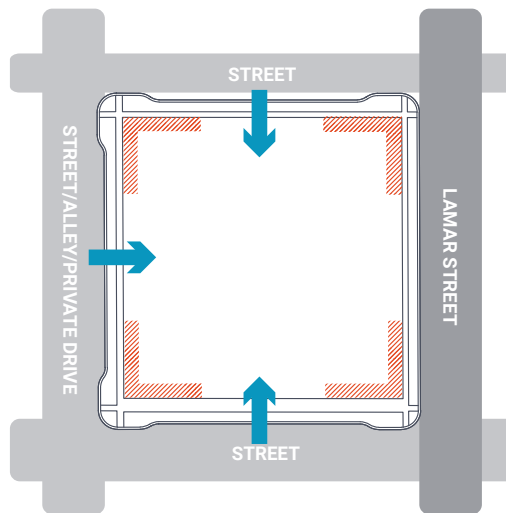
- » To reduce the visual impacts of vehicle access on the streetscape and active building frontages.
- » To minimize conflicts between pedestrians, cyclists, and motor vehicles.
- » To protect sidewalks, amenities, and other pedestrian-oriented areas from vehicular impacts.



Design Standards

1. Vehicle Access Points are discouraged along Lamar Street and will only be permitted if there is no other alternative or if the access point is shared between separate development sites.
2. Vehicle access shall be taken from adjacent streets or other access points originating from streets other than Lamar Street, when available.
3. Any vehicle access points necessary shall be designed to minimize impacts on pedestrians and have minimal impact on the quality of the public realm. Appropriate strategies include:
 - 3.a. Limiting the width of Vehicle Access Points.
 - 3.b. Screening vehicle access areas with landscaping or other streetscape elements
 - 3.c. Consolidating Vehicle Access Points with service access areas or other vehicle access needs.
 - 3.d. Recessing vehicle access areas when they are a part of a building facade or frontage. Required sight and vision triangles must be maintained.

Design Guidelines

1. Where alternative access is not feasible, the number of Lamar Street access points should be limited to one (1) location per property or development.
2. Vehicle Access Points should not be located near a building entry, outdoor gathering area, patio space, or other public realm amenity area.
3. Vehicle Access Points should be located and designed to maintain active street frontage where alternate access is not possible. Appropriate strategies include:
 - 3.a. Locating the Vehicle Access Points so they minimize the impact on ground floor building design and streetscape amenities.
 - 3.b. Locating commercial ground floor building uses adjacent to and in the floors above Vehicle Access Points.



-  No curb cuts zone
-  Preferred vehicular access

Service Areas & Utilities

Intent

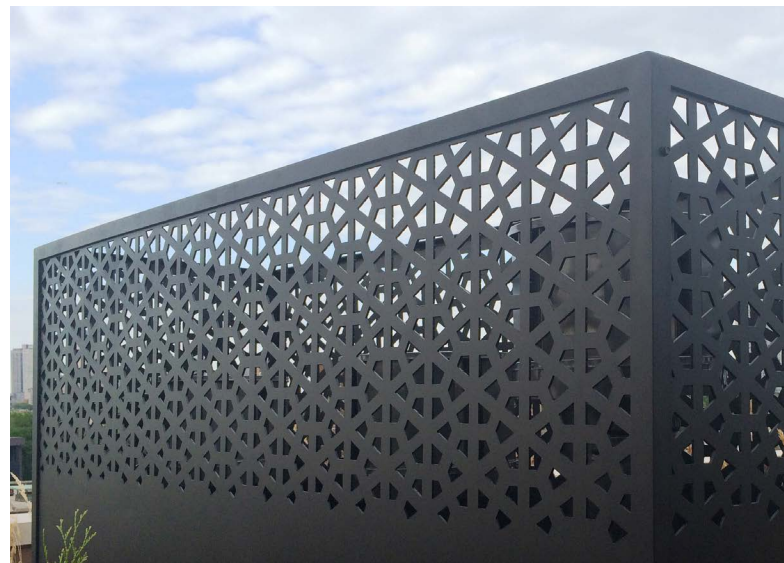
- » To minimize the visibility and impact of service areas and utility lines (water, fiber optic, sanitary, storm, sewer, electric, gas, etc.) to the streetscape.
- » To reduce conflicts between servicing activities, pedestrians, and cyclists.
- » To promote the use of alleys or drives as the primary means of accessing service areas and utilities.
- » To protect the pedestrian-oriented streetscape areas from noise and odor impacts associated with service areas.
- » To protect streetscape amenities, trees, and landscape areas from impacts of underground utilities (water, fiber optic, sanitary, storm, sewer, electric, gas, etc.) and easements.
- » To encourage utility and service areas to be consolidated with other Vehicle Access Points.
- » To encourage applicants to coordinate with utility providers during the design process.

Design Standards

1. Service, utility and loading areas shall not be located adjacent to pedestrian entries.
2. Service and utility areas shall be consolidated when possible.
3. Adequate service area lighting shall be provided to promote safety.
4. Ventilation shafts, grates, and other above-ground mechanical or site servicing equipment, shall be located away from the Public Realm.
5. Public utility boxes located in the ROW shall incorporate murals or other physical art to minimize their visual impact and support the arts district identity.

Design Guidelines

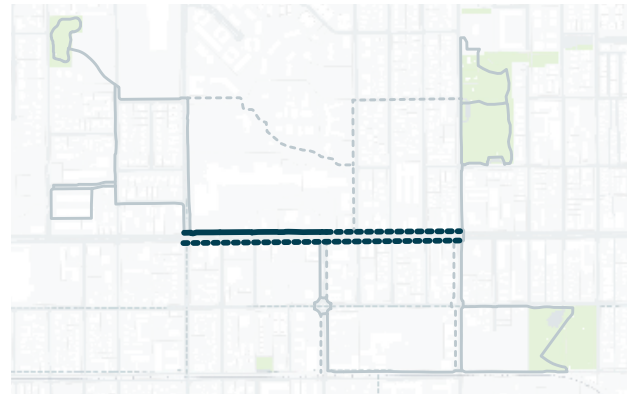
1. Service, utility and loading areas should be located on the alley, or back of building if accessible and no alley exists, or within the building mass, and away from pedestrian areas and amenities such as sidewalks, public art, or seating areas.
2. Utility service lines (water, gas, storm, sewer, etc.) should be located and placed between trees and streetscape amenities to avoid loss of tree canopy or amenities as a result of maintenance, repair, or replacement activities.
3. Wherever feasible dry utilities should be located beneath the sidewalk or PUTCD to avoid the requirement for a separate utility easement on private property along the street.
4. Service areas should be combined with Vehicle Access Points to minimize pedestrian and Public Realm impacts. (Also see Standard 3.3.c on p. 36)



Creative screening hides dumpsters and other unsightly service utilities that are located on private property but still visible from the street

West Colfax Avenue

Historic West Colfax Avenue will be a focal point and main mixed-use commercial segment located at the center of the 40 West Arts District and ArtLine. Seen as a primary commercial spine with a continuous design character with landscape and plantings, locations for public art, sidewalks, safe crossing areas, and pedestrian lighting. The standards and guidelines in this section apply to the section of West Colfax Avenue between Harlan Street and Pierce Street.



West Colfax Avenue Map

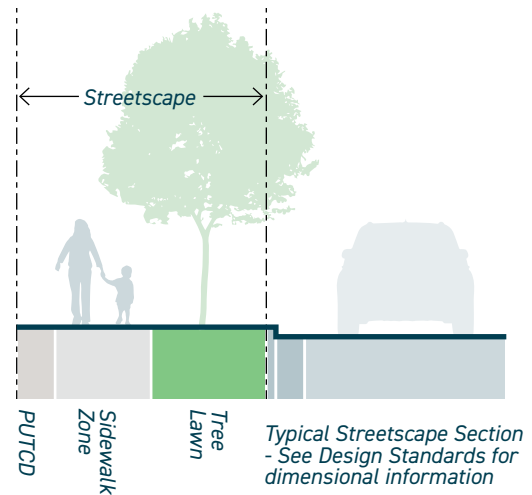
Streetscape

Intent

- » To create a safe, comfortable, and pedestrian-oriented public realm that reinforces the role of W. Colfax Avenue between Pierce and Harlan Streets as a recognizable place in the 40 West Arts District.
- » To create a consistent design character along the street that features the 40 West ArtLine, public art and creative enhancements.
- » To provide landscape, pedestrian amenities, and a special character environment that draws people to the commercial areas along West Colfax Avenue and announces people have arrived in the 40 West Arts District.

Design Standards

1. Compliance with all other requirements as defined in "Overall Streetscape Standards" in Chapter 1 of this document.
2. The 40 West ArtLine 'Green Line' shall be included on both sides of the street and integrated with the sidewalk per the Overall ArtLine Marking Standards in Chapter 1 of this document.
3. W. Colfax Avenue streetscape behind the curb shall have the following:
 - 3.a. Streetscape area to include a Tree Lawn, Sidewalk Zone, and the Pedestrian, Utility, & Traffic Control Devices (PUTCD). Reasonable exceptions may be made if needed to allow adaptive reuse of existing buildings.
 - 3.b. The Tree Lawn shall contain streetscape elements, such as street furnishings, lights, landscape areas with trees.
 - 3.c. The Sidewalk Zone shall be organized to create a continuous unobstructed area for ease of travel and maintenance.
 - 3.d. A PUTCD shall be located outside the Sidewalk Zone, a minimum of two feet (2'), to create a transition between the sidewalk and the building or frontage zone.
4. Hardscape treatments along the streetscape shall include the following:
 - 4.a. Sidewalk Zone
 - 4.a.1. Use of cast-in-place concrete with regular scoring for all sidewalks and the Sidewalk Zone.



1.a. Tree Lawn

- 1.a.1. Use of consistent landscape and planting to provide a buffer and barrier between the sidewalk and curb.

1. Street Furniture and Lighting along the streetscape shall include the following:

1.a. Furnishings

- 1.a.1. One (1) 40 West Arts District punch bench, as identified in Chapter 1 of this document, for every 100 feet of streetscape length on average.
- 1.a.2. One (1) 40 West Arts District custom punch trash bin, as identified in Chapter 1 of this document, for every 200 feet of streetscape length on average.

1.b. Bicycle Rack

- 1.b.1. Bicycle Racks shall be provided in accordance with Lakewood zoning standards but shall be of the type specified in Chapter 1 of these DSG.

1.c. Pedestrian Lighting

- 1.c.1. Use of special 40 West Arts District light with banners, as identified in Chapter 1 of this document, regularly spaced.

Design Guidelines

1. Bicycle Racks Location

- 1.a. In order to discourage theft of bicycles, Bicycle Racks should be located in front of commercial uses in clear view of patrons inside.

Ground Floor Building Design*

Pedestrian-Oriented Facade Design & Uses

Intent

- » To promote activity at the street level through a variety of uses and architectural design elements.
- » To promote street level designs with texture and depth that provide a sense of human scale.
- » To avoid creating a non-active ground floor along street-facing building facades.
- » To encourage flexible street level designs that can accommodate a variety of uses over time.
- » To create visual interest at the street level.
- » To incorporate activated pedestrian-oriented ground floor design along the street level facade that go beyond the minimum requirement set in the Lakewood Zoning Ordinance.
- » To incorporate any ground floor residential uses so that they are flexible and can be converted into non-residential uses in the future (i.e. working artist space, live-work space, or community space).

Design Standards

1. Street level frontages with uses that activate the street shall have a minimum depth of 15 feet.
2. The street level facade shall incorporate elements to create substantial floor-to-floor heights to promote visual prominence.
 - 2.a. An approximately and average 16-foot floor-to-floor height is desired for a street level occupied by any use.
3. Street level facades shall use well-detailed, quality and durable materials that provide texture and depth. See the “Building Materials and Articulation” section for more information.
4. The street level facade shall be articulated to promote human scale building frontage through articulation, transparency, and architectural details. Appropriate techniques include:
 - 4.a. Recessed entries.
 - 4.b. Projecting window bays.
 - 4.c. Changes in street level setback.

* Unless otherwise stated, DSG for building design apply only to street level or ground floor.

Design Guidelines

1. Buildings should maintain a relationship between the public sidewalk and elevation of street level uses, not to exceed approximately 36 inches between sidewalk grade and the finished floor elevation of the ground floor.
2. Street level commercial uses should be focused at building corners (i.e., at intersections of two streets or activated alleys, private access drives, or other pedestrian corridors) where West Colfax Avenue intersects other streets or connections. Street level commercial space at corners should wrap the corner onto the intersecting streets or connection for a minimum distance of 15 feet.
3. Street level non-residential spaces should be designed to accommodate future division to host small retail spaces or consolidation to support larger commercial or retail needs. Appropriate techniques include:
 - 3.a. Standardize structural bay spacing.
 - 3.b. Coordinate electrical, plumbing and HVAC systems with individual bays.
4. Canopies and awnings used to define the street level should be integrated into building design.
 - 4.a. Provide generously sized awnings, metal awning screens and other vertical screens to provide shade for glass windows/doors while preserving transparency.
5. Exterior railings, stairs, steps, low walls, or vertical elements should be visually consistent and integrated with the building facade and not significantly vary or detract from the visual continuity of the building facade.



Ground floor designed using generously sized metal awnings

Transparency

Intent

- » To encourage facades that create a sense of human scale.
- » To provide visual interest on building facades and create interplay of light and shadow on the building's facade.
- » To design buildings so activities are visible from the public realm and vice versa, with "eyes on the street".
- » To encourage well-detailed facade fenestration.

Design Standards

1. Transparency on street level facade shall be located to provide visibility into street level commercial uses required by the Lakewood Zoning Ordinance.
2. Street level glazing shall use transparent glass to allow pedestrians to view the activity within the building.
 - 2.a. Glazing shall have a maximum reflection coefficient of approximately 0.15.
 - 2.b. Transparent glazing for wall openings, i.e., doors and windows, shall be used along all street level facades for maximum transparency.
 - 2.c. Required transparency at street facing and street level facade shall not be blocked by signage, displays, advertising graphics, or other screening elements.
3. The maximum length of a wall that does not satisfy the transparency requirement shall be 15 feet in length.
4. Window openings shall be designed to provide depth of detail on the facade. Appropriate techniques include:
 - 4.a. Recessing a window opening a minimum of 2 to 6 inches behind the facade.
 - 4.b. Projecting windows a minimum of 2 to 6 inches beyond the facade.
 - 4.c. Other methods proposed by the applicant and determined to be appropriate by the DRC.

Design Guidelines

1. Exterior railings, stairs, steps, low walls or vertical elements should not significantly block visibility of the facade areas used to meet transparency standards.
2. Transparency at the street level should expand beyond the height requirement in the City of Lakewood Zoning Ordinance, which is 2'-10', to provide a greater facade area with transparency.
3. Transparent facades at the street level should be located to align with commercial and retail uses. When aligned with a retail use, incorporate an outdoor patio, seating area, or amenity space.
4. Transparency should be focused at building corners (i.e., at intersections of two streets or activated alleys, private access drives, or pedestrian corridors).
5. Transparency alternatives such as murals may be considered.



Transparency on street level facade provides visibility into street level active use

Building Materials & Articulation

Intent

- » To provide for the comfort and interest of the pedestrian environment through the provision of human-scaled architectural character and refined building material choices.
- » To promote the use of building materials on any visible facade that provide visual interest and a sense of human scale without appearing as a patchwork of incongruous colors or materials.
- » To discourage building materials that produce flat or featureless surfaces on any visible façade.
- » Provide architectural materials and facade articulation that emphasize the base of the building from the upper floors and visually differentiates the ground floor from upper floors.
- » To encourage the use of innovative, high-quality, and sustainable materials.
- » To encourage the use of building materials that are integrated into a cohesive facade design.

Design Standards

1. Architectural materials shall include the use of brick, masonry, precast, high quality metal panels/cladding and finishes.
2. EFIS, stucco, and CMU on ground floor street-facing facades are prohibited except as a base material for mural or art.

Design Guidelines

1. Provide additional architectural articulation options that is more detailed at the ground floor, including:
 - 1.a. Expression of the structural system and infill panels through a change in plane of at least 3" on average.
 - 1.b. Articulation of window and doorway surrounds, which may include sills, lintels, pilasters, and mullions, through a change in plane of at least 2" on average.
 - 1.c. A system of horizontal and vertical articulating reveals of 3/8" width by 3/8" depth, minimum.
 - 1.d. A system of art or ornament integral to the building (such as an inset decorative panel or metal framework anchored to embeds in the building façade).

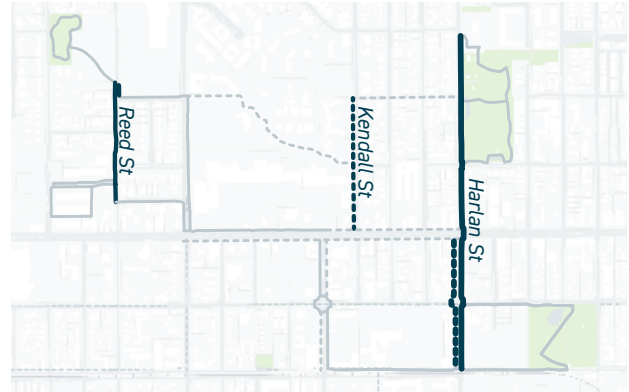
1. Architectural scaling elements should be used to break down the appearance of large building facades into architectural patterns and component building forms. Building facades should provide variation of building massing corresponding to architectural or structural bay dimensions. Variation in building massing may include changes in wall plane or height and may relate to primary building entries, important corners or other significant architectural features.
2. Facade articulation should include a significant change in plane of the ground floor facade from the upper floors.
3. Building facades should include multiple and frequent entries to provide activity and repetition.
4. Buildings should incorporate architectural canopies that are visually integrated into the building architecture.
5. Buildings are encouraged to setback the ground floor to provide active outdoor amenities along the street that promote active street life, including:
 - 5.a. Restaurant seating and cafe spaces.
 - 5.b. Areas for public art and creative placemaking.
 - 5.c. Areas for seating and gathering.



High quality building materials and well articulated facade

Harlan, Kendall, and Reed Streets

Harlan (both sides from W. 13th Ave. to W. Colfax Ave. and east side from W. Colfax Ave. to W. 18th Ave.), Kendall (the west side from W. Colfax Ave. to 17th Ave. when the future RMCAD ArtLine Segment is developed), and Reed Street (the west side from Lakewood Place to Aviation Park) are all important north/south connections along the ArtLine route. The streets serve an important role as primary north-south connections and mixed-use streets bringing people from the commercial core along W. Colfax Avenue to areas north and south, including the Edgewater Civic Center and Public Library, Walker-Branch Park, Mountair Park, Aviation Park, and RMCAD when the future ArtLine Segment is installed.



Harlan, Kendall, and Reed Streets Map

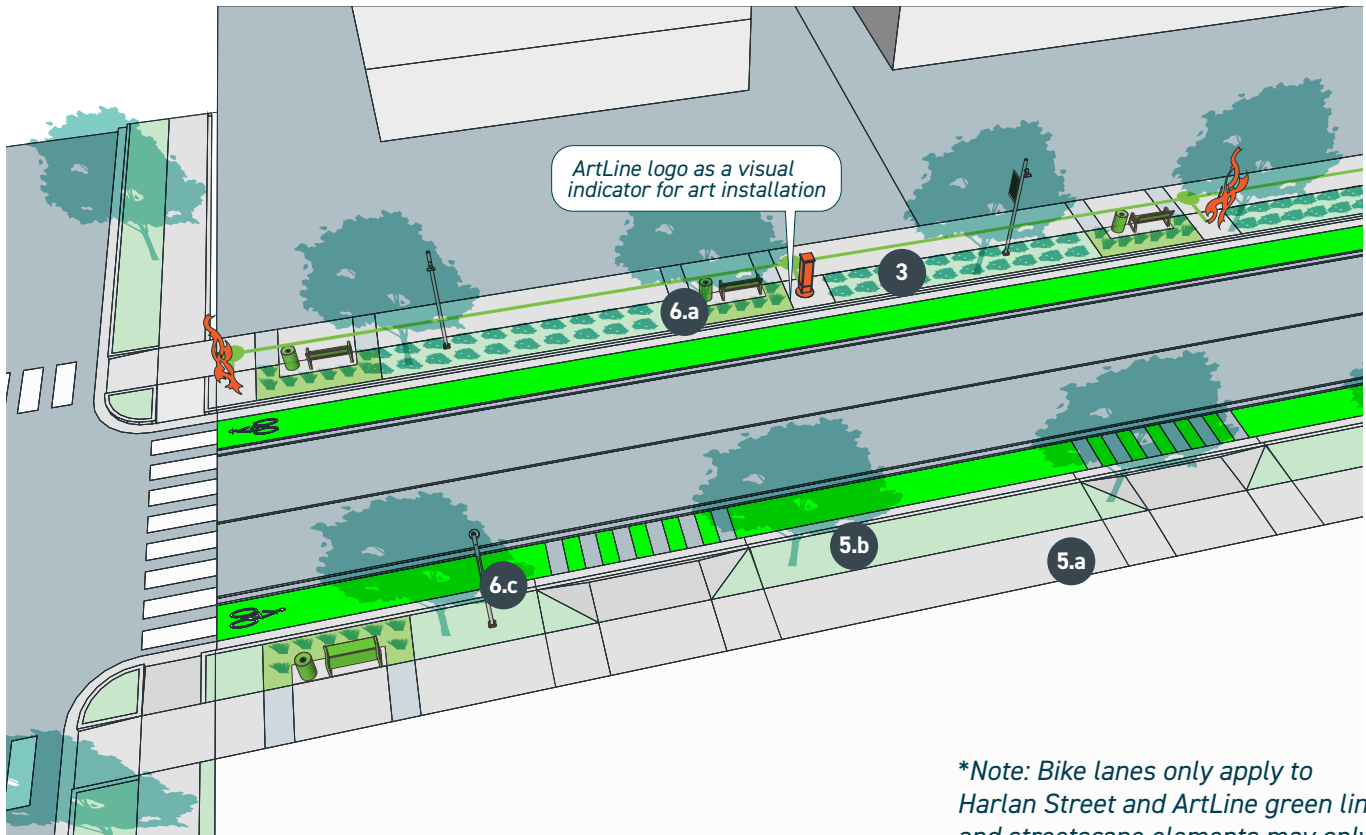


Figure 1. A conceptual illustration of Harlan, Kendall, and Reed Streets

**Note: Bike lanes only apply to Harlan Street and ArtLine green line and streetscape elements may only be on one side of the street in some areas, as described above.*

Streetscape Design Standards Number

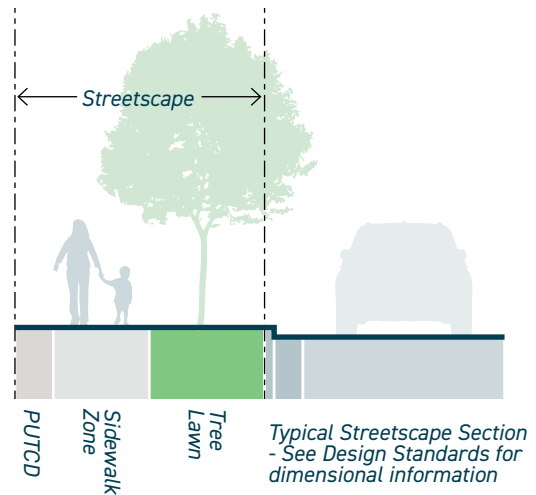
Streetscape

Intent

- » To improve the pedestrian and bicycle connections and the ArtLine experience.
- » To provide a cohesive, attractive, and comfortable pedestrian connection with improved sidewalks, sustainable landscape plantings and street trees.
- » To create a consistent design character along the street that features the 40 West ArtLine, public art, green bike lane markings where designated, and creative enhancements.
- » To allow a streetscape design that is flexible and functions with existing development, adaptive reuse, and new development.

Design Standards

1. Compliance with all other requirements as defined in "Overall Streetscape Standards" in Chapter 1 of this document.
 2. Illustrative perspective sections —Harlan, Kendall, and Reed Streets (Refer to Figure 1) shall be representative of the ArtLine streetscape for all streets included in this section as described on p. 46.
 3. The 40 West ArtLine 'Green Line' shall be included on each street and located on the side of the street identified in the ArtLine Marking Recommendations Map in the Framework Plan, and adhere to the Overall ArtLine Marking Standards in Chapter 1 of this document.
 4. The streetscape treatment behind the curb shall have the following:
 - 4.a. Streetscape area a minimum of thirteen feet (13') wide including a Tree Lawn, Sidewalk Zone, and the Pedestrian, Utility, & Traffic Control Devices (PUTCD). Reasonable exceptions may be made if needed to allow adaptive reuse of existing buildings.
 - 4.b. The Tree Lawn shall be a minimum of six feet (6') and contain streetscape elements, such as street furnishings, lights, landscape areas with trees.
 - 4.c. The Sidewalk Zone shall be a minimum of five feet (5') and organized to create a continuous unobstructed area for ease of travel and maintenance.
 - 4.d. A PUTCD shall be located outside the Sidewalk Zone, a minimum of two feet (2'), to create a transition between the sidewalk and the building or frontage zone.
1. Hardscape treatments along the streetscape shall include the following:
 - 1.a. Sidewalk Zone
 - 1.a.1. Use of cast-in-place concrete with regular scoring for all sidewalks and the Sidewalk Zone.
 - 1.b. Tree Lawn
 - 1.b.1. Use of consistent landscape and planting to provide a buffer and barrier between the sidewalk and curb.
 2. Street Furniture and Lighting along the streetscape shall include the following:
 - 2.a. Furnishings
 - 2.a.1. One (1) 40 West Arts District punch bench, as identified in Chapter 1 of this document, for every 300 feet of streetscape length on average.
 - 2.a.2. One (1) 40 West Arts District custom punch trash bin, as identified in Chapter 1 of this document, for every 600 feet of streetscape length on average.
 - 2.b. Bicycle Racks
 - 2.b.1. Bicycle Racks shall be provided in accordance with Lakewood zoning standards but shall be of the type specified in Chapter 1 of these DSG.
 - 2.c. Pedestrian Lighting
 - 2.c.1. Use of special 40 West Arts District light with banners, as identified in Chapter 1 of this document, regularly spaced.



Ground Floor Building Design*

Pedestrian-Oriented Facade Design & Uses

Intent

- » To promote activity at the street level through a variety of uses and architectural design elements.
- » To promote street level designs with texture and depth that provide a sense of human scale.
- » To avoid creating a non-active ground floor along building facades.
- » To encourage flexible street level designs that can accommodate a variety of uses over time.
- » To create visual interest at the street level.
- » To enhance the ArtLine while respecting existing neighborhood character and residential land uses and supporting adaptive re-use.

Design Guidelines

1. Street level facades should use well-detailed, quality and durable materials that provide texture and depth. See the “Building Materials and Articulation” section for more information.
 2. The street level facade should be articulated to promote human scale building frontage through articulation, transparency, and architectural details. Appropriate techniques include, but are not limited to:
 - 2.a. Recessed entries.
 - 2.b. Projecting window bays.
 - 2.c. Changes in street level setback.
 3. Buildings should maintain a relationship between the public sidewalk and elevation of street level uses, not to exceed approximately 36 inches between existing sidewalk grade and the finish floor elevation of the ground floor.
 4. Street level commercial uses should be focused at building corners (i.e., at intersections of two streets or activated alleys, private access drives, or other pedestrian corridors) where these streets intersect with other streets or connections. Street level commercial space at corners should wrap the corner onto the intersecting streets or connection for a minimum distance of 15 feet.
1. Street level non-residential spaces should be designed to accommodate future division to host small retail spaces or consolidation to support larger commercial or retail needs. Appropriate techniques include:
 - 1.a. Standardize structural bay spacing.
 - 1.b. Coordinate electrical, plumbing and HVAC systems with individual bays.
 2. Canopies and awnings used to define the street level should be integrated into building design.
 - 2.a. Provide generously sized awnings, metal awning screens and other vertical screens to provide shade for glass windows/doors while preserving transparency.
 3. Exterior railings, stairs, steps, low walls, or vertical elements should be visually consistent and integrated with the building facade and not significantly vary or detract from the visual continuity of the building facade.

* Unless otherwise stated, DSG for building design apply only to street level or ground floor.

Transparency

Intent

- » To encourage facades that create a sense of human scale.
- » To provide visual interest on building facades and create interplay of light and shadow on the building's facade.
- » To encourage non-residential building activities that are visible from the public realm and vice versa, with "eyes on the street".
- » To encourage well-detailed facade fenestration.

Design Guidelines

1. The maximum length of a wall that does not satisfy the transparency requirement should be 10 feet in length.
 2. Transparency on street level facade should be located to provide visibility into street level commercial uses required by the Lakewood Zoning Ordinance.
 3. Windows on a street level facade should be transparent glass with a maximum reflectance of approximately 0.15 that allows for pedestrians to view the activity within the building.
 4. Window openings should be designed to provide depth of detail on the facade. Appropriate techniques include:
 - 4.a. Recessing a window opening a minimum of 4 to 6 inches behind the façade.
 - 4.b. Projecting windows a minimum of 4 to 6 inches beyond the façade.
1. Exterior railings, stairs, steps, low walls or vertical elements should not significantly block visibility of the facade areas used to meet transparency standards.
 2. Transparency at the street level should expand beyond the height requirement in the City of Lakewood Zoning Ordinance, which is 2'-10', to provide a greater facade area with transparency.
 3. Transparent facades at the street level should be located to align with commercial and retail uses. When aligned with a retail use, incorporate an outdoor patio, seating area, or amenity space.
 4. Transparency should be focused at building corners (i.e., at intersections of two streets or activated alleys, private access drives, or pedestrian corridors).
 5. Transparency alternatives such as murals may be considered.



