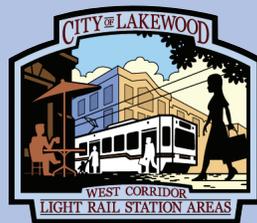




Transit Mixed Use Zone District

DEVELOPMENT MANUAL



City of Lakewood
Adopted October, 2007

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Applicability

This manual will apply to all development within the Transit Mixed-Use Zone District. This manual is authorized by Article 22 of the Zoning Ordinance, and has been approved by the Planning Commission as a guide to ensure quality development within the Transit Mixed Use (TMU) Zone District areas within the City. Where a standard of Article 22 of the Zoning Ordinance is included, it is identified with a code section reference.

Introduction

This manual provides a framework within which to design and review projects located in the TMU Zone District, and gives direction to designers and developers in understanding the City's expectations for transit oriented development. 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 transit-oriented development. These standards and guidelines were developed as a means of promoting consistent, quality development within the areas identified in the adopted Station Area Plans, and as a tool to supplement the design standards included in the Transit Mixed-Use Zone District.

Each project is unique and requires review on a case-by-case basis. This document reflects the Planning Commission's desire for a high quality of architecture and urban design for projects developed under the TMU Zone District, and to supplement Article 22 of the Lakewood Zoning Ordinance. This document shall be used in conjunction with Article 22 and shall not supercede or conflict with the specific requirements of the zoning ordinance.

This manual is intended to further define the intent of the TMU Zone District standards to create an environment for efficient and attractive transit- and pedestrian-oriented commercial, office, residential, research and development, and mixed-use projects within a wide variety of building types.

Through the combined use of zoning, design standards, and the development manual, the City will be able to more effectively evaluate thoughtful, responsible, and creative design that is consistent with the community's vision for future redevelopment around the light rail stations. 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 neighborhood in which it is located. The standards and guidelines detail possible solutions to

the relationships described in the TMU 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 to complex situations, but are intended to direct new development towards consistency with the intent of the TMU Zone District and the Station Area Plans. 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 design manual is to be used by property owners/developers and their design consultants in the planning of development in the TMU Zone District. The design manual will also be used by City staff, the Planning Commission and the City Council as part of their review of development proposals.

Performance-Based Review Process and the TMU Zone District

Within the Transit 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 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 TMU Zone District early in the development review process to facilitate productive discussions among applicants, property owners, and the surrounding community.

All development in the TMU 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 Transit Oriented Development?

Transit Oriented Development (TOD) concentrates jobs, housing, and daily conveniences around transit stations. By creating high-intensity, mixed-use land development patterns with pedestrian-friendly design at strategic locations along RTD's West Corridor Light Rail Line, TOD allows people to use their cars less; walk, bike, and ride transit more; and use services within walking distance of their homes and local light rail stations.

The basic components of transit oriented development are:

- Compact development built at greater densities than exclusively auto-oriented development;
- A diversity and mix of uses, with daily conveniences and transit at the center; and
- Pedestrian-friendly design that encourages and facilitates walking and bicycling, and reduces auto dependency.

Transit oriented development presents a community-oriented alternative to conventional suburban development, in which inward-facing development and surface parking lots are eschewed in favor of street-facing retail stores below or within walking distance of homes, workplaces and recreation, and neighborhoods that contain community amenities and livable streets. While TOD does not eliminate the necessity or preclude the choice of using a car, it provides an alternative to those who cannot drive or prefer not to get into a car for every trip, and balances street design so that it accommodates driving, walking, and taking transit.

Building Typology

The following photographs represent the desired overall level of quality for new development envisioned by the City within the various Transit Mixed Use zone district sub-areas. The photographs represent examples of building types that are typically found within transit-oriented development areas.

Mixed-Use Buildings

The following are examples of appropriate 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 TMU zone district.

This building includes ground floor retail, with residential and office uses on the upper floors.

(One Boulder Plaza - Boulder, CO)



This building includes ground floor retail space, three floors of office, and three residential condominiums on the top floor.

(450 E. 17th Ave. – Denver, CO)



This building includes ground floor retail and residential on the upper floors.

(Clayton Lane – Denver, CO)



This apartment building with ground floor retail appears to have several distinct facades.

(Gresham Station – Gresham, OR)



Higher Density Residential Buildings

The following are examples of appropriate higher density residential buildings, some of which include ground floor retail as well. The following photos are intended to illustrate the type and quality of development anticipated within the TMU zone district.

This seven story residential building is set back approximately 10 to 15 feet from the property line, and includes a series of step backs at the upper floors. This example is compatible with the Higher Density Residential sub-area.
(Swallow Hill Condos – Denver, CO)



This four-story residential and retail building is built to the property line, and reflects a building compatible with the Higher Density Residential sub-area.
(Downtown Apartments – Petaluma, CA)



This three and four-story residential building includes a small retail space at the street intersection, as well as a unique design and color scheme.
(Mandela Gateway – Oakland, CA)



Medium Density Residential Buildings

The following are examples of appropriate medium density residential buildings that are appropriate in neighborhood settings adjacent to Station Core areas. The following photos are intended to illustrate the type and quality of development anticipated within the TMU zone district.

This townhome project includes a small front yard setback, and reflects a building compatible with the Medium Density Residential sub-area.
(City Walk – Hayward, CA)



This three-story condominium building has a small setback along the street, and both vertical and horizontal plane articulation.
(Fremont Park – Sacramento, CA)



These single-family detached homes reflect the appropriate density for this residential type in the Medium Density Residential sub-areas where alleys are not present.
(Metro Place – Sacramento, CA)



This multi-family building contains a corner coffee shop and a sandwich shop – small retail spaces consistent with the medium density residential sub-area limitations of the Transit Mixed Use zone district.
(Courtyards at 65th – Emeryville, CA)



Lower Density Residential Buildings

The following are examples of appropriate lower density residential buildings appropriate at the edges of the overall station areas. The following photos are intended to illustrate the type and quality of development anticipated within the TMU zone district.

