

AGENDA
WORKSHOP OF THE CITY COUNCIL
CMO CABINET ROOM
480 S. ALLISON PARKWAY
CITY OF LAKEWOOD, COLORADO
IN-PERSON MEETING
MAY 19, 2025
6:00 PM

For more information, please use either one of the following links:

City of Lakewood Website: [Lakewood.org/CouncilVideos](https://lakewood.org/CouncilVideos)

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

The City of Lakewood does not discriminate on the basis of race, age, national origin, color, creed, religion, sex, sexual orientation or disability in the provision of services. People needing reasonable accommodation to attend or participate in a City service program can call 303-987-7080 or TDD 303-987-7057. Please give notice as far in advance as possible so we can accommodate your request.

How to Connect to Provide Public Comment: The public may post written comments of any length to LakewoodSpeaks.org, an online forum for public comments.

ITEM 1 – CALL TO ORDER

ITEM 2 – ROLL CALL

ITEM 3 – BIKE PLAN UPDATE

ITEM 4 – CONTINUED DISCUSSION - ZONING CODE UPDATE

ITEM 5 – ADJOURNMENT

[MEET_FOOT]

STAFF MEMO

DATE OF MEETING: MAY 19, 2025 / AGENDA ITEM NO. 3

To: Mayor and City Council
From: Max Kirschbaum, Director of Public Works
Mike Whiteaker, City Transportation Engineer
Subject: **2025 Lakewood Bicycle Plan**

SUMMARY STATEMENT: The 2025 bicycle plan is an update to the previous 2018 bicycle system master plan, incorporating lessons learned since 2018, the latest guidance, and community input we have received.

BACKGROUND INFORMATION: The importance of a multi-modal transportation system that prioritizes active modes to the same extent as motor vehicles has been officially recognized by the community since the City's very first comprehensive plan, "Concept Lakewood," that was adopted in 1975. After many years of community plans recognizing active transportation as a priority and an important aspect of a thriving community, Lakewood staff and elected officials took this commitment one step further in 2005 by adopting the City's first Bicycle System Master Plan. The 2005 plan was updated in 2018. We are now updating the 2018 plan with the most recent lessons, guidance and input from the community. The plan update was created in five phases and involved an internal working group (staff from various departments) and an external working group (residents who volunteered).

Phase 1: was existing conditions inventory.

Phase 2: involved research, analysis and network development.

Phase 3: gathering outreach from community members to initial recommendations and strategies.

Phase 4: finalized the proposed network recommendations and overall review of the plan.

Phase 5: presenting a draft plan to council for further refinement and eventual adoption.

BUDGETARY IMPACTS: The plan doesn't directly obligate any funding, but as staff design or review projects in the future, the plan components will be implemented when feasible. To date, we have done most bike enhancements as part of pavement overlay or development to maximize funding effectiveness. The plan will also be used to focus on several key corridors for connectivity improvements that will lead to standalone projects.

STAFF RECOMMENDATIONS: Review and provide any comments or desired changes to the draft plan.

ALTERNATIVES: Reject draft plan and provide staff with alternative direction.

PUBLIC OUTREACH: This item has been promoted through the regular communication channels to be considered by the Lakewood City Council. Appendix B covers the processes and feedback received from multiple public outreach methods (project website, notices in BikeJeffco newsletters, flyers at bike shops & recreation centers, social media posts, two presentations to Alameda BID, and three popup events at community events. The project was reported on by television stations three times in the last year. The project's website recorded nearly 4,000 unique visitors.

NEXT STEPS: Adoption of Bike plan at the June 9, 2025 Council meeting incorporating any revisions.

ATTACHMENTS: 1. Bike Plan 2025: Chapters 1-5
2. Bike Plan 2025: Appendices A-E

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



LAKEWOOD **BICYCLE PLAN**

June 2025



April 2025 Draft

ACKNOWLEDGMENTS

CITY COUNCIL

Wendi Strom, *Mayor*
Jeslin Shahrezaei, *Ward 1*
Glenda Sinks, *Ward 1*
Sophia Mayott-Guerrero, *Ward 2*
Isabel Cruz, *Ward 2*
Roger Low, *Ward 3*
Ken Cruz, *Ward 3*
David Rein, *Ward 4*
Bill Furman, *Ward 4*
Jacob LaBure, *Ward 5*
Paula Nystrom, *Ward 5*

PROJECT TEAM

Jenny Gritton, *Active Transportation Coordinator*
Kelly Dunne, *Transportation Engineering Manager*
Mike Whiteaker, *City Transportation Engineer*

INTERNAL WORKING GROUP

Brian Harfst, *Street Maintenance*
Eric King, *Capital Projects & Utilities*
John Paliga, *Community Resources*
Jonathan Wachtel, *Sustainability (former)*
Kathryn Johanson, *Community Development*
Keith Goates, *Transportation Engineering*
Kyle Kammermeier, *Transportation Engineering*
Matt Duncan, *Transportation Engineering (former)*
Matthew Seubert, *Comprehensive Planning*
Terri Haley, *Signs & Markings*
Tim Dettman, *Transportation Engineering*
Toni Bishop, *Transportation Engineering*

EXTERNAL WORKING GROUP

Aaron Villere, *DRCOG*
Andrew Robinson*, *Resident*
Charlie Myers, *Bike Jeffco*
Cody Schlager, *Resident*
Dale Trone, *Resident*
Dallas Cox, *Resident*
Doug Wells, *Resident*
Emily Grace Schlager*, *Resident*
Erica Hine, *West Corridor TMA*
Gary Harty*, *Cycling Without Age*
Gil McCormick, *COMBA*
James Collins, *Resident*
Judy Harty, *Resident*
Mike Raber, *Bike Jeffco*
Molly McNamara, *Resident*
Peter McNutt*, *Sustain O'Kane*
Stephen Bartels*, *Resident*
Ted Heyd, *Resident*
Tom Quinn, *Alameda Connects*
Wilma Jones, *Resident*
* *bike parking task force, see Appendix D*

ADDITIONAL SUPPORT

Angela Ramirez, *Communications*
Dan Stoutamire, *Public Information*
Hannah Porter, *Capital Projects & Utilities*
Janet Smith, *Transportation Engineering*
Jenny Haller, *Information Technology*
Stacey Rock, *Public Works*
Stacie Oulton, *Public Information*

...and a very special thank you to everyone in the community who provided feedback and shared their experiences during any part of the planning process!

CONTENTS

CHAPTER 1: INTRODUCTION	4
Why Bicycling?	5
The Role of Infrastructure	6
The Role of Planning	8
Bicycle Plan Vision & Goals	10
CHAPTER 2: PLANNING PROCESS	11
Bicycle Plan Update Timeline	12
The Project Team	13
Building Upon & Alongside Other Plans	14
Public Engagement Process	15
CHAPTER 3: EXISTING CONDITIONS	18
How Does Lakewood Move?	19
Existing Bicycle Network	20
Safety & Crash History	23
Beyond Infrastructure: Existing Policies & Programs	24
CHAPTER 4: PROPOSED NETWORK & RECOMMENDATIONS	25
Developing the Proposed Bicycle Network	26
Proposed Facility Toolbox	27
Proposed Bicycle Network	28
Additional Recommendations	30
CHAPTER 5: IMPLEMENTATION & NEXT STEPS	31
Prioritization Framework	32
Contextual Implementation	33
Comparative Facility Costs	34
Funding Opportunities	35
Moving Forward	36
APPENDICES	
Appendix A: Project List	37
Appendix B: Public Engagement Summary	51
Appendix C: Bicycle Crash Analysis	65
Appendix D: Bike Parking	70
Appendix E: Bicycle Facility Design Guidance	75



CHAPTER 1: **INTRODUCTION**

WHY BICYCLES?

Located at the base of the eastern slope of the Rocky Mountains with easy access to both the plains and the foothills, Lakewood is a prime location for all types of bicycling. Residents are drawn to the quiet family-friendly paths in over 100 local parks, the flowing mountain biking trails at William F. Hayden Park on Green Mountain, and the popular Bear Creek Trail that runs all the way through south Lakewood and into neighboring municipalities. In addition to countless opportunities for recreational bicycling, an increasing number of residents are choosing to use those same two wheels (or sometimes three or four) as a way to get from point A to point B in their day-to-day lives. The share of Lakewood residents who commute to work by bicycle is nearly 2.5 times greater than the national average, and is 50% higher than just ten years ago (see page 19). The interest in biking for transportation in an already-active community isn't surprising; active transportation, a term that encompasses all human-powered modes of transportation such as walking and biking, has countless benefits for both individuals and the community.

Below are some of the key benefits specific to bicycling for transportation:



PHYSICAL & MENTAL HEALTH

As a human-powered mode of travel, bicycling for transportation provides an opportunity to regularly engage in physical activity, potentially reducing obesity and mortality risk from conditions associated with inactivity. Regular exercise and time spent outdoors can also improve mental health, especially considering the social benefits of increased neighborhood interactions compared to time spent in a motor vehicle.



AIR QUALITY & CONGESTION

Bicycling is a quiet, zero-emission mode of transportation (or extremely low-emission for e-bike travel), and bicycles take up very little space compared to motor vehicles. When an environment is conducive to bicycle travel, residents and visitors have the opportunity to replace motor vehicle trips with bicycle trips, therefore reducing the number of vehicles on the road and improving air quality as a result of fewer transportation-related emissions.



MOBILITY & EQUITY

Convenient and accessible active transportation networks are especially important for people who do not own, cannot afford to maintain, or cannot operate a motor vehicle. Bicycling, especially when in conjunction with public transit, provides a way for more people to reach their destinations without relying on vehicle ownership. With the rise of e-bikes in recent years, bicycling is less physically demanding and more accessible to an even wider range of people.

THE ROLE OF INFRASTRUCTURE

In order for bicycling and other modes of active transportation to be successful in Lakewood, high-quality infrastructure is necessary. Safe, convenient, and accessible bike infrastructure plays an important role not only in providing space for people who already use two wheels to get around, but also in encouraging more people to embrace bicycling in their daily routines.

Safety

People who walk, ride a bike, or use other modes of active transportation to get around are often called “vulnerable road users” because they are not as protected from crashes as occupants of a motor vehicle are. This means they are more susceptible to the effects of vehicle weight and speed upon impact in the event of a crash, resulting in an increased likelihood of injury or death. This troubling reality is evident in regional crash statistics; while only 3% of crashes in the Denver metro region involve people biking or walking, they represent 24% of the people involved in fatal or serious injury crashes (Figure 1).

An increasing number of cities are following what is called the Safe System Approach to minimize traffic deaths for all road users, which emphasizes that safety is a shared result of vehicle design, human behavior, post-crash care, roadway speeds, and roadway design. The latter two factors are incorporated by infrastructure that encourages lower vehicle speeds, separates different modes of transportation, and provides predictability to better keep all road users safe.

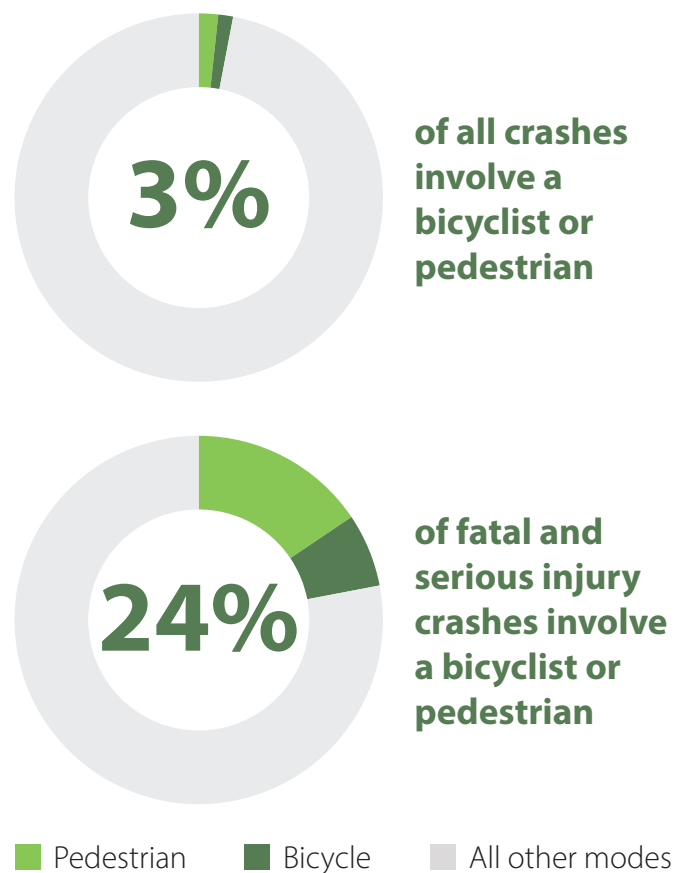


Figure 1: Percent of all crashes (top) and fatal / serious injury crashes (bottom) involving bicyclists or pedestrians in the Denver metro region from 2010-2015. Source: DRCOG Active Modes Crash Report, 2023

Reducing Vehicle Miles Traveled

In addition to keeping people who ride bicycles safe from harm, high-quality bike infrastructure also plays a role in making bicycling more inviting and accessible to a wider range of people, therefore enabling these people to bike for transportation instead of being reliant on a motor vehicle. It is estimated that 16% of people in the Denver metro region consider themselves confident cyclists in terms of their comfortability with existing bicycle infrastructure, meaning they already ride a bike either for transportation or for recreation and have routes that they feel very comfortable on despite proximity to motor vehicle traffic (Figure 3). Another 25% of the population is not interested in bicycling no matter the infrastructure available, which leaves 59% of the population in a category most often labeled “Interested but Concerned.” The “Interested but Concerned” bicyclist is interested in bicycling and would like to ride a bike more often, but they are concerned about safety and the potential risks of sharing roads with motor vehicles. By providing infrastructure that appeals to the “Interested but Concerned”

bicyclist, there is a realistic opportunity to reduce vehicle miles traveled by encouraging residents to ride a bicycle instead of drive a vehicle for short trips. In the Denver region, over two million drive-alone trips of 4 miles or fewer are taken per day (Figure 2). Since a 2015 travel model from the Denver Regional Council of Governments (DRCOG) predicts that over 60% of bicycle trips in the region are shorter than 4 miles, those two million short drive-alone trips offer strong potential to be converted to bicycling trips. For bicyclists who are comfortable riding longer distances—which is easier now than ever with the increasing accessibility of e-bikes—there is even greater opportunity to reduce the number of vehicle miles traveled and reap the benefits of lower congestion, improved air quality, and a healthier community.

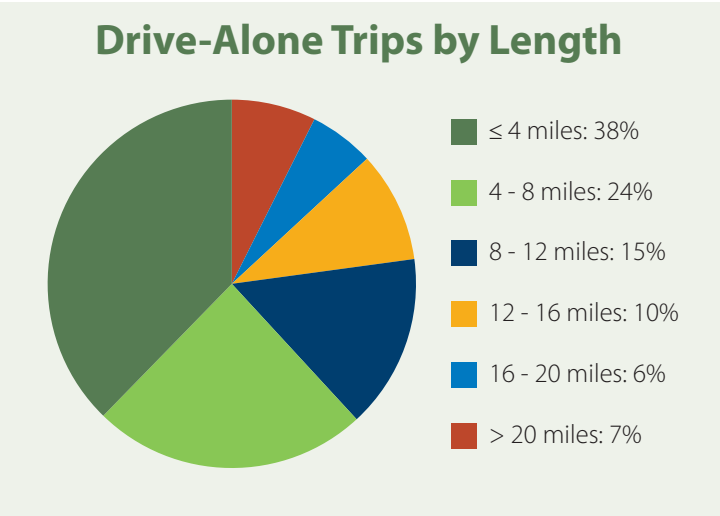


Figure 2: Distribution of drive-alone trips in the Denver metro region by trip length. Source: 2023 DRCOG travel model.

Comfort Typology of Bicyclists



Non-Bicyclist	Interested but Concerned	Enthused and Confident	Strong and Fearless
25%	59%	12%	4%
Non-bicyclists are uncomfortable or uninterested in bicycling no matter what the conditions, or unable to ride any type of bicycle.	Many Coloradans would like to ride a bike more, but only feel comfortable on off-street paths, fully separated bikeways, and quiet local streets.	Confident cyclists are willing to ride in any type of designated bicycle facility as long as they feel they are safe, but prefer facilities with greater separation.	Strong and fearless bicyclists will ride anywhere, regardless of the separation from traffic.

Figure 3: Comfort typology of bicyclists as a % of Denver metro residents. Typology source: Dill, J. and McNeil, N. (2016) Revisiting the Four Types of Cyclists. *Transportation Research Record*, 2587(1), 90-99. % source: DRCOG Active Transportation Plan, 2019.

THE ROLE OF PLANNING

With sights set high on a goal of creating a vibrant, healthy, and safe community by increasing bicycle ridership and reducing vehicle miles traveled, it's important to have a plan. Community planning allows government agencies to establish consistent goals and strategies, communicate those goals to the public, pursue funding and support for those goals, and provide a framework to build upon as goals shift and transform over time. A good plan is heavily informed by outreach to the community in order to identify current and future needs of the people who live and work there.

50 Years of Visions for a Better Lakewood

The importance of a multi-modal transportation system that prioritizes active modes to the same extent as motor vehicles has been officially recognized by the community since the City's very first comprehensive plan, "Concept Lakewood," was adopted in 1975. After many years of community plans recognizing active transportation as a priority and an important aspect of a thriving community, Lakewood staff and elected officials took this commitment one step further in 2005 by adopting the City's first Bicycle System Master Plan. In adopting a community plan specific to bicycling, the City permanently acknowledged bicycling as a viable alternative to motor vehicle transportation and set the stage for a successful and ever-growing bicycle network.

1975

Goal: "To create new, alternate transportation systems as a means of reversing the present emphasis on the private automobile as the major means of transport."

Strategy: "A system of designated bikeways shall be created so the bicycle may function as both a transport alternative and as a form of recreation."

- Concept Lakewood

2025

Goal: "Improve safety, accessibility, comfort, convenience, and connectivity for people of all ages and abilities walking, biking, and rolling to ensure non-vehicular access throughout Lakewood."

Strategy: "Continue to implement the Bike Plan and any future updates to the Plan."

- Envision Lakewood 2040

Bicycle Planning: Then and Now

Like any other community planning document, bicycle plans should be revisited and updated on a regular basis to ensure that they are in line with the needs of a growing and changing community, the latest regional trends, and any national guidance. Each version of the Bicycle Plan not only reflects the state of bicycling in Lakewood and the accepted bicycle facility design standards at the time, but also takes a refined and evolved approach to envisioning the future. Below is a short summary of each Lakewood Bicycle Plan and their key characteristics.

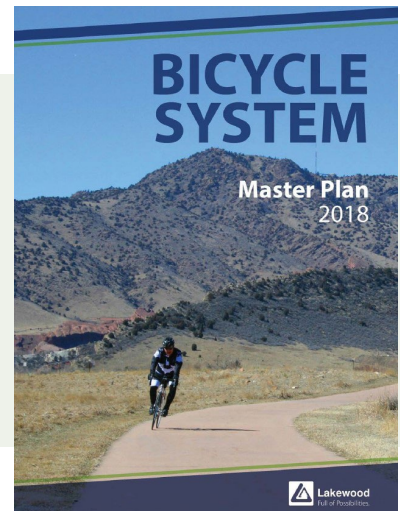


2005: Planning for Pedaling

Lakewood’s original Bicycle System Master Plan took a dual approach to examining the City’s bicycle network from both a commuting focus and a recreational focus. The Plan was primarily focused on infrastructure, highlighting existing key corridors for both transportation and recreation while making facility recommendations based on public input on the existing network.

2018: Bicycle System Master Plan

The first update of the Bicycle System Master Plan stepped beyond an infrastructure focus and utilized the 5 E’s of bicycle planning used by the League of American Bicyclists—Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning (see page 25 for the updated E’s as of 2020)—to take a holistic approach at improving all aspects of bicycling in Lakewood.



2025: Bicycle Plan

This updated Bicycle Plan goes back to Lakewood’s bicycle planning roots with an infrastructure-focused Plan, but this time with an explicit transportation focus. Recommendations build upon those in the 2018 Plan, introducing refined facility terminology and new facilities including separated and barrier protected bike lanes that were not previously proposed.

BICYCLE PLAN VISION

To articulate the aspirations behind this Bicycle Plan update and communicate what the Plan is working to accomplish going forward, the following vision statement and goals were developed.

VISION STATEMENT:

The Bicycle Plan envisions a safe, comfortable, and connected bicycle network that promotes health, sustainability, and mobility in Lakewood by supporting bicycling as an accessible mode of transportation for people of all ages and abilities.

GOAL #1:

Improve safety and comfort for all bicyclists.

GOAL #2:

Increase the accessibility and convenience of Lakewood's bicycle network to expand mobility options for everyone.

GOAL #3:

Inspire Lakewood residents and visitors to explore bicycling as an alternative to motor vehicle transportation.



CHAPTER 2: **PLANNING PROCESS**

BICYCLE PLAN UPDATE TIMELINE

The Bicycle Plan update was a 14-month process that began in April 2024 and concluded in June 2025. The process built upon analysis of the 2018 Bicycle System Master Plan, two rounds of public engagement and community input, and several years of data collection. The result is an updated project list, refreshed recommendations, and a new look at Lakewood's bicycle system. The update process was split into 5 phases:

○ PHASE 1 PLAN LAUNCH & EXISTING CONDITIONS INVENTORY

The Plan update began with a focus on the community. The key focus of Phase 1 was to explain the importance of bicycle planning to Lakewood residents and visitors, open a line of communication with the project team through the project website and community events, and solicit feedback on the conditions of Lakewood's existing bicycle network.

○ PHASE 2 RESEARCH, ANALYSIS, & NETWORK DEVELOPMENT

Feedback received from the community in Phase 1 was analyzed alongside bicycle volume counts, crash patterns, vehicle speed and volume data, existing recommendations, and neighboring Bicycle Plans to develop a draft proposed bicycle network.

○ PHASE 3 COMMUNITY REVIEW OF INITIAL RECOMMENDATIONS

Once the draft proposed network was developed, it was vetted by members of the project team and the community through a second round of online and in-person engagement. Lakewood residents and visitors provided input on the initial recommendations, and the project team completed any remaining data collection necessary to finalize the project list.

○ PHASE 4 PLAN & PROJECT LIST DEVELOPMENT

Using input received from the public and the additional data collected, the proposed network was finalized and the project list was developed. Alongside the completion of the project list, the plan document was drafted and distributed to all members of the project team for review.

○ PHASE 5 PLAN ADOPTION

Following the project team review, a second draft of the Bicycle Plan was presented to City Council for their review and feedback. Final adjustments based on that feedback resulted in a final version of the Bicycle Plan, which was then brought back to City Council for adoption.

THE PROJECT TEAM

The Bicycle Plan update was completed in-house by Lakewood's Active Transportation Coordinator with support from Transportation Engineering staff. In addition to the core project team, the Plan update was guided by two Working Groups: the Internal Working Group consisted of Lakewood employees across several departments, and the External Working Group was made up of individuals representing various stakeholders outside of City staff.

Internal Working Group

The twelve Lakewood staff members in the Internal Working Group provided insight from eight divisions and departments including Capital Projects & Utilities, Community Development, Community Resources, Comprehensive Planning, Street Maintenance, Sustainability, Traffic Signs & Markings, and Transportation Engineering. Several members of this Working Group were also on the project team for past Lakewood Bicycle Plans, providing important insight into those planning processes.

External Working Group

Primarily made up of Lakewood residents, the External Working Group also included representation of stakeholders and advocacy organizations such as Alameda Connects, Bike Jeffco, the Colorado Mountain Biking Association, Cycling Without Age, the Denver Regional Council of Governments, Sustain O'Kane, and the West Corridor Transportation Management Association. Several members of this group were also integral to the development of the 2018 Bicycle System Master Plan.

The Working Groups held separate virtual meetings every 3 months over the course of the Plan update. While every Working Group meeting was an opportunity for the team to have open discussions and brainstorm anything that could improve the updated Bicycle Plan, each meeting had a specific theme and outcome summarized below:

- **Meeting #1 - May 2024**

The first project meeting gave members of both Working Groups a chance to get to know each other, review the history of Lakewood's bicycle planning, and discuss their goals for the Plan update as a group.

- **Meeting #2 - August 2024**

Working group members reviewed the results of the first wave of public engagement, gave their input on the preliminary outline of the Plan content, strategized the most effective methods for community review of the proposed network, and drafted questions for the second online survey.

- **Meeting #3 - December 2024**

The third project meeting focused on reviewing the final public engagement results, refining the Bicycle Plan vision and goals, and discussing the methodology behind the project list prioritization framework.

- **Meeting #4 - March 2025**

After receiving and reviewing a first draft of the Bicycle Plan, Working Group members met one final time to discuss revisions to the draft, the adoption process, and what comes next after the Bicycle Plan is adopted.

BUILDING UPON AND ALONGSIDE OTHER PLANS

To ensure an efficient and productive planning process, the project team consulted existing plans with parallel or overlapping visions to guide the development of the Bicycle Plan. The following table presents key examples of state, regional, internal, and neighboring plans that work in conjunction with the Lakewood Bicycle Plan:

	Plan Title	Alignment with Lakewood Bicycle Plan
Regional & State Plans	CDOT Bicycle and Pedestrian Plan (2015)*	The goals and strategies from this statewide Plan provide a high level framework for Lakewood-specific goals to fit within.
	DRCOG Active Transportation Plan (2019)*	This Plan provides insightful and relevant data about regional trends in active transportation as well as a regional network.
	DRCOG Regional Complete Streets Toolkit (2021)	Different street typologies and their many uses are taken into account in this toolkit, providing guidance on high level street design.
	Jeffco Regional Bikeways Wayfinding Guide (2016)	Lakewood is home to several Jeffco Regional Bikeways, and this guide ensures consistent wayfinding and messaging across the system.
Lakewood Plans	Envision Lakewood 2040 (2025)	Several goals and strategies identified by the community in this Plan are focused on multi-modal transportation and bikeability in Lakewood.
	Sustainability Plan (2015)	This Plan highlights active transportation and the associated reduction in vehicle miles traveled as a necessity for a sustainable community.
	Trail Inventory & Connectivity Assessment Report (2016)	Several trail connections proposed in the Bicycle Plan project list have preliminary designs and challenges identified in this report.
	Safe Streets For All Plan (Future)	In partnership with Jefferson County, this Plan will provide recommendations to improve safety for all road users citywide.
	ADA Transition Plan (Future)	This Plan will take a deeper dive into the state of pedestrian facilities in Lakewood from an accessibility standpoint, including side paths and shared use trails.
Neighboring Local Plans	Jefferson County Bicycle Plan (2022)	This Plan for unincorporated Jefferson County guides future bicycle facility placement and design to be consistent with the jurisdictions within the County, including Lakewood.
	Denver Moves: Bikes (2025)	Each of these local Plans details bicycle network and facility design recommendations specific to their respective municipalities, all of which directly border and connect to Lakewood's existing and proposed bicycle network.
	Golden Pedestrian & Bicycle Plan (2023)	
	Wheat Ridge Bicycle and Pedestrian Master Plan (2017)	

Table 1: Existing plan documents and their relation to the Lakewood Bicycle Plan. * = currently undergoing an update at the time of writing.

PUBLIC ENGAGEMENT PROCESS

A key part of delivering a Bicycle Plan that reflects the experiences and desires of the community was to create opportunities for everyone who lives, works, and travels through Lakewood to provide input on the City's bicycle system. A project website was created for the Plan update as a hub for all background information, progress updates, and engagement opportunities throughout the course of the update. Engagement was split into two separate waves, each with a mix of in-person and online opportunities for input. The first wave focused on existing concerns and desires for Lakewood's bicycle network, and the second wave sought feedback on the initial network recommendations. The various tools and events used to collect community input are summarized below. A detailed description of all engagement conducted and an analysis of all results and responses can be found in Appendix B.

Part 1: Existing Conditions (Spring and Summer 2024)



Figure 4: A printed copy of the online survey was provided to Open House attendees.

Online Survey

The first of two online surveys asked respondents to share their current bicycling preferences and experiences to help inform the project team on the current state of the existing network and what improvements to prioritize while updating the Plan and proposed network. Respondents also had an open-ended question to share anything else they wanted the project team to know.

"Thanks for listening! I love biking in Lakewood and look forward to seeing it improve."

- Online Survey Comment

Online Mapping Tool

To dive into the specifics of how Lakewood residents and visitors were experiencing the existing bicycle network, the project team created an interactive online map that allowed respondents to drop a categorized pin at any location to indicate unsafe intersections, routes that could use a safety or comfort upgrade, destinations that were difficult to access, or routes that were already working well. The pins and their associated comments were visible for all map users, and a total of 470 pins across all four categories were submitted.

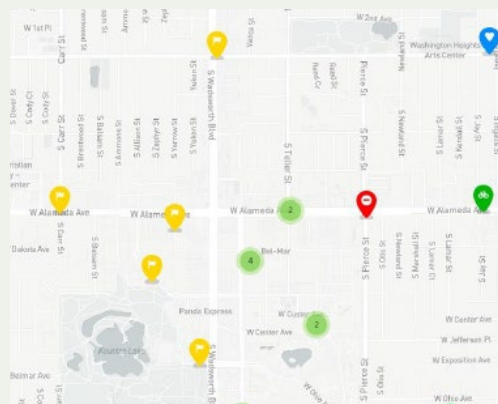


Figure 5: A screenshot of the online mapping tool with categorized pins already placed.



Figure 6: A Lakewood resident points out a potential facility improvement to a member of the project team.

Open House

Attendees at the May 2024 open house had the chance to read posters with information about the Plan, fill out a paper version of the online survey, place stickers on a large map of Lakewood categorized the same way as the online mapping tool, participate in a budgeting exercise to prioritize different types of network build-out, and speak with the project team directly.

Community Event Pop-Up Tables

The project team hosted two pop-up tables in the first wave of engagement, one at Lakewood's Earth Day Celebration in April 2024 and one at a Bike To Work Day station co-hosted by the City and Belmar in the Belmar Plaza in June 2024. Both tables had a scaled-down version of the Open House sticker map, promoted the project website with flyers and business cards, and gave visitors a chance to chat with the project team directly.



Figure 7: Visitors at the snowy Earth Day Celebration discuss their experiences with the project team.

Part 2: Proposed Network Review (Fall 2024)

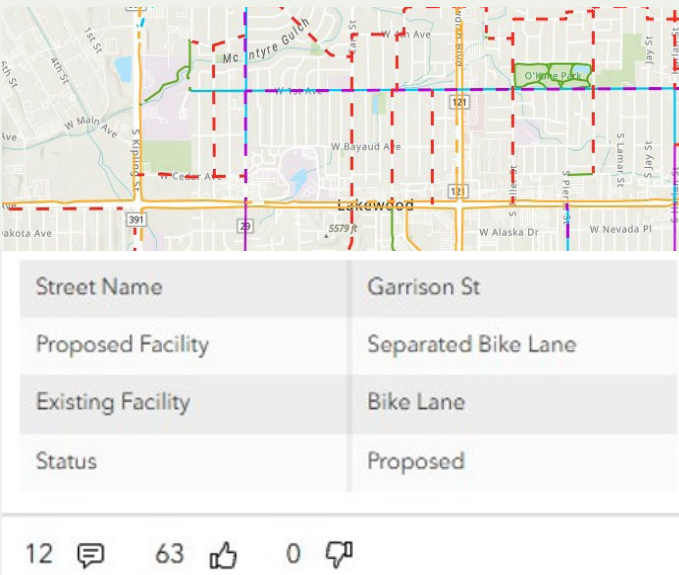


Figure 8: A screenshot of the interactive feedback map with a pop-up showing the total count of likes, dislikes, and comments for one particular recommendation.

Interactive Feedback Map

This online mapping tool was developed as a way for Lakewood residents and visitors to view the entire existing and draft proposed bicycle network in detail and provide their feedback on each individual recommendation. After selecting a project, respondents had the option to give it a "thumbs up" or "thumbs down" to indicate whether they liked or disliked the recommendation, as well as categorized comments to explain why they did or did not like it. All comments as well as the total count of likes and dislikes for each facility were available to all map users.

Online Survey

While the first online survey focused on how respondents experience Lakewood's existing bicycle network, the second survey sought information on specific factors that contribute to a successful overall network in the future and how respondents would like to see the proposed network implemented. Both surveys also included questions about bicycling habits to establish the extent to which the survey respondents represented the overall community.



Figure 9: Screenshot of survey landing screen on project website.



Figure 10: The project table at Cider Days with a large sticker map, facility definitions, and informational posters.

Cider Days Pop-Up Table

To bring visibility to the project and provide another in-person opportunity for the public to share feedback, the project team hosted a table at Cider Days, one of Lakewood's most highly-attended annual community events, in October 2024. The table promoted the project website with flyers and business cards and provided visitors with an opportunity to compare the different types of proposed bicycle facilities, examine and leave feedback-coded stickers on a map of the draft proposed network, and speak directly with the project team.



CHAPTER 3: **EXISTING CONDITIONS**

HOW DOES LAKEWOOD MOVE?

Like most Americans living in suburban communities, the majority of Lakewood residents typically get where they need to go by driving a car. Excluding the 20% of Lakewood residents who work from home (WFH), 93% of daily commutes take place in a motor vehicle, either alone or as part of a carpool (Figure 11). While commuting trips are not necessarily a reflection of all travel habits and commuting is not the sole focus of this Plan, commute data is the most reliable and consistent data available and demonstrates the car-dependency that is currently prevalent throughout the region. Regardless, nearly eight hundred Lakewood residents ride a bicycle to work daily, which is a higher percentage of the working population than many neighboring municipalities and much higher than the national average (Table 2). Furthermore, rates

Place	Bicycle Mode Share
Lakewood	1.12%
Denver	1.61%
Golden	2.28%
Edgewater	0.75%
Wheat Ridge	0.68%
Jefferson County	0.76%
Colorado	1.16%
USA	0.45%

Table 2: Comparison of bicycle mode share across national, state, and neighboring local places as a % of non-WFH commutes. Source: US Census 2023 ACS 5-Year Estimates.

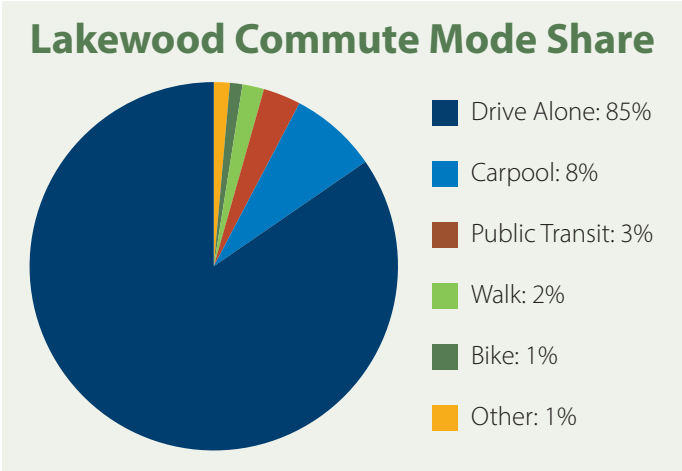


Figure 11: Lakewood mode share for non-WFH commutes. Source: US Census 2023 ACS 5-Year Estimates.

of commuting by bicycle in Lakewood have been increasing over the past several years (Figure 12). This reflects regional trends and could be a result of many factors, including a growing prevalence of e-bikes, an increase in safe bicycle facilities being constructed, and the 2020 COVID-19 pandemic increasing interest in active transportation. Though infrastructure is not the sole driver of car-dependency—combining trips, transporting family members, and needing a vehicle for work are all common reasons people might need to commute in a motor vehicle—it is important to take a look at the existing bike facilities in Lakewood to identify common themes and potential improvements that could make bicycling a realistic alternative to driving for more people.

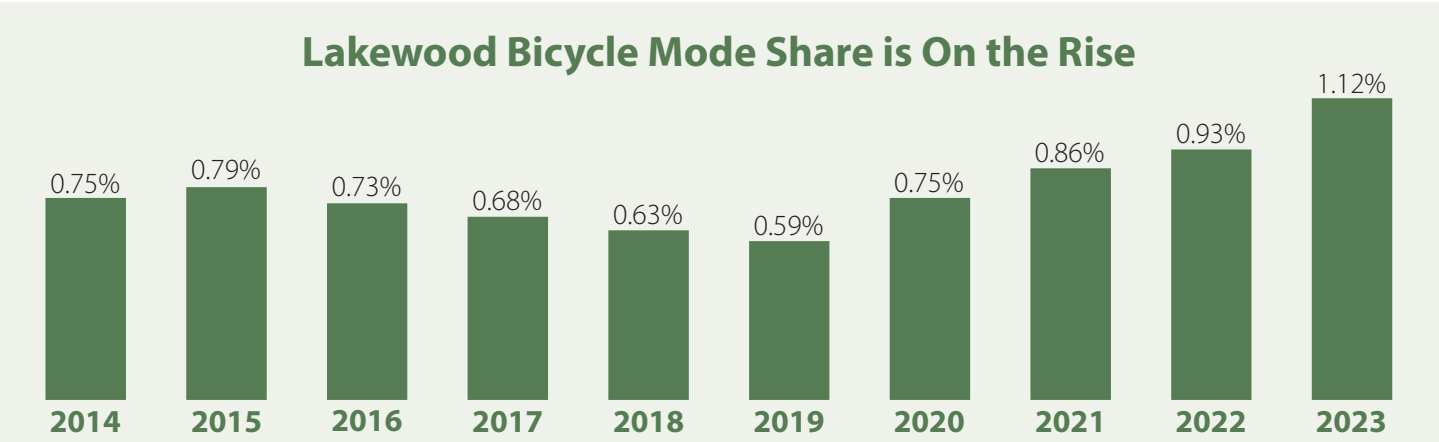


Figure 12: Lakewood bicycle mode share from 2014-2023 as a % of non-WFH commuting trips. Source: US Census ACS 5-year Estimates, 2014-2023.

EXISTING BICYCLE NETWORK

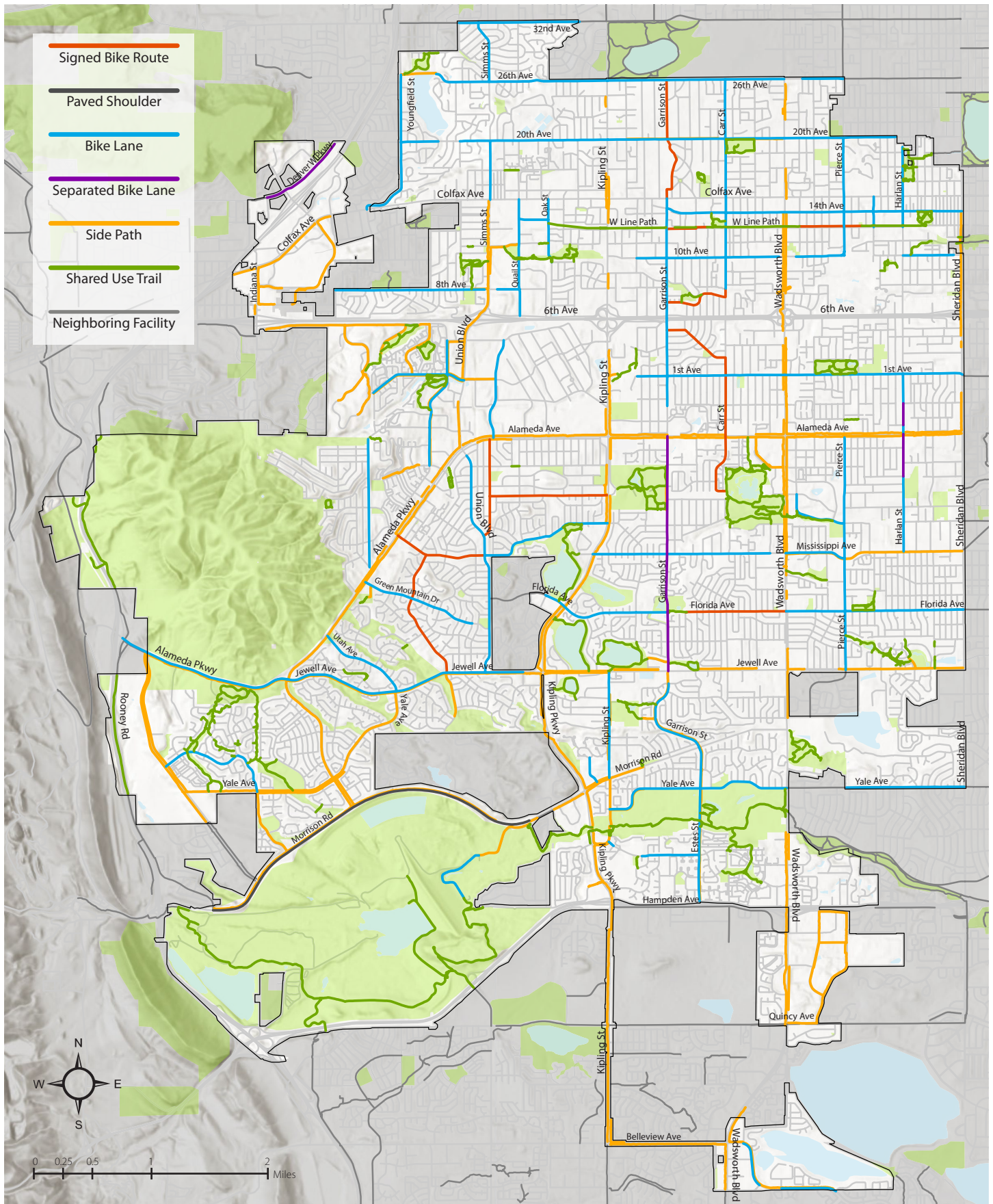


Figure 13: Map of Lakewood's existing bicycle facility network.

Existing Network Overview

Lakewood's bicycle network consists of:

- **109 lane miles of bike lanes,**
- **4 lane miles of buffered bike lanes,**
- **6 lane miles of separated bike lanes,**
- **74 miles of multi-modal side paths,**
- **50 miles of off-street shared use trails, and**
- **10 miles of other signed bike routes.**

The network also includes segments of four Jeffco Regional Bikeways that pass through Lakewood along 32nd Ave, the W Line light rail corridor and 8th Ave, Garrison St and Estes St, and the Bear Creek Trail.

Recent Successes

While it's important to identify challenges in the existing network in order to lay the groundwork for identifying improvements, it's also important to highlight some examples of what is going well. Lakewood recently installed its very first separated bike lanes in 2024 on sections of Garrison St, Harlan St, and Denver West Pkwy, increasing the comfort of the existing bike lanes for a greater range of bicyclists while also managing illegal parking. The fan-favorite Bear Creek Trail also underwent major improvements in 2023 to widen and smooth the path for more comfortable shared use between trail users of all modes. In 2022, all "Share the Road" signs in the City were replaced with signs that more clearly educate motorists on their responsibility to keep bicyclists safe on Lakewood roads per Colorado state law (C.R.S. 42-4-1003). These are just a few examples mentioned by the public in the Spring 2024 Bike Plan survey of what already makes Lakewood a great place to ride a bike.

Challenges & Room For Improvement

When asked in the Spring 2024 online Bike Plan survey (see Appendix B) what top three improvements would make bicycling more accessible to everyone in Lakewood, the community identified three clear front runners:

- 1. Continuous, connected bike routes with no gaps (75% of respondents),**
- 2. Improved crossing/intersection treatments (54% of respondents), and**
- 3. Safer or more comfortable bike facilities (53% of respondents).**

These opportunities for improvement identified by the community can provide guidance on how to prioritize future projects, as well as provide a lens through which to examine how residents are experiencing the current bicycle network. While the three improvements are all interconnected, each has its own effect on the overall system and its own Lakewood-specific examples.

Refining Terminology

In order to provide bicycle network maps and signage that make finding a suitable bike route as straightforward as possible, as well as to assist future planning and development efforts, this Plan has refined the facility terminology set forth in the 2005 and 2018 Plans for consistency and clarity.

Shared Use Paths have been split into three categories: paths narrower than 8 feet are no longer considered designated bike facilities (though it is legal in Lakewood to ride a bicycle on any sidewalk), paths adjacent to roadways are now labeled as Side Paths, and paths not adjacent to a roadway are named Shared Use Trails.

Shared Roadways identified in previous Plans were not consistently labeled, signed, or marked as such, so Figure 13 labels any of these routes with existing signage as Signed Bike Routes. The concept of Shared Roadways will henceforth be replaced with Neighborhood Bikeways, which builds upon a similar vision with more consistently established parameters described in Appendix E.

1. Continuity & Connectivity

A gap in a bike facility can affect the overall comfort and safety of the entire route. When a bike lane ends abruptly, bicyclists are forced to merge into a travel lane—often directly in front of approaching vehicles. This sudden moment of uncertainty and risk can cause some bicyclists to avoid the facility entirely, robbing it of its potential to provide a safe alternative to driving for bicyclists of all confidence levels. This is what many Lakewood bicyclists currently experience in places like 8th Ave at Simms St, 26th Ave at Wadsworth Blvd, and Garrison St at Alameda Ave (Figure 14). In addition to lowering the accessibility of the route, gaps in a facility can cause confusion and require bicyclists to research a route beforehand, reducing the convenience and ease of bicycling for transportation. These kinds of gaps in the existing bicycle network are a common enough theme that filling them was identified as a specific strategy in Envision Lakewood 2040, the City's Comprehensive Plan. The most effective bicycle networks focus not only on building and upgrading facilities, but also on making sure any gaps are filled and there are seamless connections between facilities.



Figure 14: A gap in the bike lane on Garrison St north of Alameda Ave, scheduled for reconstruction in 2025.

2. Crossings

Similar to a gap in the facility itself, a difficult or unsafe intersection or crossing has the potential to make a route inaccessible to many bicyclists. Crossing challenges take many forms in Lakewood, whether it's a lack of designated space for bicyclists to wait at an intersection, a traffic signal without bike detection, an uncontrolled crossing where a local route meets a high-volume road, or a completely

inaccessible barrier such as a freeway with crossings only spaced out every 1-2 miles. The 6th Avenue Freeway in particular has posed a challenge to bicycle and pedestrian connectivity and access since its construction in the 1950's, cutting active transportation users off from destinations across the freeway and forcing them to cross free-flowing lanes of fast-moving traffic at freeway on and off ramps. Bicycling for transportation is easier and more convenient when it is not necessary to travel out of the way to cross a barrier safely. When safe crossings cannot be added, existing crossings can be retrofitted with active modes in mind.

"[6th Avenue] is like a dividing wall between North Lakewood and the rest of Lakewood."
- Online Mapping Tool Comment

3. Comfort

A comfortable bicycle facility is a facility in which a bicyclist feels safe and at ease. Since this is a subjective measure, the best way to provide a bicycle network that is comfortable for the greatest number of existing and potential bicyclists is to design for the "Interested but Concerned" bicyclist (see page 7) that prefers designated space and greater separation from motor vehicles. Existing bike facilities such as the bike lanes on Garrison St north of Alameda Ave or on Florida Ave east of Wadsworth Blvd are popular routes for experienced riders, but would be more accessible to a broader range of bicyclists if greater separation were provided. Neighborhood streets with low vehicle speeds and volumes are also comfortable for "Interested but Concerned" bicyclists since the occurrence of sharing the road with traffic is low and motorists on these streets tend to pass with more care than on high-speed roads. With a dense network of such neighborhood streets and a framework of existing bike lanes that could be separated in the future, there is a lot of potential to transform Lakewood's existing bicycle network from a usable system for confident cyclists to a comfortable and convenient way for bicyclists of all ages and abilities to reach their destinations.

SAFETY & CRASH HISTORY

In addition to taking a proactive approach to providing a safe bike network, City staff is able to identify correctable crash patterns in the existing network by analyzing past bicycle crashes. Bicycle crashes have been declining in Lakewood since an all-time high in 2018 (Figure 16), and the relatively small number of remaining crashes allows a deep dive into the crash reports to determine what types of crashes might be prevented in the future by a change in engineering design.

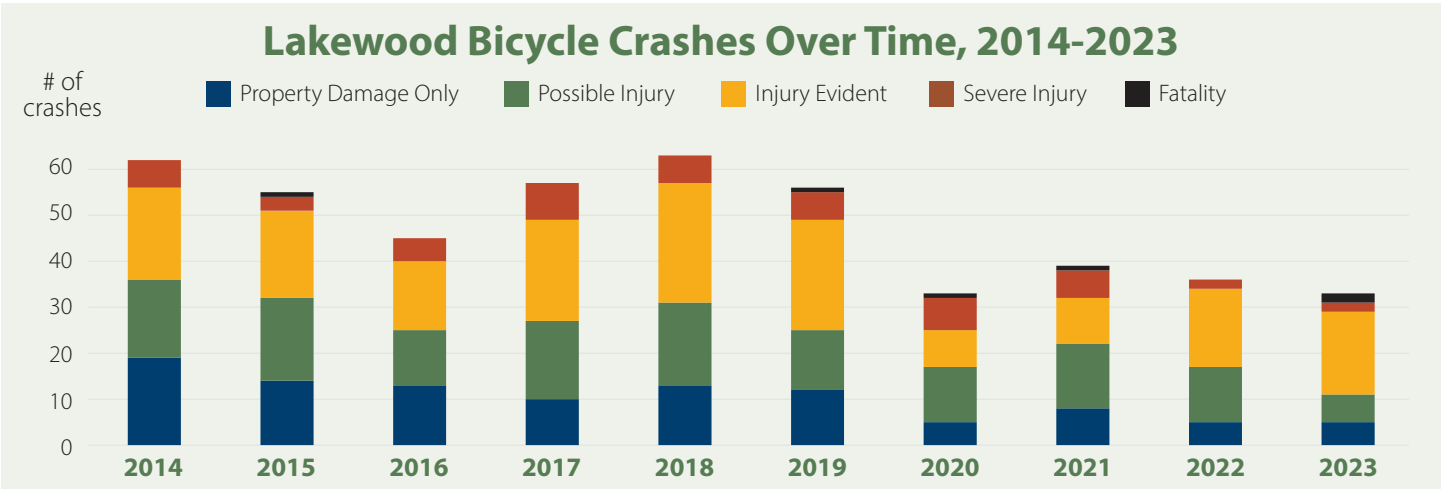


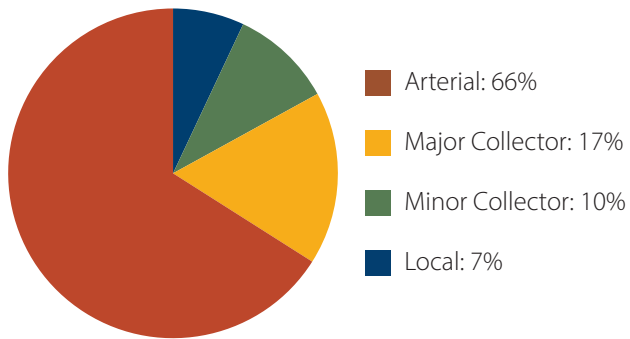
Figure 16: Lakewood bicycle crashes over time from 2014-2023, categorized by level of severity.

Infrastructure vs. Behavior

At a first glance, general crash trends can provide valuable information for engineering decisions. For example, the majority of bicycle crashes taking place on high-speed and high-volume arterial roads may indicate that safety improvements focused on those roads rather than local streets would have the largest impact. Likewise, knowing that 72% of bicycle crashes happen at intersections suggests that investing in intersection and crossing improvements would be beneficial (Figure 17). But infrastructure alone cannot prevent all crashes; looking beyond surface-level trends is extremely important in crash analysis to determine any behavioral factors unrelated to the existing infrastructure that may require a collaborative solution beyond engineering design.

For more information about Lakewood bicycle crash patterns from 2014-2023, see Appendix C.

Bicycle Crashes by Roadway Type



Bicycle Crashes by Location

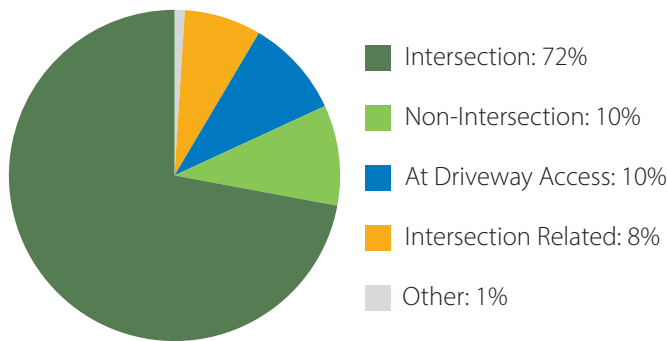


Figure 17: Lakewood bicycle crashes 2014-2023 by roadway type (top) and roadway location (bottom).

BEYOND INFRASTRUCTURE: EXISTING POLICIES & PROGRAMS

While this is an infrastructure-focused Plan, it is important to recognize that infrastructure alone does not make a bikeable community. Several policies and programs that impact bikeability in Lakewood are highlighted below.

Neighborhood Speed Limit

In 2024, City Council adopted a resolution to lower the citywide speed limit on local roads from 30mph to 20mph. Now consistent with the neighborhood speed limits in Golden and Denver, the lower speeds are intended to make Lakewood's streets safer for children, pedestrians, bicyclists, and drivers alike.

Parking & Speed Enforcement

City Council amended the City's Municipal Code in 2024 to expand parking enforcement with additional parking enforcement officials to increase citations for illegal parking behaviors in the public right of way, including parking in bike lanes. In addition to increased parking enforcement, City Council also recently authorized the use of automated speed and red-light enforcement at several major intersections with high fatality rates, as well as in select locations with documented patterns of unsafe behavior. It is expected that the increased enforcement will discourage unsafe driving behaviors and improve overall safety for all road users.

Shared Micromobility

While several neighboring municipalities have embraced dockless e-bike and e-scooter share since its widespread emergence in 2018, Lakewood Municipal Code currently has restrictions in place that have prevented private micromobility share companies from operating in a similar way in Lakewood. While the current City Council has shown interest in amending the Code, there is no public bike share at the time of writing.



Bicycle Friendly Community

For a holistic approach to measuring community bikeability, the League of American Bicyclists uses the following five categories to award communities with a Bicycle Friendly Community (BFC) Status ranging from Bronze to Diamond:

- **Engineering:** Creating safe and convenient places to ride and park.
- **Education:** Giving people of all ages and abilities the skills and confidence to ride.
- **Encouragement:** Creating a strong bike culture that welcomes and celebrates bicycling.
- **Evaluation & Planning:** Planning for bicycling as a safe and viable transportation option.
- **Equity & Accessibility:** Improving and increasing access and mobility options for everyone.

Following a pause in the program and changes to scoring criteria in 2020, Lakewood was most recently awarded a Bronze-level Bicycle Friendly Community status in 2023 for the third time. Using the recommendations provided in the Report Card issued upon renewal and this Plan as a guide, City transportation staff plans on applying for an upgrade to Silver BFC status in 2027.



CHAPTER 4: **PROPOSED NETWORK & RECOMMENDATIONS**

DEVELOPING THE PROPOSED BICYCLE NETWORK

While creating the proposed bicycle network was not one linear step-by-step methodology, the following three steps made up the bulk of the process:

1. Utilizing Existing Routes

To maintain consistency with past planning efforts while still acknowledging changes in community priorities and regional trends, the project team revisited recommendations from the 2018 Bicycle System Master Plan to determine which of them to carry forward into the updated Plan. In addition to carrying forward those existing recommendations, the project team aligned the proposed network with other highly-utilized existing routes where feasible, especially local streets. These routes were gathered primarily from the knowledge of the project team and working groups, data on bicycle volumes from city-conducted bike counts, comparative volume heat maps from Strava Metro, and feedback received during public outreach.

2. Analyzing Connectivity

With a preliminary network of existing recommendations and popular bike routes in place, the project team overlaid the initial proposed routes against community destinations as well as the proposed and existing bicycle networks of neighboring municipalities to ensure the network connects bicyclists to their destinations both within Lakewood and throughout the region.

3. Determining Facility Type

Once the placement of potential routes was drafted, the most appropriate type of facility for each corridor needed to be determined. The project team started with a chart developed by the American Association of State Highway and Transportation Officials (AASHTO) that recommends bikeway types based on vehicle volumes and speeds (Figure 18). While other national guidance exists with different parameters, AASHTO's guidance was chosen both because of its simplicity and because the recommended thresholds are closely aligned with those in the Jefferson County Bicycle Plan (2022) and the Denver Bikeway Design Manual (2024), therefore ensuring consistency with two of Lakewood's neighboring agencies.

Once AASHTO-recommended facility types were determined, the project team made adjustments based on the unique character and context of each proposed route as well as feedback received during public engagement.

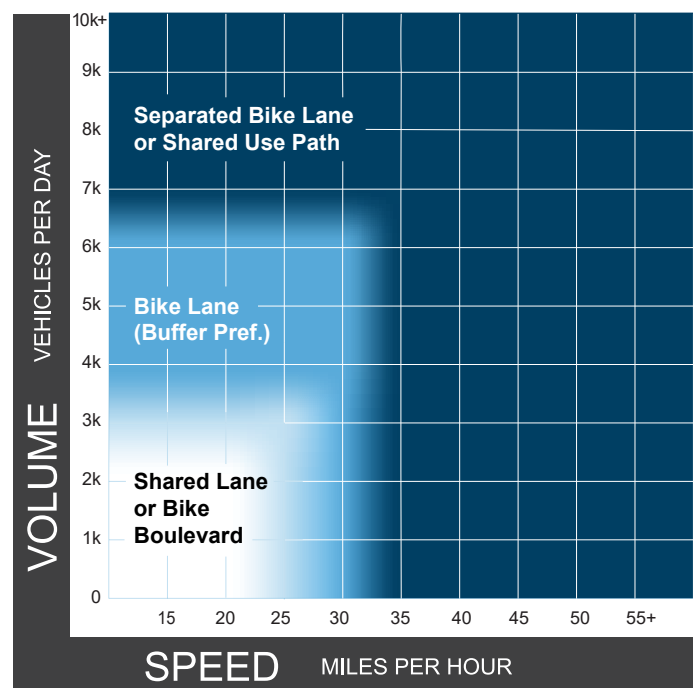


Figure 18: Preferred bikeway type for suburban contexts based on roadway volume and speed, AASHTO Guide for the Development of Bicycle Facilities (2024).