Building Materials & Articulation

Intent

- » To provide for the comfort and interest of the pedestrian environment through the provision of human-scaled architectural character and refined building material choices.
- » To promote the use of building materials on any visible facade that provide visual interest and a sense of human scale without appearing as a patchwork of incongruous colors or materials.
- » To discourage building materials that produce flat or featureless surfaces on any visible façade.
- » Provide architectural materials and facade articulation that emphasize the base of the building from the upper floors and visually differentiates the ground floor from upper floors.
- » To encourage the use of innovative, high-quality and sustainable materials.
- » To promote building materials that are integrated into a cohesive facade design.

Design Guidelines

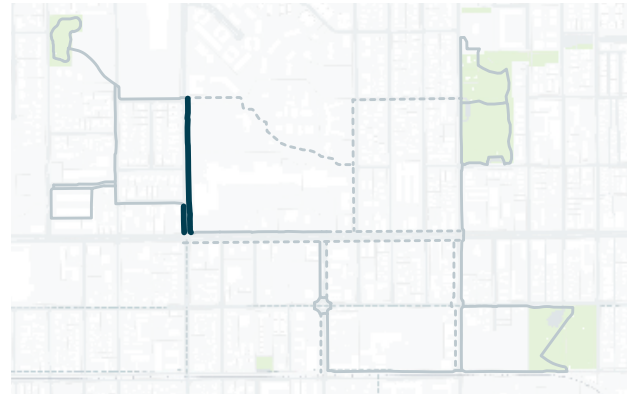
1. Provide additional architectural articulation options that is more detailed at the ground floor, including:
 - 1.a. Expression of the structural system and infill panels through a change in plane of at least 3" on average.
 - 1.b. Articulation of window and doorway surrounds, which may include sills, lintels, pilasters, and mullions, through a change in plane of at least 2" on average.
 - 1.c. A system of horizontal and vertical articulating reveals of 3/8" width by 3/8" depth, minimum.
 - 1.d. A system of art or ornament integral to the building (such as an inset decorative panel or metal framework anchored to embeds in the building façade).
2. Architectural scaling elements should be used to break down the appearance of large building facades into architectural patterns and component building forms. Building facades should provide variation of building massing corresponding to architectural or structural bay dimensions. Variation in building massing may include changes in wall plane or height and may relate to primary building entries, important corners or other significant architectural features.

1. Architectural materials should include the use of brick, masonry, precast, high quality metal panels/ cladding and finishes.
2. Facade articulation should include a significant change in plane of the ground floor facade from the upper floors.
3. Building facades should include multiple and frequent entries to provide activity and repetition.
4. Building designers are encouraged to use architectural canopies that are visually integrated into the building architecture.
5. Buildings are encouraged to setback the ground floor to provide active outdoor amenities along the street that promote active street life, including:
 - 5.a. Restaurant seating and cafe spaces.
 - 5.b. Areas for public art and creative placemaking.
 - 5.c. Areas for seating and gathering.



Pierce Street

Pierce Street is an important connection bringing ArtLine users from W. Colfax Avenue to the northernmost areas near RMCAD, W. 17th Ave, and Aviation Park. The street serves an important role as a primary north-south street connecting commercial uses along W. Colfax Avenue to residential areas near W. 17th Avenue. The street includes existing streetscape improvements and larger land uses along the east side and unimproved streetscapes on the west side. The ArtLine route is located on the east side from West Colfax to 17th Avenue and the west side from West Colfax to Lakewood Place.



Pierce Street Map

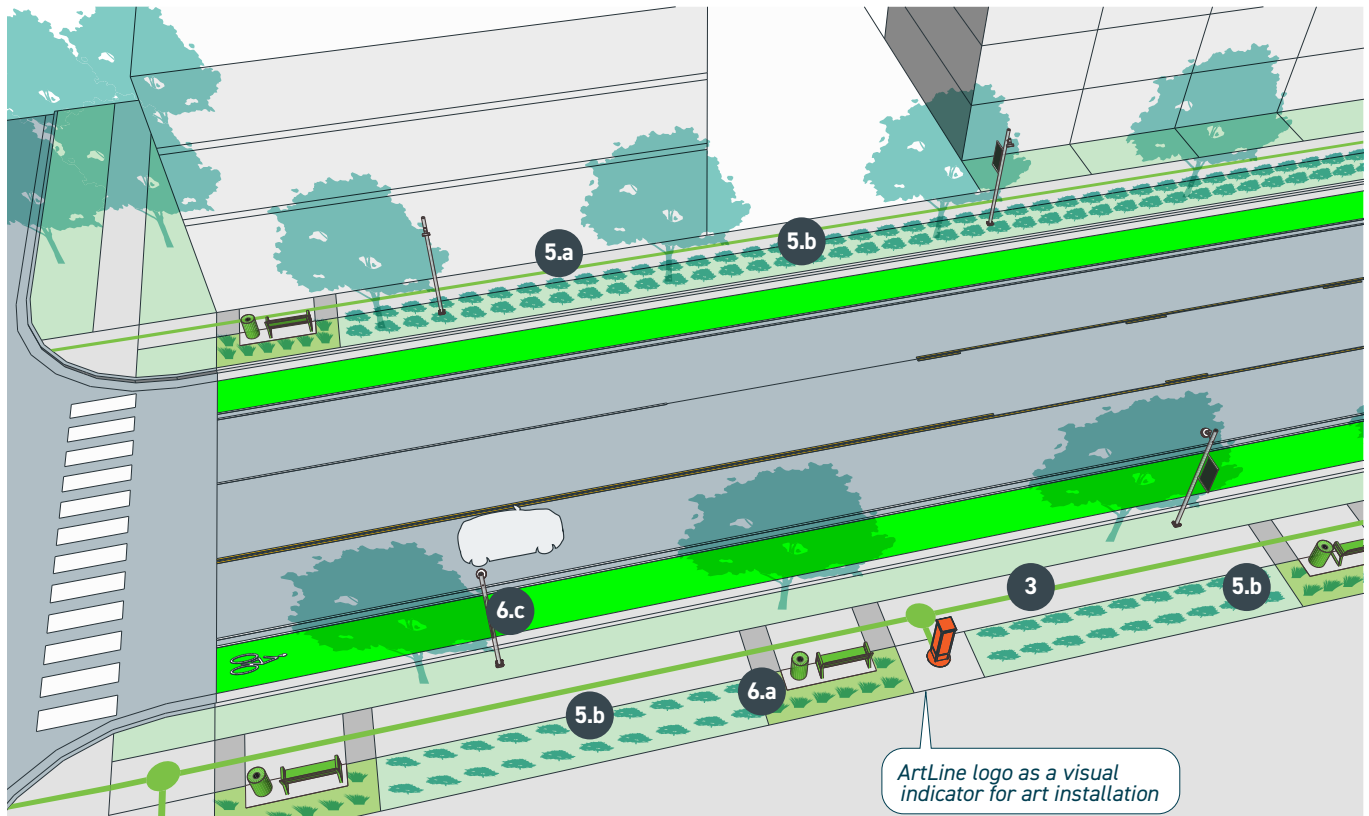


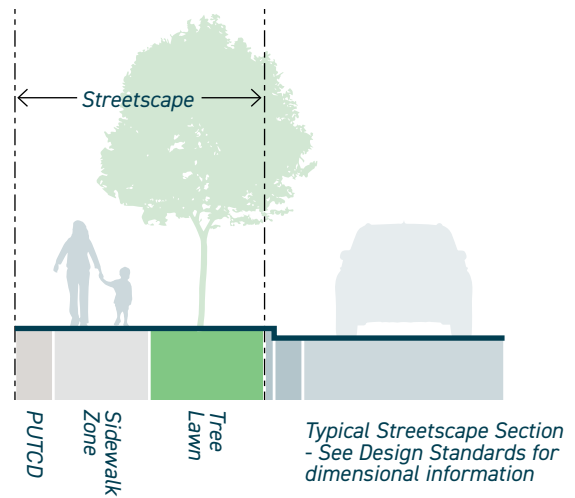
Figure 2. A conceptual illustration of Pierce Street (between W. Colfax and Lakewood Place)

Streetscape Design Standards Number

Streetscape

Intent

- » To improve the pedestrian connections and the ArtLine experience from areas between W. Colfax Avenue and W. 17th Ave.
- » To provide a cohesive, attractive, and comfortable pedestrian connection with improved sidewalks, sustainable landscape plantings and street trees.
- » To create a consistent design character along the street that features the ArtLine, public art, green bike lanes, and creative enhancements.
- » To allow a streetscape design that is flexible and functions with existing development, adaptive reuse, and new development.



Design Standards

1. Compliance with all other requirements as defined in "Overall Streetscape Standards" in Chapter 1 of this document.
2. Illustrative perspective sections —Pierce Street (Refer to Figure 2) shall be representative of the segment of the ArtLine streetscape where located on Pierce Street.
3. The 40 West ArtLine 'Green Line' shall be included on the east side of the street from West Colfax to 17th Avenue and the west side from West Colfax to Lakewood Place and integrated with the sidewalk per the Overall ArtLine Marking Standards in Chapter 1 of this document.
4. The streetscape treatment behind the curb shall have the following:
 - 4.a. Streetscape area a minimum of thirteen feet (13') wide including a Tree Lawn, Sidewalk Zone, and the Pedestrian, Utility, & Traffic Control Devices (PUTCD). Reasonable exceptions may be made if needed to allow adaptive reuse of existing buildings.
 - 4.b. The Tree Lawn shall be a minimum of six feet (6') and contain streetscape elements, such as street furnishings, lights, landscape areas with trees.
 - 4.c. The Sidewalk Zone shall be a minimum of five feet (5') and organized to create a continuous unobstructed area for ease of travel and maintenance.
 - 4.d. A PUTCD shall be located outside the Sidewalk Zone, a minimum of two feet (2'), to create a transition between the sidewalk and the building or frontage zone.
1. Hardscape treatments along the streetscape shall include the following:
 - 1.a. Sidewalk Zone
 - 1.a.1. Use of cast-in-place concrete with regular scoring for all sidewalks and the Sidewalk Zone.
 - 1.b. Tree Lawn
 - 1.b.1. Use of consistent landscape and planting to provide a buffer and barrier between the sidewalk and curb.
2. Street Furniture and Lighting along the streetscape shall include the following:
 - 2.a. Furnishings
 - 2.a.1. One (1) 40 West Arts District punch bench, as identified in Chapter 1 of this document, for every 300 feet of streetscape length on average.
 - 2.a.2. One (1) 40 West Arts District custom punch trash bin, as identified in Chapter 1 of this document, for every 600 feet of streetscape length on average.
 - 2.b. Bicycle Racks
 - 2.b.1. Bicycle Racks shall be provided in accordance with Lakewood zoning standards but shall be of the type specified in Chapter 1 of these DSG.
 - 2.c. Pedestrian Lighting
 - 2.c.1. Use of special 40 West Arts District light with banners, as identified in Chapter 1 of this document, regularly spaced.



Ground Floor Building Design*

Pedestrian-Oriented Facade Design & Uses

Intent

- » To promote activity at the street level through a variety of uses and architectural design elements.
- » To promote street level designs with texture and depth that provide a sense of human scale.
- » To avoid creating a non-active ground floor along building facades.
- » To encourage flexible street level designs that can accommodate a variety of uses over time.
- » To create visual interest at the street level.
- » To enhance the ArtLine experience while respecting the existing character and important RMCAD and Metro West Housing Solutions land uses.

Design Guidelines

1. Street level facades should use well-detailed, quality, and durable materials that provide texture and depth. See the “Building Materials and Articulation” section for more information.
 2. The street level facade should be articulated to promote human scale building frontage through articulation, transparency, and architectural details. Appropriate techniques include:
 - 2.a. Recessed entries.
 - 2.b. Projecting window bays.
 - 2.c. Changes in street level setback.
 3. Buildings should maintain a relationship between the public sidewalk and elevation of street level uses, not to exceed approximately 36 inches between existing sidewalk grade and the finish floor elevation of the ground floor.
 4. Street level commercial uses should be focused at building corners (i.e., at intersections of two streets or activated alleys, private access drives, or other pedestrian corridors) where Pierce Street intersects other streets or connections. Street level commercial space at corners should wrap the corner onto the intersecting streets or connection for a minimum distance of 15 feet.
1. Street level non-residential spaces should be designed to accommodate future division to host small retail spaces or consolidation to support larger commercial or retail needs. Appropriate techniques include:
 - 1.a. Standardize structural bay spacing.
 - 1.b. Coordinate electrical, plumbing and HVAC systems with individual bays.
 2. Canopies and awnings used to define the street level should be integrated into building design.
 - 2.a. Provide generously sized awnings, metal awning screens and other vertical screens to provide shade for glass windows/doors while preserving transparency.
 3. Exterior railings, stairs, steps, low walls or vertical elements should be visually consistent and integrated with the building facade and not significantly vary or detract from the visual continuity of the building facade.

* Unless otherwise stated, DSG for building design apply only to street level or ground floor.



Activity at the street level through a variety of uses and architectural elements

Transparency

Intent

- » To encourage facades that create a sense of human scale.
- » To provide visual interest on building facades and create interplay of light and shadow on the building's facade.
- » To design buildings so activities are visible from the public realm and vice versa, with "eyes on the street".
- » To encourage well-detailed facade fenestration.

Design Guidelines

1. The maximum length of a wall that does not satisfy the transparency requirement should be 10 feet in length.
 2. Transparency on street level facade should be located to provide visibility into street level commercial uses required by the Lakewood Zoning Ordinance.
 3. Windows on a street level facade should be transparent glass with a maximum reflectance of approximately 0.15 that allows for pedestrians to view the activity within the building.
 4. Window openings should be designed to provide depth of detail on the facade. Appropriate techniques include:
 - 4.a. Recessing a window opening a minimum of 4 to 6 inches behind the façade.
 - 4.b. Projecting windows a minimum of 4 to 6 inches beyond the façade.
1. Exterior railings, stairs, steps, low walls or vertical elements should not significantly block visibility of the facade areas used to meet transparency standards.
 2. Transparency at the street level should expand beyond the height requirement in the City of Lakewood Zoning Ordinance, which is 2'-10', to provide a greater facade area with transparency.
 3. Transparent facades at the street level should be located to align with commercial and retail uses. When aligned with retail use, incorporate an outdoor patio, seating area, or amenity space.
 4. Transparency should be focused at building corners (i.e., at intersections of two streets or activated alleys, private access drives, or pedestrian corridors).
 5. Transparency alternatives such as murals may be considered.

Building Materials & Articulation

Intent

- » To provide for the comfort and interest of the pedestrian environment through the provision of human-scaled architectural character and refined building material choices.
- » To encourage the use of building materials on any visible facade that provide visual interest and a sense of human scale without appearing as a patchwork of incongruous colors or materials.
- » To discourage building materials that produce flat or featureless surfaces on any visible façade.
- » Provide architectural materials and facade articulation that emphasize the base of the building from the upper floors and visually differentiates the ground floor from upper floors.
- » To encourage the use of innovative, high-quality and sustainable materials.
- » To promote building materials that are integrated into a cohesive facade design.

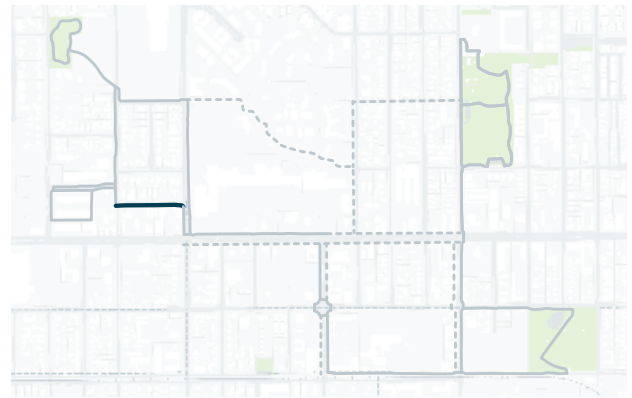
Design Guidelines

1. Provide additional architectural articulation options that is more detailed at the ground floor, including:
 - 1.a. Expression of the structural system and infill panels through a change in plane of at least 3" on average.
 - 1.b. Articulation of window and doorway surrounds, which may include sills, lintels, pilasters, and mullions, through a change in plane of at least 2" on average.
 - 1.c. A system of horizontal and vertical articulating reveals of 3/8" width by 3/8" depth, minimum.
 - 1.d. A system of art or ornament integral to the building (such as an inset decorative panel or metal framework anchored to embeds in the building façade).
2. Architectural scaling elements should be used to break down the appearance of large building facades into architectural patterns and component building forms. Building facades should provide variation of building massing corresponding to architectural or structural bay dimensions. Variation in building massing may include changes in wall plane or height and may relate to primary building entries, important corners or other significant architectural features.
1. Architectural materials should include the use of brick, masonry, precast, high quality metal panels/ cladding and finishes.
2. Facade articulation should include a significant change in plane of the ground floor facade from the upper floors.
3. Building facades should include multiple and frequent entries to provide activity and repetition.
4. Building designers are encouraged to use architectural canopies that are visually integrated into the building architecture.
5. Buildings are encouraged to setback the ground floor to provide active outdoor amenities along the street that promote active street life, including:
 - 5.a. Restaurant seating and cafe spaces.
 - 5.b. Areas for public art and creative placemaking.
 - 5.c. Areas for seating and gathering.



Lakewood Place

Lakewood Place is a one-block section of the ArtLine located just north of W. Colfax Avenue that provides an east-west connection between Reed and Pierce Streets. The street serves an important role as a unique street and public space serving and connecting numerous commercial buildings, creative businesses, and art galleries. The narrow right-of-way and numerous access driveways make it feel like a functional and service-oriented street currently rather than a traditional street.



Lakewood Place Map

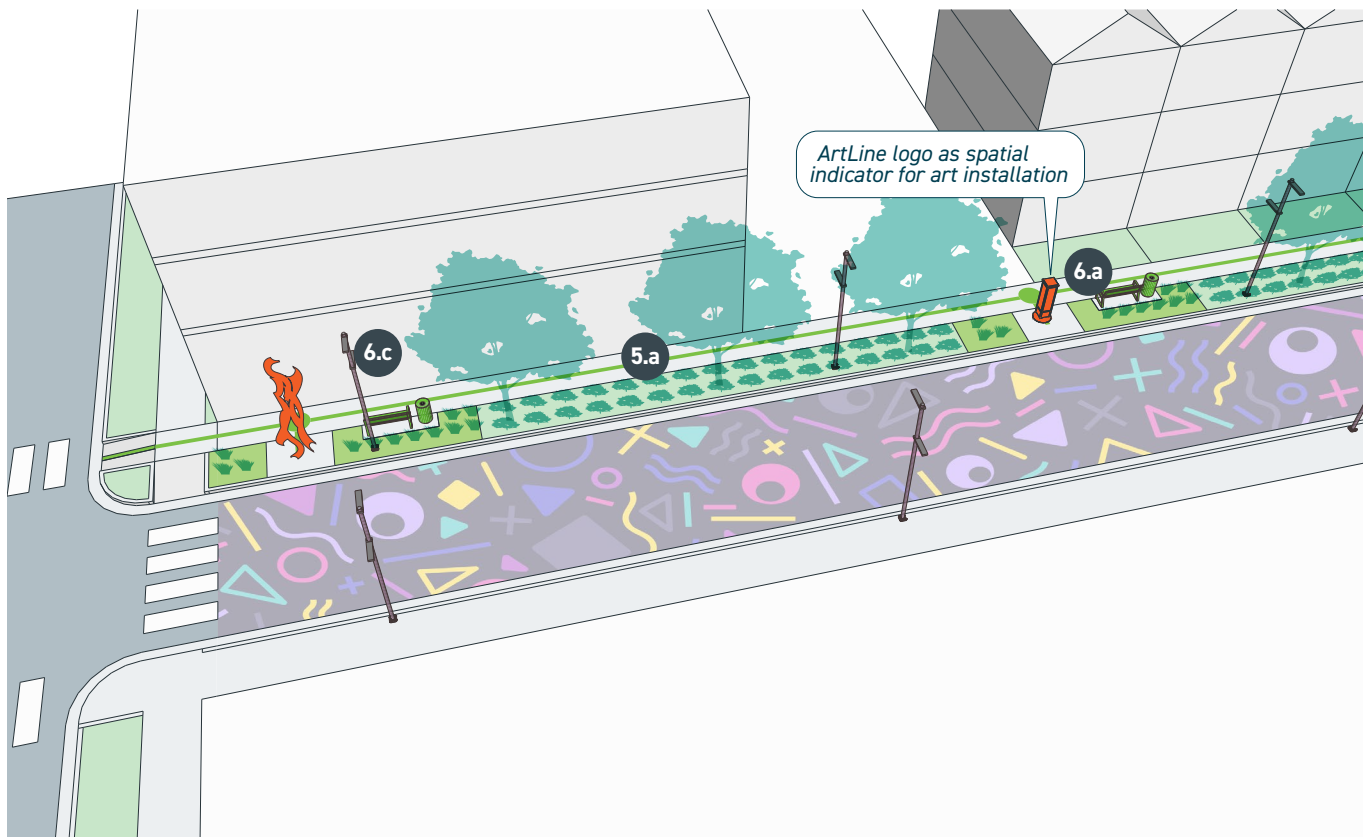


Figure 3. A conceptual illustration of Lakewood Place

Streetscape Design Standards Number

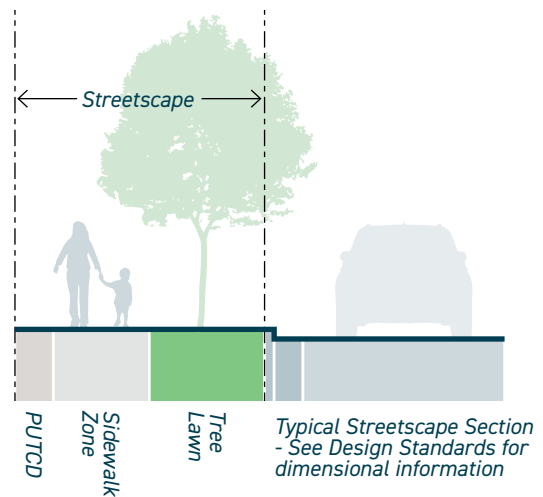
Streetscape

Intent

- » To improve the pedestrian connections and the ArtLine experience from between Reed and Pierce Streets.
- » To create a highly visible, welcoming, safe, and aesthetically pleasing connection for pedestrians and bicyclists between the creative businesses in the Aviation Park segment and Colfax Core segment of the ArtLine.
- » To provide a cohesive, attractive, and comfortable pedestrian connection with improved sidewalks, continuous lighting, and creative murals or other forms of public art.
- » To create a consistent design character along the street that features the ArtLine, public art and creative enhancements.
- » To allow a streetscape design that is flexible and functions with existing development, adaptive reuse and new development.

Design Standards

1. Compliance with all other requirements as defined in "Overall Streetscape Standards" in Chapter 1 of this document.
2. Illustrative perspective sections —Lakewood Place (Refer to Figure 3) shall be representative of the segment between Reed and Pierce Streets.
3. The 40 West ArtLine 'Green Line' shall be included on the north side of the street and integrated with the sidewalk per the Overall ArtLine Marking Standards in Chapter 1 of this document.
4. The streetscape treatment behind the curb shall have the following:
 - 4.a. Overall streetscape area, including a Sidewalk Zone, and the Pedestrian, Utility, & Traffic Control Devices (PUTCD). Reasonable exceptions may be made if needed to allow adaptive reuse of existing buildings.
 - 4.b. The Tree Lawn shall contain streetscape elements such as street furnishings, lights, landscape areas with trees.
 - 4.c. The Sidewalk Zone shall be a minimum of six feet (6') and organized to create a continuous unobstructed area for ease of travel and maintenance.
 - 4.d. A PUTCD shall be located outside the Sidewalk Zone, a minimum of two feet (2'), to create a transition between the sidewalk and the building or frontage zone.
1. Hardscape treatments along the streetscape shall include the following:
 - 1.a. Sidewalk Zone
 - 1.a.1. Use of cast-in-place concrete with regular scoring for all sidewalks and the Sidewalk Zone.
 2. Street Furniture and Lighting along the streetscape shall include the following:
 - 2.a. Furnishings
 - 2.a.1. One (1) 40 West Arts District punch bench, as identified in Chapter 1 of this document, for every 200 feet of streetscape length on average.
 - 2.a.2. One (1) 40 West Arts District custom punch trash bin, as identified in Chapter 1 of this document, for every 300 feet of streetscape length on average.
 - 2.b. Bicycle Racks
 - 2.b.1. Bicycle Racks shall be provided in accordance with Lakewood zoning standards but shall be of the type specified in Chapter 1 of these DSG.
 - 2.c. Pedestrian Lighting
 - 2.c.1. Use of special 40 West Arts District light with banners and connections for string lights, as identified in Chapter 1 of this document, regularly spaced at a maximum distance of forty (40') on average to create a consistent and regular pattern of lighting.



Ground Floor Building Design*

Pedestrian-Oriented Facade Design & Uses

Intent

- » To promote activity at the street level through a variety of uses and architectural design elements.
- » To promote street level designs with texture and depth that provide a sense of human scale.
- » To avoid creating a non-active ground floor along building facades.
- » To encourage flexible street level designs that can accommodate a variety of uses over time.
- » To create visual interest at the street level.

Design Guidelines

1. Street level facades should use well-detailed, quality and durable materials that provide texture and depth. See the “Building Materials and Articulation” section for more information.
 2. The street level facade should be articulated to promote human scale building frontage through articulation, transparency, and architectural details. Appropriate techniques include:
 - 2.a. Recessed entries.
 - 2.b. Projecting window bays.
 - 2.c. Changes in street level setback.
 3. Buildings should maintain a relationship between the public sidewalk and elevation of street level uses, not to exceed approximately 36 inches between existing sidewalk grade and the finish floor elevation of the ground floor.
 4. Street level commercial uses should be focused at building corners (i.e., at intersections of two streets or activated alleys, private access drives, or other pedestrian corridors) where Lakewood Place intersects other streets or connections. Street level commercial space at corners should wrap the corner onto the intersecting streets or connection for a minimum distance of 15 feet.
1. Street level non-residential spaces should be designed to accommodate future division to host small retail spaces or consolidation to support larger commercial or retail needs. Appropriate techniques include:
 - 1.a. Standardize structural bay spacing.
 - 1.b. Coordinate electrical, plumbing and HVAC systems with individual bays.
 2. Canopies and awnings used to define the street level should be integrated into building design.
 - 2.a. Provide generously sized awnings, metal awning screens and other vertical screens to provide shade for glass windows/doors while preserving transparency.
 3. Exterior railings, stairs, steps, low walls, or vertical elements should be visually consistent and integrated with the building facade and not significantly vary or detract from the visual continuity of the building facade.

* Unless otherwise stated, DSG for building design apply only to street level or ground floor.

Transparency

Intent

- » To encourage facades that create a sense of human scale.
- » To provide visual interest on building facades and create interplay of light and shadow on the building's facade.
- » To design buildings so activities are visible from the public realm and vice versa, with "eyes on the street".
- » To encourage well-detailed facade fenestration.

Design Guidelines

1. The maximum length of a wall that does not satisfy the transparency requirement should be 10 feet in length.
 2. Transparency on street level facade should be located to provide visibility into street level commercial uses required by the Lakewood Zoning Ordinance.
 3. Windows on a street level facade should be transparent glass with a maximum reflectance of approximately 0.15 that allows for pedestrians to view the activity within the building.
 4. Window openings should be designed to provide depth of detail on the facade. Appropriate techniques include:
 - 4.a. Recessing a window opening a minimum of 4 to 6 inches behind the facade.
 - 4.b. Projecting windows a minimum of 4 to 6 inches beyond the facade.
1. Exterior railings, stairs, steps, low walls, or vertical elements should not significantly block visibility of the facade areas used to meet transparency standards.
 2. Transparency at the street level should expand beyond the height requirement in the City of Lakewood Zoning Ordinance, which is 2'-10', to provide a greater facade area with transparency.
 3. Transparent facades at the street level should be located to align with commercial and retail uses. When aligned with retail use, incorporate an outdoor patio, seating area, or amenity space.
 4. Transparency should be focused at building corners (i.e., at intersections of two streets or activated alleys, private access drives, or pedestrian corridors).
 5. Transparency alternatives such as murals may be considered.



Building Materials & Articulation

Intent

- » To provide for the comfort and interest of the pedestrian environment through the provision of human-scaled architectural character and refined building material choices.
- » To promote the use of building materials on any visible facade that provide visual interest and a sense of human scale without appearing as a patchwork of incongruous colors or materials.
- » To discourage building materials that produce flat or featureless surfaces on any visible façade.
- » Provide architectural materials and facade articulation that emphasize the base of the building from the upper floors and visually differentiates the ground floor from upper floors.
- » To encourage the use of innovative, high-quality, and sustainable materials.
- » To promote building materials that are integrated into a cohesive facade design.

