

Colfax Mixed Use Zone District Development Manual



City of Lakewood
Adopted January, 2010

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Applicability

This manual applies to all development within the Colfax Mixed Use Zone District. This manual is authorized by Article 19 of the Zoning Ordinance, and has been approved by the Planning Commission as a guide to ensure quality development within the Colfax Mixed Use (CMU) Zone District areas in the City. Where a standard of Article 19 of the Zoning Ordinance is included or paraphrased, it is identified with a code section reference.

Introduction

This manual provides a framework within which to design and review projects located in the CMU Zone District, and gives direction to designers and developers in understanding the City's expectations for development along this primary corridor through the City. This manual is intended to provide a degree of predictability, harmony and quality within the built environment.

The City of Lakewood understands the value of aesthetics and amenities as vital ingredients in strengthening and enhancing community identity; establishing and maintaining economic value; and implementing the City's long-range vision for redevelopment along Colfax Avenue that will enhance the pedestrian environment and economic prosperity of the corridor. These standards and guidelines were developed as a means of promoting consistent, quality development along Colfax Avenue, and on adjacent parcels.

Each project is unique and requires review on a case-by-case basis. This document reflects the Planning Commission's desire for high quality architecture and urban design for projects developed under the CMU Zone District. This document shall supplement and be used in conjunction with Article 19 and shall not supercede or conflict with the specific requirements of the Lakewood Zoning Ordinance.

This manual is intended to further define the intent of the CMU Zone District and sub-district standards to create an environment for attractive and efficient pedestrian- and vehicular-oriented commercial, office, residential, and mixed-use projects.

Through the combined use of zoning, design standards, and this development manual, the City will be able to more effectively evaluate and encourage thoughtful, responsible, and creative design that is consistent with the community's vision for future redevelopment along Colfax Avenue. This document sets forth a proactive approach to guiding development to ensure that new structures do not have a negative impact on the image of the City as a whole, or the neighborhoods in which they are located. The standards and



guidelines detail possible solutions to the relationships described in the CMU Zone District, such as those between buildings and streets; between building types; and between the public and private realms.

This document, and the photographs and illustrations provided, are not meant to limit creativity or dictate a single solution or architectural style for complex situations, but are intended to direct new development towards consistency with the intent of the CMU Zone District. *It is important to emphasize that applicants should feel free to propose new and innovative designs that may not be reflected within this development manual.*

This development manual is to be used by property owners and developers, and their design consultants when planning and developing in the CMU Zone District. The development manual will also be used by City staff, and in certain instances the Planning Commission, as part of their review of development proposals.

Performance-Based Review Process and the CMU Zone District

Within the Colfax Mixed-Use Zone District, the Performance-Based Review Process, described in Article 7 of the Zoning Ordinance, shall be used as a guide for all residents, property owners, planners, and developers to follow during the review of any proposed project. The process is intended to promote dialogue, provide direction, offer flexibility and encourage creativity as part of project review and development.

The Performance-Based Review Process is applied by the City within the CMU Zone District early in the development review process to facilitate productive discussions among applicants, property owners, and the surrounding community.

All development in the CMU Zone District will be evaluated through the use of the Performance-Based Review Process as described in Article 7 of the Zoning Ordinance.

What is the Purpose of the District?

The purpose of the Colfax Mixed Use Zone District is to allow and encourage development that will:

- (1) Support and stimulate economic vitality within the District;
- (2) Provide innovative and high-quality design;
- (3) Maintain the integrity and viability of the adjacent residential neighborhoods;
- (4) Create a unique corridor within the City of Lakewood for working, shopping, and living;
- (5) Recognize the historic significance of West Colfax Avenue, and preserve and utilize its history through site, building, and sign design;
- (6) Reflect environmental sustainability in both new construction and investment in existing buildings;
- (7) Consolidate existing lots and parcels along and near Colfax Avenue for greater development flexibility;
- (8) Make the corridor friendlier to pedestrians, bicyclists and transit users, in addition to automobiles;
- (9) Provide housing opportunities for a variety of income levels; and
- (10) Utilize public investment to make Colfax Avenue attractive through improvements to drainage facilities, median landscaping, and lighting, and long-term landscape and other maintenance.

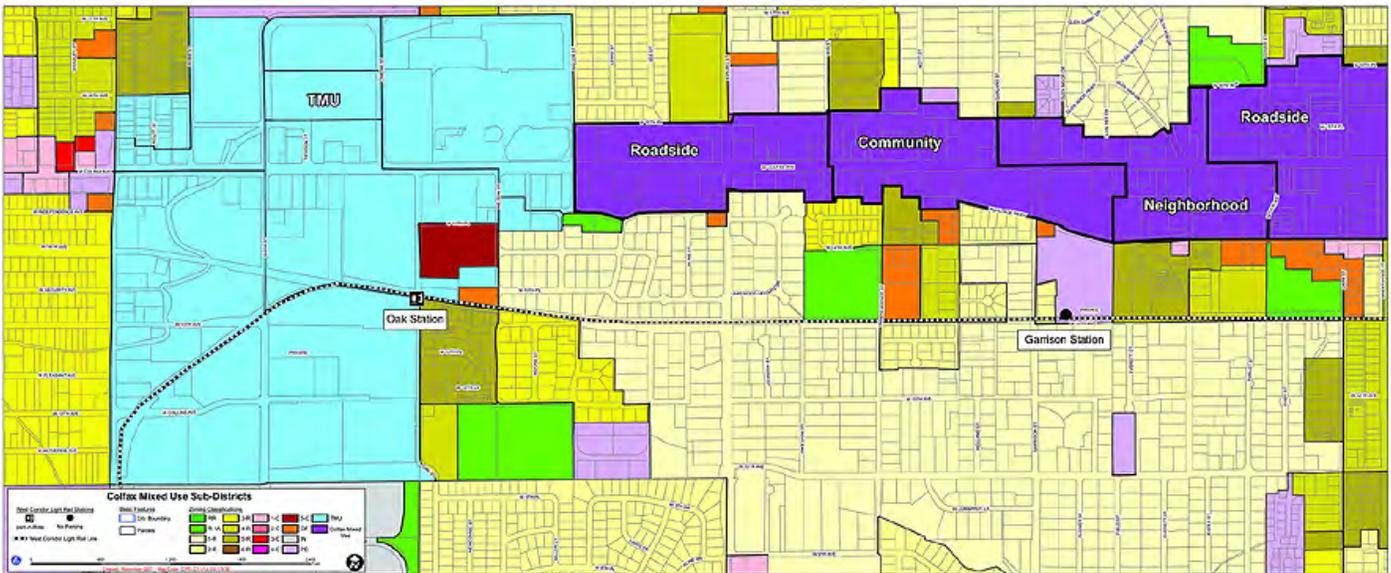
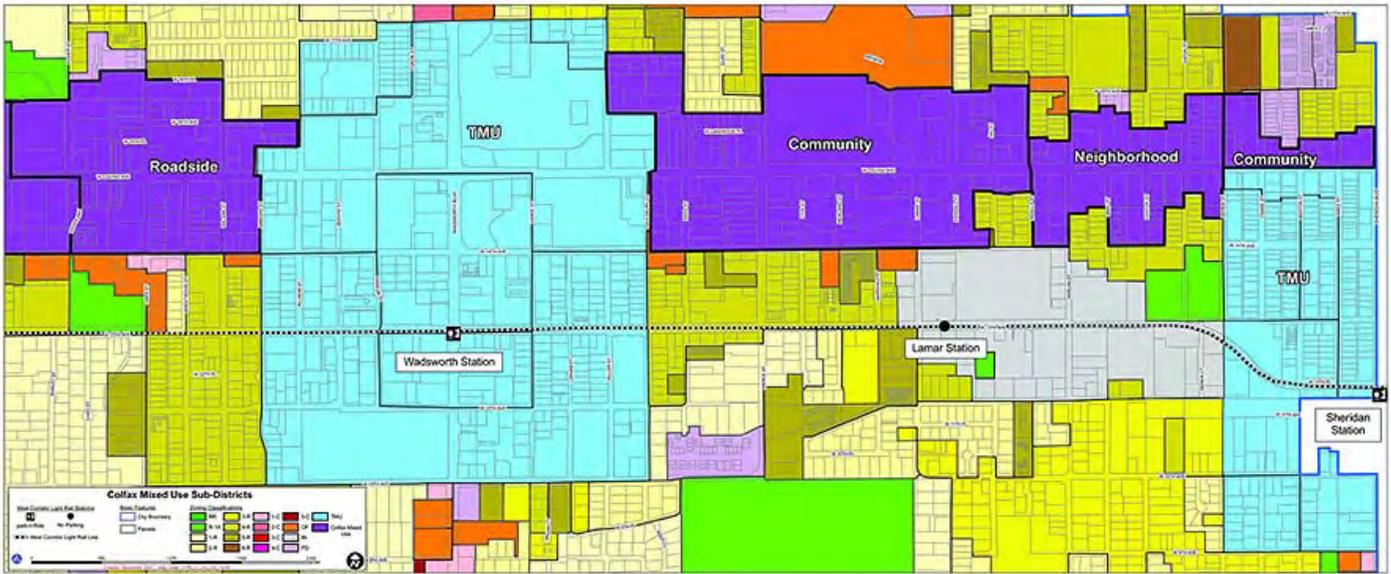
Intent and Purpose of Each CMU Sub-District

Neighborhood Sub-District – This sub-district, generally located where smaller parcels of property exist, is intended to contain smaller-scale mixed-use and commercial buildings, which are likely to generate a high level of pedestrian activity. These areas are likely to serve a neighborhood-oriented retail and office function. Residential units within the upper floors of buildings are encouraged within this sub-district. Live/work and residential units are also encouraged on side streets within this sub-district.