PROPOSED FACILITY TOOLBOX

The proposed network includes seven recommended bike facility types, short descriptions and photo examples of which can be found below. For more detailed design recommendations, refer to Appendices A and E.

Neighborhood Bikeway

Street with low vehicle volumes and low speeds that is suitable for comfortable bicycle travel, typically designated as a bicycle facility with a combination of signage and markings. Also known as a bike boulevard.

Photo example: Cedar Avenue near Hoyt Street in Lakewood, Fall 2024



Bike Lane / Buffered Bike Lane

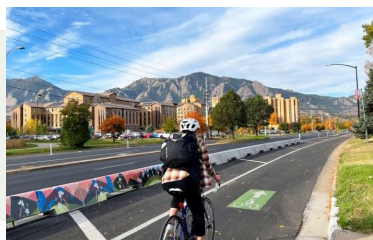
On-street lane exclusive to bicycle travel that is delineated by a painted single (standard) or double (buffered) white line. All future bike lanes will be buffered with a double white line as space allows or will otherwise be standard with a single white line.

Photo example: Garrison Street near Addenbrooke Park in Lakewood, Spring 2024

Separated Bike Lane

On-street lane exclusive to bicycle travel that is delineated by a painted double white line and some combination of plastic posts and plastic, rubber, or concrete curbing to provide additional separation from motorists. Also known as a protected bike lane.

Photo example: Garrison Street near Green Gables Park in Lakewood, Fall 2024



Barrier Protected Bike Lane

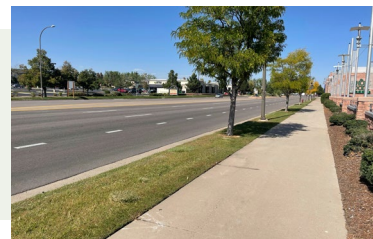
On-street lane exclusive to bicycle travel that is delineated by a painted double white line and continuous or semi-continuous curbing made of concrete or another durable material that provides physical protection from motorists.

Photo example: Baseline Road near 35th Street in Boulder, Fall 2023

Side Path

Off-street path shared by bicycles, pedestrians, and other non-motorized forms of travel that runs adjacent to a roadway, is a minimum of 8 feet wide, and is mostly or entirely detached from the roadway by a strip of landscaping or other contrasting material.

Photo example: Wadsworth Boulevard near Virginia Avenue in Lakewood, Spring 2024



Shared Use Trail

Paved off-street path shared by bicycles, pedestrians, and other non-motorized forms of travel that runs through an open space or is otherwise not directly adjacent to a roadway and is a minimum of 8 feet wide.

Photo example: Bear Creek Trail near Stone House in Lakewood, Spring 2024

Overpass / Underpass

Grade-separated crossing over or underneath a freeway or other barrier, shared by bicycles, pedestrians, and other non-motorized forms of travel.

Photo example: 6th Avenue pedestrian bridge near Jefferson County Government Center in Golden



Proposed | Existing

- Neighborhood Bikeway
- Bike Lane / Buffered Bike Lane
- Separated Bike Lane
- Barrier Protected Bike Lane
- Side Path
- Shared Use Trail
- Neighboring Facility

Map showing proposed and existing bicycle facilities in the City of Denver. The map includes a legend, a north arrow, and a scale bar (0 to 2 miles). The map displays various streets and bicycle facilities, including:

- Neighborhood Bikeway:** Represented by a dashed orange line.
- Bike Lane / Buffered Bike Lane:** Represented by a solid blue line.
- Separated Bike Lane:** Represented by a dashed purple line.
- Barrier Protected Bike Lane:** Represented by a dashed dark purple line.
- Side Path:** Represented by a dashed orange line.
- Shared Use Trail:** Represented by a dashed green line.
- Neighboring Facility:** Represented by a dashed grey line.

Key streets shown include: 32nd Ave, 26th Ave, 20th Ave, 14th Ave, 10th Ave, 6th Ave, 1st Ave, Alameda Ave, Florida Ave, Jewell Ave, Morrison Rd, Quincy Ave, Belleview Ave, Wadsworth Blvd, Sheridan Blvd, Kipling St, Union Blvd, Colfax Ave, W-Line Path, Green Mountain Dr, Alameda Pkwy, Rooney Rd, Yale Ave, Hampden Ave, and Mississippi Ave.

LAKEWOOD BICYCLE PLAN | **PROPOSED NETWORK & RECOMMENDATIONS**

Proposed Network Overview

As an upgrade or in addition to the existing bicycle facilities on page 20, Lakewood’s proposed bicycle network recommends:

- **68 miles of neighborhood bikeways,**
- **25 lane miles of bike lanes (buffer preferred),**
- **44 lane miles of separated bike lanes,**
- **14 lane miles of barrier protected bike lanes,**
- **16 miles of side paths,**
- **6 miles of shared use trails, and**
- **3 shared use overpasses/underpasses.**

A variety of proposed facility types are intended to provide a safe, convenient, and accessible network for bicyclists of all ages and abilities, regardless of which facility types they favor.

Increasing Separation

One of the major themes of this proposed network compared to previous Bicycle Plans is upgrading bike facilities that already exist in order to increase the separation between travel modes, thereby making the facilities more appealing to a wider range of people. 84% of Spring 2024 Bike Plan survey respondents indicated they feel comfortable riding in a separated bike lane, compared to 51% of respondents feeling comfortable in a standard bike lane (see Appendix B for full survey results). This suggests that existing bike lane utilization could increase by as much as 64% if the bike lanes were separated from vehicle traffic.

“[Mississippi Ave] feels too dangerous for our family to ride as is, but we would definitely use it regularly if separated.”
- Interactive Feedback Map Comment

Keeping Crossings In Mind

As discussed on page 22, this Plan recognizes that gaps and unsafe crossings can decrease the overall usability of a bike route. To ensure this is not overlooked during implementation, the project list in Appendix A identifies any intersections that could benefit from crossing improvements. Examples include extending bike lanes through intersections where shared conditions currently exist, delineating intersection approaches for separated bike lanes, and installing crossing enhancements at unsignalized intersections along neighborhood bikeways. Several crossing treatment design examples are provided in Appendix E for guidance, and designs will be determined based on the context of each intersection.

“I’ve gone way out of my way to avoid crossing Jewell [at Carr St]. I’m very confident in traffic but find this crossing prohibitively terrifying.”
- Interactive Feedback Map Comment

Increasing Route Coverage

To make Lakewood’s bicycle network more convenient and accessible for a greater number of people, routes are proposed at a higher density than past Bicycle Plans. This reduces the need for bicyclists to travel more than 1/2 mile out of their way for a designated bike route, a distance that over 80% of Fall 2024 Bike Plan survey respondents indicated is acceptable (Figure 20). Neighborhood bikeways in particular are spaced to provide greater coverage of designated routes throughout the network.

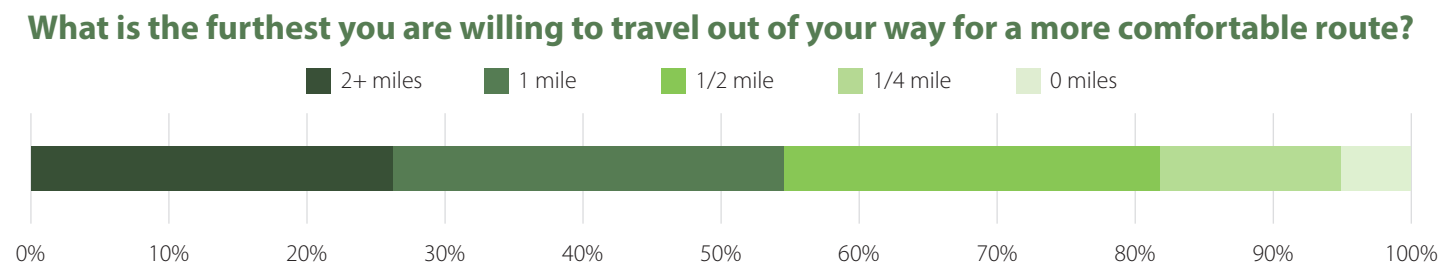


Figure 20: Survey result showing the longest distance respondents are willing to travel for a more comfortable bike route, by percentage of 194 respondents. See Appendix B for full survey results.

ADDITIONAL RECOMMENDATIONS

The installation of comfortable bike facilities does not alone make a successful bicycle network. Those facilities must be well-maintained for year-round bicycle travel, the routes should be intuitive and easy to find, and bicyclists should have a secure place to leave their bikes when they arrive at their destination.

Maintenance

In order for bicycling to truly be a viable alternative to driving, Lakewood residents must be able to ride a bike in any drivable weather conditions to meet their transportation needs year-round. This means bike facilities must be plowed and swept as needed to keep them safe and accessible. Because resources are limited, City transportation staff analyzes the bicycle network each year to determine priority routes to be kept clear, much the same way that snow removal on roads is prioritized. As the Bicycle Plan is implemented and the network shifts over time, these priority plowing routes will continue to be evaluated at the beginning of each snow season. Implementation of the Plan will also greatly increase the current miles of facilities that must be plowed



Figure 21: Scaled-down plowing equipment clears a separated bike lane.

and swept separately from the roadway, such as separated bike lanes and paths. Public Works has acquired specialized equipment to sweep and plow these facilities, but over time as more separated facilities are constructed, resources will need to be reallocated or increased as part of a future operating plan to most efficiently keep the lanes clear of snow and debris.

Wayfinding

When riding a bike for transportation, it is often necessary to research the route beforehand to ensure it meets the bicyclist's preference for safety and comfort and to avoid any unwanted surprises,

since it is not uncommon for bike facilities to end suddenly, jog over to another street, or otherwise be disconnected from the overall network. An accessible and convenient bike network would remove the necessity for such research by providing sufficient signage and wayfinding throughout the network, so that even if a route ends or picks up one street over, a bicyclist is never left stranded wondering where the nearest bike facility is or whether they have strayed from the route they were on. In addition to clearly marking facilities with bike route signage, wayfinding to common destinations and regional bike facilities should be considered where advantageous.

"It says something that I get lost every time I try to ride this route between Denver and Golden."

- Interactive Feedback Map Comment

Bike Parking

No matter how safe, comfortable, and accessible a bike network is, bicycling is not a viable alternative

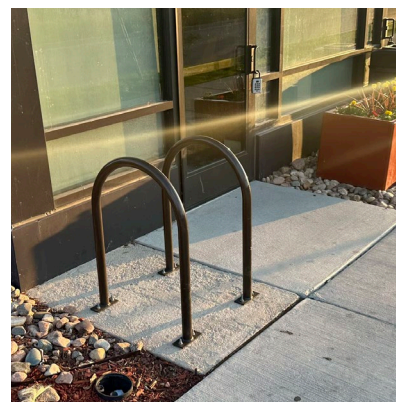


Figure 22: Inverted U style bike racks by a business entrance.

to driving if there is no way for bicyclists to safely store their bikes upon arrival at their destination. Because the majority of bike racks in Lakewood are on private property, a system should be

developed to ensure there is consistent and high-quality bike parking to compliment the proposed network. More detail on existing bike parking in Lakewood and recommendations for placement and design can be found in Appendix D.



CHAPTER 5: **IMPLEMENTATION & NEXT STEPS**

PRIORITIZATION FRAMEWORK

In order to help prioritize the implementation of the 163 projects that make up the proposed bicycle network, a scoring framework was developed to assign each project with a score that indicates the extent to which it meets three criteria: connectivity, demand, and equity. These criteria and the associated measures in Table 3 below were determined to be consistent with the vision and goals of this Plan, the scoring system for Lakewood’s missing sidewalk program, prioritization methodologies of several neighboring agencies, and national guidance from the Pedestrian and Bicycle Information Center’s ActiveTrans Priority Tool. Rather than serve as a comparative ranking system for all projects, the resulting score for each project is meant to inform City staff and decision-makers on the level of benefit associated with implementing that project, with higher scores indicating a greater level of benefit. These scores can be used to prioritize between projects with similar levels of cost and complexity. The calculations for each project are available internally, and can be adapted if the framework changes over time. To see the prioritization score for each project, refer to the project list in Appendix A.

Criteria	Measure	Details	Points
Connectivity (0 - 20 pts)	Connectivity between facilities	Number of intersections with existing facilities	0 - 3
		Number of intersections with proposed new facilities	0 - 3
	Network connectivity	Fills gap in existing network (yes or no)	3
		No parallel existing facilities present with 1/4 mi (yes or no)	3
	Regional connectivity	DRCOG Active Transportation Corridor (yes or no)	3
	Multi-modal connectivity	Light rail station within 1/4 mi (yes or no)	3
		Bus stop within 1/4 mi (yes or no)	2
Demand (1 - 15 pts)	Population served	Average population density within 1/4 mi of project limits	1 - 4
	Access to education	Number of schools within 1/4 mi	0 - 3
	Access to open space	Number of parks within 1/4 mi	0 - 3
	Access to destinations	Number of other community destinations within 1/4 mi	0 - 3
	Existing demand	Percent of project within DRCOG Short Trip Opportunity Zone	0 - 2
Equity (2 - 15 pts)	Socioeconomic and demographic equity	Average DRCOG Equity Index* score within 1/4 mi of project	1 - 5
		Highest DRCOG Equity Index* score within 1/4 mi of project	1 - 5
	Air quality	Percent of project within CDPHE Environmental Justice Zone(s)**	0 - 5

Table 3: Point-based prioritization scoring framework for proposed network projects. See Appendix A for full list of scores. * = DRCOG Equity Index integrates US Census data on income, English proficiency, housing burden, age, vehicle ownership, and race to identify historically disadvantaged communities. ** = CDPHE Environmental Justice Zones indicate a higher risk of health issues as a result of air toxins.

CONTEXTUAL IMPLEMENTATION

Complexity & Phasing

Beyond the prioritization framework, implementation of the Bicycle Plan is heavily influenced by the complexity of each project and the resources available. Projects that fit within the existing roadway may be installed as quickly as resources allow as low-hanging fruit or wrapped into adjacent projects (see below). Alternatively, projects that require any combination of travel lane reconfiguration, land acquisition, or utility relocation will likely require multiple phases of planning, design, and public outreach before construction. Facilities proposed along an entire corridor are likely to be completed one segment at a time, unless resources allow the entire project to be completed at once—or complexity requires a corridor-length planning study and redesign for consistency across segments.

Concurrent Projects

To ensure the most efficient use of limited City resources, bicycle projects that take place in the same location as another project are typically combined whenever feasible. In Lakewood, this most commonly manifests during development and annual roadway resurfacing. Every year, roadways being repaved are analyzed against the Bicycle Plan to determine if an on-street bicycle facility could be added or upgraded. Also, the Lakewood Transportation Engineering Standards require that developers construct a bicycle facility along a property's frontage when designated by the Bicycle Plan. Advance planning is crucial in order to leverage the opportunity for concurrent projects so that resources are not wasted on facilities that may be removed in the near future due to another scheduled project. Thus the cost savings of combining projects must be weighed against the consequences of delaying the bicycle facility improvement, which will vary greatly depending on the project.

Material Trade-Offs

Separated bike lanes are unique in the proposed network in that they can be constructed with various types of materials (see Appendix E). Whereas plastic curbs and posts are less costly to install and easier to modify to a variety of road configurations than more permanent materials like concrete curbing, they are less durable in collisions and therefore require more maintenance over time. Where concrete curb or other permanent materials may be preferred but the high cost of installation prevents feasible construction, there is the option to phase construction by beginning with lower-cost materials in the short-term and upgrading to more durable materials in the long-term. This phased approach allows cities to improve the safety and comfort of the facility even when funding for the final vision isn't currently available. While this Plan does not contain specific material recommendations for any proposed separated bike lanes in Lakewood, this phased approach is a potential strategy City transportation staff will consider as the Plan is implemented over time.



Figure 23: Plastic curbs and posts provide a relatively low-cost separated bike lane on Garrison St.

COMPARATIVE FACILITY COSTS

While project-specific cost estimates are not included in this Plan due to the rapid pace at which construction costs change over time, Table 4 below provides comparative planning-level construction costs per mile for each type of proposed facility. This table is meant to be used in conjunction with the implementation notes in the project list (see Appendix A) to gain a high-level understanding of the potential financial impact of each project upon implementation. Cost ranges and prevailing typical costs were developed by analyzing similar projects in the region as well as incorporating costs for specific project elements in order to determine a cost per mile in 2025 dollars. Cost estimates do not include ROW acquisition or easements, utility relocation, drainage conflicts, or other engineering elements not directly related to the bicycle facility. Actual project costs will vary based on project scope.

Facility Type	Typical Cost	Cost Range	Assumptions/Considerations
Neighborhood Bikeway	\$2,000 / mi	\$1,000 - \$4,000	Higher cost includes more frequent signage and markings.
Bike Lane	\$25,000 / mi*	\$20,000 - \$650,000	Higher cost includes roadway widening within existing ROW in addition to striping and signage.
Buffered Bike Lane	\$40,000 / mi*	\$30,000 - \$750,000	Higher cost includes roadway widening within existing ROW in addition to striping and signage.
Separated Bike Lane (Plastic)	\$250,000 / mi*	\$150,000 - \$1,000,000	Higher cost includes roadway widening within existing ROW and intersection modifications in addition to striping, signage, and separation devices.
Separated Bike Lane (Concrete)	\$500,000 / mi*	\$300,000 - \$2,000,000	Higher cost includes roadway widening within existing ROW, intersection modifications, and continuous median in addition to striping and signage.
Barrier Protected Bike Lane	\$1,000,000 / mi*	\$600,000 - \$5,000,000	Higher cost includes roadway widening within existing ROW and intersection modifications in addition to striping, signage, and separation devices.
Side Path / Shared Use Trail	\$750,000 / mi	\$500,000 - \$1,250,000	Higher cost includes driveway/ intersection crossing treatments and significant grading and clearing.
Overpass / Underpass	\$5,000,000 / each	\$2,000,000 - \$20,000,000	Higher cost due to longer crossing distance and reconstruction of adjacent bicycle facilities.

Table 4: Comparative planning-level costs per mile for proposed bike facilities based on 2025 costs. Estimates are for construction costs only (planning, design, and maintenance are excluded), and actual costs will vary. On-street facility costs reflect cost per linear mile. See Appendix A for additional implementation factors for each project. * = assumes bike lanes on both sides of the road.

FUNDING OPPORTUNITIES

No matter the type, location, or complexity of a project, installing new or upgraded infrastructure requires funding. The landscape of available funding for bicycle infrastructure is often policy-driven and always changing, but below is a general look at funding sources that could be available to fund implementation of this Plan:

Local Funding

Lakewood transportation improvements are typically funded by at least one of three funding programs within the City's annual budget: General Fund, Capital Improvement Fund, and TABOR Fund. These funds come primarily from general sales & use tax, charges for City-provided services, and intergovernmental revenue, and expenditure is allocated across departments each year by City Council with recommendations and requests from City staff. Dedicated annual spending on bike infrastructure was recently approved by City Council in 2024 for funding through 2029, though the amount will be re-evaluated each year depending on need and project readiness. While several neighboring cities have passed tax measures to fund multi-modal safety improvements, this is not something Lakewood has pursued but could be an effective option for the future to speed up implementation of the Plan.

State & Federal Funding

Because City resources are limited, a majority of funding often comes from state and federal programs, especially for large and complex projects. These programs typically fall under one of two categories: formula funding and discretionary grants. Formula funding programs are often administered based on a formula that takes into account factors like population or air quality, and these funds are then allocated to specific projects based on regional priorities. Some example formula programs currently available for bicycle projects include Congestion Mitigation and Air Quality Improvement (CMAQ), Surface Transportation Block Grant (STBG), Transportation Alternatives (TAP), and Safe Routes to School (SRTS). Discretionary grants are applied for by the City and awarded directly to specific projects on a competitive basis. Recent discretionary grants that could fund bicycle improvements include the Highway Safety Improvement Program (HSIP), Safer Main Streets, and Reconnecting Communities Pilot Program (RCP). All of these programs are subject to change based on the current political climate and may not be available in the future.

Other Funding

Other grants, partnerships, and match programs that could contribute to bicycle improvements are often available through non-profits, private agencies, neighboring jurisdictions, and various City programs. Examples include competitive grants from non-profits such as Bicycle Colorado and People For Bikes, neighborhood match programs for resident-led projects and events such as bike rodeos or amenities, and similar match programs from Lakewood Economic Development and the Alameda Business Improvement District to contribute to funding business improvements including bike parking and amenities.

MOVING FORWARD

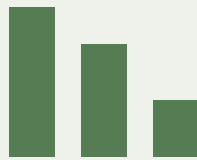
Measuring Success

While the goals established at the beginning of this plan are not quantitative, there are several measures that allow the City to continue to measure the success of the Bicycle Plan as it is implemented:



PROJECTS DELIVERED

Tracking the expansion and upgrades of Lakewood's bicycle network by the number of proposed network projects constructed as well as the mileage of new bicycle facilities over time.



BICYCLE CRASH DATA

Continuing to analyze bicycle crashes to provide guidance on what designs are working well and what could continue to be improved to ensure safe roads for everyone.



BICYCLE VOLUMES

Conducting consistent bicycle counts on a wide range of facilities and tracking yearly Census commuting data to determine whether bicycle ridership continues to increase in Lakewood.

Continuously evaluating the success of the Bicycle Plan can inform future strategies for implementation, assess the effectiveness of the recommendations in meeting the vision and goals of the Plan, and support planning efforts for future updates as technologies, land development, and community priorities shift over time.



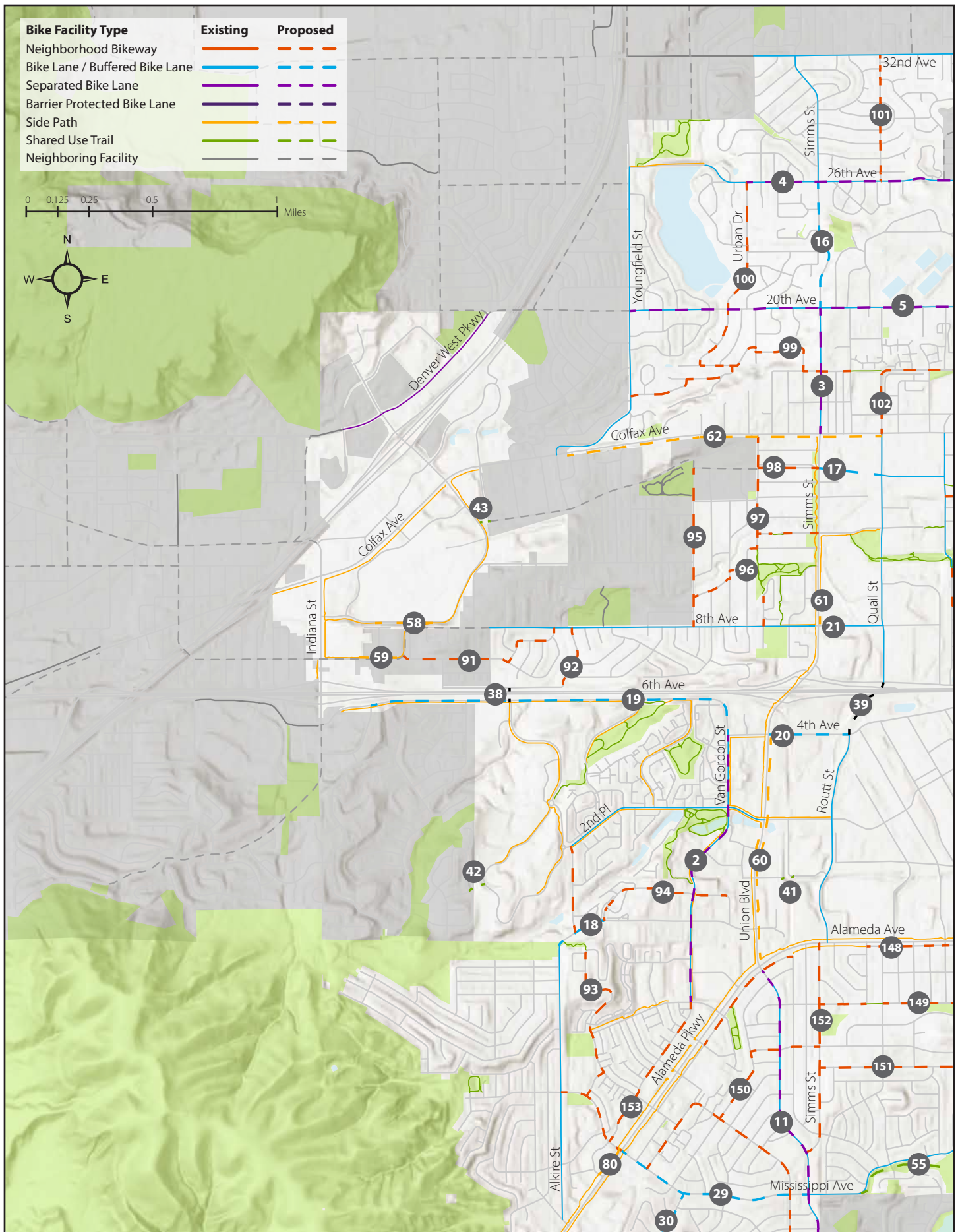
Figure 24: A Lakewood family enjoys an e-bike ride along the Bear Creek Trail.

Conclusion

Delivering the recommendations in this Plan provides an opportunity for Lakewood to improve the safety and comfort of the City's transportation system, expand mobility options for residents of all ages and abilities, and build upon over 50 years of commitment to the environmental and health benefits of a safe, comfortable, and connected multi-modal transportation network. Bicycling is so much more than just recreation and exercise; it's an avenue for creating a more active, connected, healthy, and vibrant Lakewood for everyone.



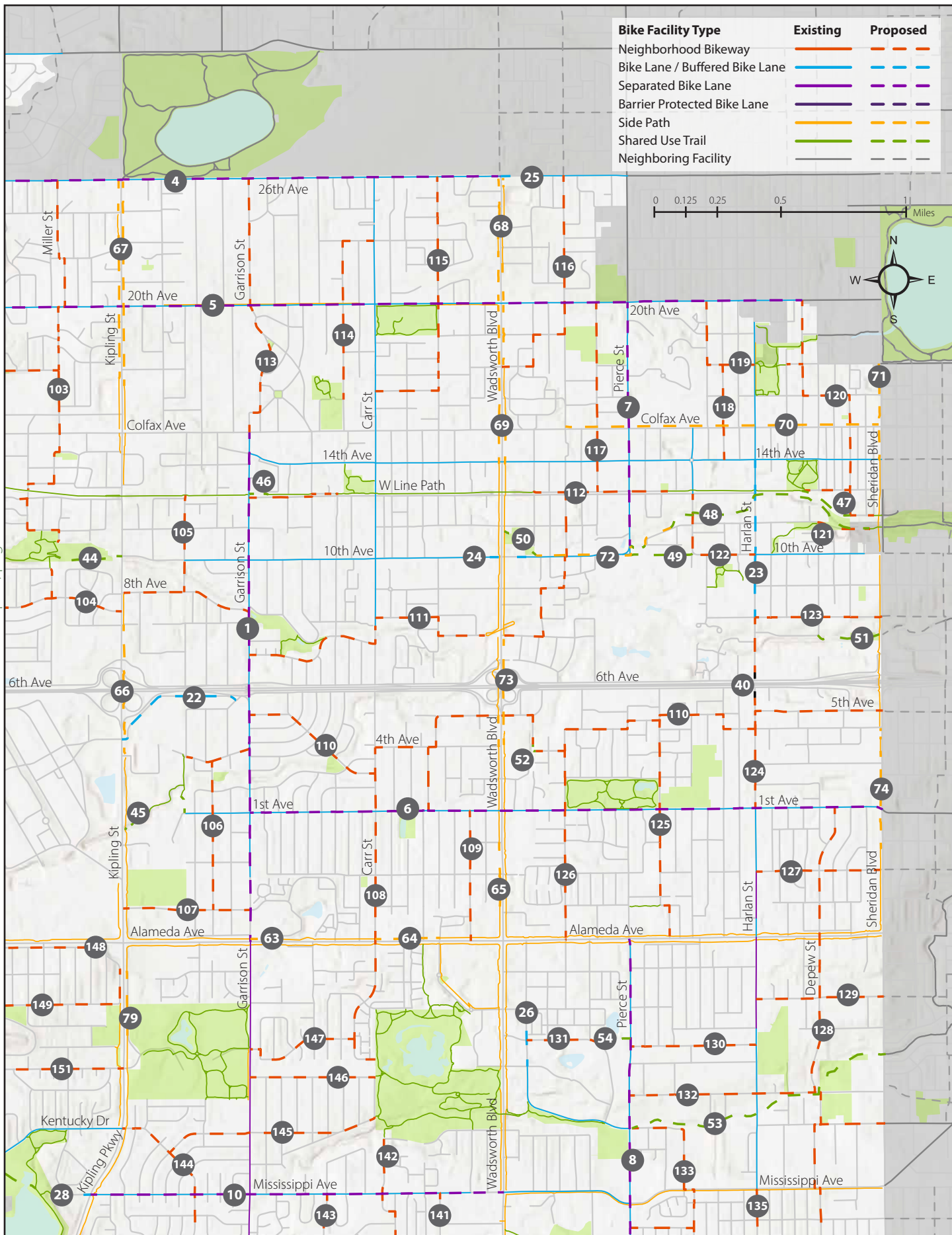
APPENDIX A: **PROJECT LIST**



Continued on Map #2, page 39

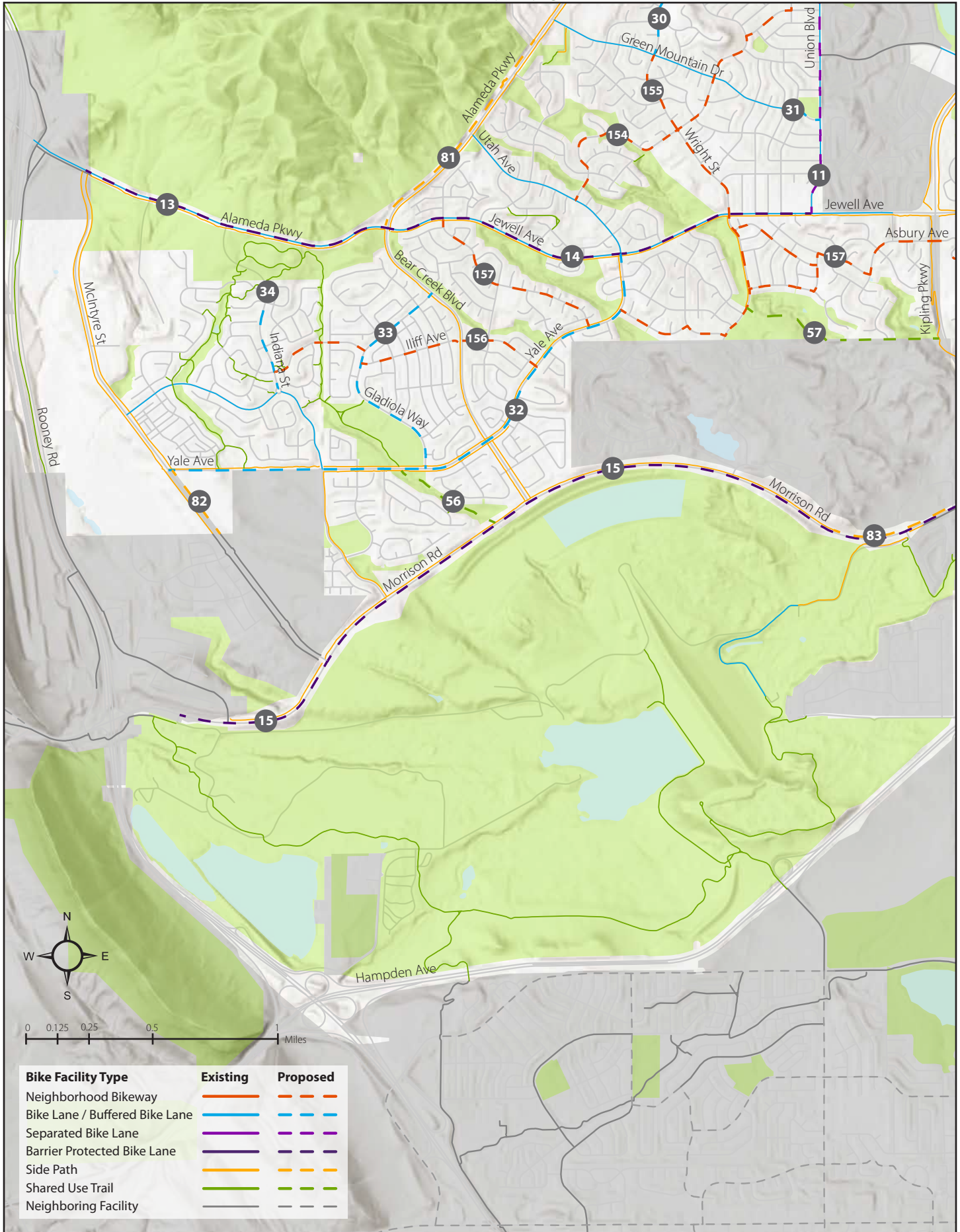
MAP #1

Continued on Map #3, page 40

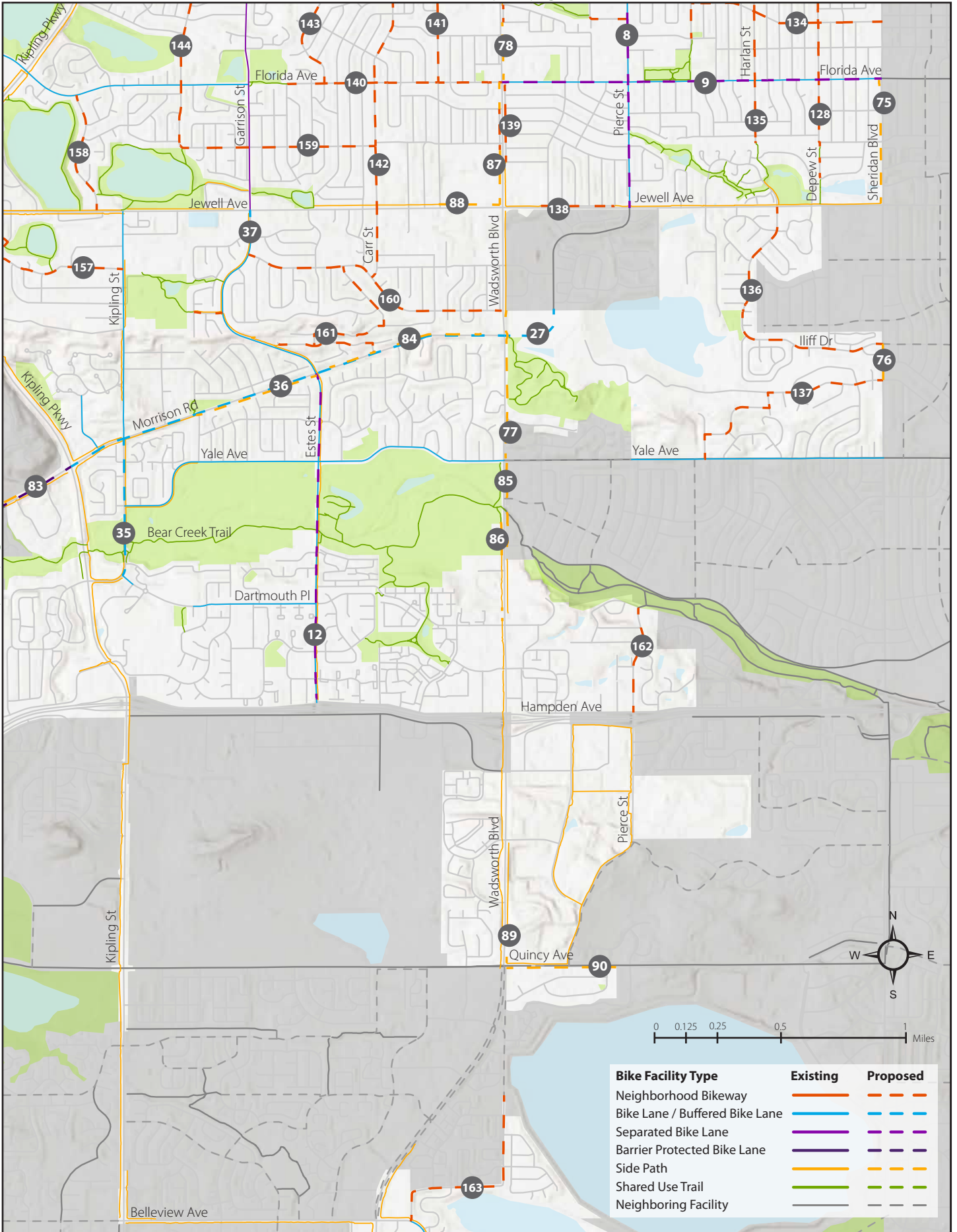


MAP #2

Continued on Map #4, page 41



Continued on Map #4, page 41



MAP #4

ID	Street Name	Project Limits	Map #	Proposed Facility	Length (mi)	Priority Score	Notes for Implementation
1	Garrison St	Colfax Ave to Alameda Ave	2	Separated Bike Lane	2.01	31	Utility and landscaping conflicts. Intersection considerations at W Line and 6th. Widening required. Floodplain considerations.
2	Van Gordon St / Alameda Dr	4th Ave to Virginia Ave	1	Separated Bike Lane	1.12	29	Widening required.
3	Simms St	20th Ave to Colfax Ave	1	Separated Bike Lane	0.50	20	Intersection considerations at 20th and Colfax. Widening may be required. Floodplain considerations.
4	26th Ave	Urban St to Wadsworth Blvd	1 / 2	Separated Bike Lane	2.79	21	Intersection considerations at Simms, Kipling, and Wadsworth. Widening may be required.
5	20th Ave	Youngfield St to Eaton St	1 / 2	Separated Bike Lane	4.44	30	Partially Edgewater property, coordination required. Conflicts with traffic calming islands. Intersection considerations at Simms, Kipling, Carr, Wadsworth, and Teller. Widening and reconfiguration of shared path may be required. Floodplain considerations.
6	1st Ave	Garrison St to Sheridan Blvd	2	Separated Bike Lane	2.51	33	Intersection considerations at Wadsworth and Sheridan. Widening and/or removal of on-street parking may be required. School traffic considerations. Floodplain considerations.
7	Pierce St	20th Ave to 10th Ave	2	Separated Bike Lane	0.96	32	Conflicts with on-street and pull-in parking. Intersection considerations at Colfax and W Line.
8	Pierce St	Alameda Ave to Jewell Ave	2 / 4	Separated Bike Lane	2.00	29	Widening and/or removal of on-street parking required. Intersection considerations at Alameda.
9	Florida Ave	Wadsworth Blvd to Sheridan Blvd	4	Separated Bike Lane	1.51	26	Conflicts with on-street parking. Widening required. Intersection considerations at Wadsworth.
10	Mississippi Ave	Kipling Pkwy to Wadsworth Blvd	2	Separated Bike Lane	1.63	25	Widening and/or removal of two-way left-turn lane may be required. Conflicts with on-street parking. Intersection considerations at Wadsworth. Floodplain considerations.
11	Union Blvd	Alameda Pkwy to Jewell Ave	1 / 3	Separated Bike Lane	1.96	21	Widening and/or removal of two-way left-turn lane and removal of some on-street parking required. Intersection considerations at Alameda, Mississippi, and Florida. Floodplain considerations.
12	Estes St	Morrison Rd to Hampden Ave	4	Separated Bike Lane	1.30	23	Widening and/or removal of two-way left-turn lane may be required. Conflicts with bridge over Bear Creek. Floodplain considerations.
13	Alameda Pkwy	McIntyre St to Bear Creek Blvd	3	Barrier Protected Bike Lane	1.26	11	Vehicle lane narrowing may be required. Intersection considerations at Bear Creek Blvd.
14	Jewell Ave	Alameda Pkwy to Union Blvd	3	Barrier Protected Bike Lane	1.75	17	Lane reconfiguration required.
15	Morrison Rd	Kumpfmiller Dr to Kipling Pkwy	3	Barrier Protected Bike Lane	3.85	17	CDOT ROW, coordination and/or maintenance agreement required. Conflicts with right turn lanes. Intersection considerations at Kipling.
16	Simms St	26th Ave to 20th Ave	1	Bike Lane / Buffered Bike Lane	0.52	21	Grade and utility constraints. Land acquisitions and widening may be required.

ID	Street Name	Project Limits	Map #	Proposed Facility	Length (mi)	Priority Score	Notes for Implementation
17	Rail Rd	Simms St to Quail St	1	Bike Lane / Buffered Bike Lane	0.25	26	RTD property, coordination and maintenance agreement required. Pending roadway construction. Floodplain considerations.
18	Cedar Dr	Alkire St to Zang Way	1	Bike Lane / Buffered Bike Lane	0.21	25	Conflicts with on-street parking. Widening required.
19	6th Ave Service Rd	Gladiola St to 4th Ave	1	Bike Lane / Buffered Bike Lane	1.53	30	CDOT ROW, coordination and maintenance agreement required. Tie in to existing bike lane on Van Gordon St.
20	4th Ave	Union Blvd to Routt St	1	Bike Lane / Buffered Bike Lane	0.32	25	Pending development.
21	8th Ave	Simms St intersection	1	Bike Lane / Buffered Bike Lane	0.11	29	Widening and/or lane reconfiguration required.
22	6th Ave Service Rd	Kipling St to Garrison St	2	Bike Lane / Buffered Bike Lane	0.55	20	CDOT ROW, coordination and maintenance agreement required. Contraflow or two-way design.
23	Harlan St	13th Ave to 8th Ave	2	Bike Lane / Buffered Bike Lane	0.62	41	Conflicts with on-street parking. Floodplain considerations. Widening and land acquisitions may be required. School traffic considerations.
24	10th Ave	Wadsworth Blvd intersection	2	Bike Lane / Buffered Bike Lane	0.14	29	Widening may be required. Conflicts with concrete island. School traffic considerations.
25	26th Ave	Wadsworth Blvd to Upham St	2	Bike Lane / Buffered Bike Lane	0.15	22	Partially Wheat Ridge property, coordination required. Widening may be required.
26	Vance St	Virginia Ave to Ohio Ave	2	Bike Lane / Buffered Bike Lane	0.23	27	Lane reconfiguration required.
27	Upham St	Wadsworth Blvd to Upham St	4	Bike Lane / Buffered Bike Lane	0.27	18	Private property, pending development and roadway construction. Coordination with Jefferson County required.
28	Mississippi Ave	Miller St to Kipling Pkwy	2	Bike Lane / Buffered Bike Lane	0.11	22	Conflicts with on-street parking. Intersection considerations at Kipling.
29	Mississippi Ave	Alameda Pkwy to Union Blvd	1	Bike Lane / Buffered Bike Lane	0.80	27	Removal of some on-street parking required.
30	Wright St	Mississippi Ave to Green Mountain Dr	1 / 3	Bike Lane / Buffered Bike Lane	0.40	15	Removal of some on-street parking required.
31	Green Mountain Dr	Urban Way to Union Blvd	3	Bike Lane / Buffered Bike Lane	0.16	18	Conflicts with on-street parking and traffic circle.
32	Yale Ave	McIntyre St to Jewell Ave	3	Bike Lane / Buffered Bike Lane	2.29	20	Lane reconfiguration required.
33	Gladiola Way	Bear Creek Blvd to Yale Ave	3	Bike Lane / Buffered Bike Lane	0.96	12	Widening and/or removal of two-way left-turn lane required.
34	Indiana St	Evans Ave to Wesley Ave	3	Bike Lane / Buffered Bike Lane	0.41	9	Widening and/or removal of two-way left-turn lane required.
35	Kipling St	Morrison Rd to Dartmouth Ave	4	Bike Lane / Buffered Bike Lane	0.54	19	In design, construction anticipated in 2025.
36	Morrison Rd	Kipling Pkwy to Wadsworth Blvd	4	Bike Lane / Buffered Bike Lane	1.81	22	CDOT ROW, coordination and maintenance agreement required. Widening required. Grade and utility constraints.
37	Garrison St	Jewell Ave to Woodard Dr	4	Bike Lane / Buffered Bike Lane	0.11	21	Widening and/or lane reconfiguration required.
38	Red Rocks Community College 6th Ave Crossing	Red Rocks Community College Station	1	Overpass/Underpass	0.06	23	Coordination and maintenance agreement with RTD and CDOT required. Actual alignment needs to be determined. Pedestrian bridge removed from original light rail engineering plans.

ID	Street Name	Project Limits	Map #	Proposed Facility	Length (mi)	Priority Score	Notes for Implementation
39	Quail St 6th Ave Crossing	Quail St to Routt St	1	Overpass/Underpass	0.26	26	Coordination with CDOT required. Land acquisitions may be required. Actual alignment needs to be determined.
40	Harlan St 6th Ave Crossing	Harlan St and 6th Ave	2	Overpass/Underpass	0.10	27	Coordination with CDOT required. Grade and utility constraints. Land acquisitions may be required. Actual alignment needs to be determined.
41	Healing Way Connector	Sere Ln to Healing Way	1	Shared Use Trail	0.06	16	Private property, pending development. Floodplain considerations.
42	Red Rocks Community College Connector	Deframe Way to 2nd Pl	1	Shared Use Trail	0.07	21	Coordination with Red Rocks Community College and Jefferson County required. Actual path alignment needs to be identified.
43	Wide Acres Rd	Colorado Mills Pkwy to Wide Acres Rd	1	Shared Use Trail	0.04	17	Coordination with Jefferson County required. Land acquisitions may be required.
44	Lakewood Gulch	Sunset Park to Kipling Pkwy	2	Shared Use Trail	0.27	26	ROW constraints, floodplain considerations. Barrier crossing/access considerations at Kipling, coordination with CDOT required.
45	1st Ave Connector / Kipling Connector	McIntyre Gulch to 1st Ave or Kipling St	2	Shared Use Trail	0.11	20	School district property, coordination and maintenance agreement required. Floodplain considerations.
46	W Line Bikeway	Garrison St to Garrison Station	2	Shared Use Trail	0.67	29	Coordination with RTD and land acquisitions required. Grading constraints.
47	W Line Bikeway	Mountair Park to Sheridan Station	2	Shared Use Trail	0.22	39	In design, pending development.
48	Lakewood Dry Gulch	Pierce St to Ames St	2	Shared Use Trail	1.00	35	Grade constraints, floodplain considerations. Land acquisitions may be required.
49	10th Ave Connector	Pierce St to Lamar St	2	Shared Use Trail	0.25	28	Replace existing 3' walk with 8' shared use trail. Land acquisitions may be required.
50	Two Creeks Park	Wadsworth Blvd to Upham St	2	Shared Use Trail	0.21	30	In design, construction anticipated in 2025.
51	Lakewood Gulch	Depew St to Sheridan Blvd	2	Shared Use Trail	0.26	32	Gulch crossing constraints, floodplain considerations. Land acquisitions may be required.
52	Vance St Connector	360 N to 3rd Pl	2	Shared Use Trail	0.03	24	Floodplain considerations.
53	Weir Gulch Trail	Pierce St to Sheridan Blvd	2	Shared Use Trail	1.15	43	Gulch crossing constraints, floodplain considerations. Barrier crossing required at Sheridan to connect to Denver portion of trail, coordination with CDOT and Denver required. Land acquisitions may be required.
54	Center Ave Connector	Center Ave to Pierce St	2	Shared Use Trail	0.14	23	In design, construction anticipated in 2025.
55	Weir Gulch Greenbelt	Queen St to Mississippi Ave	1	Shared Use Trail	0.57	18	Grading and ROW constraints, floodplain considerations. Land acquisitions may be required.

ID	Street Name	Project Limits	Map #	Proposed Facility	Length (mi)	Priority Score	Notes for Implementation
56	Coyote Gulch Connector	Yale Ave to Morrison Rd	3	Shared Use Trail	0.43	15	Grading constraints. Barrier crossing/access considerations at Yale and Morrison.
57	Hutchinson Park / Kipling Connector	Wright St to Kipling Pkwy	3	Shared Use Trail	0.75	12	Coordination with developer and Jefferson County required. Path included in original development plans but was never constructed.
58	Colorado Mills Pkwy	14450 W to 14050 W	1	Side Path	0.23	17	Coordination with metro district and Jefferson County required. Grade constraints. Land acquisition may be required.
59	7th Ave	14500 W to 8th Ave	1	Side Path	0.15	17	Coordination with Jefferson County required. Pending development.
60	Union Blvd	4th Ave to Alameda Pkwy	1	Side Path	1.05	31	Replace existing 5' walk and asphalt path with 10' detached side path. Business access/driveway considerations. Utility and landscaping conflicts, floodplain considerations.
61	Simms St	8th Pl to 8th Ave	1	Side Path	0.13	28	Replace 5' walk with 10' detached side path where applicable and fill in gaps. ROW and landscaping constraints.
62	Colfax Ave	Youngfield St to Quail St	1	Side Path	1.25	24	Coordination with Jefferson County and CDOT required. Grading constraints. Land acquisitions may be required. Business access/driveway considerations. Floodplain considerations.
63	Alameda Ave	Garrison St to CCU and Ammons St to Allison Pkwy	2	Side Path	0.18	24	Replace 5' walk with 8' detached side path and install a path through landscaping island at Mile Hi Church. Grade constraints, floodplain considerations. Land acquisitions may be required.
64	Alameda Ave	Carr St to Ammons St	2	Side Path	0.19	19	In design, pending adjacent redevelopment.
65	Wadsworth Blvd	Ellsworth Ave to Byers Pl	2	Side Path	0.26	20	Replace 5' walk with 10' detached side path. Business access/driveway considerations. ROW constraints, land acquisitions and/or coordination with CDOT may be required.
66	Kipling St	8th Ave to 400 N	2	Side Path	0.52	23	Replace 5' walk with 10' detached side path. Freeway ramp considerations. CDOT property, coordination required.
67	Kipling St	26th Ave to 1670 N	2	Side Path	1.50	27	ROW constraints, land acquisitions and/or coordination with CDOT may be required. Utility conflicts. Business access/driveway considerations.
68	Wadsworth Blvd	26th Ave to 20th Ave	2	Side Path	0.63	28	Replace 5' walk with 10' detached side path and fill in gaps. ROW constraints, land acquisitions and/or coordination with CDOT may be required. Business access/driveway considerations. Floodplain considerations.
69	Wadsworth Blvd	20th Ave to 14th Ave	2	Side Path	0.99	40	Replace 5' walk with 10' detached side path where applicable and fill in gaps. ROW constraints, land acquisitions and/or coordination with CDOT may be required. Business access/driveway considerations. Floodplain considerations.
70	Colfax Ave	Teller St to Sheridan Blvd	2	Side Path	1.24	34	In design as part of West Colfax Safety Project.
71	Sheridan Blvd	17th Ave to 14th Ave	2	Side Path	0.39	40	Partially Edgewater property, coordination required. Land acquisitions and/or coordination with CDOT may be required.
72	10th Ave / 11th Ave	Upham St to Marshall St	2	Side Path	0.47	31	Part of future Lakewood Dry Gulch extension (see #48).
73	Wadsworth Blvd	8th Ave to 4th Ave	2	Side Path	0.55	22	In design by CDOT as part of Wadsworth/6th interchange improvements.

ID	Street Name	Project Limits	Map #	Proposed Facility	Length (mi)	Priority Score	Notes for Implementation
74	Sheridan Blvd	4th Ave to Ellsworth Ave	2	Side Path	0.43	30	Replace 5' walk with 8' detached side path where applicable and fill in gaps. ROW constraints, land acquisitions and/or coordination with CDOT may be required. Business access/driveway considerations.
75	Sheridan Blvd	Florida Ave to Jewell Ave	4	Side Path	0.49	21	In design, construction anticipated in 2026.
76	Sheridan Blvd	Iliff Dr to Lakeridge Rd	4	Side Path	0.14	22	Replace 5' walk with 8' detached side path. ROW constraints, land acquisitions and/or coordination with CDOT may be required. Utility conflicts.
77	Wadsworth Blvd	Woodard Dr to Vassar Ave	4	Side Path	0.43	20	In construction, completion anticipated in 2025.
78	Wadsworth Blvd	Louisiana Ave to Florida Ave	4	Side Path	0.16	28	Replace 5' walk with 10' detached side path and fill in gaps. ROW constraints, land acquisitions and/or coordination with CDOT may be required. Utility conflicts. Business access/driveway considerations.
79	Kipling St	400 S to 550 S	2	Side Path	0.26	20	Replace 4' asphalt path to fill gap in 8' side path.
80	Alameda Pkwy	13050 W to Center Ave, Sections	1	Side Path	0.24	23	ROW constraints, floodplain considerations. Land acquisitions may be required.
81	Alameda Pkwy	Foothills Dr to Utah Ave	3	Side Path	0.96	17	Replace 5' walk with 10' detached side path and extend south to Bear Creek Blvd. Grading constraints.
82	McIntyre St	Yale Ave to Cornell Ave	3	Side Path	0.32	10	In design, pending development. Jefferson County property.
83	Morrison Rd	11500 W to Newcombe St	3 / 4	Side Path	0.66	16	CDOT property, coordination and maintenance agreement required. Grade and utility constraints. Land acquisition may be required.
84	Morrison Rd	Hoyt Ct to Wadsworth Blvd	4	Side Path	1.04	21	CDOT property, coordination and maintenance agreement required. Grade, utility, and ROW constraints. Land acquisition may be required.
85	Wadsworth Blvd	Vassar Ave to 3100 S	4	Side Path	0.49	24	In design. Denver and CDOT ROW, coordination required. Replace 5' walk with 10' detached side path where applicable and fill gaps.
86	Wadsworth Blvd	Bear Creek Trail to Duquesne Ave	4	Side Path	0.13	23	In design, construction anticipated in 2025.
87	Wadsworth Blvd	Florida Ave to Jewell Ave	4	Side Path	0.32	26	Replace 5' walk with 10' detached side path where applicable. Coordination with CDOT and/or land acquisitions required. Business access/driveway considerations.
88	Jewell Ave	Allison St to Wadsworth Blvd	4	Side Path	0.24	20	Replace 5' walk with 8' detached side path. ROW constraints, land acquisition may be required. Business access/driveway considerations. Floodplain considerations.
89	Wadsworth Blvd	4230 S to Quincy Ave	4	Side Path	0.10	22	Pending development.
90	Quincy Ave	Wadsworth Blvd to Radcliffe Ave	4	Side Path	0.43	20	ROW constraints, land acquisitions may be required. Utility conflicts.
91	7th Ave / 7th Dr	Fig St to 8th Ave	1	Neighborhood Bikeway	0.70	19	Coordination with Jefferson County required.
92	Alkire St	6th Ave Frontage Rd to 8th Ave	1	Neighborhood Bikeway	0.25	18	Future connection to proposed freeway crossing.

ID	Street Name	Project Limits	Map #	Proposed Facility	Length (mi)	Priority Score	Notes for Implementation
93	Zinnia Way / Youngfield Ct / Ohio Ave	2nd Pl to Alameda Pkwy	2	Neighborhood Bikeway	1.46	24	Path improvements at McIntyre Gulch cul de sac. Intersection considerations at Cedar and Alameda. School traffic considerations.
94	Bayaud Ave	Cedar Dr to Union Blvd	1	Neighborhood Bikeway	0.57	24	Private property connection to Union Blvd, coordination required.
95	Welch St	Wide Acres Rd to 8th Ave	1	Neighborhood Bikeway	0.63	18	Coordination with Jefferson County required.
96	12th Ave / Viewpoint Dr	Welch St to Simms St	1	Neighborhood Bikeway	0.64	23	Coordination with ditch company for maintenance of connecting path.
97	Union St	Colfax Ave to 8th Ave	1	Neighborhood Bikeway	0.50	21	Future connection to proposed side path on Colfax (see #62).
98	14th Ave	Union St to Simms St	1	Neighborhood Bikeway	0.24	19	Future connection to proposed Rail Rd bike lane connection (see #17). Coordinate with Jefferson County to connect to Welch St.
99	16th Pl / 17th Ave / 18th Ave	Youngfield St to Miller St	1	Neighborhood Bikeway	1.70	28	Intersection considerations at Simms.
100	Urban St / Winfield Dr	26th Ave to 18th Dr	1	Neighborhood Bikeway	0.80	18	Intersection considerations at 20th, utilization of existing refuge island. School traffic considerations.
101	Quail St	32nd Ave to 26th Ave	1	Neighborhood Bikeway	0.51	13	Intersection considerations at 32nd and 26th. Coordination with Wheat Ridge may be required.
102	Quail St	17th Ave to Colfax Ave	1	Neighborhood Bikeway	0.25	23	Intersection considerations at Colfax.
103	Miller St / Nelson St	26th Ave to Sunset Park	2	Neighborhood Bikeway	1.94	28	Intersection considerations at 20th. Detour to Oak St to cross light rail tracks.
104	8th Pl / 9th Ave	Oak St to Garrison St	2	Neighborhood Bikeway	1.15	26	Intersection considerations at Kipling and Garrison.
105	Independence St	13th Ave to 9th Ave	2	Neighborhood Bikeway	0.38	20	School traffic considerations.
106	4th Ave / Holland St	Garrison St to Cedar Ave	2	Neighborhood Bikeway	0.85	20	Intersection considerations at 1st. Visibility and intersection considerations at Garrison. School traffic considerations.
107	Cedar Ave	Kipling St to Garrison St	2	Neighborhood Bikeway	0.50	16	Intersection considerations at Garrison.
108	Carr St	4th Ave to Belmar Park	2	Neighborhood Bikeway	1.18	25	Intersection considerations at 1st and Alameda. Access considerations at Belmar Park. Speed considerations.
109	Yarrow St / Ammons St	4th Ave to Alameda Ave	2	Neighborhood Bikeway	0.77	24	Intersection considerations at 1st.
110	4th Ave / 5th Ave / Meadowlark Dr	Garrison St to Sheridan Blvd	2	Neighborhood Bikeway	3.08	34	Path connection required at Vance/3rd (see #52). Intersection considerations at Wadsworth and 5th.
111	8th Ave / 7th Ave	Garrison St to Vance St	2	Neighborhood Bikeway	1.30	26	Connection required at Wadsworth underpass. Intersection considerations at Garrison.
112	13th Ave	Garrison St to Benton St, Sections	2	Neighborhood Bikeway	1.17	43	Supplement/refine existing Jefferson County Regional Bikeway signage. Intersection considerations at Estes, Teller, and Pierce.
113	Garrison St / Glen Ayr Dr / Glen Moor Dr	26th Ave to Colfax Ave	2	Neighborhood Bikeway	1.07	29	Supplement/refine existing Jefferson County Regional Bikeway signage. Intersection considerations at 26th and 20th.