Design Guidelines

1. Provide additional architectural articulation options that is more detailed at the ground floor, including:
 - 1.a. Expression of the structural system and infill panels through a change in plane of at least 3" on average.
 - 1.b. Articulation of window and doorway surrounds, which may include sills, lintels, pilasters, and mullions, through a change in plane of at least 2" on average.
 - 1.c. A system of horizontal and vertical articulating reveals of 3/8" width by 3/8" depth, minimum.
 - 1.d. A system of art or ornament integral to the building (such as an inset decorative panel or metal framework anchored to embeds in the building façade).
2. Architectural scaling elements should be used to break down the appearance of large building facades into architectural patterns and component building forms. Building facades should provide variation of building massing corresponding to architectural or structural bay dimensions. Variation in building massing may include changes in wall plane or height and may relate to primary building entries, important corners or other significant architectural features.

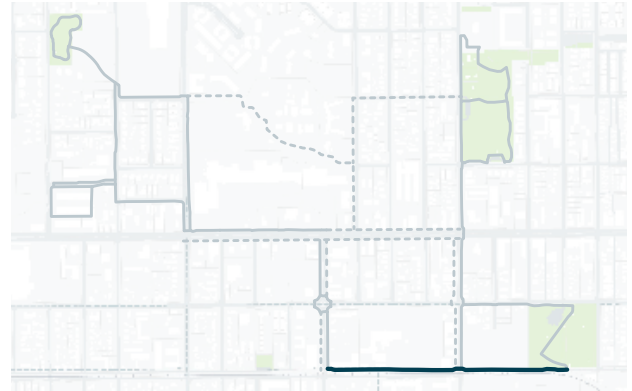
1. Architectural materials should include the use of brick, masonry, precast, high quality metal panels/ cladding, and finishes.
2. Facade articulation should include a significant change in plane of the ground floor facade from the upper floors.
3. Building facades should include multiple and frequent entries to provide activity and repetition.
4. Building designers are encouraged to use architectural canopies that are visually integrated into the building architecture.
5. Buildings are encouraged to setback the ground floor to provide active outdoor amenities along the street that promote active street life, including:
 - 5.a. Restaurant seating and cafe spaces.
 - 5.b. Areas for public art and creative placemaking.
 - 5.c. Areas for seating and gathering.



Building articulation through subtle changes in planes

W Line Bike Path (Lamar St. to Depew St.)

The W Line Bike Path is a regional bike path that connects west to Golden and east into Denver and other regional trails via the Lakewood Gulch Trail. This off-street connection on the ArtLine brings users from Lamar Street and the W Line station to Harlan Street and the south side of Mountair Park near Depew Street. The path serves an important role as a primary east-west multi-use path connecting people from the station and activities along Lamar Street to the park. The path is located on the north side of the light rail tracks in between the protective fence and the adjacent private properties. The standards and guidelines set forth in this section apply to the W Line Bike Path located in right-of-way between the RTD rail tracks and private property, and any future instances where the W Line Bike Path is relocated to publicly accessible areas within larger redevelopments.



W Line Bike Path Map



A conceptual illustration of W Line Bike Path as an activated art corridor

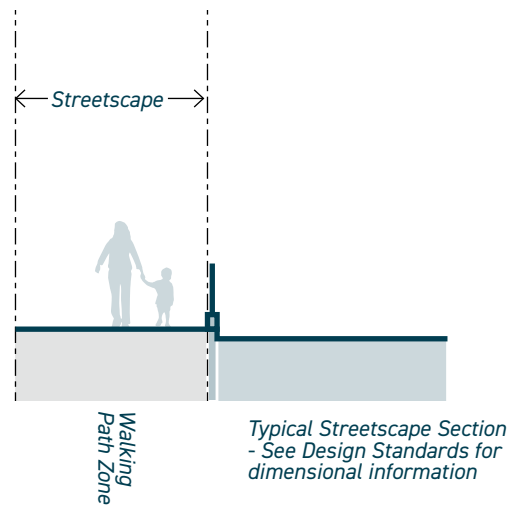
Streetscape

Intent

- » To improve the pedestrian connections and the ArtLine experience from areas between Lamar Street and Mountair Park.
- » To provide a cohesive, attractive, and comfortable pedestrian connection with improved pedestrian and bicycle path experience, fence art and attractive building frontages.
- » To create a consistent design character along the path that features the ArtLine, public art and creative enhancements.
- » To allow a path design and alignment that is flexible and functions with existing properties, adaptive reuse, and new development.

Design Standards

1. The 40 West ArtLine 'Green Line' shall be included on the path and integrated with the sidewalk per the Overall ArtLine Marking Standards in Chapter 1 of this document.
2. The path treatment shall have the following:
 - 2.a. The Walking Path Zone shall be a minimum of ten feet (10') and organized to create a continuous unobstructed area for ease of travel and maintenance.
3. Hardscape treatments along the path shall include the following:
 - 3.a. Walking Path Zone
 - 3.a.1. Use of cast-in-place concrete with regular scoring or acceptable special paving for all path areas, building connections, and the Walking Path Zone.
4. Street Furniture and Lighting along the streetscape shall include the following:
 - 4.a. Furnishings
 - 4.a.1. One (1) 40 West Arts District punch bench, as identified in Chapter 1 of this document, for every 300 feet of path length on average.
 - 4.a.2. One (1) 40 West Arts District custom punch trash bin, as identified in Chapter 1 of this document, for every 600 feet of path length on average.



1.a. Bicycle Racks

- 1.a.1. Bicycle Racks shall be provided in accordance with Lakewood zoning standards but shall be of the type specified in Chapter 1 of these DSG.

1.b. Pedestrian Lighting

- 1.b.1. Use of special 40 West Arts District light with banners, as identified in Chapter 1 of this document, regularly spaced.

1. Street Crossings shall include the following:

- 1.a. Installation of a raised crossing or speed table at Lamar and Harlan Streets with a creative ArtLine treatment to delineate the route and help slow vehicles crossing the W Line Bike Path and ArtLine at these locations.

Ground Floor Building Design*

Pedestrian-Oriented Facade Design & Uses

Intent

- » To promote building designs fronting the path with texture and depth that provide a sense of human scale and have entrances fronting the path.
- » To promote visual interest activity at the ground level through a variety of uses and architectural design elements.
- » To encourage flexible ground level designs that can accommodate a variety of uses over time.
- » To create visual interest and commercial uses along the path.

Design Guidelines

1. The building facade facing the path should not be designed as a back of house service area or blank facade.
2. Ground level facades fronting the path should use well-detailed, quality, and durable materials that provide texture and depth. See the "Building Materials and Articulation" section for more information.
3. Building facades fronting the path should be articulated to promote human scale building frontage through articulation, transparency, and architectural details.
4. Buildings should maintain a relationship between the bike path and elevation of ground floor uses, not to exceed approximately 36 inches between existing path grade and the finish floor elevation of the ground floor.
5. Building entries and other site access points should be located fronting the path and include architectural details and amenities to create an identifiable entry.
6. Exterior railings, stairs, steps, low walls, or vertical elements should be visually consistent and integrated with the building facade and not significantly vary or detract from the visual continuity of the building facade.

Transparency

Intent

- » To encourage facades that create a sense of human scale.
- » To provide visual interest on building facades and create interplay of light and shadow on the building's facade.
- » To design buildings so activities are visible from the public realm and vice versa, with "eyes on the street or public space".
- » To encourage well-detailed facade fenestration.

Design Guidelines

1. Transparency on ground level facade should be located to provide visibility into ground level commercial uses within the building.
2. Windows on a facade facing the path should be transparent glass with a maximum reflectance of approximately 0.15 that allows pedestrians to view the activity within the building.
3. Window openings should be designed to provide depth of detail on the facade. Appropriate techniques include:
 - 3.a. Recessing a window opening a minimum of 4 inches behind the façade.
 - 3.b. Projecting windows a minimum of 4 inches beyond the façade.
 - 3.c. Exterior railings, stairs, steps, low walls, or vertical elements should not significantly block visibility of the facade areas including transparency.
4. Transparency alternatives such as murals may be considered.

* Unless otherwise stated, DSG for building design apply only to street level or ground floor.

Building Materials & Articulation

Intent

- » To provide for the comfort and interest of the pedestrian environment through the provision of human-scaled architectural character and material choices.
- » To promote the use of building materials on any visible facade that provide visual interest and a sense of human scale without appearing as a patchwork of incongruous colors or materials.
- » To discourage building materials that produce flat or featureless surfaces on any visible façade.
- » Provide architectural materials and facade articulation that emphasize the base of the building from the upper floors and visually differentiates the ground floor from upper floors.
- » To encourage the use of innovative, high-quality and sustainable materials.
- » To encourage the use of building materials that are integrated into a cohesive facade design.

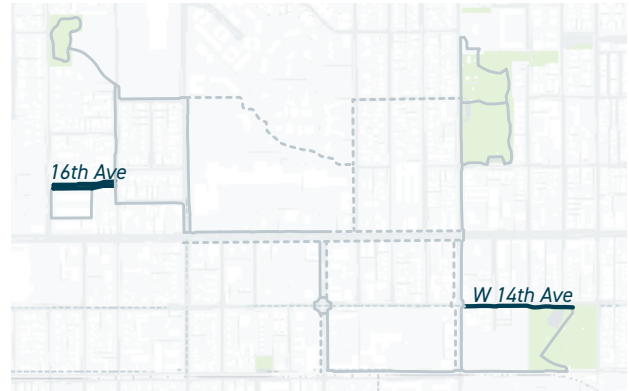
Design Guidelines

1. Architectural scaling elements should be used to break down the appearance of large building facades into architectural patterns and component building forms. Building facades should provide variation of building massing corresponding to architectural or structural bay dimensions. Variation in building massing may include changes in wall plane or height and may relate to primary building entries, important corners or other significant architectural features.
2. Architectural precast materials should include the use of brick, masonry, high quality architectural metal panels/cladding, and finishes.
3. Facade articulation should include a significant change in plane of the ground floor facade from the upper floors.
4. Building facades should include multiple and frequent entries to provide activity and repetition.
5. Building designers are encouraged to use architectural canopies that are visually integrated into the building architecture.
6. Buildings are encouraged to setback the ground floor to provide active outdoor amenities along the path that promote an active public realm, including:
 - 6.a. Areas for public art and creative placemaking.
 - 6.b. Areas for seating and gathering.



West 14th and 16th Avenues, and the corner of Teller Street

West 14th (the south side from Harlan to Depew Streets) and 16th Avenue (both sides from Reed to Teller Streets), and the corner of West 16th Avenue and Teller Street will promote a safe and comfortable pedestrian experience while featuring the ArtLine and selective locations for public art or creative placemaking enhancements. The improved streetscape amenities will promote the overall neighborhood character and ArtLine experience with tree lawns, sidewalks, limited street furnishings and pedestrian lighting. Considerations should be given to the relationship to adjacent uses, including existing residential homes, commercial uses, or undeveloped areas.



West 14th and 16th Avenues Map

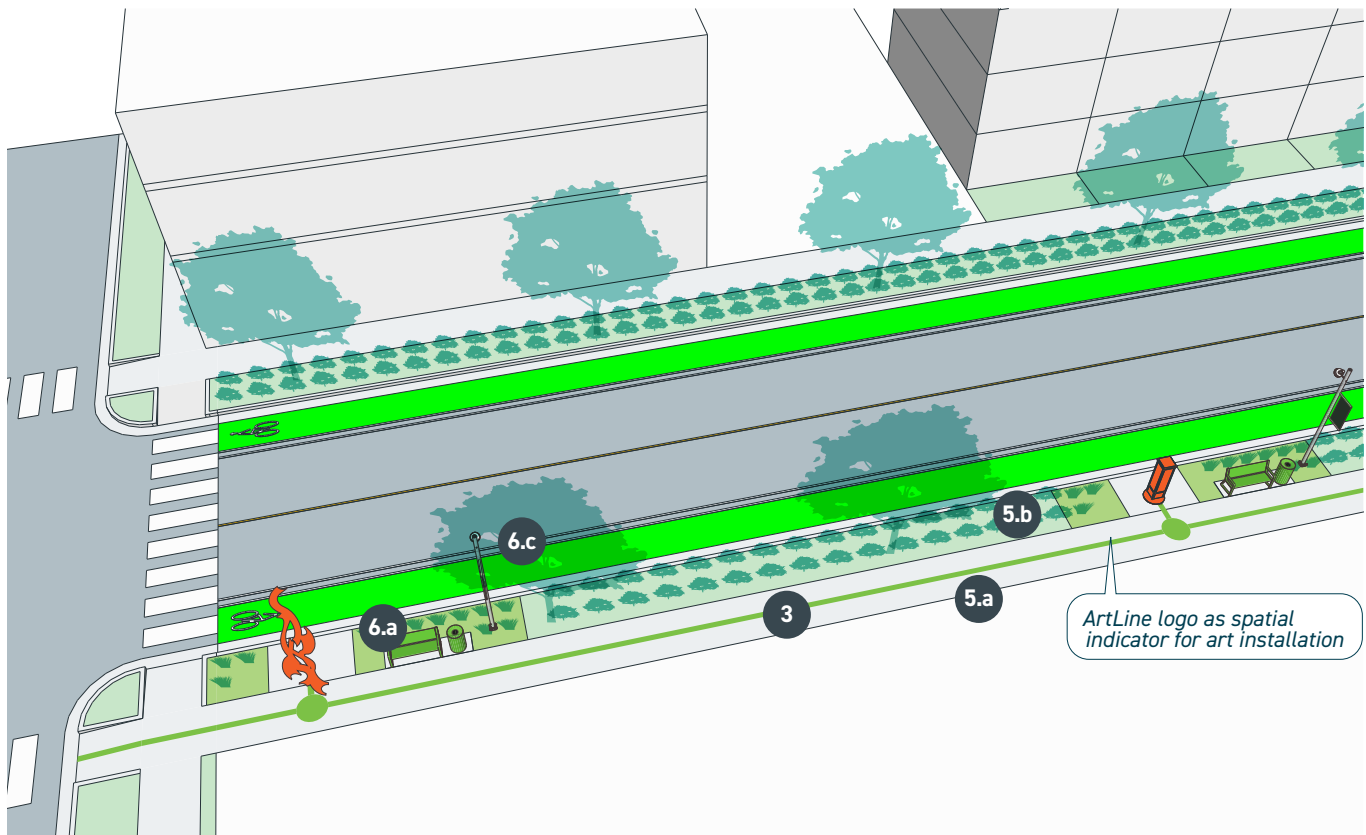


Figure 4. A conceptual illustration of 14th Ave

Streetscape Design Standards Number

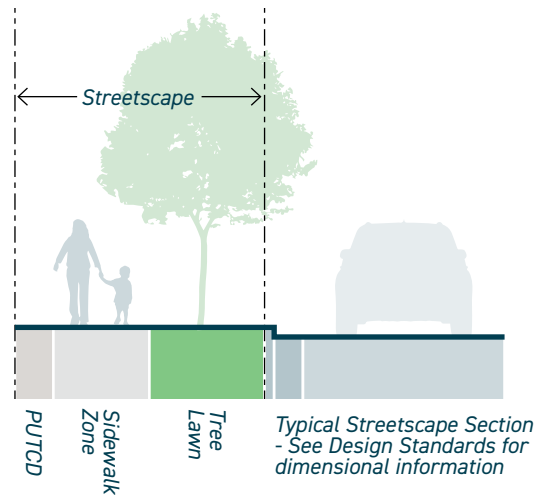
Streetscape

Intent

- » To improve the pedestrian connections and the ArtLine experience.
- » To provide a cohesive, attractive, and comfortable pedestrian connection with improved sidewalks, sustainable landscape plantings and street trees.
- » To create a consistent design character along the street that features the 40 West ArtLine, public art, green bike lane marking where appropriate, and creative enhancements.
- » To allow a streetscape design that is flexible and functions with existing development, adaptive reuse, and new development.

Design Standards

1. Compliance with all other requirements as defined in "Overall Streetscape Standards" in Chapter 1 of this document.
2. Illustrative perspective sections – 14th Avenue and 16th Avenue (see Figure 4) shall be representative of the typical streetscape where the ArtLine route is located.
3. The 40 West ArtLine 'Green Line' shall be included on the south side of 14th Avenue from Harlan to Depew Streets, both sides of 16th Avenue from Reed to Teller Streets, and along the east side of Teller Street from 16th Avenue to the parking lot loop and back to 16th Avenue and integrated with the sidewalk per the Overall ArtLine Marking Standards in Chapter 1 of this document.
4. The streetscape treatment behind the curb shall have the following:
 - 4.a. Streetscape area a minimum of thirteen feet (13') wide including a Tree Lawn, Sidewalk Zone, and the Pedestrian, Utility, & Traffic Control Devices (PUTCD). Reasonable exceptions may be made if needed to allow adaptive reuse of existing buildings.
 - 4.b. The Tree Lawn shall be a minimum of six feet (6') and contain streetscape elements, such as street furnishings, lights, landscape areas with trees.
 - 4.c. The Sidewalk Zone shall be a minimum of five feet (5') and organized to create a continuous unobstructed area for ease of travel and maintenance.
 - 4.d. A PUTCD shall be located outside the Sidewalk Zone, a minimum of two feet (2'), to create a transition between the sidewalk and the building or frontage zone.



1. Hardscape treatments along the streetscape shall include the following:
 - 1.a. Sidewalk Zone
 - 1.a.1. Use of cast-in-place concrete with regular scoring for all sidewalks and the Sidewalk Zone.
 - 1.b. Tree Lawn
 - 1.b.1. Use of consistent landscape and planting to provide a buffer and barrier between the sidewalk and curb.
2. Street Furniture and Lighting along the streetscape shall include the following:
 - 2.a. Furnishings
 - 2.a.1. One (1) 40 West Arts District punch bench, as identified in Chapter 1 of this document, for every 300 feet of streetscape length on average.
 - 2.a.2. One (1) 40 West Arts District custom punch trash bin, as identified in Chapter 1 of this document, for every 600 feet of streetscape length on average.
 - 2.b. Bicycle Racks
 - 2.b.1. Bicycle Racks shall be provided in accordance with Lakewood zoning standards but shall be of the type specified in Chapter 1 of these DSG.
 - 2.c. Pedestrian Lighting
 - 2.c.1. Use of special 40 West Arts District light with banners, as identified in Chapter 1 of this document, regularly spaced.



Ground Floor Building Design*

Pedestrian-Oriented Facade Design & Uses

Intent

- » To promote activity at the street level through a variety of uses and architectural design elements.
- » To promote street level designs with texture and depth that provide a sense of human scale.
- » To avoid creating a non-active ground floor along building facades.
- » To encourage flexible street level designs that can accommodate a variety of uses over time.
- » To create visual interest at the street level.

Design Guidelines

1. Street level facades should use well-detailed, quality, and durable materials that provide texture and depth. See the “Building Materials and Articulation” section for more information.
 2. The street level facade should be articulated to promote human scale building frontage through articulation, transparency, and architectural details. Appropriate techniques include:
 - 2.a. Recessed entries.
 - 2.b. Projecting window bays.
 - 2.c. Changes in street level setback.
 3. Buildings should maintain a relationship between the public sidewalk and elevation of street level uses, not to exceed approximately 36 inches between existing sidewalk grade and the finish floor elevation of the ground floor.
 4. Street level commercial uses should be focused at building corners (i.e., at intersections of two streets or activated alleys, private access drives, or other pedestrian corridors) where these avenues intersect other streets or connections. Street level commercial space at corners should wrap the corner onto the intersecting streets or connection for a minimum distance of 15 feet.
1. Street level non-residential spaces should be designed to accommodate future division to host small retail spaces or consolidation to support larger commercial or retail needs. Appropriate techniques include:
 - 1.a. Standardize structural bay spacing.
 - 1.b. Coordinate electrical, plumbing and HVAC systems with individual bays.
 2. Canopies and awnings used to define the street level should be integrated into building design.
 - 2.a. Provide generously sized awnings, metal awning screens and other vertical screens to provide shade for glass windows/doors while preserving transparency.
 3. Exterior railings, stairs, steps, low walls, or vertical elements should be visually consistent and integrated with the building facade and not significantly vary or detract from the visual continuity of the building facade.



Pedestrian-oriented ground floor entries and stoops for townhomes or multi-family residential buildings

* Unless otherwise stated, DSG for building design apply only to street level or ground floor.

Transparency

Intent

- » To encourage facades that create a sense of human scale.
- » To provide visual interest on building facades and create interplay of light and shadow on the building's facade.
- » To ensure that building activities are visible from the public realm and vice versa, with "eyes on the street".
- » To encourage well-detailed facade fenestration.

Design Guidelines

1. The maximum length of a wall that does not satisfy the transparency requirement should be 10 feet in length.
 2. Transparency on street level facade should be located to provide visibility into street level commercial uses required by the Lakewood Zoning Ordinance.
 3. Windows on a street level facade should be transparent glass with a maximum reflectance of approximately 0.15 that allows for pedestrians to view the activity within the building.
 4. Window openings should be designed to provide depth of detail on the facade. Appropriate techniques include:
 - 4.a. Recessing a window opening a minimum of 4 to 6 inches behind the façade.
 - 4.b. Projecting windows a minimum of 4 to 6 inches beyond the façade.
 5. Exterior railings, stairs, steps, low walls, or vertical elements should not significantly block visibility of the facade areas used to meet transparency standards.
1. Transparency at the street level should expand beyond the height requirement in the City of Lakewood Zoning Ordinance, which is 2'-10', to provide a greater facade area with transparency.
 2. Transparent facades at the street level should be located to align with commercial and retail uses. When aligned with a retail use, incorporate an outdoor patio, seating area, or amenity space.
 3. Transparency should be focused at building corners (i.e., at intersections of two streets or activated alleys, private access drives, or pedestrian corridors).
 4. Transparency alternatives such as murals may be considered.



Building Materials & Articulation

Intent

- » To provide for the comfort and interest of the pedestrian environment through the provision of human-scaled architectural character and refined building material choices.
- » To promote the use of building materials on any visible façade that provide visual interest and a sense of human scale without appearing as a patchwork of incongruous colors or materials.
- » To discourage building materials that produce flat or featureless surfaces on any visible façade.
- » Provide architectural materials and facade articulation that emphasize the base of the building from the upper floors and visually differentiates the ground floor from upper floors.
- » To encourage the use of innovative, high-quality, and sustainable materials.
- » To promote building materials that are integrated into a cohesive facade design.

Design Guidelines

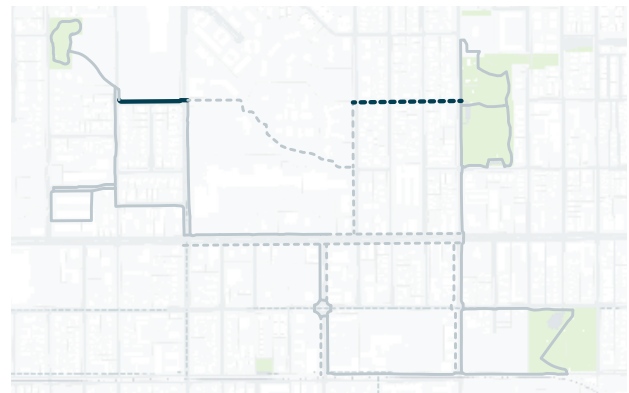
1. Provide additional architectural articulation options that is more detailed at the ground floor, including:
 - 1.a. Expression of the structural system and infill panels through a change in plane of at least 3" on average.
 - 1.b. Articulation of window and doorway surrounds, which may include sills, lintels, pilasters, and mullions, through a change in plane of at least 2" on average.
 - 1.c. A system of horizontal and vertical articulating reveals of 3/8" width by 3/8" depth, minimum.
 - 1.d. A system of art or ornament integral to the building (such as an inset decorative panel or metal framework anchored to embeds in the building façade).
2. Architectural scaling elements should be used to break down the appearance of large building facades into architectural patterns and component building forms. Building facades should provide variation of building massing corresponding to architectural or structural bay dimensions. Variation in building massing may include changes in wall plane or height and may relate to primary building entries, important corners or other significant architectural features.

1. Architectural materials should include the use of brick, masonry, precast, high quality metal panels/ cladding, and finishes.
2. Facade articulation should include a significant change in plane of the ground floor facade from the upper floors.
3. Building facades should include multiple and frequent entries to provide activity and repetition.
4. Building designers are encouraged to use architectural canopies that are visually integrated into the building architecture.
5. Buildings are encouraged to setback the ground floor to provide active outdoor amenities along the street that promote active street life, including:
 - 5.a. Restaurant seating and cafe spaces.
 - 5.b. Areas for public art and creative placemaking.
 - 5.c. Areas for seating and gathering.



West 17th Avenue

West 17th Avenue is an important connection between Walker-Branch Park, RMCAD, and Aviation Park. The street serves an important role as a primary east-west street connecting residential areas to the parks and major north-south streets. The two sections of 17th Avenue include a varying level of sidewalk and public realm improvements, ranging from unimproved conditions in the eastern section to partially improved areas between Pierce and Reed Streets. The DSG apply to the north side of 17th Avenue from Reed to Pierce Streets and the south side of 17th Avenue from Kendall to Harlan Streets when the future RMCAD segment is developed.



West 17th Avenue Map

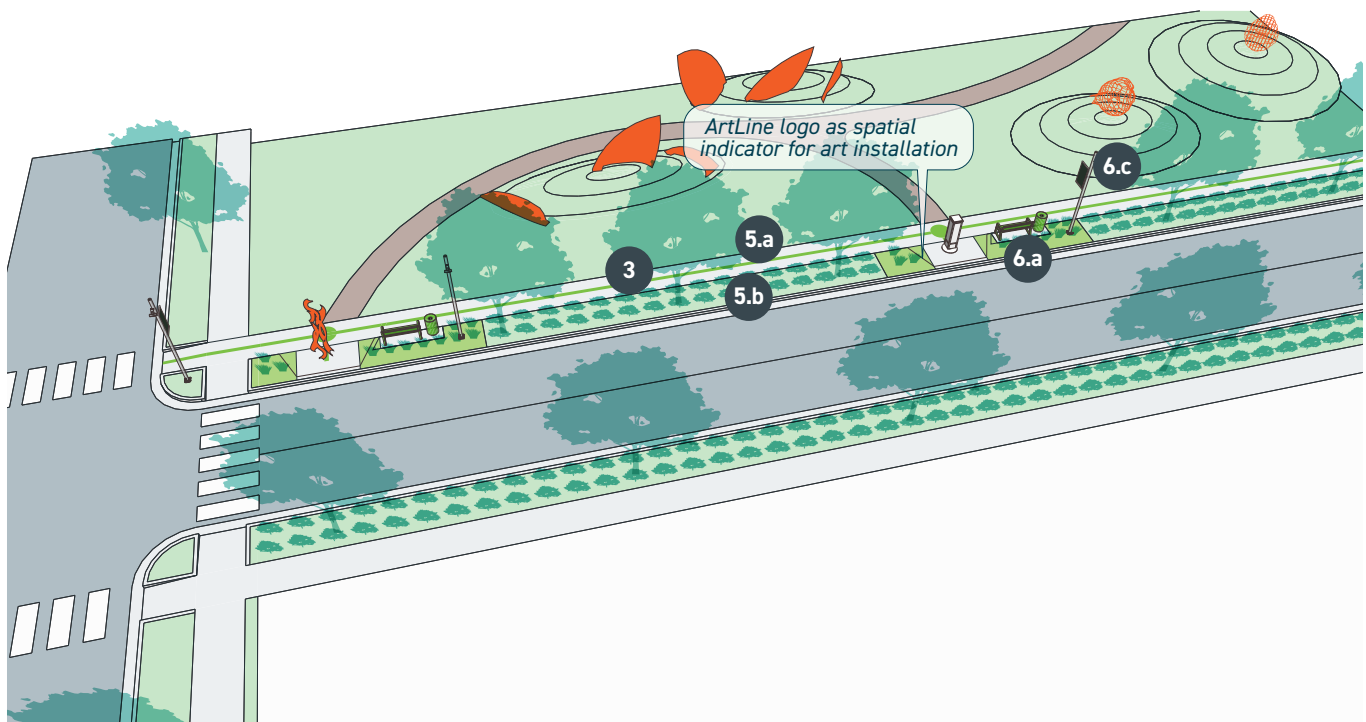


Figure 5. A conceptual illustration of 17th Ave (Reed to Pierce Streets)

Streetscape Design Standards Number

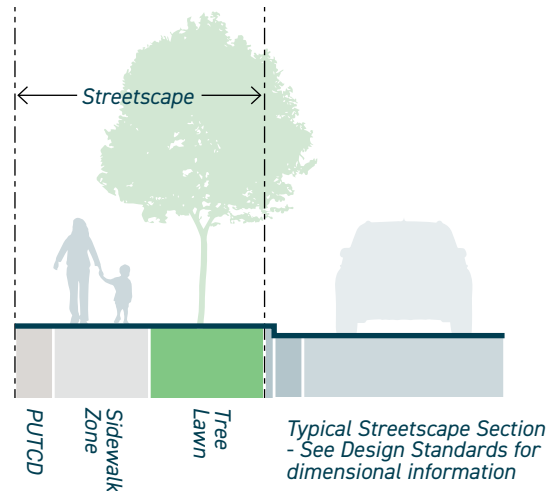
Streetscape

Intent

- » To improve the pedestrian connections and the ArtLine experience.
- » To provide a cohesive, attractive, and comfortable pedestrian connection with improved sidewalks, sustainable landscape plantings and street trees.
- » To create a consistent design character along the street that features the 40 West ArtLine, public art, and creative enhancements.
- » To allow a streetscape design that is flexible and functions with existing development (especially the residential character on the eastern portion of 17th Ave), adaptive reuse, and new development.