Community Sub-District – This sub-district, generally located where medium to large parcels of property exist, is intended to contain community-scale mixed-use and commercial buildings, which are likely to generate both pedestrian and vehicular activity. Many parcels within this sub-district are large enough to contain buildings located directly adjacent to Colfax Avenue, as well as others located internal to the parcel. These areas are likely to serve a community-oriented retail and office function. Residential units within the upper floors of buildings are encouraged within this sub-district. Freestanding residential buildings are also permitted. Live/work and residential units are encouraged on side streets within this sub-district.

Roadside Sub-District – This sub-district, generally located where medium to large parcels of property exist, is intended to contain mixed-use and commercial buildings and activities, which are likely to generate higher levels of vehicular activity, although pedestrian activity will still be likely in these areas. Residential units within mixed-use buildings and freestanding buildings are encouraged in this sub-district, both along Colfax Avenue and on side streets.

CMU Zone District Maps





Building Typology

The following photographs represent the desired overall level of quality for new development envisioned by the City within the various Colfax Mixed Use Sub-Districts. The photographs represent examples of building types that are typically found within pedestrian-oriented development areas.

Colfax Frontage Mixed-Use Buildings

The following are examples of appropriate multi-story mixed-use buildings that combine retail, office, and residential development in a vertical format. The following photos are intended to illustrate the type and quality of development anticipated within the CMU zone district.

This building includes ground floor retail with limited parking in front of the building, and residential uses on the upper floors. This building is appropriate in the *Roadside sub-district*.
(Broadstone Parkway – Dallas, TX)



This building includes ground floor retail space, second floor office, and is also a gas station. The gas canopy can be seen on the left side of the photo. This scale of development is appropriate in *all of the sub-districts*.
(DayBreak Store – Manchester, NH)



This building includes ground floor retail and residential on the upper floors, and combines historic and modern architectural styles. The scale and setback of this building would be appropriate in the *Community sub-district*.
(Folsom Street – San Francisco, CA)



Non-Colfax Frontage Mixed-Use Buildings

The following are examples of appropriate mixed-use buildings that include limited ground floor personal services or office space. The following photos are intended to illustrate the type and quality of development anticipated within the CMU zone district.

This building primarily contains residential apartments, but also includes a small unit at the corner for an office or personal service use. At three stories, this building would be appropriate in *all of the sub-districts*.

(Crossings – Mountain View, CA)



This building contains office/personal service space on the ground floor with one floor of residential above. This building would be appropriate in *all of the sub-districts*.

(Holiday Neighborhood – Boulder, CO)



This three and four-story residential building includes a small office/personal service space at the street intersection. At four stories, this building would be appropriate in the *Community sub-district*.

(Highland Bridge Lofts – Denver, CO)



Colfax Frontage Residential Buildings

The following are examples of multi-family residential buildings with a variety of densities that are appropriate on parcels adjacent to Colfax Avenue. The following photos are intended to illustrate the type and quality of development anticipated within the CMU zone district.

This apartment project includes a small front yard setback, and reflects a building compatible with the *Neighborhood and Community sub-districts*.
(Belmar – Lakewood, CO)



This townhome project incorporates live/work units at the building corners. Similar projects would be appropriate in the *Community sub-district*.
(Station North – Baltimore, MD)



This multi-family building contains live/work units on the first floor behind a limited off-street parking area. This design would be allowed within the *Roadside sub-district*.
(Alexan Apartments – Dallas, TX)



Non-Colfax Frontage Residential Buildings

The following are examples of residential buildings appropriate for non-Colfax frontage parcels. Non-Colfax frontage residential uses can range from single-family detached to multi-story apartments. The following photos are intended to illustrate the type and quality of development anticipated within the CMU zone district.

This townhome project also includes a small front yard setback, and reflects the scale appropriate within *all of the sub-districts*.

(Mueller – Austin, TX)



This condominium building is designed to mimic a large single-family home, and is appropriate for areas of transition between Colfax Avenue and adjacent single-family neighborhoods.

(Stapleton – Denver, CO)



These small lot single-family homes reflect the appropriate scale and density for new detached construction on *any of the non-Colfax frontage parcels*.

(Holiday Village – Boulder, CO)



Live-Work Buildings

Live-work units are a type of mixed-use development, combining commercial or manufacturing space within the same structure as a residential living space for the business owner. The following are examples of live-work buildings appropriate for both Colfax and non-Colfax frontage parcels. The following photos are intended to illustrate the type and quality of development anticipated within the CMU zone district.

This type of live-work building would be appropriate for a Colfax frontage parcel in the *Neighborhood and Community sub-districts*.

(Prospect – Longmont, CO)



This live-work unit would be appropriate on non-Colfax frontage parcels within *any of the sub-districts*.

(Norton Commons – Louisville, KY)



Retail Buildings

The following are examples of appropriate retail buildings likely to be found along Colfax Avenue. The following photos are intended to illustrate the type and quality of development anticipated within the CMU zone district.

This retail building, with parking located behind the structure, would be appropriate within the *Neighborhood sub-district*.

(Mashpee Commons – Mashpee, MA)



This building with limited parking along the street also includes a small section of second story office. This design would be appropriate in the *Roadside sub-district*.

(Canyon Center – Boulder, CO)



This retailer has a small amount of parking located to the side of the building. This orientation would be allowed within the *Community sub-district*.

(Walgreens – Chicago, IL)



Office Buildings

The following are examples of appropriate office buildings likely to be developed along Colfax Avenue and adjacent streets. The following photos are intended to illustrate the type and quality of development anticipated within the CMU zone district.

This building includes three floors of office space, with a well-designed articulated façade, and parking in a structure behind the building. This type of structure would be allowed in the *Neighborhood and Community sub-districts*.

(Downtown – Waterloo, ON)



This office building has setbacks that meet the requirements of the *Roadside sub-district*, and would also be acceptable in the *Community and Neighborhood sub-districts*.

(Cherry Creek – Denver, CO)



This office building is located at a street intersection and is set back approximately 10 feet from the sidewalk. A setback like this is acceptable in *any of the sub-districts*.

(Lowry – Denver, CO)



Parking Structures

The following are examples of appropriate parking structures likely to be developed on Colfax Avenue frontage parcels. The following photos are intended to illustrate the type and quality of development anticipated within the CMU zone district.

This parking structure has been designed to match the character of the surrounding development. The structure also includes ground floor retail space.
(Country Club – Kansas City, MO)



This parking structure has been designed to include photovoltaic panels for supply power for the exterior lighting. It is considered one of the most energy efficient parking structures in the world.
(Civic Center – Santa Monica, CA)



This parking structure utilizes landscaping and low walls to screen the lowest level and create visual interest along the street.
(Downtown – Davenport, IA)





Architecture

It is the intent of the City, through the Colfax Mixed Use zone district, to allow for and encourage the creation of a unique corridor along Colfax Avenue for working, shopping, and living. The disposition, function, and design of buildings play an important role in achieving this goal. The architecture of buildings assists in the creation of pedestrian-friendly places that are a key part of this urban corridor. Buildings should provide a sense of proportion, stability, and visual balance by establishing a clear expression of vitality.

360-Degree Architecture

The architectural features and treatments on a building shall not be restricted to a single facade. All sides of a building open to view by the public, whether viewed from public or private property, shall display a similar level of quality and architectural interest (17-19-11(2)).

Guideline: Architectural features such as windows, awnings, projections, reveals, changes in pattern, and trellises should be used on all sides for visual interest. The dimensions of base, middle, and top should be carried around from the primary facades to the side and rear of the building.