This townhome project also includes a small front yard setback, and reflects the scale appropriate within the Lower Density Residential sub-area.
(Stapleton – Denver, CO)



This condominium building is designed to mimic a large single-family home, and is appropriate for areas near the Lower Density Residential sub-area boundaries.
(Stapleton – Denver, CO)



These small lot single-family homes reflect the appropriate scale and density for new detached construction in the Lower Density Residential sub-areas.
(Stapleton – Denver, CO)



Retail Buildings

The following are examples of appropriate retail buildings likely to be found along the major arterials bisecting the station areas. The following photos are intended to illustrate the type and quality of development anticipated within the TMU zone district.

This building includes retail space on the ground floor and restaurant space on the upper level.

(Town Center - Virginia Beach, VA)



This building contains a restaurant with seating on two floors.

(Town Center – Virginia Beach, VA)



This building contains retail on the ground floor, and a restaurant and comedy club on the upper level.

(Town Center – Virginia Beach, VA)



Office Buildings

The following are examples of appropriate office buildings likely to be developed along major arterials within the station areas. The following photos are intended to illustrate the type and quality of development anticipated within the TMU zone district.

This building includes three floors of office space, with a well-designed articulated façade, and parking in a structure behind the building.
(Downtown – Waterloo, ON)



An example of an office use located above street level retail.
(Belmar – Lakewood, CO)



This office building is located at a street intersection and is set back approximately 10 to 15 feet from the sidewalk. A setback like this is acceptable in the Office sub-area.
(Lowry – Denver, CO)



Parking Structures

The following are examples of appropriate parking structures. The following photos are intended to illustrate the type and quality of development anticipated within the TMU zone district.

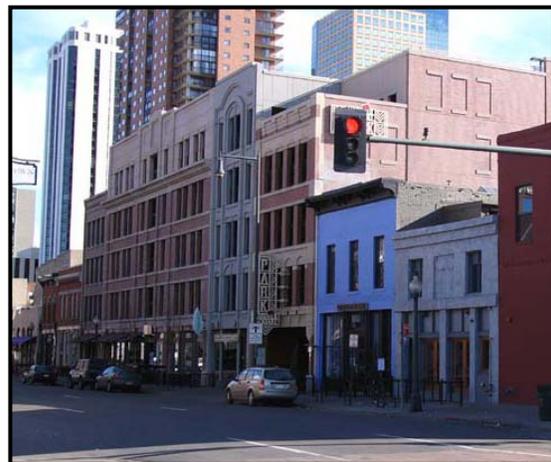
This parking structure has been designed to match the character of the surrounding development. The structure also includes ground floor retail space. (Country Club – Kansas City, MO)



This parking structure has been designed to appear as an office building at a key intersection. Ground floor retail has been provided as part of this structure as well. (Inner Harbor – Baltimore, MD)



This parking structure has been designed to reflect the scale of the adjacent development, and to appear as several distinct buildings. (Larimer Square – Denver, CO)



Architecture

It is the intent of the City, through the Transit Mixed Use zone district, to allow for and encourage the creation of attractive, active and distinct urban districts around the West Corridor light rail stations. The disposition, function, and design of buildings play an important role in achieving that goal. The architecture of buildings assists in the creation of pedestrian-friendly places that are a key part of the station areas. Buildings should provide a sense of proportion, stability, and visual balance by establishing a clear expression of base, middle, and top.

Tripartite Architecture

All buildings greater than two stories in height should be designed and constructed in tripartite architecture so that they have a distinct base, middle, and top.

Guideline: New construction should respect the vertical architectural composition through tripartite expression of base, which relates to the scale of the pedestrian environment, a middle, which contains a pattern of fenestration and detail, and a top, which relates the to scale of the skyline.

A change in material between the base and the middle floors, and the use of a significant cornice provides for tripartite architecture in this residential example.
(Riverfront Park – Denver, CO)



A significant step-back and a change in material from brick to an aluminum skin provide a distinctive top for this building.
(Riverfront Park – Denver, CO)



A significant amount of glass is provided at the base of this building, as well as a heavy belt course separating the base from the middle. The base also reflects a greater height than any single floor in the middle.
(16 Market Square – Denver, CO)



Tripartite Architecture

This building reflects a modern interpretation of tripartite architecture, with simple distinctions between the three parts of the building.

(Michaelerplatz – Vienna, Austria)



This building includes a distinctive base on the lower two floors, as well as a variation in material color on the top floor and a strong cornice line.

(Paseo Villas – San Jose, CA)



Tripartite architecture can be represented on smaller buildings such as this. The base includes a significant amount of glass, the middle is separated from the base by a large belt course, and a simple cornice defines the top.

(Downtown – Boulder, CO)



360-Degree Architecture

A building's special architectural features and treatments shall not be restricted to a single façade. 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 (17-22-12(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.

The same level of architectural quality and articulation has been provided on all four elevations of this building.
(Belmar – Lakewood, CO)



First Floor Façade Treatment

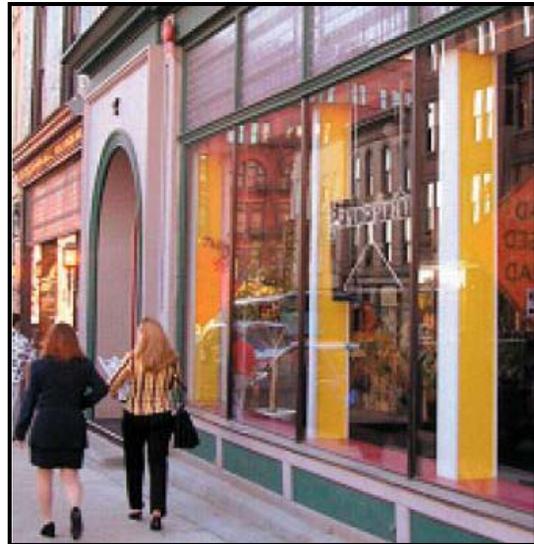
First floor facades of buildings within the Station Core, Commercial, Office, and High Density Residential sub-areas, and that face public or private streets, plazas, or open space should exhibit high levels of design, detailing, and material quality.

All buildings fronting on a street shall be designed so that the first floor street façade 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 (17-22-12(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.

(Manhattan – New York, NY)



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

(Downtown – Boulder, CO)



First Floor Façade Treatment

The use of awnings and inset doorways creates inviting and protected spaces for pedestrians.
(Ames Building – Mountain View, CA)



Public art has been used to create an inviting entry into this otherwise ordinary office building.
(Parliament Building – Ljubljana, Slovenia)



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.