Design Standards

1. Compliance with all other requirements as defined in "Overall Streetscape Standards" in Chapter 1 of this document.
 2. Illustrative perspective sections – 17th Avenue (see Figure 5) shall be representative of the typical streetscape.
 3. The 40 West ArtLine 'Green Line' shall be included on the south side of the street between Harlan and Kendall Streets and the north side between Pierce and Reed Streets, and integrated with the sidewalk per the Overall ArtLine Marking Standards in Chapter 1 of this document.
 4. The streetscape treatment behind the curb for the ArtLine segments along 17th Avenue shall have the following:
 - 4.a. Streetscape area a minimum of thirteen feet (13') wide including a Tree Lawn, Sidewalk Zone, and the Pedestrian, Utility, & Traffic Control Devices (PUTCD). Reasonable exceptions may be made if needed to allow adaptive reuse of existing buildings.
 - 4.b. The Tree Lawn shall be a minimum of six feet (6') and contain streetscape elements, such as street furnishings, lights, landscape areas with trees.
 - 4.c. The Sidewalk Zone shall be a minimum of five feet (5') and organized to create a continuous unobstructed area for ease of travel and maintenance.
 - 4.d. A PUTCD shall be located outside the Sidewalk Zone, a minimum of two feet (2'), to create a transition between the sidewalk and the building or frontage zone.
1. Hardscape treatments along the streetscape shall include the following:
 - 1.a. Sidewalk Zone
 - 1.a.1. Use of cast-in-place concrete with regular scoring for all sidewalks and the Sidewalk Zone.
 - 1.b. Tree Lawn
 - 1.b.1. Use of consistent landscape and planting to provide a buffer and barrier between the sidewalk and curb.
 2. Street Furniture and Lighting along the streetscape shall include the following:
 - 2.a. Furnishings
 - 2.a.1. One (1) 40 West Arts District punch bench, as identified in Chapter 1 of this document, for every 300 feet of streetscape length on average.
 - 2.a.2. One (1) 40 West Arts District custom punch trash bin, as identified in Chapter 1 of this document, for every 600 feet of streetscape length on average.
 - 2.b. Bicycle Racks
 - 2.b.1. Bicycle Racks shall be provided in accordance with Lakewood zoning standards but shall be of the type specified in Chapter 1 of these DSG.
 - 2.c. Pedestrian Lighting
 - 2.c.1. Use of special 40 West Arts District light with banners, as identified in Chapter 1 of this document, regularly spaced.



Ground Floor Building Design*

Pedestrian-Oriented Facade Design & Uses

Intent

- » To promote activity at the street level through a variety of uses and architectural design elements.
- » To promote street level designs with texture and depth that provide a sense of human scale.
- » To avoid creating a non-active ground floor along building facades.
- » To encourage flexible street level designs that can accommodate a variety of uses over time.
- » To create visual interest at the street level.

Design Guidelines

1. Street level facades should use well-detailed, quality, and durable materials that provide texture and depth. See the “Building Materials and Articulation” section for more information.
 2. The street level facade should be articulated to promote human scale building frontage through articulation, transparency, and architectural details. Appropriate techniques include:
 - 2.a. Recessed entries.
 - 2.b. Projecting window bays.
 - 2.c. Changes in street level setback.
 3. Buildings should maintain a relationship between the public sidewalk and elevation of street level uses, not to exceed approximately 36 inches between existing sidewalk grade and the finish floor elevation of the ground floor.
 4. Street level commercial uses should be focused at building corners (i.e., at intersections of two streets or activated alleys, private access drives, or other pedestrian corridors) where these avenues intersect other streets or connections. Street level commercial space at corners should wrap the corner onto the intersecting streets or connection for a minimum distance of 15 feet.
1. Street level non-residential spaces should be designed to accommodate future division to host small retail spaces or consolidation to support larger commercial or retail needs. Appropriate techniques include:
 - 1.a. Standardize structural bay spacing.
 - 1.b. Coordinate electrical, plumbing and HVAC systems with individual bays.
 2. Canopies and awnings used to define the street level should be integrated into building design.
 - 2.a. Provide generously sized awnings, metal awning screens and other vertical screens to provide shade for glass windows/doors while preserving transparency.
 3. Exterior railings, stairs, steps, low walls, or vertical elements should be visually consistent and integrated with the building facade and not significantly vary or detract from the visual continuity of the building facade.

* *DSG for Ground Floor Building Design only apply to segment between Pierce and Reed Streets.*

Transparency

Intent

- » To encourage facades that create a sense of human scale.
- » To provide visual interest on building facades and create interplay of light and shadow on the building's facade.
- » To ensure that building activities are visible from the public realm and vice versa, with "eyes on the street".
- » To encourage well-detailed facade fenestration.

Design Guidelines

1. The maximum length of a wall that does not satisfy the transparency requirement should be 10 feet in length.
 2. Transparency on street level facade should be located to provide visibility into street level commercial uses required by the Lakewood Zoning Ordinance.
 3. Windows on a street level facade should be transparent glass with a maximum reflectance of approximately 0.15 that allows for pedestrians to view the activity within the building.
 4. Window openings should be designed to provide depth of detail on the facade. Appropriate techniques include:
 - 4.a. Recessing a window opening a minimum of 4 to 6 inches behind the façade.
 - 4.b. Projecting windows a minimum of 4 to 6 inches beyond the façade.
 5. Exterior railings, stairs, steps, low walls, or vertical elements should not significantly block visibility of the facade areas used to meet transparency standards.
1. Transparency at the street level should expand beyond the height requirement in the City of Lakewood Zoning Ordinance, which is 2'-10', to provide a greater facade area with transparency.
 2. Transparent facades at the street level should be located to align with commercial and retail uses. When aligned with a retail use, incorporate an outdoor patio, seating area, or amenity space.
 3. Transparency should be focused at building corners (i.e., at intersections of two streets or activated alleys, private access drives, or pedestrian corridors).
 4. Transparency alternatives such as murals may be considered.





STAFF MEMO

DATE OF MEETING: FEBRUARY 5, 2024 / AGENDA ITEM NO. 5

To: Mayor and City Council
From: Max Kirschbaum, Public Works Director
Subject: **Parking Study and Recommendations**

SUMMARY STATEMENT: Lakewood completed the citywide parking study in October 2023; staff is bringing forward further research and recommendations for City Council consideration.

BACKGROUND INFORMATION: The citywide parking study was planned to begin before the COVID-19 pandemic, but the study was delayed to allow traffic to return to a more normal condition. Consor Engineering was selected to conduct the study. The study began in late 2022 by collecting parking data from areas of known concerns relayed by staff to the consultant. This was followed up with the community outreach survey #1 in November-December 2022. The consultant analyzed the data, reviewed community input and researched peer city practices. Community outreach survey #2 was developed and distributed in April 2023. The team developed a toolkit of options and a set of recommendations to address the issues in the final report. The study was originally presented to City Council on October 2, 2023; City Council consensus was to present further recommendations on parking enforcement and a framework for a Residential Parking Permit (RPP) program with a possible pilot program for the neighborhood near Abrusci's Fire and Vine Restaurant. Staff's presentation on February 5, 2024, will focus on these areas.

BUDGETARY IMPACTS: None at this stage. Costs would be incurred based on which programs or elements are chosen to implement in 2024 and beyond. The 2024 approved budget does not specifically include funding for additional parking enforcement or a Residential Parking Permit program. City Council approval would be needed for any contracts greater than \$75,000 not specifically included in the budget.

STAFF RECOMMENDATIONS: Additional parking enforcement by contract to allow more flexibility in expanding hours and services to enforce parking at bike lanes, crosswalks, stop signs, fire hydrants, etc. and may expand to include a Residential Parking Permit program, if directed.

ALTERNATIVES: Provide staff with additional or different areas of focus or wait until the issues become more widespread before addressing them in the future.

PUBLIC OUTREACH: Public outreach used the city's communications channels to engage residents by participating in the study on the project's website at LakewoodTogether.org.

NEXT STEPS: Staff will develop future action item(s) and/or budget requests depending on feedback and direction from City Council.

ATTACHMENTS: Lakewood Parking Study_October 2023
Lakewood Parking Study_CCSS Presentation_9.27.2023

REVIEWED BY: Kathleen E. Hodgson, City Manager
Benjamin B. Goldstein, Deputy City Manager

Alison McKenney Brown, City Attorney



Lakewood Parking Study

October
2023

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EXECUTIVE SUMMARY

The City of Lakewood completed the Lakewood Parking Study in 2023 to better understand current and future supply and demand of parking citywide. The study included data collection, public outreach, peer city interviews, and development of data-driven recommendations. The recommendations provide a foundation for Lakewood staff to effectively manage the valuable resource of on-street parking by analyzing and responding to existing conditions and resident concerns with proven strategies.

For this study, two rounds of parking data were collected along with conducting public outreach, interviews with staff, and interviews with peer cities regarding their parking conditions and practices. The data collection component of this report paints the picture of existing on-street parking supply, demand, and issue areas throughout the city. This research led to the identification and comprehensive analysis of areas of concern and the development of short-, medium-, and long-term recommendations to improve efficiency of on-street parking both citywide and in specific locations. The Parking Toolkit provides data-driven management strategies that can be used to balance the needs of all users and provide a framework for enhancing the parking system as the City of Lakewood continues to grow and evolve.

Feedback from the public and data collection have revealed that although there are a few, isolated areas with high parking demand, the city overall does not have a need for major changes in parking management.

Though existing conditions may not trigger a need for major parking changes, the project team has identified recommendations to improve efficiency throughout the system and to address areas of immediate concern. **Effective management of Lakewood's parking system provides a wide range of benefits, including cost savings, reduced congestion, and improved quality of life and walkability.**

A few key recommendations include:

- Identify opportunities for enhanced parking enforcement.
- Review parking citation fees.
- Focus on optimizing the parking supply near Abrusci's Fire and Vine restaurant.
- Increase the efficiency of the existing parking supply by continuing to improve non-vehicular options for travel and supporting businesses to share off-street parking supply.
- Explore creating a Residential Parking Permit program.

Parking Tools Identified:

Residential Parking Permit (RPP) Programs

Time Limits

Paid Parking

Shared Parking

Enforcement

Wayfinding and Signage

Improve Multimodal Infrastructure

TDM Strategies

Employee Parking Management

Event Parking Management

Build More Parking

PROJECT OVERVIEW

The City of Lakewood conducted a citywide parking study to better understand parking-related concerns of residents and visitors; analyze parking demand and supply in locations throughout the city; and identify potential data-driven near and long-term solutions. The study began in the fall of 2022 and was presented to the City Council in the fall of 2023.

This report includes recommendations that address existing and future parking concerns. It also documents the results of parking occupancy data collection, citywide surveys, and peer city research that informed the recommendations. Finally, it contains a comprehensive parking management toolkit to support the implementation of the recommendations.

On-street parking is a valued and limited public asset. Investing in good parking management can result in:

- **Cost savings for government, businesses, and developers by reducing the need to build more parking by efficiently using existing supply.**
- **More non-vehicular travel choices when strategies include improved multimodal infrastructure and transportation demand management (TDM).**
- **Reduced traffic congestion due to drivers quickly locating a parking space.**
- **Improved walkability and pedestrian environments by reducing the amount of paved land used for parking.**

Drivers' decisions are based on a variety of factors – and may even be different for each trip. For example, some drivers may choose a parking location based on proximity to their destination, while others may choose the space based on the cost of use. Others may have disabilities or considerations such as small children and rely on a parking space close to and with easy, unimpeded access to their destination. Drivers can fall into several stakeholder categories, including residents, commuters, customers, employees, delivery drivers, car share users, students, and service providers. It is important to recognize that parking strategies do not impact all users in the same way, and it may not be possible to manage parking with a universal or “one-size-fits-all” approach. Instead, there are often a series of compromises that balance user needs to most efficiently use the parking supply. While the goal of implementing parking management strategies is to improve the parking experience for all users, it does not mean that every driver will be able to park exactly where they want for free.

The goal of this study and recommendations is to ultimately enhance the efficient use of the existing parking supply and improve the parking experience for all users. The following sections will provide:

- An overview of the existing parking conditions in the city and public feedback about parking concerns.
- A list of citywide and location-focused recommendations.
- A toolkit of parking management strategies.

EXISTING CONDITIONS

The first step in the project was to begin understanding the existing state of Lakewood parking conditions. This process identified a range of concerns and locations of high parking demand. The information collected informs the type of parking management solutions needed to address the range of concerns and is critical input in the development of data-driven solutions.

Parking data collection and research included:

- Interviews with staff about past parking complaints, parking management strategies in current use, the effectiveness of these strategies, and existing locations of parking concerns.
- Two rounds of parking data collection. The first round collected data at locations identified based on observations and past resident complaints. The second round of data collection came from locations identified using feedback from the Fall 2022 citywide parking survey.
- Two citywide parking surveys. The first survey gathered information about existing parking concerns. The second survey included questions about respondents' parking-related demographics and feedback on parking management strategies.
- Interviews with parking staff at peer cities in the Denver metro area to gather information about parking management strategies that may be appropriate for Lakewood.

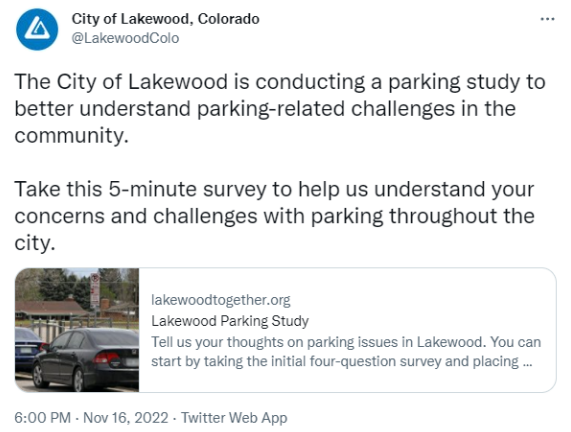
This section outlines the results of the parking data collection and citywide public surveys. Results of the peer city research are referenced where applicable in the parking management toolkit.



Public Survey #1 – Fall 2022

The project team conducted an online parking survey on the city’s engagement platform, LakewoodTogether.org, to learn more about parking concerns in the city. The survey was open November 15 – December 15, 2022, and included questions asking if residents have trouble parking near their homes and destinations, and if so, how far away they typically have to park. Participants could also place comments on a map of the city about the location-specific parking issues they experience. The survey had 523 respondents. Below is a summary graphic of the results. For a detailed summary of the Fall 2022 survey, please see **Appendix A: Public Survey #1 – Fall 2022**.

Figure 1. City of Lakewood Twitter Post



The first citywide parking survey was advertised through several different outreach channels, including the city's Twitter account.

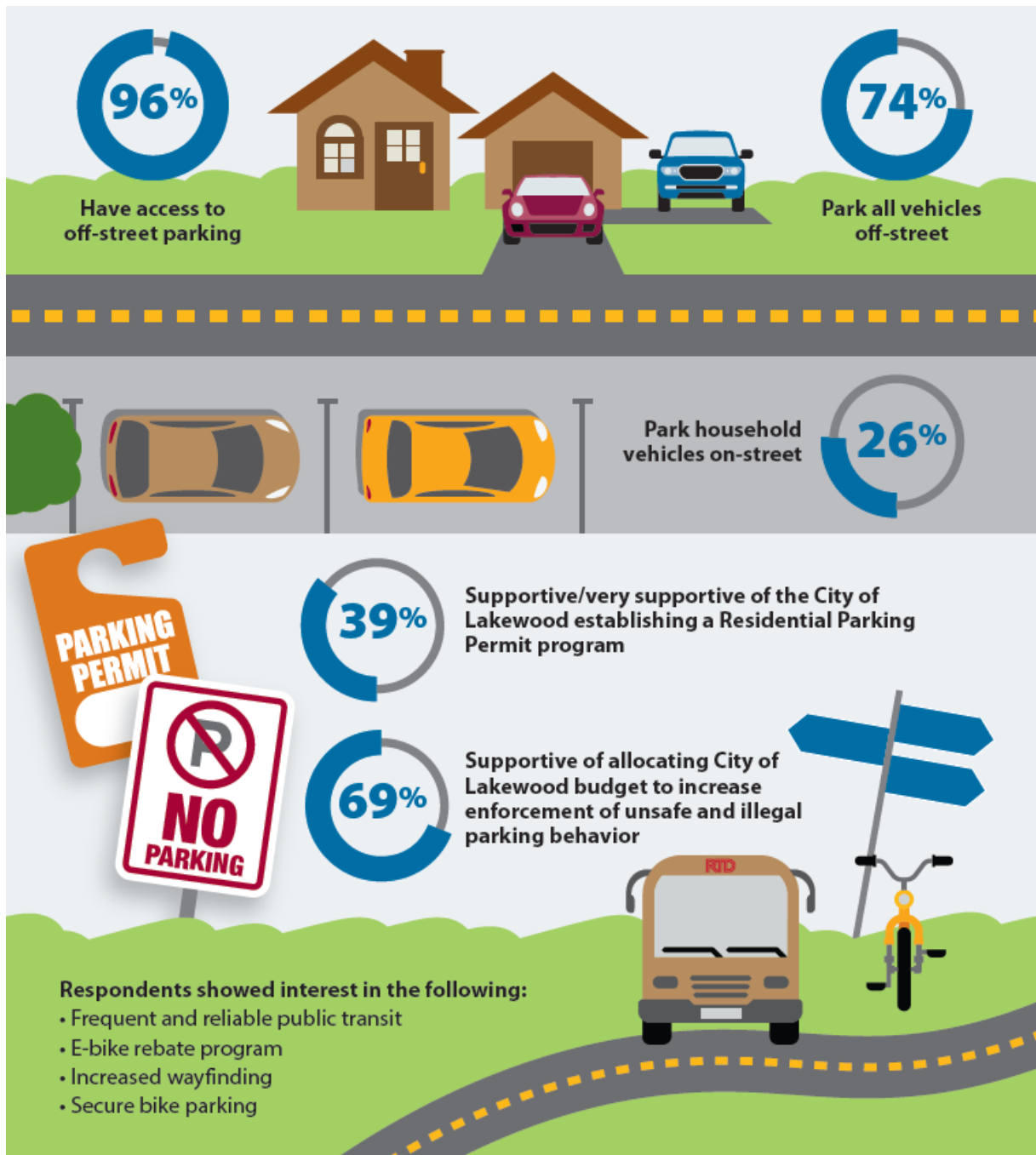
Figure 2. Lakewood Parking Survey Fall 2022 Summary Graphic



Public Survey #2 – Spring 2023

A second citywide online parking survey on LakewoodTogether.org was conducted to gather feedback on parking management tools that could be implemented in Lakewood. The survey also included questions about parking-related demographics such as type of dwelling and available parking locations. The survey was open April 28-May 26, 2023, and had 269 respondents. Below is a summary graphic of the results. For a detailed summary of the Spring 2023 survey, please see **Appendix B: Public Survey #2 – Spring 2023**.

Figure 3. Lakewood Parking Survey Spring 2023 Summary Graphic



Parking Occupancy Data

Curbside restrictions and parking occupancy data was collected and mapped for five locations to better understand the dynamics of parking demand in areas of parking concern or high demand identified by residents and Lakewood staff. Data collection provides an accurate inventory of parking availability and time-based demand, offers the opportunity to analyze parking behaviors, and informs management decisions. Curbside restrictions refer to the allowable uses along the curb, such as parking or loading. Parking occupancy is the portion of valid parking spaces that were occupied by vehicles at the time of the data collection.

On-street parking occupancies of 85% are considered the target occupancy, as this equates to approximately one to two available parking spaces per block. This is a best practice so drivers can quickly locate a parking space while at the same time ensuring curbside assets are efficiently used.

Data was collected in three locations in November and December 2022 at areas of interest identified by staff from observations and comments from the public about high on-street parking demand. The three locations are:

- **Location #1: Depew St. and 16th Ave. Residential Area**
 - This area contains Mitchell's Mobile Home Court, Alta Sloan's Lake apartment building, WestLake Care Community, townhomes, and an adjacent King Soopers.
 - **Key Concern**
 - High on-street parking demand in residential areas.
 - **Key Takeaways**
 - High 5AM demand from residents near Mitchell's Mobile Home Court and townhomes shows that many residents utilize on-street spaces for their vehicles.
 - Streets near WestLake Care Community show high daytime demand, likely from employees and visitors.

- **Location #2: RTD Lamar Station Area**
 - This area currently contains at least seven multifamily apartment buildings, with more proposed for development.
 - **Key Concerns**
 - High on-street parking demand due to multiple multifamily residential buildings near the RTD light rail station.
 - More multifamily buildings and development planned for the area (in Summit Brick Company lot and other areas north of Lamar St.).
 - Multifamily buildings may not have sufficient off-street parking supply to accommodate resident demand.
 - **Key Takeaway**
 - Streets adjacent to multifamily buildings on 13th Ave. show high 5AM and Noon demand, likely from residents of the multifamily buildings. These buildings supply at least the minimum parking spaces that were required at the time of development. For example, West Line Flats has 176 parking spaces and 155 units. The project team did not collect parking occupancy in the private off-street lots.

- **Location #3: Lakewood High School Area**
 - This area includes Lakewood High School and single-family residential homes.
 - **Key Concern**
 - Historically, students may have been parking on-street in residential areas during

school hours and game days. This data was collected to determine if past mitigations including restriping of the school parking lot and No Parking signage in the neighborhoods improved the situation.

- **Key Takeaways**

- Low parking occupancy on the streets around the school and high occupancy in the lot indicate that the restriping of the student lot provides the needed capacity to meet demand.
- There is low occupancy on residential streets overnight.

Two additional data collection areas were identified by the Fall 2022 parking survey, which asked the public to place pins on a map in areas where they have parking-related concerns. The two locations are:

- **Location #4: RTD Oak Station Area**

- This area contains multiple existing (Avenida, Westlink, and Oak Street Station) and planned multifamily buildings, as well as large stores such as King Soopers and those in Westland Shopping Center.
- **Key Concerns**
 - The former Westland Shopping Center has a new owner who is considering redevelopment. Nearby single-family home residents are concerned about the future impact on parking demand.
 - High parking demand on the streets near Oak Street Station Apartments.
 - High parking demand on 15th Pl. due to Avenida apartments, with increased demand anticipated from future development.
- **Key Takeaways**
 - Streets adjacent to Oak Street Station Apartments show high 5AM and Noon demand, likely from residents of the multifamily buildings. This building supplies at least the 1.0 minimum parking space per unit as required by its zoning designation. The project team did not collect parking occupancy in the private off-street lots or garages.
 - There is low on-street parking demand in the single-family residential area north of 17th Ave.
 - Low utilization of RTD Oak Station Park-n-Ride lot at 5AM and Noon.
 - A loading zone was recently added in front of Avenida on 15 Pl. to accommodate pick-up/drop-off and deliveries.
 - Data was not recorded on 15th Pl. because parking was restricted due to construction at the time of data collection.

- **Location #5: RTD Sheridan Station/West Line Village Area**

- This area contains the West Line Village townhomes, Traverse Apartments, and Sheridan Station Apartments.
- **Key Concern**
 - High on-street demand near West Line Village townhomes.
- **Key Takeaways**
 - Very high parking demand for the limited on-street space in the West Line Village townhomes area.
 - Many cars were observed parked illegally on sidewalks and in no parking zones in West Line Village area.
 - The single-family residential area south of 10th Ave. does not seem to be impacted by the parking demand from West Line Village.

A final location identified by staff and the Fall 2022 parking survey was Abrusci's Fire and Vine restaurant. A drone video was commissioned by neighborhood residents in March 2023 and used to record parking occupancy

- **Location #6: Abrusci's Fire and Vine Area**

- This area contains Abrusci's Fire and Vine restaurant lot and residential land uses.
- **Key Concern**
 - High on-street parking demand and unsafe driving behavior from restaurant patrons in residential areas.
- **Key Takeaway**
 - The parking occupancy data and observations from the drone video illustrate that there is a higher parking demand from restaurant patrons than the spaces available in the existing restaurant lot. Note that the summer peak parking demand for the restaurant is anticipated to be higher than the demand recorded in March.

Detailed results and maps of each location can be found in **Appendix C: Parking Occupancy Data Collection**.



RECOMMENDATIONS

This section outlines actions the City can take to support the efficient use of existing parking and curbside assets and improve the experience of people traveling and parking in Lakewood. The recommendations respond to parking concerns that were identified during the study through community surveys, project team discussions, and data collection analysis. These recommendations include general actions that will enhance the overall parking and transportation system.

The recommendations are organized first by citywide actions and then by actions focused on specific locations identified with parking concerns during the study. Each recommendation lists the need for mitigation, implementation timeline, specific action recommended, and the related parking tool(s) that can be referenced in the Parking Toolkit. The implementation timelines are approximate and may need to be adjusted if land uses or demand for parking changes, but generally refer to the following range of years: short-term (one to three years), mid-term (three to eight years), and long-term (eight or more years).

Parking management strategies work together to promote the efficient use of parking and curbside resources. Parking management strategies consider the land use and area context, manage right of way as a valued public asset, and seek to balance the different needs of users.

Citywide Recommendations

Implementation Timeline	Recommendation	Relevant Tool(s)
Residential Parking Permit (RPP) Program Parking data collection results, citywide survey, and staff observations do not show an immediate need for a RPP in most Lakewood neighborhoods; however, it is likely that there will be requests as the city continues to grow and change.		
Mid-Term	Council to determine whether to devote staff resources to develop the framework for an RPP program in preparation for community requests. This includes securing a permitting system, developing an online petition portal, and assigning staff and budget to support requests.	RPP Program
Enforcement Respondents expressed concerns about illegal parking and driving behavior in the city. Currently, the City is performing limited parking enforcement and has no specific work group dedicated to parking. Lakewood Police Department's Community Service Officers (CSOs) are responsible for enforcing parking violations as one of many duties. This strategy can cause strain on resources but has the potential to be more proactive.		
Short-Term	Evaluate options and budget for increasing enforcement to support the parking management strategies, such as RPPs and time limits, as well as violations, such as illegal parking.	Enforcement
Mid-Term	Continue expanding enforcement efforts to match parking concerns and support strategies.	Enforcement

Parking Citation Fines Survey respondents reported that there is illegal parking in locations that are unsafe for people walking and bicycling, such as bicycle lanes or crosswalks. Staff has also observed this parking behavior. A review of Lakewood and peer city citation rates was conducted during this study and results can be found in Appendix D: Peer City Parking Citation Fee Comparison - Spring 2023 .		
Short-Term	Evaluate parking citations to determine if higher fines are warranted to discourage unsafe parking behavior. Implement as needed.	Enforcement
Private Parking Survey respondents reported it is difficult to find parking during peak demand times in private parking lots in some commercial areas across the city.		
Short-Term	Develop shared parking resources that can be used to support businesses. This could include hosting resources on the city website and assigning a City staff member to support communications between businesses until a contract to share parking spaces is in place.	Shared Parking
Bike Parking Survey respondents identified locations where public bike parking is needed.		
Short-Term	Evaluate bike parking opportunities in the 4 locations requested through the survey.	Improve Multimodal Infrastructure
	Develop and promote an online bike parking request form.	Improve Multimodal Infrastructure
TDM Strategies and Improve Multimodal Infrastructure Respondents expressed a desire for infrastructure that supports multimodal options for travel. Multimodal infrastructure includes facilities that support modes of travel other than a personal vehicle, such as bicycle lanes, multi-use paths, sidewalks, and frequent and reliable transit.		
Ongoing	Continue to invest in multimodal infrastructure opportunities and safety improvements.	Improve Multimodal Infrastructure
Short-Term	Include a parking-related question in the community survey to monitor the effectiveness of multimodal, TDM, and parking strategies.	TDM Strategies
Mid-Term	Evaluate the feasibility of subsidized employee or neighborhood EcoPass programs.	TDM Strategies
Long-Term	Implement an employee or neighborhood EcoPass program.	TDM Strategies
	Work with RTD to expand transit frequency and reliability in dense areas of the city.	Improve Multimodal Infrastructure

Multifamily/Development Areas of Concern

Implementation Timeline	Recommendation	Relevant Tools
RTD Lamar Station Area Parking occupancy data and staff observations show that the parking occupancy adjacent to multifamily buildings is lower than the 85% threshold in most areas.		
Short-Term	Monitor parking demand and evaluate if time limits should be implemented.	Time Limits
RTD Oak Station Area Parking data collection and staff observations show that parking occupancy is only high on the streets around Oak Street Station Apartments, which have off-street parking. This demand is not spilling into nearby neighborhoods.		
Mid-Term	Monitor parking demand and evaluate if time limits should be implemented.	Time Limits
RTD Sheridan Station/West Line Village Area Parking data collection and staff observations show that parking occupancy is higher than the 85% threshold, and many cars are illegally parked across sidewalks.		
Short-Term	Explore shared parking agreement with RTD Sheridan Station lot.	Shared Parking
	Coordinate with property management to increase enforcement to prevent parked vehicles obstructing sidewalk access on private streets in development.	Enforcement

Commercial/Private Parking Areas of Concern

Implementation Timeline	Recommendation	Relevant Tools
Abrusci's Fire and Vine The restaurant parking lot does not have enough parking spaces to meet the parking demand generated by the restaurant at peak times, so patrons and employees park on nearby residential streets. This has resulted in unsafe driving behaviors, such as speeding, and inappropriate parking behaviors, such as blocking resident driveways.		
Short-Term	Restripe Youngfield north of Myrtlewood to increase on-street parking opportunities.	Build More Parking
	Add No Parking signs to mark driveways in the residential area surrounding the restaurant.	Enforcement
	Increase enforcement to reduce illegal parking and driving behaviors, as well as reinforce new No Parking signage and on-street parking.	Enforcement
	Work with Abrusci's ownership to improve wayfinding and signage to appropriate patron and food delivery service parking.	Wayfinding and Signage

	Work with townhome developer to support opening the parking lot on the townhome site leased by Abrusci's for restaurant patron and employee use.	Build More Parking
	Continue to monitor the effectiveness of the parking management strategies to address the neighborhood's concerns. This can include continued discussions with residents, observations of parking behavior, and parking occupancy data collection.	N/A
Mid-Term	If parking concerns are not mitigated by the short-term strategies, evaluate the need for additional enforcement, traffic calming, and/or a Residential Parking Permit Program on residential blocks around the neighborhood.	RPP Programs
Long-Term	Increase multimodal options to the area.	Improve Multimodal Infrastructure
Depew St. and 16th Ave. Area Parking occupancy data showed residential streets near WestLake Care Community have high daytime demand, likely from employees and visitors.		
Mid-Term	Consider time limited parking if parking demand increases on adjacent streets.	Time Limits
Union Boulevard Survey respondents reported it is difficult to find parking in the commercial area along S Union Boulevard.		
Short-Term	Review opportunities for shared parking agreements in the area with property owners, such as the office lot north of the Marriott hotel.	Shared Parking
Belmar Shopping Center Survey respondents reported it is difficult to find parking in the Belmar shopping area.		
Ongoing	Continue to coordinate with Belmar staff. Belmar operates its own parking enforcement.	Time Limits Paid Parking Enforcement
Colorado Mills Mall Survey respondents reported it is difficult to find parking near the mall as well as concerns about traffic operations.		
Ongoing	Continue to share parking concerns and complaints from residents with property owners.	N/A
S Lewis Way Commercial Area Some members of the public have reported a high demand for parking in the lot near Green Mountain Beer Company and other restaurants.		
Short-Term	Review opportunities for shared parking agreements in the area with property owners, such as Extra Space Storage and Denver Vision.	Shared Parking

Recreational Park Concerns

Implementation Timeline	Recommendation	Relevant Tools
William Frederick Hayden Park and Belmar Park Survey respondents reported not enough parking capacity to access William Frederick Hayden Park and Belmar Park.		
Short-Term	City Planning and Operations staff coordinate with Parks team regarding future parking supply and relay public comments.	Various

School Areas of Concern

Implementation Timeline	Recommendation	Relevant Tools
Lakewood High School Area Low parking occupancy on the streets around the school and high occupancy in the lot indicate that the restriping of the student lot provides the needed capacity to meet demand.		
Colorado Christian University Area Survey respondents reported high parking demand from students on residential streets near the university.		
South Lakewood Elementary Area Survey respondents reported parking and traffic operations concerns during drop-off/pick-up times.		
Stober Elementary Area Survey respondents reported parking concerns during drop-off/pick-up times.		
Short-Term	Continue to monitor parking demand at these locations.	Time Limits RPP

Operations and Safety Concerns

Implementation Timeline	Recommendation	Relevant Tools
Various Locations Respondents expressed concerns about illegal parking and driving behavior in the city at 21 specific locations.		
Short-Term	Investigate identified locations and determine next steps, such as improved signage or increased enforcement.	Enforcement Wayfinding and Signage

PARKING TOOLKIT

Parking management strategies, or tools, are programs and policies that work together to promote the efficient use of parking and curbside resources. Parking management strategies consider the land use and area context, manage right of way as a valued public asset, and seek to balance the different needs of users.