ID	Street Name	Project Limits	Map #	Proposed Facility	Length (mi)	Priority Score	Notes for Implementation
114	Dover St	23rd Ave to Charles Whitlock Rec Center	2	Neighborhood Bikeway	0.75	21	Intersection considerations at 20th.
115	Allison St / 16th Pl	26th Ave to Carr St	2	Neighborhood Bikeway	1.10	26	Intersection considerations at 26th and 20th. Speed considerations.
116	Teller St / Vance St	26th Ave to 17th Ave	2	Neighborhood Bikeway	1.00	31	Intersection considerations at 26th and 20th.
117	Reed St / Teller St	20th Ave to Highland Dr	2	Neighborhood Bikeway	1.42	32	Colfax crossing improvements pending West Colfax Safety Project. Intersection considerations at 13th. Speed considerations.
118	Jay St / Kendall St	20th Ave to 14th Ave	2	Neighborhood Bikeway	0.69	34	Colfax crossing improvements pending West Colfax Safety Project. Intersection considerations at 20th and 14th. Speed considerations.
119	17th Ave	Kendall St to Eaton St	2	Neighborhood Bikeway	0.19	35	Access considerations at Walker-Branch Park.
120	Eaton St / Benton St	20th Ave to 12th Ave	2	Neighborhood Bikeway	1.51	44	Colfax crossing improvements pending West Colfax Safety Project. Coordinate with Edgewater to continue north of 20th.
121	11th Ave	Harlan St to Benton St	2	Neighborhood Bikeway	0.21	34	Visibility issues with on-street parking. Coordination with Denver required.
122	Lamar St / 10th Ave	13th Ave to Harlan St	2	Neighborhood Bikeway	0.48	37	Intersection considerations at Harlan and 13th. Access considerations at connector path (see #49).
123	8th Ave	Harlan St to Sheridan Blvd	2	Neighborhood Bikeway	0.50	32	Barrier crossing/access considerations at Sheridan to connect to Denver bike network, coordination with CDOT and Denver required.
124	Harlan St	8th Ave to 1st Ave	2	Neighborhood Bikeway	0.65	34	Future connection to proposed freeway crossing. Speed considerations.
125	Newland St	5th Ave to Alameda Ave	2	Neighborhood Bikeway	0.89	33	Intersection considerations at 1st. Speed considerations.
126	Teller St	4th Ave to Alameda Ave	2	Neighborhood Bikeway	0.75	26	Intersection considerations at 1st and Alameda.
127	Bayaud Ave	Harlan St to Sheridan Blvd	2	Neighborhood Bikeway	0.49	25	Barrier crossing/access considerations at Sheridan to connect to Denver bike network, coordination with CDOT and Denver required.
128	Depew St	1st Ave to Jewell Ave	2 / 4	Neighborhood Bikeway	2.45	37	Intersection considerations at Alameda, Mississippi, Florida, and Jewell. Replace existing 5' path with 8' path at Jewell for improved access, coordination with Denver may be required.
129	Virginia Ave	Harlan St to Sheridan Blvd	2	Neighborhood Bikeway	0.50	29	Barrier crossing/access considerations at Sheridan to connect to Denver bike network, coordination with CDOT and Denver required.
130	Jefferson Pl	Pierce St to Harlan St	2	Neighborhood Bikeway	0.50	29	Intersection considerations at Pierce and Harlan. Access considerations at Center Ave connector path (see #54).
131	Center Ave	Vance St to Reed Ct	2	Neighborhood Bikeway	0.27	27	Speed and visibility considerations. Access considerations at Center Ave connector path (see #54).
132	Ohio Ave	Pierce St to Depew St	2	Neighborhood Bikeway	0.99	34	Intersection considerations at Pierce and Harlan.
133	Marshall St / Lamar St	Kentucky Ave to Florida Ave	2	Neighborhood Bikeway	0.81	32	Intersection considerations at Pierce and Mississippi.
134	Louisiana Ave / Arizona Ave	Reed St to Sheridan Blvd	4	Neighborhood Bikeway	1.18	31	Intersection considerations at Pierce and Sheridan. Consider future realignment to Arizona Ave pending barrier crossing at Sheridan to connect to Denver bike network.

ID	Street Name	Project Limits	Map #	Proposed Facility	Length (mi)	Priority Score	Notes for Implementation
135	Harlan St	Mississippi Ave to Manor Ln	2 / 4	Neighborhood Bikeway	0.75	30	Intersection considerations at Mississippi and Florida.
136	Iliff Dr	Jewell Ave to Sheridan Blvd	4	Neighborhood Bikeway	1.12	23	Barrier crossing/access considerations at Sheridan to connect to Denver bike network, coordination with CDOT and Denver required. Intersection considerations at Jewell.
137	Lakeridge Rd / Harvard Dr	Sheridan Blvd to Yale Ave	4	Neighborhood Bikeway	0.96	20	Intersection considerations at Yale, coordination with Denver may be required.
138	Jewell Ave Frontage Rd	Upham St to Pierce St	4	Neighborhood Bikeway	0.29	21	Access considerations at Quay and Pierce. One-way considerations west of Upham.
139	Wadsworth Blvd Service Rd	Alabama Ave to Louisiana Ave and Florida Ave to Bails Ave	4	Neighborhood Bikeway	0.54	33	Access considerations at Louisiana, Florida, and Bails. Intersection considerations at Alabama, Colorado, and Bails. One-way considerations north of Callahan. West frontage road bikeway pending future side path.
140	Florida Ave	Endicott St to Wadsworth Blvd	4	Neighborhood Bikeway	0.85	30	Intersection considerations at Wadsworth. Speed considerations.
141	Allison St	Mississippi Ave to Florida Ave	2 / 4	Neighborhood Bikeway	0.49	24	Intersection considerations at Mississippi. School traffic considerations.
142	Carr St / Butler Way / Brentwood St	Belmar Park to Woodard Dr	2 / 4	Neighborhood Bikeway	1.50	24	Intersection considerations at Mississippi and Jewell. Access considerations at Belmar Park. Speed considerations.
143	Dudley St	Mississippi Ave to Florida Ave	2 / 4	Neighborhood Bikeway	0.55	21	School traffic considerations.
144	Hoyt St	Kentucky Dr to Mexico Ave	2 / 4	Neighborhood Bikeway	1.18	22	Intersection considerations at Kipling, Mississippi, and Florida.
145	Kentucky Ave / Ohio Pl	Kentucky Dr to Carr St	2	Neighborhood Bikeway	0.86	16	Intersection considerations at Garrison.
146	Belmar Ave	Garrison St to Carr St	2	Neighborhood Bikeway	0.49	21	Intersection considerations at Garrison. Access considerations at Belmar Park.
147	Center Ave	Garrison St to Carr St	2	Neighborhood Bikeway	0.63	19	Intersection considerations at Garrison. Access considerations at Belmar Park.
148	Alameda Ave Service Rd	Center Ave to Kipling St	1 / 2	Neighborhood Bikeway	1.26	22	Intersection considerations at Center, Nevada, Union, Queen, Quail, Parfet, Oak, Moore Cline. Access considerations at Kipling.
149	Virginia Ave	Simms St to Kipling St	1 / 2	Neighborhood Bikeway	1.06	19	Access considerations at Quail and Kipling.
150	Nevada Pl / Dakota Dr / Center Ave	Mississippi Ave to Simms St	1	Neighborhood Bikeway	0.91	23	Intersection considerations at Mississippi and Union.
151	Exposition Ave	Simms St to Kipling St	1 / 2	Neighborhood Bikeway	1.00	16	Intersection considerations at Kipling. Speed considerations.
152	Simms St	Alameda Ave to Union Blvd	1	Neighborhood Bikeway	0.86	16	Intersection considerations at Alameda and Union. Speed considerations.
153	Alameda Dr	Ohio Ave to Virginia Ave	1	Neighborhood Bikeway	0.65	22	Intersection considerations at Youngfield.

ID	Street Name	Project Limits	Map #	Proposed Facility	Length (mi)	Priority Score	Notes for Implementation
154	Welch Cir / Van Gordon Ct	Mississippi Ave to Utah Ave	3	Neighborhood Bikeway	2.14	23	School traffic considerations. Speed considerations.
155	Wright St	Green Mountain Dr to Asbury Pl	3	Neighborhood Bikeway	1.43	20	Intersection considerations at Jewell. School traffic considerations. Speed considerations.
156	Iliff Ave	Indiana St to Yale Ave	3	Neighborhood Bikeway	1.14	18	Intersection considerations at Indiana, Gladiola, Bear Creek, and Yale.
157	Deframe St / Iliff Ave / Asbury Pl / Evans Ave	Jewell Ave to Kipling St	3 / 4	Neighborhood Bikeway	3.26	21	Intersection considerations at Kipling Pkwy, Kipling St, and Garrison. Access considerations at Carmody. Speed and school traffic considerations on Deframe.
158	Lee St	Florida Ave to Jewell Ave	4	Neighborhood Bikeway	0.50	17	Intersection considerations at Florida. Access considerations at Jewell.
159	Mexico Ave	Hoyt St to Carr St	4	Neighborhood Bikeway	0.77	17	Intersection considerations at Garrison.
160	Woodard Dr	Garrison St to Wadsworth Blvd	4	Neighborhood Bikeway	1.08	20	Intersection considerations at Garrison. Detour to Morrison Rd to cross Wadsworth. School traffic considerations.
161	Iliff Ave / Dover Way	Woodard Dr to Morrison Rd	4	Neighborhood Bikeway	1.05	14	Access considerations at Garrison. Future connection to proposed Morrison Rd bike lanes and/or side path.
162	Pierce St	Bear Creek Trail to Hampden Ave	4	Neighborhood Bikeway	0.52	20	Access considerations at Bear Creek trail.
163	Grand Ave / Wadsworth Blvd	Balsam St to Wadsworth Way	4	Neighborhood Bikeway	0.83	16	Intersection considerations at Grant Ranch Blvd. Coordination with Denver required for connection to Denver bike network.



APPENDIX B: **PUBLIC ENGAGEMENT SUMMARY**

SEEKING COMMUNITY INPUT

Thorough public engagement is an essential part of the planning process to ensure that a plan addresses the wants and needs of the community. The Bicycle Plan update had two waves of public engagement opportunities: Spring 2024 outreach was focused on gathering community insight on existing conditions, and Fall 2024 outreach solicited feedback on the draft proposed network. Both waves of community engagement included both online and in-person opportunities to get involved.

Project Website

In order to make it easy for the public to find information about the planning process and get involved, the project team created a project website to serve as a hub for all updates, project information, and opportunities to provide input. The website was updated every 2-3 months and included background information on the purpose of the Bicycle Plan and why it was being updated, a project timeline explaining the five phases of the planning process, and an email sign-up for updates from the project team. Most importantly, the website housed all online tools used to gather public input throughout the update.

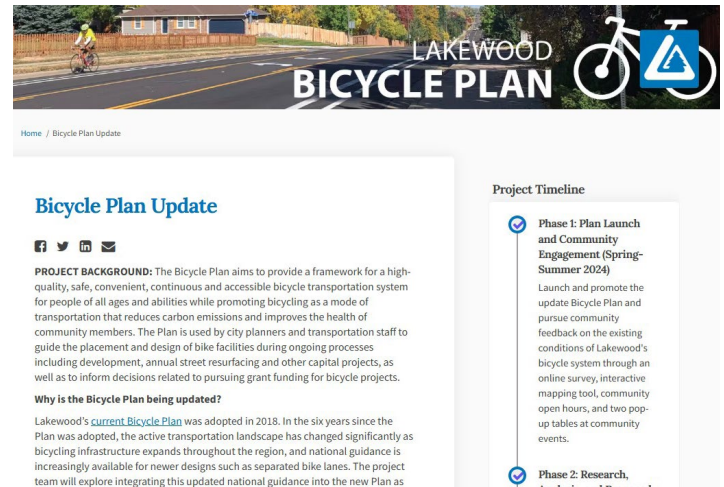


Figure B-1: Screenshot of the project website home page, Fall 2024.

Promotion & Reach

The Bicycle Plan update was promoted frequently throughout the one-year update process, especially during the first six months when the project team was soliciting specific feedback from the community. Promotion occurred through the City's social media channels; posters and flyers displayed at civic center buildings, recreational centers, and local bike shops; pop-up tables at 3 community events; several Bike Jeffco newsletter announcements; two presentations at Alameda Business Improvement District meetings; a Colorado Avid Cyclist blog post; and three television interviews that aired on local news channels and were also posted online as written articles. Over the course of the planning process, the project website received nearly 4,000 unique visitors, over 400 of which participated in at least one of the online engagement tools hosted on the website.



Figure B-2: Promotional card to direct people to the project website.

ONLINE SURVEY #1

The first of two online surveys took place during the first wave of engagement in Spring 2024. The seven questions were primarily focused on the preferences and experiences of the community in relation to Lakewood’s existing bicycle network, with an open-ended question for respondents to communicate anything they wished with the project team. The survey received 171 total responses, summarized below:

#1. How often do you ride a bicycle in summer months?

In order to determine how well survey responses reflected the experiences of the entire community, the project team wanted to know how many participants were experienced bicyclists versus non-bicyclists or somewhere in between. As seen in Figure B-3, an overwhelming 83% of respondents ride a bicycle frequently. This information helped the project team interpret the results accordingly with a better idea of the respondents’ levels of experience.

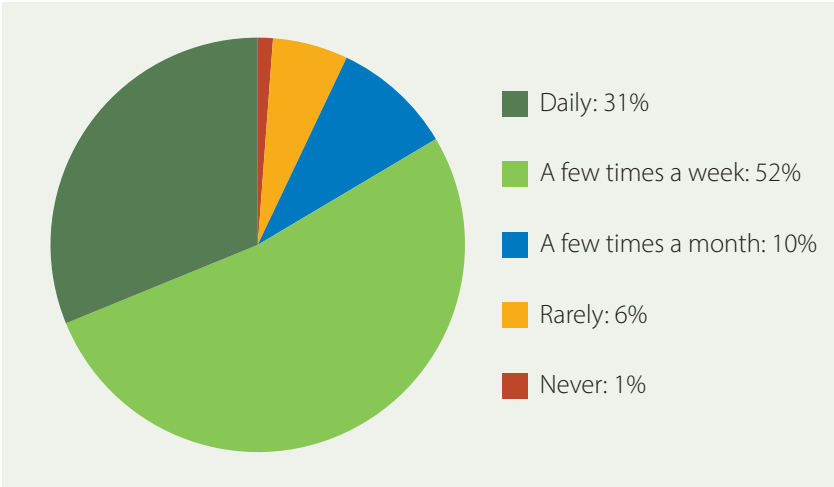


Figure B-3: Bicycling habits of 171 survey respondents.

#2. For what purpose(s) do you typically ride a bicycle?

In tandem with Question #1, this “check all that apply” question sought information on the riding habits of the survey respondents to determine the involvement of residents who ride a bicycle for transportation and obtain insight on popular destinations. At least 57% of respondents ride a bicycle for transportation as indicated by the highest percentage of a non-recreation option (Figure B-4). Because this was a “check all that apply” question, the actual percentage is likely higher.

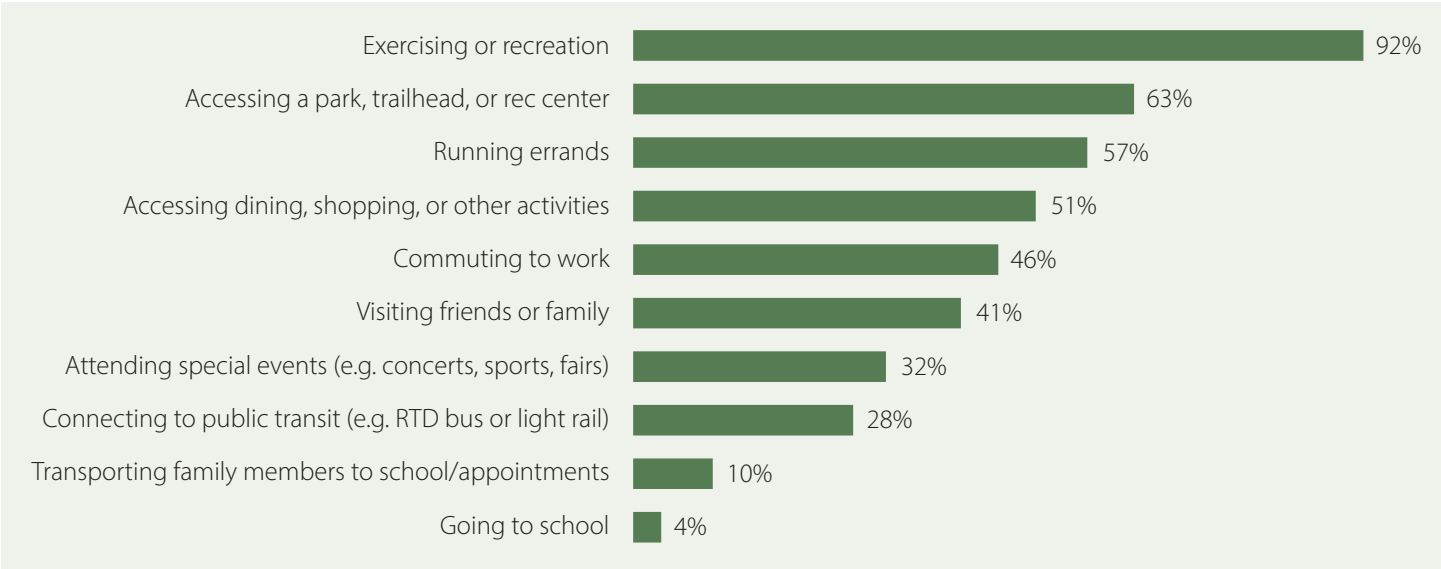


Figure B-4: Typical bicycle trip purposes (check all that apply) for 170 survey respondents who indicated that they ride a bicycle.

#3. What types of facilities do you feel comfortable riding in?

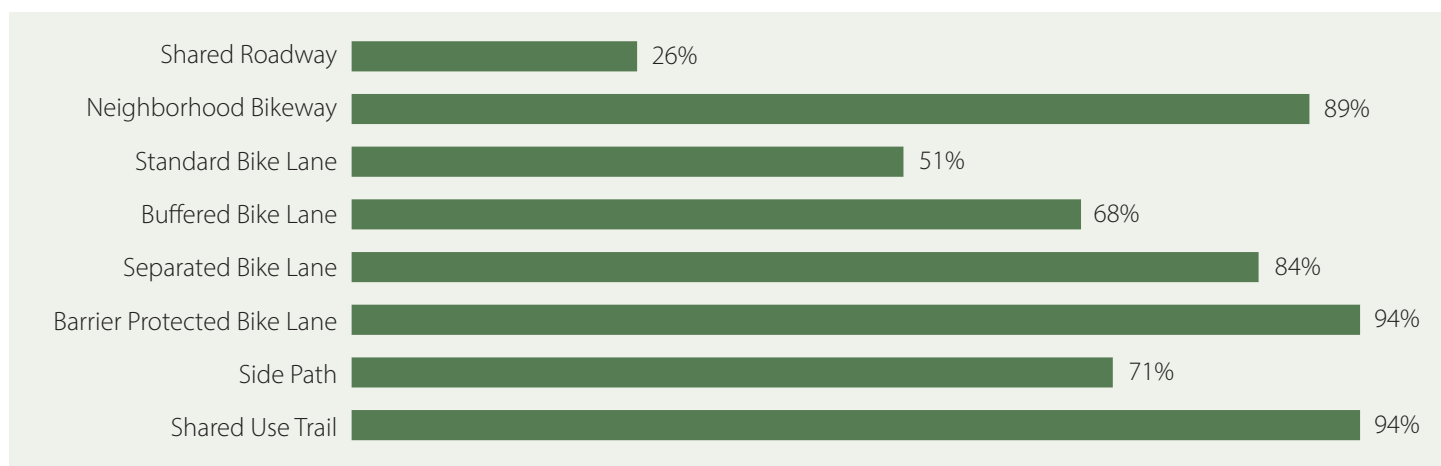


Figure B-5: Bicycle facility comfort preferences (check all that apply) of 171 survey respondents.

Question #3 served a dual purpose: it supplemented the information received from Questions 1 & 2 with more insight on how many respondents may be categorized as confident bicyclists versus “Interested but Concerned” bicyclists (see page 7), and also provided valuable information on comparative comfort levels of different facilities that the project team was considering including in the proposed network. Unsurprisingly, facilities with higher levels of separation from vehicle traffic tended to be favored by survey respondents (Figure B-5), along with neighborhood bikeways, which are considered a high-comfort facility due to low vehicle volumes and speeds (rather than separation from traffic). The significant difference in preference of side paths versus shared use trails also provided important insight into factors that may affect the comfort of a facility beyond mode separation, and prompted the project team to consider opportunities to improve Lakewood’s side path network.

#4. What top 3 improvements would make bicycling for transportation more accessible to everyone in Lakewood?

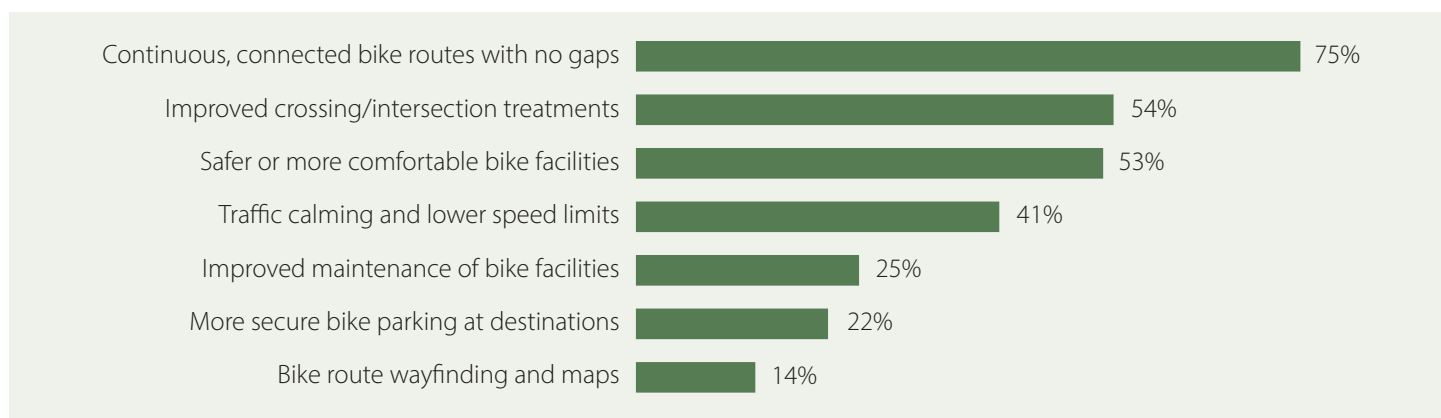


Figure B-6: Top improvements (check up to 3, unranked) to make Lakewood’s bicycle network more accessible, according to 170 respondents.

In addition to understanding the riding preferences of survey respondents, the project team wanted to know what overarching themes affected residents’ experiences with Lakewood’s existing bicycle network. The top three themes were in line with previous public engagement and are discussed on page 22. The responses also provided insight on what types of improvements might be considered higher priorities by the community, though all improvements contribute to the vision and goals of the Bicycle Plan.

#5 & #6. What is your favorite & LEAST favorite road/path to bike on in Lakewood and why?

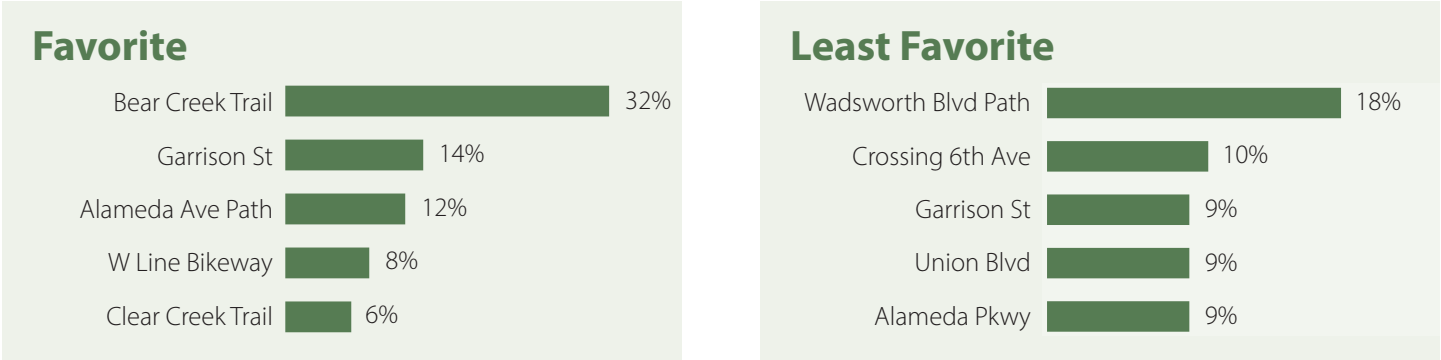


Figure B-7: Bike facilities with the most mentions for open-response questions asking respondents their favorite and least favorite places to bike.

Even though Questions 5 & 6 were open-response questions, several facilities were mentioned repeatedly across the answers of various respondents and are shown in Figure B-7. The Bear Creek Trail was a clear favorite mentioned by 54 people as a safe, pleasant, car-free facility that also serves as an important transportation connection across municipalities. Most of the other favorite routes (including the Clear Creek Trail, which is not in Lakewood but still made the top 5) were also chosen because of their length and full separation from vehicle traffic. Garrison Street was also praised for its utility as a commuting route by 23 residents, but was conversely named least favorite by 15 residents for its low comfort and close proximity to fast-moving vehicles. The most common least favorite route was the side paths on Wadsworth Boulevard, specifically near the 6th Avenue interchange, which reflects the lower preference for side paths seen in Question #3 and also highlights the inadequacy of Lakewood’s limited freeway crossings.

ONLINE MAPPING TOOL

To collect location-specific feedback on the existing bicycle network, an online mapping tool was created to allow the community to comment on particular routes, intersections, and destinations with one of four categorized pins:

- Red:** Unsafe crossing or intersection
- Yellow:** Improve access to this destination
- Green:** Upgrade/improve this bike route
- Blue:** I like this bike route already

In addition to placing a pin, respondents were asked to leave a brief comment explaining their pin. Pins were visible to all participants, and there was no limit on the number of pins each person could place. A total of 470 pins were placed by nearly 100 participants by the time the tool closed, including the in-person sticker feedback from the open house and Earth Day (see pages 58-59). Results for each category of pin are discussed on the following 2 pages.

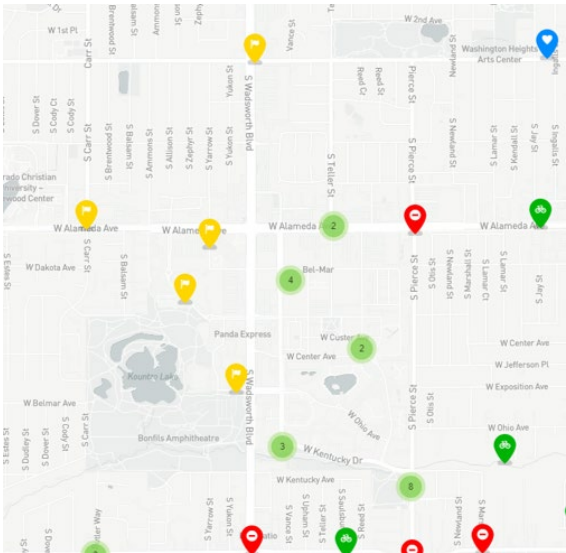


Figure B-8: Screenshot of online mapping tool in summer 2024 with many pins already placed.

Unsafe Crossing or Intersection

The intersection with the most pins placed in this activity was unsurprisingly Garrison St and Alameda Ave, an intersection where the approaching bike lane on Garrison St, Lakewood's busiest north-south bicycling corridor, currently drops in both directions for over 500'. This intersection is scheduled for reconstruction in 2025 to provide continuous bike lanes. Other top locations pinned included Pierce St and Kentucky Dr (an unsignalized crossing at the bottom of a hill with limited visibility), Alameda Ave and Kipling St (a major intersection with free-flowing right turn lanes on every corner), Mississippi Ave and Butler St (an unsignalized crossing between a local street and a busy collector road), and access to the Green Mountain Trailhead near Alameda Pkwy and Utah Ave (where a signal is scheduled for installation in 2025). The variety of intersections identified for potential improvements were all reflected in the project list in Appendix A and speak to the breadth of challenges that can make intersections uncomfortable for bicyclists.

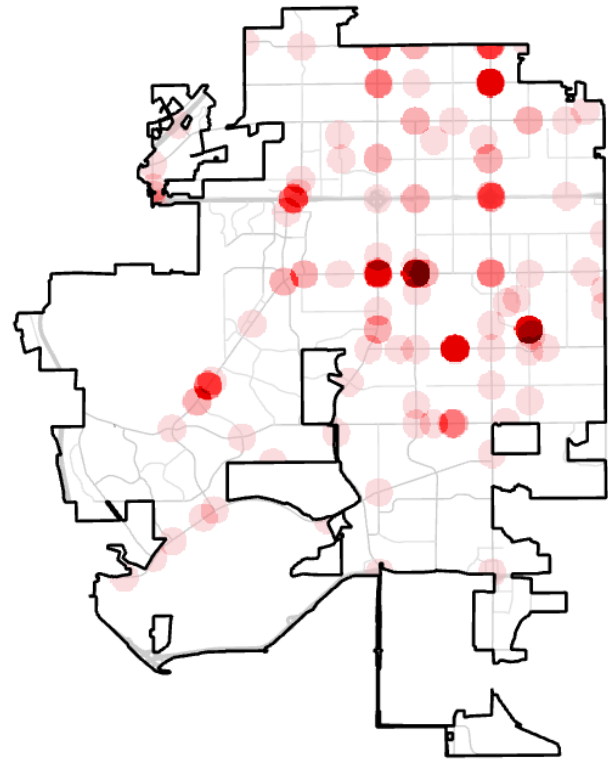


Figure B-9: Heat map of 135 "Unsafe Crossing or Intersection" pins placed on the online mapping tool.

Improve Access to this Destination

Because this is a transportation-focused Bicycle Plan, the project team sought to understand where bicyclists are trying to go in order to inform the development of the proposed network. The location that stood out the most from the "Improve Access to this Destination" pins was the Belmar Shopping Center, where currently there are no dedicated bicycle facilities within the boundaries of Wadsworth Blvd, Alameda Ave, Pierce St, and Kentucky Dr—largely due to conflicts with on-street parking and high pedestrian volumes that pose a challenge for both on-street and off-street bike infrastructure in the area. The newly opened Peak View Park just east of Wadsworth Blvd and Morrison Rd also stood out, where the side path on Wadsworth Blvd was pending utility work at the time of this exercise and had not yet been constructed. Besides these two destinations there were not very many clear patterns, but the data reinforced what City staff already expected to inform the proposed network and future recommendations.

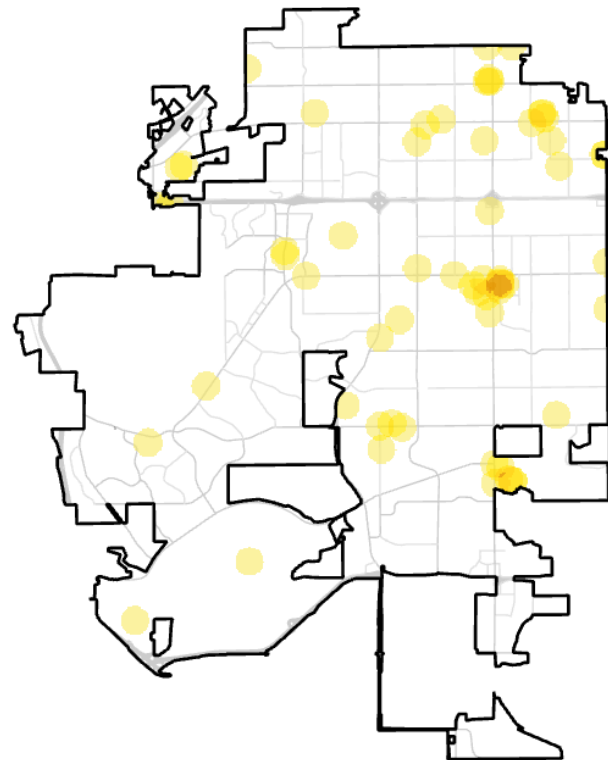


Figure B-10: Heat map of 64 "Improve Access to this Destination" pins placed on the online mapping tool.

Upgrade/Improve this Bike Route

Designing facilities for the “Interested but Concerned” bicyclist is a priority of this Plan, so the project team asked the community what routes they thought could use improving. Out of 203 pins placed, the routes that stood out the most were Garrison St between Alameda and Colfax avenues and Morrison Rd between Kipling St and Wadsworth Blvd. Garrison St currently has a standard bike lane that is proposed as a separated bike lane, and Morrison Rd is too narrow to fit any bike facilities but is proposed with both a bike lane and a side path pending collaboration with CDOT. Pierce St between Alameda and Jewell avenues, another corridor with bike lanes proposed as separated bike lanes, also stood out in this activity. This and other feedback from the mapping tool supported the project team’s draft proposed improvements by indicating that the improvements are in line with community priorities.

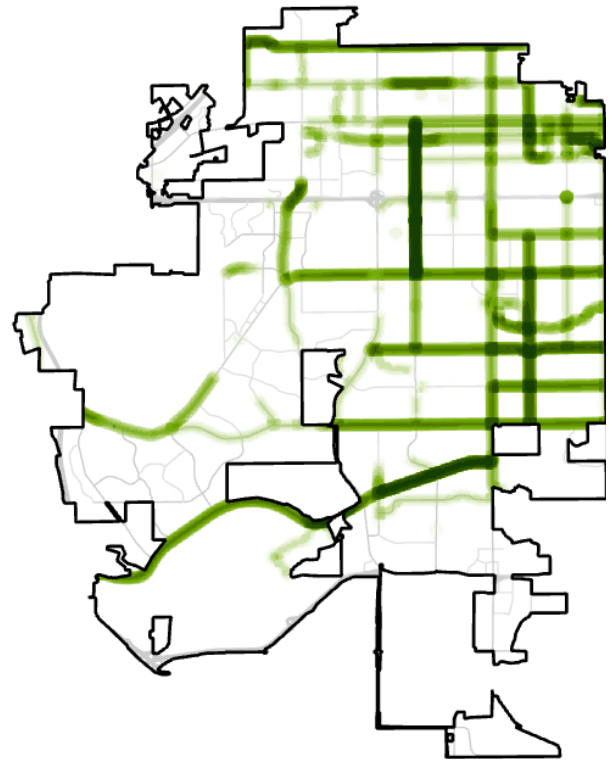


Figure B-11: Heat map of 203 “Upgrade/Improve this Bike Route” pins placed on the online mapping tool.

I Like this Bike Route Already

In addition to gaining community insight on opportunities for improvement, the project team gave residents a chance to share what bike routes in Lakewood already fulfill their needs. The pins placed in this category supported the answers received in the survey (see Figure B-7), with a mix of routes preferred for their separation from traffic and routes praised for their regional continuity and connectivity. As a route that champions both traits, the Bear Creek Trail was the top standout, with the W Line Path close behind. Garrison St between Mississippi and Jewell avenues also received many pins as a brand new separated bike lane at the time of outreach in Summer 2024, reflecting the community’s preference for separation and also illustrating the importance of taking the context of current conditions into account when interpreting public feedback.

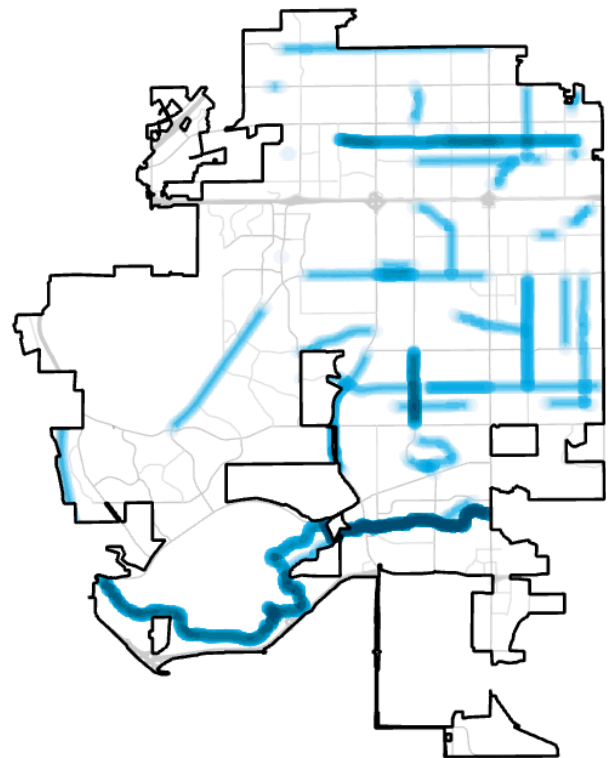


Figure B-12: Heat map of 68 “I Like this Bike Route Already” pins placed on the online mapping tool.

OPEN HOUSE

The project team hosted an open house in May of 2024 at the Lakewood Cultural Center, providing a chance for the community to learn about the Plan update, talk directly to the project team, and provide their input on the existing bicycle network and implementation strategies. Due to high winds above 60mph on the day of the event, attendance was relatively low with 16 attendees. Regardless of the low attendance, valuable conversations were had and the insight provided was integrated into the proposed network.



Figure B-13: Spending prioritization activity labeled jars & signs.

relatively high-comfort at a much lower cost (1 pebble/mi) than other facilities. Buffered bike lanes were also a popular choice, at a cost 3x higher than neighborhood bikeways. Separated bike lanes were the third highest pick at 6 pebbles/mi, and shared use paths (encompassing both side paths and shared use trails) were popular despite their high cost of 10 pebbles/mi. Standard bike lanes were by far the least popular choice despite their low cost of 2 pebbles/mi, and barrier protected bike lanes fell just behind separated bike lanes. This activity was valuable for attendees to understand challenges implementing the Plan with limited resources, and also provided the project team with insight on community preferences for facilities.

Spending Prioritization Activity

To gain insight on community priorities and give attendees insight into some of the challenges decision-makers face during Plan implementation, the project team set up a budgeting activity. Participants were given a cup of 20 pebbles and asked to “spend” their pebbles on different types of bike facility which cost different amounts per mile to reflect the relative costs of each facility type (see Table 4 on page 34). Most attendees prioritized their spending on neighborhood bikeways, due to the facility being

Survey

To extend the reach of the online survey (see page 53), paper copies were printed and provided at the Open House for attendees to fill out if they had not already taken the survey online.



Figure B-14: Residents discuss feedback on the large sticker map with the project team.

Sticker Map

Another online engagement tool converted to an in-person tool for extended reach was the large sticker map. The stickers were categorized the same way as the online mapping tool (see page 55) and attendees had the chance to discuss their feedback with the project team as stickers were placed. The stickers were later imported into the final results for the online mapping tool for consistent analysis.

COMMUNITY EVENT TABLES

The project team hosted tables at three community events throughout the update process to spread awareness of the Bicycle Plan, promote the project website engagement tools, and provide more in-person chances for engagement to reach a wider group of people.

Earth Day Celebration

Lakewood's Earth Day Celebration was held on a snowy day in April 2024 and had over 700 attendees despite the cold weather. The project team hosted a table right by the entrance of the event, educating attendees about the Bicycle Plan update process, promoting the project website with flyers and business cards, and gathering input on the existing bicycle network with a sticker map similar to the open house map.



Figure B-15: Visitors share feedback at the Earth Day Celebration.



Figure B-16: A resident visits the project team on his ride home from work on Bike to Work Day.

Bike to Work Day

City staff co-hosted an afternoon party station with the Belmar shopping district on Bike to Work Day in June 2024. Consistent with the theme of bad weather during outreach events, the station was forced to close after 20 minutes due to lightning in the area. Regardless of the short running time, 15 visitors had a chance to pick up promotional cards about the Plan update and speak with the project team.

Cider Days

During the second wave of public outreach the project team hosted a table at Cider Days to promote the project, educate visitors about the proposed facility types, and solicit feedback on the first draft of the proposed network with a sticker map for visitors to "like" and "dislike" recommendations. The event saw over 15,000 visitors over two days, providing the Plan with significant exposure to a diverse group of people.



Figure B-17: Lakewood's Active Transportation Coordinator shows off the draft proposed network sticker map at the Cider Days table.

ONLINE SURVEY #2

The second of two online surveys asked respondents about their preferences related to Plan implementation and proposed network density. The survey received 217 responses during a 6-week period.

#1. How often do you typically ride a bicycle, weather permitting?

The Fall 2024 online survey started with the same question as the Spring 2024 survey to identify how well respondents reflected the preferences of the overall community. In addition to receiving nearly 50 more responses than the first survey, the second online survey was also closer to representing the community as a whole with only 70% of respondents being frequent bicyclists compared to the first survey's 83%, as well as 7% of non-bicyclists compared to the first survey's 1% (Figures B-3 and B-18). Knowing this information helped the project team interpret the results and also set the two surveys apart.

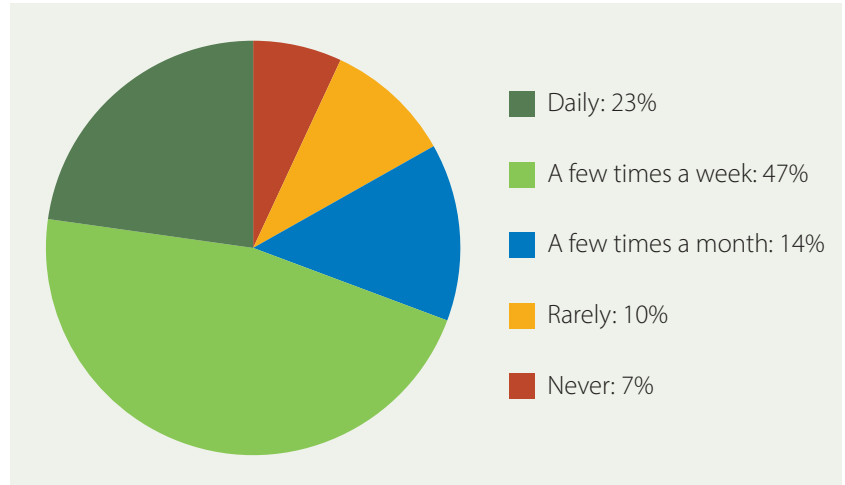


Figure B-18: Bicycling habits of 217 survey respondents.

#2. What percentage of your bicycle trips are for transportation?

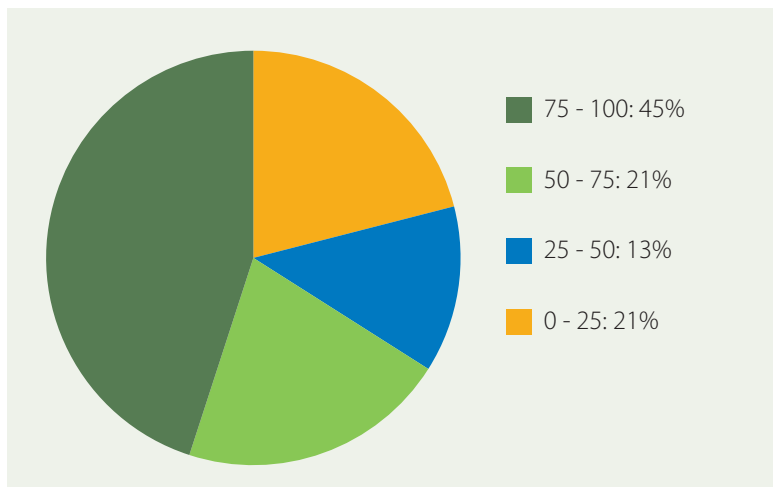


Figure B-19: Share of bicycling trips for transportation for 201 respondents who indicated that they ride a bicycle.

While Question #2 in the first survey asked respondents about the destinations they visited when riding a bicycle, this question was a little less specific but focused more intentionally on determining how many respondents ride a bicycle for transportation versus primarily for recreation. With 66% of respondents riding for transportation during at least half of their bicycle trips (Figure B-19), the project team was able to interpret the results with that group of people in mind.

#3. Rate your agreement with the following statement: “If Lakewood had one fully continuous and comfortable bike route north-south and one east-west, I would ride my bike more.”

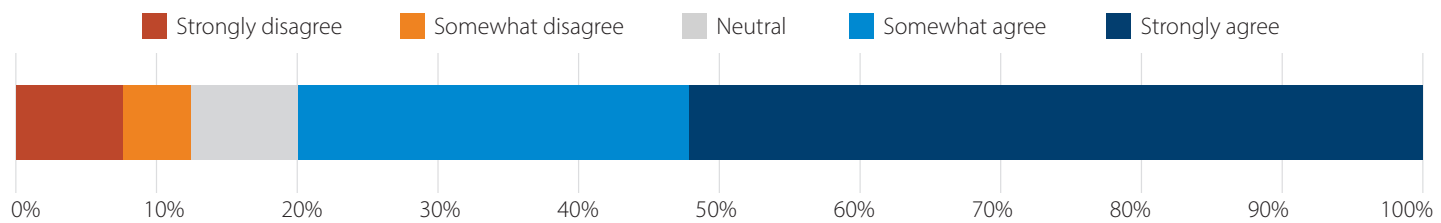


Figure B-20: Level of 209 respondents’ agreement with the above statement.

Questions #3 and #4 both sought input from the community on their preferences for prioritizing future improvements during implementation of the Plan. This question also provided some insight on whether respondents’ bicycling habits would be influenced by changes in infrastructure. 80% of respondents indicated that they would ride a bike more if the City had one continuous and comfortable bike route in each direction (Figure B-20), supporting the importance of continuity that the project team heard during the first survey. Over 10% of respondents disagreed, indicating that implementing the recommendations in the Plan is not a guaranteed way to increase bicycling, and also likely representing some of the 25% of the overall population that is not interested in bicycling no matter what infrastructure is available (see page 7).

#4. Rate your agreement with the following statement: “City resources should be focused on building out one continuous bike route at a time, rather than on installing similar but disconnected improvements on multiple routes citywide.”

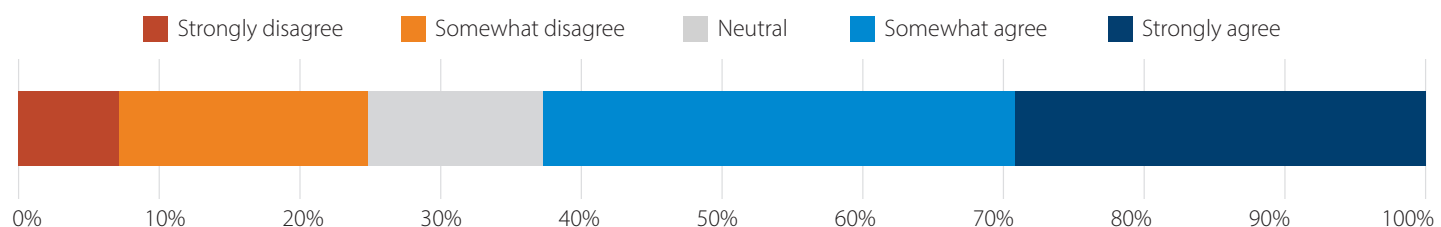


Figure B-21: Level of 209 respondents’ agreement with the above statement.

This question essentially pitched the concept of continuity against overall network density, asking respondents if they would rather see the proposed network implemented one corridor at a time or in a more piecemeal manner, provided that the same quantity and quality of facilities would be available but in a different geographic pattern. Responses were a bit more split than Question #3, with just over 60% of respondents favoring continuous corridors and 25% of respondents favoring citywide improvements even if they are disconnected (Figure B-21). Because there are limited resources available for Plan implementation, this question provides valuable insight on community preferences that decision-makers can take into account when prioritizing future projects.

#5. What is the furthest you are willing to travel out of your way for a more comfortable bike route?

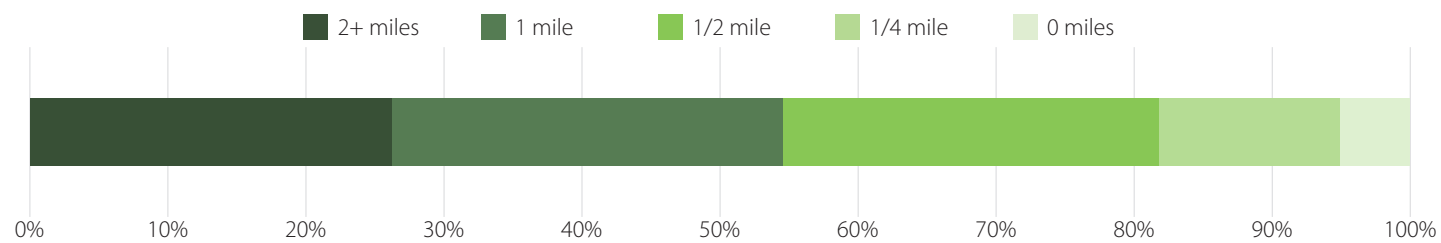


Figure B-22: Breakdown of the furthest distance 201 respondents who indicated they ride a bicycle are willing to travel for a more comfortable route.

As discussed on page 29, this question helped inform the desired density of bike routes in Lakewood’s bicycle network. Over 80% of respondents indicated they are willing to ride at least 1/2 mile out of their way for a more comfortable bike route (Figure B-22), so the project team developed the proposed network with that figure in mind and left very few locations where more than 1/2 mile of bicycling is necessary to find a designated route. The responses to this question also provided insight on the extent to which some bicyclists may value comfort over convenience, considering over 25% of respondents were willing to travel 2 miles or more to find a comfortable route even if it meant lengthening their trip. Since expanding accessibility and convenience is one of the three primary goals for this Plan (see page 10), these responses helped guide the project team toward a realistic standard of how widely bicycle facilities can be spaced apart without compromising convenience or making bicycling less accessible.

INTERACTIVE FEEDBACK MAP

In order to obtain feedback from the public on each individual recommendation in the first draft of the proposed network, this online interactive feedback map allowed participants to give specific proposed facilities a “thumbs up” or a “thumbs down” and leave an optional comment explaining why they did or did not think it was a good recommendation (Figure B-23). Likes, dislikes, and comments were visible to all participants throughout the 6-week feedback period in Fall 2024. The map received nearly 1,200 visitors in that period, who contributed a total of 1,383 likes, 67 dislikes, and 366 comments. Out of 178 recommendations on the map, only 5 projects did not receive any feedback. The insight gained from the community using this tool was an integral part of finalizing the draft proposed network to create the project list found in Appendix A, and is discussed over the next two pages.

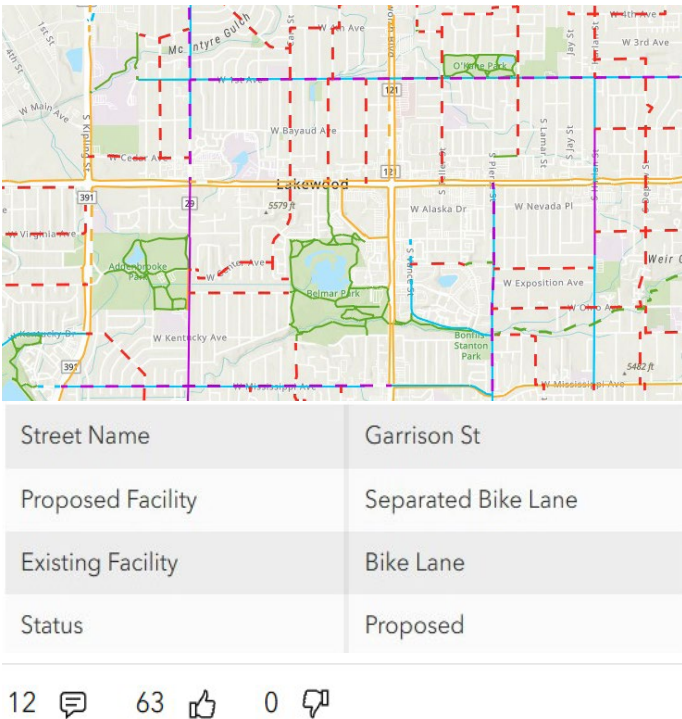


Figure B-23: A screenshot of the interactive feedback map with a pop-up showing the total count of likes, dislikes, and comments for one particular recommendation.

Most “Liked” Proposed Bike Facilities

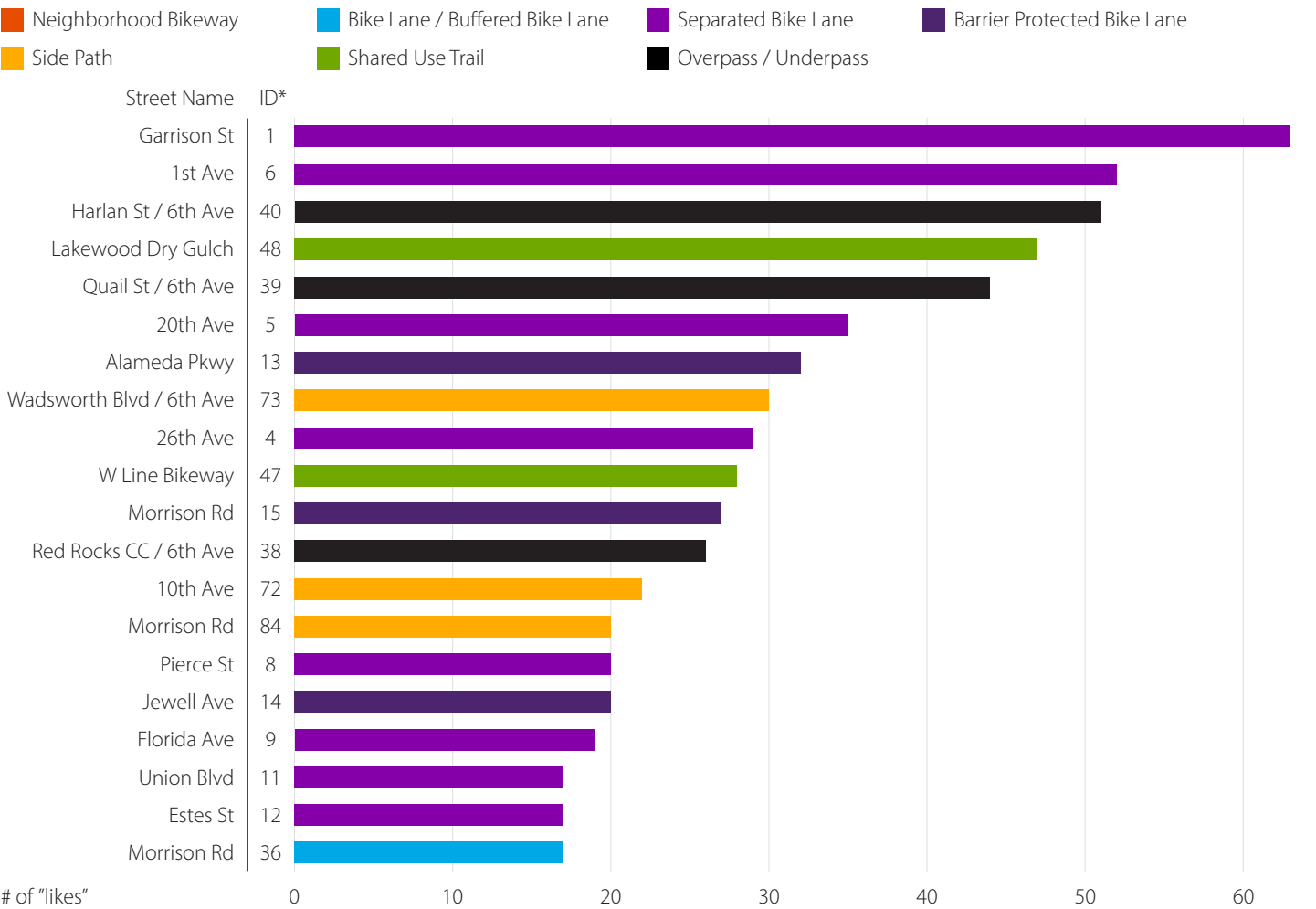


Figure B-24: Top 20 most “liked” proposed facilities on the interactive feedback map, categorized by facility type. * = project number; see Appendix A for the project limits and implementation considerations for each proposed facility.