This façade includes a wide variety of brick patterns and details to provide architectural interest.

(Post Square – Dallas, TX)



This façade includes a number of scaling elements, such as changes in plane and color, belt coursing, a variety of texture and material, and use of windowsills and mullions.

(Santana Row – San Jose, CA)



This building incorporates a number of vertical and horizontal banding techniques to break up the scale of the building.

(Union Hotel – Prague, Czech Republic)



Scaling Elements

This façade utilizes several unique brick patterns to create modules and sub-modules that provide a sense of building scale.
(Millennium Building – Denver, 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.

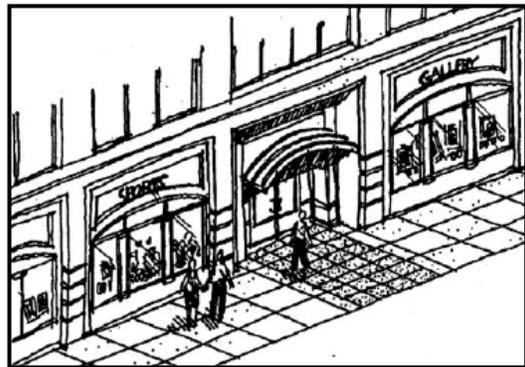
This façade includes human-scale material at the pedestrian level. The building entrance is also highlighted by a unique awning element.
(Santana Row – San Jose, CA)



This façade 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, balconies, changes in roofline, and several belt courses.
(Santana Row – San Jose, CA)



This façade also includes various articulation techniques, such as changes in roof height and design, a variety of window styles, and a barrel vault entry canopy.
(Artisan Walk – Emeryville, CA)



Articulated walls, balconies and shade structures have been used on this apartment building to break up the large mass of the building.
(Stapleton – Denver, CO)



Articulated Facades

A combination of bay and box windows, well-defined entries, and a heavy cornice enhance the elevations on the townhome building.

(Stapleton – Denver, CO)



This commercial building utilizes recessed windows, pilasters with detailed brickwork, a unique cornice, and inset balconies to address articulation.

(Stapleton – Denver, CO)



This building combines wall and rooftop articulation with sunscreens above the windows and projecting entry canopies.

(East Pearl Street – Boulder, CO)



Parking Structure Design

The first floor façade of structured parking facilities shall be designed to encourage and complement pedestrian-scale interest and activity (17-22-12(3)).

Structured parking facilities shall be designed so that vehicles parked on all levels of the facility are screened from public view (17-22-12(8)).

Guideline: The ground floor of parking structures located adjacent to major public streets should include a use other than parking, such as retail or office. Such a mix of uses is required in the Station Core, Commercial, Office, and Higher Density Residential sub-areas. Parking can also be wrapped by development as a screening device.

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



This parking structure includes ground floor retail and restaurant space. Additionally, parked vehicles are screened from public view. The structure has been designed to appear as an office building.
(16th and Champa – Denver, CO)



This structure has been integrated into the center of the development block. The street-facing elevations blend with the façade treatment on the remainder of the project.
(Excelsior and Grand – St. Louis Park, MN)



Sloped Roof Characteristics

When sloped roofs are used, as least one of the following elements should be incorporated into the design for each 50 lineal feet of roof: Projecting gables, hips, horizontal/vertical breaks, or other similar techniques (17-22-12(9)).

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 townhome project includes projecting gables and both horizontal and vertical plane breaks.

(Belmar – Lakewood, CO)



These townhome buildings utilize gable, hip, and even mansard elements to create interesting roofline patterns.

(Bryant Street – Mountain View, CA)



This townhome project uses a combination of gable and shed elements to articulate the roofline.

(Bryant and Evelyn – Mountain View, CA)



Flat Roof Characteristics

Where flat roofs are used, buildings shall create varied parapet and cornice lines in order to create interesting skylines (17-22-12(9)).

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 condominium 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 cornice types to improve the visual appearance of the roofline. (Washington Street – Golden, CO)



This commercial building combines varied parapet height, heavy cornices, and plane breaks to enhance the roofline. (Basin Street Landing – Petaluma, CA)



Internal Circulation

All stairwells, corridors, and circulation components of the building shall be completely enclosed within the building envelope (17-22-12(11)).

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.
(Downtown – Charlotte, NC)



This stair and elevator tower fully encloses the circulation elements, while also creating an iconic structure.
(Belmar – Lakewood, 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 (17-22-12(13)).

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

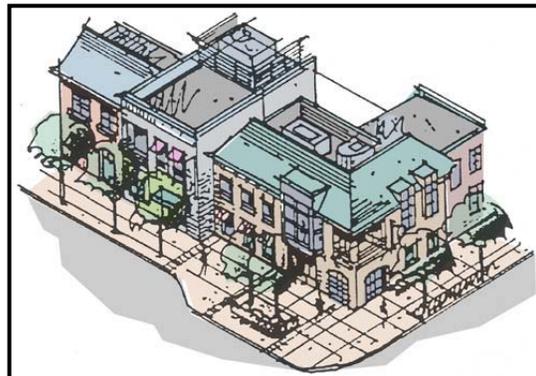
Rooftop equipment on this building has been screened by the use of a mansard parapet element.
(Lowry Town Center – Denver, CO)



Mechanical equipment on the roof of this condominium building has been screened using the same siding material that was installed on the façade of the upper floors.
(Ajax Lofts – Denver, CO)



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



Use of Bright or Intense Colors

Intense, bright, or fluorescent colors should not be used as the predominant color on any wall, or roof of any primary or accessory structure.

Guideline: These colors may be used as building accent colors, but should generally not constitute more than 20 percent of the area of each elevation of a building.

This building includes a small percentage of bright color to highlight the street corner element.

(Elevation 22 – Emeryville, CA)



This complex includes bright colors that highlight architectural features, such as box windows.

(Green City lofts – Emeryville, CA)



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 façade includes a combination of brick and architectural copper panels.
(Excelsior and Grand – St. Louis Park, MN)



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



Design of Research and Development Buildings

The design of all buildings should employ textured surfaces, projections, recesses, shadow lines, color, window patterns, overhangs, reveals, changes in parapet height, and other similar architectural treatments to avoid monolithic shapes and surfaces and to emphasize building entries.