This toolkit provides guidance on the various parking management strategies that can be used to ensure that Lakewood's parking supply is used efficiently. The tools also address the parking concerns of residents and visitors that have been recorded as part of this study, which fall into the following four categories:

- Residents of single-family homes impacted by multifamily developments.
- Residents of single-family homes impacted by commercial or non-residential demand (e.g., restaurant or school).
- Residents of multifamily buildings impacted by density of multifamily buildings near transit (e.g., Transit-Oriented Development).
- Patrons of businesses or destinations at which parking supply does not meet demand at peak times.

This toolkit has been designed to support the implementation of recommendations outlined in this report to address parking concerns that are currently occurring in Lakewood, as well as provide a roadmap for mitigating future concerns. It creates a framework to maintain a balanced parking system that supports a variety of users and needs.

How to Use the Toolkit

Table 1: Parking Toolkit Matrix relates the four categories of parking concerns to the users that are being impacted, the source of the impact, and proposed tools to mitigate the impacts. It also provides a guide to finding the right tool for a specific parking situation when it arises. To use the table, follow these steps:

- Define who is being impacted.
- Identify the source of this impact.
- Review the tools listed to determine which tool or tools are best to address the situation.
- Implement the tool in the identified location, considering the land uses and context of the area and balancing the needs of users.

Table 1: Parking Toolkit Matrix

Who is Impacted?		SF Residents		MF Residents	Patrons	When to Use
Source of Impact	Multifamily Development	Commercial or Non-Residential Demand	TOD Development	Parking Demand Higher than Supply		
Public Concern Examples	Multifamily Development	Restaurants, Commercial, or Schools	Multimodal Support, Multifamily Development	Private Parking, Recreational Parks		
Responsible Party	City and Property Owners	City and Property Owners	City and Property Owners	City and Property Owners		
TOOLS	Permits		X			In residential areas with high parking demand from non-residential land uses.
	Time Limits/ Paid Parking	X	X	X	X	As the first option in areas of high demand where turnover is needed.
	Shared Parking	X	X	X	X	More patron parking capacity is needed near a business.
	Enforcement	X	X	X	X	With time limited or paid parking, a RPP program, or illegal parking behavior.
	Wayfinding and Signage		X		X	With other tools to direct drivers to available parking.
	Improve Multimodal Infrastructure	X	X	X	X	At any time to increase multimodal options for the city.
	TDM Strategies	X		X	X	At any time to increase multimodal transportation use.
	Employee Parking Management		X		X	More patron parking capacity is needed near a business.
	Event Parking Management		X		X	Parking demand from events impact residential streets or causes congestion.
	Build More Parking	X	X		X	All other techniques have not solved the problem.

Each parking management tool follows the same format, which includes:

- **Description:** Provides a definition of the tool.
- **Benefits:** Outlines the benefits of the tool if implemented.
- **Implementation Considerations:** Describes additional costs, infrastructure, staffing, or coordination that may be required.
- **Relevance:** Callout noting relevance of the tool to Lakewood if identified during the parking study, such as the percentage of survey respondents that noted a concern that can be addressed by the tool.
- **Cost:** Estimates the cost of implementing the tool. The cost is estimated as a range from \$ to \$\$\$, relative to the other tools in the toolkit, with \$ = lowest cost and \$\$\$ = highest cost. The cost assumes regular enforcement but does not include any revenue that may be generated from citations (parking tickets) or permits.
- **Effort:** Estimates the level of effort (high, medium, or low) that will be required by Lakewood staff to implement the parking tool and assumes regular enforcement.
- **Impact:** Estimates the amount of improvement (high, medium, or low) that can be expected from implementing the parking tool. The impact is estimated relative to other tools in the toolkit.
- **Implementation Steps:** Outlines the steps necessary to implement each strategy. Some tools include an "Implementation Threshold," which defines what criteria must be met before a tool is implemented and considerations for next steps if the strategy has not solved the issue after some time.
- **Complementary Tools:** Lists other tools that can be used to support the effectiveness of the tool.

Residential Parking Permit (RPP) Programs

Cost: \$\$\$

Impact: High

Effort: Medium

Description

Residential Parking Permit (RPP) programs are a parking management tool that manages on-street parking demand in residential neighborhoods to provide residents and their guests on-street parking availability within a reasonable distance from their homes by reducing the number and impact of non-resident vehicles. RPPs are considered when a non-residential land use, such as a school, hospital, or commercial business(es), generates very high parking demand for nearby residential streets. RPP programs are designed to balance the parking needs of residents and their guests with those of non-residents who wish to patronize nearby destinations. RPP zones require frequent enforcement to be effective.

In areas with a RPP program, vehicles without permits are restricted to time-limited parking, most commonly two hours, or may not be allowed to park at all. Residents apply for a permit for their vehicle(s), which allows them to be exempt from parking restrictions in the defined area. Many programs also allow residents to obtain guest permit(s). Residents must register for permits annually, and there may be a cost associated with the permits to support ongoing program administration and enforcement.

The project team reviewed the RPP programs of several peer cities to determine the most appropriate approach for Lakewood. **Table 2** shows a list of Front Range municipalities and existence of an RPP program.

RPP zones are established through a data-driven process that includes documenting parking generators, collecting and analyzing parking occupancy data, and reaching out to residents.

Table 2: Peer Cities with RPP Programs

City	Population	Square Miles	RPP?
Denver	715,522	153.08	Yes
Colorado Springs	478,961	195.4	Yes
Aurora	386,261	160.13	Yes
Fort Collins	169,810	57.21	Yes
Lakewood	155,984	44.66*	No
Thornton	141,867	35.92	No
Arvada	124,402	38.91	Yes
Westminster	116,317	31.59	No
Pueblo	111,876	55.38	No
Greeley	108,795	48.93	Yes
Centennial	108,418	29.72	Yes
Boulder	108,250	26.33	Yes
Longmont	98,885	28.78	No
Loveland	76,378	34.42	No
Broomfield	74,112	32.97	No
Grand Junction	65,560	39.63	No
Commerce City	62,418	36	No
Littleton	45,652	12.63	Yes
Lafayette	30,411	9.22	Yes
Louisville	21,226	7.9	No
Golden	20,399	9.63	Yes

Source: 2020 Census
*updated per City of Lakewood

Benefits

- Improves ability of residents and their guests to find parking spaces on residential streets within a reasonable distance of their homes.

Implementation Considerations

- To be effective, RPPs must be paired with a high level of enforcement.
- Permit management system.
- Once RPP restrictions are placed on a street, the non-residential parking demand will likely redistribute to surrounding areas.
- Availability of off-street parking for residents and other drivers.
- Parking occupancy data collection at 5AM provides information about residential demand for on-street parking spaces (few non-residential vehicles would be parked on-street at that time of day).
- RPP programs require funding for program management and frequent enforcement, including the verification of residential addresses and vehicle registration, application processing, enforcement vehicles/technology and staff, and more. A small portion of the program cost may be recovered with revenue from parking citations in RPP zones.

Implementation Steps

- Use in residential areas with high parking demand from non-residential land uses.
- Resident(s) request a RPP through a written petition request.
- ❑ **Implementation Threshold:** The petition must be signed by at least 95% of residents living on the block (regardless of if they are in favor) and at least 80% of those signing must be in support of the request.
- Staff conduct research to determine the source(s) of high parking demand.
- ❑ **Implementation Threshold:** The parking generator is one or more non-residential land use.
- Staff perform parking occupancy studies to collect multiple samples, including 5AM to understand resident demand, and at times of peak and off-peak parking demand.
- ❑ **Implementation Threshold:** Parking occupancy exceeds 85% during peak parking demand sample times.
- If all Implementation Thresholds are met, staff can move forward designating a RPP zone that includes all high demand blocks, plus a 1-3 block buffer in all directions (except across major arterials). The zone should be predominately residential in nature.
- Determine management type and hours of day for non-permit holders based on the land use parking generator peak periods of activity.
- Install appropriate signage.
- Note that when employees have been relying on unrestricted spaces that are converted to time-limited spaces, it is important they are provided with new parking locations or other strategies to support employee commute behaviors, as discussed in the Employee Parking Management tool.
- If an RPP parking does not solve the issue, pilot the following strategies:
 - Review parking occupancy on adjacent blocks for inclusion in the RPP Zone. The parking petition process may need to be initiated by staff with outreach to the residents of blocks proposed for inclusion.
 - Increase the parking management for non-permitted vehicles within the RPP zone, such as decreasing the amount of time vehicles are allowed to park, expanding the hours of operation the spaces are time-restricted, or changing restrictions to allow only permitted vehicle parking.
 - When impacted by a large and very popular land use with insufficient parking, consider implementing paid parking, as discussed in the Paid Parking tool.

38% of respondents reported that they are Moderately to Very Supportive of a RPP and 62% reported that they are Neutral to Not Supportive of RPPs as a parking management tool.

Spring 2023 Lakewood Parking Survey

Complementary Tools

- Messaging and Education
- Time-Limited Parking
- Paid Parking
- Enforcement

Time Limits

Cost: \$\$

Impact: High

Effort: Medium

Description

In areas with high parking demand, implementing parking time limits is a good first step to improve parking availability. Parking time limits establish limits on the amount of time a driver can park a car in a parking space. Time limits can range from 15 minutes to multiple hours and can be enforced for specified hours and days of operation, such as 8AM to 5PM Monday through Friday. Enacting time limits in areas with high parking demand increases the efficient use and turnover of existing parking spaces. Limiting the time a vehicle can park in a space increases turnover and the number of vehicles that can use the same space.

Higher turnover of parking spaces equates to more available parking spaces, and therefore additional opportunities for customer parking in commercial areas. Time limited parking spaces encourage drivers to plan their trips more efficiently, consider other modes of transportation, or park in spaces further away from their destination but in less demand when they plan to stay for a longer period than time limits allow.

Note that when employees have been relying on unrestricted spaces that are converted to time-limited spaces, it is important that employees are provided with new parking locations or other strategies to support employee commute behaviors, as discussed in the **Employee Parking Management** tool.

40% of respondents report they have difficulty finding parking near their destinations.
Fall 2022 Lakewood Parking Survey

Parking time limits

- 15-30 minutes: Serves commercial businesses that provide services that require a very short stay or quick errands, such as picking up a coffee, a takeout meal, or a child from school or a daycare center, or a quick visit to the post office, dry cleaner, or bank. These spaces should be located at the ends of blocks to improve the entering and exiting movements from the space when possible.
- One hour: Serves commercial businesses with slightly longer services. This time limit is the least common of all time limits, but may be necessary to support specific land uses.
- Two to three hours: Common time limit that serves most retail and restaurant businesses.
- Four or more hours: Less common time limit, serves longer uses such as university students, employees, commuters, and residents.

Management hours

- Hours of enforcement, or management hours, should be aligned with the hours of operation of nearby businesses or other uses that are generating the high parking demand.
- Management hours are typically during the day, such as 8AM-5PM in areas with high office uses or 9AM to later in the evening (7-9PM) in retail or restaurant business districts.

Benefits

- Increases parking space turnover.
- Improves efficient use of parking supply by distributing longer-term parking to areas of lower parking demand.
- Encourages consideration of arriving by other transportation modes such as biking, transit, or walking.
- Provides different types of time limits for different users and land use considerations.

Implementation Considerations

- Install signs to designate time-limited areas.
- Enforcement during time-limited hours.
- Management of a high-demand parking area can redistribute longer-parking users to the blocks just outside of the newly established limits (this is especially important if the goal is redistributing longer term parking to an off-street facility or more remote on-street location).
- Address employee parking needs.

Implementation Steps

- Use as the first option in areas of high parking demand where turnover is needed.
- City receives complaints from residents or staff observes high parking demand.
- Staff conducts field visits to observe parking behavior and demand during peak times. Staff should consider the parking occupancy, land use and zoning context, resident, and user feedback.
- If staff observations indicate a need for parking management, then the City should collect parking data to confirm whether parking management is needed to balance parking demand.

Implementation Threshold:

- On-street parking occupancy at peak times is at or above 85% consistently.

OR

- Excessive illegal parking.
- Lack of employee parking.
- Traffic operation impacts from circling for parking.
- Determine boundary of time limits; consider including a 1-3 block buffer of the high demand area.
- Implement time limits by installing signs and establishing enforcement.
- Evaluate and monitor as needed to track performance.
- If time limits do not solve the issue, paid parking may need to be implemented.

Complementary Tools

- Residential Parking Permit (RPP) Programs
- Paid Parking
- Employee Parking Management
- Enforcement
- Wayfinding and Signage
- Event Parking Management

Paid Parking

Cost: \$\$\$

Impact: High

Effort: High

Description

In areas of very high parking demand, implementing paid parking can be a very effective strategy to improve parking availability. Enacting a fee structure to occupy on-street parking spaces can encourage travelers to choose modes other than driving, distribute parking demand, increase turnover, and ultimately open spaces for patrons and other users. Paid parking is often implemented as the next step after time-limited parking. Consider implementing paid parking when time-limited parking demand remains high, above 75-85% for multiple hours.

Paid parking can be implemented with or without time limits. Context of on-street parking must be considered in setting the price and whether or not to establish time limits. Setting the hourly rate at market prices can encourage shorter parking stays. Time limits may be necessary to encourage turnover when parking demand is very high and/or supply is low. Time limits with paid parking can also be helpful to encourage longer term parking in nearby off-street parking. Demand-based pricing, which adjusts the price of parking by time of day and day of week to match demand, can be considered when parking demand remains high after paid parking has been implemented in very busy commercial districts.

Benefits

- Increases parking space turnover.
- Improves efficient use of parking supply by distributing longer-term parking to areas of lower parking demand.
- Encourages consideration of arriving by other transportation modes such as biking, transit, or walking.
- Provides different types of time limits for different users and land use considerations.
- Generates revenue that can be used to support enforcement efforts.

Implementation Considerations

- Install signs to designate paid parking areas.
- Enforcement during time-limited hours.
- Install parking pay meters or kiosks and parking management software.
- Install wayfinding signage and communicate with businesses.
- Address employee parking needs.
- Management of a high-demand parking area can redistribute longer-parking users to the blocks just outside of the newly established limits (this is especially important if the goal is redistributing longer term parking to an off-street facility or more remote on-street location).

Implementation Steps

- Use when parking demand remains high, above 75-85% for multiple hours, after implementing time-limited parking.
- City receives complaints from residents or staff observes high parking demand.
- Staff conducts field visits to observe parking behavior and demand during peak times. Staff should consider the parking occupancy, land use and zoning context, resident and user feedback.
- If staff observations indicate a need for parking management, then the City should collect parking data to confirm whether parking management is needed to balance parking demand. If data was collected

before implementing time-limited parking, it will need to be collected again to assess the updated impact.

- ❑ **Implementation Threshold:** On-street parking occupancy at peak times is at or above 85% consistently.
 - Determine boundary of paid parking, consider including a 1-3 block buffer of the high demand area.
 - Implement paid parking limits infrastructure, including signage.
 - Evaluate enforcement levels and increase as needed.
 - Evaluate and monitor as needed.
 - If paid parking does not solve the issue, other tools such as increasing multimodal options, TDM, and shared parking may need to be implemented.

Complementary Tools

- Residential Parking Permit (RPP) Programs
- Time Limits
- Employee Parking Management
- Enforcement
- Wayfinding and Signage
- Improve Multimodal Infrastructure
- TDM Strategies

Shared Parking

City:

Cost: \$

Impact: High

Effort: Low

Property Owner:

Cost: \$\$

Impact: High

Effort: Medium

Description

Shared parking is a tool that can be used by nearby property owners to increase the parking supply for their patrons or employees without building more parking spaces. In a shared parking agreement, adjacent or nearby property owners share their parking lots, opening parking spaces to multiple uses and users. Shared parking agreements work particularly well between businesses that have different peak parking demand time periods (e.g., a bank and a bar) or if one property owner has a parking area larger than what is needed for their normal business parking demand.

Survey respondents noted difficulty locating available parking spaces in some private off-street parking lots near commercial destinations.

Fall 2022 Lakewood Parking Survey

Shared parking agreements often include a form of payment for the parking spaces utilized by a neighboring property owner. The payment can take the form of rental payments, lease agreement, or even payment for maintenance or snow removal.

As is the case in many cities, much of Lakewood's parking supply is in private off-street lots. The City of Lakewood can support and encourage businesses to enter into shared parking agreements by providing information to property owners. For example, the City and County of Denver provides information for businesses about shared parking agreements on Denver's website [here](#).

Benefits

- Provides more parking options for patrons close to the business at a lower cost than building new parking spaces.
- Balances parking demand with supply.
- Fills underutilized parking lots.
- Can provide more options for employee parking further away from the business, opening closer patron parking spots.

Implementation Considerations

- Coordination and agreement with owners of nearby underutilized parking lots.
- Messaging and wayfinding to shared lot for patrons.

Implementation Steps

- Use when more patron parking capacity is needed near a business.
- **Implementation Threshold:** Property owner recognizes that additional patron or employee parking is needed OR City becomes aware of parking concerns and informs property owners of shared parking opportunities.
- Property owner identifies nearby underutilized lots and coordinates with owners.
- Establish a shared parking agreement between property owners.

- Install signage and provide clear messaging so patrons (or employees) can easily identify shared lot.
- Evaluate and monitor, as needed.
- If shared parking does not solve the issue, multimodal options connecting to the dense commercial area may need to be improved. As a last resort, additional parking may need to be constructed.

Complementary Tools

- Time Limits
- Paid Parking
- Employee Parking Management
- Wayfinding and Signage
- Improve Multimodal Infrastructure
- Event Parking Management

Case Study: Public-Private Shared Parking

As the City of Lakewood changes and grows, there may be an interest in the City providing more public parking. Shared parking strategies can also be utilized by the City to supplement the existing parking supply without having to build any new parking spaces.

For example, the City of Lafayette through the Lafayette Urban Renewal Authority (LURA) develops agreements with private parking lot owners to maintain the parking lots in exchange for a certain number of spaces signed as public parking. To date, LURA has established agreements with 11 private lots owners for a total of 321 spaces (see Old Town Lafayette Public Parking map below and on Lafayette's website [here](#)). LURA is responsible for maintenance items such as filling potholes, snowplowing, and trash removal in exchange for public use of the spaces. Many of the private lot owners agree to the use of a portion, not all, of the spaces, maintaining some reserved spaces signed for their customers. Note that this strategy may require supporting language in the City code to promote joint use/shared parking.

Enforcement

Cost: \$\$

Impact: High

Effort: Medium

Description

Parking enforcement is an important component of most parking management strategies. Consistent enforcement is critical to make time limits, paid, and permit parking effective. In addition to initiating or increasing enforcement when new parking management strategies are implemented, such as time limits, paid parking, or RPPs, it is important that the City also communicate the changes to the public. This may include informing nearby businesses, employers, and residents of the need for the new management and intended outcomes.

Survey respondents reported 21 locations where vehicles are regularly blocking sidewalks and bike lanes as well as causing unsafe driving conditions.

Fall 2022 Lakewood Parking Survey

When a new management strategy is implemented, it is common to incorporate a grace period of up to three months before full enforcement. This allows staff time to educate the public on new expectations and for drivers to adjust their travel and parking behaviors.

Benefits

- Ensures drivers obey parking management strategies in which City has invested.
- Increases safety for people walking and biking by reducing vehicles parked in bike lanes and crosswalks.
- Revenue from parking tickets can cover some enforcement costs.

Implementation Considerations

- Enforcement equipment such as License Plate Readers (LPR).
- Ticketing equipment and system.
- Parking enforcement staff.

Implementation Steps

- Use whenever implementing time limited or paid parking, a Residential Parking Permit program, or illegal parking behavior is present.
- **Implementation Threshold:** Initiate or increase enforcement after implementation of a new parking management strategy or high number of resident complaints. Enforcement can decrease once behavior is normalized (or reduced) but should be monitored in case problems persist.
- If enforcement does not solve the issue, increase the frequency and/or the fine amounts.

Complementary Tools

- Residential Parking Permit (RPP) Programs
- Time Limits
- Paid Parking
- Wayfinding and Signage
- Event Parking Management

Wayfinding and Signage

Cost: \$\$

Impact: Medium

Effort: Medium

Description

Paired with the other parking management tools, wayfinding and signage can go a long way to improve parking efficiency. Drivers often spend long amounts of time searching for on-street parking spaces when off-street lots or less utilized on-street spaces are nearby. Providing clear signage that indicates nearby parking opportunities and conveys time restrictions or fees helps drivers spend less time searching for an appropriate place to park.

There are many different types of wayfinding strategies. In recent years, technology solutions have increased and will likely continue to evolve. Examples such as cameras, in-ground sensors, and smart meters all provide information about used and available parking spaces that can be processed and shared through smart phone applications or digital signage, which helps users navigate to convenient and appropriate parking. Many cities and parking operators provide information about high demand parking times and locations to help visitors plan ahead.

Benefits

- Supports City's investment in parking management tools.
- Decreases impact of drivers circling to find parking that suits their needs, reducing congestion and emissions.
- Improves parking experience, which can increase patronage of a busy commercial area.

Implementation Considerations

- Parking availability hardware (cameras, in-ground sensors, smart meters, live signage).
- Back-end and user-facing software (websites, smart phone applications, etc.).
- Employees that interact with patrons are a great resource to learn about gaps in parking messaging as well as to provide information firsthand.
- Parking ambassadors can be employed during peak seasons/peak parking times or can be located at parking kiosks.
- Signage, other hardware, and software should be visible, legible, and consider barriers for users such as people with visual disabilities or do not speak English well. Symbols and well-thought-out color-coding can be strategies to overcome these barriers.

Implementation Steps

- Use in coordination with other parking management tools to direct drivers to available parking, especially if in a dense commercial area or there is a shared parking agreement in place.
- ☐ **Implementation Threshold:** Any other parking management tool is being implemented.
- Make a plan for wayfinding and/or signage when preparing to implement other tools.
 - Plan will vary based on the area being covered, types of parking restrictions or fees, and if real-time availability is needed.
 - Coordinate with private parking garage or lot owners and nearby business owners.
 - If needed, develop a smart phone application and/or website.
 - Develop communication plan to inform the public about the smart phone applications, websites, etc., to look for information.
- Install wayfinding signage in the covered area.

- Launch a marketing campaign to make the public aware of the parking communication resources.
- Evaluation and monitor effectiveness of wayfinding and signage, as there may be a need to adjust or increase.
- If wayfinding and signage is not effective, the wayfinding plan may need to be reevaluated through survey, other assessments, or a wayfinding expert.

Complementary Tools

- Residential Parking Permit (RPP) Programs
- Time Limits
- Paid Parking
- Employee Parking Management
- Shared Parking
- Enforcement
- Event Parking Management

Improve Multimodal Infrastructure

Cost: \$-\$\$\$

Impact: Medium

Effort: Low - High

Description

An effective way to reduce parking demand is to reduce the number of people driving to their destinations. The City of Lakewood can improve multimodal infrastructure like protected bike lanes, secure bike parking, connecting gaps in the sidewalk network and ADA accessibility, transit stop amenities, and working with RTD to increase the frequency and reliability of transit infrastructure within the city.

Public bike parking is a low-cost tool that can be used to increase multimodal travel to and from popular destinations and public buildings. Some cities choose to repurpose a vehicle parking space to provide 6-8 bike parking spots or encourage businesses to have bicycle parking in their buildings. Bike parking can also serve micromobility vehicles such as electric scooters.

One of the top themes of Survey #1 was interest in multimodal support, including four comments for better bike parking.

Fall 2022 Lakewood Parking Survey

Benefits

- Provides active transportation alternatives to driving.
- A complete sidewalk network supports access to destinations for people with disabilities.
- Reduces vehicle miles traveled, reducing emissions and congestion.

Implementation Considerations

- The bicycle and pedestrian network should be a complete system.
- Safe and comfortable first and final mile connections to and from transit stops will support transit riders.
- Bike parking should be prioritized in dense areas, as well as locations connected to trails and bike facilities.
- Large events should provide multimodal access options in addition to vehicular parking.

Survey #2 respondents showed interest in more frequent and reliable public transit and secure parking locations for bikes.

Spring 2023 Lakewood Parking Survey

Implementation Steps

- Improving multimodal infrastructure is a City of Lakewood priority and is implemented through a number of programs and policies.

Complementary Tools

- Wayfinding and Signage
- TDM Strategies

TDM Strategies

Cost: \$

Impact: Medium

Effort: Medium

Cost: \$\$ for transit subsidies

Description:

Transportation Demand Management (TDM) is the application of strategies and policies to reduce single-occupancy vehicle (SOV) travel demand or to redistribute this demand in space or time. At its essence, TDM is about choice: how to encourage people to make alternative transportation choices to counteract increasing the number of commuters rather than relying on additional infrastructure.

There are many TDM strategies, including the following that are considered the most applicable for Lakewood.

Employee Commute Programs:

Employee commute programs provide incentives for non-single occupancy vehicle commutes and can have a positive impact on employee retention, save employees money, and increase parking availability. The City can support businesses by providing education about available programs and partnering to fund incentives, including defining a full or part-time employee transportation coordinator position to educate City staff and businesses. Educational materials can include information about transit options in the area, safe bike routes and parking, carpool resources, and more.

Businesses that want to go the extra mile to influence their parking availability can:

- Designate an employee as an employee transportation coordinator to provide information about commute options.
- Subsidize transit passes for their employees.
- Facilitate carpool and vanpool connections.
- Provide bike vouchers or reimbursements.
- Organize commute challenges for their employees.

E-Bike Rebate Programs

Many cities across the country have recently launched e-bike rebate programs to incentivize and make it easier for residents to purchase e-bikes. For example, the City and County of Denver voted to raise the local sales and use tax to create the Climate Protection Fund in 2020, which has funded over 5,500 e-bike vouchers in the city in the past couple of years. More information on Denver's program can be found [here](#).