In addition to providing information on how well the draft proposed network reflected the needs and desires of the community, analyzing the most “liked” proposed facilities revealed insightful patterns in the types of facilities that respondents favor. 19 out of 20 of the top “liked” projects are facilities fully separated from motor vehicle traffic, split about half and half between upgraded on-street facilities (separated and barrier protected bike lanes on corridors where there are currently standard bike lanes) and new off-street facilities (side paths, shared use trails, and overpasses/underpasses where there is currently no direct connection). The one facility on this list that is not separated from vehicle traffic, a proposed bike lane on Morrison Rd between Kipling St and Wadsworth Blvd, fills one of the top gaps identified in the Spring 2024 online mapping tool (see figure B-11 on page 57). The comments left on these facilities confirmed that the “likes” were based largely on the facilities’ separation from vehicle traffic or their role in filling existing gaps, reflecting the priorities of this Plan and the preferences of the community discussed on page 22.

Most “Disliked” Proposed Bike Facilities

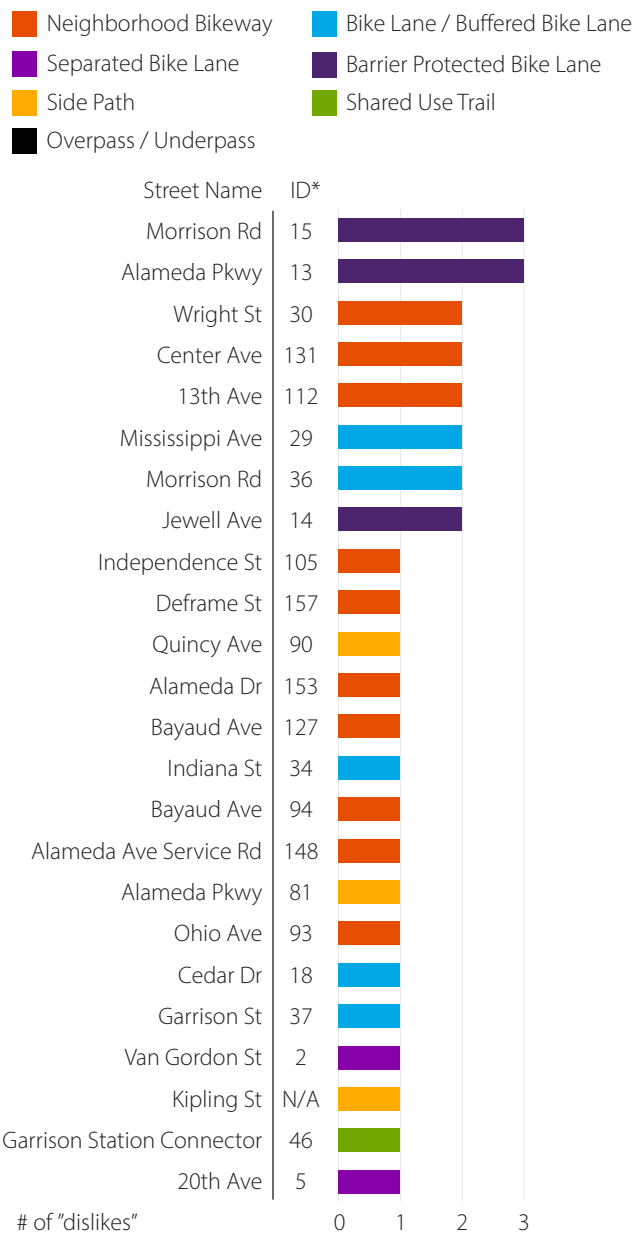


Figure B-25: All “disliked” proposed facilities on the interactive feedback map, categorized by facility type. * = project number; see Appendix A for the project limits and implementation considerations for each proposed facility.

Compared to the number of “likes” given to proposed facilities, there were much fewer “dislikes” provided. Most “dislikes” were submitted along with a comment explaining why the recommendation wasn’t preferred by the respondent, allowing the project team to weigh that reasoning when narrowing down the final project list in Appendix A. The three barrier protected bike lanes proposed in the Plan were among the most “disliked”, with comments citing concerns about street sweeping and having room to pass slower bicyclists. These comments did not result in removal of the recommendations from the project list, but the concerns will be taken into account during implementation. Several “disliked” neighborhood bikeways had associated comments arguing that vehicle volumes and speeds were not appropriate for a neighborhood bikeway, which prompted the project team to collect additional data as necessary and reconsider route alignment. Most of the “disliked” bike lanes were accompanied by comments expressing disappointment that the proposed facility was not a separated or barrier protected bike lane instead. Overall, the few “dislikes” received on the interactive feedback map were very informative both in helping the project team finalize the project list and in highlighting factors to keep in mind during implementation. All likes, dislikes, and comments received from the online interactive feedback map were saved by the project team for future reference.



APPENDIX C: **BICYCLE CRASH ANALYSIS**

BICYCLE CRASH PATTERNS

Roadway crashes can result from any combination of human behavior, weather conditions, lighting, infrastructure design, or other outside factors. To determine how Lakewood roadways should be designed in order to mitigate these many potential contributing factors, it is important to evaluate each crash thoroughly through a combination of understanding high-level patterns and situational context. This appendix analyzes various citywide patterns from the most recent ten years of crash data available, totaling 479 crashes involving a bicycle from 2014-2023. In addition to the broader patterns identified and examined here, such as the recent decrease in bicycle crashes for the past several years shown in Figure C-1, City staff will continue to perform in-depth analysis on individual crashes beyond the adoption of this Plan.

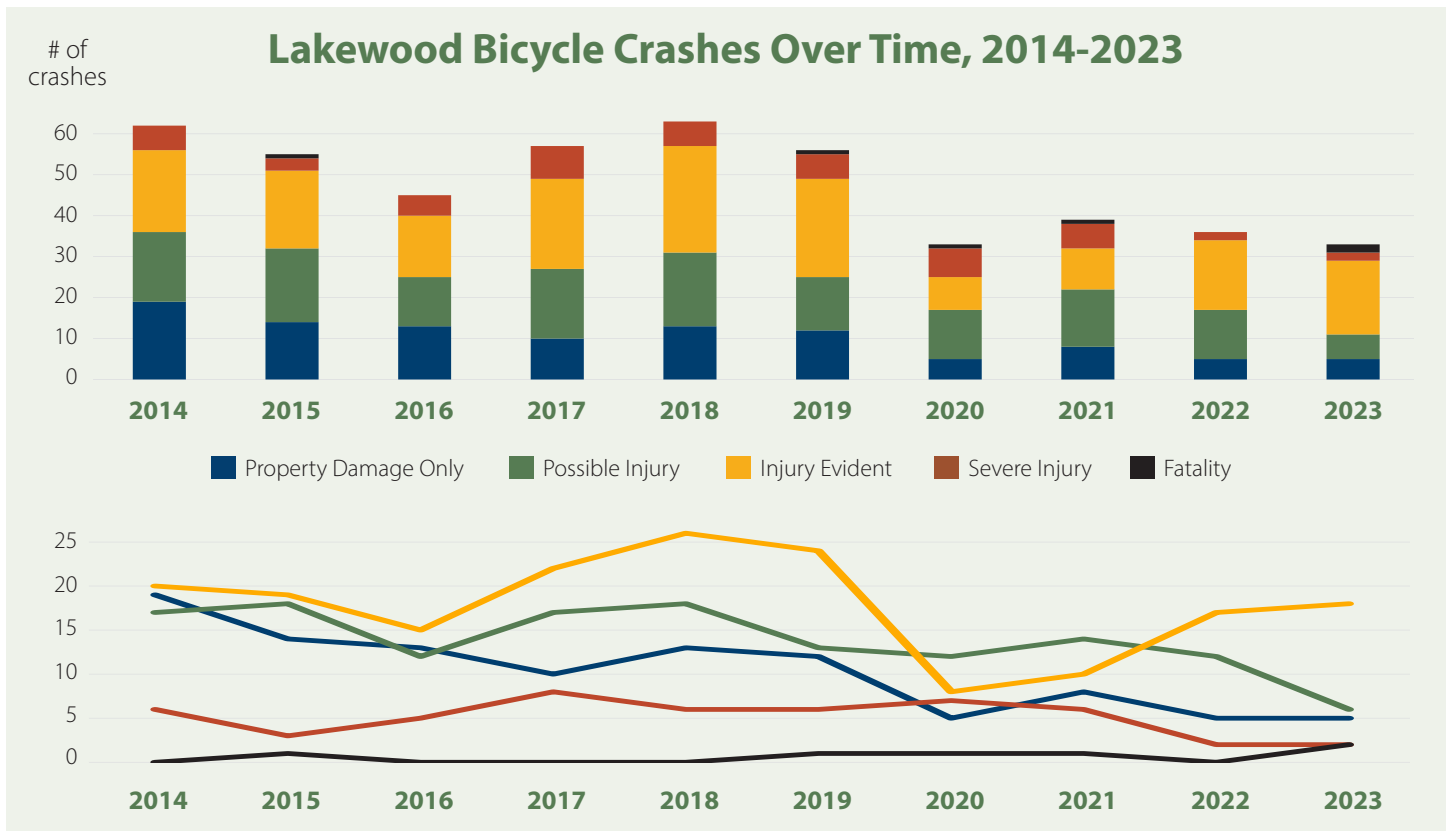


Figure C-1: Lakewood bicycle crashes over time from 2014-2023, categorized by level of severity.

Location Factors

The location of a crash can provide information on the roadway characteristics, intersection configuration, bicycle facility design, motor vehicle speeds and volumes, and other potential factors that could have contributed to the crash. Considering crash locations at a higher level, citywide patterns can help staff identify where to focus in order to prevent further crashes. Nearly 75% of Lakewood bicycle crashes take place at intersections (Figure C-2) and the majority of all

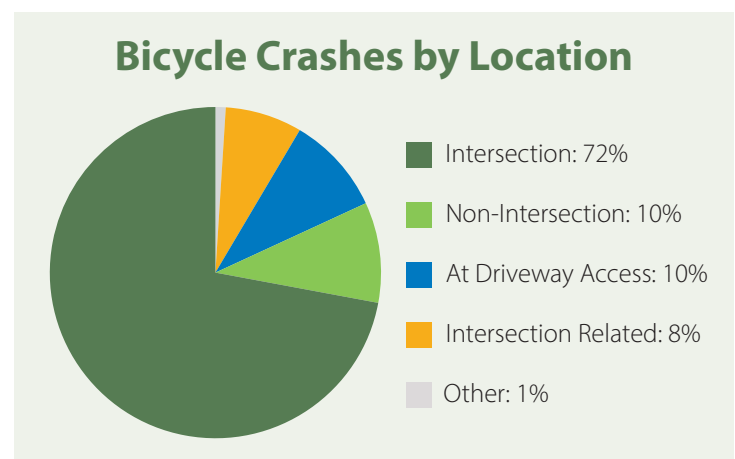


Figure C-2: Lakewood bicycle crashes 2014-2023 by roadway location.

crashes are on high-speed and high-volume arterial roadways (Figure C-3). Table C-1 identifies the top ten Lakewood intersections with the most bicycle crashes from 2014-2023, and Figure C-5 on the following page shows the locations of all 479 crashes. Knowing the specific roads on which bicycle crashes are happening allows City staff to explore traits of each of those roadways for potential correctable patterns such as bicycle facility type, intersection designs, and more. For instance, the map provides a visual that Wadsworth Blvd and Colfax Ave—both arterial roads, in line with Figure C-3—are common crash locations, which can then be confirmed with individual crash details to determine that 34% of Lakewood bicycle crashes are happening on one of these roads.

Environmental Factors

While most environmental factors that contribute to crashes cannot necessarily be changed or controlled, proactive roadway design can ensure safe travel for all users by considering potential crash factors and applying appropriate mitigation. Lighting is a factor in nearly 25% of crashes (see Figure C-4) and City staff has been working in recent years to address this with upgraded street lighting and/or flashing warning signs in areas with a large number of nighttime crashes. Another environmental condition taken into account with engineering design is slippery pavement caused by snow, ice, or rain, so best practices avoid installing uncontrolled crossings in sloped areas or at the bottoms of hills in order to prevent potential crashes when skidding vehicles are unable to stop in these conditions. When other challenging environmental factors such as sun glare and excessive shadows are identified in crash reports, City staff analyzes these details for potential design, technological, or education solutions that could be implemented in the future.

Bicycle Crashes by Roadway Type

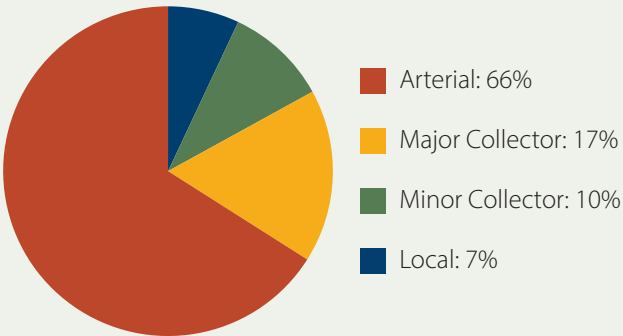


Figure C-3: Lakewood bicycle crashes 2014-2023 by roadway classification.

Intersection	# of crashes
14th Ave / Wadsworth Blvd	8
Colfax Ave / Wadsworth Blvd	7
Alameda Ave / Pierce St	6
10th Ave / Wadsworth Blvd	5
1st Ave / Wadsworth Blvd	5
Colfax Ave / Teller St	5
5th Ave / Wadsworth Blvd	5
6th Ave* / Garrison St	5
20th Ave / Carr St	4
Colfax Ave / Kipling St	4

Table C-1: Top 10 intersections in Lakewood with the most bicycle crashes from 2014-2023. * = includes intersections with frontage roads and ramps.

Bicycle Crashes by Lighting

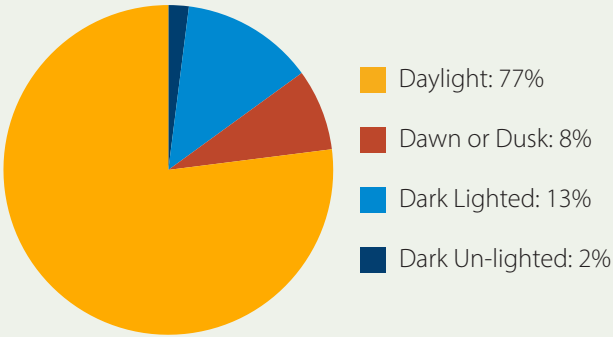


Figure C-4: Lakewood bicycle crashes 2014-2023 by lighting condition.

Crash Severity

- No Injury / Minor Injury
- Serious Injury
- Fatality

Map of Denver showing crash severity by street. The map uses colored circles to indicate crash severity: grey for No Injury / Minor Injury, orange for Serious Injury, and red for Fatality. Major streets are labeled, including Alameda Pkwy, Morrison Rd, and Wadsworth Blvd. A legend in the top left corner defines the crash severity categories. A scale bar and north arrow are located in the bottom left corner.

LAKEWOOD BICYCLE PLAN | **APPENDIX C: BICYCLE CRASH ANALYSIS**

Behavioral Factors

While location and environmental factors provide valuable information to understand the context of a crash, human behavior can also be one of the most important contributors to crashes. City staff recognizes the importance of understanding human behaviors that can result in crashes so that future roadway design features can mitigate those behaviors as much as possible. As seen in Figure C-6, one third of Lakewood bicycle crash reports cited the bicyclists as the at-fault vehicle, suggesting that analyzing existing infrastructure to ensure it is intuitive and convenient for bicyclists could prevent unsafe behaviors. For example, 16% of bicycle crashes in Lakewood involve a bicyclist disregarding a signal or stop sign (Figure C-7), which could prompt an examination of those devices to determine whether they are clearly visible, intuitive, and placed at appropriate intervals for multi-modal travel. Similarly, crashes caused by a motorist’s failure to yield to an oncoming bicyclist when turning (a factor in 30% of bicycle crashes, see Figure C-7) could potentially be mitigated by signage, markings, or roadway designs that increase the visibility and predictability of bicycle travel on Lakewood roads. Even lawful behaviors can still result in a crash: 27% of bicycle crashes in Lakewood involve a bicyclist riding on a side path or sidewalk in the opposite direction as adjacent traffic (Figure C-7). All sidewalks in Lakewood permit two-way bicycle travel, but motorists focused on finding a gap in oncoming traffic typically do not expect bicyclists to approach from the opposite direction, so they are less likely to look for them before entering the intersection. This pattern contributed to an emphasis on providing on-street routes in the proposed network as alternatives to existing side paths (see Chapter 4 and Appendix A). These types of patterns could also guide other changes to Lakewood’s bicycle network in the future to increase visibility and predictability.

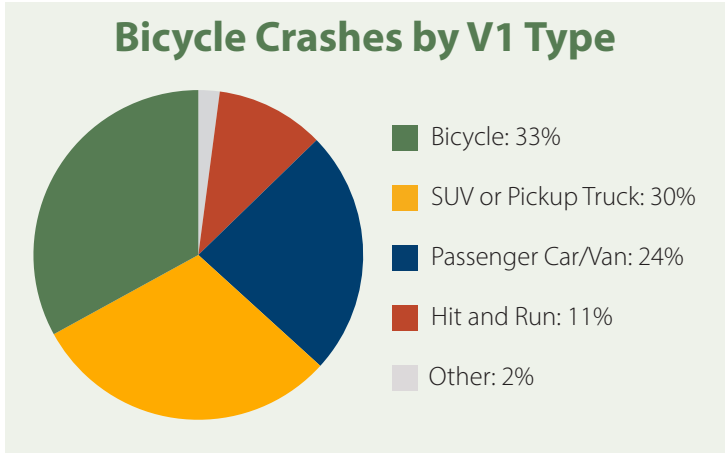


Figure C-6: Lakewood bicycle crashes 2014-2023 by reported V1 (the vehicle determined by the police to be at fault for the crash).

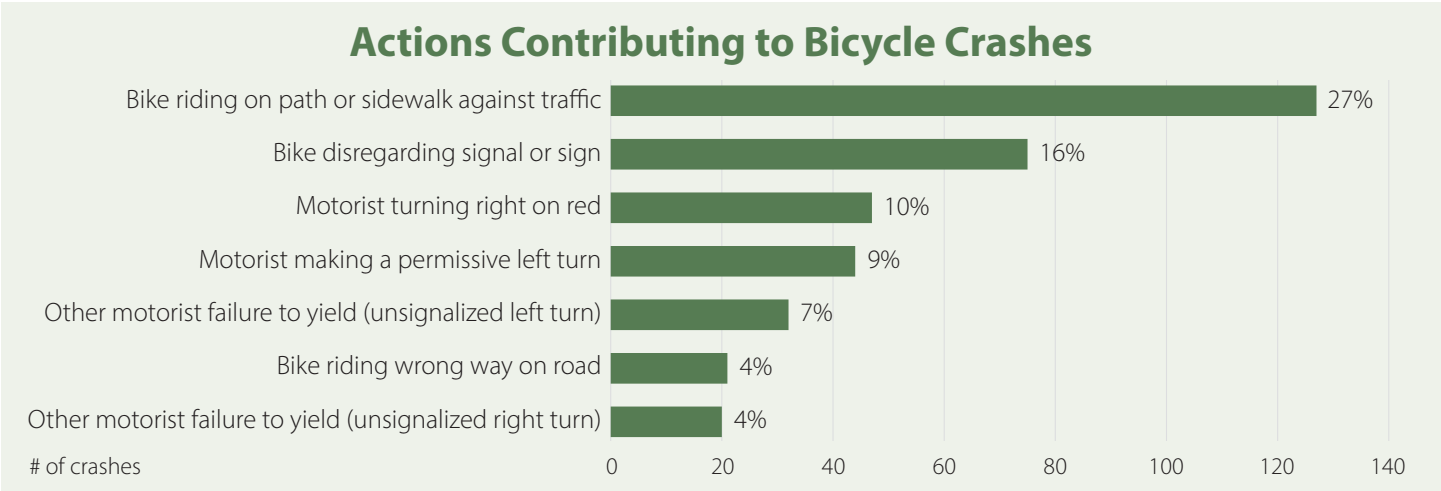


Figure C-7: Most common specific actions at the time of the crash for all Lakewood bicycle crashes 2014-2023 (regardless of vehicle reported to be at fault) as determined by an analysis of the written narratives associated with each reported crash.

When unsafe behavior cannot be attributed to roadway design, then educational campaigns, changes in legislation, and/or increased enforcement should be pursued to help prevent future crashes. Alcohol and drug impairment have increasingly contributed to crashes in Lakewood over the past 10 years, including bicycle crashes. This public health component is challenging to address and will require combined efforts from transportation professionals, public safety officers, health professionals, and local leaders.



APPENDIX D: **BIKE PARKING**

THE IMPORTANCE OF BIKE RACKS

People riding a bicycle for transportation need to be confident that they will have a place to safely store their bicycle while they are at their destination. Lakewood Zoning Ordinance requires most developers to install short-term bicycle parking, but there's more to consider than just having a bike rack available. Successful bike parking is accommodating for different styles of bicycles, is accessible and visible from the nearest entrance or bike route, and enables secure locking.

Accommodating

Bike racks that provide at least 3' of space between bikes and do not require lifting the bicycle to lock it to the rack are the most accommodating to large bikes, cargo bikes, and bikes with any type of storage (Figure D-1). Bicyclists should not need to move another bicycle to lock or unlock their own. Various designs of bike rack and their levels of accommodation are discussed on page 72.

Accessible & Visible

Bike parking should be easily accessible from the nearest bike route, allowing bicyclists to ride up to the rack without having to lift their bike onto a platform or across landscaping. To make bike racks more intuitive for visiting bicyclists, bike racks should be placed in plain sight, ideally within close proximity to the nearest building entrance. When this is not possible, bike parking directional signage (MUTCD D4-3) should be provided.

Secure

Bike rack designs that accommodate high-security U-locks locked to two different parts of the bike frame are more secure than designs that only allow locking to one part of the frame (Figure D-3), require a long cord or chain lock to reach the rack, or only provide a locking point for one wheel (Figure D-4). Bike parking should also be located in a highly visible and well-lit location to ensure safe use for the bicyclist and reduce opportunity for theft.

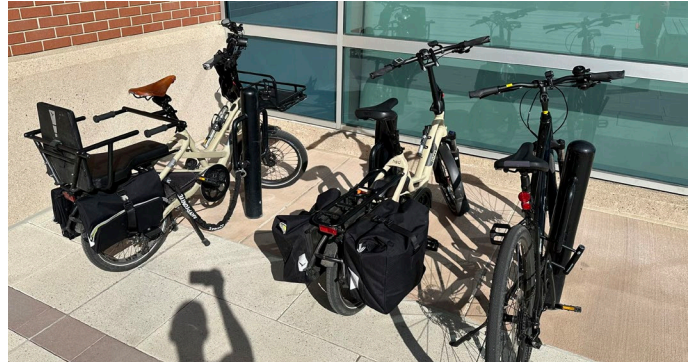


Figure D-1: E-bikes, cargo bikes, and bikes with panniers may require extra space that not all types of bike rack accommodate.

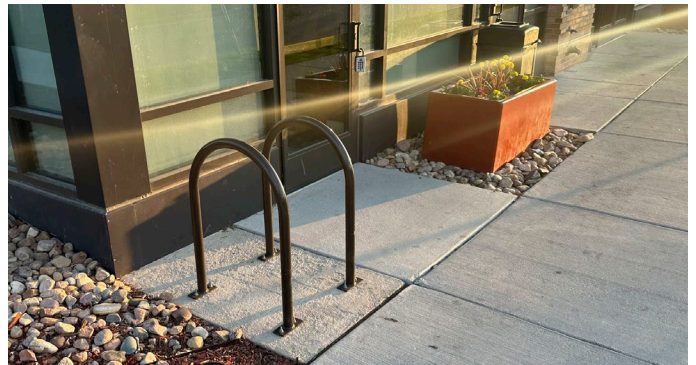


Figure D-2: Bike racks placed directly next to a business entrance are easy to find and more likely to be secure due to being in plain sight.



Figure D-3: Wave racks can provide high-volume bike parking with minimal drilling required, but offer less security than other racks.



Figure D-4: Bicyclists opt to lock their bikes to a nearby railing instead of the available schoolyard rack.

Inverted U



Post & Ring



Preferred Bike Rack Types

Inverted U racks (also known as staple or loop racks) and Post & Ring racks are the most secure and accommodating styles of bike rack. Both provide two locking points and can be spaced to allow any size of bicycle to lock to either side of the rack.

Accepted but Not Recommended

The designs shown to the right are five of many designs that are not as secure, intuitive, or accommodating as the preferred racks in the section above, but more effective than the racks in the section below. Where Inverted U or Post & Ring racks are not practical, any of these styles of rack may be installed if approved by City staff. Other designs not shown, including any decorative racks (see page 74), also fall into this category.

Wave / Ribbon



Spiral



Coathanger



Horned



Bollard



No Longer Accepted

Schoolyard



Wheelwell



Schoolyard racks (also known as comb or grid racks) and Wheelwell racks only allow locking to a single wheel, often lead to inefficient parking due to their lack of intuitiveness, and can damage bicycle wheels. These designs are no longer accepted to fulfill bike parking requirements in the 2025 update to Lakewood's zoning code.

Existing Bike Rack Inventory Grading System

In order to provide a high-level understanding of the current quality of publicly accessible short-term bike parking in Lakewood, existing bike racks were inventoried by the project team during Summer 2024 and the grading system in Table D-1 below was developed based on the information collected. See Figure D-5 on the following page for a map of existing bike rack locations, their assumed capacities, and their grades.

Grade	Rack Designs	Obstruction	In Plain Sight
A	Inverted U, Post & Ring	None, Low, Medium	Yes
B	Inverted U, Post & Ring	None, Low, Medium, High	No
	Inverted U, Post & Ring	High	Yes
	Wave, Spiral, Coathanger, Horned, Bollard, Other	None, Low, Medium	Yes
C	Wave, Spiral, Coathanger, Horned, Bollard, Other	None, Low, Medium, High	No
	Wave, Spiral, Coathanger, Horned, Bollard, Other	High	Yes
D	Schoolyard, Wheelwell	All	All

Table D-1: Grading system for existing bike racks in Lakewood. See Figure D-5 for a map of graded bike racks.

Capacity*

- 1 - 6
- 7 - 13
- 14 - 25
- 26 - 44
- 45+

Grade**

- A
- B
- C
- D

Map of Alameda County showing bicycle routes and bicycle counts. The map includes a legend for Capacity* (1-6, 7-13, 14-25, 26-44, 45+) and Grade** (A, B, C, D). The map shows various streets and bicycle routes, with bicycle counts indicated by colored circles. A scale bar and north arrow are also present.

LAKEWOOD BICYCLE PLAN | **APPENDIX D: BIKE PARKING**

While inventorying existing publicly accessible bike racks is an important step towards improving the quality of short-term bike parking throughout Lakewood, a process should be developed to keep the inventory updated and make improvements over time. Because the majority of bike racks are on private property, partnerships and grants may be explored for a collaborative approach to improving Lakewood’s network of bike racks.

ADDITIONAL RECOMMENDATIONS

Decorative Racks

In addition to providing a secure place for people to park their bicycles, bike racks can also contribute to the aesthetics and branding of a business or neighborhood. The rack designs on page 72 can be painted to serve a decorative purpose, a branded plaque or other type of addition can be added, or a unique shape of bike rack can even be installed (Figure D-6). The decorative nature of such racks should not conflict with the recommended standards for accommodation, accessibility, and security.



Figure D-6: 40 West ArtLine stylized bike racks outside Casa Bonita provide secure and artistic bicycle parking.

Additional Amenities

In combination with secure and accessible bike racks, other end-of-trip facilities can make bicycling for transportation more convenient and comfortable. Bicycle pumps and repair stations (Figure D-7), water fountains, benches (Figure D-6), shade structures, and trash cans can all improve a bicycling trip and any associated stops.



Figure D-7: A bike repair station with a pump located near a sheltered bench along the Alameda Ave side path.

Community Events

For large events that typically require event parking or traffic control, providing a staffed bike valet is a great way to encourage attendees to leave their cars at home and ride their bikes to the event. This way they don't have to worry about parking, and it can be an incentive for some to try bicycling as a new mode of transportation.



Figure D-8: Free Bike Valet parking is provided to attendees at Lakewood's Earth Day Celebration and Cider Days each year.

More Information

This appendix is intended to provide high-level information about features that affect the quality of short-term bike parking as an important part of a successful bicycling network. For information on additional bike rack designs, long-term bike parking, bike rack materials and installation, and specific placement recommendations, refer to the Association of Pedestrian and Bicycle Professionals (APBP) Essentials of Bike Parking guide (Figure D-9) and Chapter 16 of the AASHTO Guide for the Development of Bicycle Facilities.



Figure D-9: The APBP Essentials of Bike Parking guide (2015).



APPENDIX E: **BICYCLE FACILITY DESIGN GUIDANCE**

FACILITY DESIGN TOOLBOX

To ensure consistency throughout Lakewood's bicycle network, this appendix is intended to provide high-level guidance on the design of each proposed facility type in the project list (excluding overpass/underpass, as those vary so widely depending on the location context). Individual facility designs will be determined upon implementation on a route-by-route basis in alignment with Lakewood engineering standards and practices. For further guidance, please consult the manuals listed on page 88 at the end of this appendix.

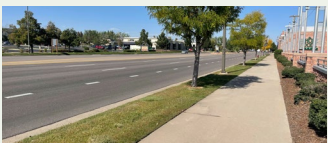
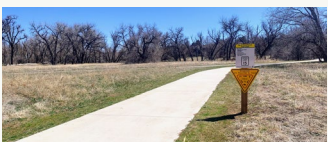
Facility Type	Typical Applications	Preferred Widths	Additional Considerations
Neighborhood Bikeway 	< 3,000 ADT < 25 mph	N/A	Traffic calming recommended where necessary to maintain target vehicle speeds
Bike Lane 	3,000 - 7,000 ADT 25 - 35 mph	5' - 7'	Green conflict markings at major intersection approaches preferred
Buffered Bike Lane 	3,000 - 7,000 ADT 25 - 35 mph	5' - 7' bike lane 2' - 4' buffer	Green conflict markings at major intersection approaches preferred
Separated Bike Lane 	> 7,000 ADT 30 - 40 mph	5' - 8' bike lane 2' - 4' buffer	Green conflict markings at major intersection approaches required, dashed markings through intersection preferred, types of vertical elements may vary
Barrier Protected Bike Lane 	> 10,000 ADT > 40 mph	5' - 8' bike lane 2' - 4' buffer	Green conflict markings at major intersection approaches required, dashed markings through intersection preferred
Side path 	> 10,000 ADT > 40 mph	10' - 12'	Detachment from roadway preferred, crosswalk markings required for major intersections and recommended for high-volume driveway or side street crossings
Shared Use Trail 	Parks, open spaces, greenbelts, cut-throughs	10' - 14'	Enhanced crossing treatments (e.g. RRFBs, PHBs, grade-separated crossing) recommended for high-volume roadway crossings

Table E-1: Overview of design guidance and considerations for each type of proposed bicycle facility, excluding overpass/underpass.

NEIGHBORHOOD BIKEWAYS

Neighborhood bikeways, also known as bicycle boulevards, are located on local streets with low vehicle volumes (<3,000 ADT) and speeds (<25 mph). A combination of signage and markings identify the street as a bikeway, and bicycle travel is a priority throughout the route including at intersections. Where necessary, traffic calming and volume management may be used to keep the route comfortable for bicyclists.



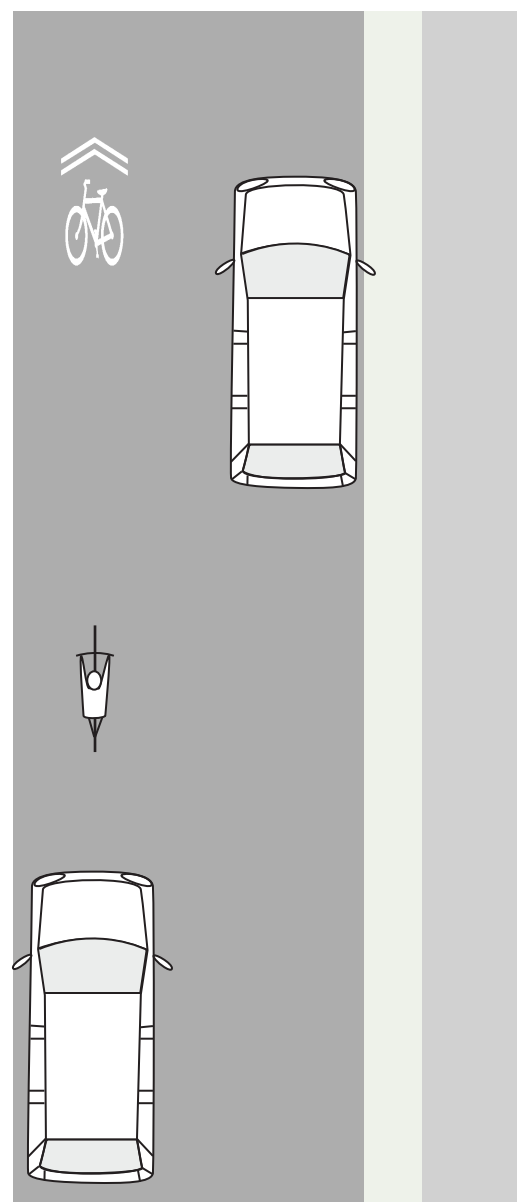
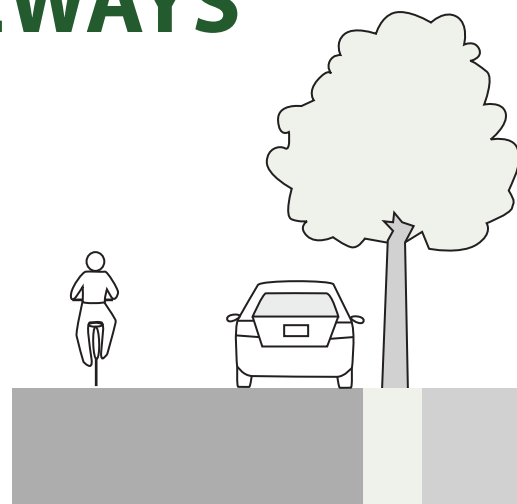
Figure E-1: Cedar Ave near Hoyt St is a proposed neighborhood bikeway with existing traffic calming, 2024.

Design Requirements

- Bike route signage (e.g. MUTCD D11-1) must identify the street as a recognized bikeway.
- Shared lane markings (sharrows) should be placed in the center of the travel lane to alert motorists that bicyclists may be occupying the lane.

Additional Considerations

- Bicycle travel should be a priority at intersections with local street crossings, preferably reducing the need for bicyclists to stop as much as possible.
- Intersection treatments to increase bicycle comfort at major crossings should be implemented on a case-by-case basis. See pages 85-87 for example intersection treatments.
- Where vehicle volumes and speeds exceed the target range, traffic calming should be evaluated and implemented on a case-by-case basis.
- “Bicycles Allowed Use of Full Lane” (MUTCD R9-20) or “3 ft Min Clearance to Pass Bicycles” (MUTCD R4-19) may be used to supplement bike route signage.

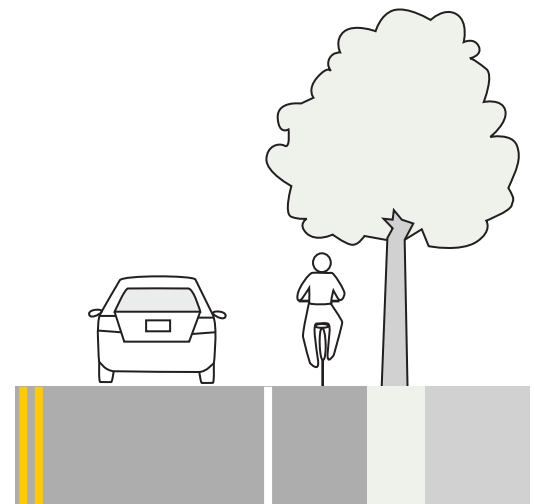


BIKE LANES

Standard bike lanes are an on-road facility exclusive to bicyclists, delineated by a single white painted stripe. They are typically located on roads with vehicle traffic between 3,000 - 7,000 ADT and speeds between 25 - 35 mph where the pavement is too constrained to accommodate a buffered bike lane.



Figure E-2: A standard bike lane on Garrison St near Addenbrooke Park in 2024 before it was upgraded to a separated bike lane.

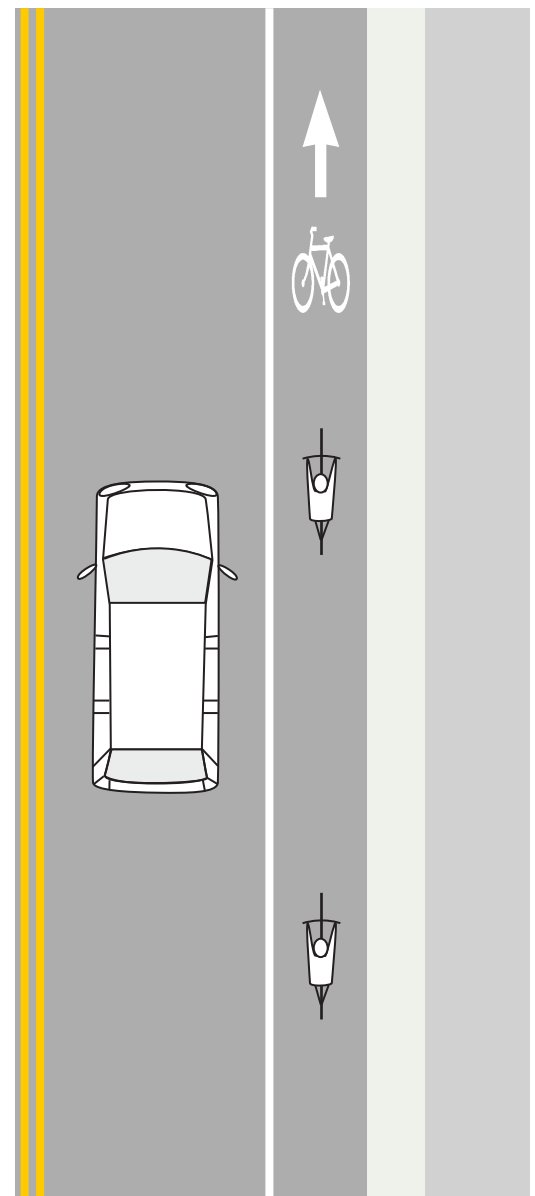


Design Requirements

- Bike lanes must be a minimum of 5' wide from the center of the stripe to edge of asphalt (i.e. not including the gutter pan). A practical minimum width of 4' in addition to a 2' gutter pan is acceptable where a retrofit is too constrained to allow for the 5' minimum to edge of asphalt.
- Bike lane signage (MUTCD R3-17) and bicycle symbol markings (arrow optional) must be placed at the beginning of each block and alternate roughly every 400' throughout.

Additional Considerations

- Where more than 7' of width is available, a buffered bike lane is recommended over a standard bike lane to avoid confusion of the bike lane with a parking or travel lane.
- Green dashed conflict markings should be installed in areas where vehicle traffic is merging into or crossing the bike lane, such as intersection approaches with dedicated right turn lanes. See page 86 for examples.
- Dashed white lines may be installed to guide bike lanes through intersections where the alignment shifts across the intersection or could otherwise create confusion.



BUFFERED BIKE LANES

Buffered bike lanes are an on-road facility exclusive to bicyclists, delineated by a double white painted stripe with or without cross hatching. They are typically located on roads with vehicle traffic between 3,000 - 7,000 ADT and speeds between 25 - 35 mph, and are preferred over standard bike lanes wherever space allows.



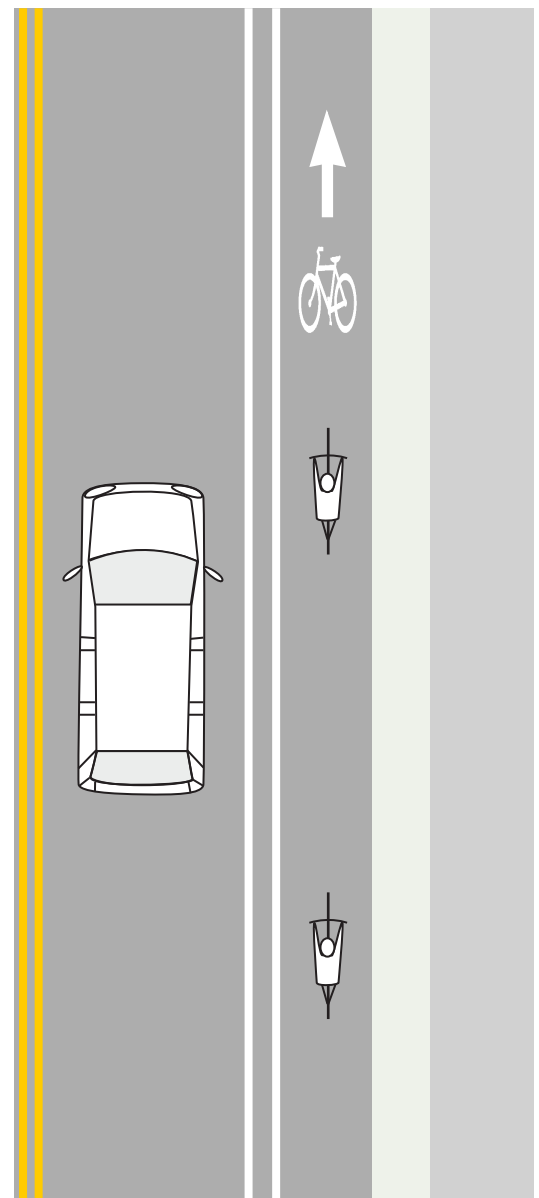
Figure E-3: A buffered bike lane on Garrison St near Green Gables Park in 2023 before it was upgraded to a separated bike lane.

Design Requirements

- Bike lanes must be a minimum of 5' wide from the center of the stripe to edge of asphalt (i.e. not including the gutter pan). A practical minimum width of 4' in addition to a 2' gutter pan is acceptable where a retrofit is too constrained to allow for the 5' minimum to edge of asphalt.
- Buffers must be a minimum of 2' wide, but a practical minimum of 1.5' is acceptable where a retrofit is too constrained to allow for the 2' minimum.
- Where a buffer is wider than 2', diagonal cross hatch markings must be installed in the buffer zone.
- Bike lane signage (MUTCD R3-17) and bicycle symbol markings (arrow optional) must be placed at the beginning of each block and alternate roughly every 400' throughout.

Additional Considerations

- Green dashed conflict markings should be installed in areas where vehicle traffic is merging into or crossing the bike lane, such as intersection approaches with dedicated right turn lanes. See page 86 for examples.
- Dashed white lines may be installed to guide buffered bike lanes through intersections where the alignment shifts across the intersection or could otherwise create confusion.



SEPARATED BIKE LANES

Separated bike lanes, also known as protected bike lanes or cycle tracks, are an on-road facility exclusive to bicyclists, delineated by a painted buffer and some type of vertical separation from vehicle traffic. They are recommended over standard bike lanes on roads with vehicle traffic above 7,000 ADT and speeds between 30 - 40 mph. Various elements may be used for vertical separation, examples of which can be found on page 81.



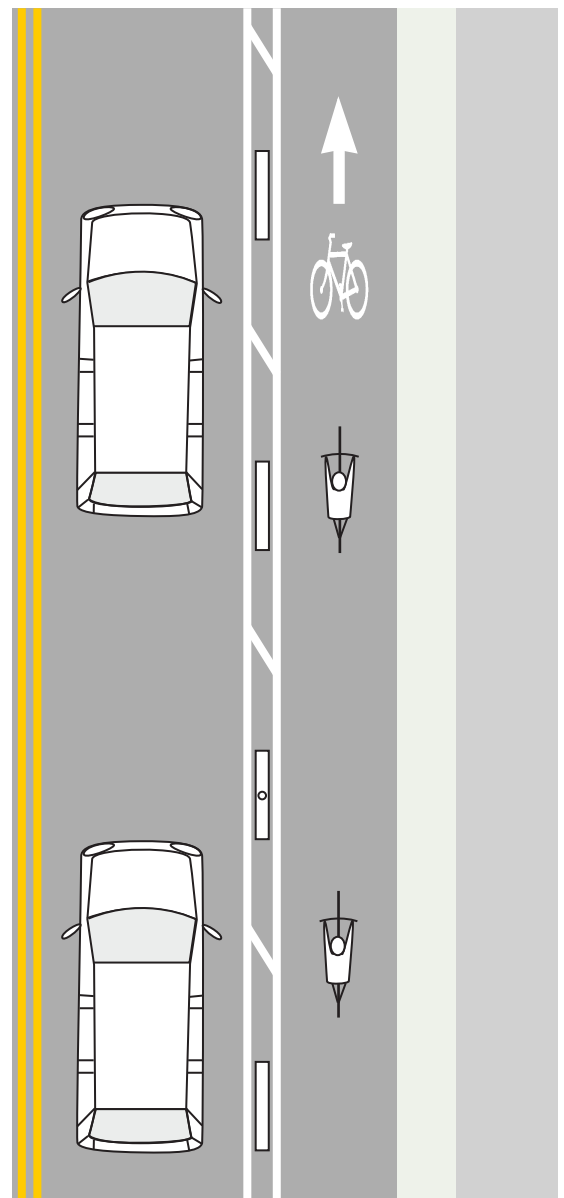
Figure E-4: Separated bike lanes constructed with plastic curbs and flexible delineator posts on Garrison St near Green Gables Park, 2024.

Design Requirements

- Bike lanes must be a minimum of 5' wide from the center of the stripe to edge of asphalt (i.e. not including the gutter pan), but 6'-8' is preferred to allow for passing. A practical minimum width of 4.5' in addition to a 2' gutter pan is acceptable where a retrofit is too constrained to allow for the 5' minimum to edge of asphalt.
- Buffers must be a minimum of 2' wide, but a practical minimum of 1.5' is acceptable where a retrofit is too constrained to allow for the 2' minimum.
- Where a buffer is 2' or wider, diagonal cross hatch markings must be installed in the buffer zone, unless the vertical separation element occupies the majority of the buffer.
- Bike lane signage (MUTCD R3-17) and bicycle symbol markings with an arrow must be placed at the beginning of each block and alternate roughly every 400' throughout.

Additional Considerations

- Green dashed conflict markings must be installed in areas where vehicle traffic is merging into or crossing the bike lane, such as intersection approaches with dedicated right turn lanes. See page 86 for examples.
- Dashed white lines with or without green pavement should be installed to guide separated bike lanes through intersections and driveways.



Vertical Elements

Separated bike lanes can be constructed with various types of vertical elements to separate the bike lane from vehicle traffic. Below are examples of the most common types of vertical elements used for separated bike lanes:

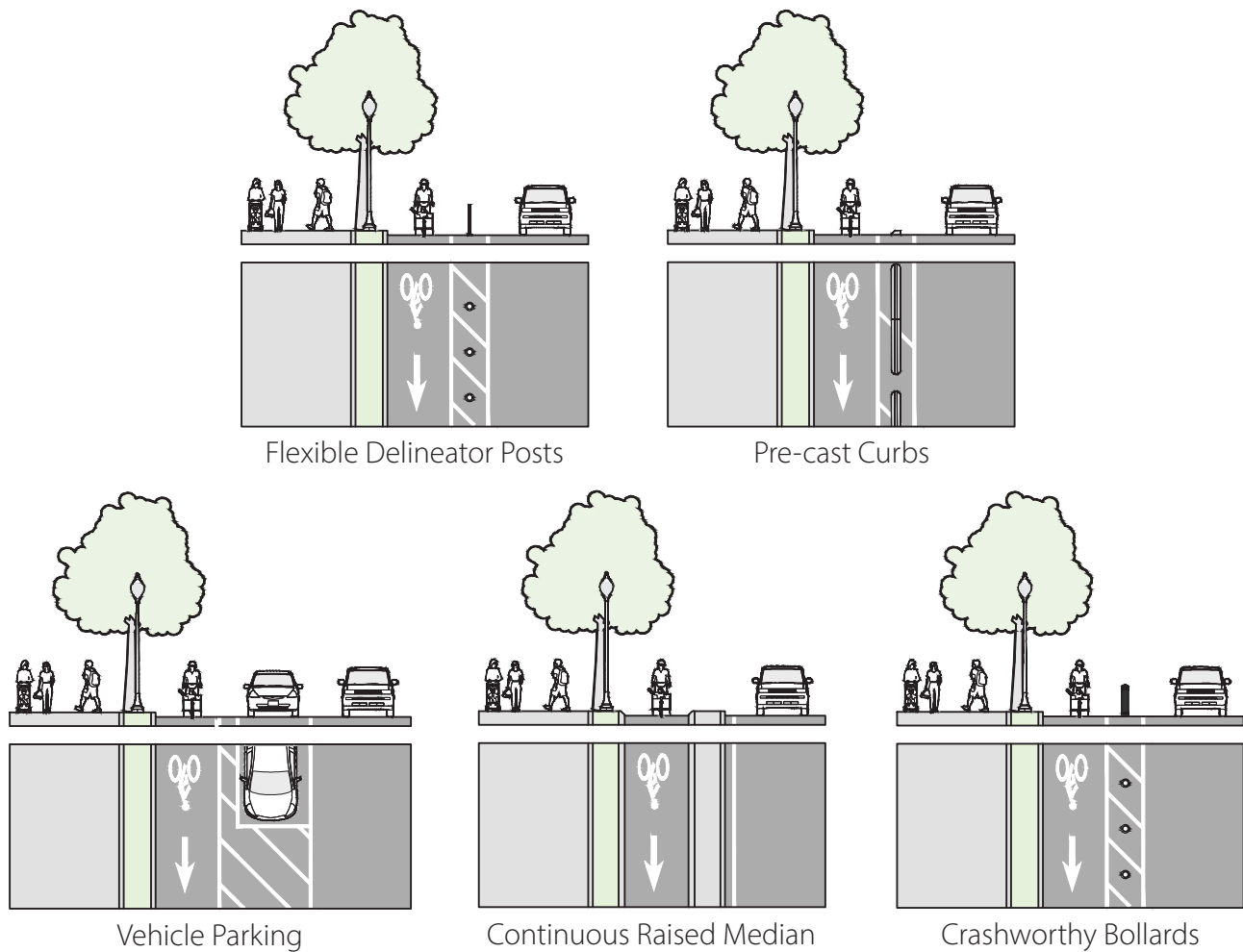


Figure E-5: Illustrations of various examples of vertical elements used for separated bike lanes, AASHTO Guide for the Development of Bicycle Facilities (2024). All AASHTO illustrations in this Plan used with permission.

The examples shown above are not exhaustive of all elements that may be used, and construction materials vary. In addition to the options above, a separated bike lane may also be raised to sidewalk level or an intermediate level between the sidewalk and the street as a form of vertical separation. The Bicycle Plan project list does not require any particular vertical element for proposed separated bike lanes, so separation devices will be determined on a route-by-route basis and may be changed or upgraded over time (see “Material Trade-Offs” on page 33). Two-way separated bike lanes are also not specifically recommended in the Bicycle Plan, but are an option that may be considered upon implementation if deemed contextually appropriate.

Barrier Protected Bike Lanes

For the purpose of this Plan, separated bike lanes with continuous tall barriers (concrete or otherwise) are considered “barrier protected bike lanes” and are discussed separately on the next page.

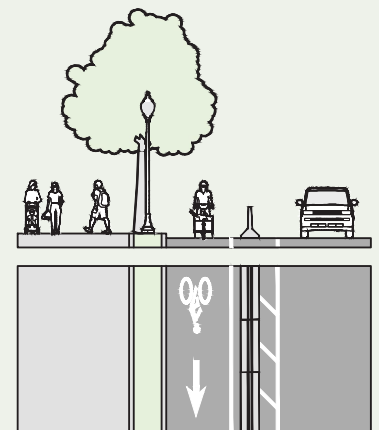


Figure E-6: Illustration of “Concrete Barriers”, AASHTO Guide for the Development of Bike Facilities (2024).

BARRIER PROTECTED BIKE LANES

Barrier protected bike lanes are a specific type of separated bike lane (see page 80) with continuous curbing or barriers made of concrete or another durable material. Barrier protected bike lanes are recommended over other types of separated bike lanes on roads with vehicle traffic above 10,000 ADT and speeds above 40 mph as they offer greater physical protection from vehicle traffic.



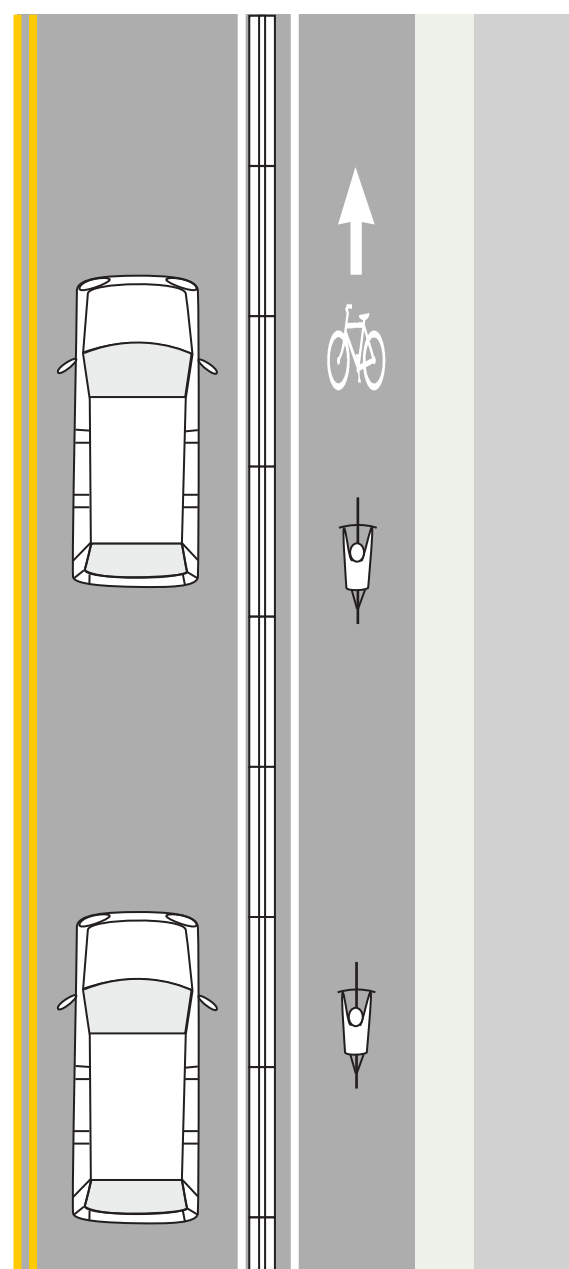
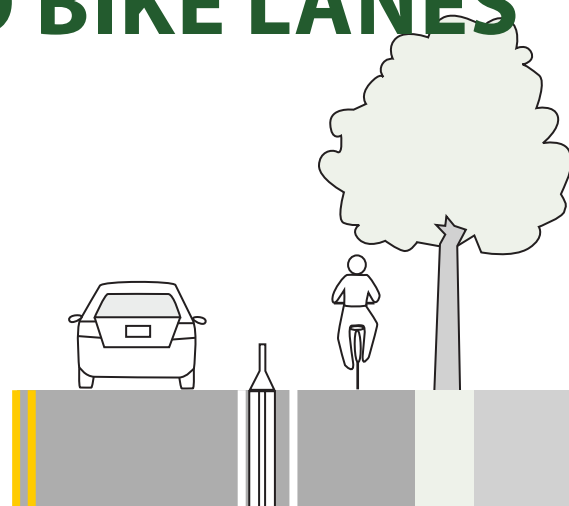
Figure E-7: A concrete barrier protected bike lane with a painted mural on Baseline Rd in Boulder, 2023.

Design Requirements

- Bike lanes must be a minimum of 5' wide from the center of the stripe to edge of asphalt (i.e. not including the gutter pan), but 6'-8' is preferred to allow for passing. A practical minimum width of 4.5' in addition to a 2' gutter pan is acceptable where a retrofit is too constrained to allow for the 5' minimum to edge of asphalt.
- Buffers must be a minimum of 2' wide, but a practical minimum of 1.5' is acceptable where a retrofit is too constrained to allow for the 2' minimum.
- Bike lane signage (MUTCD R3-17) and bicycle symbol markings with an arrow must be placed at the beginning of each block and alternate roughly every 400' throughout.

Additional Considerations

- Green dashed conflict markings must be installed in areas where vehicle traffic is merging into or crossing the bike lane, such as intersection approaches with dedicated right turn lanes. See page 86 for examples.
- Dashed white lines with or without green pavement should be installed to guide bike lanes through intersections and driveways.
- Barriers should be shortened or discontinued on approaches to crossings if they restrict sight lines between bicyclists and motorists.



SIDE PATHS

Side paths are paved off-street paths that run adjacent to a roadway and accommodate two-way travel for bicyclists, pedestrians, and other non-motorized forms of travel. Side paths are recommended on roads with vehicle traffic above 10,000 ADT and speeds above 40 mph in areas where volumes of both pedestrians and bicyclists are moderate, or where an on-street barrier protected bike lane is not appropriate or feasible.