Buildings having single walls exceeding 60 feet in length and visible from a public street, park, or open space corridor should incorporate one or more architectural detail for every 60 feet in length.

Guideline: Architectural details to be employed can include the following: Changes in color, patterning, texture or material; projections, recesses, or reveals with a minimum change of plane of 12 inches; windows and fenestration; arcades and pergolas; towers; gable projections; horizontal and vertical breaks; or other similar techniques.

This building has been designed to include changes in plane, and color, and contains a large percentage of glass on the front façade.

(Flex Building – West Jordan, UT)



Design of Large Format Retail Buildings

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 22-8 of Article 17 (17-22-14(1)).

All façades located adjacent to a public street shall be, or appear to be, a minimum of two stories in height. The second story façade shall, at a minimum, include spandrel glass windows with architecturally appropriate sills, trim and mullions (17-22-14(2)).

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 (17-22-14(3)).

Guideline: Large format, or “big box” retail buildings should respect the pedestrian environment that is key to development within walking distance to light rail stations. 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 large format retail building consists of two floors of space, is located adjacent to the street, and includes extensive amounts of glass.

(Home Depot – Chicago, IL)



Urban Design

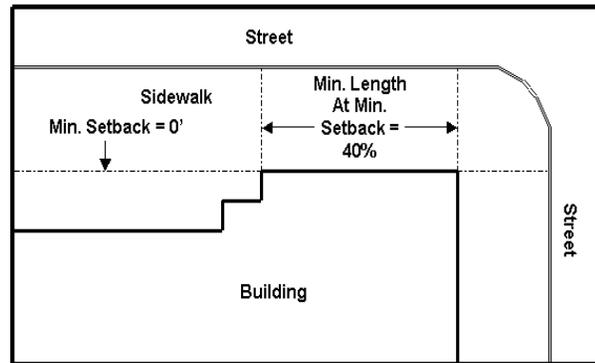
Urban design encompasses the various ways that buildings and development interact with the public realm. The intent of urban design as it relates to the Transit Mixed Use zone district is to create a pedestrian-friendly environment that connects a mix of land types to one another, as well as to the light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

Building Placement within the Station Core, Commercial, Office and Higher Density Residential Sub-Areas

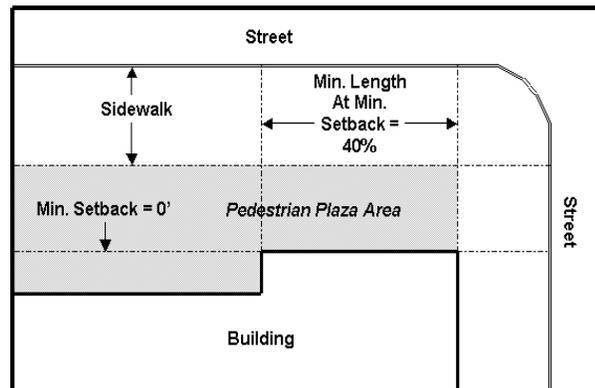
At least 40 percent of the length of a buildings ground and second floor façade facing a public or private street must be located at the minimum setback distance. However, within 300 feet of a station platform, the setback distance shall be measured from either the back of sidewalk or from the edge of a pedestrian plaza provided as part of the building site plan (17-22-11(1)).

Guideline: Buildings should be located directly adjacent to sidewalks or plazas to create a pedestrian friendly environment where parking facilities are located behind the primary structures. Allowing additional setback flexibility beyond the 40 percent requirement also provides for the creation of outdoor dining and activity spaces adjacent to the building.

This illustration reflects the minimum setback standard adjacent to a street where no pedestrian plaza exists.



This illustration reflects the minimum setback standard adjacent to a street where a pedestrian plaza is located within 300 feet of a light rail station.

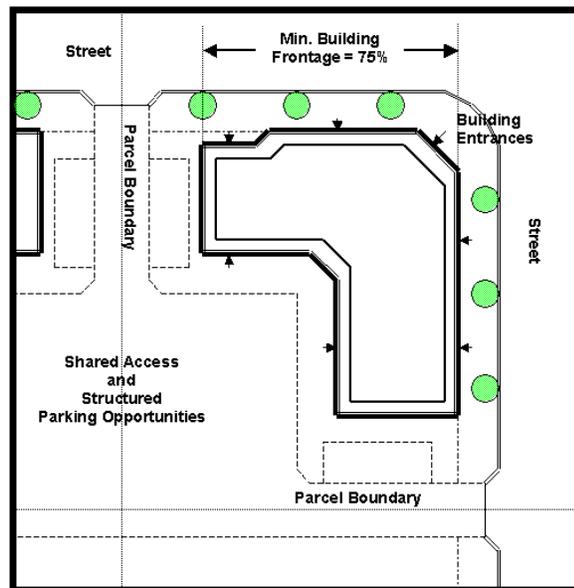


Building Placement within the Station Core, Commercial, Office and Higher Density Residential Sub-Areas

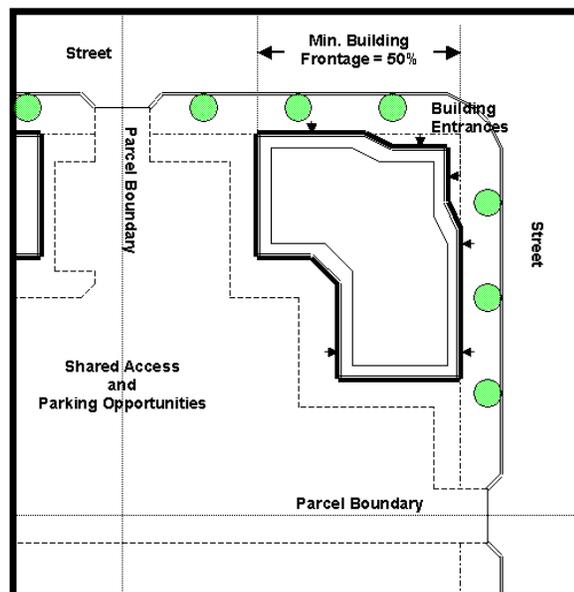
Within the Station Core and Higher Density Residential sub-areas, at least 75 percent of a parcel frontage adjacent to a public street shall be bordered by buildings. Within the Commercial and Office sub-areas, at least 50 percent of a parcel frontage adjacent to a public street shall be bordered by buildings (17-22-11(2)).