A similar level of architectural quality and articulation has been provided on all four elevations of this building, although pedestrian access is primarily gained through the parking lot side.
(Highland Garden Village – Denver, CO)



First Floor Facade Treatment

All commercial and mixed-use buildings fronting on a street shall be designed so that the first floor street facade includes clear glass windows and doors arranged so that the uses are visible from and to the street on at least 50 percent of the façade (17-19-11(6)).

Guideline: The first floor of all buildings should provide for a pedestrian-friendly environment, with human-scale and natural building materials; extensive storefront windows for display and views into the business; and access directly from adjacent sidewalks. When transparency is in conflict with internal functions of the building, other means should be used to activate the street facing facades such as public art, architectural ornamentation or details, or color patterns.

The first floor consists almost entirely of glass providing a view into the shop space and also providing space for merchandise display. Additionally, the main store entrance is provided directly from the street.

(Highland Garden Village – Denver, CO)



Brick has been provided as the primary material on the first floor of the building. Additionally, the first floor facade includes more than 50 percent glass facing the adjacent street.

(Downtown – Boulder, CO)



Scaling Elements

Architectural scaling elements, such as banding, belt coursing, sills, lintels, mullions, and changes in texture, material module and pattern, should be used to break down the appearance of large building forms. Horizontal and/or vertical variation should be used.

Guideline: Building facades should include a combination of details to enhance the architectural interest. For example, use brickwork to create unique elements, or mix materials of varying depth to provide visual interest.

These facades include a wide variety of brick patterns and details to provide architectural interest.
(Southlake Town Square – Southlake, TX)



This facade includes a number of scaling elements, such as changes in plane and color, belt coursing, a variety of material, and use of cantilevered balconies.
(Canal Side Lofts – Dallas, TX)



This building incorporates a variety of shapes and angles to break up the scale of the building.
(Pearl Street – Boulder, CO)



Pedestrian-Scale Construction Materials

To promote a sense of human scale, special accent materials and design details should be incorporated into all first floor facades and paving areas abutting pedestrian walkways.

Guideline: First floor facades and building entrances should include changes in materials, decorative wall patterns, and/or trim banks and reveals. Paved areas at building entrances should include changes in pattern or color.

This facade includes human-scale material at the pedestrian level. The building entrance is also highlighted by a unique awning element.
(Pearl Street – Boulder, CO)



This facade provides a recessed storefront window as well as concrete and steel trim around the display window. The brick façade also presents a pedestrian scale to the street.
(Downtown – Houston, TX)



This illustration indicates how a change in paving pattern at the building entrance enhances the pedestrian walkway.



Articulated Facades

Exterior walls greater than 40 feet in length should break any flat, monolithic façade with discernible architectural elements. Building designs, rooflines, or façade treatments that are monotonous are strongly discouraged.

Guideline: Building facades oriented to the street or public space should provide architectural variety and scale by incorporating elements such as bay windows, recessed entrances and windows, display windows, balconies, cornices, columns, vertical plane breaks, and other types of architectural detailing to provide visual interest.

This building incorporates a number of articulation techniques, including vertical plane breaks, recessed windows, a recessed entry, architectural projections, and several belt courses.
(West Village – Dallas, TX)



This facade also includes various articulation techniques, such as changes in roof height and design, a variety of window styles, and changes in color.
(Stapleton – Denver, CO)



Articulated walls, balconies and shade structures have been used on this apartment building to break up the large mass of the building.
(Village on the Green – Dallas, TX)



Parking Structure Design

The first floor facade of structured parking facilities located adjacent to public streets shall be designed to encourage and complement pedestrian-scale interest and activity (17-19-11(3)).

Guideline: The ground floor of parking structures located adjacent to public streets are encouraged to include a use other than parking, such as retail or office. At a minimum, vehicles parked on the ground floor of structures should be screened by using pedestrian-scale design elements.

This parking garage has been wrapped with a mix of retail and office uses facing the adjacent public street.
(15th and Pearl – Boulder, CO)



The first two floors of this parking structure have been designed with pedestrian-scale elements such as a low screen wall, window-like openings, and ornamental iron screens.
(USC – Los Angeles, CA)



Structured parking on the ground level of this condominium building has been screened with doors and windows, as well as high quality exterior materials.
(Millstone – Golden, CO)



Sloped Roof Characteristics

Building designs that provide varied rooflines in order to create interesting skylines are encouraged (17-19-11(8)).

Guideline: Roof shapes should be an integral part of the building architecture and create interesting and varied appearances. Sloped roof forms are encouraged to be a minimum of 6/12 pitch.

This live/work townhome project includes projecting gables and both horizontal and vertical plane breaks.
(Red Leaf – Woodinville, WA)



This townhome development utilizes gable, and barrel vault elements to create interesting roofline patterns.
(Pent Manor – Atlanta, GA)



This townhome project uses a combination of gable and shed elements to articulate the roofline.
(Prospect – Longmont, CO)



Flat Roof Characteristics

Building designs that provide varied rooflines in order to create interesting skylines are encouraged (17-19-11(8)).

Guideline: Design elements for flat roof buildings should include parapets with variable height and/or changes in setback. Where possible, rooftop areas are encouraged to be used for public or private outdoor space.

This apartment building incorporates a variety of parapet heights and plane breaks to enhance the flat roof design.
(Stapleton – Denver, CO)



This commercial building uses varied parapet heights, plane breaks, and different colors and materials to improve the visual appearance of the roofline.
(Bank of Denver – Denver, CO)



This commercial building combines varied parapet height and plane breaks to enhance the roofline.
(1st Bank – Denver, CO)



Internal Circulation

All stairwells, corridors, and circulation components of the building shall be completely enclosed within the building footprint (17-19-11(10)).

Guideline: Stairs and other circulation components should be located within the building envelope. However, such elements can still be visible through the use of glass for pedestrian safety.

This parking structure includes stairways completely enclosed with glass. The element provides for visual interest, as well as pedestrian safety.
(York University – Toronto, ON)



This stair and elevator tower fully encloses the circulation elements, while also creating an iconic structure.
(Golden Triangle – Denver, CO)



Screening of Roof-Top Equipment

All rooftop mechanical equipment shall be screened from public view through the use of parapets or enclosures that are equal to or greater than the height of the equipment to be screened. The parapet or enclosure shall be compatible with the overall architectural character and scale of the building (17-19-11(11)).

Guideline: Use mechanical screening techniques on commercial and residential buildings to provide additional visual interest at the roof level.

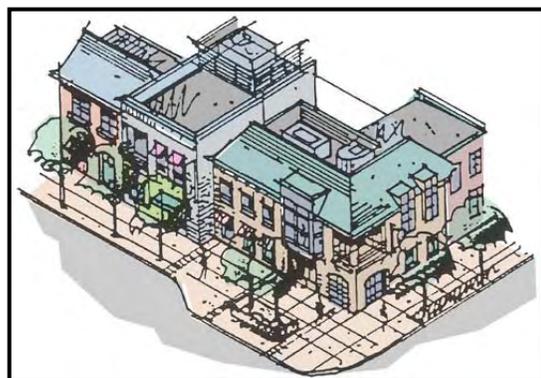
Rooftop equipment on this building has been screened by the use of a stepped parapet element.
(Office Building – San Francisco, CA)



Mechanical equipment on the roof of this apartment building has been screened using a false parapet behind the gable roof element.
(Uptown – Denver, CO)



The mechanical equipment on this building has been screened by the overall form of the roof.



Exterior Building Materials

Exterior building facades should exhibit high levels of design, detailing, and material quality. A mix of quality, compatible materials is strongly encouraged on all facades facing streets, or other public spaces or areas.

Guideline: Buildings should be constructed of durable, high-quality materials such as: brick, stone, architectural pre-cast concrete, architecturally cast concrete, cast stone, integrally colored split or ground face concrete masonry units, terra-cotta, stucco or EIFS (exterior insulated finishing system), architectural metal, or any combination of the materials listed.

This commercial facade includes a combination of brick and EIFS panels.
(First Mutual Bank – Woodinville, WA)



This facade includes a combination of brick, with EIFS on the upper floor to create a building cap.
(Belmar – Lakewood, CO)



Design of Large Format Retail Buildings

The following apply to buildings containing more than 40,000 square feet of gross floor area:

At least one side of the building shall be located adjacent to a public street and meet the minimum and maximum setback requirements provided in Section 19-8 of Article 17 (17-19-16(a)).

Ground floor facades adjacent to public streets shall have display windows, entry areas, awnings, and other similar pedestrian-oriented design elements along no less than 60 percent of the façade length (17-19-16(b)).

Guideline: Large format, or “big box” retail buildings should respect the pedestrian environment that is key to development along Colfax Avenue. The buildings should be located close to the street and contain architectural details consistent with pedestrian-friendly building design.