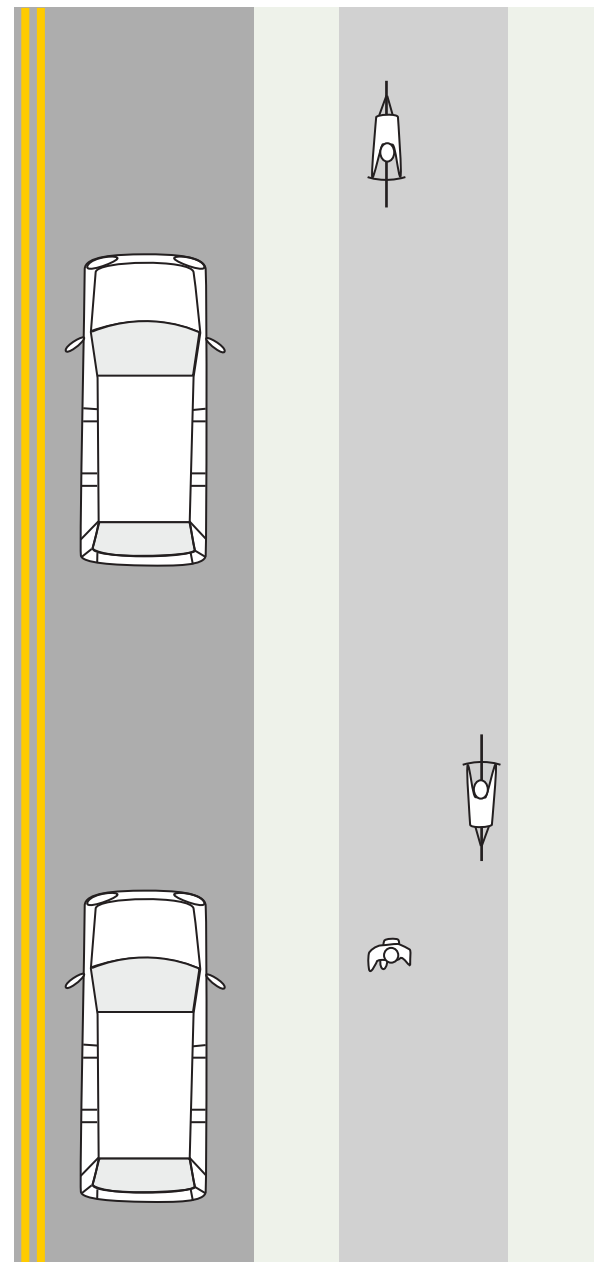
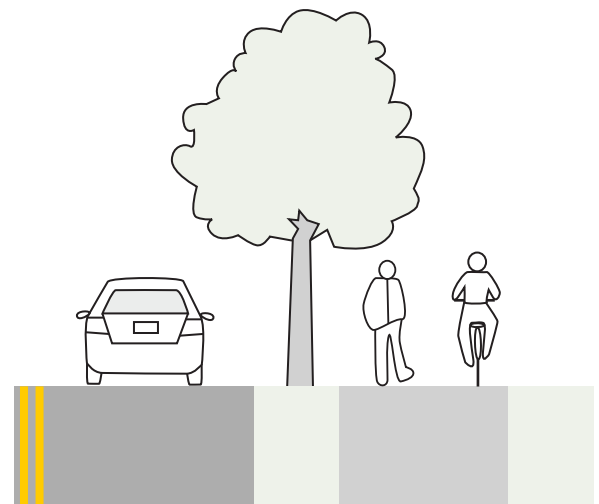
Figure E-8: A side path along Wadsworth Blvd near Virginia Ave, 2024.

Design Requirements

- Side paths must be a minimum of 10' wide to comfortably accommodate mixed use and safe passing. A practical minimum width of 8' is acceptable where a retrofit is too constrained to allow for the 10' minimum.
- Side paths must be detached a minimum of 6' from the roadway by a strip of landscaping or other contrasting material unless a retrofit is too constrained to allow for detachment.
- Crosswalk markings must be installed at major intersections to increase the visibility of path crossings.

Additional Considerations

- Crosswalk markings are recommended across high-volume driveways and side streets to increase the visibility of path crossings.
- Raised crosswalks, pedestrian refuge islands, or other enhanced crossing treatments may be installed at high-volume intersections to further increase the safety and comfort of path crossings.
- Adjacent landscaping or other structures between a side path and a roadway should be shortened or discontinued on approaches to crossings if they restrict sight lines between bicyclists and motorists.

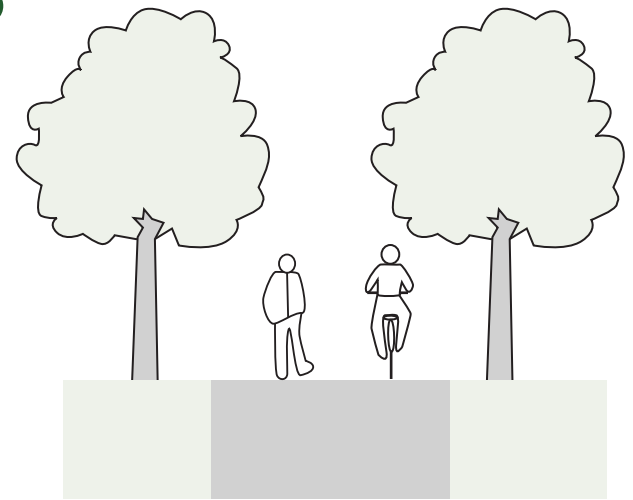


SHARED USE TRAILS

Shared use trails are paved off-street paths that accommodate two-way travel for bicyclists, pedestrians, and other non-motorized forms of travel. They are typically located in parks, along irrigation or rail corridors, and through greenbelts, but can also occur as cut-through paths to connect between roads or neighborhoods.



Figure E-9: A segment of the Bear Creek Trail near Stone House, 2024.

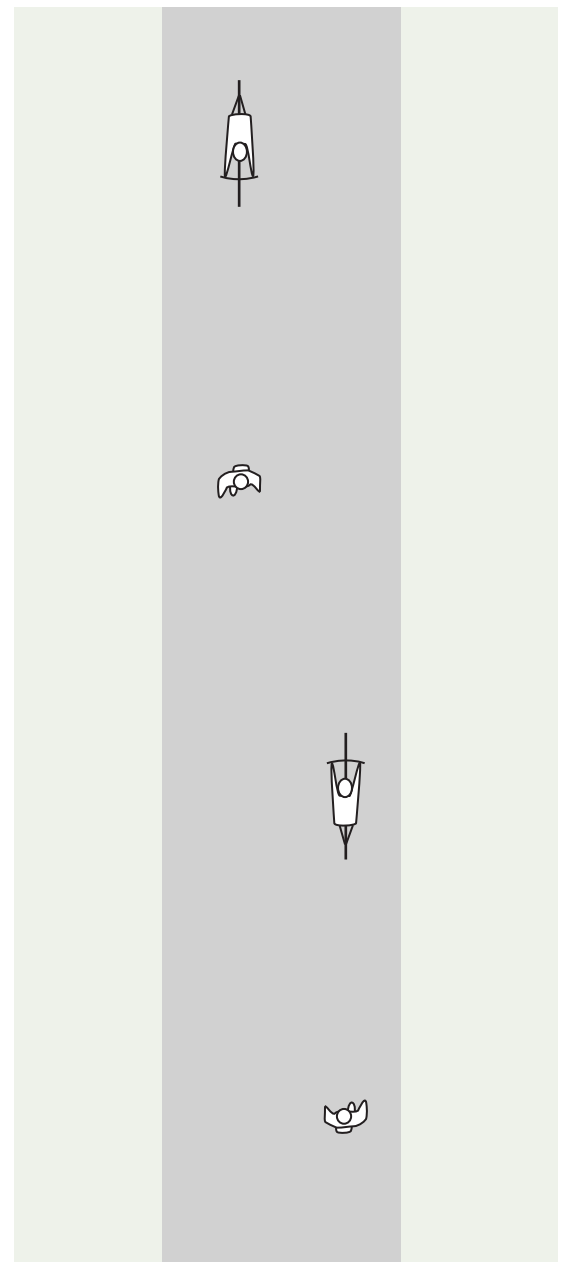


Design Requirements

- Shared use trails must be a minimum of 10' wide to comfortably accommodate mixed use and safe passing. A practical minimum width of 8' is acceptable where expected bicycle and pedestrian volumes are very low.
- Crosswalk markings should be installed at any street crossings to increase path visibility.

Additional Considerations

- A solid yellow painted centerline is recommended where passing is inadvisable or sight distance is restricted, such as at curves, steep grades, or crossing approaches.
- Signage, markings, or different paving materials may be used to separate bicyclists and pedestrians where high volumes of both are expected.
- Enhanced crossing treatments such as RRFB's, PHB's, and grade-separated crossings should be considered for high-volume roadway crossings.



INTERSECTION TREATMENTS

In addition to best practices for bicycle facility design, high-quality intersection treatments must be considered when developing a bicycle network suitable for people of all ages and abilities. While the following treatments are not an exhaustive list of all ways to move bicyclists through an intersection, they showcase a wide range of example designs available for consideration.

Pedestrian Refuge Islands

At unsignalized crossings or two-way stops, median refuge islands increase the comfort and safety of multi-lane crossings by allowing bicyclists to cross one direction of traffic at a time. They are particularly beneficial at crossings with high-volume and/or high-speed roadways, and could be an effective way to safely extend neighborhood bikeways across major roads without requiring a signal or other crossing enhancement.

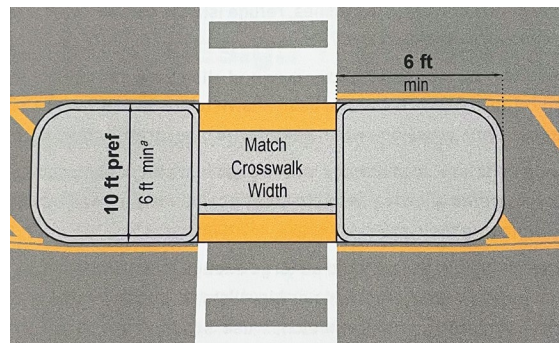


Figure E-10: Refuge island design example, AASHTO Guide for the Development of Bike Facilities (2024).

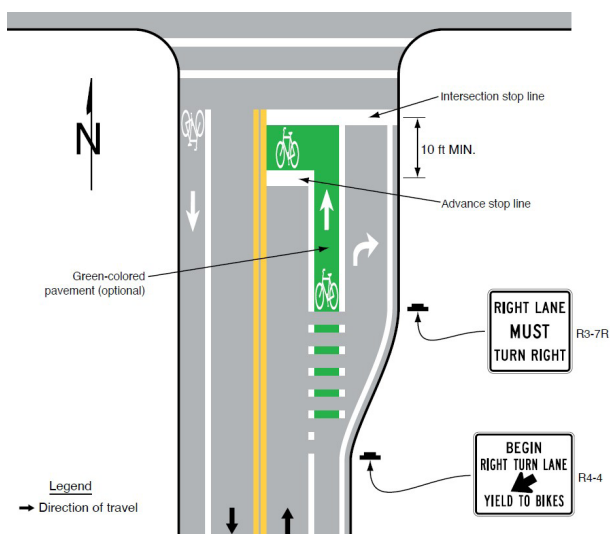


Figure E-11: Example of bike box design across one lane, MUTCD (2023).

Bike Boxes

At signalized intersections where a bike lane ends and transitions into a shared lane on the other side of the intersection, a bike box placed in front of the adjacent vehicle lane provides an opportunity for bicyclists to position themselves in front of queuing motorists. This allows bicyclists to travel through the intersection more visibly and align themselves with the receiving shared lane without having to merge with vehicle traffic in the intersection. Bike boxes may also be appropriate where there is a significant volume of left-turning bicyclists, or where bicycle volumes exceed the storage capacity of the approaching bike lane.

Two-Stage Turn Boxes

To avoid requiring left-turning bicyclists to weave across travel lanes and merge with vehicle traffic—a maneuver that is uncomfortable for most bicyclists—two-stage turn boxes allow bicyclists to safely execute a two-stage left turn by traversing an intersection within the bike lane, stopping in the turn box, reorienting themselves, and waiting for opposing traffic to clear before proceeding. They can be installed at signalized or unsignalized intersections. Some confident bicyclists avoid two-stage turns to reduce their waiting time at signalized intersections, so MUTCD D11-20 or R9-23 series signage should indicate whether use is optional or required.

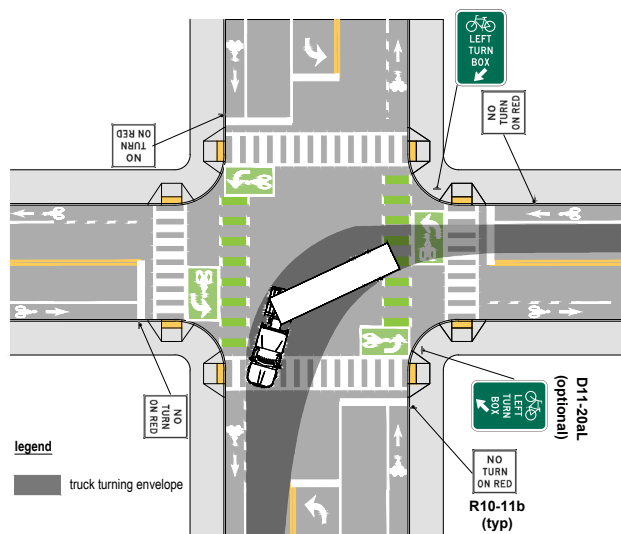


Figure E-12: Example intersection with two-stage left turn boxes, AASHTO Guide for the Development of Bike Facilities (2024).

Mixing Zones

Where an intersection approach includes both a dedicated right-turn lane and an on-street bike facility, the bike facility should be shifted to the left of the right turn lane to avoid causing right hook crashes. This shift results in what is known as a mixing zone, or a defined merge point for a motorist to cross the bike facility and access the right turn lane. Mixing zones can exist in several forms depending on the intersection approach, including a shared lane transitioning to a bike lane (Figure E-13), a separated bike lane transitioning to a shared lane (Figure E-14), or a separated bike lane continuing through the intersection while a parking lane becomes a right-turn lane (Figure E-15). Regardless of the specific approach, mixing zones should be marked with MUTCD R4-4 signage and green dashes to clearly indicate where motorists are expected to yield to bicyclists. For separated bike lanes, any vertical separation elements on the approach to the mixing zone should be discontinued or spaced as necessary to maintain adequate sight distance between motorists and bicyclists.

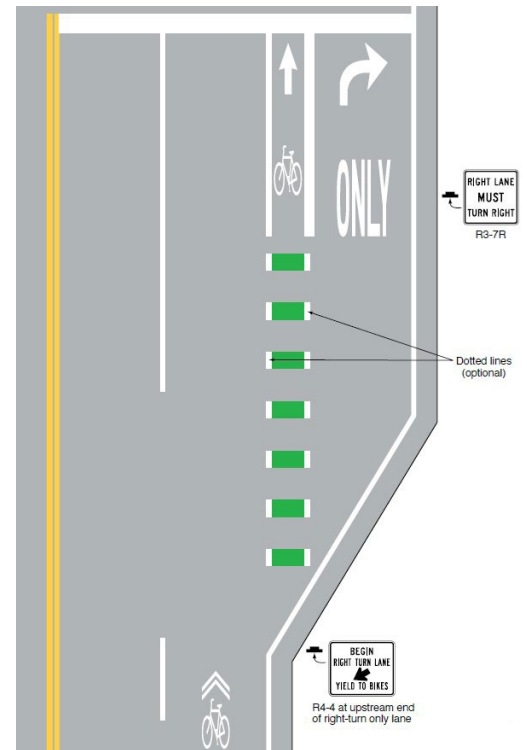


Figure E-13: Mixing zone approach for a shared lane to bike lane transition, MUTCD (2023).

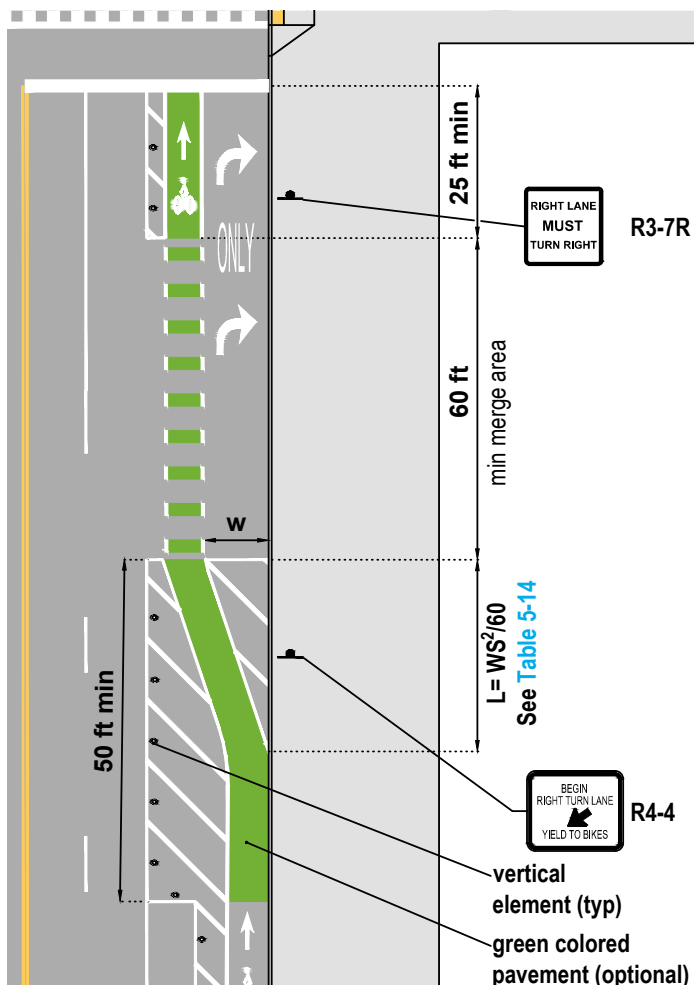


Figure E-14: Share lane mixing zone approach for a separated bike lane, AASHTO Guide for the Development of Bicycle Facilities (2024).

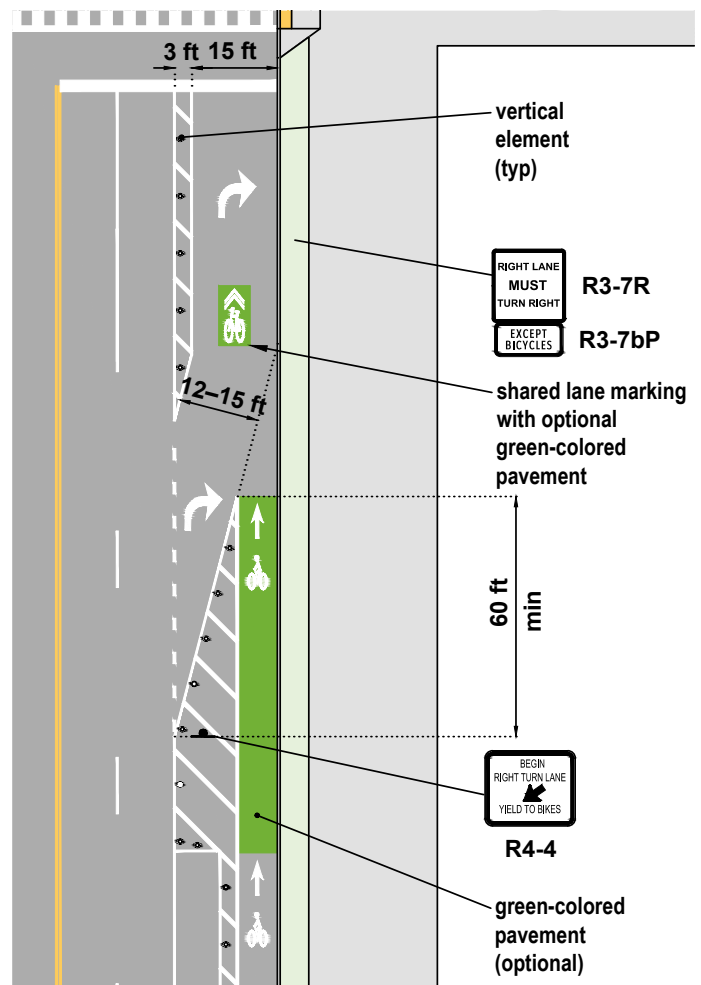


Figure E-15: Mixing zone approach for a separated bike lane, AASHTO Guide for the Development of Bicycle Facilities (2024).

Bend-In and Bend-Out Approaches

At intersections with a combined thru-right lane instead of a dedicated right-turn lane, the bike lane should continue running along the right-hand side of the vehicle lane(s). A forward stop line for the bike lane as shown in Figure E-16 is recommended (addition of green pavement optional) at signalized intersections to position bicyclists in front of turning motorists and increase the visibility of the bike lane. Where the approaching bike lane is buffered or separated, the bike lane may either be shifted toward or away from the adjacent vehicle lane, known as bend-in or bend-out deflection. Bend-in deflection (Figure E-16) improves the visibility of bicyclists to the adjacent motorists and minimizes turning conflicts, and is recommended where the right-of-way is too constrained to allow for a bend-out approach. Bend-out deflection (Figure E-17) shifts the bicyclist away from the adjacent vehicle lane, providing space for motorists to clearly see and yield to bicyclists after beginning a turn maneuver rather than requiring that all are done simultaneously. Where a bend-out approach is taken, a corner island is recommended to maintain the desired turn radius for motorists to clearly see approaching bicyclists before completing a turn. This bend-out deflection with a corner island is an important element of what is commonly known as a protected intersection.

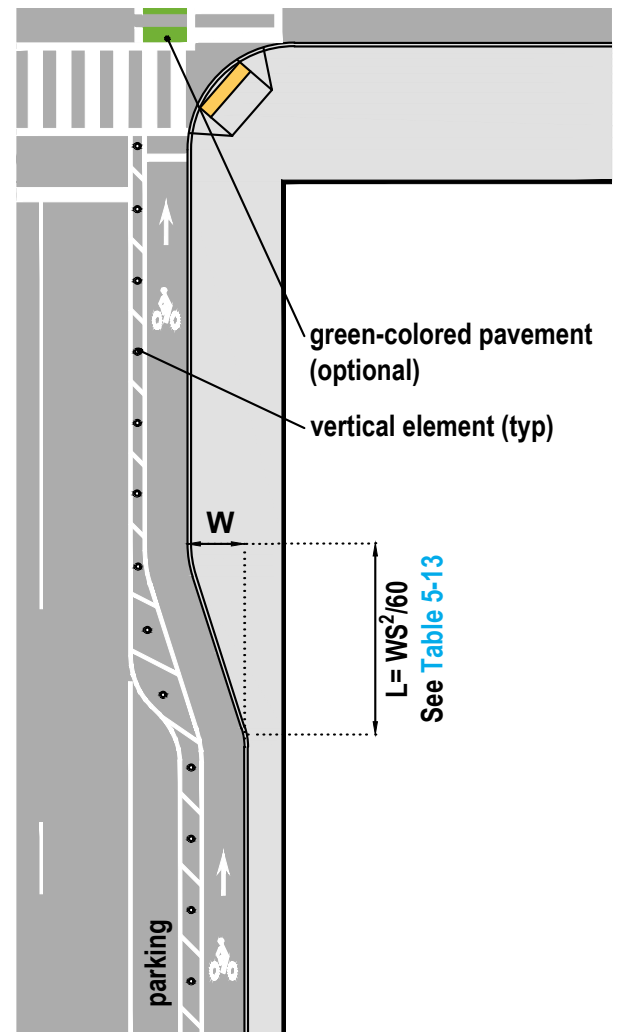


Figure E-16: Bend-in intersection approach for separated bike lanes, AASHTO Guide for the Development of Bicycle Facilities (2024).

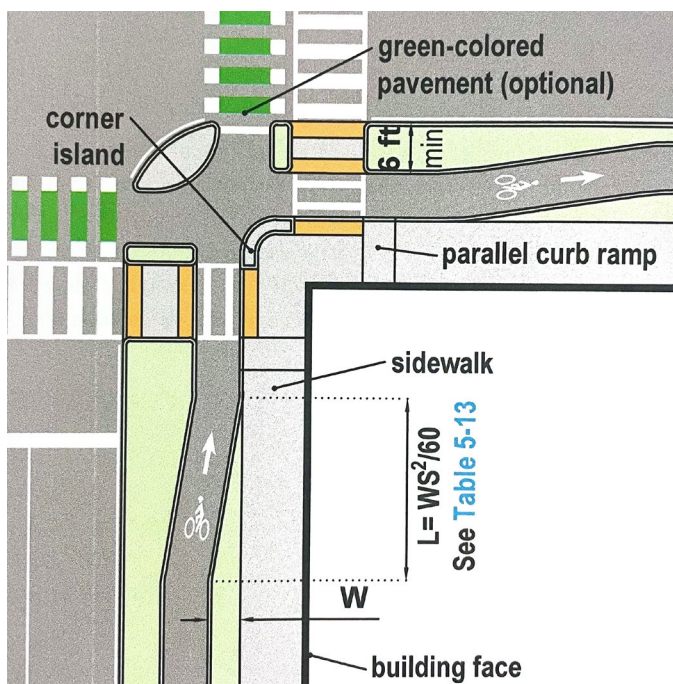


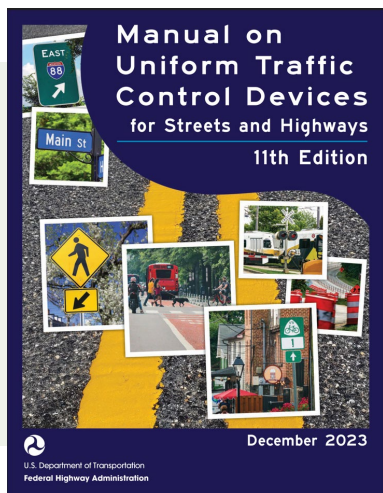
Figure E-17: Bend-out intersection approach for separated bike lanes. AASHTO Guide for the Development of Bicycle Facilities (2024).

Protected Intersections

A protected intersection is an intersection that fully separates motorists, bicyclists, and pedestrians as they travel through the intersection. Protected intersections essentially utilize bend-out deflection (Figure E-17) of the bike lane in all four directions, allowing motorists to more easily yield to bicyclists when turning and also providing space for bicyclists to queue ahead of vehicle traffic. Protected intersections are preferred over designs that require bicyclists to mix with vehicle traffic. Where existing public right-of-way is too constrained for a protected intersection, elements of the design such as a bend-out deflection with a corner island may still be implemented individually as space allows. Alternatively, modes may also be separated by bicycle signals with exclusive signal phasing where deemed appropriate.

ADDITIONAL GUIDANCE

While this appendix was informed by various written guides and examples, the three publications listed and summarized below were most heavily consulted to determine the high-level design recommendations for Lakewood's future bicycle network. It is recommended that anyone using this appendix to design and implement a proposed bicycle facility in Lakewood refers to the same guides or any updated versions for more information and additional best practices.

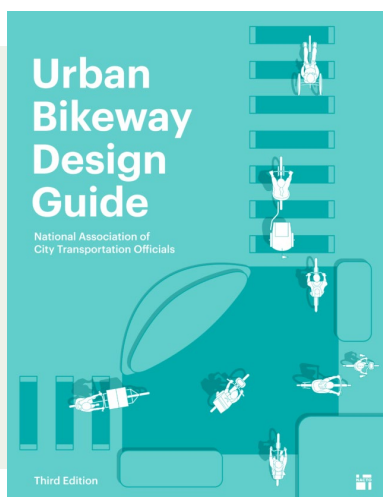
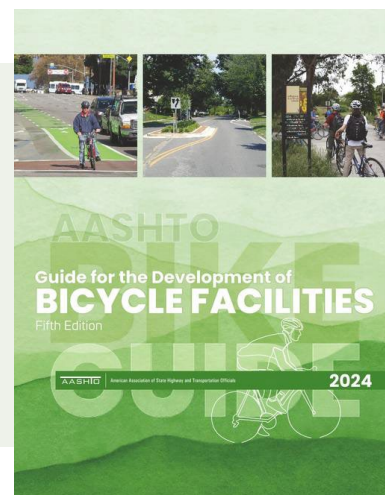


Manual on the Uniform Traffic Control Devices

The Federal Highway Administration's Manual on the Uniform Traffic Control Devices (MUTCD) establishes consistent criteria for the use of traffic control devices (e.g. signs and markings) on all roadways in the nation. It was recently updated in 2023, and now includes new standards and expanded guidance in Chapter 9 on the design of bicycle facilities.

Guide for the Development of Bicycle Facilities

The American Association of State Highway and Transportation Officials (AASHTO)'s recently updated Guide for the Development of Bicycle Facilities informed most of the recommendations in this Plan (see bikeway selection graph on page 26) and guidelines in this appendix. The guide includes design considerations for all proposed facility types and many treatments beyond those mentioned in the Bicycle Plan.



Urban Bikeway Design Guide

The January 2025 update of the National Association of City Transportation Officials (NACTO)'s Urban Bikeway Design Guide heavily emphasizes the importance of designing bikeways for people of all ages and abilities, and provides guidance and considerations beyond the acceptable standards in other guides (such as the MUTCD and AASHTO's guide) to further ensure that a bicycle network is safe and comfortable for all users.

STAFF MEMO

DATE OF MEETING: MAY 19, 2025 / AGENDA ITEM NO. 4

To: Mayor and City Council
From: Travis Parker, Chief of the Sustainability & Community Development Branch
Subject: **Continued Discussion - Zoning Code Update**

SUMMARY STATEMENT: Staff have worked with an outside zoning consultant to create a draft of recommended changes to Lakewood's zoning ordinance. These changes represent changes requested by the community through the Comprehensive Planning Process, changes requested by City Council in a resolution passed in December 2024, as well as changes required by new state laws.

BACKGROUND INFORMATION: For the past two years, staff have been working on updating the city's comprehensive plan. A comprehensive plan lays out a community's vision and goals for itself. The comprehensive plan is a guidance document, but does not contain enforceable regulations for land development. Zoning regulations are the enforceable laws that guide development and help promote the goals of the Comprehensive Plan.

In order to implement the newly created comprehensive plan, this process has included the drafting of updates to the City's zoning regulations in conjunction with and in support of the new plan. The attached draft regulations include input from the comprehensive plan as well as changes necessary as a result of new state laws and technical corrections identified by staff. The zoning code as presented is still in draft form and subject to further review, although the draft document does address the substantive changes as set forth within this staff report.

SUMMARY OF RECOMMENDED CHANGES

The attached redlines contain the full text of proposed changes to the code. Many of the changes are small technical corrections or edits for clarity. These small changes are not described in detail in this memo.

The edits that are more significant and contain policy changes or result in an actual change in rules to be enforced are described and explained in detail below.

1. Neighborhood meetings for some Major Site Plans

Major Site Plans are administrative reviews of proposed development in conformance with the zoning regulations. Site plans are not meant to be subject to discretionary or political review since they are projects that are entitled by law and must meet all requirements. For this reason, they traditionally do not have any public notice or public meeting requirements. Recently, however, the City Council has requested some additional public notice of site plans in certain scenarios. The Planning Commission discussed this issue at public meetings and the proposals are incorporated in this draft.

Two changes are included. First, any major site plan for a property adjacent to a public park of 10 acres or more must have a neighborhood meeting prior to formal submittal. Second, changes to the Enhanced Development Menu that are described further below include points available for any project that voluntarily holds a neighborhood prior to formal application.

2. Creation of new contextual residential districts

Multiple issues have led to a reexamination of Lakewood's single-family residential zone districts. First,

through the comprehensive plan process, the community and City Council have expressed concerns about housing affordability and availability. They have expressed a desire for the encouragement of more housing types and options.

Second, new Colorado state law HB24-1007 has prohibited local governments from using zoning to limit the number of people in a home. This means that only building code safety limits control the number of people living in a home and, therefore, many people can now legally live in any house.

Third, staff hired zoning consultants to review Lakewood zoning with this new state law in mind. Depending on lot size, current zoning permissions allow single-family home sizes of 10,000, 15,000 or even 18,000 square feet. Under traditional conditions of single-family occupancy, this has never been an issue because there is no demand for this much space. However, under new state law, houses of this size could be requested and built to legally contain dozens of residents each.

Further, the consultants found that there was poor correlation between the existing size of lots and buildings in neighborhoods and their existing zoning. Future homes are generally allowed that have little relation to the context of the surrounding homes. One common complaint among comprehensive plan commenters was that new homes are being built that are extremely out of character with the size of homes in the neighborhood.

For this combination of reasons, staff worked with the consultants to create new residential zoning districts that are designed to more effectively respect existing neighborhoods while responding to both the new legal realities and the desire of the community for more housing options.

First, the proposal significantly limits the total allowed building size from something that would allow large multifamily buildings to a number that would accommodate a large single-family home. The proposed square foot maximums approximate twice the average home size in the neighborhoods. Based on input from both the Planning Commission and City Council, a small-size bonus is available for homes containing three or more units.

As a tradeoff for the smaller building permission, and to acknowledge the higher population density allowed by state law, the new districts no longer limit the number of units in the smaller homes allowed. So the owner of a traditional home could divide the interior up into two or more units. While the code doesn't directly limit the unit count. The building size limitation would make division into more than about four units impractical. Additional changes in these new zones include a smaller height maximum of 35 feet, which would allow three stories, to 25 feet, which allows two-story homes. Also, lot sizes have been reduced to allow smaller lots and smaller homes to promote affordability and housing diversity.

The five new districts proposed are:

- Low-Form Residential – Rural (R-L-R)
- Low-Form Residential – Suburban (R-L-S)
- Low-Form Residential - Urban (R-L-U)
- Low-Form Residential – Mobile Home (R-MH)
- Mid-Form Residential (R-M)

3. Removal of M-E district

The current code contains five types of mixed-use district. One of these is the Mixed-Use Employment district, which was originally created to promote office and employment uses while allowing residential use to allow areas with a mix of uses. In 2019, the M-E district was amended to prohibit residential use alone and require a 50/50 mix of residential and commercial uses in each building.

Since vertical mixed use (putting residential and commercial uses above and below each other in the same building) is not practical except in rare circumstances, this has resulted in effectively prohibiting development of lots zoned M-E in Lakewood. No development has taken place since 2019 on a property zoned M-E and property owners with that zoning considering development have requested or considered requesting a rezone from City Council.

The attached draft removes the M-E zone and the attached map proposes new zone categories for each property currently zoned M-E.

4. Removal of LI-RD district

In 2012, the Light Industrial zone district was split into two districts: Light Industrial (LI) and Light Industrial – Research & Development (LI-RD). Industrial uses were significantly curtailed in the LI-RD zone with the thought of creating more office campus-type developments. This change has resulted in limiting the use of industrial properties without noticeable benefit.

The proposed code draft removes the LI-RD zone and remaps LI-RD zoned properties to LI.

5. Allow residential reuse of older structures

An issue that has been discussed at the community level has been the reuse of old buildings in various parts of the community. This could be old churches, big box stores, office buildings, or other unused buildings in the city. Given the dual goals of building reuse and housing affordability, the code contains a new provision 17.4.1.5 that would allow reuse of any old building (subject to meeting building code standards) as residential use regardless of size or use limitations within the zone.

6. Combining residential uses

The current zoning code contains nine different types of residential use. Some of these distinctions are no longer relevant due to HB24-1007 and others are no longer necessary or useful if unit limitations are no longer in place and there is a priority for flexibility of housing options. For these reasons, the draft code defines only three types of residential uses: Residential Dwelling, Accessory Dwelling Unit, and Temporary Dwelling Unit.

Residential Dwelling is the primary residential category and includes any traditional housing type, from single-family homes to multifamily buildings. The scale is controlled in each zone by building size rather than unit count. Accessory Dwelling Units remain a separate category because they are required by state law and this would allow a unit in an accessory building like a garage. Temporary Dwelling Units would be defined as housing types not attached to a permanent foundation, including things like mobile homes and pallet homes.

7. Adding Community Resource Facility as a use

One use that is not currently defined in the zoning code is the provision of human services by institutions and non-profit organizations. This new use category would cover non-commercial service provision like food pantries, support services and other community needs. The proposed use table would allow community resource facilities for permitted use in all zones.

8. Separate fueling stations into “Petroleum” and “Non-Petroleum”

The rise of electric vehicle charging stations and the potential for other future fuel sources led to the creation of a new use category for non-petroleum fueling stations. This will allow different regulations and permissions for charging stations from traditional gasoline stations.

9. Allow very limited neighborhood retail in R districts

Multiple commenters in the comprehensive planning process discussed the potential for small retail uses in residential neighborhoods. While there is generally not sufficient market demand for even small retail uses in

low-density neighborhoods, the draft code adds retail as a limited use in these zones with limitations on size (750 sf), hours of operation (8:00-8:00), parking, and signage.

10. New regulations for EV charging stations

The current code does not address electric vehicle charging stations. The draft code contains regulations for the placement and screening of charging stations.

11. Expand bulk plane height transition to apply to parks

The existing code has a 45-degree bulk plane limitation that applies to buildings in mixed-use zones that abut low-density residential. The current standard does not apply when the abutting property is a park. The proposed change is to apply the bulk plane transition to those properties abutting parks.

12. Residential development near transit is exempted from parking requirements

A new Colorado state law (HB24-1304) prohibits local governments from requiring parking within a quarter mile of transit stops or bus corridors. The attached draft contains a new provision exempting these properties from minimum parking requirements. This does not mean that parking cannot and will not be provided for these developments. Most developments require parking in excess of Lakewood's current minimums to meet financing requirements, so staff do not anticipate an immediate significant impact from this change.

13. Updates to Enhanced Development Menu

The Enhanced Development Menu, originally adopted in 2019 and designed to promote responsible new development, has been updated with clearer language, the relocation of common items like energy-efficient lighting into the main code as standard requirements, and new options for developers to choose from, such as adding on-site battery storage to support innovation and resilience. Additionally, EV charging requirements have been integrated in accordance with new state regulations.

14. Remove or update outdated provisions

Any code sections that are no longer applicable or relevant have been removed in the redline. In addition, references to the old 2012 ordinance will be updated to the 2025 ordinance.

15. Consistent language for consistency with Comp Plan “Promotes implementation of the Comprehensive Plan”

Sections in Article 2 that discuss the review of applications to promote the Comprehensive Plan use a variety of different language in the current code. These are proposed to change to use the same language in the article.

16. Remove notification for Comprehensive Sign Plans

Comprehensive Sign Plans are an application that commercial centers use to design and coordinate their signage across the property. The code currently requires notice of neighboring property owners. However, this is virtually always other commercial owners as these properties rarely abut any residential property. The recommended change is to remove the notice requirement for these applications.

17. Removing Outdoor Display as a defined use

Currently, “Outdoor Display” is listed in the use table and allowed as an accessory use in mixed-use zone districts with standards. Outdoor display is not a permanent characteristic of a property and therefore can't be reviewed on a site plan or enforced through zoning. Therefore, this is not an appropriate zoning regulation. Staff recommend removing it from the zoning code. If it becomes necessary to regulate outdoor display of merchandise in the future, this should be a municipal code regulation.

18. Update ADU standards

New Colorado law HB24-1152 requires cities to allow Accessory Dwelling Units. The draft code has been updated to meet the standards of this law.

19. Combine/simplify small animal standards

Provisions for small animals exist in two separate sections in the current code that overlap slightly in their application. The draft combines these sections into one unified section. Permit requirements are removed for chickens and goats.

20. Add art to list of setback exemptions

The code contains a list of items and structures that are not subject to setback requirements. Works of art have been added to this list.

21. Add height incentive for building electrification or 50% renewable energy

The code contains a section that allows an extra story of height as an incentive for either affordable housing or a LEED-certified building. Staff proposes adding complete building electrification or meeting 50% of renewable energy demand on-site as additional options for the height incentive.

22. Open space requirements increased in Mixed Use zones

Staff proposes increasing the required open space by 10% for all non-Transit context Mixed Use zones.

23. Landscape requirements updated with preferred and prohibited plants

The landscape standards of Article 6 have been updated.

24. Residential parking measured by sf rather than units

Parking for all uses except residential is calculated based on square footage. Residential parking has been calculated by units. However, with the change in residential zones and uses, this is no longer necessary and is more appropriate as a calculation by area.

25. Updates to historic preservation article

Changes have been proposed to Article 11 to better align our historic preservation regulations with the state model historic preservation code. Also, definitions were moved from this chapter to Article 14.

26. Update definitions to match code changes

Staff have begun the process of updating definitions to match code changes. After the Planning Commission reviews the draft code, the consultant and staff will do an in-depth review of Article 14 to remove definitions for terms no longer used and add definitions for new terms.

BUDGETARY IMPACTS: None

STAFF RECOMMENDATIONS: None

ALTERNATIVES: None

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

NEXT STEPS: None

ATTACHMENTS: 1. 2025 Zoning Ordinance Amendments - Redline_v3

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

PURPOSE AND ADMINISTRATION	1-1
17.1.1: Title	1-1
17.1.2: Purpose and Intent	1-1
17.1.3: Relationship to Comprehensive Plan	1-2
17.1.4: Effective Date	1-3
17.1.5: Authority	1-3
17.1.6: Applicability	1-3
17.1.7: General Provisions	1-3
17.1.7.1: Compliance with Other Applicable Laws, Standards, and Policies	1-3
17.1.7.2: Conflicting Provision(s)	1-43
17.1.7.3: City Staff Position on Applications	1-Error! Bookmark not defined.4
17.1.7.4: Rules for Measurement	1-4
17.1.8: Administration and Roles	1-5
17.1.8.1: City Council	1-5
17.1.8.2: Director	1-5
17.1.8.3: Planning Commission	1-6
17.1.8.4: Board of Adjustment	1-76
17.1.8.5: Historic Preservation Commission	1-7
17.1.8.6: Design Review Commission	1-7
17.1.8.7: Consolidating Hearings	1-Error! Bookmark not defined.7
17.1.9: Common Facilities	1-8
17.1.10: Building Permits	1-8
17.1.11: Fees	1-9
17.1.12: Violation and Penalty	1-9
17.1.13: Severability	1-9
ARTICLE 1: Purpose and Administration	1-1
17.1.1: Title	1-1
17.1.2: Purpose and Intent	1-1
17.1.3: Relationship to Comprehensive Plan	1-1
17.1.4: Effective Date	1-2
17.1.5: Applicability	1-2
17.1.6: General Provisions	1-2
17.1.6.1: Compliance with Other Adopted City Standards	1-2

~~17.1.6.2: Conflicting Provision.....1-2~~
~~17.1.6.3: Rules for Measurement.....1-3~~
~~**17.1.7: Administration and Roles.....1-3**~~
~~17.1.7.1: Director.....1-3~~
~~17.1.7.2: Planning Commission.....1-4~~
~~17.1.7.3: Board of Adjustment.....1-4~~
~~17.1.7.4: Historic Preservation Commission.....1-4~~
~~17.1.7.5: Design Review Commission~~
~~.....1-5~~
~~**17.1.8: Common Facilities.....1-4**~~
~~**17.1.9: Building Permits.....1-5**~~
~~**17.1.10: Fees.....1-5**~~
~~**17.1.11: Violation and Penalty.....1-5**~~
~~**17.1.12: Severability.....1-5**~~
~~**17.1.13: Repealer.....1-5**~~

PURPOSE AND ADMINISTRATION

17.1.1: Title

Title 17 shall be known and cited as the ~~Zoning Ordinance~~Zoning Code or the ~~Zoning Ordinance~~Zoning Code of the City of Lakewood, Colorado (the “City”).

17.1.2: Purpose and Intent

Pursuant to statutory authority, this ~~Zoning Ordinance~~Zoning Code is enacted for the following purposes:

- A. To promote the public health, safety, and welfare of the citizens ~~of the City of Lakewood~~.
- B. To implement the vision, goals, and recommendations of the City's ~~of Lakewood~~ Comprehensive Plan.
- C. To create affordable, attainable, and inclusionary housing.
- ~~C.D.~~ To protect and enhance the natural environment including the conservation of natural features, land, and energy.
- ~~D.E.~~ To provide for a range a wide variety of housing types and costs to meet the current and future needs of the ~~citizens~~ residents of the City of Lakewood.
- ~~E.F.~~ To ~~promote the orderly~~ improve the design, quality, and character of development and redevelopment of land ~~within the City of Lakewood~~.
- ~~F.G.~~ To ensure the effective integration of development and redevelopment with surrounding land uses.
- H. To prioritize environmental and energy sustainability in land use development and redevelopment.
- ~~G.I.~~ To respect the unique characteristics and attributes of individual neighborhoods.
- ~~H.J.~~ To promote multi-modal transportation options ~~within the City of Lakewood~~ including safe, efficient, and attractive pedestrian and bicycle connections.
- ~~I.K.~~ To enhance the appearance of the City ~~of Lakewood~~ through quality site and building design.
- ~~J.L.~~ To ensure the economic vitality ~~of the City of Lakewood~~
- ~~K.M.~~ To promote mixes of commercial and residential uses within mixed-use zone districts.

17.1.3: Relationship to Comprehensive Plan

~~The Lakewood Comprehensive Plan establishes the goals and policies that serve as the foundation for this Zoning Ordinance. All land use decisions shall be reviewed for consistency with the goals and policies of the Comprehensive Plan and with the Purpose and Intent of this Zoning Ordinance. The Comprehensive Plan is a citywide document and tool that articulates the vision, values, and priorities for the future of the City. This Zoning Code is intended to work with the Comprehensive Plan to establish guidelines and standards to regulate land use within the City. The Comprehensive Plan shall be treated as an advisory document unless otherwise stated herein.~~

17.1.4: Effective Date

This ~~Zoning Ordinance~~Zoning Code shall take effect thirty (30) ~~forty-five~~ days after final publication and shall apply to property and uses of property on and after ~~April~~September 1, 2013~~25~~, in accordance with ~~Section 5 of O-2012~~25-24XX.

17.1.5: Authority

This Zoning Code is enacted pursuant to Article XX of the Colorado Constitution; the powers granted to municipalities by the laws of the State of Colorado; and the City ~~Home Rule~~ Charter. This Zoning Code may be reviewed for compliance with federal regulations and/or state statute on an annual basis.

~~17.1.5:~~17.1.6: Applicability

The regulations, requirements, limitations, and provisions of this ~~Zoning Ordinance~~Zoning Code shall extend and apply to all land, buildings, structures, property, and uses of land within the corporate limits of the City of Lakewood, Colorado unless otherwise explicitly stated.

~~land and the use of land within the corporate limits of the City of Lakewood, Colorado.~~

A. ~~—The adoption of this ~~Zoning Ordinance~~ shall not grant any property owner the right to engage in, or develop, any use that was proposed but denied by City Council in a rezoning decision between April 1, 2003, and April 1, 2013. This Section does not preclude property owners from submitting future rezoning applications for these properties.~~

~~17.1.6:~~17.1.7: General Provisions

~~No structure or property shall be used, occupied, altered, constructed or reconstructed except in conformity with this Zoning Ordinance. Except as hereinafter provided, no building, structure, property, or land shall be used or occupied and no building or structure, or part thereof, shall be erected, constructed, reconstructed, altered, repaired, moved, or structurally altered except in conformance with this Zoning Code.~~Ordinance

~~17.1.6.1:~~17.1.7.1: Compliance with ~~Other Adopted City Standards~~Other Applicable Laws, Standards, and Policies

Compliance with this ~~Zoning Ordinance~~Zoning Code does not eliminate the need to comply with all applicable federal regulations, state statutes, and all other ordinances, regulations, standards, and policies ~~and adopted standards of the City of Lakewood, including, but not limited to:~~

A. ~~—Other titles of the City of Lakewood Municipal Code;~~

~~B. The Subdivision Ordinance;~~

~~C. The Lakewood Building Code;~~

~~D. Engineering Regulations, Construction Specifications and Design Standards; and
The Flood Plain Management Ordinance.~~

~~17.1.6.2:~~17.1.7.2: Conflicting Provision(s)

- A. Where any regulation, requirement, or condition imposed by any provision of this ~~Zoning Ordinance~~Zoning Code conflicts with any other regulation, requirement, or law, the provision which is more restrictive, or which imposes a higher standard or requirement, shall govern unless otherwise explicitly stated.
- B. Where any illustrative figure of this ~~Zoning Ordinance~~Zoning Code conflicts with the text of this ~~Zoning Ordinance~~Zoning Code, the text shall govern.
- C. ~~It is not the intent of this Zoning Ordinance to interfere with, abrogate or annul any easement, covenant, deed restriction, or other agreement between private parties. If the provisions of this Zoning Ordinance impose a greater restriction than imposed by an easement, covenant, deed restriction, or other private agreement, the provisions of this Zoning Ordinance control. Nothing herein shall be construed to render inoperative any restrictions established by covenants running with the land unless such restrictions are prohibited by, or are contrary to, the law or the provisions of this Zoning Code. Nothing in any restrictions established by covenants running with the land shall render inoperative any provisions established by this Zoning Code.~~

~~17.1.6.3:~~17.1.7.3: Rules for Measurement

- A. Applicant's Responsibility. For all calculations, the applicant shall be responsible for supplying drawings illustrating the measurements that apply to a project. These drawings shall be drawn to scale and of sufficient detail to allow easy verification upon inspection by the Director.
- B. Fractions. Whenever this ~~Ordinance~~Zoning Code requires consideration of distances, parking spaces, dwelling units, or other aspects of development or the physical environment expressed in numerical quantities, and the result of a calculation contains a fraction of a whole number, fractions of one half (1/2) or greater shall be rounded up to the nearest whole number and fractions of less than one half (1/2) shall be rounded down to the nearest whole number, unless an alternate rule for rounding is specified by the same section of this ~~Ordinance~~Zoning Code that describes the requirement.

- C. Shortest Distance. When measuring a required distance, such as the minimum distance between a structure and a lot line, the measurement is made at the closest or shortest distance between the two objects.
- D. Horizontal Distance. When determining distances for setbacks and structure dimensions, all distances are measured along a horizontal plane from the appropriate line, edge of building, structure, storage area, parking area, or other object. These distances are not measured by following the topography or slope of the land.
- ~~D.E.~~ Measuring Distances Between Uses. Unless otherwise specified, when a distance is required between uses, the distance shall be measured in a straight line from the closest point on the boundary line of one (1) property to the closest point on the boundary line of the other property.

~~17.1.7:~~17.1.8: Administration and Roles

17.1.8.1: City Council

- A. The duties and responsibilities of the City Council shall be as set forth in the City Charter, the Lakewood Municipal Code, and this Zoning Code.
- B. The City Council acts in a review or quasi-judicial capacity when it acts as a decision maker on initial zoning and rezoning cases. In its quasi-judicial role, the City Council will be evaluating decisions to determine whether they are consistent with the requirements of this Zoning Code and supported by the evidence in the record.
- C. The City Council acts in a legislative capacity when it acts on amendments to the Zoning Code.

~~17.1.7.1:~~17.1.8.2: Director

- ~~A.~~ Duties:
- ~~B.~~ It shall be the duty of the Director to enforce the provisions of this ~~Zoning Ordinance~~Zoning Code, and the regulations contained herein. -No oversight or error on the part of the Director or any employee of the City shall legalize, authorize, or excuse the violation of any of the provisions in this ~~Zoning Ordinance~~Zoning Code.

~~C.A.~~ _____

~~D.B.~~ The Director shall have the authority to:

1. Interpret and apply the provisions set forth in this ~~Zoning Ordinance~~Zoning Code. -When this ~~Zoning Ordinance~~Zoning Code does not specify what

criteria are to be used in making a decision, the Director shall approve an application, or approve it with conditions, if the Director determines that:

- a. ~~–The application complies with all applicable provisions of this Zoning Ordinance~~Zoning Code, or if it does not comply with one or more provisions, that the body authorized by this ~~Zoning Ordinance~~Zoning Code to allow variations from those provisions has given its approval to the variations; and
 - b. ~~–The application is consistent with the Lakewood Comprehensive Plan and all other plans approved~~adopted by the Planning Commission and City Council ~~that are and is~~ applicable to the property.
2. Make district boundary interpretations when uncertainty as to the district boundaries exists.
 3. Delegate to any employee of the Department any responsibilities assigned to the Director by this ~~Zoning Ordinance~~Zoning Code. ~~–The designee shall be subject to the same restrictions and standards as are applicable to the Director.~~
 4. Waive any standard in this ~~Zoning Ordinance~~Zoning Code, with the exception of any uses identified in Article 4, as it relates to any publicly owned park.

~~17.1.7.2:~~17.1.8.3: Planning Commission

- A. ~~_____~~ The duties and responsibilities of the Planning Commission shall be as set forth in the City ~~of Lakewood~~ Charter, ~~the City of the~~ Lakewood Municipal Code, this ~~Zoning Ordinance~~Zoning Code, and the Planning Commission Rules and Regulations.
- B. ~~_____~~ ~~–The Planning Commission has jurisdiction to adopt, amend, and maintain the City's Comprehensive Plan and other citywide plans that may be presented to the Planning Commission; to make recommendations as to annexation, disconnection, initial zoning, and rezoning applications; to make recommendations on legislative matters that pertain to this Zoning Code; to make final decisions on appeals of Director's decisions, major subdivision applications, major waivers, revocation of uses, and special use permits; and to review proposals for vacations of rights of way for existing, constructed streets.~~
- A. ~~_____~~ The Planning Commission acts in a review or quasi-judicial capacity when it acts as an appeal body of decisions from the Director. In its appellate role, the Planning Commission will be evaluating decisions to determine whether the Director's decision is and was consistent with the requirements of this Zoning Code and supported by the evidence in the record and whether the Director exceeded the Director's authority or abused the Director's discretion.

~~B.C.~~ _____

~~17.1.7.3:~~17.1.8.4: **Board of Adjustment**

- A. ~~The~~ The duties and responsibilities of the Board of Adjustment shall be as set forth in the City ~~of Lakewood~~ Charter, the Lakewood City of Lakewood Municipal Code, this ~~Zoning Ordinance~~Zoning Code, and the Board of Adjustment Rules and Regulations.
- B. The Board of Adjustment has jurisdiction to hear appeals from any final official order, decision, requirement, or determination of the Director regarding an interpretation or application of this Zoning Code; any appeals made pursuant to the City of Lakewood Municipal Code LMG 14.16; and any appeals made pursuant to the City of Lakewood Municipal Code LMG 14.25.190.
- A. ~~—~~ The Board of Adjustment acts in a review or quasi-judicial capacity when it acts as an appeal body of decisions from the Director on minor variances or when it is a decision maker on applications for a major variance. In its appellate role, the Board of Adjustment will be evaluating decisions to determine whether they are consistent with the requirements of this Zoning Code and supported by the evidence in the record and whether the Director exceeded the Director's authority or abused the Director's discretion. The Board of Adjustment shall have jurisdiction to hear and decide variances as set forth in Section 17.2.45 of this Zoning Ordinance, and to hear and decide appeals from decisions and interpretations made by the Director pursuant to 17.1.7.1.B.1 of this Zoning Ordinance.

~~B.C.~~ _____

~~17.1.7.4:~~17.1.8.5: **Historic Preservation Commission**

- A. The duties and responsibilities of the Historic Preservation Commission shall be as set forth in this ~~Zoning Ordinance~~Zoning Code, the ~~City of~~ Lakewood Municipal Code, and the Historic Preservation Commission Rules and Regulations.
- ~~A.B.~~ The Historic Preservation Commission has jurisdiction to make recommendations on applications for local landmark designation, alteration certificates, and relocation of designated structures.

17.1.8.6: **Design Review Commission**

- A. The duties and responsibilities of the Commission shall be as set forth in this ~~Zoning Ordinance~~Zoning Code, the Lakewood Municipal Code, and the Design Review Commission Rules and Regulations.
- B. The Design Review Commission has jurisdiction to hear applications for those

areas of the City within which the City has imposed specific design criteria and to review proposed design criteria and any changes to existing design criteria.

- C. There shall be three hearing types for applications before the Design Review Commission to include: concept design, final design, and public hearing. The concept design hearing shall be an initial opportunity for an applicant to present their application to obtain feedback from the Design Review Commission. The final design hearing shall be a secondary opportunity for an applicant to present their application to obtain final feedback from the Design Review Commission. The public hearing shall be quasi-judicial in nature and result in the Design Review Commission approving the application, approving the application with modifications, or denying the application.

~~17.1.8:~~17.1.9: Common Facilities

Any development that includes common facilities shall be subject to the following:

- A. All common facilities must be in single ownership or unified control, such as a homeowners' association; and

- B. An approved site plan in conformance with Article 2.

The City does not have jurisdiction to review condominium applications.

~~17.1.9:~~17.1.10: Building Permits

- A. In addition to the requirements of the building code, no building permit shall be issued unless the plans for the proposed construction, enlargement, alteration, repair, improvement, or conversion, and the use of the building or structure conform to all requirements of this ~~Zoning Ordinance~~Zoning Code.
- B. For all new buildings, before form inspections and approval thereof, the property owner, lessee, builder, or contractor shall locate the property boundaries by placing at the property corner of the building site stakes or other monuments to establish said boundaries.
- C. Except in cases of applications for building permits made in response to orders from building or fire officials to remedy conditions immediately dangerous to life, health, or property, and except in cases exempted pursuant to Article 11, upon the filing of an application for a permit for the performance of any work coming within the scope of Article 11 of this ~~Zoning Ordinance~~Zoning Code, the Director shall require the applicant to meet the additional submittal requirements set forth

in Article 11 of this ~~Zoning Ordinance~~Zoning Code.

~~17.1.10:~~17.1.11: Fees

- A. The City Manager shall establish fees as necessary for any appeal, process, procedure, or other action relating to the ~~Zoning Ordinance~~Zoning Code.
- B. Upon written application to the City Manager, the City Manager may waive or reduce said fees if such action will further the economic goals of the City as set forth in the City of Lakewood Municipal Code.