Guideline: In order to create a pedestrian-friendly street-scape, building should occupy as much of the parcel frontage as possible.

This illustration reflects the minimum frontage requirement within the Station Core and Higher Density Residential sub-areas.



This illustration reflects the minimum frontage requirement within the Commercial and Office sub-areas.

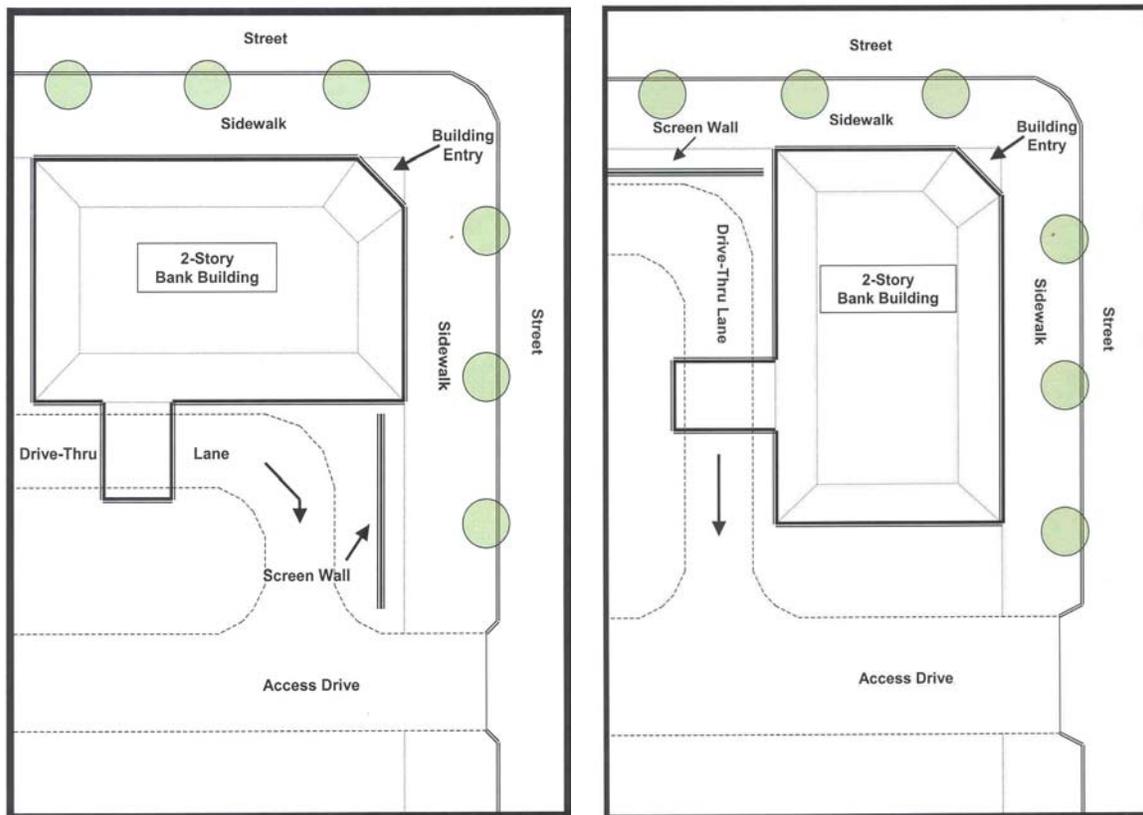


Drive-Through Windows

Drive-through windows shall not face public streets. Drive-through lanes shall not be allowed in the area between a building and a public street (17-22-12(4)).

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. Drive-through lanes may be located on no more than two sides of a building.

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

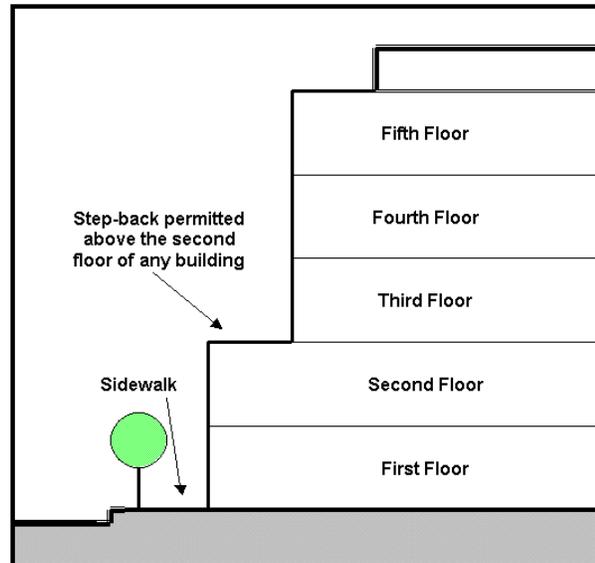


Building Step-Backs

Building step-backs are permitted above the second floor of any building or structure (17-22-12(5)).

Guideline: Building step-backs should be used to create visual interest in the building, and to provide sunlight to the pedestrian environment where appropriate.

A building step-back is permitted above the second floor. The step-back may be of any depth, as appropriate for the building or to ensure sunlight reaches the street level.