The State of Colorado is launching a similar program in August 2023. Some Lakewood residents may be eligible for these rebates, as applications will be assessed by income and household size, based on the index Area Median Income (AMI) in an individual's county of residence. More information on the State program can be found [here](#).

Survey respondents showed interest in an e-bike rebate program, subsidized transit passes, and increased wayfinding.

Spring 2023 Lakewood Parking Survey

Free or Subsidized Transit Passes

The RTD [EcoPass](#) program is typically paid for by employers for employees, but RTD also offers an option for a [Neighborhood EcoPass](#). The Neighborhood EcoPass is a pass program purchased by neighborhoods, apartment buildings, or HOAs that allows residents unlimited rides on RTD buses and trains. Sharing information about both types of EcoPass to employers and neighborhoods can make a significant impact on transit ridership in the city. City staff can consider subsidizing a portion of EcoPasses, especially around TOD with high on-street parking demand.

Multimodal Marketing Campaigns

The City of Lakewood can provide information about safe bicycling, walking, and transit routes through websites, paper maps, and other materials. Promotional tables at local events also provide an opportunity for residents and visitors to learn more and can be enhanced by giveaways like bike lights or raffles for helmets. DRCOG's Way To Go program is an excellent resource; more information can be found at <https://waytogo.org/>.

In addition to incentivizing multimodal travel, the City can educate the public that curb space is a shared, public resource. Because it is public, restricting the use of the curb requires a compelling reason. As the city grows and changes, public space will need to adapt with it.

Multimodal Wayfinding

Clear signage to transit stops and safe bicycle and walking routes, information about trip planning and transit schedules, and other such information is also important and will enable travelers to be more confident and comfortable using all modes of transportation.

Benefits

- Encourages active alternatives to driving.
- Reduces single-occupancy vehicle (SOV) travel and the need for parking supply.

Implementation Considerations

- Communications channels.
- Funding associated with transit pass subsidies and e-bike rebate programs.
- Coordination with local TMA and businesses.

Implementation Steps

- Use at any time to increase multimodal transportation.
- City staff currently supports and coordinates with West Corridor TMA (Transportation Management Association) to implement some of these solutions.
- After implementation, when budget is available, evaluate the program to understand effectiveness and opportunities for improvement.
- If TDM solutions do not improve issues, consider additional strategies such as improving multimodal infrastructure.

Complementary Tools

- Employee Parking Management
- Improve Multimodal Infrastructure
- Wayfinding and Signage

The [West Corridor Transportation Management Association \(TMA\)](#) supports employers and developers in the west Denver metropolitan area, including the City of Lakewood. The TMA works to create and promote convenient transportation options for people that will enhance mobility, foster economic prosperity, and reduce traffic congestion and air pollution.

Employee Parking Management

Cost: \$

Impact: Medium

Effort: Low

Note: effective strategies rely on a partnership with employers to support, promote, and sometimes fund the strategies.

Description:

When employees use parking spots in front of or near businesses, they reduce the number of parking spots available for patrons. Not only is it important to maintain convenient and highly visible spots for business patrons, but employees also utilize parking spots for long periods of time. For example, a parking spot used by one employee for a 6-hour shift could offer space for up to 12 patrons parking for 30-minutes each.

40% of survey respondents reported having to park over a block away from their commercial destinations

Fall 2022 Lakewood Parking Survey

Encouraging restaurant and retail employees to park in spaces that are farther away and often in lower demand is a parking management best practice. It frees up space for patrons in highly utilized on-street parking and fills an underutilized lot, providing balance to both. Enforcing time limits or paid parking in high demand spaces is one way to discourage employees from parking in these valuable spaces. This strategy works best when employees are also provided with well-lit, safe, reserved parking locations within a reasonable walking distance.

Benefits

- Improves availability of parking for business patrons.
- Encourages utilization of lower demand parking for longer-term parking.
- Encourages use of other modes of transportation.
- Can support employee retention by providing sustainable parking options.

Implementation Considerations

- Messaging and support for employee behavior shift.

Implementation Steps

- Use when increased patron parking capacity is needed near a business.
- ❑ **Implementation Threshold:** City or business notices impact on patrons or residents from lack of parking.
- Identify new location for employee parking - nearby underutilized lots or on-street parking outside of high demand area.
- Coordinate with owners of underutilized parking lots if needed (see **Shared Parking**).
- Educate and incentivize employees to park at the identified locations and support behavior shift.
- Evaluate and monitor as needed.
- If employee parking management does not solve the issue, time limits and/or paid parking may need to be implemented.

Complementary Tools

- Time Limits
- Paid Parking
- Shared Parking
- Wayfinding and Signage
- Improve Multimodal Infrastructure
- TDM Strategies

Event Parking Management

Cost: \$\$

Impact: High

Effort: Medium

Note: Cost applies to event organizers.

Description:

Large events can also bring high parking demand for a short period of time. This can cause impacts for surrounding residential or business areas. There are many options for event parking management depending on the context, including:

- Shuttles from satellite lots.
- Sharing nearby lots for overflow parking.
- Increasing wayfinding and signage.
- Including travel information and non-vehicular options in all event notifications.
- Encouraging non-vehicular travel through free transit passes and charging for parking at the event.
- Implementing time restrictions to reduce the impact to nearby neighborhoods.

Benefits

- Improve the experience for participants.
- Decrease the impact on those that live or work near an event.

Implementation Considerations

- Coordination with event organizers and nearby underutilized lots.
- Hiring shuttle companies.
- Communication with attendees.

Implementation Steps

- Use when parking demand from events impacts residential streets or causes congestion.
- Develop and implement an event parking management plan.
- If event parking management tools do not solve the issue, implement additional strategies such as improving multimodal infrastructure and TDM solutions.

Complementary Tools

- Shared Parking
- Wayfinding and Signage
- Improve Multimodal Infrastructure
- TDM Strategies

Build More Parking

Cost: \$\$\$

Impact: High

Effort: High

Description:

An expensive, but sometimes necessary option to increase the parking supply is to build new surface or garage parking spaces. This strategy should not be undertaken lightly; as noted throughout this document, parking impacts the look and feel of a city's neighborhoods and streets. Each parking space takes up 300 square feet of physical space. Surface parking spaces can cost from \$10,000-15,000 per space, and garage spaces can cost over \$30,000 per space.

Benefits

- Expands parking capacity for a certain location.
- When located in centers of activity, new garages can serve multiple land uses and users, optimizing the efficiency of each parking space.

Implementation Considerations

- Very high cost to acquire land and build.
- Construction timeline.
- Does not support the goal of "continue to improve the appearance of the major commercial and mixed-use corridors within the city by ... enforcing the Zoning Ordinance to limit the amount of parking located adjacent to streets, and educating developers about the community and economic benefits of quality site planning and architecture" in the City's [Comprehensive Plan](#).

Implementation Steps

- Use when no other techniques have solved the problem.
- **Implementation Threshold:** All other parking management strategies have been employed, including significantly increasing multimodal infrastructure, and there is still parking demand.
- Analyze future parking demand to determine the new parking facility capacity.
- Purchase land if needed.
- Design and construct the parking facility.
- Implement appropriate parking management strategies, such as paid parking, and wayfinding and signage.
- Evaluation and monitoring.
- If parking demand remains high, continue to invest in multimodal infrastructure and TDM solutions.

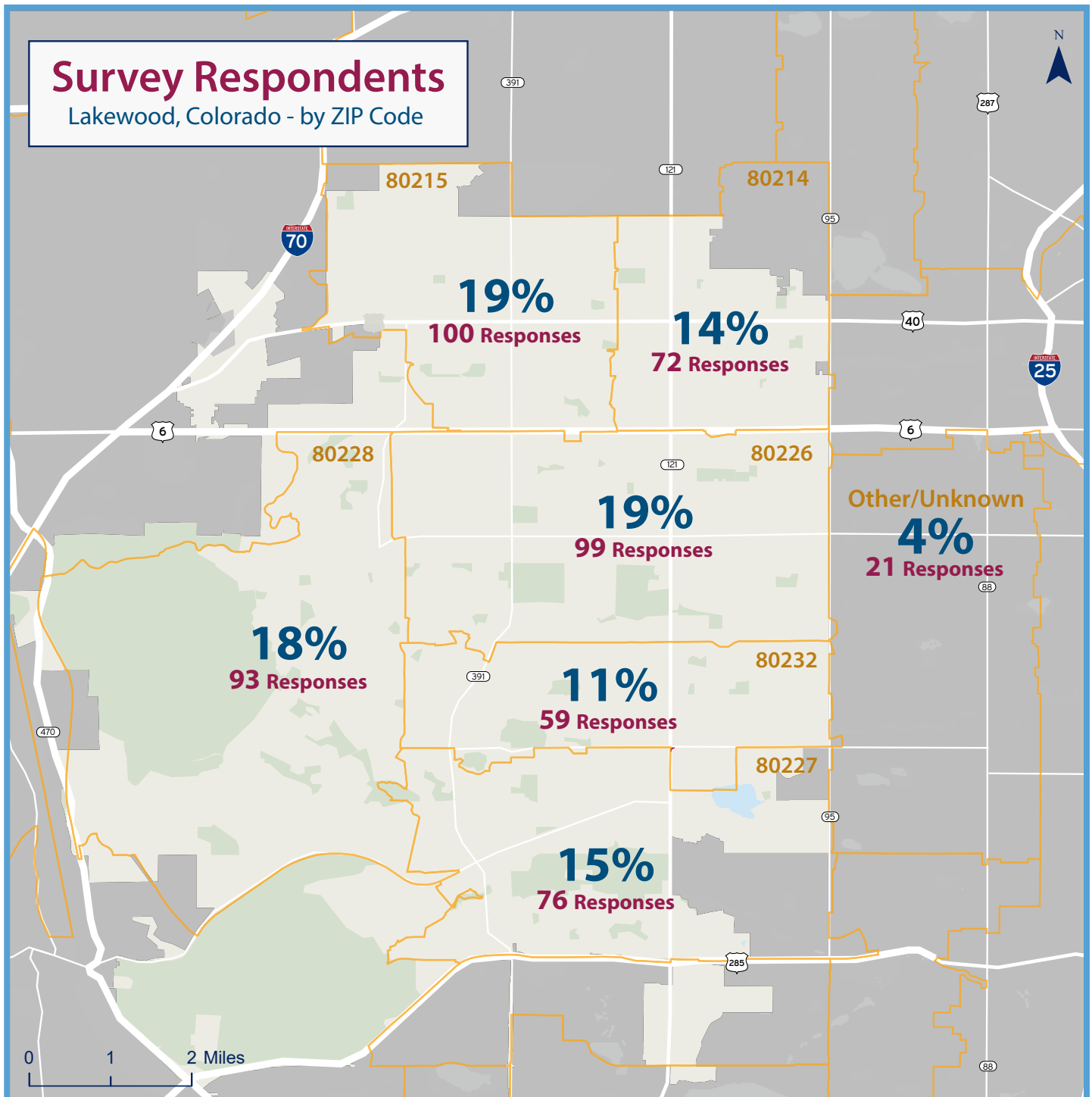
Complementary Tools

- Time Limits
- Paid Parking
- Shared Parking
- Enforcement
- Wayfinding and Signage

APPENDIX A: PUBLIC SURVEY #1 - FALL 2022

Last fall, the project team conducted a parking survey to learn more about parking concerns in the city. The survey was open November 15 – December 15 and included questions asking if residents have trouble parking near their homes and destinations, and if so, how far away they typically have to park. Participants could also place comments on a map of the city about the parking issues they experience.

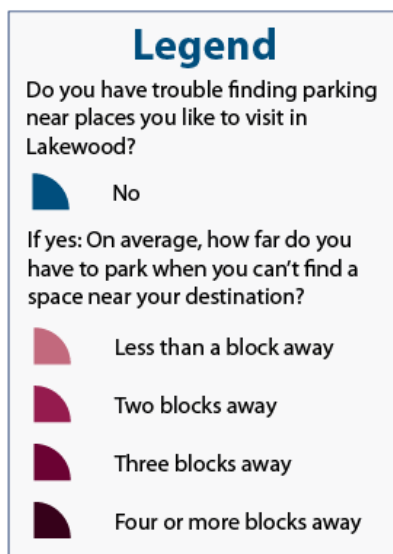
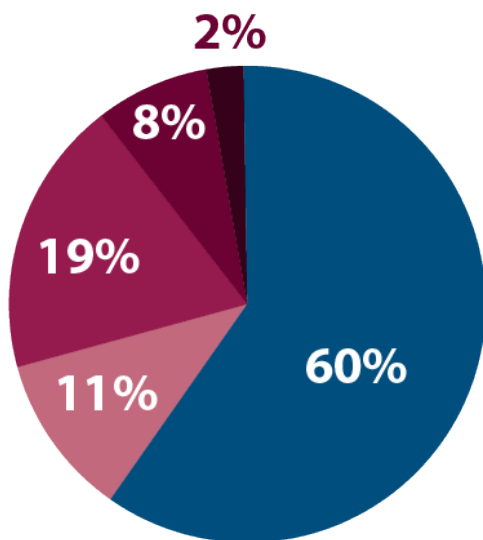
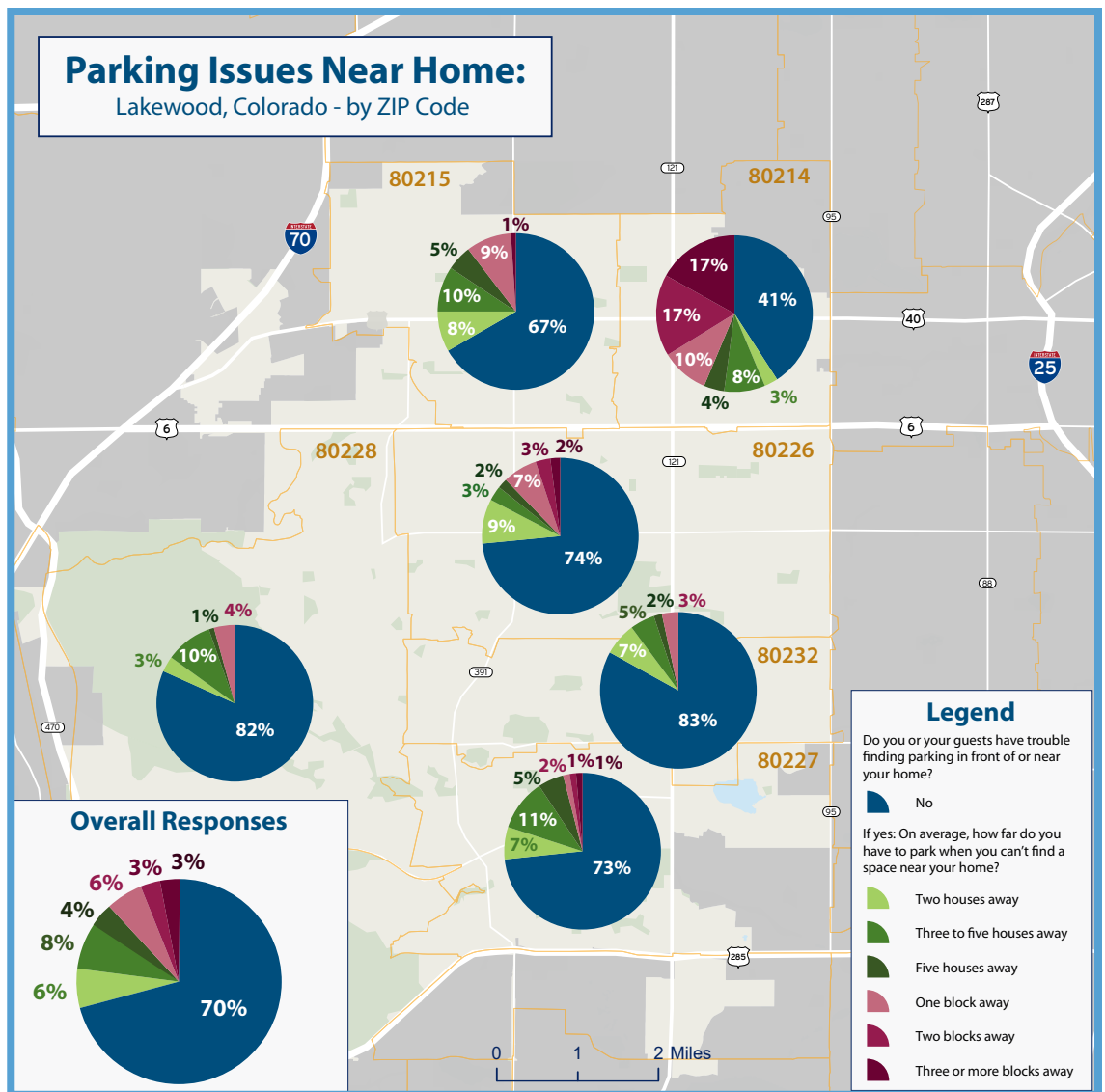
The map below shows the distribution of the 523 respondents by ZIP code.



Parking Concerns Near Home

70% of respondents reported they do not have trouble finding parking near their homes.

Of the 30% of respondents that reported they have trouble finding parking near their homes, the following map and charts illustrate by ZIP code how far away from their home respondents report parking.



Parking Concerns Near Destinations

60% of respondents said they do not have trouble finding parking near destinations. Of the 40% of respondents that reported they have trouble finding parking near destinations, the following chart illustrates how far away from their destination they reported parking.

Location-Specific Parking Concerns

77 respondents placed 139 comments on the map, as shown below.

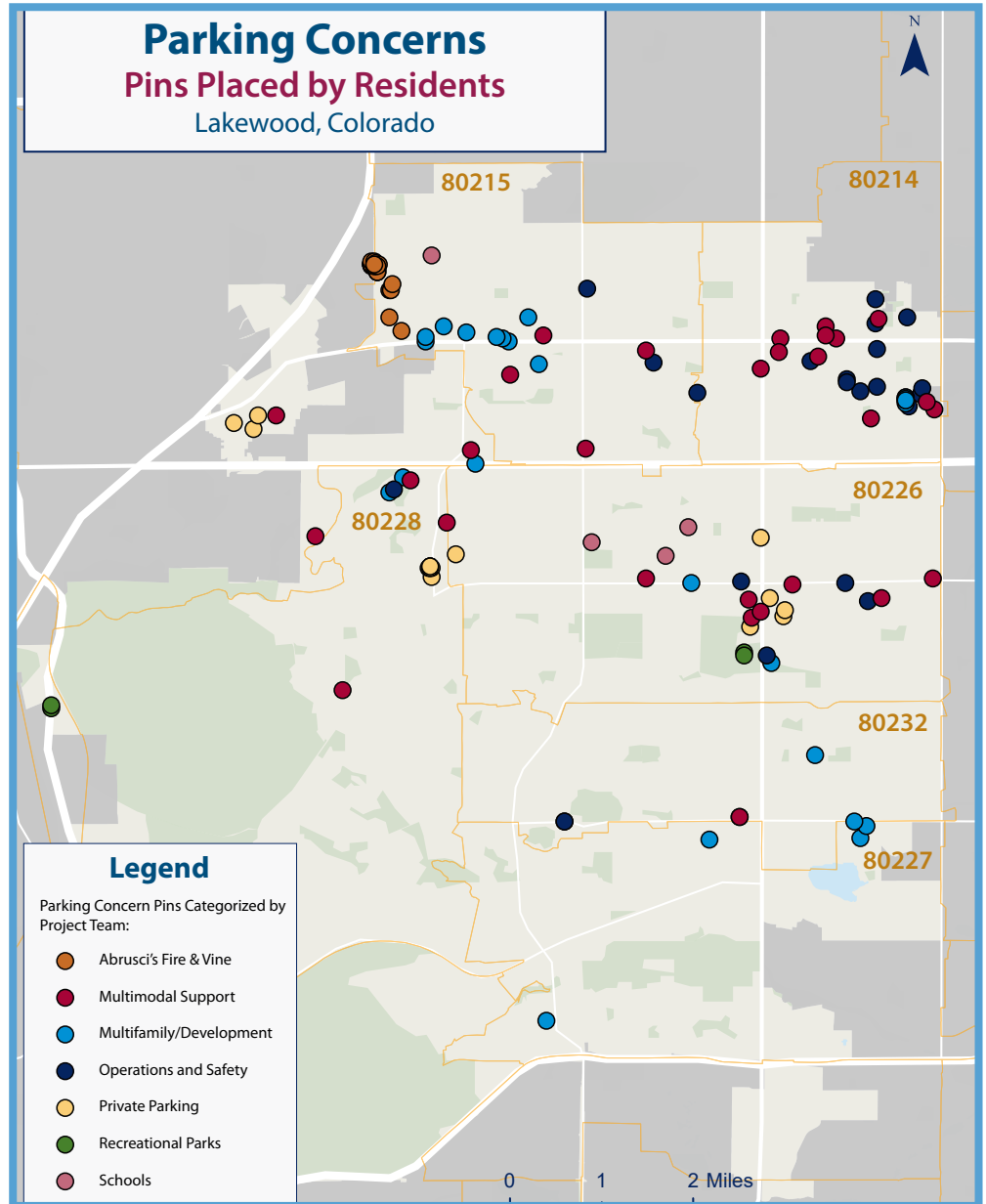
Residents' highest parking concerns:

- Abrusci's Fire & Vine patrons parking and driving unsafely on residential streets
- High on-street parking demand near multi-family development
- Unsafe parking behavior such as parking in bike lanes
- High on-street parking demand near some parks and schools
- High off-street parking demand at commercial centers

The chart below shows major themes communicated by residents, including the total number of comments received for each category.

Major Themes:

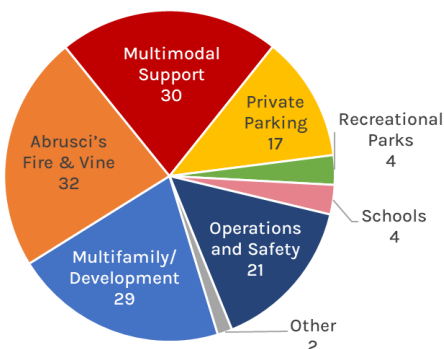
- Abrusci's Fire & Vine
- Multimodal Support
- Multifamily/Development
- Operations and Safety
- Private Parking
- Recreational Parks
- Schools



ABRUSCI'S FIRE & VINE

Abrusci's Fire & Vine restaurant and the surrounding neighborhood received the most comments from respondents.

- 32 comments from 25 respondents
- **Main concern: There is not enough parking in the restaurant lot, so patrons are parking on nearby residential streets. This has resulted in unsafe driving behaviors, such as speeding, and inappropriate parking behaviors, such as blocking resident driveways.**



MULTIMODAL SUPPORT

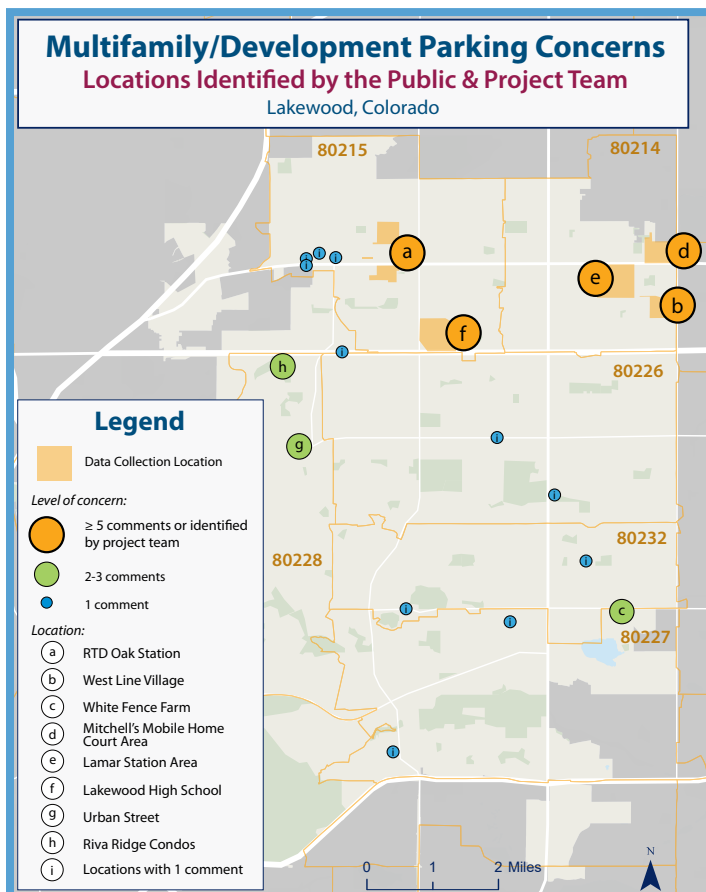
Respondents expressed a desire for infrastructure that supports multimodal options for travel. Multimodal infrastructure includes facilities that support modes of travel other than a personal vehicle, such as bicycle lanes, multi-use paths, sidewalks, wayfinding, and transit stops. Multimodal support can also include transportation demand management (TDM) strategies such as vanpool or transit pass subsidies.

- General Multimodal Support
 - » 26 comments from 5 respondents
 - » **Main concern: Desire for more multimodal options and too much space is dedicated to parking.**
- Bike Parking
 - » 4 comments from 3 respondents
 - » **Main concern: Bike parking needed, some locations were specified.**

MULTIFAMILY/DEVELOPMENT

High parking demand on streets surrounding multifamily development is a complaint often received by City staff and one of the reasons for commissioning the parking study. Locations of concern were identified through conversations with staff and this survey.

The project team selected five locations to collect data as case studies for citywide parking analysis. Parking restrictions and parking occupancy (demand) was collected at 5AM and Noon at the locations. Data collection at 5AM provides a baseline for resident parking demand since it is likely that only residents will be parked at that time. Data collection at Noon provides a comparison with residential demand and is considered peak parking demand from daytime nonresidential parking generators.



- 29 comments from 28 respondents
- **Main concern: Parking difficulty by multifamily and concerns about future development.**
- Top locations that were identified by the public and project team:
 - a. Oak Station area
(5 comments from 5 respondents)
 - b. West Line Village
(8 comments from 8 respondents)
 - c. White Fence Farm
(3 comments from 3 respondents)
 - d. Depew and 16th Residential Area/Mitchell's Mobile Home Court area
(identified by project team)
 - e. Lamar Station area
(identified by project team)
 - f. Lakewood High School
(identified by project team)
 - g. Urban Street
(2 comments from 2 respondents)
 - h. Riva Ridge Condos
(2 comments from 2 respondents)
 - i. 11 locations
(1 comment each)

OPERATIONS AND SAFETY

Respondents identified locations in the City where parking and/or driving behavior posed a safety or traffic operations concern.

- 21 comments from 8 respondents
- **Main concern: Cars regularly parked blocking sidewalks and bike lanes, requiring pedestrians and cyclists to use the street. Unsafe driving conditions due to illegal parking.**

PRIVATE PARKING

A few private parking areas were identified by respondents as having parking concerns.

- Union Boulevard
 - » 9 comments from 7 respondents
 - » **Main concern: Difficult to find parking in commercial area along Union Boulevard.**
- Belmar Shopping Center
 - » 5 comments from 5 respondents
 - » **Main concern: Difficult to find parking near the Belmar shopping area.**
- Colorado Mills Mall
 - » 3 comments from 3 respondents
 - » **Main concern: Difficult to find parking near the mall. Traffic operations concerns, including recommendations for a roundabout at the western entrance.**
- 2585 S Lewis Way
 - » 1 email from 1 resident
 - » **Main concern: Businesses in this area have a high parking demand during peak times.**



Photo provided by respondent shows a vehicle parking in the bike lane.



Photo provided by respondent shows vehicles blocking the sidewalk.

RECREATIONAL PARKS

Two parks were identified as having parking concerns.