~~17.1.11:~~17.1.12: Violation and Penalty

~~Any person, persons, firm, association or corporation violating any provision of the Zoning Ordinance or any employee, assistant, agent, or any other person participating or taking part in, joining or aiding in a violation of any provision of the Zoning Ordinance may be prosecuted pursuant to the Municipal Code. Each day a violation continues after service of written notice to abate such violation shall constitute a separate violation. It is unlawful for any person to violate any of the provisions of this Zoning Code or any condition, stop-work order, permit, certificate, or other form of authorization granted pursuant to this Zoning Code. Violations of this Zoning Code shall be subject to prosecution in the Lakewood Municipal Court, administrative enforcement, or any other remedy available at law and punishable by the penalties outlined in the City of Lakewood Municipal Code 1.16.020. Each day that a violation continues shall constitute a separate violation.~~

~~17.1.12:~~17.1.13: Severability

If any part, section, sentence, or clause of this ~~Zoning Ordinance~~Zoning Code ~~shall be~~ is, for any reason, ~~be~~ questioned in any court and ~~shall be~~ adjudged unconstitutional or invalid, such judgment shall not affect, impair, or invalidate the remaining provisions of this ~~Zoning Ordinance~~Zoning Code. Any such part, section, sentence, or clause shall not be taken to affect or prejudice in any way the remaining part or parts of this ~~Zoning Ordinance~~Zoning Code.

~~17.1.13:~~ Repealer

~~The Zoning Ordinance of the City of Lakewood, O-2012-24, as amended, is repealed.~~

This page intentionally left blank.

ARTICLE 1: PURPOSE AND ADMINISTRATION

ARTICLE 2: Procedures and Appeals	2-1
17.2.1: General.....	2-1
17.2.2: Planning Applications, General	2-1
17.2.2.1: Application Process.....	2-1
17.2.2.2: Public Input Process.....	2-3
17.2.2.3: Public Hearings	2-5 2-4
17.2.3: Initial Zoning, Rezoning and Legislative Zoning.....	2-7 2-6
17.2.3.1: Applicability	2-7 2-6
17.2.3.2: Types of Zoning Applications	2-8 2-6
17.2.3.3: Review Criteria.....	2-9 2-7
17.2.3.4: Review Authority	2-10 2-8
17.2.3.5: Review Procedure	2-10 2-8
17.2.4: Special Use Permits.....	2-15 2-11
17.2.4.1: Applicability	2-15 2-11
17.2.4.2: Review Criteria.....	2-16 2-11
17.2.4.3: Review Authority	2-17 2-12
17.2.4.4: Review Procedure	2-17 2-12
17.2.4.5: Expiration of Special Use Permit:.....	2-18 2-13
17.2.5: Variances.....	2-18 2-14
17.2.5.1: Applicability	2-18 2-14
17.2.5.2: Types of Variances	2-18 2-14
17.2.5.3: Review Criteria.....	2-19 2-14
17.2.5.4: Review Authority	2-19 2-15
17.2.5.5: Review Procedure	2-20 2-15
17.2.6: Waivers	2-22 2-18
17.2.6.1: Applicability	2-22 2-18
17.2.6.2: Types of Waivers.....	2-22 2-18
17.2.6.3: Review Criteria.....	2-23 2-18
17.2.6.4: Review Authority	2-23 2-19
17.2.6.5: Review Procedure	2-24 2-19
17.2.6.6: Expiration of Waiver	2-26 2-22
17.2.6.7: Waiver for Disabilities	2-26 2-22
17.2.7: Major Site Plans	2-27 2-22
17.2.7.1: Applicability	2-27 2-22
17.2.7.2: Review Criteria.....	2-27 2-22
17.2.7.3: Review Authority	2-28 2-23
17.2.7.4: Review Procedure	2-29 2-23
17.2.7.5: Expiration of Major Site Plans.....	2-30 2-24
17.2.8: Revocation of Uses.....	2-30 2-24
17.2.8.1: Applicability	2-30 2-24
17.2.8.2: Revocation of a Special Use Permit	2-30 2-24
17.2.8.3: Revocation of a Nonconforming Use	2-31 2-25
17.2.8.4: Revocation of a Temporary Use.....	2-33 2-26
17.2.9: Comprehensive Sign Plans.....	2-34 2-26
17.2.9.1: Purpose and Intent	2-34 2-26

17.2.9.2: Applicability	<u>2-342-26</u>
17.2.9.3: Review Authority	<u>2-342-27</u>
17.2.9.4: Review Criteria	<u>2-342-27</u>
17.2.9.5: Review Procedures	<u>2-352-27</u>
17.2.9.6: Modifications	<u>2-372-29</u>
17.2.10: Zoning Lot.....	<u>2-392-31</u>
17.2.10.1: Applicability	<u>2-392-31</u>
17.2.10.2: Review Criteria	<u>2-392-31</u>
17.2.10.3: Review Authority	<u>2-392-31</u>
17.2.10.4: Review Procedure	<u>2-392-31</u>
17.2.10.5: Amendments	<u>2-412-33</u>
17.2.11: Permit Applications, General	<u>2-422-34</u>
17.2.11.1: Application Process and Review Authority	<u>2-422-34</u>
17.2.12: Review of Supplemental Standards for Limited and Accessory Uses.....	<u>2-422-34</u>
17.2.12.1: Applicability	<u>2-422-34</u>
17.2.12.2: Review Procedures	<u>2-422-34</u>
17.2.13: Sign Permit	<u>2-432-35</u>
17.2.13.1: Applicability	<u>2-432-35</u>
17.2.13.2: Review Procedures	<u>2-432-35</u>
17.2.14: Fence Permit.....	<u>2-442-36</u>
17.2.14.1: Applicability	<u>2-442-36</u>
17.2.14.2: Review Authority	<u>2-452-36</u>
17.2.14.3: Review Procedures	<u>2-452-36</u>

ARTICLE 2: PROCEDURES AND APPEALS

17.2.1: General

This Article establishes the process and procedures for planning review in the City of Lakewood (the “City”). The Article is divided into sections that describe the common procedures for planning applications and the specific procedures and criteria for each type of planning application, followed by a description of the process that applies to permit applications.

17.2.2: Planning Applications, General

Table 17.2.1 summarizes the procedures for planning applications.

Table 17.2.1: Procedures Summary Table						
	Application Processes		Review, Decision, and Appeal Authority			
Planning Applications	Preplanning Review	Formal Application Review	Director	Board of Adjustment Public Hearing	Planning Commission Public Hearing	City Council Public Hearing
Initial Zoning and Rezoning	✓	✓	R		R	D
Special Use Permit	✓	✓	R		D	
Major Variance		✓	R	D		
Minor Variance		✓	D	A		
Major Waiver		✓	R		D	
Minor Waiver		✓	D		A	
Major Site Plan	✓	✓	D		A	
Comprehensive Sign Plan	✓	✓	D		A	
Zoning Lot	✓	✓	D		A	
✓ = Required Application R = Review D = Decision A = Appeal						

17.2.2.1: Application Process

This Section describes steps in the application processes that are common to more than one planning application. -These general provisions shall apply unless superseded by more specific processes set forth within this either this Article or this [Zoning Ordinance](#) [Zoning Code](#).

A. Preplanning Application Review

The purpose of the preplanning application is to provide information to the applicant early in the planning application process regarding the requirements and process for land use and development in the City.

1. A preplanning application is required for planning applications as identified in [Table 17.2.1](#) ~~or as determined by the Director~~. The Director may waive the requirement for a preplanning application.
2. [When a preplanning application is required](#), ~~the~~ the applicant shall submit a preplanning application ~~form~~ and all supplemental materials identified in the preplanning application form.
3. The City shall respond in writing to preplanning applications. The written response shall include, but is not limited to, [comments feedback](#) regarding the following:
 - a. Consistency of the proposed land development with the ~~Lakewood City's~~ Comprehensive Plan and how well the project interacts with the context of the area; and
 - b. Consistency of the proposed land development with the standards in this Zoning ~~Ordinance~~[Code](#); ~~and~~
 - c. The need, if any, to complete a land subdivision pursuant to the Lakewood Subdivision ~~Ordinance~~; ~~and~~
 - d. Anticipated impact and requirements of the proposed land development on the public right-of-way and public improvements; and
 - e. An explanation of the land development process required to pursue the applicant's proposal.

B. Formal Application Review

The purpose of the formal application is for the applicant to demonstrate that the proposed development or land use meets all the applicable standards in this ~~Zoning Ordinance~~[Zoning Code](#).

1. The applicant shall be all owners of the property, or any person, firm or corporation with written consent of ~~the~~[all](#) property owner(s).
2. The applicant shall submit a complete formal application for ~~the~~[any](#) planning application identified in Table [17.2.1 as requiring a planning application](#) ~~or as determined by the Director~~.
3. The City shall review all formal applications for compliance with all applicable standards in this ~~Zoning Ordinance~~[Zoning Code](#). The City shall not proceed with an incomplete application.

4. If a formal application is not received within six (6) months after completion of the preplanning review as identified in ~~Section 17.2.2.1:A~~ above, the Director may require a new preplanning review prior to a formal application submittal.
5. The applicant may withdraw an application at any time prior to a decision by the City by submitting a written request to withdraw the application to the Director. If an application is later resubmitted, it shall be treated as a new application for purposes of review. The City shall not refund fees for a withdrawn application.

17.2.2.2: Public Input Process

This Section establishes the common procedures for neighborhood meetings and notification to owners of adjacent property when required for a planning application. It is the intent of this Section to provide a framework that promotes dialogue between residents, property owners, City staff and developers to effectively facilitate a productive development and land use review process.

A. Neighborhood Meeting

The purpose of a neighborhood meeting is to engage neighbors in the immediate vicinity of certain a proposed land development projects for an initial zoning, rezoning or special use permit to solicit their input on how the project will interact with the surrounding area. At the neighborhood meeting, the applicant shall provide information to neighbors on the proposed land development, solicit feedback from neighbors, and discuss potential ways to mitigate neighbors' concerns.

1. At least one (1) neighborhood meeting is required for the following land development procedures ~~for an initial zoning, rezoning, or special use permit, or as determined by the Director~~, which shall be held after receiving the written response to the preplanning application, but prior to filing a formal application.
 - a. Initial Zoning;
 - b. Rezoning;
 - c. Special Use Permit;
 - d. Major Site Plan within a non-R Mixed Use, Commercial, or Light Industrial zone district and adjacent to dedicated parks or open space lands over ten (10) acres in size and within a non-R zone district; or
 - a.e. As determined by the Director.
2. More than one (1) neighborhood meeting may be required at the discretion of the Director. A second or subsequent neighborhood meeting may be required at a point in the process beyond the preplanning application stage. In determining whether to require an additional neighborhood meeting, the Director shall consider:
 - a. If the applicant has sufficiently solicited input from neighbors on how the project interacts with the surrounding area; ~~or~~

- b. If the applicant is proposing new or modified components of the formal application that were not discussed at the required neighborhood meeting; or
 - c. If a significant amount of time has passed since the required neighborhood meeting. The Director shall determine whether a significant amount of time has passed for purposes of this Section.
3. Notification of neighbors for a required neighborhood meeting shall be provided as described below:
- a. For an initial zoning or rezoning, a written notice shall be mailed by first class mail by the applicant to tenants and owners of property within five hundred feet ~~(500')~~ of the subject property and registered neighborhood organizations within half a mile ~~(1/2 mile)~~ of the subject property.
 - b. For a special use permit or major site plan, a written notice shall be mailed by first class mail by the applicant to tenants and owners of property within five three hundred feet ~~(500300')~~ of the subject property and registered neighborhood organizations within a quarter mile ~~(1/4 mile)~~ of the subject property.
 - c. The applicant's written notices shall be in a form ~~shall be~~ prepared by the City ~~in a format and~~ approved by the Director.
 - d. The notice to property owners shall be postmarked at not less than fourteen ~~(14)~~ days, but not more than thirty ~~(30)~~ days, prior to the neighborhood meeting.
 - d.e. The applicant shall supply to the Director the list of property owners sent the notice by the applicant and the date of mailing at least one (1) week prior to the date of the neighborhood meeting. -This information is for documentary purposes only and shall not abrogate the duties of the applicant as set forth within any part of this Article or Zoning OrdinanceZoning Code.

B. Notification to Adjacent Property Owners

The purpose of the notification to owners of adjacent property is to inform neighbors when the Director is reviewing an application to allow a minor variance ~~or comprehensive sign plan. or a comprehensive sign plan.~~

1. A notification to adjacent property owners is required for land development procedures for a minor variance ~~or comprehensive sign plan~~, or as determined by the Director.
2. Notification of adjacent property owners shall be provided as described below:

- a. A written notice shall be mailed by first class mail by the applicant to owners of property that ~~is~~are immediately adjacent to the subject property excluding rights-of-way. ~~Notice shall not be required to adjacent property owners across~~ freeways and arterial streets.
- b. ~~The written notices shall be prepared by the City in a format approved by the Director. The applicant's written notice shall be in a form prepared by the City and approved by the Director.~~
- bc. The notice to adjacent property owners shall be postmarked ~~at least not less than~~ fourteen (14) days, but not more than thirty (30) days, prior to a decision by the Director.
- d. The applicant shall supply to the Director the list of property owners sent the notice by the applicant and the date of mailing at least one (1) week prior to the date of the Director's decision. -This information is for documentary purposes only and shall not abrogate the duties of the applicant as set forth within any part of this Article or Zoning OrdinanceZoning Code.

17.2.2.3: Public Hearings

Public hearings allow the opportunity for the publicall interested parties to comment on a formal application when it is being reviewed by the Board of Adjustment, Planning Commission, or City Council. ~~This Section establishes the general process for public hearings, including notification procedures. The form of the public hearing, whether quasi-judicial or legislative, required for each of the below decision making processes is determined by the decision to be made and shall held in conformance with this Article and with the legal requirements of such form of hearing.~~

A quasi-judicial decision making process is required when a governmental decision is likely to adversely affect protected interests through the application of preexisting legal standards or policy considerations as applied to present or past facts. Public hearings in association with legislative acts, such as code updates or other actions that are not specifically in response to an individual's personal property rights, are commonly referred to as legislative public hearings. Generally, the goal of a legislative public hearing is to provide an established timeframe during a meeting at which time anyone who is interested in a topic may give voice to their thoughts.

A. Setting a Date for a Public Hearing

1. The SecretaryClerk to the Board of Adjustment shall schedule the public hearing before the Board of Adjustment. The public hearing shall be held not more than forty-five (45) days, or within a timeframe agreed upon by the applicant and Director, after all studies and plans submitted with the formal application have been deemed acceptable for the hearing by City staff. The SecretaryClerk to the Board of Adjustment shall provide notice of the date, time, and location of the public hearing to the applicant.
2. The SecretaryClerk to the Planning Commission shall schedule the public hearing before the Planning Commission. The public hearing shall be held not more than forty-five (45) days, or within a timeframe agreed upon by the applicant and Director, after all studies and plans submitted with the formal application have been deemed acceptable for the hearing by City staff. The SecretaryClerk to the Planning Commission shall provide notice of the date, time, and location of the public hearing

to the applicant.

3. The City Clerk shall schedule public hearings before the City Council pursuant to the City Charter and the Lakewood Municipal Code.

B. Notification of ~~ying for~~ a Public Hearing

This Section applies to all hearings before the Board of Adjustment, Planning Commission, and City Council, except for legislative zonings /rezonings.

1. Posting of sign(s) on the property is required for public hearings as described below:
 - a. The applicant shall provide~~post~~ at least one (1) sign every three hundred feet (300') ~~for~~along each street frontage, or portion thereof, on the subject property. ~~Along each street frontage, the applicant shall provide post one sign for every 300 feet of frontage, or portion thereof.~~
 - b. The sign shall be in a format approved by the Director.
 - c. The applicant shall post the sign(s) on the property at least fourteen (14) days prior to a public hearing and replace any signs lost or damaged prior to the hearing.
2. The City shall provide notice for a public hearing in the publication of record at least ten (10) days prior to the public hearing.
3. Notification to owners of property in the vicinity of the subject property shall be provided by the applicant as described below:
 - a. For an initial zoning or rezoning, a written notice shall be mailed by First Class mail to tenants and owners of property within five hundred feet (500') ~~feet~~ of the subject property and registered neighborhood organizations within half a mile (1/2 mile) of the subject property.
 - b. For a special use permit or major site plan, a written notice shall be mailed by First Class mail to tenants and owners of property within fivethree hundred feet (500300') ~~feet~~ of the subject property and registered neighborhood organizations within a quarter mile (1/4 mile) of the subject property.
 - c. For a major variance and major waiver, a written notice shall be mailed by First Class mail to tenants and owners of property within three hundred feet (300') ~~feet~~ of the subject property and registered neighborhood organizations within a quarter mile (1/4 mile) of the subject property
 - d. ~~The written notice shall be prepared by the City in a format approved by the Director. The applicant's written notice shall be in a form prepared by the City and approved by the Director.~~
 - e. The notice to owners of property shall be postmarked at least fourteen (14) days, but not more than thirty (30) days, prior to the public hearing.
4. ~~The City shall ensure that the w~~Written notification of a public hearing (posted signs,

newspaper notifications, and written notifications to property owners) shall include the following information:

- a. Type of land development case, explanation of the approval sought, and written description of the proposal including proposed land uses; ~~and~~
- b. Date, time, and place of the public hearing; ~~and~~
- c. Address of the subject property; ~~and~~
- d. Name and contact information for the applicant; and
- ~~d.e.~~ Name and contact information for assigned member of eCity staff ~~person~~.

C. Conducting of a Public Hearing

1. The ~~Zoning Ordinance~~Zoning Code, the Comprehensive Plan, including all amendments, and the Subdivision Ordinance shall be a part of the record of every public hearing, and it shall not be necessary for any party or person formally to move their introduction into evidence.
2. The Board of Adjustment shall conduct public hearings pursuant to the Rules and Regulations of the Board of Adjustment, as amended. Additionally, quasi-judicial public hearings shall be held in conformance with due process standards as set forth by law. -The Board shall also comply with any regulations for quasi-judicial public hearings adopted by the City Council and made applicable to all boards and commissions of the City.
3. The Planning Commission shall conduct public hearings pursuant to the Rules and Regulations of the Planning Commission, as amended. Additionally, quasi-judicial public hearings shall be held in conformance with due process standards as set forth by law. The Commission shall also comply with any regulations for quasi-judicial public hearings adopted by the City Council and made applicable to all boards and commissions of the City.
4. The City Council shall conduct administrative public hearings pursuant to the City Charter and the Lakewood Municipal Code, as amended. Additionally, quasi-judicial public hearings shall be held in conformance with due process standards as set forth by law.

17.2.3: Initial Zoning, Rezoning and Legislative Zoning

17.2.3.1: Applicability

This Section establishes the procedures and criteria for designating a zoning classification for all land within the City. ~~-Initial zoning establishes the appropriate zoning district for land~~ that is annexed to the City of Lakewood, ~~herein referred to as "initial zoning."~~ ~~This Section also establishes the procedure for.~~ -Legislative zoning is a rezoning that is prospective in nature and reflects public policy of a permanent or general character impacting the City on a scale greater than at the individual property level and involves changing the boundaries or area of one or more any-zoneing districts as shown on the Official Zoning Map of the City of Lakewood. Rezoning is also a ,-or-process for changing the zoning classification of any previously zoned

parcel of land within the City of Lakewood, as shown on the Official Zoning Map of the City of Lakewood, that is necessitated by the needs/desires of the property owner, ~~herein referred to as "rezoning" or "legislative zoning."~~

17.2.3.2: Types of Zoning Applications

A. Initial Zoning

1. The initial zoning process shall apply when property is annexed or ~~is going to be annexed to the City of Lakewood~~. The process for initial zoning of property into a zoning district shall follow, to the extent practicable, the procedures applicable to legislative rezoning.
2. The process for initial zoning shall be instituted at any time after a resolution of intent to annex is adopted pursuant to C.R.S. ~~1973, §~~ 31-12-106, as amended, or after a petition for annexation, or a petition for annexation election has been found to be valid in accordance with C.R.S. ~~§ 1973,~~ 31-12-107, as amended.
3. One or more of the following entities shall be notified of the right to submit a formal application for initial zoning:
 - a. All owners of all real property to which the initial zoning would apply; or
 - b. Any person, firm, or corporation with the written consent of all of the owners of the property.

If no application for initial zoning is submitted by a property owner or owners, the Director may institute initial zoning.

B. Rezoning

1. The rezoning process shall apply when a change to the boundaries or area of any zone district, or when a change to the zoning classification of any parcel of land within the City, as shown on the official zoning map, is proposed for rezoning by one or more owners of such property to allow a change in use.
2. One or more of the following entities shall submit a formal application for rezoning.
 - a. All owners of all real property to which the rezoning would apply; or
 - b. Any person, firm, or corporation with the written consent of all owners of the property.

C. Legislative Zoning

1. A legislative zoning is intended to be a rezoning that is prospective in nature, which means that all uses that were lawfully implemented prior to the adoption of the legislative rezoning remain lawful as nonconforming uses in accordance with Article 12 of this Zoning Ordinance~~Zoning Code~~. Legislative zoning ~~and~~ reflects public policy of a permanent or general character impacting the City on a scale greater than at the individual property level.

2. Applications for legislative zoning shall be initiated by the City Manager.

17.2.3.3: Review Criteria

A. Review Criteria for Initial Zoning and Rezoning

Recommendations and decisions regarding initial zoning and rezoning applications shall be based on the following review criteria. Applications for initial zoning and rezoning shall be approved if it is demonstrated that:

1. The proposed zoning or rezoning promotes the purposes of this ~~Zoning Ordinance~~Zoning Code as stated in ~~Section 17.1.2~~; ~~and~~
2. The proposed zoning or rezoning is compatible with existing surrounding land uses, or the land uses envisioned in the Comprehensive Plan; and
3. The proposed zoning or rezoning meets at least one (1) of the following additional criteria:
 - a. The proposed zoning or rezoning promotes implementation of the policies and goals as set forth within the Comprehensive Plan; ~~or~~
 - b. There has been a material change in the character of the neighborhood or in the City generally, such that the proposed zoning or rezoning would be in the public interest and consistent with the change; or
 - c. The property proposed for zoning or rezoning was previously zoned in error.

B. Review Criteria for Legislative Zoning

Recommendations and decisions regarding legislative zoning applications shall be based on the following review criteria. Legislative zoning applications shall be approved if it is demonstrated that:

1. The legislative zoning affects a large number of ~~properties~~properties, and the proposed rezoning is not applicable only to a specific individual or readily identifiable group; ~~and~~
2. The legislative zoning is prospective in nature and reflects public policy of a permanent or general character impacting the City on a scale greater than at the individual property level; ~~and~~
3. It would be inefficient, cumbersome, and unduly burdensome on the resources of the City to rezone the potentially affected properties in a quasi-judicial manner on a site-by-site basis; ~~and~~
4. The proposed legislative zoning promotes the purposes of this ~~Zoning Ordinance~~Zoning Code; and

5. The proposed legislative zoning promotes implementation of the [goals and policies of the Comprehensive Plan](#).

17.2.3.4: Review Authority

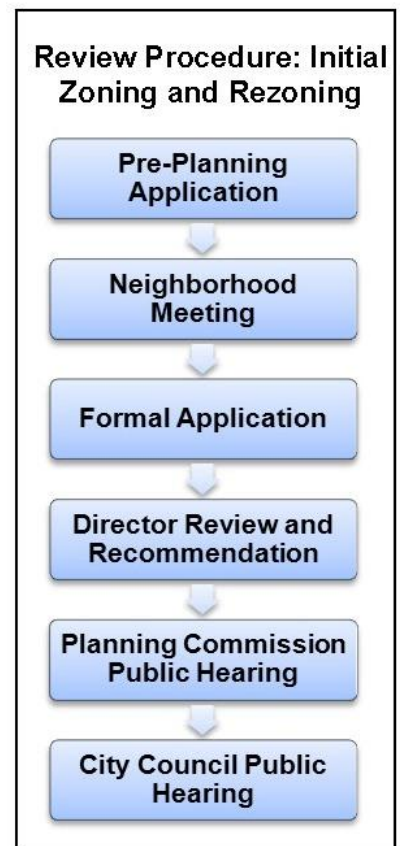
- A. City Council designates the Planning Commission to conduct a ~~fact-finding quasi-judicial public~~ hearing on applications for initial zoning, ~~and~~ rezoning. ~~An administrative public hearing shall be held to review any proposed and legislative zoning. The fact-finding hearing shall be referred to as a public hearing for purposes of this Section. At the conclusion of the public hearing the~~ Planning Commission shall make a recommendation to ~~the~~ City Council [in accordance with 17.2.3.5.D](#).
- B. Upon receipt of a recommendation from the Planning Commission for an initial zoning, ~~or~~ a rezoning ~~or a legislative zoning~~, the City Council shall conduct a [quasi-judicial](#) public hearing and render a decision [in accordance with 17.2.3.5.E](#). ~~Upon receipt of a recommendation from the Planning Commission regarding a legislative zoning the City Council shall conduct an administrative public hearing then render a decision by ordinance in accordance with 17.2.3.5.E.~~
- C. An ordinance for the initial zoning of property annexed to the City shall be approved by City Council concurrent with the approval of the annexation ordinance or within ~~ninety~~ (90) days after the effective date of the annexation ordinance.
- D. The decision of the City Council on applications for initial zoning, rezoning and legislative zoning shall be final.
- E. All requests that are ~~withdrawn or~~ denied may not be resubmitted for a minimum period of six (6) months from the date of the decision.

17.2.3.5: Review Procedure

A request for an initial zoning, rezoning, or legislative zoning shall follow the procedure described below:

- A. Application
 1. The applicant shall follow procedures for preplanning and formal applications pursuant to ~~Sections~~ [17.2.2.1:A](#) and [17.2.2.1:B](#).
 2. Applications for an initial zoning or a rezoning to a planned development zone district shall submit an Official Development Plan ([ODP](#)) addressing all of the elements in ~~Section~~ 17.3.6.
- B. Neighborhood Meeting

At least one neighborhood meeting is required for initial zoning and rezoning proposals. The applicant shall hold a neighborhood meeting pursuant to ~~Section~~ [17.2.2.2:A](#).



C. Director's Review Authority and Recommendation

1. The Director shall review the application and ensure the following:
 - a. The formal application is complete when submitted to the City; ~~and~~
 - b. The applicant followed the procedures as stated in this ~~Zoning Ordinance~~Zoning Code; and
 - c. The application is reviewed applying the criteria in ~~Section 17.2.3.3~~; and any other applicable City standards.
2. The Director shall make a recommendation to the Planning Commission and the City Council to approve, approve with modifications where appropriate, or deny the application for initial zoning, rezoning or legislative rezoning based on the review criteria in 17.2.3.3; and any other applicable City standards.

D. Planning Commission Public Hearing

1. The applicant shall provide public notice of the public hearing pursuant to ~~Section 17.2.2.3:B of this Zoning Ordinance~~.
2. The Planning Commission shall hold a public hearing for an initial zoning, rezoning or legislative zoning application after receipt of the Director's recommendation pursuant to ~~Section 17.2.2.3:C~~.
3. During the public hearing, the Planning Commission shall hear any relevant evidence or statement provided by the applicant or ~~his or her~~such applicant's representative, by the Director or any member of the staff, and by any person in attendance at the hearing. ~~The Planning Commission may, at its sole discretion, hear and consider any other relevant statement or evidence, written or oral including both documentary and verbal.~~
4. Following the public hearing, the Planning Commission shall make written findings and a recommendation to the City Council to approve, approve with modifications where appropriate, or deny the application based on the review criteria in ~~Section 17.2.3.3:17.2.3.3~~.
5. The Planning Commission shall provide the written findings and recommendation to the applicant within fourteen (14) days after the public hearing. The written findings and recommendation shall be in the form of a resolution.
6. No substantial amendment to an application may be made after a decision on the application has been made by the Planning Commission unless such amendments are recommended by the Planning Commission.
7. Any person may object to a finding or a recommendation of the Planning Commission by submitting a written statement with the ~~Secretary/Clerk~~ to the Planning Commission prior to the public hearing before the City Council. Such objection, which shall become a part of the planning case file.

E. City Council Public Hearing

1. The applicant shall provide public notice of the public hearing pursuant to ~~Section 17.2.2.3:B of this Zoning Ordinance.~~ [Section 17.2.2.3:C.](#)
2. The City Council shall hold a public hearing for consideration of a proposed ordinance for initial zoning, rezoning or legislative zoning after receipt of the Planning Commission's recommendation pursuant to ~~Section 17.2.2.3:C.~~ [Section 17.2.2.3:C.](#)
3. During the public hearing, the City Council may hear any relevant evidence or statement provided by the applicant or the applicant's representatives, by the Director, and by any person in attendance at the hearing. ~~The City Council may, at its sole discretion, accept and consider any other relevant statement or evidence, including both documentary and verbal, written or oral.~~ [The City Council may, at its sole discretion, accept and consider any other relevant statement or evidence, including both documentary and verbal.](#)

4. Following the public hearing, and based on the rezoning criteria in ~~17.2.3.3:17.2.3.3~~, the City Council shall take one of the following actions:
 - a. Approve the application. ~~-Approval of the application shall be by ordinance and shall incorporate the Planning Commission's findings and proceed to vote upon the proposed ordinance; or as presented or as amended based upon evidence presented to the City Council.~~
 - b. Approve the application with modifications. ~~-Approval of the application shall be by ordinance and shall include a clear statement of any modifications or conditions, and shall incorporate the Planning Commission's findings as presented or as amended based upon evidence presented to the City Council. Revise the Planning Commission's findings, if such revision is supported by evidence in the record made before the Planning Commission, and proceed to vote upon the ordinance; or~~
 - c. Table the matter. ~~-Continue a decision upon the proposed ordinance to a date certain. -This action is appropriate when the public hearing has been completed but due to the lateness of the hour or the length of the balance of the City Council agenda there isn't sufficient time to consider and decide the merits of the application; or~~
 - d. Deny the application. ~~-Failure to approve an ordinance shall be recognized as a denial of the application. -Unless grounds/findings of fact setting forth the reasons for such denial are adopted by the City Council by regular motion, the Planning Commission's findings as presented or as amended, based upon evidence presented to the City Council, shall be recognized as the City Council's grounds for such denial; or~~
 - e. Remand the proposed application to the Planning Commission.
 - i. The City Council may remand the proposed application to the Planning Commission for further consideration if one of the following is found to be true:
 - a) One of the written findings from the Planning Commission is based on incorrect information upon which the City Council would like additional information; or
 - b) New information, that was not available at the time of the Planning Commission public hearing, is presented and has the potential to change the recommendation of the Planning Commission.

II. ~~If the application is~~ When remanded ed an application to the Planning Commission for further action, the City Council shall provide guidance ~~to the Planning Commission on what is being asked of the Planning Commission~~, including but not limited to:

- a) Identifying which ~~What~~ aspects of the application should be reconsidered; ~~and~~
- b) Identifying those issues which require ~~Whether~~ additional public testimony ~~should be accepted~~; and
- c) Notification of ~~The~~ date certain to which the City Council continued its consideration of the application.

5. Final action by the City Council on the application shall be taken within ninety (90) days after the date of the conclusion of the City Council's hearing on the application, or, if the matter is remanded, within thirty (30) days after the date the City Council receives a supplementary report or recommendation from the application after remand to the Planning Commission, whichever date is later. -Failure to take final action approve an ordinance within such period shall be considered, a final decision of the City Council denying the application. -If the vote on any application is tabled by the City Council pursuant to the provisions of City of Lakewood Municipal Code Section 1.20.030, an additional fourteen (14) days shall be added to the time limitation for each such occurrence.

F. Vested Property Rights

1. General Vesting Period. A zoning action approved by the City Council is automatically vested for a period of three (3) years. -Such vesting gives the property owner the right to undertake and complete the development and use of the property under the terms and conditions of the approval. A project shall be deemed to have been commenced upon acquisition of a building permit for the project.
2. Development Agreement. An applicant may seek to vest the approval of a zoning action for a period of longer than three (3) years through the approval of a development agreement. -The City Council may enter into an agreement where City Council finds such to be warranted in light of all relevant circumstances including, but not limited to, the size and phasing of the development, economic factors, and market conditions.

3. Development Agreement Compliance Review. When a zoning action is modified by an approved development agreement ~~¶~~the City may conduct periodic subsequent reviews of the development and require the owner of the property to demonstrate compliance with the terms and conditions of the development agreement. -Failure to establish such compliance may result in a notice of forfeiture from the Director.
4. Forfeiture of Development Agreement; Request for Reconsideration. Upon receipt of a notice of forfeiture, an owner or ~~his~~such owner's authorized agent may file a written request to the Director, within seven ~~(7)~~ days of receipt, that the Director reconsider ~~his or her such~~ decision. ~~-~~ The request for reconsideration shall state the grounds therefore and shall specifically describe the actions which constitute compliance with the terms and conditions of approval. -The Director shall respond to such request, in writing, within fourteen (14) days of such request having been filed with the Director.
5. Appeal of Director's Decision. Denial by the Director of a timely filed request for reconsideration may be appealed to the Planning Commission ~~-if request for reconsideration is timely filed with and denied by the Director.~~
 - a. The owner or authorized agent may submit a written appeal to the Clerk ~~of~~to the Planning Commission -within thirty (30) days of the Director's decision.
 - b. The Planning Commission shall review appeals of the Director's decision of the development agreement due to non-compliance pursuant to the notification process outlined in ~~Section 17.2.2.3:B~~ of this ~~Zoning Ordinance~~Zoning Code. The Planning Commission shall conduct a quasi-judicial public hearing within thirty (30) days of receipt of a complete appeal application, or within a timeframe agreed upon by the applicant and Director.
 - c. The Planning Commission's review shall determine whether the decision of the Director is consistent with this ~~Zoning Ordinance~~Zoning Code and the terms of the development agreement.
 - d. Any decision of the Planning Commission on review of an appeal of forfeiture of a development agreement shall include reasons for affirming, modifying or reversing the Director's decision.

17.2.4: Special Use Permits

17.2.4.1: Applicability

This Section establishes the procedures and criteria for special use permits. The requirements in this Section shall apply to all special uses as listed in Article 4 of this ~~Zoning Ordinance~~Zoning Code. A special use permit, once approved, shall run with the land, except as otherwise specified in this ~~Zoning Ordinance~~Zoning Code.

17.2.4.2: Review Criteria

Recommendations and decisions regarding special use permit applications shall be based on the following review criteria. An application for a special use permit shall be approved if it is demonstrated that:

- A. The proposed special use is consistent with the applicable supplemental standards set forth in Article 4 of this ~~Zoning Ordinance~~Zoning Code; ~~and~~
- B. The proposed special use is consistent with the applicable dimensional and development standards set forth in Article 5 of this ~~Zoning Ordinance~~Zoning Code; ~~and~~
- C. The proposed special use is consistent with the applicable design standards set forth in Articles 6 and 7 of this ~~Zoning Ordinance~~Zoning Code; ~~and~~
- D. The proposed special use ~~is consistent with the Comprehensive Plan~~promotes implementation of the Comprehensive Plan and other adopted City plans; and
- E. The proposed special use will not substantially impair the appropriate use or development of adjacent property.

17.2.4.3: Review Authority

- A. City Council designates the Planning Commission to conduct a quasi-judicial public hearing on applications for special use permits and render a decision. The decision of the Planning Commission shall be final.
- B. All requests that are ~~withdrawn or~~ denied may not be resubmitted for a minimum period of six (6) months from the date of the decision.

17.2.4.4: Review Procedure

A request for a special use permit shall follow the procedures described below:

A. Application

The applicant shall follow procedures for preplanning and formal applications pursuant to ~~Sections 17.2.2.1:A and 17.2.2.1:B.~~ The Director may require that the applicant provide a site plan with an application for a special use permit. The site plan shall illustrate any proposed changes or improvements with the application for a special use permit and shall meet the requirements of this ~~Zoning Ordinance~~Zoning Code.

B. Neighborhood Meeting

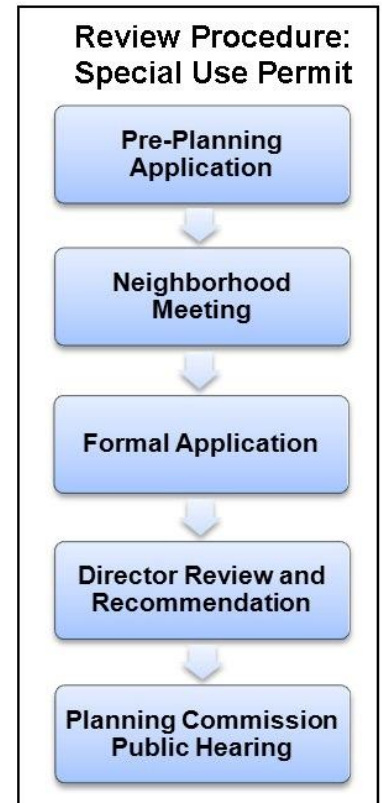
At least one neighborhood meeting is required for a special use permit application. The applicant shall hold a neighborhood meeting pursuant to ~~Section 17.2.2.2:A.~~

C. Director's Review and Recommendation:

1. The Director shall review the application and ensure the following:
 - a. The formal application is complete when submitted to the City; ~~and~~
 - b. The applicant followed the procedures as stated in this ~~Zoning Ordinance~~Zoning Code; and
 - c. The application is reviewed applying the criteria in ~~Section 17.2.4.2:17.2.4.2:~~ and any other applicable City standards.
2. The Director shall make a recommendation to the Planning Commission to approve, approve with modifications, or deny the application for a special use permit based on the review criteria in ~~17.2.4.2:17.2.4.2:~~.

D. Planning Commission Public Hearing:

1. The applicant shall provide public notice of the public hearing pursuant to ~~Section 17.2.2.3:B~~ of this ~~Zoning Ordinance~~Zoning Code.



2. The Planning Commission shall hold a quasi-judicial public hearing for special use permits after receipt of the Director's recommendation pursuant to ~~Section 17.2.2.3:C.~~
3. During the public hearing, the Planning Commission shall hear any relevant evidence or statement provided by the applicant or ~~his~~ such applicant's representative, by the Director or any member of the staff, and by any person in attendance at the hearing. ~~The Planning Commission may, at its sole discretion, hear and consider any other relevant statement or evidence, written including both documentary and or oral.~~
4. Following the public hearing, the Planning Commission shall make a decision to approve, approve with modifications, or deny the application. The decision of the Planning Commission may include conditions for the special use permit in addition to the supplemental standards set forth in Article 4 of this ~~Zoning Ordinance~~ Zoning Code.
5. The Planning Commission shall provide the written findings and decision to the applicant within fourteen (14) days after the public hearing. The written findings and recommendation shall be in the form of a resolution.

17.2.4.5: Expiration of Special Use Permit:

- A. If a major site plan is required, the applicant shall obtain approval of the major site plan within a period of two (2) years from the date of the special use permit approval. If the major site plan approval is not obtained within this time period, the approval of the special use permit is no longer valid.
- B. The applicant may request an extension of the special use permit approval. A written request for an extension explaining the justification for the request shall be submitted to the Director prior to the expiration of the special use permit approval. The Director may grant an extension for good cause for up to one year from the date of the original expiration of the special use permit approval.

17.2.5: Variances

17.2.5.1: Applicability

This Section establishes the procedures and criteria for requesting a variance to a dimensional standard in Article 5, 6, 7, 8, 9, and 10 of this ~~Zoning Ordinance~~ Zoning Code or to a similar standard contained in an ~~official development plan~~ ODP due to an extraordinary or exceptional situation or condition. No variance may ~~be~~ be requested from the Use and Supplemental Standards provided for in Article 4 of this ~~Zoning Ordinance~~ Zoning Code.

17.2.5.2: Types of Variances

- A. Major Variance

Except as otherwise noted below, a major variance shall apply when a variation of twenty

~~percent (20%)-percent~~ or more to a dimensional standard is proposed.

B. Minor Variance

A minor variance shall apply to the following:

1. When a variation of less than ~~twenty percent (20%)-percent~~ to a dimensional standard is proposed; ~~or~~
2. When an increase in height of a side or rear yard fence is proposed; or
3. To any design standard.

17.2.5.3: Review Criteria

Recommendations and decisions regarding variance applications shall be based on the following review criteria. Applications for variances shall be approved if it is demonstrated that:

- A. By reason of exceptional narrowness, shallowness or shape of a specific piece of property, topographic conditions or other extraordinary and exceptional situation or condition of the piece of property, the strict application of the regulation would result in peculiar and undue practical difficulties for, or peculiar and unnecessary hardship on, the owner of the property; ~~and~~
- B. The extraordinary and exceptional situation or condition on the property that is stated as the reason for the proposed variance is not self-imposed; ~~and~~
- C. The proposed variance complies with the purpose and intent of the standard to be varied and generally observes the spirit of the ~~Zoning Ordinance~~Zoning Code; ~~and~~
- D. The proposed variance will not substantially impair the appropriate use or development of adjacent property; ~~and~~
- E. The proposed variance is the minimum variance that will afford relief with the least modification possible of this ~~Zoning Ordinance~~Zoning Code; and
- F. The proposed variance is the minimum variance that will afford relief if a design requirement cannot be met.

17.2.5.4: Review Authority

A. Major Variance

1. The City Council designates the Board of Adjustment to conduct a hearing on applications for major variances and render a decision.
2. The decision of the Board of Adjustment on a major variance application shall be final.

3. All requests that are ~~withdrawn or~~ denied may not be resubmitted for a minimum period of six (6) months from the date of the decision.

B. Minor Variance

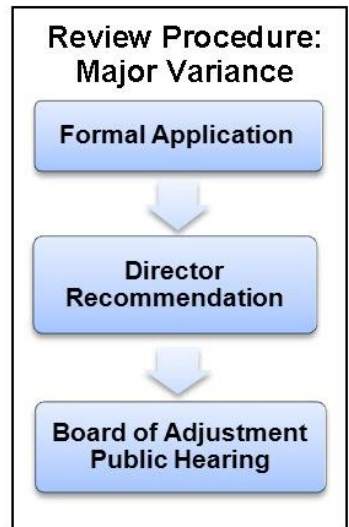
1. The Director shall have the authority to review and render a decision on minor variance applications.
2. The Board of Adjustment shall have the authority to hear a referral from the Director and render a decision on a minor variance application.
3. The Board of Adjustment shall have the authority to hear an appeal of the Director's decision and render a decision on a minor variance application.
4. The decision of the Board of Adjustment on a minor variance shall be final.
5. All requests that are ~~withdrawn or~~ denied may not be resubmitted for a minimum period of six (6) months from the date of the decision.

17.2.5.5: Review Procedure

A. Major Variance

A request for a major variance shall follow the procedures described below.

1. Application:
 - a. The applicant shall follow procedures for formal applications pursuant to ~~Section~~ 17.2.2.1:B.
2. Director's Review and Recommendation:
 - a. The Director shall review the application and ensure the following:
 - i. The formal application is complete when submitted to the City; ~~and~~
 - ii. The applicant followed the procedures as stated in this ~~Zoning Ordinance~~ Zoning Code; and
 - iii. The application is reviewed applying the review criteria in ~~Section 17.2.5.3:17.2.5.3~~ and any other applicable City standards.
 - b. The Director shall make a recommendation to the Board of Adjustment to approve, approve with modifications, or deny the application for a major variance based on the review criteria in ~~17.2.5.3:17.2.5.3~~ and any other applicable City standards.
3. Board of Adjustment Public Hearing:

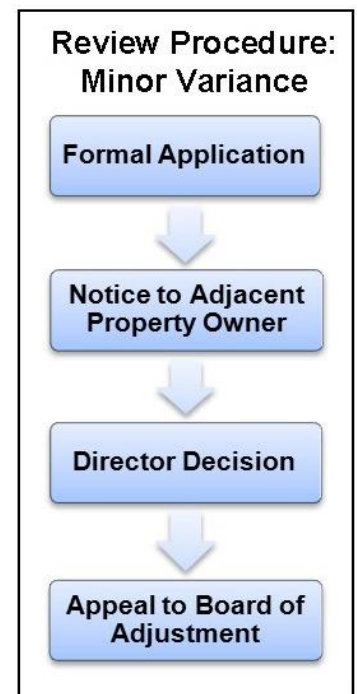


- a. The applicant shall provide public notice of the Board of Adjustment public hearing pursuant to ~~Section 17.2.2.3:B~~ of this ~~Zoning Ordinance~~Zoning Code.
- b. The Board of Adjustment shall hold a quasi-judicial public hearing for a major variance after receipt of the Director's recommendation pursuant to ~~Section 17.2.2.3:C~~.
- c. During the public hearing, the Board of Adjustment shall hear any relevant evidence or statement provided by the applicant or his representative, by the Director or any member of the staff, and by any person in attendance at the hearing. ~~The Board of Adjustment may, at its sole discretion, hear and consider any other relevant statement or evidence, written or oral including both documentary and verbal.~~
- d. Following the public hearing, the Board of Adjustment shall make a decision to approve, approve with modifications, or deny the application for a major variance.
- e. The Board of Adjustment shall provide the written findings and decision to the applicant within fourteen (14) days after the public hearing. The written findings and recommendation shall be in the form of a resolution.

B. Minor Variance:

A request for a minor variance shall follow the procedures described below.

1. Application:
 - a. The applicant shall follow procedures for formal applications pursuant to ~~Section 17.2.2.1:B~~.
2. Director's Review:
 - a. The Director shall review the application and ensure the following:
 - i. The application is complete when submitted to the City; ~~and~~
 - ii. The applicant followed the procedures as stated in this ~~Zoning Ordinance~~Zoning Code; and
 - iii. The application is reviewed applying the review criteria in ~~Section 17.2.5.3:17.2.5.3:~~ and any other applicable City standards.
3. Notification to Owners of Adjacent Property:
 - a. The applicant shall mail a notification to owners of adjacent property pursuant to Section 17.2.2.2:B.



4. Director's Decision:

- a. The Director may make a decision to approve, approve with modifications, or deny the application for a minor variance based on the review criteria in ~~17.2.5.3:17.2.5.3~~ and any other applicable City standards.
- b. The Director may decide, at ~~his or her the Director's~~ sole discretion, to refer an application for a minor variance to the Board of Adjustment for consideration and decision pursuant to ~~Section 17.2.5.4:17.2.5.4~~. In the event the Director refers an application for a minor variance to the Board of Adjustment for consideration, the Board of Adjustment shall have the same authority as that of the Director and shall be required to follow the criteria in 17.2.5.3.

5. Appeal of Director's Decision:

- a. The applicant or owners of adjacent property may appeal the Director's decision on a minor variance application.
- b. A written appeal shall be submitted to the ~~Secretary-Clerk~~ to the Board of Adjustment within ~~thirty (30)~~ days of the Director's decision.
- c. The Board of Adjustment shall review appeals to the Director's decision for a minor variance. The Board of Adjustment shall conduct a quasi-judicial public hearing within ~~thirty (30)~~ days of receipt of a complete appeal application, or within a timeframe agreed upon by the applicant and Director.
- d. The Board of Adjustment review shall determine whether the decision of the Director is consistent with this ~~Zoning Ordinance~~Zoning Code.
- e. Any decision of the Board of Adjustment on review of an appeal to a minor variance shall include reasons for affirming, modifying or reversing the Director's decision.

17.2.6: Waivers

17.2.6.1: Applicability

This Section establishes the procedures and criteria for requesting a waiver to a dimensional, development, design, or sign standard in Articles 5, 6, 7, 8, 9, or 10 of this ~~Zoning Ordinance~~Zoning Code or to a similar standard contained in an ~~official development plan~~ODP when a request for a superior design or development standard is proposed. No waiver may ~~be~~ requested from the Use and Supplemental Standards provided for in Article 4 of this ~~Zoning Ordinance~~Zoning Code. An applicant shall submit an application for a waiver in conjunction with the review of a site plan or a zoning review.

17.2.6.2: Types of Waivers

A. Major Waiver

A major waiver shall apply when a proposed alternative to a dimensional standard varies the standard by more than ~~twenty percent (20%)~~percent.

B. Minor Waiver

A minor waiver shall apply to the following:

1. When a proposed alternative to a dimensional standard varies the standard by ~~twenty percent (20%) percent~~ or less; ~~or~~
2. When an increase of up to ~~two feet (2') feet~~ in the height of a side or rear yard fence is proposed; or
3. To any design standard.

17.2.6.3: Review Criteria

Recommendations and decisions regarding waiver applications shall be based on the following review criteria. Applications for waivers shall be approved if it is demonstrated that:

- A. The waiver will result in a superior development or design than if the strict application of this ~~Zoning Ordinance~~Zoning Code is applied; ~~and~~
- B. The waiver will better serve the intent of the zone district in which the property is located; ~~and~~
- C. The waiver will not substantially impair the appropriate use or development of adjacent property; ~~and~~
- D. The waiver will not alter the character of the neighborhood or area where the project is proposed; ~~and~~
- E. The waiver is consistent with the development patterns of the existing neighborhood; ~~and~~
- F. The proposed project with a waiver will ~~conform with the policies of the Comprehensive Plan~~ promote implementation of the Comprehensive Plan; and
- G. The proposed project with a waiver will meet the intent of the applicable zone district.

17.2.6.4: Review Authority

A. Major Waiver

1. The Planning Commission has the authority to review and render a decision on major waiver applications.
2. The decision of the Planning Commission on a major waiver application shall be final.
3. All requests that are ~~withdrawn or~~ denied may not be resubmitted for a minimum period of six (6) months from the date of the decision.

B. Minor Waiver

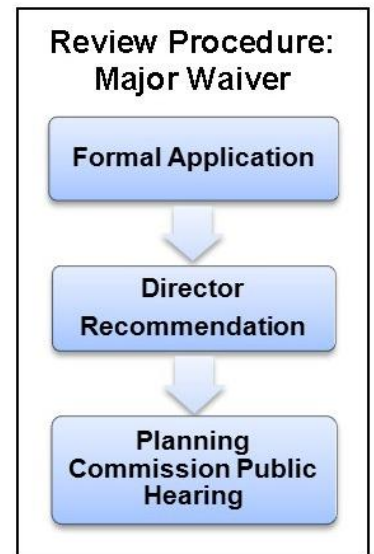
1. The Director has the authority to review and render a decision on applications for a minor waiver.
2. The Planning Commission has the authority to hear a referral from the Director and render a decision on a minor waiver application.
3. The Planning Commission has the authority to hear an appeal of the Director's decision and render a decision on a minor waiver application.
4. The decision of the Planning ~~e~~Commission on a minor waiver application shall be final.
5. All requests that are ~~withdrawn or~~ denied may not be resubmitted for a minimum period of six (6) months from the date of the decision.

17.2.6.5: Review Procedure

A. Major Waiver

A request for a major waiver shall follow the procedures described below:

1. Application:
 - a. The applicant shall submit a formal application for a major waiver pursuant to ~~Section 17.2.2.1.B.~~
 - b. The applicant shall provide sufficient evidence that the request for a waiver meets the review criteria outlined in ~~Section 17.2.6.3:17.2.6.3.~~
2. Director's Review and Recommendation:
 - a. The Director shall review the application and ensure the following:
 - i. The formal application is complete when submitted to the City; ~~and~~
 - ii. The applicant followed the procedures as stated in this ~~Zoning Ordinance~~Zoning Code; and
 - iii. The application is reviewed applying the review criteria in ~~Section 17.2.6.3:17.2.6.3.~~ and any other applicable City standards.
 - b. The Director shall make a recommendation to the Planning Commission to approve, approve with modifications, or deny the application for a major waiver based on the review criteria in ~~17.2.6.3:17.2.6.3.~~
3. Planning Commission Public Hearing:



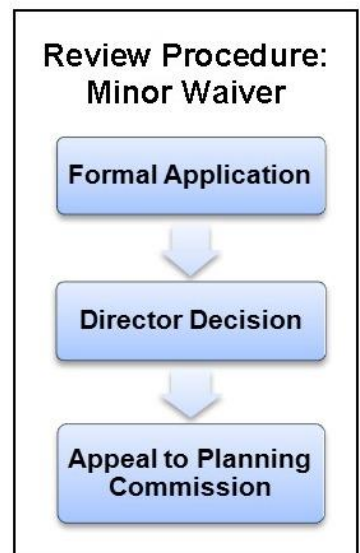
- a. The applicant shall provide public notice of the public hearing pursuant to ~~Section 17.2.2.3:B~~ of this ~~Zoning Ordinance~~Zoning Code.
- b. The Planning Commission shall hold a quasi-judicial public hearing for a major waiver after receipt of the Director's recommendation pursuant to ~~Section 17.2.2.3:C~~.
- c. During the public hearing, the Planning Commission shall hear any relevant evidence or statement provided by the applicant or ~~his~~the applicant's representative, by the Director or any member of City~~the~~ staff, and by any person in attendance at the hearing. ~~The Planning Commission may, at its sole discretion, hear and consider any other relevant statement or evidence, written or oral including both documentary and verbal.~~
- d. Following the public hearing, the Planning Commission shall make a decision to approve, approve with modifications, or deny the application for major waiver.
- e. The Planning Commission shall provide the written findings and decision to the applicant within fourteen (14) days after the public hearing. The written findings and recommendation shall be in the form of a resolution.

B. Minor Waiver

A request for a minor waiver shall follow the procedures described below:

1. Application:

- a. The applicant shall submit a formal application for a minor waiver in conjunction with a zoning review or a site plan.



2. Director's Review and Decision:

- a. The Director shall review the application and ensure the following:
 - i. The formal application is complete when submitted to the City; ~~and~~
 - ii. The applicant followed the procedures as stated in this ~~Zoning Ordinance~~Zoning Code; and
 - iii. The application is reviewed applying the review criteria in ~~Section 17.2.6.3:~~17.2.6.3: and any other ~~application-applicable~~ City standards.
- b. The Director may, within thirty (30) days from the day of the complete application, either approve, approve with modifications, or deny the application based on the review criteria in ~~Section 17.2.6.3:~~17.2.6.3: and any other applicable City standards.
- c. The Director, at ~~his or her~~the Director's sole discretion, may decide to refer an application for a minor waiver to the Planning Commission pursuant to ~~Section 17.2.6.4:~~17.2.6.4:. In the event the Director refers an application for a minor waiver to the Planning Commission for consideration, the Planning Commission shall have the same authority as that of the Director and shall be required to follow the criteria in 17.2.6.3.

3. Appeal of Director's Decision:

- a. The applicant or owners of adjacent property may appeal the Director's decision on a minor waiver application.
- b. A written appeal shall be submitted to the ~~Secretary of Clerk to~~ the Planning Commission within thirty (30) days of the Director's decision.
- c. The Planning Commission shall review appeals to the Director's decision for a minor waiver pursuant to the notification process outlined in ~~Section 17.2.2.3:B~~ of this ~~Zoning Ordinance~~Zoning Code. The Planning Commission shall conduct a quasi-judicial public hearing within thirty (30) days of receipt of a complete appeal application, or within a timeframe agreed upon by the applicant and Director. The Planning Commission's review shall determine whether the decision of the Director is consistent with this ~~Zoning Ordinance~~Zoning Code.
- d. Any decision of the Planning Commission on review of an appeal to a minor waiver shall include reasons for affirming, modifying or reversing the Director's decision.

17.2.6.6: Expiration of Waiver

Waivers shall be reviewed and approved in conjunction with the review and approval of a site plan or zoning review. If the site plan or zoning review with which the waiver is associated expires, the waiver shall expire.

17.2.6.7: Waiver for Disabilities

A minor waiver shall be granted when a proposed alternative to a dimensional or development standard is necessary when there is a disability affecting the owners or tenants of the property, or any member of the family of an owner or tenant who resides on the property, which impairs the ability of the ~~disabled-mobility restricted~~ person(s) to utilize or access the property if a minor waiver is not granted. -The reviewing authority may rely upon the determination of an applicant's medical professional that an individual is mobility restricted.

17.2.7: Major Site Plans

17.2.7.1: Applicability

This Section establishes the procedures and criteria for review of major site plans. Site plan standards shall only apply to the area of new development or redevelopment, not the entire site.

- A. A major site plan is required when one of the following is proposed within the R-M, M, C, or LI zone districts:

1. A change to the site, ~~other than a single-family or two-family structure~~ that affects ~~twenty percent (20%) percent~~ or more of the site area; ~~or~~;
2. ~~An expansion of a building or construction of a new building, other than a single-family or two-family structure,~~ of ~~twenty percent (20%) percent~~ or more of the gross square footage of the ~~existing~~ buildings; ~~and/or~~
- ~~2.3.~~ Construction of a new building of a size of twenty percent (20%) percent or more of the gross square footage of the existing buildings; or
4. ~~A major site plan is required for any subdivision~~ development or redevelopment including three (3) residential units or more; ~~or~~;
- ~~3.5.~~ The cumulative change to the site meets one (1) or more of the above conditions such that a major site plan is required at the discretion of the Director.

B. A major site plan is required when one of the following is proposed with an R-L zone district:

1. Any building is constructed or expanded to be larger than the maximum new residential structure allowed in the district.
2. Any change that affects twenty percent or more of site area on a site with a building larger than the maximum new residential structure allowed in the district

~~The City shall consider the cumulative change on the property. The Director may require a major site plan when the cumulative change on a property meets one or more of the conditions described above.~~

17.2.7.2: Review Criteria

Recommendations and decisions regarding site plan applications shall be based on the following criteria:

- A. Major site plans shall comply with standards outlined in Articles 3, 4, 5, 6, 7, 8, ~~and 10, and 13~~ of this ~~Zoning Ordinance~~ Zoning Code.
- B. The Director shall evaluate how well the proposed modifications contribute to the overall performance of the site and how well the proposed changes meet the standards in Articles 3, 4, 5, 6, 7, 8, ~~and 10~~ and 13 of this ~~Zoning Ordinance~~ Zoning Code.