This building includes a variety of step-backs at various levels.
(Palace Lofts – Denver, CO)

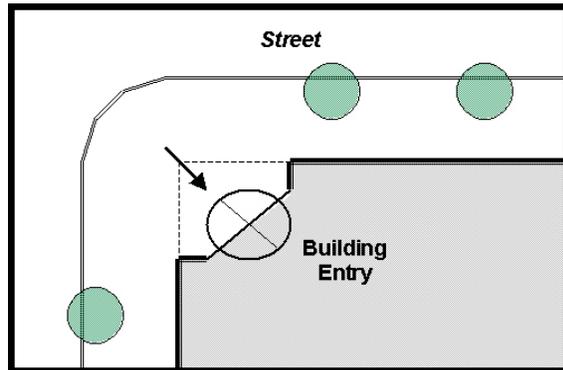
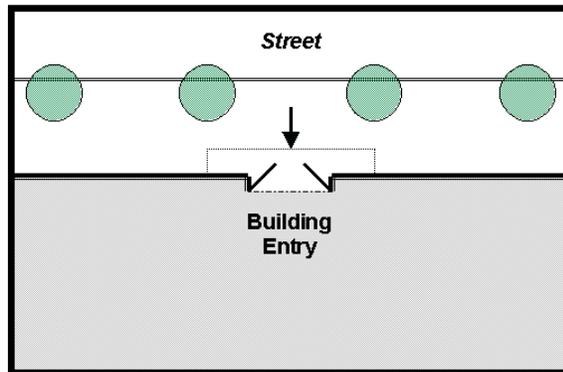


Building Entrances

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, measured from the street property line (17-22-12(7)).

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

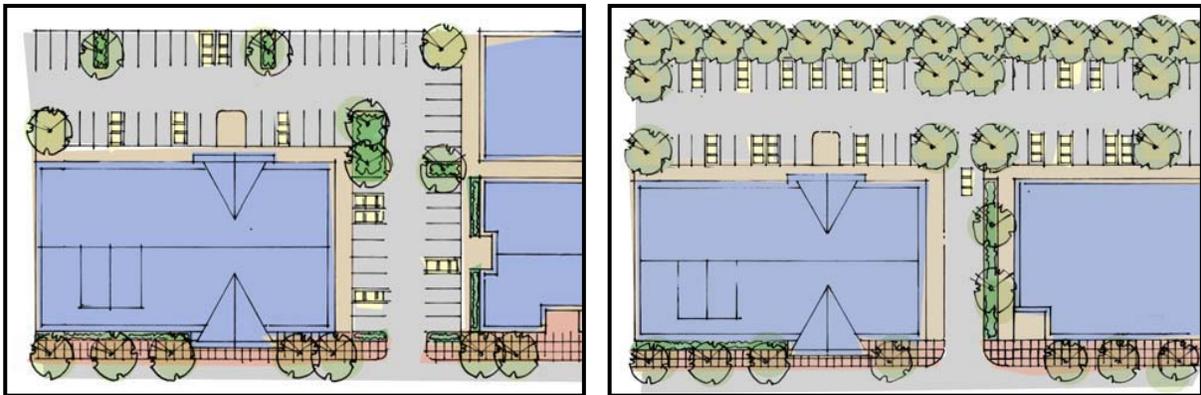
These illustrations show possible entry orientations for retail and/or office buildings.



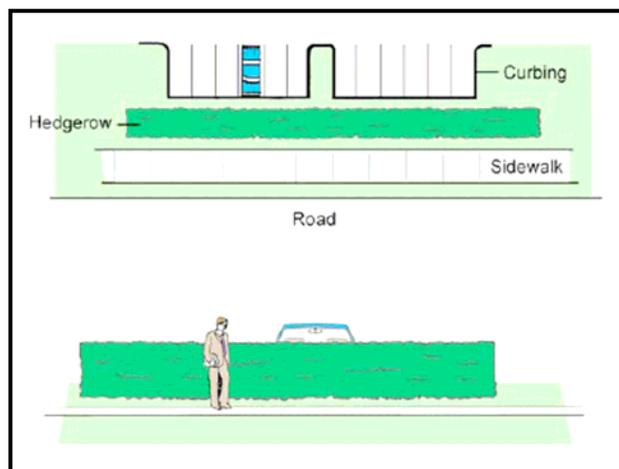
Parking Lot Location/Screening

All surface off-street parking shall be primarily located behind buildings that face on a public street and be accessed by an alley or short driveway located between buildings. Where surface parking is located adjacent to a public or private street, landscaping or a low screen wall providing screening to a height of 36 inches shall be provided (17-22-17(1)(c)).

Guideline: Pedestrian interaction with parked vehicles should be minimized to the greatest extent possible with parking located behind buildings. 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 locations and access.



This illustration indicates how landscaping can be used to screen parking adjacent to the street.

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 (17-22-12(15)).

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.



Research and Development Uses

At least 25 percent of the length of the ground floor façade of the building facing a public street must be located at the minimum setback distance (17-22-13(1)).

No more than 60 percent of the frontage on arterial streets to a depth of 80 feet shall be occupied by parking (17-22-13(2)).

Guideline: While parking is allowed in front of a portion of a building, the visual impact of automobiles should be minimized.

This is an example of a high-quality research building, with limited parking visibility.

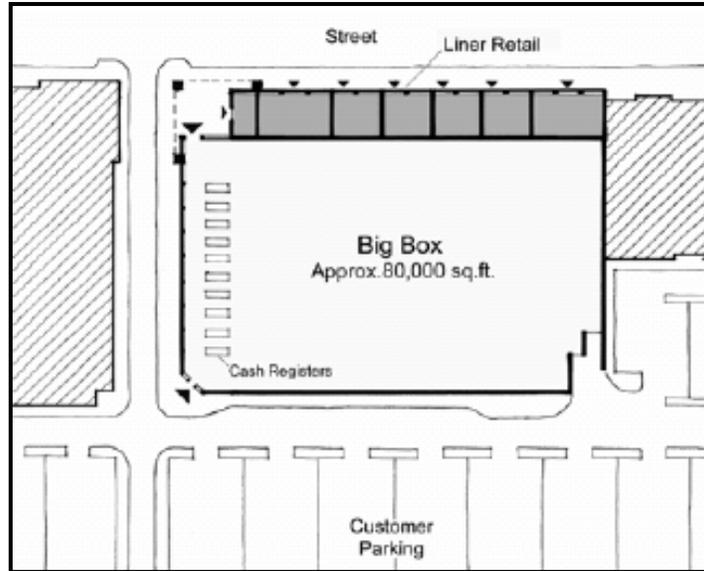
(Lowry – Denver, CO)