This single-story large format retail building appears to be multi-story, is located adjacent to the streets, and has facades that contain display windows, and pedestrian-scale construction material.
(Target – Chicago, IL)



This supermarket building is located adjacent to the internal project street, and includes a number of pedestrian friendly architectural elements, such as windows, awnings, and outdoor seating.
(Safeway – Salinas, CA)





Urban Design

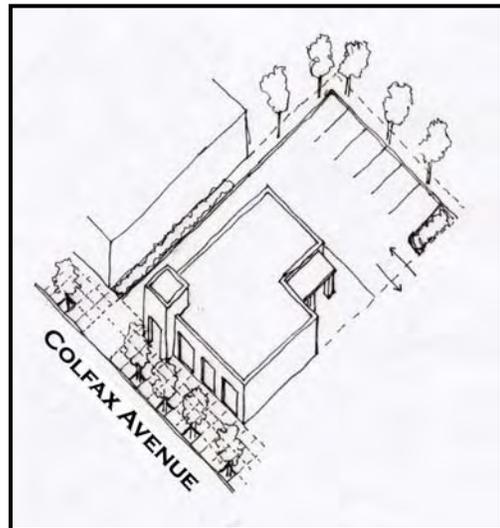
Urban design encompasses the various ways that buildings and development interact with the public realm. The intent of urban design as it relates to the Colfax Mixed Use zone district is to create a pedestrian-friendly environment that connects a mix of land use types to one another, as well as to the pedestrian realm of the streets.

Building Placement on Colfax Frontage Parcels

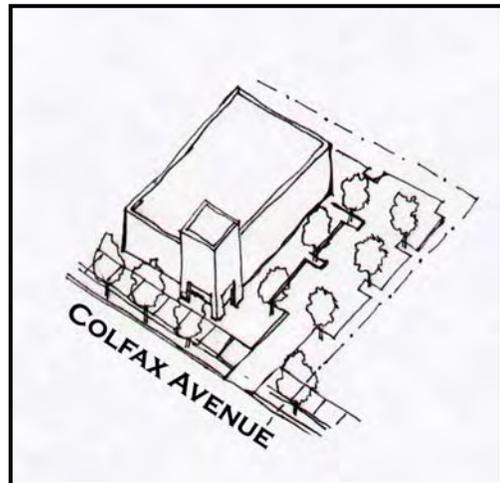
Within the Neighborhood and Community sub-districts, buildings must be located a maximum of 24 feet behind the curb, or 10 feet behind the sidewalk. Within the Roadside sub-district, buildings must be located a maximum of 70 feet behind the curb, or 56 feet behind the sidewalk (17-19-8(1)).

Guideline: Buildings should be located directly adjacent to sidewalks or within 10 feet of the sidewalk to create a pedestrian friendly environment where parking facilities are located behind the primary structures (Neighborhood and Community sub-districts), or primarily behind buildings (Roadside sub-district). Buildings in all of the sub-districts are encouraged to have outdoor display and/or seating areas along the street edge.

This illustration reflects the setback standards for the Neighborhood sub-district. A building can be located directly adjacent to the sidewalk, or be placed up to 10 feet away to allow for outdoor seating or merchandise display.

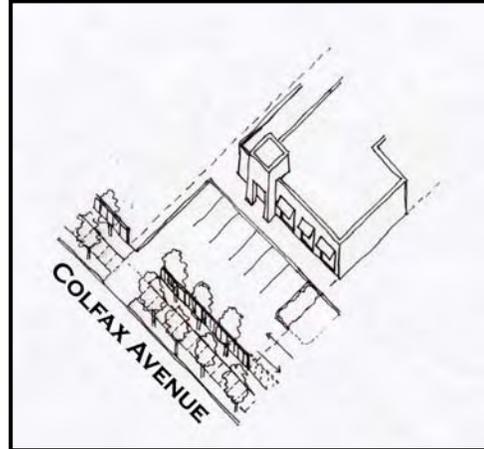


This illustration reflects the setback standards for the Community sub-district. A building can be located directly adjacent to the sidewalk, or be placed up to 10 feet away to allow for outdoor seating or merchandise display.



Building Placement on Colfax Frontage Parcels (Continued)

This illustration reflects the setback standards for the Roadside sub-district. A building can be located within four feet of the sidewalk, or can be placed up to 70 feet behind the curb to accommodate limited parking in front of the building.

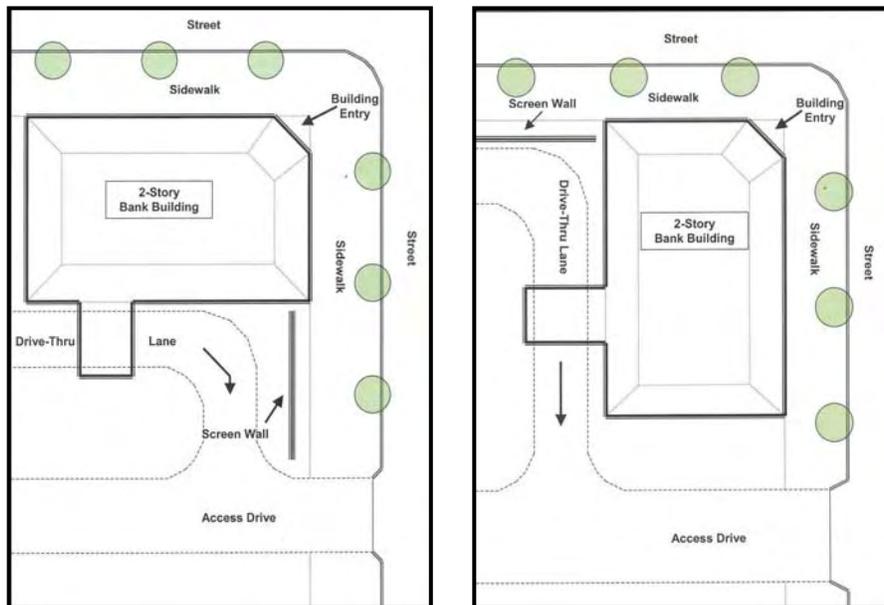


Drive-Through Windows

Drive-through windows, where permitted, shall not face Colfax Avenue. In the Community sub-districts, drive-through lanes shall not be allowed in the area between a building and a Colfax Avenue (17-19-11(4 and 5)).

Guideline: Drive-through windows and drive lanes should have a minimal impact on the pedestrian environment. Windows should be located on the side or rear of a building, or hidden from the street by an extension of the building or low screen wall.

The illustrations below indicate two options for drive-through lanes and windows that minimize the impact of vehicles on the adjacent pedestrian environment.



The drive-through for this bank is located under the building, and is screened from the adjacent street. (Cherry Creek – Denver, CO)

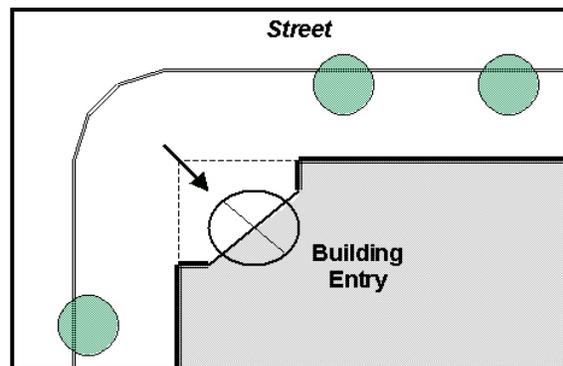
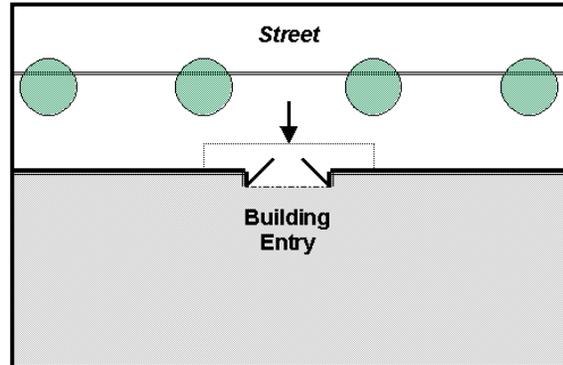


Building Entrances

All buildings and ground floor users shall provide a primary entrance that either faces an adjacent public or private street or is placed at an angle of up to 45 degrees from an adjacent street, relative to the street property line (17-19-11(7)).

Guideline: Building entries should be designed to encourage pedestrian activity along street frontages rather than within parking lots.