17.2.7.3: Review Authority

- A. The Director shall have the authority to review and render a decision on a major site plan application.
- B. The Planning Commission shall have the authority to hear a referral from the Director and render a decision on a major site plan application.
- C. The Planning Commission shall have the authority to hear an appeal of the Director's Decision and render a decision on a major site plan application.
- D. The decision of the Planning Commission on a major site plan application shall be final.

17.2.7.4: Review Procedure

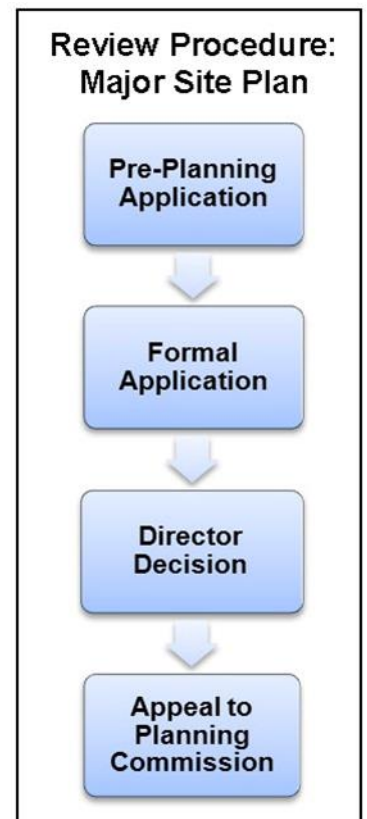
A request for a major site plan review shall follow the procedures described below.

A. Application

For major site plans, the applicant shall follow the application process for a preplanning and formal application described in ~~Sections 17.2.2.1:A~~ and [17.2.2.1:B](#) and any other applicable City standards.

B. Director's Review and Decision

1. The Director shall review the application and ensure the following:
 - a. The formal application is complete when submitted to the City; ~~and~~
 - b. ~~The applicant followed the procedures as stated in this Zoning Ordinance~~[Zoning Code](#); and
 - c. ~~The application is reviewed applying the review criteria in Section 17.2.7.2;~~ and any other applicable City standards.
2. The Director shall make a decision to approve, approve with modifications, or deny the application for a site plan based on the review criteria in ~~Section 17.2.7.2;~~ and any other applicable City standards.
3. The communication of an approval or denial of a site plan shall provide reasons for the approval or denial. Red line changes on a site plan shall constitute sufficient detail of the reasons for a denial.
4. No building permit for any development requiring a site plan shall be issued without obtaining the Director's approval.
5. The Director, at his or her sole discretion, may refer a major site plan to the Planning



Commission pursuant to ~~Section 17.2.7.3:17.2.7.3.~~ In the event the Director refers an application for a major site plan to the Planning Commission for consideration, the Planning Commission shall have the same authority as that of the Director and shall be required to follow the criteria in 17.2.7.2.

C. Appeal of Director's Decision

- a. The applicant may appeal the Director's decision on a major site plan.
- b. A written appeal shall be submitted to the ~~Secretary of Clerk to~~ the Planning Commission within thirty (30) days of the Director's decision.
- c. The Planning Commission shall review appeals to the Director's decision for a major site plan. The Planning Commission shall conduct a quasi-judicial public hearing within thirty (30) days of receipt of a complete appeal application.
- d. The Planning Commission's review shall determine whether the decision of the Director is consistent with this ~~Zoning Ordinance~~Zoning Code.
- e. Any decision of the Planning Commission on review of an appeal to a major site plan shall include reasons for affirming, modifying, or reversing the Director's decision.

17.2.7.5: Expiration of Major Site Plans

- A. The applicant shall obtain approval of a building permit within a period of two (2) years from the date of a major site plan approval. If the building permit is not obtained within this time period, the approval of the major site plan is no longer valid.
- B. The applicant may request an extension of the major site plan approval. A written request for an extension explaining the justification for the request shall be submitted to the Director prior to the expiration of the major site plan approval. The Director may grant an extension for good cause for up to one (1) year from the date of the original expiration of the major site plan approval.

17.2.8: Revocation of Uses

17.2.8.1: Applicability

This Section establishes the procedures and criteria for revoking the permission for special, nonconforming, and temporary uses.

17.2.8.2: Revocation of a Special Use Permit

- A. The stipulations and conditions imposed by the Planning Commission shall be maintained in perpetuity with the special use. ~~If at any time the stipulations are not met or are found to have been altered in scope, application or design, the use shall be in violation of the special use permit~~ and the special use permit shall be subject to revocation.
- B. If and when any special use is determined to be in violation of the special use permit, the

Director shall notify the permit holder and the property owner in writing of said violation and shall provide the permit holder with a fourteen (14)- day period in which to abate the violation. The fourteen (14) days may be extended f-or a reasonable period of time as determined by the Director. The permit holder shall communicate to-notify the Director and to each applicable licensing agency when the violation has been adequately abated. As soon as practicable following receipt of such notification, the Director shall notify the permit holder in writing of the Director's approval of any such abatement action or of the intent to forward the matter to the Planning Commission for further action.

- C. If the violation has not been abated within the fourteen (14)- day period, the Secretary Clerk to the Planning Commission shall schedule a quasi-judicial public hearing. -The purpose of this hearing shall be to determine whether the use of the property is in violation of the terms of the special use permit, and if so, whether revocation proceedings or other legal action should be pursued. The Planning Commission shall use the review criteria as set forth in Section 17.2.4.2:17.2.4.2: when considering whether the property is being used in compliance with or in violation of the terms of a special use permitmay continue.
- D. Following a public hearing before the Planning Commission, the Planning Commission shall issue a decision either revoking or sustaining the special use permit. -The revocation of the special use permit shall require the property owner permit holder to immediately vacate the premises or stop the use of the property that was found to be violation of authorized by the special use permit and forfeit the special use allowed by the revoked special use permit. After revocation, the permit holder may not reapply for a special use permit for the same or similar use within six (6) months180-days of the revocation action.

17.2.8.3: Revocation of a Nonconforming Use

- A. A nonconforming use shall be allowed to continue if it meets the standards of Article 12 of this Zoning OrdinanceZoning Code. If at any time the standards for a nonconforming use stated in this Zoning OrdinanceZoning Code or the Lakewood Municipal Code are not met, the nonconforming use shall be in violation of this Zoning OrdinanceZoning Code and subject to revocation.
- B. If and when any nonconforming use is determined to be in violation, the Director shall notify the property owner in writing of said violation and shall provide the property owner with a fourteen (14)- day period in which to abate the violation. The property owner shall communicate to-notify the Director when the violation has been adequately abated. - As soon as practicable following receipt of such notification, the Director shall notify the property owner in writing of the Director's approval of any such abatement action or of the intent to move to revocation procedures.
- C. If the violation has not been abated within the fourteen (14)- day period, the Director shall schedule an administrative hearing to-determine whether revocation of the nonconforming use or other legal action should be pursued. The Director shall give the property owner at least 14-days' written notice of the date and time of the hearing at least fourteen (14) days prior to such hearing. The purpose of this hearing shall be to determine whether the continuation of the nonconforming use, without correction of the violation, creates an increased risk to public health or safety or creates increased adverse impacts to adjacent properties, and if so, whether revocation of the

nonconforming use or other legal action should be pursued. The revocation of the nonconforming use shall require the property owner to stop the use. If the nonconforming use is found by the Director to have violated the standards for maintaining a nonconforming use the Director shall order the nonconforming use to terminate and/or may initiate legal action to terminate the nonconforming use. The revocation of the nonconforming use shall require the property owner to stop the use.

~~C. The Director shall order the nonconforming use to terminate and/or may initiate legal action to terminate the nonconforming use if the Director determines that the continuation of the use without correction of the violation creates an increased risk to public health or safety or creates increased adverse impacts to adjacent properties.~~

~~D.A. The revocation of the nonconforming use shall require the property owner to stop the use.~~

~~E.~~

~~F.D.~~ If the Director has ordered the termination of the nonconforming use pursuant to Subsection C above, and the property owner believes the criteria in Subsection C have not been met, the property owner may appeal the decision to the Planning Commission within fourteen (14) days of the Director's decision. The Planning Commission shall conduct a quasi-judicial public hearing within thirty (30) days of receipt of a complete appeal application.

~~E. Any decision of the Planning Commission on review of an appeal of a revocation of a nonconforming use shall include reasons for affirming, modifying or reversing the Director's decision.~~

~~G. Following a public hearing before the Planning Commission, the Planning Commission shall issue a decision either affirming, modifying or reversing the Director's decision. The Planning Commission's decision shall include reasons for affirming, modifying or reversing the Director's decision, either revoking or sustaining the nonconforming use.~~

17.2.8.4: Revocation of a Temporary Use

- A. A temporary use shall be allowed to continue within the timeframe established for the use if it meets the standards of this ~~Zoning Ordinance~~Zoning Code. If at any time the standards for a temporary use stated in this ~~Zoning Ordinance~~Zoning Code or the Lakewood Municipal Code are not met, the temporary use shall be in violation of this Zoning OrdinanceZoning Code and subject to revocation.
- B. If and when any temporary use is determined to be in violation, the Director shall notify the property owner in writing of said violation and shall provide the property owner with a fourteen (14-) day period in which to abate the violation. The property owner shall ~~communicate to notify~~ the Director when the violation has been ~~adequately~~ abated.
- ~~C.~~ If the violation has not been abated within the fourteen (14-) day period, the Director shall schedule an administrative hearing ~~to determine whether revocation of the temporary use or other legal action should be pursued~~. The Director shall give the property owner at least fourteen (14) days' written notice of the date and time of the hearing. The purpose of this hearing shall be to determine whether the continuation of the use, without correction of the violation, creates an increased risk to public health or safety, or creates increased adverse impacts to adjacent properties, and if so, whether revocation of the temporary use or other legal action should be pursued. If the temporary use is found by the Director to have violated the standards for maintaining the use, the Director shall order the temporary use to terminate and/or may initiate legal action to terminate the temporary use. The revocation of the temporary use shall require the property owner to stop the use. The Director shall order the temporary use to terminate and/or may initiate legal action to terminate the temporary use if the Director determines that the continuation of the use without correction of the violation creates an increase risk to public health or safety, or creates increased adverse impacts to adjacent properties.
- ~~D.~~ ~~The revocation of the temporary use shall require the property owner to stop the use.~~
- ~~E.C.~~ If the Director has ordered the termination of the temporary use pursuant to ~~Section 17.1.1.1:A17.2.8.4:C~~, and the property owner believes that the criteria in ~~Section 17.1.1.1:A17.2.8.4:C~~ have not been met, the property owner may appeal the decision to the Planning Commission within fourteen (14) days of the Director's decision. The Planning Commission shall conduct a quasi-judicial public hearing within thirty (30) days of receipt of a complete appeal application.
- ~~D.~~ Any decision of the Planning Commission on review of an appeal of a termination of a temporary use shall include reasons for affirming, modifying or reversing the Director's decision.
- ~~F.~~ ~~Following a public hearing before the Planning Commission, the Planning Commission shall issue a decision either revoking or sustaining the temporary use, either affirming, modifying or reversing the Director's decision. The Planning Commission's decision shall include reasons for affirming, modifying or reversing the Director's decision.~~

17.2.9: Comprehensive Sign Plans

17.2.9.1: Purpose and Intent

The purpose of a Comprehensive Sign Plan is to offer flexibility in the number, size, type, and location of signs for large developments when the complexity of uses and site design warrant additional or different types of signage. The intent is to provide flexible sign standards that promote a superior design that is tailored to the site and architecture of the development.

17.2.9.2: Applicability

This Section applies to developments containing over forty thousand square feet (40,000 sq. ft.) ~~square feet~~ of building area in the PD, R-MF, M, CR, or LI zone districts when the property owner(s) chooses to develop a comprehensive sign plan. The Director may reduce the development minimum size requirement of a development, if it is determined that the proposed development will still meet the intent of the Comprehensive Sign Plan identified in ~~Section 17.2.9.1:17.2.9.1.~~

17.2.9.3: Review Authority

- A. The Director shall have the authority to review applications for comprehensive sign plans and render a decision.
- B. The Planning Commission shall have the authority to hear a referral from the Director and render a decision on a comprehensive sign plan.
- C. The Planning Commission shall have the authority to hear an appeal of the Director's decision and render a decision on a comprehensive sign plan.
- D. The decision of the Planning Commission on comprehensive sign plans shall be final.

17.2.9.4: Review Criteria

Decisions regarding comprehensive sign plan applications shall be based on the following review criteria. Comprehensive sign plan applications shall not be approved unless it is demonstrated that:

- A. The comprehensive sign plan promotes the purposes of this ~~Zoning Ordinance~~Zoning Code; ~~and~~
- B. The comprehensive sign plan exhibits high quality design, innovation and sensitivity to the site context; ~~and~~
- C. The design, location and dimensional standards in a comprehensive sign plan shall result in signage that creates consistency with the architecture and site design through the use of common forms, materials and finishes; ~~and~~
- D. The proposed standards and location in the comprehensive sign plan do not adversely affect adjacent properties; ~~and~~
- E. Signs proposed in a comprehensive sign plan shall adhere to the lighting standards outlined in ~~Section~~17.9.3.2; and
- F. Signs proposed in the comprehensive sign plan do not increase the quantity, size or duration of temporary signs.

17.2.9.5: Review Procedures

A. Application

- 1. The property owner(s) or any person, firm or corporation with written consent of the property owner(s) ~~shall submit an application~~may serve as the applicant for a comprehensive sign plan.
- 2. The applicant shall submit a complete application with all required materials as determined by the Director. The Director shall determine if a submitted application is complete. The application shall include, but is not limited to, the following:
 - a. Design descriptions of all signs including, but not limited to, allowable shapes, sizes, typography, lighting, colors and materials; ~~and~~
 - b. Sign calculations; ~~and~~
 - c. Elevation drawings of all allowable signs; and
 - d. Sign Plan and elevation drawings of building ~~façade~~facades indicating allowable sign locations.
- 3. Applications that do not generate activity for more than six (6) months may be closed at the Director's discretion.
- 4. The applicant may withdraw an application at any time prior to a decision by the City by submitting a written request to withdraw the application to the Director. If an application is later resubmitted, it shall be treated as a new application for purposes of review. The City shall not refund fees for a withdrawn application.

~~B.~~ Notification to Adjacent Property Owners

- ~~1. Notification to adjacent property owners is required pursuant to Section 17.2.2.2:B17.2.2.2:B.~~
- ~~2. Written comments received from notified property owners will be included in the materials reviewed by the Director before rendering a decision on the application.~~

~~C.B.~~ Director's Review and Decision

1. The Director shall review the application for a comprehensive sign plan and ensure the following:
 - a. The application is complete when submitted to the City; ~~and~~
 - b. The applicant followed the procedures as stated in this ~~Zoning Ordinance~~Zoning Code; and
 - c. The application is reviewed applying the criteria in ~~Section 17.2.9.4:17.2.9.4;~~ and all other applicable City standards.
2. The Director shall review the application and make a decision to approve, approve with modifications, or deny the application for a comprehensive sign plan based on the review criteria in ~~Section 17.2.9.4:17.2.9.4;~~
3. The Director, at ~~his or her the~~ the Director's sole discretion, may refer an application for a comprehensive sign plan to the Planning Commission pursuant to ~~Section 17.2.9.3:17.2.9.3;~~ In the event the Director refers an application for a comprehensive sign plan to the Planning Commission for consideration, the Planning Commission shall have the same authority as that of the Director and shall be required to follow the criteria in 17.2.9.4.

~~D.C.~~ Appeal of Director's Decision

1. An applicant may appeal the Director's decision to deny a comprehensive sign plan.
2. A written appeal shall be submitted to the ~~Secretary-Clerk of~~ the Planning Commission within ~~thirty (30)~~ days of the Director's decision.
3. The Planning Commission shall review appeals ~~to~~ of the Director's decision for a comprehensive sign plan. The Planning Commission shall conduct a quasi-judicial public hearing within ~~thirty (30)~~ days of receipt of a complete appeal application.
4. The Planning Commission's review shall determine whether the decision of the Director is consistent with this ~~Zoning Ordinance~~Zoning Code.

5. Any decision of the Planning Commission on review of an appeal of a comprehensive sign plan shall include reasons for affirming, modifying or reversing the Director's decision.
6. The decision of the Planning Commission shall be final.

17.2.9.6: Modifications

This Section establishes the procedures and criteria for requesting a modification to a comprehensive sign plan.

A. Review Criteria

Recommendations and decisions regarding a comprehensive sign plan modification application shall be based on the following review criteria. Applications for a comprehensive sign plan modification shall be approved if it is demonstrated that:

1. The proposed modification is consistent with the preservation of the entire comprehensive sign plan; ~~and~~
2. The proposed modification will not substantially impair the appropriate use or development of adjacent property; ~~and~~
3. The proposed modification conforms with the policies of the comprehensive sign plan; and
4. The proposed modification is not granted solely to confer special benefit upon any individual person.

B. Review Authority

1. The Director shall have the authority to review and render a decision on applications for comprehensive sign plan modifications.
2. The Planning Commission shall have the authority to hear a referral from the Director and render a decision on a comprehensive sign plan ~~application~~modification.
3. The Planning Commission shall have the authority to hear an appeal of the Director's decision and render a decision on a comprehensive sign plan ~~application~~modification.

C. Review Procedure

1. Application:
 - a. The property owner(s) or any person, firm or corporation with written consent of the property owner(s) may serve as the applicant for a comprehensive sign plan ~~code modification~~. The applicant shall follow procedures for preplanning and formal applications pursuant to ~~Sections 17.2.2.1:A~~ and 17.2.2.1:B and any other applicable City standards.

- b. An application for a comprehensive sign plan modification shall include a comprehensive sign plan articulating the modifications to the governing comprehensive sign plan.

D. Notification to Owners of Adjacent Property

Notification to owners of adjacent property shall be at the Director's discretion.

E. Director's Review Authority and Decision

1. The Director shall review the application and ensure the following:
 - a. The formal application is complete when submitted to the City; ~~and~~
 - b. The applicant followed the procedures as stated in this ~~Zoning Ordinance~~Zoning Code; and
 - c. The application is reviewed applying the review criteria in ~~Section 17.2.9.6:~~17.2.9.6: and any other applicable City standards.
2. The Director shall make a decision to approve, approve with modifications or deny the application for a comprehensive sign plan modification based on the review criteria in ~~17.2.9.6:~~17.2.9.6:.
3. The Director may, at ~~his or her~~the Director's sole discretion, refer ~~an application for a comprehensive sign plan~~an application for a comprehensive sign plan modification to the Planning Commission for consideration and decision. ~~In the event the Director refers an application for a comprehensive sign plan modification to the Planning Commission for consideration, the Planning Commission shall have the same authority as that of the Director and shall be required to follow the criteria in 17.2.9.6.~~

F. Appeal of Director's Decision

1. The applicant or owners of adjacent property may appeal the Director's decision on a comprehensive sign plan modification application.
2. A written appeal shall be submitted to the ~~Secretary-Clerk of~~to the Planning Commission within ~~thirty (30)~~ days of the Director's decision.
3. The Planning Commission shall hear appeals of the Director's decision for a comprehensive sign plan modification. The Planning Commission shall conduct a quasi-judicial public hearing within ~~thirty (30)~~ days of receipt of a complete appeal application.
4. The Planning Commission's review shall determine whether the decision of the Director is consistent with this ~~Zoning Ordinance~~Zoning Code.
5. Any decision of the Planning Commission of an appeal to a comprehensive sign plan modification shall include reasons for affirming, modifying or reversing the Director's decision.

6. The decision by the Planning Commission on applications for a comprehensive sign plan modification shall be final.

17.2.10: Zoning Lot

17.2.10.1: Applicability

This ~~S~~section establishes the procedures and criteria for designation of a zoning lot. Dimensional and development standards shall apply to the entire area designated as a zoning lot rather than individual lots.

17.2.10.2: Review Criteria

Recommendation and decisions regarding zoning lot applications shall be based on the following criteria:

- A. The zoning lot designation is not applicable to ~~R-1 and R-2~~Low-Form Residential zone districts.
- B. All lots proposed for inclusion as part of a zoning lot designation shall be contiguous.
- C. A zoning lot shall comply with all provisions of the dimensional and development standards of Article ~~5~~ 5, 6, 7, and 8.
- D. A zoning lot shall have at least one lot line abutting a public street.
- E. A zoning lot shall meet the intent of the applicable zone district.
- F. The Director shall evaluate how the zoning lot contributes to the overall performance of the site.

17.2.10.3: Review Authority

- A. The Director shall have the authority to review and render a decision on a zoning lot application.
- B. The Planning Commission shall have the authority to hear a referral from the Director and render a decision on a zoning lot application.
- C. The Planning Commission shall have the authority to hear an appeal of the Director's decision and render a decision on a zoning lot application.

17.2.10.4: Review Procedure

A request for a zoning lot designation shall follow the procedures described below:

A. Application:

1. The property owner(s) or any person, firm or corporation with written consent of all property owner(s) may serve as the applicant for a zoning lot application. The applicant shall submit a formal application for a zoning lot in conjunction with a site plan.
2. Upon written request of the ~~property owners or owners~~ applicant, a zoning lot may be created to allow multiple parcels that border one another to be treated as one large lot when applying standards of the ~~zoning ordinance~~Zoning Code.
3. Where a designated zoning lot is not owned by a single owner or entity, all property owners shall agree in writing to participate in a zoning lot designation.
4. A zoning lot cannot be created if the proposed development does not conform to all applicable dimensional and development standards of the ~~zoning ordinance~~Zoning Code.

B. Director's Review and Decision:

1. The Director shall review the application and ensure the following:
 - a. The formal application is complete when submitted to the City; ~~and~~
 - b. The applicant followed the procedures as stated in this ~~Zoning Ordinance~~Zoning Code; and
 - c. The application is reviewed applying the review criteria in ~~Section 17.2.6.3:17.2.6.3:~~ and any other applicable City standards.
2. The Director may, within thirty (30) days from the day of the complete application, either approve, approve with modifications, or deny the application based on the review criteria in ~~Section 17.2.6.3:17.2.6.3:~~ and any other applicable City standards.
- ~~3.~~ The Director, at ~~his or her~~the Director's sole discretion, may decide to refer an application for a zoning lot to the Planning Commission pursuant to ~~Section 17.2.10.2. In the event the Director refers an application for a zoning lot to the Planning Commission for consideration, the Planning Commission shall have the same authority as that of the Director and shall be required to follow the criteria in 17.2.10.2.~~

~~4.3.~~ _____

C. Appeal of Director's Decision

1. The applicant or owners of adjacent property may appeal the Director's decision on a zoning lot application.
2. A written appeal shall be submitted to the ~~Secretary~~Clerk ~~of~~to the Planning Commission within thirty (30) days of the Director's decision.
3. The Planning Commission shall review appeals to the Director's decision for a zoning lot pursuant to the notification process outlined in ~~Section 17.2.2.3:B of this Zoning Ordinance~~Zoning Code. The Planning Commission shall conduct a quasi-judicial public hearing within thirty (30) days of receipt of a complete appeal application, or within a timeframe agreed upon by the applicant and Director.
4. The Planning Commission's review shall determine whether the decision of the Director is consistent with this ~~Zoning Ordinance~~Zoning Code.
5. Any decision of the Planning Commission on review of an appeal to a zoning lot application shall include reasons for affirming, modifying or reversing the Director's decision.
- ~~5.6.~~ The decision of the Planning Commission's decision on applications for zoning lots shall be final.

17.2.10.5: Amendments

- A. Designated zoning lot boundaries may be amended provided that all new lots or zoning lots comply with the standards of the ~~zoning ordinance~~Zoning Code.
- B. Where an amendment is proposed to a designated zoning lot that is not owned by a single owner or entity, all property owners shall agree to participate in the zoning lot amendment.

17.2.11: Permit Applications, General

17.2.11.1: Application Process and Review Authority

Review of fence permits, sign permits and supplemental standards for the limited and accessory Uses identified in Article 4 is an important Planning function that requires documentation for tracking purposes but does not trigger the need for public input.

The Director shall have the authority to review and render a decision on all permit items unless otherwise set forth within this ~~Zoning Ordinance~~Zoning Code.

17.2.12: Review of Supplemental Standards for Limited and Accessory Uses

17.2.12.1: Applicability

Review required for any limited or accessory use identified in Article 4 of this ~~Zoning Ordinance~~Zoning Code shall follow the process described in this ~~S~~section. ~~(Review of all supplemental standards associated with special uses identified in Article 4 of this ~~Zoning Ordinance~~Zoning Codes shall be reviewed per ~~Section 17.2.4:17.2.4:-of this Zoning Ordinance.)~~~~

17.2.12.2: Review Procedures

A request for zoning review shall follow the procedures described below.

A. Application

1. Any one (1) or more of the following entities shall submit a zoning review application.
 - a. ~~–All owners of all real property where~~ The property owner(s) of the property where the use is proposed, or any person, firm or corporation with written consent of all property owner(s), may serve as the applicant for the zoning review application~~use is proposed~~; or
 - b. ~~–A tenant of the property,~~ with written consent of the~~all~~ property owner(s), may serve as the applicant.
2. The applicant shall submit a complete zoning review application

B. Director's Review and Decision:

1. The Director shall conduct a review of a zoning review application determined by the Director to be complete.
2. The Director shall, within fifteen (15) days from the day of determination that the application is the complete application, either confirm compliance with all applicable supplemental standards, or return the application to the applicant with a written description of the standards that have not been met.

17.2.13: Sign Permit

17.2.13.1: Applicability

This Section establishes the procedures for the administrative planning review of new signs and the alteration of existing signs.

17.2.13.2: Review Procedures

A request for a sign permit review shall follow the procedures described below.

A. Application

1. Any one (1) or more of the following entities shall submit a sign permit application.
 - a. ~~—All owners of all real property on which the sign will be located; or~~
 - b. ~~—A tenant of the property with written consent of the all property owner(s); or~~
 - c. ~~—A sign contractor registered with the City of Lakewood, with written consent of the all property owners.~~
2. The applicant shall submit a complete sign permit application.

B. Director's Review and Decision

1. The Director shall conduct a review of a sign permit application determined by the Director to be complete.
2. The Director shall, within fifteen (15) days from the day of receipt of the complete application, either approve or deny the application based on standards in this ~~Zoning Ordinance~~Zoning Code, any other applicable standards, and the following:
 - a. ~~—Signs shall be located on the same property as the permitted use; and-~~
 - b. ~~—Permits for signs on property that are a part of a comprehensive sign plan shall meet the standards articulated in the comprehensive sign plan.~~

C. Compliance with Sign Permit

1. All signs shall be installed in accordance with a sign permit.
2. When a sign permit has been issued by the City, it shall be unlawful to change, modify, alter or otherwise deviate from the terms or conditions of said permit without prior approval of the Director.
3. If the City finds that work under any sign permit issued is not in accordance with the information supplied in the permit application and/or is in violation of this or any other pertinent ordinances, the City shall take the following actions to remediate the situation:
 - a. The applicant and the owner of the sign shall be notified of such findings and that the violation must be corrected within five (5) days of notice.
 - b. If such correction is not made, the permit shall be revoked and written notice shall be mailed to the property owner, the sign owner, or contractor.
 - c. Upon receipt of the notice revoking the permit, the property owner, sign owner, or contractor shall have five (5) days to correct any violation or to file an appeal of the revocation to the Director.
 - ~~e-d.~~ A sign constructed or maintained in a manner not in accordance with an applicable sign permit may be designated a nuisance by the Director and removed in accordance with the City's nuisance abatement procedures, with all costs of such action assessed against the property.
4. If an illegal sign was erected without a permit, the City shall provide written notice to the property owner, the sign owner, or contractor of such findings ~~and notifying such party that~~ the violation must be corrected within five (5) working days of notice. Failure to comply with such notice may result in all appropriate legal action. Additionally, an illegal sign may be designated a nuisance by the Director and removed in accordance with the City's nuisance abatement procedures, with all costs of such action assessed against the property.
5. If actual work either on or off site is not commenced under any sign permit issued within ~~six (6) months180-days~~ from the date of issuance of such permit, the permit shall automatically expire. -The Director may extend a sign permit up to six (6) months180-days for good cause.

17.2.14: Fence Permit

17.2.14.1: Applicability

This Section establishes the procedures for the administrative planning review for the installation or replacement of a fence.

17.2.14.2: Review Authority

The Director shall have the authority to review and render a decision on fence permits. The decision on fence permits shall be final.

17.2.14.3: Review Procedures

A request for a fence permit review shall follow the procedures described below:

A. Application

1. Any one or more of the following entities shall submit a fence permit application.
 - a. All owners of all real property on which the fence will be located; ~~or~~
 - b. A tenant of the property with written consent of ~~the~~all property owner(s); or
 - c. A contractor registered with the City of Lakewood with written consent of all property owners.
2. The applicant shall submit a complete fence permit application.

B. Director's Review and Decision

1. The Director shall conduct a review of a fence permit application determined by the Director to be complete.
2. The Director shall, within fifteen (15) days from the day of the complete application, either approve or deny the application based on standards in this ~~Zoning Ordinance~~Zoning Code and any other applicable City standards.

C. Compliance with Fence Permit

1. All fences shall be installed in accordance with a fence permit.
2. When a fence permit has been issued by the City, it shall be unlawful to change, modify, alter or otherwise deviate from the terms or conditions of said permit without prior approval of the Director.

3. If the City finds that work under any fence permit issued is not in accordance with the information supplied in the permit application and/or is in violation of this Zoning Code or any other pertinent ordinances, the City shall take the following actions to remediate the situation:
 - a. ~~The applicant and~~ At least one (1) of the owner(s) of the fence, and any applicant shown on the face of the fence permit, shall be notified of such findings and that the violation must be corrected within fifteen (15) days of notice.
 - b. If such correction is not made, the permit shall be revoked and written notice shall be mailed to the property owner or contractor.
 - c. Upon receipt of the notice revoking the permit, the property owner or contractor shall have five (5) days to correct any violation.
 - ~~e.d.~~ Failure to comply with such notice may result in all appropriate legal action.
4. If an illegal fence was erected without a permit, the City shall provide written notice to the property owner or the contractor of such findings and any violation must be corrected within five (5) working days of notice. -Failure to comply with such notice may result in all appropriate legal action.
- ~~4.5.~~ If actual work, either on or off site, is not commenced under any fence permit issued within 180 dayssix (6) months from the date of such permit, the permit shall automatically expire. -The Director may extend a fence permit up to 180 dayssix (6) months for good cause.
- ~~5.~~ If actual work, either on or off site, is not commenced under any fence permit issued within 180 days from the date of such permit, the permit shall automatically expire. The Director may extend a fence permit up to 180 days for goo

This page intentionally left blank

ARTICLE 1: PURPOSE AND ADMINISTRATION

ARTICLE 2: PROCEDURES AND APPEALS

ARTICLE 3: Zone Districts	3-1
17.3.1: General.....	3-1
17.3.1.1: Purpose and Intent	3-1
17.3.2: Districts and Maps	3-1
17.3.2.1: Applicability	3-1
17.3.2.2: Creation of Districts	3-1
17.3.2.3: Zoning District Map.....	3-2
17.3.2.4: Interpretation of District Boundaries.....	3-2
17.3.2.5: Lot Line Changes	3-2
17.3.3: Residential Districts	3-3
17.3.3.1: Purpose and Intent	3-3
17.3.3.2: Residential District Descriptions	3-3
17.3.4: Mixed-Use Districts	3-73 4
17.3.4.1: Purpose and Intent	3-73 4
17.3.4.2: Mixed Use District Descriptions	3-73 5
17.3.4.3: Mixed-Use District Contexts	3-83 6
17.3.5: Commercial and Light Industrial Districts	3-103 8
17.3.5.1: Purpose and Intent	3-103 8
17.3.5.2: Commercial and Light Industrial Descriptions	3-103 8
17.3.6: Planned Development District	3-113 9
17.3.6.1: Purpose and Intent	3-113 9
17.3.6.2: Applicability	3-133 10
17.3.6.3: Official Development Plan	3-133 10
17.3.6.4: Allowed uses	3-133 10
17.3.6.5: Other Standards and Modifications.....	3-133 10

ARTICLE 3: ZONE DISTRICTS

17.3.1: General

17.3.1.1: Purpose and Intent

This Article describes each zone district established within the City of Lakewood ~~(the “City”).~~
The purpose of the various districts is to:

- A. Ensure compatibility of land uses;
- B. Support efficient and economical use and reuse of land;
- C. Provide adequate light and air in development projects;
- D. Encourage development and redevelopment projects and uses of land that are functional and exhibit good design and aesthetics; and
- E. ~~Encourage protect of~~Protect the City’s existing residences, businesses, and infrastructure in a manner that is consistent with the City’s Comprehensive Plan.

17.3.2: Districts and Maps

17.3.2.1: Applicability

- A. Any application for an initial zoning, rezoning or legislative zoning of property filed on or after the effective date of this Zoning ~~Ordinance Code~~ shall be for a zone district created by this Zoning ~~Ordinance Code~~. ~~-This Zoning Code governs the application and the use of the property proposing to be zoned or rezoned. The application shall be governed by Article 2 of this Zoning Ordinance. This Zoning Ordinance shall in all respects govern the use of property so zoned or rezoned.~~
- B. Any application for an initial zoning, rezoning or legislative zoning of property filed prior to and pending on the effective date of this Zoning ~~Ordinance Code~~ shall be amended to propose a zone district created by this Zoning ~~Ordinance Code~~ and shall otherwise conform to and be governed by this Zoning ~~Ordinance Code~~, unless a hearing on the application has been conducted by the Planning Commission. ~~-If a hearing has been conducted by the Planning Commission, the application shall be governed by, and the zoning or rezoning shall be approved or disapproved subject to the procedures and standards set forth in Ordinance~~ 0-80-510-2012-24, as amended.

17.3.2.2: Creation of Districts

In order to carry out the purposes of this Zoning ~~Ordinance Code~~, the City ~~of Lakewood~~ shall be divided into several zone districts as defined in this Article.

17.3.2.3: Zoning District Map

- A. The location of land placed within specified zone districts following the effective date of this Zoning ~~Ordinance Code~~ is shown on the map entitled Official Zoning District Map of the City of Lakewood, hereby designated as the official City ~~of Lakewood~~-zoning district map. -The map is made a part of this Zoning ~~Ordinance Code~~ by this reference, and the districts set forth and shown therein are hereby approved. -The official map shall be maintained by the ~~Secretary-Clerk~~ to the Planning Commission.
- B. When land is zoned or rezoned pursuant to this Zoning ~~Ordinance Code~~, such changes shall be made on the Official Zoning District Map of the City ~~of Lakewood~~ pursuant to the Lakewood Municipal Code.
- C. The Planning Commission and City Council may, by resolution, authorize staff to correct drafting or other errors or omissions in the Official Zoning District Map, but no such correction shall have the effect of amending the original ~~Z~~zoning ~~ordinance Code~~ or any subsequent amendment thereto.

17.3.2.4: Interpretation of District Boundaries

Where uncertainty exists with respect to the boundaries of the various districts as shown on the zoning district maps, the Director shall determine the boundary by applying the following rules:

- A. In subdivided areas, unless otherwise shown on the maps, the district boundary is the centerline of said street, alley or record lot line. -Where a district boundary line is approximately along a street, alley or record lot line, the centerline of said street, alley or lot line shall be construed to be the boundary.
- B. In un-subdivided areas, unless otherwise shown on the maps, the district boundary is the centerline of said street, highway or land survey line. -Where a district boundary line is not indicated as following a street, alley, or land survey line, the zoning boundary line shall be determined by the use of the scale designated on the zoning map.
- C. In the case of a district boundary that divides property without relying on lot lines, the location of the boundary shall be determined by the use of the scale designated on the zoning map.

17.3.2.5: Lot Line Changes

When lot line boundaries are, or have been, altered through the subdivision process, the Director may determine that the zoning boundaries shift to match the nearest new lot line based on the following criteria:

- A. The determination shall not result in a significant change in the overall land use permissions for the altered property.
- B. The area of change shall not be sufficient, in and of itself, to result in a new building or use that was not previously allowed.
- C. No change shall be made without the knowledge and permission of the impacted landowner.

17.3.3: Residential Districts

17.3.3.1: Purpose and Intent

~~Residential districts are established to provide a range of housing types, from large lot single-family to medium density multifamily development, while fostering cohesive neighborhoods and allowing for transitions between neighborhoods and mixed-use, commercial, and industrial areas.~~ The residential zone districts are primarily intended to:

- A. Create, maintain and promote a variety of housing opportunities that meet the diverse economic and social needs of residents;
- B. To maintain and promote the desired physical character of existing and developing neighborhoods;
- C. Where appropriate, protect the scale, character and unique appeal of existing residential neighborhoods; and
- D. Allow for appropriate public and institutional services and facilities, such as schools, parks and recreational uses, religious institutions, and transportation infrastructure.

While the districts primarily accommodate residential use types, some limited commercial and home occupation uses are also allowed.

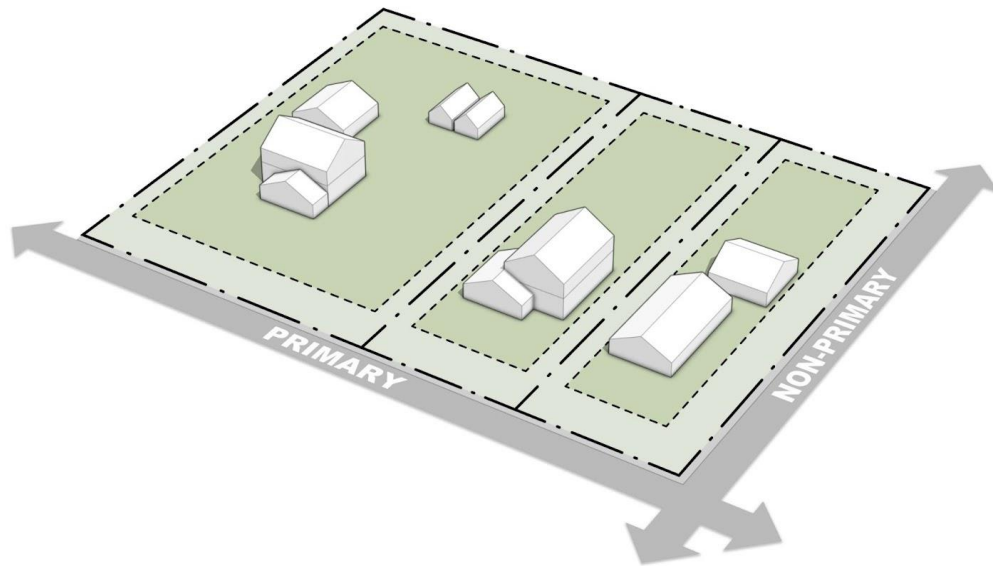
~~The residential (R) district standards provide development flexibility while at the same time ensuring that new development is compatible with the City's existing neighborhoods. In addition, the regulations offer certainty for property owners, developers and neighbors about the limits of what uses are allowed.~~

17.3.3.2: Residential District Descriptions

The general intent of each of the five residential zone districts within the City is identified by the descriptions below.

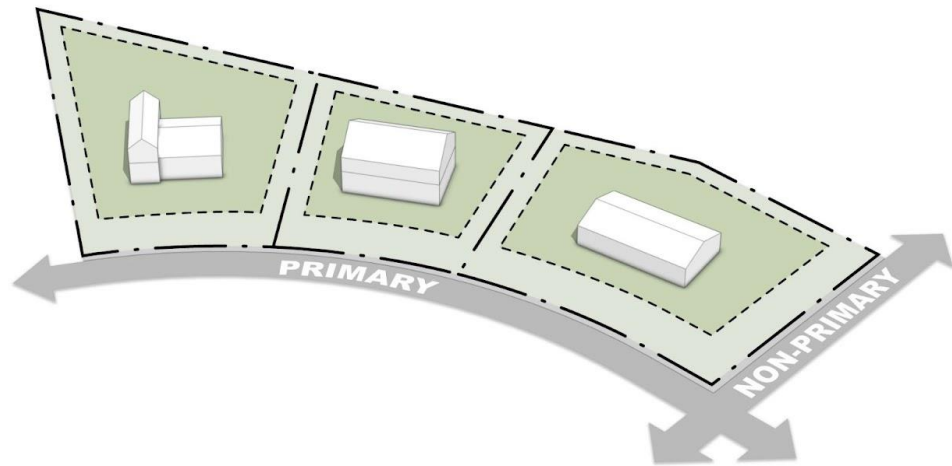
- A. Low-form Residential – A (R-L-A): This zone district is intended to support incremental development that aligns with the City's rural character. Development primarily consists of mostly small residential dwellings on large lots.

Consistent with low-form residential areas, this zone district allows housing options that reinforce the rural landscape while allowing a variety of housing options beyond single-unit homes.



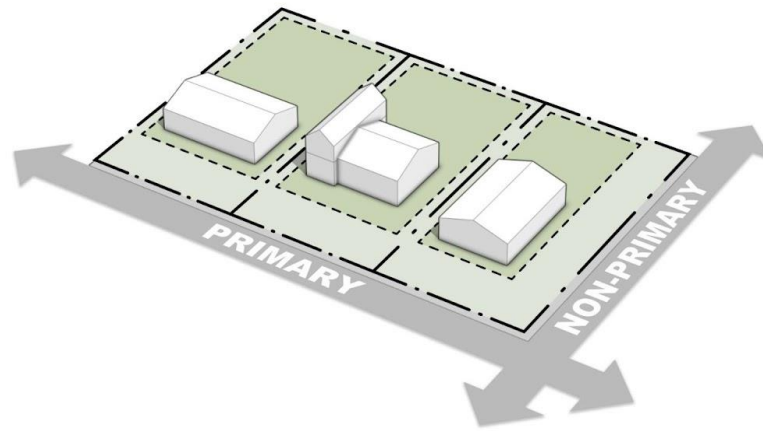
B. Low-form Residential – B (R-L-B): This zone district is intended to maintain the residential character of traditional suburban neighborhoods, while expanding the range of housing options available. Development primarily consists of small residential dwellings on medium- to large-sized lots. The shape of a typical lot varies widely and may be square, trapezoidal, rectangular, or irregular.

This zone district allows for multiple units with a single house-scale building, and on larger lots, multiple house-scale buildings on a lot.



C. Low-form Residential – C (R-L-C): This zone district is intended to support compact, walkable neighborhoods with a range of housing options. Development includes small-scale attached and detached housing, and lots are typically deeper than they are wide.

This zone district controls the building form over the number of units, allowing for gentle density increases without drastic changes to the neighborhood scale.



D. Low-form Residential - Manufactured Home (R-L-MH): The R-L-MH district is intended to allow for developments where spaces are either sold or rented for the placement of a mobile home in a park-like setting, where the homes are used as seasonal or permanent residences, or other movable housing types.

E. Mid-form Residential (R-M): The R-M district is intended to provide for a mixture of medium-density housing types including but not limited to attached housing, and multifamily buildings.

- A. **R-1-43 – One Acre Lot Residential:** The R-1-43 district is intended to protect and enhance existing rural character, uses, densities and standards while providing for low-intensity use of land, single-family residential development, and other compatible uses.
- B. **R-1-18 – Rural Lot Residential:** The R-1-18 district is intended to protect the existing rural character of an area and to establish a semi-rural pattern of development, which allows for low density single-family residential development.
- C. **R-1-12 – Large Lot Residential:** The R-1-12 district is intended to provide for large lot, single-family residential development.
- D. **R-1-9 – Medium Sized Lot Residential:** The R-1-9 district is intended to provide for medium-sized lot, single-family residential development.

- ~~E. **R-1-6 – Small Lot Residential:** The R-1-6 district is intended to provide for small lot, single-family residential development.~~
- ~~F. **R-2 – Two-Family and Small Lot Residential:** The R-2 district is intended to provide for small lot, single-family and duplex residential development.~~
- ~~G. **R-MF – Multifamily Residential:** The R-MF district is intended to provide for a mixture of medium-density housing types including attached housing, and multifamily buildings.~~
- ~~H. **R-MH – Mobile Home Residential:** The R-MH district is intended to allow for developments where spaces are either sold or rented for the placement of a mobile home in a park-like setting, where the homes are used as seasonal or permanent residences.~~

17.3.4: Mixed-Use Districts

17.3.4.1: Purpose and Intent

The mixed-use (M) zone districts are ~~specifically~~ intended to:

- A. Accommodate and promote a mix of commercial (e.g., retail, service, office) and residential uses; ~~and~~
- B. Encourage pedestrian-friendly development consisting of business, retail, and residential uses in the same building or on the same site; ~~and~~
- C. Maintain the integrity and viability of the adjacent residential neighborhoods; ~~and~~
- D. Provide areas for public and semi-public uses, such as utilities and telecommunications infrastructure needed to support the community; and
- E. Provide development flexibility, while ensuring that new development and redevelopment interacts appropriately with adjoining land uses.

17.3.4.2: Mixed Use District Descriptions

Mixed-use districts are established to allow a range of district types, from the small neighborhood center to regional-level centers. The general intent of each of the ~~four~~^{five} mixed-use zone districts within the City is identified by the descriptions below.

- A. **M-N – Mixed-Use-Neighborhood:** The M-N district is intended to allow and accommodate a mix of lower-intensity neighborhood-scale commercial uses and a range of residential uses generally along collector streets and adjacent to light rail stations with walk-up access. Typical non-residential uses include those that provide goods and services to the residents of the surrounding neighborhoods. ~~The district is intended to accommodate a high level of pedestrian activity and scale. Mixed-use buildings and projects are encouraged and not required.~~

- B. **M-G – Mixed-Use-General:** -The M-G district is intended to allow for mixed-use and community commercial development generally along arterial streets. Typical nonresidential uses include those necessary to support the community. -The district is intended to accommodate a higher level of motor vehicle activity, although pedestrian activity will still be accommodated and encouraged.
- C. **M-C – Mixed-Use-Core:** The M-C district is intended to allow and accommodate opportunities for higher density mixed-use development in areas developed or planned with the most intense urban characteristics, such as downtown Lakewood and adjacent to light rail stations with associated parking facilities. -Typical nonresidential uses include those generally intended to support the entire City. -The district is intended to accommodate a high level of pedestrian activity, although motor vehicle activity will still be accommodated. -Mixed-use buildings and projects are key components of this district, and are required in certain contexts.
- ~~**M-E – Mixed-Use-Employment:** The M-E district is intended to provide for office and campus development, with ancillary retail and residential uses along arterial and collector streets. The district may also act as a buffer between higher intensity mixed-use districts and adjacent residential neighborhoods. The district provides for medium- to high-density employment opportunities, as well as educational and institutional campuses. Employment uses are key components of this district, and are required in certain instances where the parcel and/or district is of a certain size.~~
- D. **M-R – Mixed-Use-Residential:** -The M-R district is intended to allow for compact multifamily residential development with a variety of densities. -This district will also allow for office and retail uses that are integrated into residential projects. -Minimum residential densities are established as part of the district to maximize the potential number of transit riders and business users within adjacent transit and urban development areas, while limiting the impact on existing surrounding neighborhoods.

17.3.4.3: Mixed-Use District Contexts

Each mixed-use zone district within the City has been assigned a context, based on the existing or planned characteristic of the area in which it is located. -The zone district contexts are intended to:

- A. Indicate the appropriate development pattern for a given area of the City; ~~and~~
- B. Provide for appropriate levels of pedestrian and auto access; and
- C. Establish maximum building heights to reflect the existing or proposed characteristics of the surrounding development.

S – Suburban: The Suburban context reflects a more auto-oriented environment, where the existing surrounding street pattern and access to adjacent residential neighborhoods is not conducive to the highest level of pedestrian connectivity. -The context allows for a limited amount of parking to be provided between adjacent public

streets and the development. -Additionally, auto-oriented design elements, such as drive-through facilities, are permitted (See Figure 17.3.1).

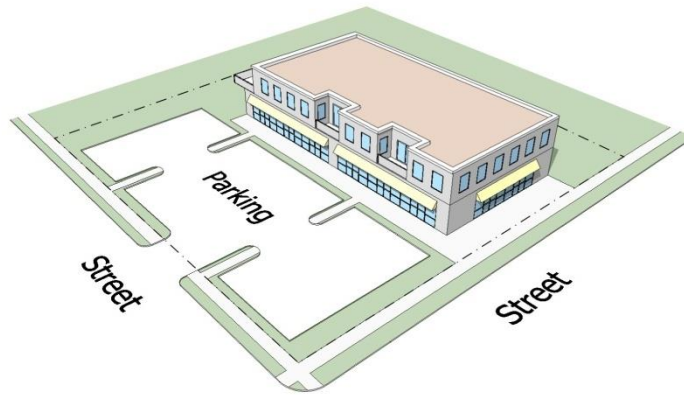


Figure 17.3.1: Example of Suburban Context

- D. **U – Urban:** -The Urban context reflects a more pedestrian-oriented environment, where the existing surrounding street pattern and access to adjacent residential neighborhoods is more conducive to pedestrian and bicycle access. -The context requires that buildings be located within a short distance of adjacent public streets, with parking located behind or to the side of buildings. -Auto-oriented design elements, such as drive-through facilities, generally have specific design requirements (See Figure 17.3.2).



Figure 17.3.2: Example of Urban Context

- E. **T – Transit:** -The Transit context reflects the most pedestrian-oriented environment, where the existing surrounding street pattern, access to adjacent neighborhoods, and access to transit is conducive to pedestrian and bicycle access. -The context requires that buildings be located within a short distance of adjacent public streets, with parking

located only behind buildings, or in above or below grade structures. -Auto-oriented design elements are restricted and have specific design requirements (See Figure 17.3.3).

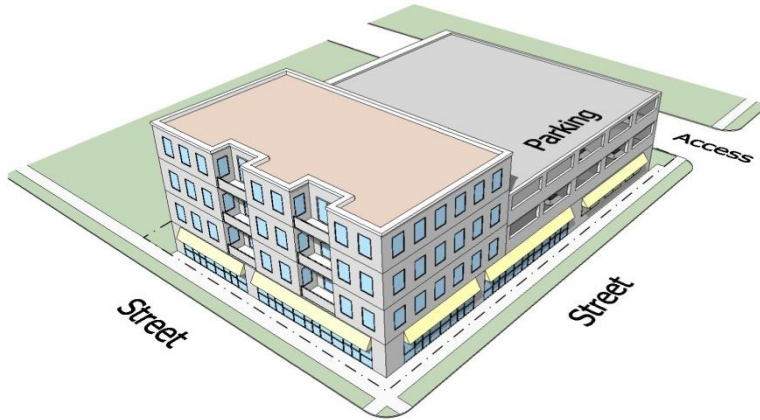


Figure 17.3.3: Example of Transit Context

17.3.5: Commercial and Light Industrial Districts

17.3.5.1: Purpose and Intent

~~Commercial and light industrial districts are established to provide for large-scale employment and retail areas, while fostering high-quality building and site design and pedestrian, bicycle and transit as well as automobile circulation.~~ The commercial and light industrial districts are intended to:

- A. Promote and accommodate larger-scale auto-oriented commercial and light industrial uses; ~~and~~
- B. Provide opportunities for single-use commercial and light industrial development; and
- C. Strengthen and diversify the City's economic base and provide basic employment opportunities.

17.3.5.2: Commercial and Light Industrial Descriptions

The general intent of each of the ~~three~~ commercial and light industrial zone districts within the City is identified by the descriptions below.

- A. **C-R – Commercial-Regional:** -The C-R district is intended to provide for regional commercial development along major street corridors and near highway interchanges. Typical uses include those needed to support the community and create a regional draw. The district is intended to accommodate the highest levels of motor vehicle activity, although pedestrian activity will still be an important element of design. The district reflects a more suburban character, with parking allowed in front of buildings, and commercial buildings separated from residential uses.
- B. **C-L – Commercial-Limited:** The C-L district is intended to provide a mix of lower-intensity commercial uses along major street corridors and is generally appropriate within commercial corridors and community activity areas. -The district will accommodate a balance of motor vehicle and pedestrian related activity. -It reflects a suburban character, with parking allowed in front of buildings. Auto-oriented design elements, such as drive-through facilities are also permitted; however, sidewalk connections that support pedestrian circulation patterns from adjacent residential neighborhoods and other pedestrian-oriented facilities are of equal importance.
- C. **LI – Light Industrial:** -The LI district is intended to allow for existing and future light industrial uses that provide for the employment needs of ~~Lakewood~~the City. -Typical uses include facilities producing medical, high technology, and environmentally sustainable products, as well as traditional industrial facilities including warehousing and distribution. -Some heavy manufacturing is also allowed. The district allows for a suburban development pattern.
- ~~D. **LI-RD – Light Industrial Research and Development:** The LI-RD district is intended foster the development of new and existing research, technology, and light industrial uses in a campus-style setting. This district is intended to be located where access to public transportation infrastructure is in close proximity.~~

17.3.6: Planned Development District

17.3.6.1: Purpose and Intent

The Planned Development (PD) district is intended to permit the planning and development of substantial parcels of land which are suitable in location and character for the uses proposed and are suitable to be developed as a unified and integrated project in accordance with detailed development plans.

The PD zone district is intended to ~~provide a means of accomplishing the following objectives:~~

- A. Provide for large-scale, unified, and unique development concepts not otherwise permitted within standard zone districts identified in this Article of the Zoning ~~Ordinance~~Code:-
- B. Promote more efficient use of land and public services, encourage creative and innovative site design, and provide an increased level of amenities and aesthetic enhancement, while meeting the policies and goals of the City's Comprehensive Plan:-

- C. Promote development that is individually designed for a specific site in order to more appropriately address the physical context and/or specific features associated with the property.
- D. Encourage innovations in residential, commercial, and industrial development and redevelopment so that the needs of the population may be met by greater variety in the type, design, and layout of buildings, and by the conservation and more efficient use of open space ancillary to buildings.
- E. Encourage a more efficient use of land and of public or private services, and to reflect changes in the technology of land development.
- F. Reduce the burden of traffic associated with a development on streets and highways located in the vicinity of the development.
- G. Provide a procedure which can better relate the type, design, and layout of residential, commercial, and industrial development to the particular site, thereby encouraging preservation of the natural characteristics of a site.

In return for flexibility in site design and development, PD districts are expected to include exceptional design that preserves critical environmental resources; provide above-average open space and recreational amenities; incorporate creative design in the layout of buildings, open space, and circulation; assure compatibility with surrounding land uses and neighborhood character; and provide greater efficiency in the layout and provision of roads, utilities, and other infrastructure.

17.3.6.2: Applicability

The PD district shall be applied only to sites of five (5) acres or larger, provided that the site may be composed of multiple adjacent properties to be governed by a single Official Development Plan (ODP), and may thereafter be subdivided in compliance with the approved ~~Official Development Plan.~~ ODP. The Director may reduce the required minimum size of a PD district, if it is determined that the proposed district will still meet the intent of the PD zone identified in ~~Section 17.3.6.1:~~ 17.3.6.1:.

17.3.6.3: Official Development Plan

All PD zone districts shall be governed by an ~~Official Development Plan (ODP)~~. The ODP shall contain written stipulations and, when appropriate, graphic representation generally addressing land use, density, signage, fencing, lighting, access and circulation, architectural and landscape design requirements, and public and private improvements.

17.3.6.4: Allowed uses

A PD district shall include multiple land uses, and define the following:

- A. *Base Zone District:* All PD districts shall allow the uses identified for at least one (1) zone district described in this Zoning ~~Ordinance~~ Code. The base zone district or districts shall be chosen based upon compatibility with surrounding land uses and most closely relate to the uses proposed as part of the PD. The base zone district or districts shall be specifically identified as part of the PD.
- B. *Additional Uses:* A PD district may include uses not allowed in the base zone district. However, the use or uses added to the based district shall be listed in Table 17.4.1, or determined to be permitted, subject to ~~Section 17.4.3 of this Zoning Ordinance~~. Addition of uses to the base zone district shall be based on compatibility with the surrounding land uses.

17.3.6.5: Other Standards and Modifications

The standards of the applicable base zone district or districts included in the PD, as identified in this Zoning ~~Ordinance~~ Code, shall apply to the PD district unless specifically modified as part of the PD. Any modification to the standards shall be identified as part of an ODP.

- A. Redevelopment within a PD district may apply either the standards of the base zone district or the standards of the ODP.
- B. Where an ODP contains specific provisions regarding the ODP modification process, the provisions outlined in the ODP shall be used to modify the ODP.

ARTICLE 4: Use and Supplemental Standards..... 4-1

17.4.1: General.....4-1

17.4.1.1: Purpose and Intent 4-1

17.4.1.2: Uses..... 4-1

17.4.1.3 : Determination of Use..... 4-1

17.4.1.4 : City Owned Open-Space and Parks..... 4-2

17.4.2 : Use Table.....4-2

17.4.3 : Supplemental Standards4-10

17.4.3.1: Purpose and Applicability 4-10

This page intentionally left blank.

ARTICLE 4: USE AND SUPPLEMENTAL STANDARDS

17.4.1 : General

17.4.1.1 : Purpose and Intent

This Article is intended to identify land use categories and their relationship to zone districts to ensure the appropriate location for different types of land uses within the City of Lakewood (the “City”). This Article identifies the uses in each zone district that are permitted, limited, accessory, require subject to a special use permit, or are prohibited in each zone district, and sets forth use-specific standards that apply to particular uses to ensure compatibility and minimize impacts on adjacent properties.

17.4.1.2 : Uses

Permitted, limited, special, accessory, and prohibited uses are listed in Table 17.4.1 together with references to specific regulations governing certain uses. Uses are classified into land use groups and specific use types. These are described and defined in Article 143. Uses are identified in the first column of the Use Table. Any supplemental standard associated with a use is identified in the column titled “Supplemental Standards.”