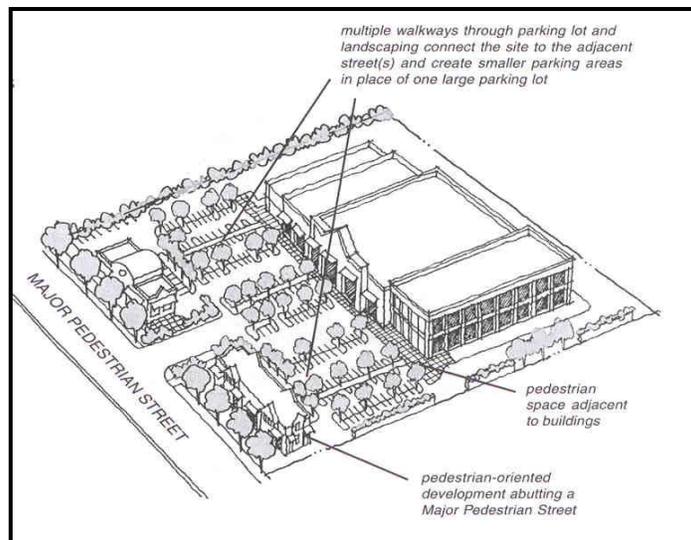
Large Format Retailers

At least one side of the building shall be 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 (17-22-14(1)).

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



This illustration shows how a large format retail store can be located directly adjacent to a public street.



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 in pedestrian-friendly, transit-oriented places. Sidewalks, separated from auto traffic lanes by street trees and tree lawns, should connect the transit station platform to surrounding uses. Plazas and public open spaces should be used to create nodes of pedestrian activity.

Sidewalk Design Adjacent to Major Arterial Streets

All sidewalks adjacent to major regional arterial streets within the Station Core, Commercial, Office, and Higher Density Residential sub-areas must be 17 feet in width. The first seven feet behind the curb shall include street trees in grates. Pedestrian amenities, such as lighting, benches, and planters may also be located within the seven-foot area (17-22-18(1)).

Guideline: The sidewalks adjacent to major streets 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.

This streetscape illustrates the appropriate sidewalk configuration adjacent to major streets.

(West End – Dallas, TX)



Street furnishings and pedestrian amenities should be provided wherever possible to create a pedestrian-friendly environment.

(Downtown – Austin, TX)



Sidewalk Design Adjacent to Collector, Local and Private Streets

Sidewalks adjacent to collector, local and private streets shall be five feet in width, and separated from the curb by a six-foot wide tree lawn (17-22-18(3)).

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

This photo illustrates the required tree lawn and sidewalk design on a non-arterial street adjacent to multi-family development.
(Lowry – 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 within the Station Core, Commercial, Office and Higher Density Residential sub-areas is required to be provided as public plazas, pocket parks, roof top gardens, or courtyards (17-22-9(1)).

All required open space shall be accessible to users of the building(s) 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 (17-22-9(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. (Stapleton – Denver, CO)



This photo illustrates a hard-scape plaza area within a retail and office environment. The plaza contains numerous benches and a water feature. (Lowry – Denver, 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. (Federal Building – Chicago, IL)



Connectivity

Transit oriented development within the Transit 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 take in to account 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 (17-22-16(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 – Charlotte, NC)



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



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 (17-22-16(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 parking located behind the buildings to the sidewalk on the adjacent public street.
(Stapleton – Denver, CO)



This walkway provides a direct connection between the development and an adjacent park.
(Downtown – Austin, TX)



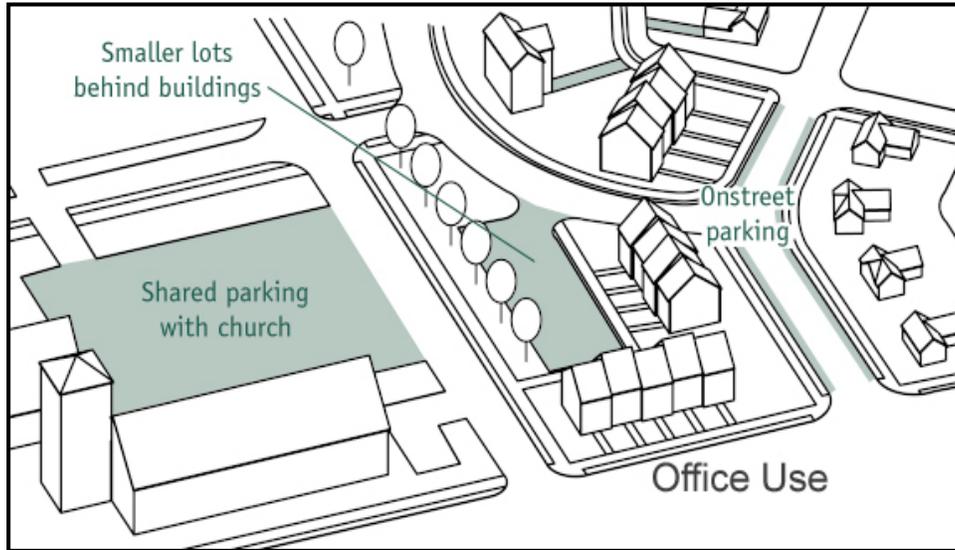
Parking

Although automobiles are part of everyday life, transit oriented development should focus on alternative modes to connect the station platforms to adjacent areas. Parking, and the visual impact of large surface lots, should be minimized within the Transit Mixed Use areas.

Shared Parking

Shared parking shall be permitted and is encouraged. Parking requirements may be met at a distance of up to 600 feet from the subject use (17-22-17(1)(f)).

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 office uses and a church, which each have parking needs at different hours and days.

Bicycle Parking

Bicycle parking is required for development within the Station Core, Commercial, Office, and Higher Density Residential sub-areas to encourage the use of this mode of transportation (17-22-17(2)).

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

This bicycle rack is located adjacent to the building entrance.



This bicycle rack is located conveniently adjacent to several businesses.