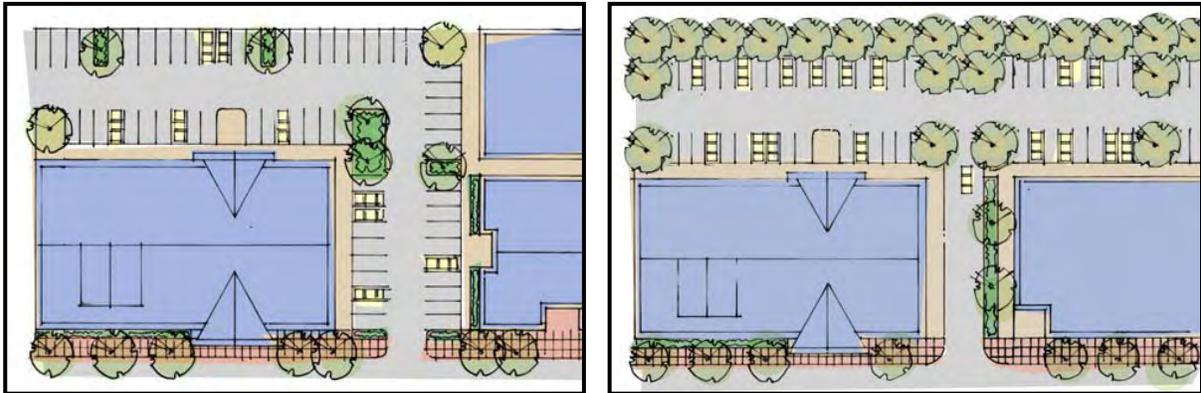
These illustrations show possible entry orientations for retail and/or office buildings.



Parking Lot Screening

Where surface parking is located adjacent to a public or private street, a low screen wall and/or landscaping providing screening to a height of 42 inches shall be provided. If a wall is installed, the construction material shall match the first floor exterior material used on the primary building. Shared access to surface parking lots is strongly encouraged (17-19-14(1)(d)).

Guideline: Pedestrian interaction with parked vehicles should be minimized to the greatest extent possible with screened parking. The use of high quality masonry walls and/or shrub landscaping provides the most appropriate screening when parking does abut the sidewalk.



These illustrations indicate appropriate parking lot screening and access.



This photo indicates how landscaping and a low wall can be used to screen parking adjacent to the street.

(Gateway Commercial Center – Vancouver, WA)

Screening of Service Areas

Loading docks and all other service areas shall be fully screened from view by walls or fences, and roof structures for loading docks and trash enclosures (17-19-11(13)).

Guideline: Loading and service areas should not be visible from any areas primarily used by the public. Loading areas should be concentrated in common courts to minimize visual impacts.

Guideline: Roof structures should be used to screen docks and trash enclosures. The roof structures should match the materials and colors prevalent on the primary building to which it is attached.

This service and trash enclosure area has been located completely within the building it serves.

(Grocery Store – Overland Park, KS)



This trash enclosure has been designed to reflect the architectural character and materials of the main building.

(Walgreen's – Independence, MO)



Large Format Retailers

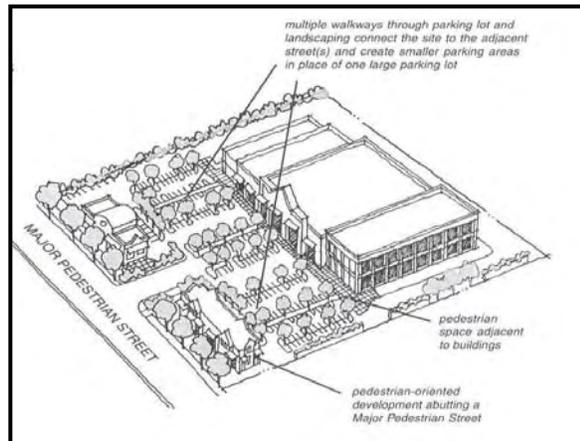
Buildings greater than 40,000 square feet of gross floor area shall have at least one side located adjacent to a public street and meet the minimum and maximum setback requirements, or be located at least 150 feet away from a public street (17-19-11(16(a and d))).

Guideline: Large format retail buildings should be located on the site either to be part of the pedestrian realm, or to be set back from the street to the greatest extent possible.

This photo shows how a large format retail store can be located directly adjacent to a public street with liner retail. (Northgate North – Seattle, WA)



This illustration shows how a large format retail store can be located more than 150 feet from a public street. In this situation, liner buildings must still be provided adjacent to the public street.





Sidewalks and Plazas

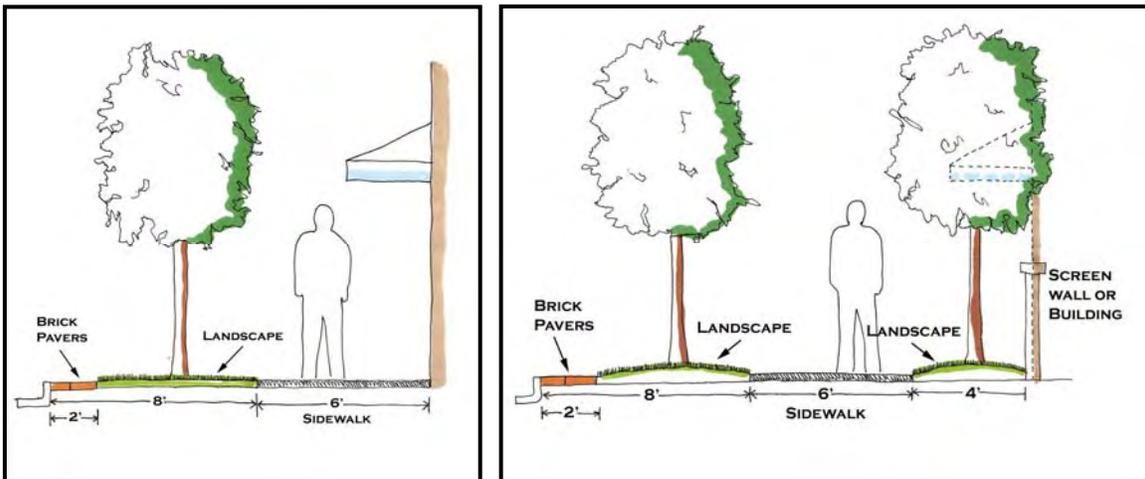
Sidewalks and plazas are key features along pedestrian-friendly streets. Sidewalks, separated from auto traffic lanes by street trees and tree lawns, should connect Colfax Avenue to surrounding residential neighborhoods. Plazas and public open spaces should be used to create nodes of pedestrian activity.

Sidewalk Design Adjacent to Colfax Avenue

All sidewalks adjacent to Colfax Avenue within the Neighborhood and Community (CMU-N and CMU-C) sub-districts shall be 6 feet in width. The sidewalk shall be separated from the curb by an 8-foot wide landscape buffer. The landscape buffer shall include brick paving 2 feet in width located directly behind the curb, as well as street trees (17-19-15(1)).

All sidewalks adjacent to Colfax Avenue within the Roadside (CMU-R) sub-district shall be 6 feet in width. The sidewalk shall be separated from the curb by an 8-foot wide landscape buffer. The landscape buffer shall include brick paving 2 feet in width located directly behind the curb, as well as street trees. Additionally, a 4 foot wide landscaped area shall be provided behind the sidewalk, and shall contain living plant material (17-19-15(2)).

Guideline: The sidewalks adjacent to Colfax Avenue should be as pedestrian-friendly as possible. Outdoor seating should be considered where it is appropriate for the adjacent use. Amenities should be used to buffer pedestrians from the traffic lanes.



The illustration on the left indicates the sidewalk and tree lawn configuration adjacent to Colfax Avenue within the Neighborhood and Community sub-districts. The illustration on the right indicates the sidewalk and tree lawn configuration within the Roadside sub-district.

Sidewalk Design Adjacent to Non-Colfax Streets

All sidewalks adjacent to streets other than Colfax Avenue within the CMU Zone District shall meet the requirements of the City's Engineering Regulations, Construction Specifications, and Design Standards (17-19-15(3)).

Guideline: Sidewalks adjacent to non-Colfax streets should be designed to be as pedestrian-friendly as possible, through the use of landscape materials between the sidewalks and back-of-curb.

This photo illustrates the required tree lawn and sidewalk design on non-Colfax streets adjacent to townhome development.

(Stapleton – Denver, CO)



This photo illustrates the appropriate design adjacent to single-family detached residential development.

(Stapleton – Denver, CO)



Open Space and Plaza Design

Open space is required to be provided as public plazas, outdoor dining areas, pocket parks, roof top gardens, or courtyards (17-19-9(1)).

All required open space shall be accessible to users of the building(s) or to the public and be improved with seating, plantings, and amenities. Open space areas should be visible from adjacent streets or pedestrian areas to the greatest extent possible (17-19-9(2)).

Guideline: Open space should be used as an urban design element wherever possible. Open space and plaza areas should contain a mix of pedestrian amenities, such as water features, benches, and shade structures.