- 4 comments from 4 respondents
- **Main concern: Not enough parking available to access William Frederick Hayden and Belmar parks.**

SCHOOLS

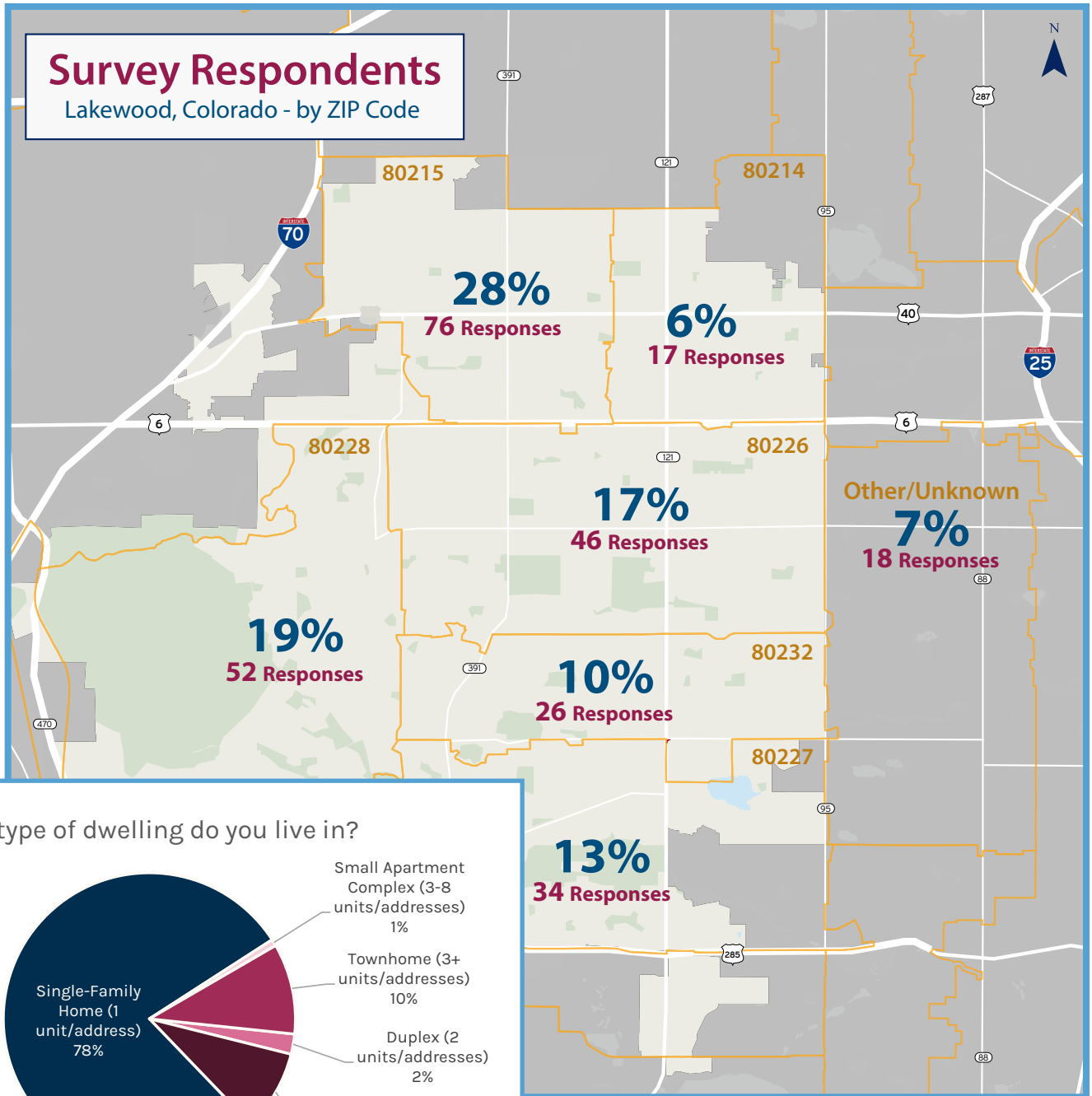
Three schools were identified as having parking concerns, especially around pick-up/drop-off times.

- 4 comments from 2 respondents
- **Main concern: Not enough parking available near Colorado Christian University (2 comments), South Lakewood Elementary (1 comment), and Stober Elementary (1 comment).**

APPENDIX B: PUBLIC SURVEY #2 - SPRING 2023

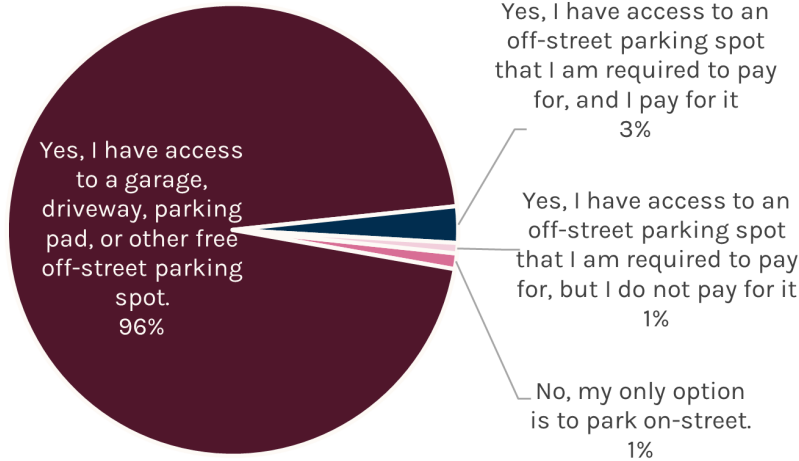
A second citywide parking survey was conducted to gather feedback on parking management tools that could be implemented in Lakewood. The survey also included questions about parking-related demographics such as type of dwelling and available parking locations. The survey was open April 28-May 26, 2023 and had 269 respondents.

The map below shows the distribution of the 269 respondents by ZIP code.



Parking Access

Do you have access to off-street parking, whether or not you use the parking space(s)?



Off-Street Parking

96% of respondents have access to free off-street parking space(s) including a garage, driveway, parking pad or other off-street parking spot. 3% of respondents have access to paid off-street parking.

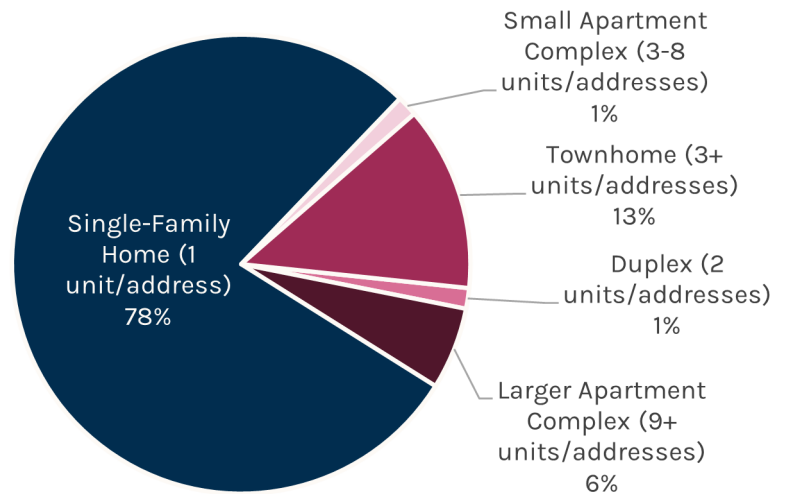
On-Street Parking

74% of respondents do not park vehicles on-street compared to 26% of respondents who do park on the street.

Top Reasons for Parking on-street:

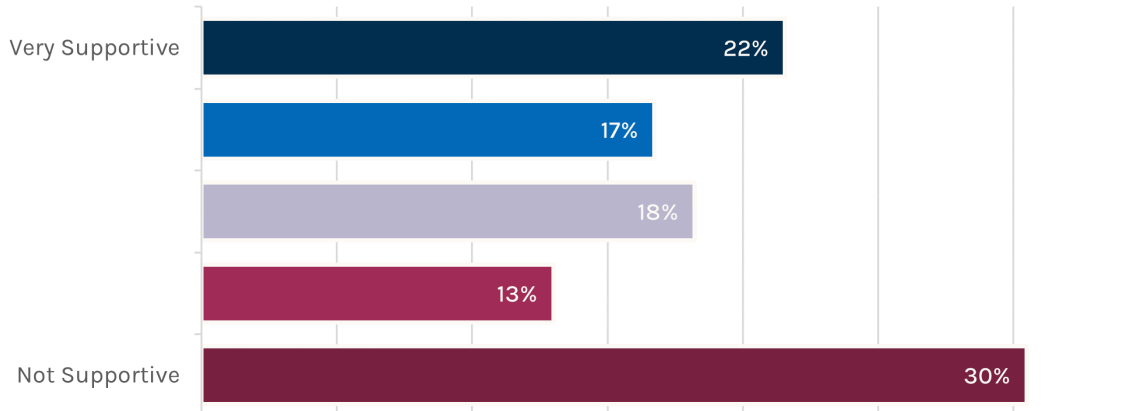
- **64%** said there is not sufficient off-street parking to accommodate all of their vehicles.
- **27%** said it's more convenient to park on-street.
- **9%** responded with other reasons, such as not having easy access to off-street parking, uses driveway or garage for other purposes, and avoiding oil stains on personal property.
- Most respondents that answered with the top two reasons live in single-family homes.

If you park on-street, where do you live?

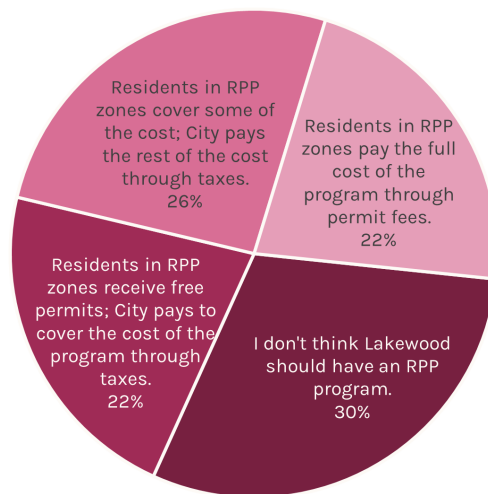


Residential Parking Permit Program Feedback

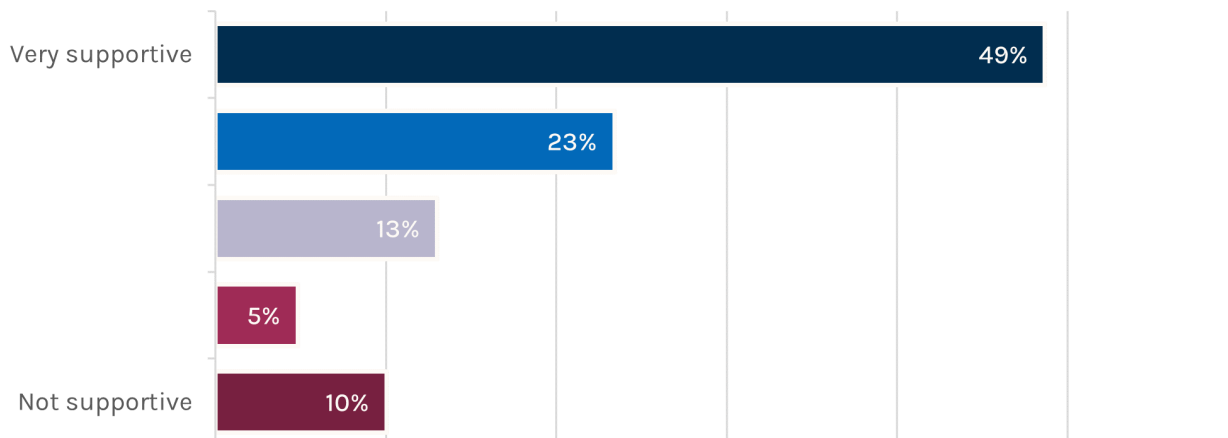
Do you think that the City should establish an RPP program?



What is your preference for funding an RPP program?



Do you support allocating City budget to increase parking enforcement of unsafe and illegal parking behavior?



Transportation Demand Management Tools

Survey respondents showed interest in more frequent and reliable public transit, an e-bike rebate program, and increased wayfinding and secure parking locations for bikes.

Table 3: Ranked TDM Tools by Public

TDM Tools	Average Response (out of 5)
More frequent and reliable public transit	2.9
E-bike rebates (like the new Denver program)	2.8
Better bike wayfinding	2.7
More secure bike parking locations	2.7
Electric vehicle charging station	2.5
Subsidized transit pass from employer or apartment building	2.3
Employee commute programs	2.1
Bike/scooter share	1.9
Carshare	1.7

APPENDIX C: PARKING OCCUPANCY DATA

Location #1: Depew St. and 16th Ave. Residential Area

This area contains Mitchell's Mobile Home Court, Alta Sloan's Lake apartment building, WestLake Care Community, townhomes, and is adjacent to King Soopers. Occupancy data was collected on a weekday (November 30, 2022) at 5AM to record overnight residential parking demand and Noon to record parking demand from non-residents.

Key Concerns

1. High on-street parking demand in residential areas.

Existing Restrictions (as of November 2022)



Curbside Restrictions

- 2 HR Parking 8:30AM to 5:30PM
- Bus Stop or Loading Only
- Customer/Future Resident Parking Only
- Handicap Parking Only
- No Parking
- No Parking 9AM-3PM Sat Sun & Hol Exc
- Private Parking
- Unrestricted
- Ⓡ Light Rail Stop

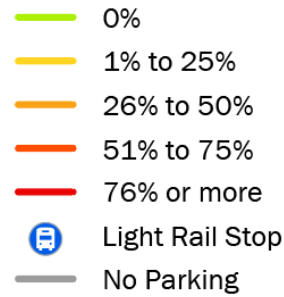
Restrictions as of March 2022

Occupancy Data (as of November 2022)

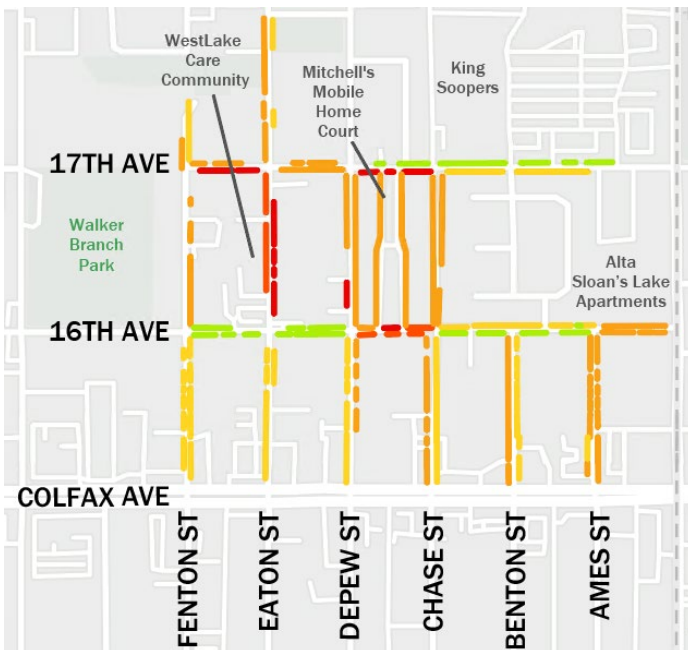
Weekday 5AM: 11/30/22



Curbside Occupancy



Weekday Noon: 11/30/22



Key Takeaways

1. High 5AM demand from residents near Mitchell's Mobile Home Court and townhomes shows that many residents utilize on-street spaces for their vehicles.
2. Streets near WestLake Care Community show high daytime demand, likely from employees and visitors.

Location #2: RTD Lamar Station Area

This area currently contains at least seven multifamily apartment buildings, with more proposed for development. Occupancy data was collected on a weekday (November 30, 2022) at 5AM to record overnight residential parking demand and Noon to collect external demand, such as from transit commuters.

Key Concerns

1. High on-street parking demand due to multiple multifamily residential buildings near the RTD station.
2. More multifamily buildings and development planned for the area (in Summit Brick Company lot and other areas north of Lamar St.).
3. Multifamily buildings may not have sufficient off-street parking supply to accommodate resident demand (ranging from one paid space per unit to multiple free spaces per unit).

Existing Restrictions (as of November 2022)



Curbside Restrictions

- 2 HR Parking 8:30AM to 5:30PM
- Bus Stop or Loading Only
- Customer/Future Resident Parking Only
- Handicap Parking Only
- No Parking
- No Parking 9AM-3PM Sat Sun & Hol Exc
- Private Parking
- Unrestricted
- Ⓛ Light Rail Stop

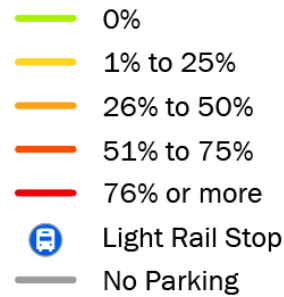
Restrictions as of March 2022

Occupancy Data (as of November 2022)

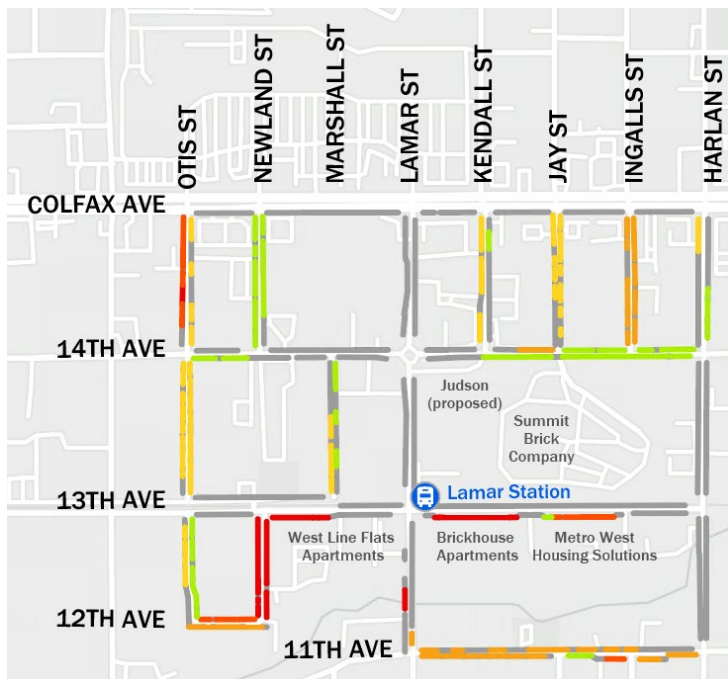
Weekday 5AM: 11/30/22



Curbside Occupancy



Weekday Noon: 11/30/22



Key Takeaways

1. Streets adjacent to multifamily buildings on 13th Ave. show high 5AM and Noon demand, likely from residents of the multifamily buildings. These buildings supply at least the 1.0-1.25 minimum parking spaces per unit as required by their zoning designation. The project team did not collect the parking occupancy in private off-street lots.

Location #3: Lakewood High School Area

This area includes Lakewood High School and single-family residential homes. Occupancy data was collected on a weekday (December 5, 2022) at 5AM to record overnight residential demand and 9:30AM during homeroom to collect student parking demand at a time when it was assumed the most students would be present based on coordination with Lakewood High School and Jefferson County staff.

Key Concerns

1. Historically, students may have been parking on-street in residential areas during school hours and game days. This data was collected to determine if past mitigations including restriping of the school parking lot and No Parking signage in the neighborhoods improved the issues.

Existing Restrictions (as of December 2022)



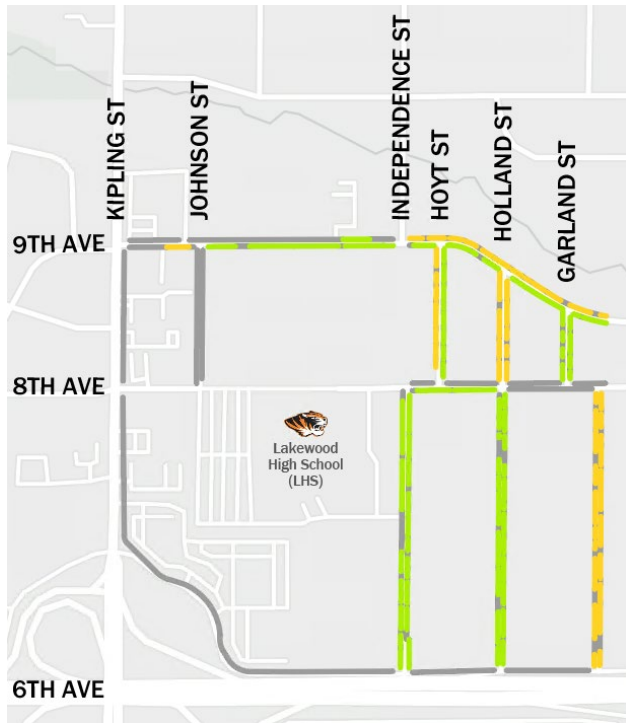
Curbside Restrictions

- 15 Min Parking Loading Only
- Handicap Parking Only
- LHS 1 Hour Parking
- LHS Parking Only
- No Parking
- No Parking 7AM to 8AM, 3PM to 4PM Mon-Fri
- No Parking 6AM to 4PM Sat Sun Hol Exc
- No Parking Anytime Residents and Guests of This Block Excepted
- Private Parking
- Unrestricted
- - - Construction
- Ⓡ Light Rail Stop

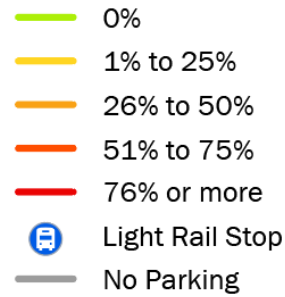
Restrictions as of March 2023

Occupancy Data (as of December 2022)

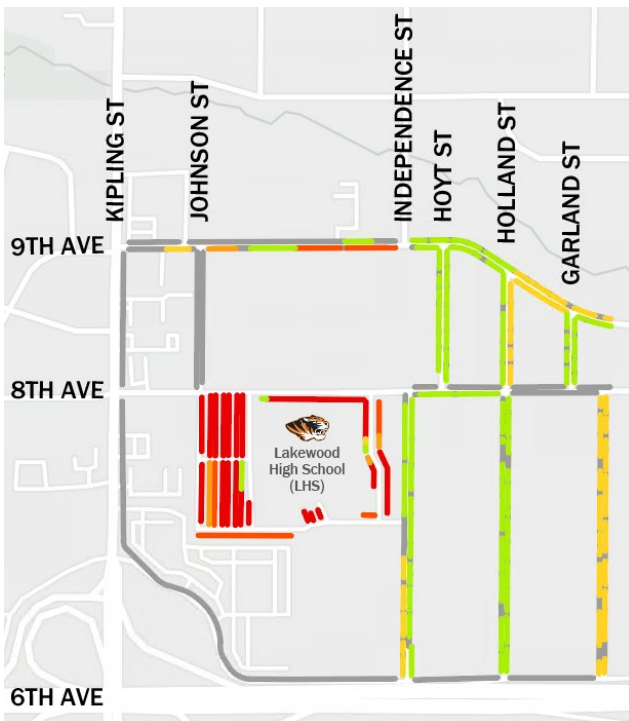
Weekday 5AM: 12/5/22



Curbside Occupancy



Weekday 9:30AM: 12/5/22



Key Takeaways

1. Low parking occupancy on the streets around the school and high occupancy in the lot imply that the restriping of the student lot provides the needed capacity to meet demand.
2. There is low occupancy on residential streets overnight.

Location #4: RTD Oak Station Area

This area contains multiple existing (Avenida, Westlink, and Oak Street Station) and planned multifamily buildings, as well as large stores such as King Soopers and in Westland Shopping Center. Occupancy data was collected on a weekday (March 15, 2023) at 5AM to record overnight residential parking demand and Noon to record parking demand from non-residents.

Key Concerns

1. Multifamily development is likely to replace where Westland Shopping Center is currently. Nearby single-family home residents are concerned about the future impact on parking demand.
2. High parking demand on the streets near Oak Street Station Apartments.
3. High parking demand on 15th Pl. due to Avenida apartments, with increased demand anticipated from future development.

Existing Restrictions (as of March 2023)



Curbside Restrictions

- 15 Min Parking Loading Only
- Handicap Parking Only
- LHS 1 Hour Parking
- LHS Parking Only
- No Parking
- No Parking 7AM to 8AM, 3PM to 4PM Mon-Fri
- No Parking 6AM to 4PM Sat Sun Hol Exc
- No Parking Anytime
Residents and Guests of This Block Excepted
- Private Parking
- Unrestricted
- - - Construction
- Ⓡ Light Rail Stop

Restrictions as of March 2023

Occupancy Data (as of March 2023)

Weekday 5AM: 3/15/23

Weekday Noon: 3/15/23



Curbside Occupancy

- 0%
- 1% to 25%
- 26% to 50%
- 51% to 75%
- 76% or more
- Light Rail Stop
- No Parking
- - - Construction

Key Takeaways

1. Streets adjacent to Oak Street Station Apartments show high 5AM and Noon demand, likely from residents of the multifamily buildings. This building supplies at least the 1.0 minimum parking space per unit as required by its zoning designation. The project team did not collect parking occupancy in the private off-street lots.
2. There is low on-street parking demand in single-family residential area north of 17th Ave.
3. Low utilization of RTD Oak Station Park-n-Ride lot at 5AM and Noon.
4. A loading zone was recently added in front of Avenida on 15 Pl. to accommodate pick-up/drop-off and deliveries.

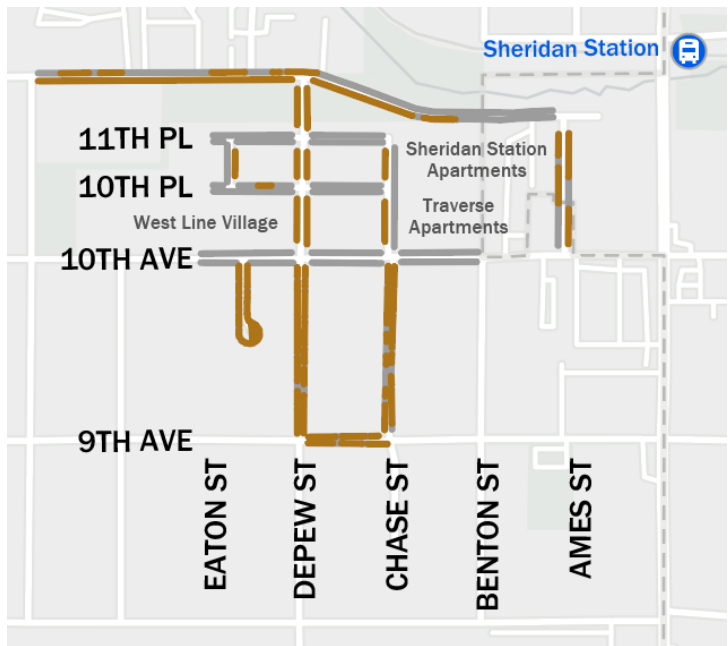
Location #5: RTD Sheridan Station/West Line Village Area

This area contains the West Line Village townhomes, Traverse Apartments, and Sheridan Station Apartments. Occupancy data was collected on a weekday (March 15, 2023) at 5AM to record overnight residential parking demand and Noon to record parking demand from non-residents.

Key Concerns

1. High on-street demand near West Line Village townhomes.

Existing Restrictions (as of March 2023)



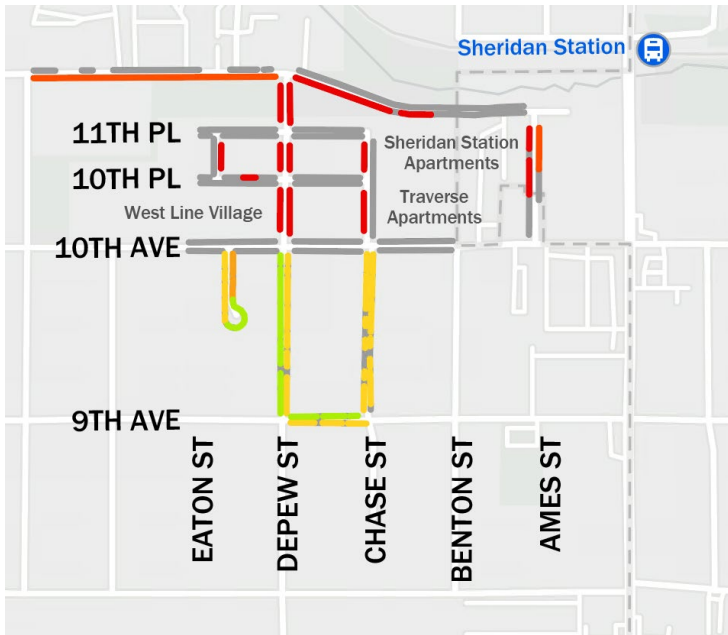
Curbside Restrictions

- 15 Min Parking Loading Only
- Handicap Parking Only
- LHS 1 Hour Parking
- LHS Parking Only
- No Parking
- No Parking 7AM to 8AM, 3PM to 4PM Mon-Fri
- No Parking 6AM to 4PM Sat Sun Hol Exc
- No Parking Anytime
Residents and Guests of This Block Excepted
- Private Parking
- Unrestricted
- - - Construction
- Ⓡ Light Rail Stop

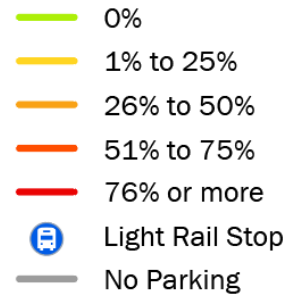
Restrictions as of March 2023

Occupancy Data (as of March 2023)

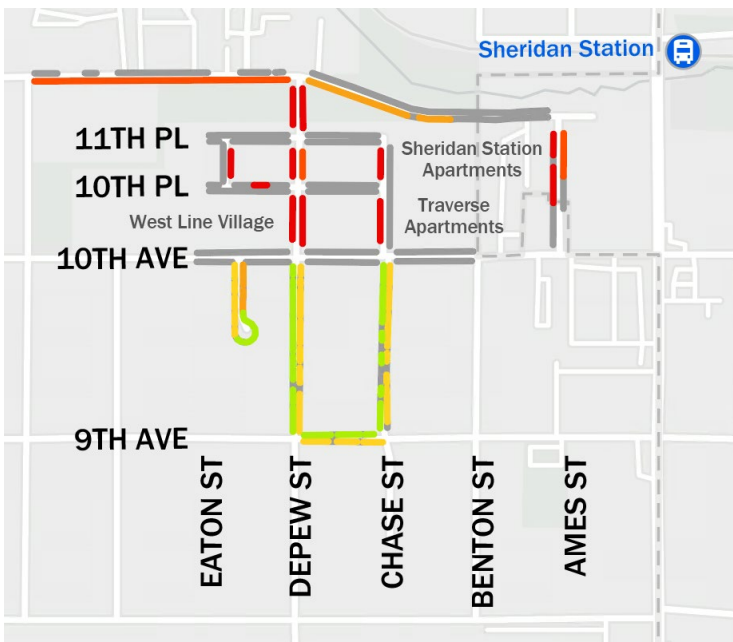
Weekday 5AM: 3/15/23



Curbside Occupancy



Weekday Noon: 3/15/23



Key Takeaways

1. Very high parking demand for the limited on-street space in West Line Village townhomes area.
2. Many cars were observed parked illegally on sidewalks and in no parking zones in the West Line Village area.
3. The single-family residential area south of 10th Ave. does not seem to be impacted by the parking demand from West Line Village.