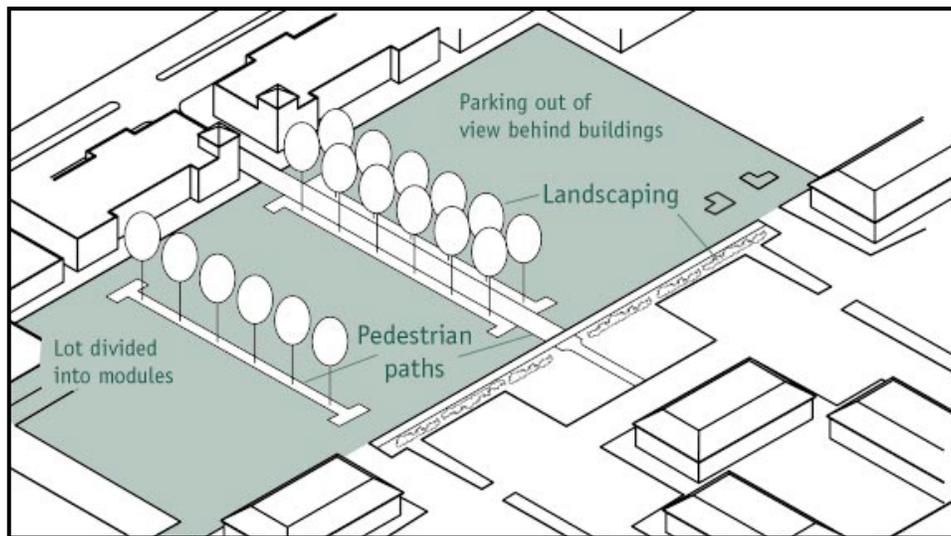


Off-Street Parking

All surface off-street parking shall be primarily located behind buildings that face on a public street and be accessed by an alley or short driveway located between buildings (17-22-17(1)).

At least 10 percent of the area of surface parking lots shall include trees and shrubs (17-22-17(1)(i)).

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



This illustration indicates an appropriate parking lot configuration.

On-Street Parking

On-street parking shall be provided where permitted by the City of Lakewood and/or the Colorado Department of Transportation (17-22-12(16)).

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 (17-22-17(1)(e)).

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 125 feet of the TMU 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 125 feet of the TMU 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 (17-22-19(1)).

Guideline: Building bulk should be reduced to match the height and scale of the adjacent building. Particular attention should be paid to transition details, especially if the adjacent structure is residential.

This multi-family building transitions from four stories to one story where it is adjacent to a single-family residential structure.

(Queen Anne – Seattle, WA)



This mixed-use building also transitions from four to two stories, which would meet the compatibility requirements.

(Crossings at Gresham Station – Gresham, OR)



Compatible Height

All development within 125 feet of a residentially zoned property located outside of the TMU district shall have a maximum height no greater than the maximum height allowed in the adjacent district (17-22-19(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 townhome project reflects the height and architectural characteristics of the adjacent single-family detached residential, on the left.

(Crossings – Mountain View, CA)



Signs

Signs along commercial frontages should be clear, informative to the public and durable. Signs should be scaled to the pedestrian-oriented nature of the Transit Mixed Use areas.

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 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 70 percent of the frontage associated with the use. Wall signs shall be composed of individually mounted letters, logos, and/or icons (17-22-21(2)).

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 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 (17-22-21(3)).

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

Projecting signs can incorporate interesting brackets as well.



A wide variety of projecting signs should be encouraged along any building frontage to provide for visual interest.



Awning Signs

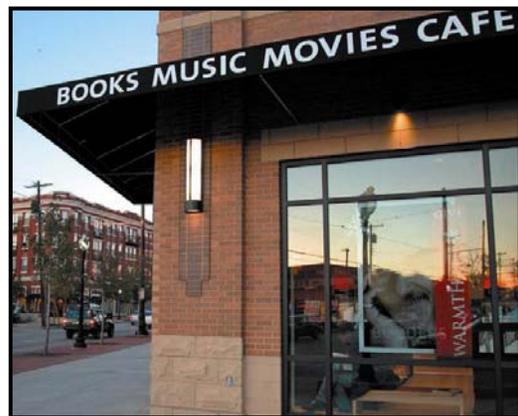
Each use shall be allowed one sign per awning associated with the use. Signage is allowed only on the vertical front portion of the awning, except that graphical logos shall be allowed on the slanted portion. Letters shall not exceed 8 inches in height, and logos shall not exceed 10 percent of the sloped awning panel area (17-22-21(4)).

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



Monument Signs

Monument signs shall be allowed in the Commercial, Office, Research and Development, and Medium Density Residential sub-areas. Each freestanding building shall be allowed one sign, not to exceed six feet in height or 50 square feet of sign area. The sign shall be compatible with the architecture of the building to which it is associated (17-22-21(5)).

Guideline: The use of monument signs should be limited to major arterial streets. However, when they are utilized 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 within the TMU areas.



Lighting

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

Pedestrian Lighting

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 (17-22-22(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.

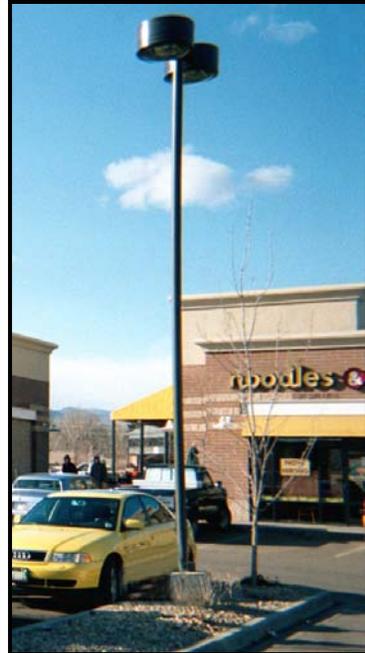


Parking Lot Lighting

On-site street and parking areas shall be lit with full cutoff type lighting fixtures no more than 25 feet tall (17-22-22(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 areas within the Transit 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.

(Downtown – Boulder, CO)



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.

An example of a decorative tree grate.
(Downtown – Portland, OR)



An example of pedestrian-oriented streetscape elements such as trees in grates, planters, and decorative banners.
(Downtown – Renton, WA)



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 within the station areas, 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.
(Reston Town Center – Reston, VA)



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



Energy Efficient Design and Construction

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 (17-22-12(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.

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.

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

Acknowledgements

Lakewood Planning Commission

Ward I:	John Plotkin	Ward IV:	Jerald Golley
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Ward III:	Rich Urbanowski	At-Large:	Ray Schoch Michael Rohr

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Thank you to the many other City of Lakewood staff members that 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 Transit Mixed Use Zone District.



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