This photo illustrates the use of public art within an open space area adjacent to retail, office, and residential uses. Seating has been provided as part of the artwork. (Belmar – Lakewood, CO)



This photo illustrates a hard-scape plaza area within a retail and office environment. The plaza contains numerous benches and a water feature. (City Commons – Lakewood, CO)



This roof top garden provides an amenity for building users, as well as reducing the environmental impact of the building. Roof top gardens, or green roofs, can help qualify buildings for LEED certification. (EPA Building – Denver, CO)





Connectivity

Development within the Colfax Mixed Use areas should be integrated with the surrounding community, be easily accessible, and have a coherent and well designed internal circulation system for a variety of travel options. Connectivity should emphasize pedestrians and cyclists, and minimize the impact of the automobile.

Pedestrian Ways Through Parking Lots

Wherever possible, sidewalks through surface parking areas shall be located within landscape islands. In any case, each point at which the system of sidewalks must cross a parking lot or internal street or driveway to make a required connection shall be clearly marked through the use of a change in paving materials, height, or distinctive color (17-19-13(4)).

Guideline: Pedestrian walkways should be separated from vehicle drive lanes wherever possible. Landscaping should be used to buffer pedestrians from motor vehicles. Where pedestrians must cross drive lanes, it should be clear that they have priority.

This photo illustrates how pedestrian walkways can be separated from drive lanes through the use of landscaping. (Shopping Center – Buffalo, NY)



This photo illustrates how a change in paving material can clearly mark the pedestrian route through a parking area. (Shopping Center – Chico, CA)



This pedestrian walkway bisects the entire parking area requiring only limited crossings of drive lanes. (Retirement Community – Gresham, OR)



Connections to External Sidewalks and Open Space

External walk connections are required to provide direct access from all buildings on the site to existing or planned sidewalks, adjacent multi-use trails, parks, and greenways (17-19-13(2)).

Guideline: Provide connections to adjacent sidewalks and open space corridors wherever possible. The connections should be direct, have an appropriate width, and be well lit at night.

This walkway provides a direct connection between residential buildings to the sidewalk on the adjacent primary public street.

(Belmar – Lakewood, CO)



This walkway provides a direct connection between the development and an adjacent trail system and greenbelt.

(Downtown – Woodinville, WA)





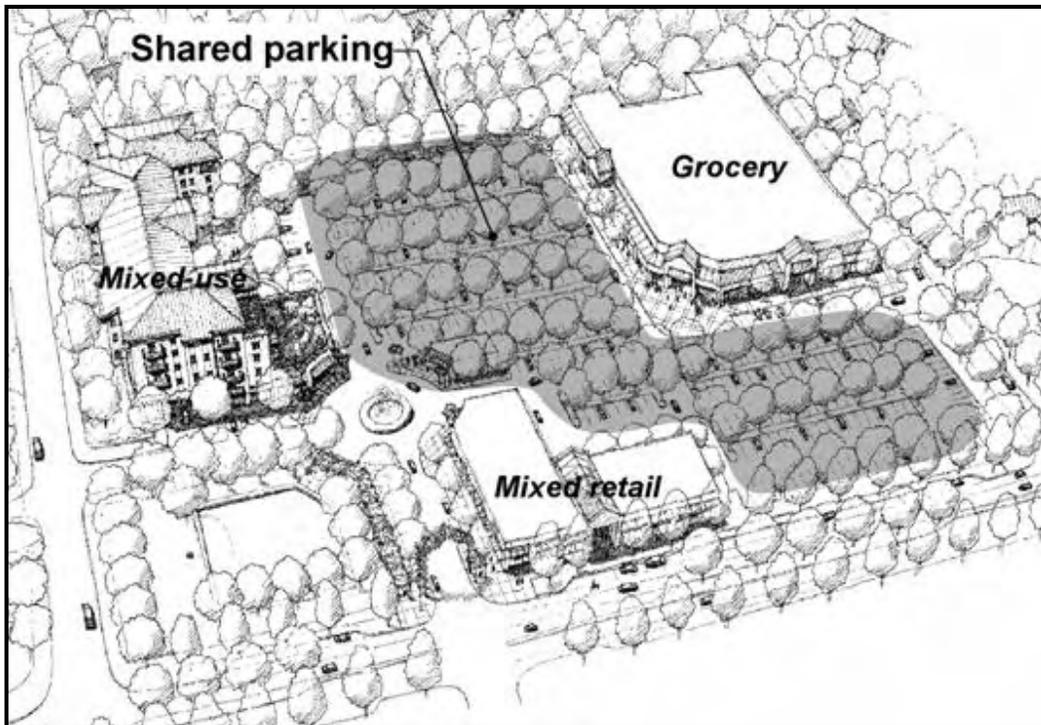
Parking

Although automobiles are part of everyday life, development along Colfax should focus on alternative modes to connect commercial and mixed uses to adjacent residential areas. Parking, and the visual impact of large surface lots, should be minimized within the Colfax Mixed Use areas.

Shared Parking

Shared parking shall be permitted and is encouraged, subject to approval of a shared parking study. Parking requirements may be met on-site, or at a distance of up to 1,000 feet from the subject use (17-19-14(1)(g and h)).

Guideline: Parking should be shared wherever possible. Shared parking can be provided between uses with different hours and days of operation.



This illustration indicates how parking can be shared between various uses, with each having parking needs at different hours and days.

Bicycle Parking

Bicycle parking is required to encourage the use of this mode of transportation by providing safe and convenient places to park bicycles (17-19-14(2)).

Guideline: Bicycle parking should be located in safe and convenient locations adjacent to the building entrance to which it is associated, or in a central location for multi-building developments.

This bicycle rack is located adjacent to the building entrance and is covered to protect bikes from the weather.
(New York City, NY)



This bicycle rack is located conveniently adjacent to several businesses.
(Madison, WI)



Off-Street Parking

Surface off-street parking should be located behind buildings in the Neighborhood sub-district, and primarily located behind buildings in the Community sub-district that face Colfax Avenue, and be accessed by an alley or short driveway located between buildings (17-19-14(3)).

At least 10 percent of the area of surface parking lots shall include trees and shrubs (17-19-14(1)(j)).

Guideline: Off-street parking areas should be screened from the view of Colfax Avenue by buildings to the greatest extent possible. Surface parking areas should also use landscaping and pedestrian walkways to divide the lot into smaller modules.



This photo illustrates an appropriate parking lot configuration and landscaping within the Neighborhood and Community sub-districts.
(Gresham, OR)

On-Street Parking

On-street parking shall be provided where permitted by the City of Lakewood and/or the Colorado Department of Transportation (17-19-11(14)).

On-street parking available along the portion of a public or private street abutting the use may be counted toward the minimum number of parking spaces required for the use (17-19-14(1)(f)).

Guideline: On-street parking should be provided wherever possible. On-street parking provides a buffer between pedestrians and through traffic lanes and indicates activity, while also providing convenient parking directly in front of businesses.

On-street parking provides convenient short-term opportunities directly in front of businesses.

(Belmar – Lakewood, CO)



On-street parking should always be provided in residential areas for convenient guest parking.

(Stapleton – Denver, CO)





Compatibility with Adjacent Uses Outside of the District

Development in the area within 100 feet of the Colfax Mixed Use zone district boundary must function and interact appropriately with adjacent land uses located outside of the district.

Building Bulk and Plane Transition

Projects located within 100 feet of the CMU district boundary shall be required to demonstrate compatibility with the properties located outside of the boundary through bulk and plane reductions, and other similar site specific conditions (17-19-16(1)).

Guideline: Building bulk should transition to match the height and scale of the adjacent building located outside of the CMU boundary. Particular attention should be paid to transition details, especially if the adjacent structure is residential and/or smaller in scale.

This multi-family building transitions from four stories to three where it is adjacent to a smaller multi-family residential structure. (Condominiums – Portland, OR)



This mixed-use building steps down from four to two stories at the edge of the site, providing an example of building bulk transition. (Crossings at Gresham Station – Gresham, OR)



Compatible Height

All development within 100 feet of a residentially zoned property located outside of the CMU district shall have a maximum height no greater than the maximum height allowed in the adjacent district (17-19-16(2)).

Guideline: Height and architectural compatibility with adjacent uses outside of the district will help preserve the integrity of the surrounding neighborhoods, while allowing new development to blend with existing structures and uses.

This community reflects how townhomes and single-family detached homes can be integrated into the same community by using compatible height.
(Crossings – Mountain View, CA)





Signs

Signs along commercial frontages should be clear, informative to the public, and constructed of durable materials. Wall and monument signs should be scaled to the pedestrian-oriented nature of the Colfax Mixed Use areas and be architecturally compatible with the associated building. Pylon signs should incorporate neon, or similar, lighting technology.