Location #6: Abrusci's Fire and Vine Area

This area contains Abrusci's Fire and Vine restaurant lot and residential land uses. Drone video was collected by residents on a weekday (March 9, 2023) and weekend evening (March 4, 2023) to record parking demand for the restaurant and parking behaviors of restaurant patrons.

Key Concerns

1. High on-street parking demand and unsafe driving behavior from patrons in residential areas.

Table 4 shows the number of parked vehicles observed in the restaurant lot and along adjacent streets. The Abrusci's parking lot had 22 available parking spaces on the data collection days (three of the 25 parking spaces were occupied by the restaurant's food truck and bench). The peak parking demand recorded was 80 vehicles. Due to the nature of where people are currently parking, this data likely includes some residential parking demand.

Table 4: Parking Counts at Abrusci's from Drone Footage

	Thursday, March 9, 2023					Saturday, March 4, 2023				
	5:15 PM	5:30 PM	5:42 PM	6:00 PM	6:12 PM	5:15 PM	5:30 PM	5:39 PM	6:00 PM	6:15 PM
23rd Ave	13	13	13	12	13	13	13	13	17	13
West Youngfield St	5	4	4	6	6	1	1	2	3	2
East Youngfield St	5	7	12	12	12	0	0	0	8	8
Parking lot	22	22	21	22	23*	21	21	22	22	21
Myrtlewood Ln (west)	4	3	3	3	2	2	3	3	5	5
Myrtlewood Ln (east)	22	23	23	22	23	11	13	20	25	22
TOTAL	71	72	76	77	79	48	51	60	80	71

*One illegally parked vehicle.

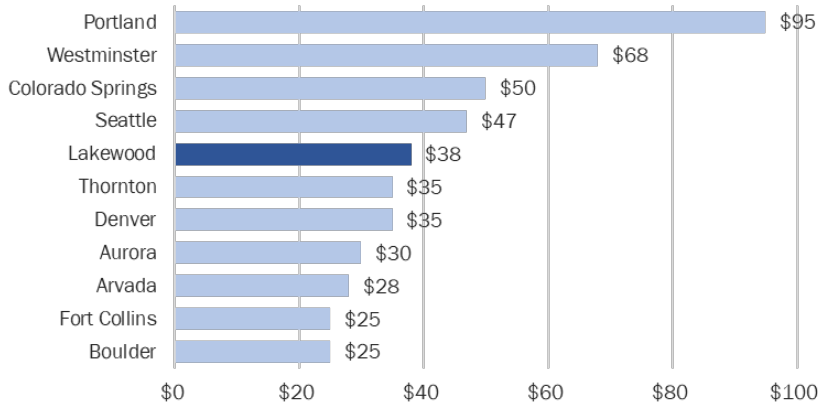
Key Takeaways

1. The parking occupancy data and observations from the drone video illustrate that there is a higher parking demand from restaurant patrons than the spaces available in the existing restaurant lot. Note that the summer peak parking demand for the restaurant is anticipated to be higher than the demand recorded in March.

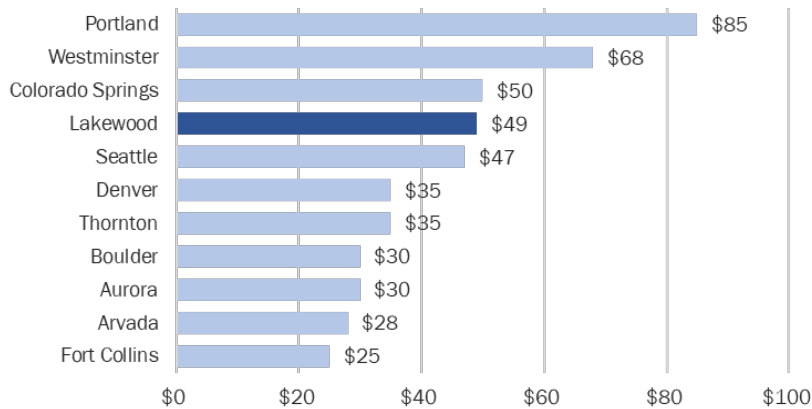
APPENDIX D: PEER CITY PARKING CITATION FEE COMPARISON AS OF SPRING 2023

The charts below compare parking citation fees in Lakewood to other Front Range and national peer cities. In general, Lakewood's fees fall in the middle of citation amounts.

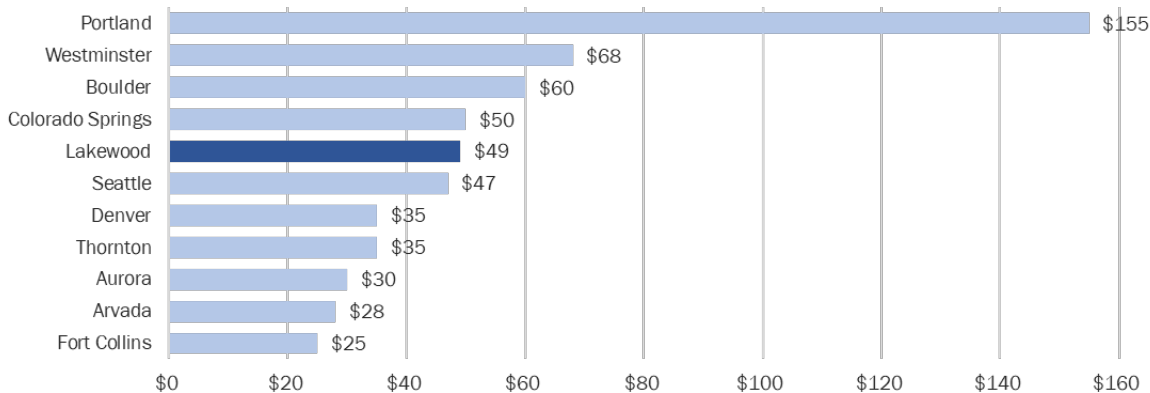
Loading Zone



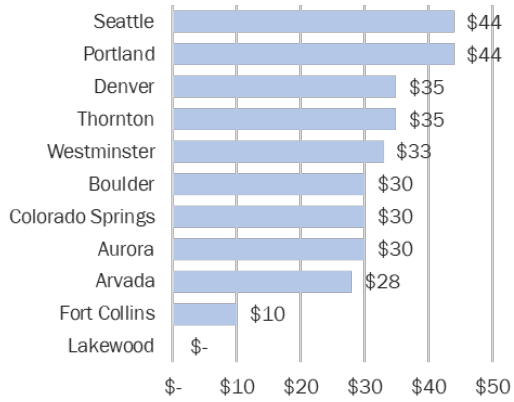
No Parking Sign



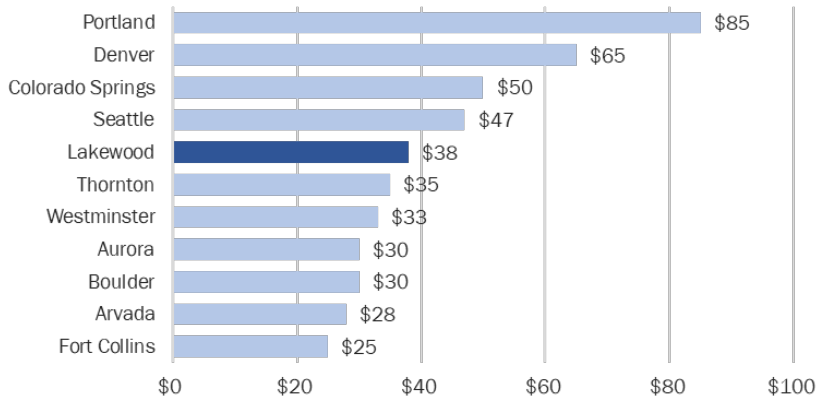
Fire Hydrant



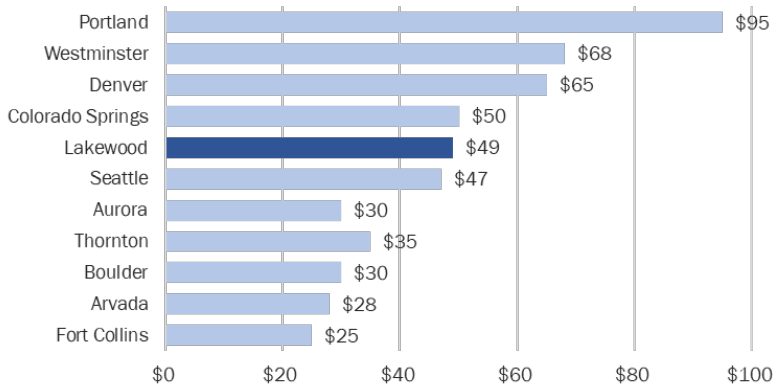
Overtime Parking



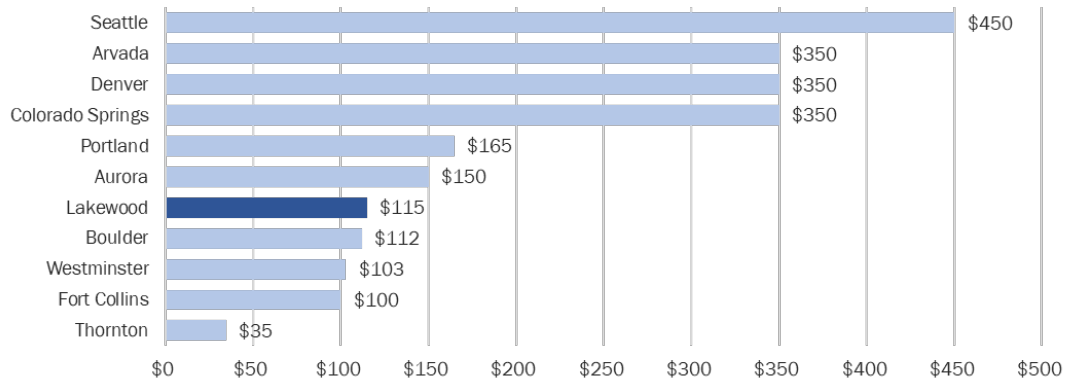
Sidewalk



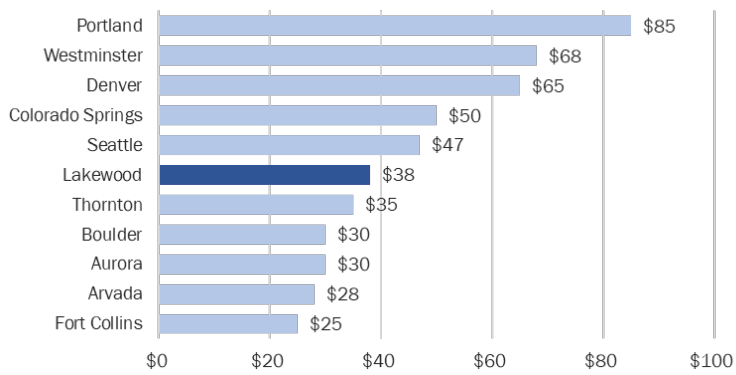
Crosswalk



ADA



Bike Lane





PARKING STUDY

City Council Study Session

October 2, 2023




AGENDA

1. Purpose of Study
2. What is Parking Management?
3. What We Learned
4. Parking Management Toolkit
5. Recommendations
6. Next Steps for Council



PURPOSE OF STUDY





Lakewood Parking Study

October
2023



Study Purpose

- Understand resident and visitor parking concerns
- Understand current and future parking supply and demand
- Develop parking management recommendations
- Inform future planning and policy efforts



WHAT IS PARKING MANAGEMENT?



PARKING MANAGEMENT

A variety of strategies that encourage efficient use of existing parking supply.



STRATEGY	EFFECT
Provide equitable access to destinations	Right-of-Way is a shared resource
Reduce “trolling” for parking	Safer streets and less congestion
Park reasonable distance from home	Maintain quality of life for residents
Promote parking space turnover	Support economic vitality of businesses
Reduce need to build more parking	Cost savings and better pedestrian environment



HIGH DEMAND FOR LIMITED CURBSPACE



Curbside Loading



Students



**Service Workers/
Resident Guests**



Event Attendees



Commuters



Residents



Employees



Customers



WHAT WE LEARNED

WHAT WE DID



- | Community Survey #1 – feedback on parking concerns and locations
- | Data Collection and Analysis – 6 locations
- | Peer Cities Research
- | Community Survey #2 – feedback on parking demographics and parking management tools





Do not have trouble finding parking near their homes



Do not have trouble finding parking near destinations

Residents' biggest parking concerns:



Restaurant patrons parking and driving unsafely on residential streets

High on-street parking demand near multifamily development



High on-street parking demand near some parks and schools

Unsafe parking behavior such as parking in bike lanes



High off-street parking demand at commercial centers



COMMUNITY SURVEY #1

November 15 – December 15, 2022

Survey and Online Map

523

survey respondents

77

map respondents placed 139 pins


Multifamily/Development Parking Concerns

Locations Identified by the Public & Project Team




Lakewood, Colorado

DATA COLLECTION AND ANALYSIS










Legend

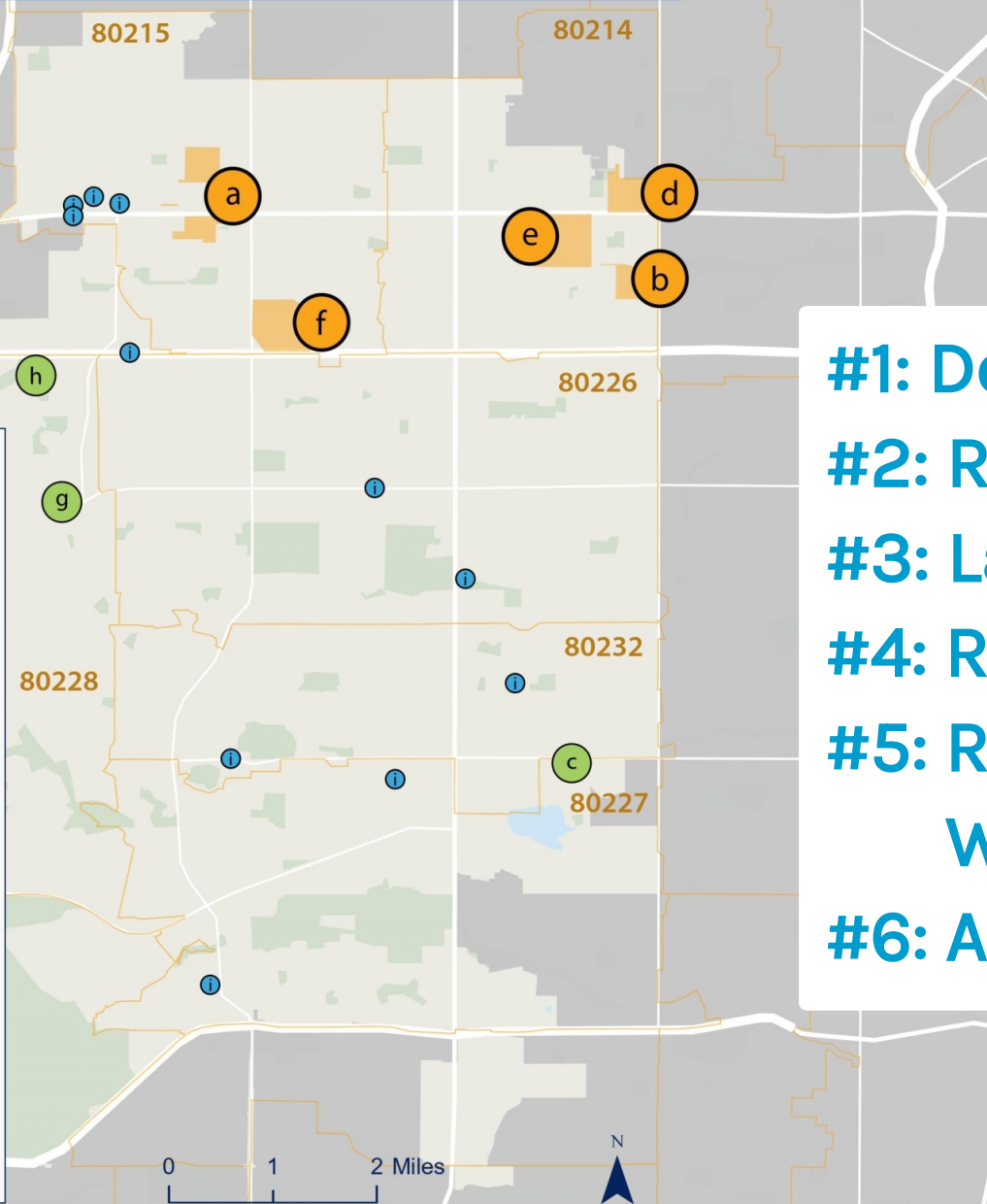
 Data Collection Location

Level of concern:

-  ≥ 5 comments or identified by project team
-  2-3 comments
-  1 comment

Location:

-  RTD Oak Station
-  West Line Village
-  White Fence Farm
-  Mitchell's Mobile Home Court Area
-  Lamar Station Area
-  Lakewood High School
-  Urban Street
-  Riva Ridge Condos
-  Locations with 1 comment



- #1: Depew St. and 16th Ave.
- #2: RTD Lamar Station
- #3: Lakewood High School
- #4: RTD Oak Station
- #5: RTD Sheridan Station/
Westline Village
- #6: Abrusci's Fire & Vine



DATA COLLECTION AND ANALYSIS



Key Concerns

- High on-street parking demand in residential areas
- Unsafe driving behaviors associated with searching for on-street parking
- Impacts from future development

Data Collection and Analysis

- Comparison of parking occupancy at 5AM and peak times (noon, evening)
- Observations of parking behaviors
- Parking collection on-street, but not in private off-street lots
- Evaluated parking availability and management opportunities



DATA COLLECTION AND ANALYSIS



Key Takeaways

- Localized areas of high on-street demand
- Mainly located adjacent to multi-family developments
- Illegal parking behaviors, such as obstructing driveways
- Abrusci's Fire & Vine overflow parking is impacting surrounding neighborhood streets

Goal: 85% occupancy

- Parking management best practice
- Efficient use of parking supply, at least one available parking space per block



City	Population	Square Miles	RPP?
Denver	715,522	153.1	Yes
Colorado Springs	478,961	195.4	Yes
Aurora	386,261	160.1	Yes
Ft Collins	169,810	57.2	Yes
Lakewood	155,984	43.5	No
Thornton	141,867	35.9	No
Arvada	124,402	38.9	Yes
Westminster	116,317	31.6	No
Pueblo	111,876	55.4	No
Greeley	108,795	48.9	Yes
Centennial	108,418	29.7	Yes
Boulder	108,250	26.3	Yes
Longmont	98,885	28.8	No
Loveland	76,378	34.4	No
Broomfield	74,112	33.0	No
Grand Junction	65,560	39.6	No
Commerce City	62,418	36.0	No
Littleton	45,652	12.6	Yes
Lafayette	30,411	9.2	Yes
Louisville	21,226	7.9	No
Golden	20,399	9.6	Yes



Boulder



Denver

PEER RESEARCH

- Residential Parking Permit (RPP) programs
- Cost of enforcement (RPP and restrictions)
- Employee Parking & Transportation Demand Management Tools

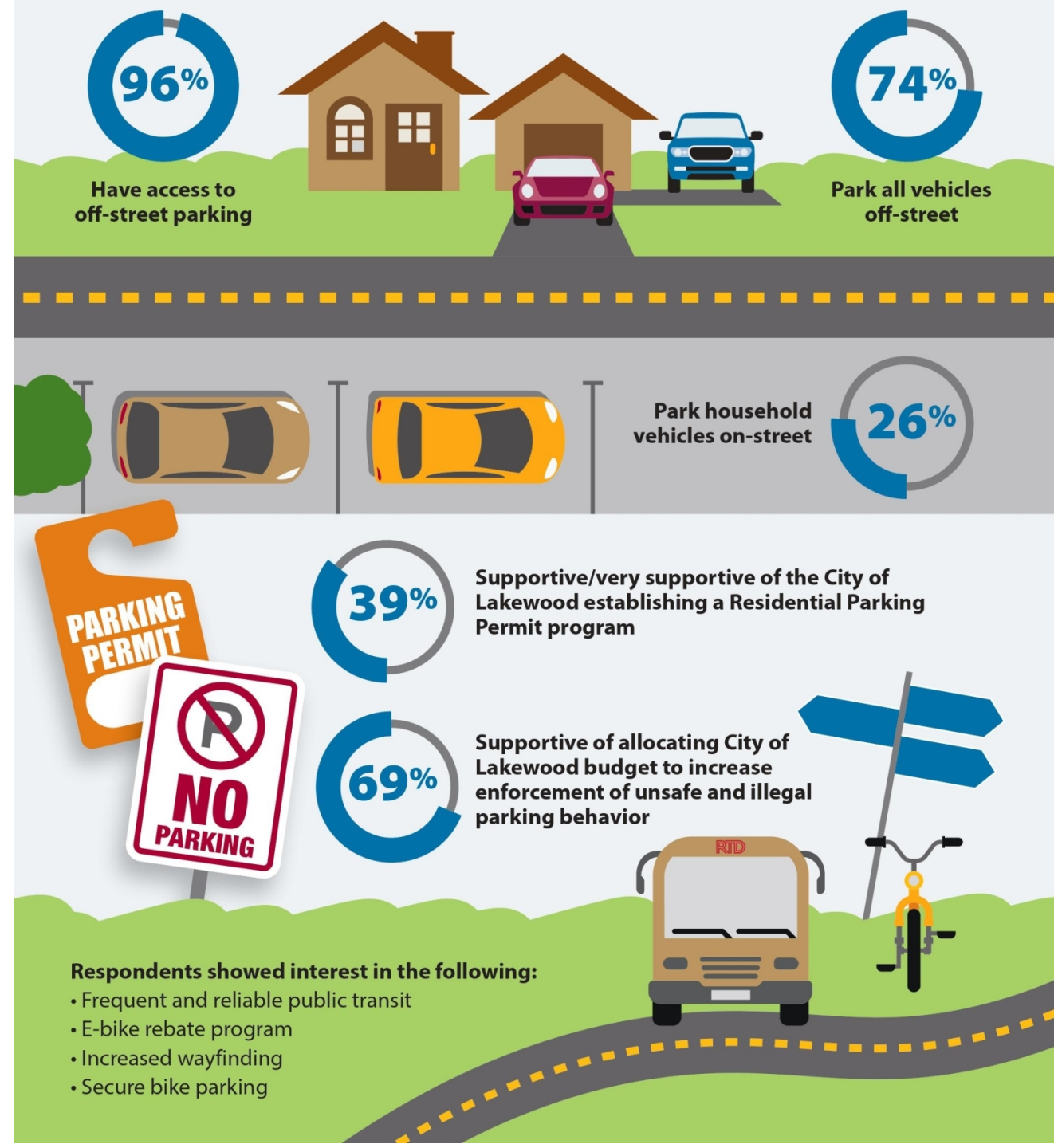
COMMUNITY SURVEY #2

April 28 – May 26, 2023

Survey

269

survey respondents



WHAT WE LEARNED

Overall, the City does not have near-term need for major changes in parking management.

- Consider mitigations for the few isolated areas with high parking demand.
- Identify opportunities for enhanced parking enforcement.
- Focus on optimizing parking supply near Abrusci's Fire & Vine.
- Support opportunities for safe non-vehicular travel.
- Explore feasibility of creating Residential Parking Permit program.



PARKING MANAGEMENT TOOLKIT



Residential Parking Permit (RPP)
Programs

Time Limits

Paid Parking

Shared Parking

Enforcement

Wayfinding and Signage

Improve Multimodal Infrastructure

TDM Strategies

Employee Parking Management

Event Parking Management

Build More Parking



PARKING MANAGEMENT TOOLKIT



PARKING MANAGEMENT TOOLKIT

- Description
- Benefits
- Implementation Considerations
- Relevance
- Cost / Effort / Impact
- Implementation Steps
- Complimentary Tools

Time Limits

Cost: \$\$

Impact: High

Effort: Medium

Description

In areas with high parking demand, implementing parking time limits is a good first step to improve parking availability. Parking time limits establish limits on the amount of time a driver can park a car in a parking space. Time limits can range from 15 minutes to multiple hours and can be enforced for specified hours and days of operation, such as 8AM to 5PM Monday through Friday. Enacting time limits in areas with high parking demand increases the efficient use and turnover of existing parking spaces. Limiting the time a vehicle can park in a space increases turnover and the number of vehicles that can use the same space.

Higher turnover of parking spaces equates to more available parking spaces, and therefore additional opportunities for customer parking in commercial areas. Time limited parking spaces encourage drivers to plan their trips more efficiently, consider other modes of transportation, or park in spaces further away from their destination but in less demand when they plan to stay for a longer period than time limits allow.

Note that when employees have been relying on unrestricted spaces that are converted to time-limited spaces, it is important that employees are provided with new parking locations or other strategies to support employee commute behaviors, as discussed in the **Employee Parking Management** tool.

Parking time limits

- **15-30 minutes:** Serves commercial businesses that provide services that require a very short stay or quick errands, such as picking up a coffee, a takeout meal, or a child from school or a daycare center, or a quick visit to the post office, dry cleaner, or bank. These spaces should be located at the ends of blocks to improve the entering and exiting movements from the space when possible.
- **One hour:** Serves commercial businesses with slightly longer services. This time limit is the least common of all time limits, but may be necessary to support specific land uses.
- **Two to three hours:** Common time limit that serves most retail and restaurant businesses.
- **Four or more hours:** Less common time limit, serves longer uses such as university students, employees, commuters, and residents.

Management hours

- Hours of enforcement, or management hours, should be aligned with the hours of operation of nearby businesses or other uses that are generating the high parking demand.
- Management hours are typically during the day, such as 8AM-5PM in areas with high office uses or 9AM to later in the evening (7-9PM) in retail or restaurant business districts.

Benefits

- Increases parking space turnover.
- Improves efficient use of parking supply by distributing longer-term parking to areas of lower parking demand.
- Encourages consideration of arriving by other transportation modes such as biking, transit, or walking.
- Provides different types of time limits for different users and land use considerations.

40% of respondents report they have difficulty finding parking near their destinations.

Fall 2022 Lakewood Parking Survey

RECOMMENDATIONS

RECOMMENDATIONS



Timelines

- Ongoing
- Short-Term (1-3 years)
- Mid-Term (3-8 years)
- Long-Term (8+ years)

Locations and Categories

- Citywide
- Multifamily/Development Areas
- Commercial/Private Parking Areas
- Recreational Park Concerns
- School Areas of Concern
- Operations and Safety Concerns



STAFF RECOMMENDATION



■ Prioritize & implement **ongoing & short-term recommendations**, including evaluating options to **enhance parking enforcement**.

■ **Preparing and budgeting** for potential implementation of **mid-term and long-term recommendations**, including continuing to work with vendors operating in Lakewood to develop costs for adding **small areas of residential parking permits**.

■ **ALTERNATIVES:** Provide staff with additional or different areas of focus or wait until the issues become more widespread before addressing them in the future.





Short-Term

- Evaluate parking citation fees
- Develop shared-parking resources
- Develop & promote online bike parking request form
- Monitor effectiveness of strategies, such as adding parking-related question(s) to community survey

Ongoing

- Continue to invest in multimodal infrastructure, safety improvements

SHORT-TERM & ONGOING LOCATION RECOMMENDATIONS



Multifamily/Development Areas

- Lamar Station: Monitor & evaluate time limits
- Sheridan Station/West Line Village:
 - Explore shared parking agreement with RTD
 - Coordinate increased parking enforcement with property management

Commercial Areas

- Union Boulevard & S Lewis Way: Explore shared parking opportunities
- Belmar Shopping Center & Colorado Mills: Continue coordination



ABRUSCI'S FIRE & VINE RESTAURANT AREA



Completed

- On-street Youngfield parking established south of Myrtlewood
- Added No Parking signs to mark residential driveways

Short-term

- Restripe parking spaces on Youngfield north of Myrtlewood
- Continue increased enforcement
- Work with townhome developer to support opening the parking lot on the townhome site leased by Abrusci's for restaurant patron and employee use
- Consider RPP pilot



SHORT-TERM RECOMMENDATIONS



Recreational Park Concerns

- William Frederick Hayden & Belmar Parks: Coordinate with City Planning & Operations staff

School Concerns

- Lakewood High School, Colorado Christian University, South Lakewood Elementary, Stober Elementary: Continue to monitor

Operations & Safety Concerns

- Investigate identified locations, identify improvements



NEXT STEPS FOR CITY COUNCIL



QUESTIONS FOR COUNCIL



Residential Parking Permit (RPP) Program

- Will City Council direct staff to develop options, costs, legal requirements, impact across departments, etc. for an RPP program?
 - Time of day restrictions, geographic area, cost to City/residents, enforcement considerations, neighborhood & business outreach
- If yes, does City Council agree that the pilot location should be the neighborhood adjacent to Abrusci's ?
- Future locations may include: CCU, White Fence Farms



QUESTIONS FOR CITY COUNCIL

Enforcement

Should we evaluate options and budget for increasing enforcement to support parking management strategies?



QUESTIONS FOR CITY COUNCIL



General Direction

Does City Council have direction for staff regarding any specific actions or desired next steps?





PARKING STUDY

City Council Study Session

Thank you!