Wall Signs

Wall signs are permitted within the area between the second floor line and the first floor ceiling, within a horizontal band not to exceed 42 to 48 inches in height. The horizontal band shall be between 12 and 18 feet above the adjacent sidewalk. The total length of wall signage shall not exceed 75 percent of the frontage associated with the use. Wall signs shall be composed of individually mounted letters, logos, and/or icons (*17-19-18(2) in part*).

The use of neon and other similar lighting technology on a sign face is encouraged on Colfax Avenue frontage Parcels (*17-19-18(2)(a)*).

Guideline: Wall signs should be designed to complement the architecture to which they are attached. Signs should reflect the scale of the building, while also creatively identifying the business.

This sign reflects the appropriate scale and design for the building to which it is attached.



An additional example of an appropriately scaled and designed neon style wall sign.



Projecting Signs

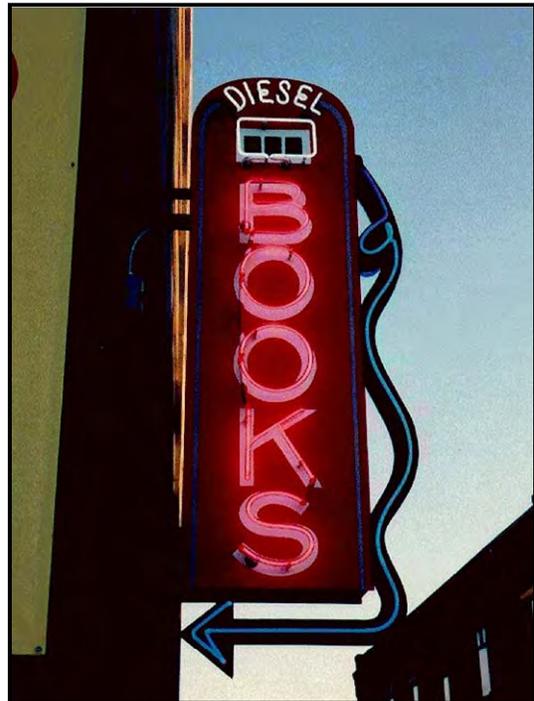
Each use in a building shall be allowed one projecting sign for each street frontage. The sign shall not exceed 12 square feet per face, not project more than four feet, and have a minimum clearance of 10 feet above the adjacent sidewalk. Projecting signs may include three-dimensional logos (*17-19-18(3) in part*).

Guideline: Projecting signs create better visibility for pedestrians on the sidewalk than other sign types. This type of sign is encouraged throughout the Colfax Mixed Use areas.

Three-dimensional projecting signs that incorporate interesting brackets such as this are encouraged.



Projecting signs that incorporate neon are encouraged along Colfax to provide for visual interest.



Awning Signs

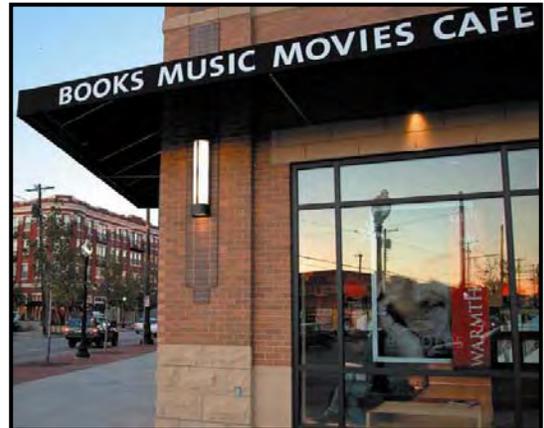
Each use shall be allowed one sign per awning associated with the use. Signage is allowed only on the vertical front portion of the awning, except that graphical logos shall be allowed on the slanted portion. Letters shall not exceed 8 inches in height, and logos shall not exceed 10 percent of the sloped awning panel area (17-19-18(4) in part).

Guideline: Awning signs should be encouraged for all retail spaces. Awning signs should be unique to each business or use.

Awnings can identify the business, as well as the services and products provided.



Awnings should also complement the architecture of the buildings to which they are attached.



Monument Signs

Monument signs shall be allowed in the Community and Roadside sub-districts. Each freestanding building containing an office or commercial use shall be allowed one sign, not to exceed six feet in height or 50 square feet of sign area, unless neon or other similar technology is used in which case the sign height may increase to eight feet. The sign shall be compatible with the architecture of the building to which it is associated (17-19-18(5) *in part*).

Guideline: The use of larger monument signs should be limited to Colfax Avenue. However, when they are utilized elsewhere, they should be low profile and be compatible with the architecture of the buildings to which they are associated.

This monument sign with multiple tenant recognition represents the appropriate size and scale along Colfax Avenue within the Roadside and Community sub-districts.



A simple monument sign such as this one would be appropriate for non-Colfax frontage properties.



Pylon Signs

On Colfax frontage parcels within the Community and Roadside sub-districts, in lieu of a monument sign, each freestanding building containing a commercial or office use shall be allowed one pylon sign. The sign shall be no taller than 30 feet, include neon or other similar technology, and the total area of each sign face shall not exceed 125 square feet (17-19-19(6) *in part*).

Guideline: Pylon signs along Colfax should be designed to reflect the historic roadside neon signs that were found along the corridor during the middle of the 20th century.

This existing sign on West Colfax reflects the 20th century character recommended for pylon signs.





Lighting

Vehicular and pedestrian lighting shall be provided throughout all vehicular and pedestrian circulation areas to promote safety and walkability.

Pedestrian Lighting

Private sidewalks, internal pedestrian paths, and bicycle paths shall be lit with full cutoff lighting fixtures no more than 16 feet tall and providing consistent illumination (17-19-19(1)).

Guideline: Pedestrian lighting should be human-scaled and also reflect the overall character or design of the project to which it is associated.



Examples of full cutoff, pedestrian-scale lighting.

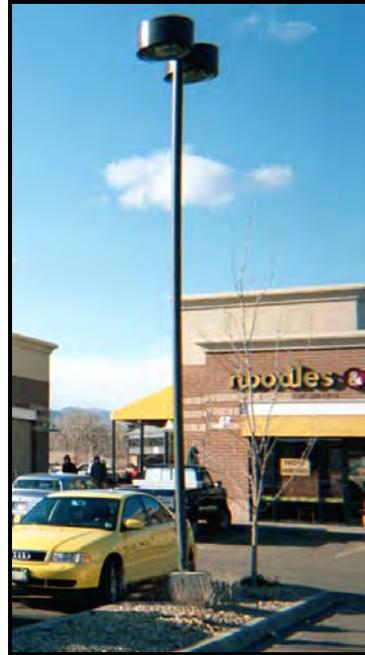


Parking Lot Lighting

On-site street and parking areas shall be lit with full cutoff type lighting fixtures no more than 25 feet tall (17-19-19(2)).

Guideline: Parking lot lighting should be integrated into landscape islands wherever possible, and should be compatible with the overall design of the associated project.

These examples show two appropriate types of parking lot light fixtures.



Building Lighting

Building lighting should be full cutoff fixtures and should reflect the architectural characteristics of the overall building.

Guideline: Building lighting should complement the overall building architecture in design and nighttime illumination. Building lighting should primarily be used to light pedestrian ways adjacent to the building.



Examples of appropriate building light or sconce fixtures.





Pedestrian Amenities

Public sidewalks and pedestrian areas within the Colfax Mixed Use areas should be enhanced with decorative pavement treatments, ornamental street lighting, streetscape furnishings, and public art as part of the design and implementation.

Seating

Convenient and attractive seating should be provided wherever appropriate to enhance the pedestrian environment.

Guideline: Seating areas should be included as part of projects wherever possible to provide places for pedestrians to rest and “people-watch.”

Examples of convenient and attractive seating options.



Planters and Tree Grates

Planters, decorative tree grates, and other landscape-associated amenities should be provided to enhance the pedestrian environment.

Guideline: Use decorative and landscape-related items to enhance the pedestrian, as well as the planting, environments along streets, and adjacent to building and parking areas.

This is an example of an appropriate decorative tree grate.
(Downtown – Portland, OR)



This is an example of pedestrian-oriented streetscape elements such as trees, planters, and hanging baskets.
(Belmar – Lakewood, CO)



Planters located at building entries can also enhance the public sidewalk experience.
(Whole Foods – Austin, TX)



Public Art

Public art should be provided to strengthen the community and cultural identity along Colfax Avenue, while also enhancing the streetscape.

Guideline: Public art should be integrated into the design of transit facilities, streetscape improvements, and outdoor environments associated with new development projects.

An example where public art has been provided as alternative pavement.
SOMA – San Francisco, CA)



Water features, such as this fountain, are excellent public art elements.
(Silver Plaza – Silver Springs, MD)



This walkway canopy is also a piece of public art.
(Belmar – Lakewood, CO)





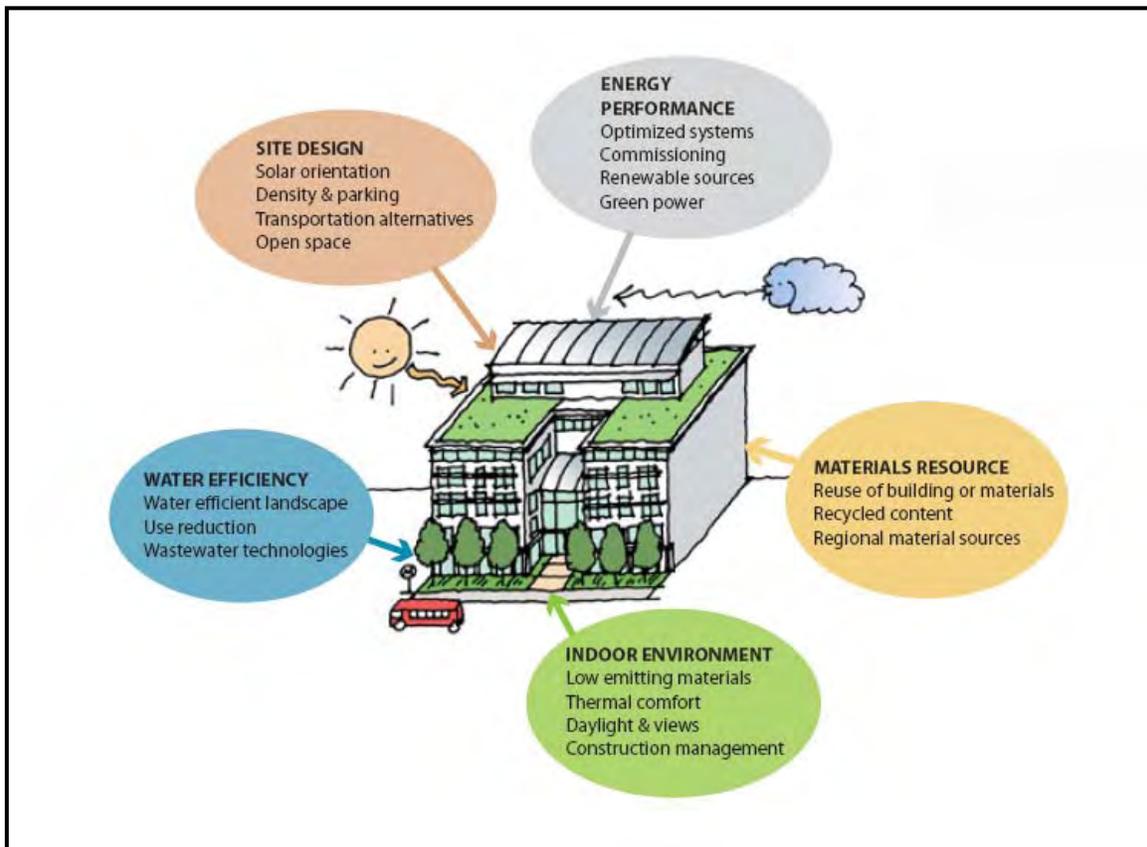
Energy Efficient Design and Construction

New projects and buildings should be designed to promote a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.

Energy Efficient Design and Construction

Design and construction of energy efficient buildings with reduced overall energy demands through the use of building materials, lighting, heating, and cooling systems shall be demonstrated (17-19-11(1)).

Guideline: Buildings should be designed in the most efficient manner possible, with LEED (Leadership in Energy and Environmental Design) certification being the highest goal.



Additional information regarding the design and construction of energy efficient buildings can be obtained from the Planning and Public Works Department, or from a large number of other sources via the internet.

Recommended Landscape Materials

Recommended Shrubs For Tree Lawn Areas

| <i>Scientific Name</i> | <i>Common Name</i> |
|-------------------------------------|--------------------------------|
| Amelanchier alnifolia | Regent Serviceberry |
| Amelanchier utahensis | Utah Serviceberry |
| Amelanchier grandiflora | Autumn Brilliance Serviceberry |
| Amorpha canescens | Leadplant |
| Atriplex canescens | Four Wing Saltbush |
| Caryopteris clandestina | Blue Mist Spirea |
| Ceratoides lanata | Winter Fat |
| Cercocarpus intricatus | Littleleaf Mountain Mahogany |
| Chamaebatiaria millifolium | Fernbush |
| Ericameria nauseosus albicaulis | Tall Blue Rabbit Brush |
| Cytisus purgans | Broom |
| Ephedra equisetina | Blue Stem Joint Fir |
| Ericameria nauseosus ssp. nauseosus | Dwarf Rabbit Brush |
| Fallugia paradoxa | Apache Plume |
| Forestiera neo-mexicana | New Mexican Privet |
| Genista multibracteata | Broom |
| Hesperaloe parviflora | Texas Red Yucca |
| Perovskia atriplicifolia | Russian Sage |
| Salvia pachyphylla | Mojave Sage |
| Quercus gambeli | Gambel Oak |
| Quercus turbinella | Shrub Live Oak |
| Quercus undulata | Wavyleaf Oak |
| Ribes odoratum Crandall | Crandall Clove Currant |
| Yucca elata | Soap Tree Yucca |
| Yucca filimentosa | Adam's Needle Yucca |
| Yucca harrimaniae | Harriman's Yucca |
| Yucca pallida Pale Leaf Yucca | Pale Leaf Yucca |
| Yucca rupicola | Twisted Leaf Yucca |
| Ericameria nauseosus nauseosus | Dwarf Rabbit Brush |

Recommended Grasses For Tree Lawn Areas

| <i>Scientific Name</i> | <i>Common Name</i> |
|-----------------------------|------------------------|
| Schizachryium scoparium | Little Bluestem Grass |
| Sporobolus heterolepsis | Prairie Dropseed Grass |
| Sporobolus wrightii | Giant Sacaton Grass |
| Sorgastrum nutans | Indiangrass |
| Helictotrichon sempervirens | Blue Oat Grass |
| Bouteloua curtipendula | Side Oats Grama |
| Bouteloua gracilis | Blue Grama Grass |
| Achnatherum calamagrostis | Silver Spike Grass |
| Panicum virgatum | Switchgrass |

Recommended Trees For Tree Lawn Areas

| <i>Scientific Name</i> | <i>Common Name</i> |
|---------------------------------|-----------------------------|
| Quercus robur fastigiata | Columnar English Oak |
| Quercus robur Crimson Spiretm | Crimson Spire Oak |
| Carpinus betulus | Pyramidal European Hornbeam |
| Pyrus calleryana Chanticleer | Chanticleer Pear |
| Sorbus aucuparia Cardinal Royal | Cardinal Royal Mountain Ash |
| Ulmus Frontier | Frontier Elm |
| Koelreuteria paniculata | Golden Raintree |
| Prunus Newport | Newport Plum |
| Fraxinus nigra | Fallgold Ash |
| Syringa reticulata | Japanese Lilac Tree |
| Acer tataricum | Tatarian Maple |
| Malus Spring Snow | Spring Snow Crabapple |
| Crataegus crus-galli Inermis | Thornless Cockspur Hawthorn |
| Crataegus Ambigua | Russian Hawthorne |
| Carpinus caroliniana | American Hornbeam |
| Tilia Americana Redmond | Redmond Linden |
| Acer grandidentatum Nutt | Bigtooth Maple |
| Amelanchier grandiflora | Serviceberry |

Acknowledgements

Lakewood Planning Commission

| | | | |
|------------------|-----------------|------------------|-----------------------------------------|
| Ward I: | John Plotkin | Ward IV: | Vacant |
| Ward II: | Julia Burroughs | Ward V: | George Brown III |
| Ward III: | Rich Urbanowski | At-Large: | Alice Nightengale-Luhan Carrie Mesch |

City of Lakewood Staff

Kathleen E. Hodgson, City Manager

Planning and Public Works

Rob Smetana, Principal Planner
Roger Wadnal, Comprehensive Planning and Research Manager
Jay Hutchison, Planning and Public Works Director

Thank you to the many other City of Lakewood staff members who provided valuable assistance and served as technical advisors throughout the development of this manual.



Note: The photographs and renderings included in this document are not specific proposals within the City of Lakewood, but are intended to illustrate the type and quality of development anticipated within the Colfax Mixed Use Zone District.



**City of Lakewood
480 South Allison Parkway
Civic Center North
Lakewood, CO 80226-3127
www.lakewood.org**