- A. **Permitted Uses:** Uses identified with a “P” in the Use Table are permitted as a use in the specific zone district subject to compliance with all other applicable standards of this Zoning OrdinanceCode.
- B. **Limited Uses:** Uses identified with an “L” in the Use Table are permitted as a use in the specific zone district subject to compliance with any supplemental standards identified in the final column of the table and all other applicable standards of this Zoning OrdinanceCode.
- C. **Special Uses:** Uses identified with an “S” in the Use Table are allowed if reviewed and approved in accordance with the special use procedures identified in Article 2. Special uses are subject to compliance with any supplemental standards identified in the final column of the table and all other applicable standards of this Zoning OrdinanceCode.
- D. **Accessory Uses:** Uses identified with an “A” in the Use Table are allowed in the specific zone district as accessory to a permitted use only, subject to compliance with any supplemental standard as identified in the final column of the table, and all other applicable standards of the Zoning OrdinanceCode.
- E. **Prohibited Uses:** Uses that contain a blank cell in a zone district are expressly prohibited in the specific zone district.

17.4.1.3 : Determination of Use

Any use that is not clearly identified in the Use Table shall be assigned to an existing use category by the Director in accordance with the following:

- A. Upon receipt of an application for a use that is not clearly identified within the Use Table, the Director shall determine whether the proposed use is both similar to, and compatible with, uses specifically named within the particular zone category.

B. In determining whether the proposed use is similar to, and compatible with a specifically named zone category, the Director shall consider, among other relevant factors, traffic generation, density of population, and hours of operation of the proposed use as compared to:

1. Known uses within a zone category; ~~and~~
2. Characteristics of zone categories that permit a similar use; and
3. The goals and ~~policies-strategies~~ set forth in the City's Comprehensive Plan.

~~C.~~ Any appeal by the applicant of a decision by the Director regarding an unnamed use shall be made to the Planning Commission. In deciding the appeal, the Planning Commission shall apply the same standards used by the Director. Specifically, the Planning Commission will be evaluating whether the Director's decision is and was consistent with the requirements of this Zoning Code and supported by the evidence in the record and whether the Director exceeded the Director's authority or abused the Director's discretion.

~~D.C.~~

~~17.4.1.4 : City Owned Open-Space and Parks~~

~~City-owned land which is used or held for open-space or park purposes shall not be permitted to be used for any purpose other than open-space or park purposes.~~

17.4.1.5: Reuse of existing structures

Structures or Buildings existing prior to the adoption of this Zoning eCode ordinance may be converted to fully residential use regardless of building size or Use Table permissions.

17.4.2 : Use Table

Table 17.4.1 identifies the uses that are permitted, accessory, special, limited, or prohibited in each zone district within the City ~~of Lakewood~~. It shall be unlawful to engage in any use identified in Table 17.4.1 as prohibited in the applicable zone district.

Table 17.4.1: Use Table																		
Land Use	Zone District																	Supplemental Standards
	Residential								Mixed Use				Commercial and Light Industrial					
	R-1-43R-L-P	R-1-18R-L-S	R-1-12R-L-U	R-1-9	R-1-6	R-2	R-MF	R-MH	M-N	M-G	M-C	M-E	M-R	C-R	C-L	L-I	L-IRP	
P = Permitted A = Accessory S = Special L = Limited [blank] = Prohibited																		
Residential																		
Single-family dwelling unit	P	P	P	P	P	P	P		P									
Accessory dwelling unit	L	L	L	L	L	L	L		L	L	L	L	L	L		L	L	See Section 17.4.3.1:A
Duplex						P	P		P									
Attached dwelling unit							P		P	P	P	L	P					See Section 17.5.3.6:F
Multifamily dwelling unit							P		P	P	P	L	P					See Section 17.5.3.6:F
Mobile Home								P										
Group Home (1—8 client residents*)	P	P	P	P	P	P	P	P	P	P	P	P	P					*See Section 17.4.3.1:O
Group Residential Facility							P		P	P	P	L	P	P	P			See Section 17.5.3.6:F
Shelter										S				S	S			
Residential Dwelling	L	L	L				P	L	P	P	P		P					See Section 17.5.2.4
Accessory Dwelling Unit	L	L	L				L	L										See Section 17.4.3.1:A
Temporary Dwelling Unit							P	P	P	P	P		P	P	P	P		
Commercial and Light Industrial																		
Adult Business										L					L			See Chapter 5.47 of the Lakewood Muni Code

Lakewood Zoning Ordinance – Adopted June 10, 2024

Animal Care	<u>P</u>								<u>S</u>	<u>L</u>	<u>S</u>	<u>L</u>	<u>S</u>	<u>P</u>	<u>L</u>	<u>P</u>		See Section 17.4.3.1:B
<u>Indoor</u>	<u>P</u>								<u>L</u>	<u>L</u>	<u>L</u>	<u>L</u>	<u>L</u>	<u>P</u>	<u>L</u>	<u>P</u>		See Section 17.4.3.1:B
<u>Outdoor</u>	<u>P</u>								<u>S</u>	<u>L</u>	<u>S</u>	<u>L</u>	<u>S</u>	<u>P</u>	<u>L</u>	<u>P</u>		See Section 17.4.3.1:B
Bar									P	P	P	S		P	P			
Bed and Breakfast	S	S	S	<u>S</u>			S		S									See Section 17.4.3.1:F
Cemetery	<u>PS</u>																	

Table 17.4.1: Use Table

Land Use	Zone District																	Supplemental Standards
	Residential								Mixed Use				Commercial and Light Industrial					
	R-1-43R-L-P	R-1-18R-L-S	R-1-12R-L-U	R-1-9	R-1-6	R-2	R-MF	R-MH	M-N	M-G	M-C	M-E	M-R	C-R	C-L	L-I	L-1RD	
P = Permitted A = Accessory S = Special L = Limited [blank] = Prohibited																		
Commercial and Light Industrial (continued)																		
Club, Lodge, or Service Organization									P	P	P	P	A	P	P			
Contractor Shop										L	L	L	L	P		P	L	See Section 17.4.3.1:J
Crematory														S		L		See Chapter 5.25 of the Lakewood Municipal Code
Day Care Facility, Child or Adult	A	A	A	A	A	A	P	P	P	P	P	P	A	P	P	P	P	See Section 17.4.3.1:L
Emergency Medical Facility										P	S	P		P	P	P	P	
Entertainment Facility																		
Indoor									P	P	P	S	S	P	P			
Outdoor										S				P		P		
Fitness or Athletic Facility, Private									P	P	P	P	A	P	P			
Gallery or Studio									P	P	P	P	A	P	P			
Golf Course	S																	
Hotel										P	P	P		P	P			
Junkyard or Motor Vehicle Wrecking																S		

Table 17.4.1: Use Table

Land Use	Zone District																Supplemental Standards	
	Residential								Mixed Use				Commercial and Light Industrial					
	P-1-43R-L-P	P-1-18R-L-S	P-1-12R-L-L	P-1-9	P-1-6	P-2	R-MF	R-MH	M-N	M-G	M-C	M-E	M-R	C-R	C-L	L-1		L-1-RD
P = Permitted A = Accessory S = Special L = Limited [blank] = Prohibited																		
Commercial and Light Industrial (continued)																		
Manufacturing																		
Light										P		P		P		P	P	
Heavy																P	S	
Medical Marijuana Business									L	L	L			L				See Chapter 5.51 of the Lakewood Municipal Code
Mini-Warehouse or Storage										S				L		L		See Section 17.4.3.1:Q
Mortuary										P				P		P		
Motel										P				P				
Motor Vehicle Rental									L	L	L	L		P	L	P	P	See Section 17.4.3.1:R
Motor Vehicle Sales																		
Indoor Display and Storage										P	P			P				
Outdoor Display and Storage										L				P				See Section 17.4.3.1:S
Motor Vehicle Service																		
Car Wash										L				SP	P	SP		See Section 17.7.6.3:A
Fueling Station – Petroleum									S	AS				S	PS	S		See Sections 17.4.3.1:M & 17.7.6.3:B
Fueling Station – Non-Petroleum										L S				L	L	L	L	See Sections 17.4.3.1:N
Major Repair										S				L		L		See Section 17.4.3.1:T

Lakewood Zoning Ordinance – Adopted June 10, 2024

Minor Repair									A	L	A	A		L	L	P		See Section 17.4.3.1:U
------------------------------	--	--	--	--	--	--	--	--	-------------------	---	-------------------	-------------------	--	---	---	---	--	--

Table 17.4.1: Use Table

Land Use	Zone District																Supplemental Standards	
	Residential								Mixed Use				Commercial and Light Industrial					
	R-1-43R-L-P	R-1-18R-L-C	R-1-12R-L-U	R-1-9	R-1-6	R-2	R-MF	R-L-MH	M-N	M-G	M-C	M-E	M-R	C-R	C-L	L-I		L-IR-D
P = Permitted A = Accessory S = Special L = Limited [blank] = Prohibited																		
Commercial and Light Industrial (continued)																		
Office	L	L	L	L	L	L	L		P	P	P	P	A	P	P	P	P	See Section 17.4.3.1:V
Parking, Stand-Alone																		
Structured										P	P	P		P	P	P		
Surface									L	L	L	L	L	L	L	L	L	See Section 17.4.3.1:X
Pawnbroker										L				L				See Chapter 5.24 of the Lakewood Municipal Code
Personal Service	L	L	L	L	L	L	L		P	P	P	P	A	P	P			See Section 17.4.3.1:Y
Plant Nursery	P													P	P	P		
Restaurant									P	P	P	P	A	P	P	P	P	
Retail	L	L	L				L	L	P	P	P	P	A	P	P	A	A	
Rental, Service, or Repair of Large Items										L				P		P		See Section 17.4.3.1:Z
Storage, Outdoor										A				S	A	P		See Section 17.4.3.1:CC
Vehicle Dispatch Facility										S		S		P		P	P	
Warehouse or Distribution																P	P	
Public / Civic / Institutional																		
Community Building	L	L	L	L	L	P	P	P	P	P	P	P	P	P	P	P	P	See Section 17.4.3.1:G
Convention or Exposition Center										P	S	P		P		P		
Correctional Institution														S		S		See Section 17.4.3.1:K

Lakewood Zoning Ordinance – Adopted June 10, 2024

<u>Community Service Facility</u>	<u>P</u>	<u>P</u>	<u>P</u>				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>		
-----------------------------------	----------	----------	----------	--	--	--	----------	----------	----------	----------	----------	--	----------	----------	----------	----------	--	--

Table 17.4.1: Use Table

Land Use	Zone District																	Supplemental Standards
	Residential								Mixed Use					Commercial and Light Industrial				
	R-1-43R-L-P	R-1-18R-L-S	R-1-12R-L-L	R-1-9	R-1-6	R-2	R-MF	R-MH	M-N	M-G	M-C	M-E	M-R	C-R	C-L	L-I	L-IR-D	
P = Permitted A = Accessory S = Special L = Limited [blank] = Prohibited																		
Public / Civic / Institutional (continued)																		
Hospital										S	P	S		P			S	
Park	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Religious Institution	L	L	L	L	L	P	P	P	P	P	P	P	P	P	P	P	P	See Section 17.4.3.1:G
School, Public or Private	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P			
School, Vocational or Trade										P	S	P		P	P	P	S	
Solar Garden									S	S	S	S	S	L	L	L	L	See Section 17.4.3.1:BB
Transportation Facility, Public	L	L	L	L	L	P	P	P	P	P	P	P	P	P	P	P	P	See Section 17.4.3.1:G
University or College										P	P	P	P	P	P	S	S	
Utility Facility																		
Major	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
Minor	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Agriculture																		
Animals, Large	L	A	A	A														See Section 17.4.3.1:C
Animals, Small	A	A	A	A	L	L		A	L	L	L	L	L					See Section 17.4.3.1:D

Table 17.4.1: Use Table

Land Use	Zone District																	Supplemental Standards
	Residential								Mixed Use					Commercial and Light Industrial				
	R-1-43R-L-P	R-1-18R-L-S	R-1-12R-L-U	R-1-9	R-1-6	R-2	R-MF	R-MH	M-N	M-G	M-C	M-E	M-R	C-R	C-L	L-I	L-IR-D	
P = Permitted A = Accessory S = Special L = Limited [blank] = Prohibited																		
Agriculture (continued)																		
Apiaries	P	L	L	L	L	L	L		L	L	L	L	L	L	L	L	L	See Section 17.4.3.1:E
Community Garden	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	See Section 17.4.3.1:H
Horticulture	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Temporary																		
Construction or Sales Trailer	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	See Section 17.4.3.1:I
Outdoor Display									A	A	A	A	A	A	A	A	A	See Section 17.4.3.1:U
Roadside Stand	L	L	A	A	A	A												See Section 17.4.3.1:AA
Temporary Use, Long-term	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	See Section 17.4.3.1:DD
Temporary Use, Short-term	L	L	L	S	S	S	L	L	L	L	L	L	L	L	L	L	L	See Section 17.4.3.1:EE
Other																		
Amateur Radio Tower or Antenna	A	A	A	A	A	A							A					
Electric Vehicle Supply Equipment	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	See Section 17.5.5.2
Home Business																		
Major	S	S	S	S	S	S	S	S	PA	PA	PA	PA	PA					See Section 17.4.3.1:P
Minor	A	A	A	A	A	A	A	A	A	A	A	A	A					See Section 17.4.3.1:O
Satellite Dish Antenna	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	See Section 17.5.5.32

Lakewood Zoning Ordinance – Adopted June 10, 2024

Solar Collection System	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	See Section 17.5.5.3
-------------------------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	--------------------------------------

Table 17.4.1: Use Table

Land Use	Zone District																	Supplemental Standards
	Residential								Mixed Use					Commercial and Light Industrial				
	R-1-43R-L-P	R-1-18R-L-C	R-1-12R-L-U	R-1-9	R-1-6	R-2	R-MF	R-MH	M-N	M-G	M-C	M-E	M-R	C-R	C-L	L-I	LI-RD	
P = Permitted A = Accessory S = Special L = Limited [blank] = Prohibited																		
Other (continued)																		
Wind-Powered Electric Generator, Freestanding	P	P	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	See Section 17.5.5.4
Wireless Communications Facility																		
Stealth	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	See Section 17.10.3.1
On Existing Structures																		
Building Façade Mounted	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	See Section 17.10.3.2.B
Roof Mounted	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	See Section 17.10.3.2.C
Other Freestanding Support Structure	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	See Section 17.10.3.2.D
New Freestanding Structures																		
60 feet in height or less							P	P	P	P	P	P	P	P	P	P	P	See Section 17.10.3.3
Greater than 60 feet in height							S	S	S	S	S	S	S	S	S	S	S	See Section 17.10.3.3

17.4.3 : Supplemental Standards

17.4.3.1: Purpose and Applicability

This Section sets forth additional standards for certain uses located within the various zone districts. These regulations recognize that certain use types have characteristics that require additional controls in order to protect public health, safety, and welfare. Unless otherwise expressly stated, compliance with such standards is required regardless of whether the use is a limited use, an accessory use, or requires special use approval.

The following standards shall apply to any parcel of property where supplemental standards are required to be met, as indicated in [Table 17.4.1](#), ~~found~~ for the zone districts identified in this Article. No ~~V~~Variance or ~~W~~Waiver may be requested for ~~U~~Use and ~~S~~Supplemental ~~S~~Standards.

A. Accessory Dwelling Unit:

Where identified as a limited use in any ~~R~~Residential R-zone district, an ~~A~~Accessory Ddwelling ~~U~~nit (ADU) shall be subject to the following:

- ~~1. An accessory dwelling unit is permitted as in an accessory building to a on the same lot as a primary single-family dwelling unit.~~ residential dwelling. An ADU is permitted as an accessory use to a single-unit detached dwelling where the City allows single-unit detached dwellings.

- ~~2. Waiver requests are subject to the mMajor wWaiver review process as defined in Article 2.s are allowed only if approved in conformance with Section 17.2.6.4(A).~~

- ~~3. Only one accessory dwelling unit~~ ADU shall be permitted per lot.

- ~~3. An accessory dwelling unit~~ ADU shall not exceed one thousand four hundred square feet (1,400 sq. ft.) square feet of gross floor area.

- ~~4. A permit for an ADU shall only be issued to an owner occupant or their designee.~~

~~Dimensional Standards and Location:~~

~~An accessory dwelling unit shall comply with all primary structure dimensional standards for the applicable zone district.~~

~~The maximum height of a detached accessory dwelling unit shall be 30 feet.~~

~~An accessory dwelling unit shall not be located in front of the primary dwelling unit.~~

~~Single-family Dwelling Design Requirements:~~

~~An accessory dwelling unit shall not exceed 1400 square feet of gross floor area.~~

~~External alterations that would change the residential character of the property shall be prohibited.~~

~~The exterior of an accessory dwelling unit shall be similar in appearance to that of the existing primary dwelling unit including, but not limited to, materials, color, roof pitch and detailing.~~

- ~~4.~~

- ~~5. ADUs shall be subject to the architectural design standards found in Section 17.6.2.1.B.~~

6. ~~Accessory dwelling units~~ADUs located above garages or located on ~~the~~a second floor ~~of accessory buildings~~ may be accessed by a separate external stairway.
7. ~~Parking shall be provided in accordance with Article 8 if on-street parking is legally or practically unavailable. On-street parking will be deemed unavailable if the property is located on an arterial or collector street, or if the property is located on a block on which the street is determined to be less than 28 feet wide, or if there are official traffic control signs posted in front of the property prohibiting parking where otherwise permitted.~~may be required if the following conditions apply:
 - a. ~~If there is an existing driveway, garage, tandem parking space (as defined in C.R.S. § 29-35-102(22)), or other off-street parking space available at the time of the construction or conversion of the ADU; or~~
 - b. ~~If the required parking is on a parcel that:~~
 - i. ~~Does not have an existing off-street parking space, including a driveway, garage, or tandem parking space, that could be sused for an ADU;~~
 - ii. ~~Is in a zone district that, as of January 1, 2024, requires one or more parking spaces for the primary dwelling unit; and~~
 - iii. ~~Is located on a block where on-street parking is prohibited for any reason, including ensuring access for emergency services.~~
7. ~~Accessory dwelling units that are detached or constructed as an addition to a single-family unit shall be subject to the Review of Supplemental Standards process as described in Article 2, and the general design and development standards in Article 6.~~

~~Where identified as a limited use in any non-residential zone district, an accessory dwelling unit must be located in the same building as the permitted use and shall be subjected to the following:~~

8. ~~An accessory dwelling unit is allowed in conjunction with an otherwise permitted nonresidential use located on the same property.~~
9. ~~An accessory dwelling unit shall be located in the same building as the permitted use and be incidental and subordinate to the permitted use.~~
10. ~~10. The accessory dwelling unit must be associated with and directly support the nonresidential use of the property~~
11. ~~11. Dimensional and Design Standards:~~
 - a. ~~An accessory dwelling unit shall comply with all primary structure dimensional standards for the applicable zone district.~~
 - b. ~~An accessory dwelling unit shall comply with all primary structure design standards.~~

B. Animal Care:

Where identified as a limited use, ~~or special use~~, an animal care facility shall be subject to the following:

1. All animals shall be confined indoors; ~~and~~.
- ~~2. Any exterior pens shall only be used during the daytime for supervised exercise and training use and shall not be located in front of the primary structure and shall be located a minimum of 20 feet from any side or rear property line.~~
2. When adjacent to an existing residential use, indoor areas containing cages or pens are not permitted to have operable windows, doors, or other penetrations on exterior walls adjacent to the existing residential use, unless required by the City of Lakewood Building Code (the "Building Code").

Where identified as a special use, an animal care facility shall be subject to the above standards and the following: ~~above and~~

1. Any exterior pens, buildings or containment areas:
 - a. ~~S~~hall only be used during the daytime for supervised exercise and training use;
 - b. ~~and S~~hall not be located in front of the primary structure; and
 - c. ~~and S~~hall be located a minimum of twenty feet (20') feet from any side or rear property line.

C. Animals, Large:

Where identified as a limited or accessory use, the keeping of large animals shall be subject to the following:

1. Livestock:
 - a. All livestock shall be kept in a fenced area; ~~and~~.
 - b. Electrified fences are permitted on side and rear yards only if placed inside another security fence. Warning signs shall be posted in a conspicuous location. Electrified fences shall be supplied from the secondary side of an approved or listed electrified fence device. The electric wiring for the fence shall be installed pursuant to the manufacturer's instructions; ~~and~~.
 - c. Up to four (4) horse equivalents per acre shall be permitted for ~~R-1-18, R-1-12, and R-1-9, R-L-AR, or R-L-BS~~ ad R-L-C zoned lots, provided that at least nine thousand square feet (9,000 sq. ft.) square feet of open lot area is provided for the first horse equivalent ~~unit~~ and six thousand square feet (6,000 sq. ft.) square feet of open lot area is provided for each additional horse equivalent ~~unit; and~~.
 - i. ~~There shall be no maximum number of horse equivalents for R-1-43 zoned lots provided that at least 9,000 square feet of open lot area is provided for~~

~~the first horse equivalent unit and 6,000 square feet of open lot area is provided for each additional horse equivalent unit.~~

~~ii.i.~~ One (1) horse equivalent ~~unit~~ equals one (1) horse, one (1) cow, two (2) llamas, two (2) alpacas, two (2) goats, or two (2) sheep.

- d. A minimum containment area of three hundred square feet (300 sq. ft.) square feet shall be provided and used for each animal. The building or containment area shall be located no less than a minimum of fifteen feet (15') feet from the any side or rear lot property line.

2. Emus and Ostriches:

- a. All emus and ostriches shall be kept in a fenced area. The fence shall be a minimum of sixty-six inches (66") inches in height and shall be placed in a manner as to provide for the protection of the general public on adjoining land, ~~or~~ public property, ~~or rights-of-way.~~
- b. The minimum square footage of open lot area, shall be eight thousand square feet (8,000 sq. ft.) square feet for the first ~~such animal~~ emu or ostrich, and five thousand five hundred square feet (5,500 sq. ft.) square feet for each additional ~~such animal~~ emu or ostrich.
- c. A minimum containment area of three hundred square feet (300 sq. ft.) square feet shall be provided and used for each ~~animal~~ emu or ostrich; and.
- d. ~~A~~ The building, ~~corral~~, or containment area shall be located a minimum of fifteen no less than feet (15') feet from ~~the any~~ side or rear ~~lot property~~ line.
3. An accessory structure for the keeping of livestock, emus, and ostriches, to include ~~or a building or containment area~~, shall not be located in a primary front yard. An accessory structure of the type mentioned above, ~~a riding ring, or a corral~~ may be located in a non-primary front yard. A riding ring may be located in a portion of the primary front yard if there is inadequate area in the side and rear lots, subject to approval of the Director.
4. Any fence that serves to contain livestock, emus, or ostriches shall be constructed of permanent materials, maintained and of sufficient strength and height to confine any animal located on the property. If any livestock, emus, or ostriches ~~es are~~ found to be encroaching on an adjacent property, as determined by the Director, and/or if a livestock animal has damaged or is damaging ~~property on~~ adjacent property, ~~(e.g.), a building corral, riding ring,~~ or containment area shall then be set back a minimum of an additional eight feet (8') feet from the side or rear property line.
5. Slaughtering of ~~animals livestock, emus, or ostriches~~ on the premises shall be prohibited.

D. Animals, Small:

1. Where identified as an accessory use, the keeping of small animals shall be subject to the following:

a. Rabbits and Chinchillas:

- i. ~~The animals s~~shall be in a fenced area or private ~~rabbit and chinchilla~~ hutches with no more than one (1) animal ~~animal type~~ for every six square feet (6 sq. ft.) ~~square feet~~ of gross floor area; ~~and~~.
- ii. Hutches ~~must~~ shall be set back a minimum of fifteen feet (15') ~~feet~~ from the side and rear property lines and behind the front edge of the primary structure.

b. Poultry:

- ~~i. Coops shall contain no more than one bird for every 4 square feet of gross floor area. All coops must be set back 15 feet from the side and rear property lines and behind the front edge of the primary structure.~~
- ~~ii. Poultry shall be kept in an enclosure or in a fenced area. The fence shall be a minimum of four feet in height.~~

c.b. Pigeons:

- i. Pigeons may be kept without regard to number as long as they are in a fenced containment area or ~~private~~ pigeon coops; ~~;~~.
- ii. Pigeon cCoops shall contain no more than one (1) bird for every four square feet (4 sq. ft.) ~~square feet~~ of gross floor area; ~~;~~.
- iii. All pigeon coops must be set back a minimum of fifteen feet (15') ~~feet~~ from the side and rear property lines and behind the front edge of the primary structure; ~~and ;~~.
- iv. Owners of pigeons shall be allowed to exercise, train, and race their pigeons outside the coop or house ~~as so~~ long as the pigeons do not create a public nuisance pursuant to the Lakewood Municipal Code.

2. ~~Where identified as a limited use, small animals shall be limited to hens, ducks, drakes, and dwarf goats, or other similar small breed goats, and shall be accessory to the permitted use. The keeping of small animals shall be subject to the following:~~

~~a.c.~~ Poultry and Fowl~~Chickens~~Hens and, Ducks and Drakes:

- ~~i. A permit for the keeping of hens, ducks, and drakes must be obtained from the City.~~

- ~~i.~~ A maximum of six (6) hens~~female chickens, or six (6) female~~ ducks, or five (5) female ducks and one (1) drake~~male duck~~ shall be allowed on a single property less than 6,000 square feet in size.

- ~~ii.~~ For properties greater than 6,000 square feet, coops shall contain no more than 1 bird for every 4 square feet of gross floor area.

- ~~iii.~~Male hens~~chickens, also known as "roosters,"~~ shall be prohibited on lots less than 12,500 square feet in size;

- ~~iii.~~iv. A predator-resistant enclosure must~~shall~~ be provided for all poultry and fowl. The enclosure shall have a minimum of four~~six square feet (46 sq. ft.) square feet~~ of living space for each animal and shall be secure, roofed, and well ventilated. ~~However, the total size of an enclosure shall not exceed thirty-six square feet (36 sq. ft.)~~ 2 square feet and shall not exceed ten feet (10') feet in height where limited to six (6) poultry and fowl.

- ~~iv.~~v. Poultry and fowl shall be kept in the enclosure or in a fenced yard at all times. A fence with a minimum height of four feet (4') feet shall enclose the yard area.

- ~~v.~~vi. Any poultry and fowl ~~hen and/or duck~~ enclosure or fenced area shall not be located in a front yard or closer to any property lines than the accessory structure setbacks for the applicable zone district identified in Table 17.5.1; and;

- ~~vi. A permit shall apply only to the occupant of the property at the time of approval~~

- ~~vii. In Mixed-Use districts the keeping of~~ hens~~poultry and fowl, ducks, and drakes~~ may be allowed where a single-family dwelling unit or duplex residential dwelling exists as a non-conforming use.

- ~~viii. The Director may revoke any permit issued pursuant to this Section at any time if the Director finds that any provision of this Zoning Ordinance has been violated.~~

~~b.d.~~ Dwarf Goats:

- ~~i. A permit for the keeping of dwarf goats must be obtained from the City.~~

- ~~ii.~~ A maximum of three (3) female dwarf goats or two (2) females and one (1) wether~~male~~ shall be allowed on a single property. Goats shall be counted towards the total number of household pets permitted on a property. Unneutered male dwarf goats shall be prohibited;

~~iii.~~ii. A predator-resistant enclosure must be provided for all dwarf goats. The enclosures shall have a minimum of ten square feet (10 sq. ft.)~~square feet~~ of living space for each animal, and shall be secure, roofed, and well ventilated. However, the total size of an enclosure shall not exceed ninety square feet (90 sq. ft.)~~square feet~~, and shall not exceed ten feet (10')~~feet~~ in height~~;~~.

~~iv.~~iii. Dwarf gGoats shall be kept in the enclosure or in a fenced yard at all times. A fence with a minimum height of four feet (4')~~feet~~ shall enclose the yard area~~;~~ and.

~~v.iv.~~ Any dwarf goat enclosure or fenced area shall not be located in a front yard or closer to any property lines than the accessory structure setbacks for the applicable zone district identified in Table 17.5.1.

~~vi.~~ A permit shall apply only to the occupant of the property at the time of approval.

~~vii.~~ The Director may revoke any permit issued pursuant to this Section at any time if the Director finds that any provision of this Zoning Ordinance has been violated.

~~e.e.~~ Slaughtering of ~~animals~~ dwarf goats on the premises shall be prohibited.

E. Apiaries:

Where identified as a limited use, apiaries shall be accessory to the permitted use, and subject to the following:

~~1.~~ A permit for the keeping of an apiary must be obtained from the City.

~~2.1.~~ One (1) beehive shall be allowed for each six thousand square feet (6,000 sq. ft.) square feet of lot area.

~~3.2.~~ Beehives in ~~RR~~ residentialR zone districts shall be located in a side or rear yard only, and no closer to any property lines than the accessory structure setbacks for the applicable zone district identified in Table 17.5.1.

~~4.3.~~ Beehives in ~~M~~ mixed-useM zone districts may not be located in any ~~required~~ front yard.

~~5.4.~~ Beehives shall be set back at least twenty-five feet (25') feet from the nearest edge of a public walk.

~~6.5.~~ The front of any beehive shall face away from the property line of an adjacent residential property closest to the beehive.

~~7.6.~~ A flyway barrier shall be placed along the side of the beehive that contains the entrance to the hive. The flyway barrier shall be located within five feet (5') feet of the hive and shall extend at least two feet (2') feet on either side of the hive (~~s~~See Figure 17.4.1).

~~8.7.~~ The flyway barrier shall be six feet (6') feet in height and consist of a solid hedge or be constructed of materials that comply with the standards set forth in ~~Section~~ 17.6.6.1.

~~9.8.~~ No flyway barrier constructed of any materials other than a solid hedge shall be erected without a building permit unless the structure is less than eight feet (8') feet long.

~~10.9.~~ No such flyway barrier shall be required if beehives are located at least twenty-five feet (25') feet from all property lines and for beehives that are located on porches or balconies at least ten feet (10') feet above grade and more than five feet (5') feet from a property line.

~~11.10.~~ A supply of fresh water shall be maintained on the lot in a location readily accessible to all bee ~~hives colonies~~ throughout the day to prevent bees from congregating at neighboring swimming pools or other sources of water on nearby properties; ~~and~~.

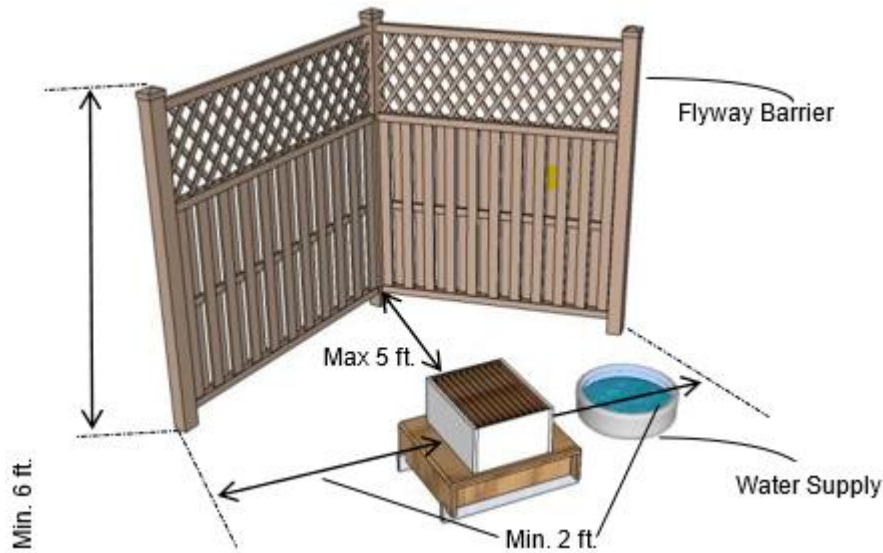


Figure 17.4.1: Example of Flyway Barrier

~~12. A permit shall apply only to the occupant of the property at the time of approval.~~

~~13.11.~~ Africanized bees are prohibited.

~~14. The Director may revoke any permit issued pursuant to this Section at any time if the Director finds that any provision of this Zoning Ordinance has been violated.~~

F. Bed and Breakfast:

Where identified as a special use, a bed and breakfast shall be subject to the following:

1. A bed and breakfast shall be operated by an individual who occupies the primary dwelling unit as a primary residence; ~~and~~.
2. All bed and breakfast structures shall comply with all dimensional standards of the applicable zone district; ~~and~~.
3. Food service shall be restricted to guests of the bed and breakfast; ~~and~~.
4. The exterior of a dwelling unit may be modified for a bed and breakfast. However, the exterior shall be similar in appearance to that of the surrounding residential character of the neighborhood in which it is to be located including, but not limited to, materials, color, roof pitch, and detailing; ~~and~~.
5. Signage shall comply with the standards set forth in Article 9; ~~and~~.
6. All off-street parking required for the bed and breakfast, with the exception of the

spaces required as part of the primary residence, shall be located behind the primary structure; ~~and~~.

7. Parking shall be provided in accordance with Article 8; ~~and~~.
8. A bed and breakfast shall be subject to the major site plan process, as described in Article 2, and the general design and development standards in Article 7.

G. Community Buildings, Religious Institutions, and Public Transportation Facilities:

Where identified as a limited use and located on a local or minor collector street, community buildings, religious institutions, and public transportation facilities shall be limited in size as follows:

1. In the ~~R-1-43 and R-1-18~~ R-L-R zone districts to a maximum of fifty thousand square feet (50,000 sq. ft.) ~~square feet~~ of gross floor area; ~~and~~.
2. ~~In the R-1-12 zone district to a maximum of 30,000 square feet of gross floor area.~~
3. ~~2.~~ In the ~~R-1-9~~ R-L-S and ~~R-1-6~~ R-L-U zone districts to a maximum of twenty thousand square feet (20,000 sq. ft.) ~~square feet~~ of gross floor area.

H. Community Garden:

Where identified as a limited use, a community garden shall be subject to the following:

1. A community garden shall be well maintained at all times, including necessary watering, weeding, pruning, pest control, and removal of dead or diseased plant material; ~~and~~.
2. Structures that are incidental to a community garden, such as storage or utility buildings, gazebos, trellises, or greenhouse structures, are allowed if they are one hundred and twenty square feet (120 sq. ft.) ~~square feet~~ or less in size and ten feet (10') ~~feet~~ or less in height; ~~and~~.
3. One (1) structure shall be allowed for each community garden containing up to six thousand square feet (6,000 sq. ft.) ~~square feet~~ of garden space. One (1) additional structure shall be allowed per each additional six thousand square feet (6,000 sq. ft.) ~~square feet~~ of community garden space; ~~e~~.
4. Structures shall comply with the accessory structure dimensional standards, except that all structures shall be located at least twenty-five feet (25') ~~feet~~ from any adjacent public street; ~~and~~.
5. Community gardens shall be subject to the Review of Supplemental Standards process, as described in Article 2.

I. Construction or Sales Trailer:

Where identified as a temporary accessory use, a construction or sales trailer shall be subject to the following:

1. The trailer may be approved by the Director for a period of up to one (1) year, and may be renewed annually; ~~and.~~
2. The trailer must be removed from the site prior to issuance of the final certificate of occupancy for the project.

J. Contractor Shop:

Where identified as a limited use, the overnight parking of business-related vehicles on site shall be limited to six (6) vehicles.

K. Correctional Institution:

Where identified as a special use, a correctional ~~facility~~ institution shall be subject to the following:

1. A correctional institution shall comply with all applicable license requirements of the State of Colorado; ~~and.~~
2. Contrary to other provisions within this Zoning Code, the City Council shall have sole discretion and authority to hear requests for special use permits involving C ~~correctional institutions shall require review and approval of the City Council.~~

L. Day Care Facility:

Where identified as an accessory use, a day care facility shall be subject to the following:

1. A day care facility shall comply with all applicable license requirements of the State of Colorado; ~~and.~~
- ~~2.~~ Day care facilities for adults on a residential single-family or duplex property in the R-L and R-MH districts shall be limited to a maximum of ~~six~~ twelve (12) adults; ~~and.~~
- ~~3.~~ 2.
- ~~4.~~ 3. External alterations that would change the residential character of a residential property shall be prohibited; ~~and.~~
- ~~5.~~ 4. Parking associated with day care facilities shall be confined to the street frontage of the lot containing the day care, the driveway, the garage, or carport; ~~and.~~
- ~~6.~~ 5. Any play equipment associated with a home child day care shall not be located within the primary front yard of the lot; ~~and.~~
- ~~7.~~ 6. Signage shall comply with the standards set forth in Article 9.

M. Fueling Stations – Petroleum

Where identified as a special use, a petroleum fueling station ~~shall be subject to the following:~~

1. ~~The fueling station meets all of the~~ Shall meet all site design requirements of 17.7.6.3.B and all other requirements of the zone district;
2. ~~Shall ensure~~ A canopy is provided to shield the fueling islands and fueling operations from precipitation;
3. ~~The fueling station may~~ May not be located within ~~1000~~ two thousand six hundred and forty feet (2,640') feet of another fueling station;
4. ~~The fueling station may~~ not be located within one thousand fifty-six feet (1,056') feet of any residential use; and;
5. ~~Fueling stations must~~ Shall provide at least three (3) electric vehicle charging stations accessory to the primary use. At least one (1) of those stations must utilize a current technology for the most rapid charging of electric vehicles.

Where identified as an accessory use, a petroleum fueling station shall be subject to the following:
The fueling station shall be an ancillary use to an individual retail store with a minimum building footprint of seventy five thousand square feet (75,000 sq. ft.) square feet.

N. Fueling Stations – Non-Petroleum

Where identified as a limited use, a non-petroleum fueling stations shall be allowed as a primary use subject to the following:

1. The fueling station meets all of the site design requirements of 17.7.6.3.B and all other requirements of the zone district;
2. A canopy is provided to shield the electric vehicle supply equipment (EVSE) and charging operations from precipitation; and
3. All EVSE shall provide a minimum of Level 2 charging or equivalent technology. At least one (1) EVSE installed shall be a direct current fast charger (DCFC) or equivalent technology.

N. ~~Group Home:~~

1. ~~A group home may be granted a reasonable accommodation for the number of residents based on the following:~~
 - a. ~~The group home shall be limited to those individuals protected by the Fair Housing Act.~~
 - b. ~~The group home of similar type shall not be located closer than 750 feet from any other group home of a similar type.~~
 - c. ~~Any structure shall maintain the residential character of the neighborhood.~~

- ~~d. The group home shall not create a fundamental alteration to the City's land use and zoning scheme.~~
 - ~~e. The group home shall not impose an undue financial or administrative burden to the City.~~
 - ~~f. Upon application for a group home, the Planning Department shall send an informational notification to property owners within 300 feet of the subject property and registered neighborhood organizations within ¼ mile of the subject property. This requirement may be waived by the Director when required by state or federal law based on privacy or security issues associated with the resident population of the proposed group home.~~
 - ~~g. The director shall have the authority to impose reasonable conditions necessary to mitigate against the impacts of any approved reasonable accommodation.~~
- ~~2. The group home shall be subject to the Review of Supplemental Standards process as described in Article 2 prior to the issuance of the initial building permit for the group home.~~

O. Home Business, Minor:

Where identified as an accessory use, minor home business shall be subject to the following:

1. Minor home businesses shall be conducted entirely in the primary dwelling ~~unit~~ or accessory structure, and not on outdoor portions of the lot: ~~;~~
2. External alterations that would change the residential character of the property are prohibited: ~~;~~
3. Minor home businesses shall be conducted by no more than two (2) residents of the dwelling unit. One (1) additional employee or one (1) volunteer is permitted in the residence at any ~~given~~ time. Within multifamily units, additional employees or volunteers shall be prohibited: ~~;~~
- ~~4. Minor home businesses shall not involve the retail sale of goods from the premises, except when the sale of a product is incidental to the service provided. Display of merchandise pertaining to a home occupation that is visible from the outside of the home shall be prohibited.~~
- ~~5.4.~~ Outdoor storage of inventory or supplies shall be prohibited: ~~;~~
- ~~6.5.~~ Garage sales shall not exceed four (4) sales of three (3) consecutive days each per calendar year, or one (1) sale per calendar year lasting no more than fourteen (14) consecutive days. Placement of personal belongings or household effects associated with a garage sale shall not extend into the right-of-way. Overnight outdoor storage of personal belongings or household effects associated with a garage sale is prohibited: ~~;~~
- ~~7.6.~~ Parking associated with minor home businesses shall be confined to the street frontage of the lot containing the minor home business or businesses ~~or~~ the driveway, the garage, or carport of the lot containing the minor home business or businesses; ~~;~~
- ~~8.7.~~ A minor home business shall not create noise, dust, vibration, smell, smoke, glare, electrical interference, fire hazard, or any other nuisance or hazard that disturbs the peace and quiet of a residential area: ~~;~~
- ~~9.8.~~ Production, dumping, or storage of combustible or toxic substances shall be limited to the nature and quantity ordinarily found in a residential neighborhood: ~~;~~ and ~~;~~
- ~~10.9.~~ Motor vehicle repair, heavy equipment repair, contractor shops, and ~~medical~~ marijuana businesses shall be prohibited as home occupations.

P. Home Business, Major:

Where identified as a special use, a major home business shall be subject to the following:

1. A major home business shall be located on a lot, or lots, that are within one hundred and fifty feet (150') ~~feet~~ of the intersection, as measured from the back of curb or edge of asphalt, of:

- a. Two arterial streets; ~~or~~
- b. Two collector streets; ~~or~~
- c. A collector street with an arterial street; or
- ~~d. A local street with an arterial street provided the live/work unit fronts onto the adjacent arterial street; ~~or~~~~
- ~~e. d. _____~~
2. The ~~commercial activity~~ major home business shall not have more than two (2) employees or two (2) volunteers in addition to the resident(s) on the premises at any given time; ~~one time; ~~or~~~~
3. Either the business owner, or an employee of the business, shall occupy the residential portion of the live/work unit; ~~or~~
4. Outside storage of any type is prohibited; and ~~or~~
5. Design Requirements:
 - a. The design of a unit shall reflect the primary residential character of the neighborhood in which it is ~~to be~~ located including, but not limited to, materials, color, roof pitch, and detailing; and ~~or~~
 - b. Parking shall not exceed fifty percent (50%) ~~percent~~ of the front yard area. Parking shall be provided in accordance with Article 8.

Q. Mini-Warehouse Storage:

Where identified as a limited or special use, a mini-warehouse storage facility shall be subject to the following:

1. One (1) accessory dwelling unit for the facility manager or caretaker shall be ~~allowed~~ permitted; ~~or~~
2. Outdoor storage of any kind shall be prohibited; ~~or~~
3. Design Requirements:
 - a. If the facility abuts a residential zone district, the building architecture shall be compatible with the residential character of the abutting neighborhood including, but not limited to materials, color, roof pitch, and detailing; and ~~or~~
 - b. The facility shall be designed so that doors to individual storage units do not face any abutting public street frontage or residential zone district; ~~or~~
4. In multi-storied buildings, mini-warehouse storage facilities that face an arterial or collector street shall have:
 - a. Ground floor commercial space for commercial uses other than mini-warehouse storage-units across sixty percent (60%) of the ground floor building façade; ~~or~~
 - b. The commercial space shall be built to a minimum depth of forty feet (40') ~~feet; and~~

- c. The ground floor shall be built to a minimum height of ~~fourteen feet (14')-feet;~~
5. Open space requirements for Mini-Warehouse Storage uses shall be increased by ~~five percent (5%)~~ above the minimum open space required in Tables [17.5.2](#), Mixed Use Dimensional Standards, and [17.5.5](#), Commercial and Light Industrial Dimensional Standards; ~~and;~~
6. Ground floor commercial space for sites fronting more than two ~~(2)~~ streets shall be subject to Section [17.4.3.1.P.4](#) at the discretion of the Director.

R. Motor Vehicle Rental:

Where identified as a limited use, a motor vehicle rental facility shall be subject to the following:

1. The maximum number of licensed and operable vehicles that may be stored on a surface parking lot on the site for rent to customers at any ~~given~~ time shall be limited to the requirements found in Table 17.4.2; ~~and;~~
2. When a facility is located in a multi-tenant building or structure, proof of adequate parking for customers of all businesses in the building or structure, and storage of rental vehicles shall be provided to the City; ~~and;~~
3. On-site servicing of vehicles shall be prohibited.

Table 17.4.2: Maximum Number of Stored Vehicles Permitted							
Regulation	Zone District				M District Contexts		
	CR	CL	LI	LI-RD	S	U	T
X = Applicable -- = Not Applicable							
10 Vehicles	--	--	--	--	--	X	X ⁽¹⁾
15 Vehicles	--	--	--	--	X	--	--
30 Vehicles		X		X	--	--	--
Unlimited Vehicles	X		X				
⁽¹⁾ Within the M-C-T Zone District, zero vehicles shall be permitted.							

S. Motor Vehicle Sales with Outdoor Display and Storage:

Where identified as a limited use, motor vehicle sales with outdoor display and storage shall be subject to the following:

1. In the Suburban Context, the number of spaces dedicated ~~for~~ outdoor display and storage of motor vehicles shall be unlimited; ~~and;~~
2. In the Urban Context, the number of spaces dedicated for outdoor display and storage of motor vehicles and vehicle parking shall not exceed ~~two hundred percent (200%) percent~~ of the maximum parking requirements in Article 8; ~~and;~~
3. In the Transit Context, motor vehicles sales with outdoor display and storage shall

be prohibited; ~~and~~.

4. The area utilized for the outdoor display and storage shall meet all the standards in ~~Section~~ 17.8.10.2.

T. Motor Vehicle Service, Major:

Where identified as a limited or special use, a major motor vehicle service facility shall be subject to the following:

1. Any outdoor storage associated with a major motor vehicle service facility shall be completely screened with a wall surrounding the storage area. The wall shall be architecturally compatible with the primary structure including, but not limited to, materials, color, roof pitch, and detailing and be a minimum of six feet (6')~~feet~~ in height.

U. Motor Vehicle Service, Minor:

Where identified as a limited or special use, a minor motor vehicle service facility shall be subject to the following:

1. Overnight outdoor storage of vehicles shall be limited to the number of service bays; ~~and~~.
2. Overnight outdoor storage of any vehicle shall not exceed a twenty-four (24)~~-~~ hour period.

V. Office:

Where identified as a limited use, a ~~single-family dwelling~~residential dwelling may be utilized as an office, subject to the following:

1. The dwelling is located on a lot abutting an arterial or collector street, except those backing onto an arterial or collector street (See Figure 17.4.2); ~~and~~.



Figure 17.4.2: Restrictions for ~~single-family~~residential dwellings being used as an

office

2. Any proposed addition shall comply with the primary structure setbacks~~;~~.
3. Outdoor storage of inventory or supplies shall be prohibited~~;~~.
4. The office shall be subject to the major site plan process, as described in Article 2, and the general design and development standards in Articles~~s~~ 6~~;~~.
5. Signage shall comply with the standards set forth in Article 9~~;~~ and ~~;~~.
6. Design Requirements:
 - a. The exterior of the building shall be similar in appearance to that of the surrounding residential character of the neighborhood in which it is located including, but not limited to, materials, color, roof pitch, and detailing~~;~~ and ~~;~~.
 - b. Parking shall be provided in accordance with Article 8 and shall be screened from all adjacent residentially zoned properties.

~~W.~~ Outdoor Display:

~~Where identified as an accessory use, outdoor display of merchandise shall be permitted subject to the following:~~

- ~~1. The merchandise shall be limited to merchandise sold within the business associated with the outdoor display.~~
- ~~2. Any merchandise and associated apparatus shall be kept within 10 linear feet parallel to the front entrance of the business, which is displaying the merchandise, but in no case shall the merchandise extend beyond the business frontage.~~
- ~~3. The merchandise and associated apparatus shall be restricted to the sidewalk or plaza and shall not block pedestrian access.~~
- ~~4. The outdoor display of merchandise shall only occur during times of business operation~~
- ~~5. Outdoor display of merchandise may be located in the public right-of-way if specifically approved by the City.~~

~~X.W.~~ Parking, Stand-Alone Surface:

Where identified as a limited use, a stand-alone surface parking lot shall be subject to the following:

1. A stand-alone surface parking lot shall be permitted only in the Suburban or Urban Contexts~~;~~.
2. A stand-alone surface parking lot shall not front an arterial or collector street in Urban Contexts~~;~~.

3. The principal use(s) associated with the stand-alone surface parking lot shall be separated by no more than a local street or an adjacent lot line; ~~;~~
4. The total number of parking spaces provided on-site and on the stand-alone surface parking lot shall not exceed the maximum permitted parking spaces identified in Article 8; ~~and;~~
5. The stand-alone surface parking lot shall meet all the requirements of ~~Section~~ 17.7.7.

~~Y.X.~~ Personal Service:

Where identified as a limited use, a ~~single-family~~residential dwelling may be utilized as a personal service, subject to the following:

1. The dwelling is located on a lot abutting an arterial or collector street, except those backing onto an arterial or collector street; ~~;~~
2. Any proposed addition shall comply with the primary structure setbacks; ~~;~~
3. Outdoor storage of inventory or supplies shall be prohibited; ~~;~~
4. The personal service shall be subject to the major site plan process, as described in Article 2, and the general design and development standards in Articles 6 and 7; ~~;~~
5. Signage shall comply with the standards set forth in Article 9; ~~and;~~
6. Design Requirements:
 - a. The exterior of the building shall be similar in appearance to that of the surrounding residential character of the neighborhood in which it is located including, but not limited to, materials, color, roof pitch, and detailing; ~~and;~~
 - b. Parking shall be provided in accordance with Article 8 and shall be screened from all adjacent residentially zoned properties.

~~Z.Y.~~ Rental, Service, or Repair of Large Items:

Where identified as a limited use, the rental, service, and repair of large items shall be permitted only in the ~~Mixed—Use~~ Suburban Context.

~~Z.~~ Retail:

Where identified as a limited use in ~~R~~residential~~R~~ zones, retail shall be subject to the following:

1. The retail use may occupy no more than ~~seven hundred and fifty square feet (750 sq. ft.)-~~ square feet; ~~;~~
2. No parking is allowed in front of the structure; ~~;~~
3. Signage shall be limited to one (1) wall sign no larger than ~~limited to ten square feet (10~~

sq. ft.) square feet in size; and

4. Operating hours shall not extendcommence before 6:00 a.m. or ~~after~~extend beyond 10:00 p.m.

AA. Roadside Stand:

Where identified as a limited use, a roadside stand shall be subject to the following:

1. A stand shall not operate for more than six (6) months within any twelve (12)- month period;
2. Items sold at a stand shall be limited to farm products grown or made on the premises;
3. A stand shall be set back at least fifteen feet (15') feet from any edge of asphalt or back of curb of an abutting street;
4. Parking shall be provided in accordance with Article 8;
5. Signage shall comply with the standards set forth in Article 9; and
6. A roadside stand shall be subject to the Review of Supplemental Standards process, as described in Article 2.

Where identified as an accessory use, a roadside stand shall be subject to the following:

1. A stand shall not operate for more than six (6) months within any twelve (12)- month period;
2. Items sold at a stand shall be limited to food products grown, raised, and/or made on the premises;
3. Permanent structures are not permitted;
4. A farm stand may not exceed fifty square feet (50 sq. ft.)-square feet in size;
5. A farm stand may not encroach into public right-of-way; and
6. Signage shall not exceed four square feet (4 sq. ft.)-square feet in size.

BB. Solar Garden:

Where identified as a limited or special use in any zone district, solar gardens shall be subject to the following:

1. Solar gGardens ~~must~~shall be reviewed via the mMajor Site plan process, as described in Article 2; ~~of the Lakewood Zoning Ordinance.~~
2. Site plans for sSolar gGardens shall comply with the following dimensional and design standards, or as determined by the Lakewood Planning Commission:

- a. All structures must comply with the front setback and be setback at least fifteen feet (15')
~~feet~~ from all side and rear property lines; ~~—~~
- b. Solar panels shall not exceed twenty feet (20') ~~feet~~ in height at any angle; ~~—~~
- c. Solar gardens are exempt from the open space requirement in all zone districts; however, landscaping and/or screening materials shall be provided to assist in screening the facility from public rights-of-way and neighboring residences; ~~—~~
- d. Access to the site must be an improved surface and meet all access requirements; ~~—~~
- e. Solar ~~p~~Panels shall be oriented to minimize glare on adjacent properties and roadways. This information will need to be demonstrated in the photometric plan required with the major site plan; and; ~~—~~

f. For all M, C, and LI zone districts, the following design standards shall apply:

- i. ~~Section 17.7.3:~~ Screening of Utility Structures, Outdoor Storage, and Service ~~Areas,~~ for all accessory equipment associated with the ~~Solar Garden.~~
- i. ~~Section 17.7.7:~~ Landscape Design Standards, except 17.7.7.3.A, B, & C do not apply.
- ii. ~~Section 17.7.8:~~ Fence and Wall Design Standards, and Table 17.7.4: ~~Fence and Wall Design Standards.~~
- iii. ~~Section 17.7.9:~~ Exterior Lighting Standards; and
- iv. Solar gardens are exempt from all other design and dimensional standards not included in ~~Section 17.4.3.1.EE.2.~~

3. A property owner shall be responsible for negotiating a solar easement with other adjacent property owners in the vicinity of a solar collector(s) to protect solar ~~access, and~~ access and shall record the easement with ~~Jefferson County the county recorder.~~ If no such easement is recorded, the owner of the solar garden shall have no right to prevent the construction of structures or the installation of landscape materials on nearby properties based upon the grounds that the construction would cast shadows on the solar collection system.
4. Any solar energy system that has not been in working condition for a period of one (1) year shall be subject to Section 1165 (Unsafe Structures and Equipment) of the International Building Code, which may require the panels and associated equipment to be removed, or the unsafe condition otherwise mitigated if it is determined to be unsafe. If ~~sose, determined by the Building Official~~ the Building Official makes a determination that there is an unsafe condition, the panels and associated equipment shall be promptly removed from the property- ~~to a place of safe and legal disposal,~~ after which the site and/or building, as applicable, must be returned to its preexisting condition.

CC. Storage, Outdoor:

Where identified as an accessory use, outdoor storage shall be subject to the following:

1. Outdoor storage shall be screened from view from adjacent streets and adjoining properties; ~~.~~
2. Outdoor storage shall not extend above the required screening; ~~.~~
3. The screening shall be architecturally compatible with the primary structure including, but not limited to, materials, color, roof pitch, and detailing; and ~~.~~
4. The minimum height of any screening shall be six feet (6') ~~feet.~~

DD. Temporary Use, Long-term:

Where identified as a special use, a long-term temporary use shall be subject to the following:

1. The Director may recommend approval of a long-term temporary use to operate up

to two (2) years. The Director may approve one (1) extension of up to an additional six (6) months; ~~;~~

2. Parking for a long-term temporary use shall be determined by the Director consistent with similar uses and context as identified in Article 8. If a long-term temporary use is located on a property with another use, adequate parking for both uses shall be provided. Shared parking may be permitted; and ~~;~~
3. A long-term temporary use shall be subject to the special use process as described in Article 2. The Planning Commission, at its discretion, may require certain site improvements as a condition of approval in accordance with other standards of this Zoning ~~Ordinance~~Code.

EE. Temporary Use, Short-term:

Where identified as a limited use, a short-term temporary use shall be subject to the following:

1. The Director may, at his or her sole discretion, approve a short-term temporary use not to exceed a cumulative of four (4) months~~120 days~~ within any twelve (12) ~~-month~~ period per property; ~~;~~

2. Parking for a short-term temporary use shall be determined by the Director consistent with similar uses and context as identified in Article 8. Shared parking may be permitted; and ~~;~~

~~—~~The temporary use shall be subject to the Review of Supplemental Standards process as described in Article 2; ~~;~~

- ~~3. Where identified as a special use, a short-term temporary use shall be subject to the following:~~

~~The Director may recommend approval of a short-term temporary use not to exceed a cumulative of 120 days within any 12-month period per property.~~

~~Parking for a short-term temporary use shall be provided pursuant to the requirements of the zone district in which it is located. Shared parking may be permitted.~~

~~The temporary use shall be subject to the special use process as described in Article 2. The Planning Commission, at its discretion, may require certain site improvements as a condition of approval in accordance with other standards of this Zoning Ordinance.~~

ARTICLE 5: Dimensional and Developmental Standards.....	1
17.5.1: General	1
17.5.1.1: Purpose and Intent	1
17.5.1.2: Setback Requirements	1
17.5.1.3: Setback Measurements	2
17.5.1.4: Height Requirements	4
17.5.1.5: Height Measurements	5
17.5.1.6: Build-To-Zone Measurements	7
17.5.1.7: Build-To-Zone Plazas	8
17.5.1.8: Sites with Uses that Have More than Two Public Street Frontages	8
17.5.2: Residential Standards.....	9
17.5.2.1: Dimensional Standards	9
17.5.2.2: Driveway Length Requirements.....	9
17.5.3: Mixed-Use Standards	17
17.5.3.1: Dimensional Standards	17
17.5.3.2: Minimum Building Story Requirement	5-23
17.5.3.3: Maximum Building Height in Defined Station Areas.....	5-23
17.5.3.4: Height Transition to Adjacent Residential Districts	5-23
17.5.3.5: Additional Building Setback Regulations	5-24
17.5.3.6: Requirements for Specific Mixed-Use Zone District Contexts	5-24
17.5.3.7: Incentives for Increased Height	5-29
17.5.4: Commercial and Light Industrial Standards	5-31
17.5.4.1: Dimensional Standards	5-31
17.5.4.2: Height Transition Requirements Adjacent to Residential Zone Districts	5-32
17.5.5: Accessory Structures and Elements.....	5-32
17.5.5.1: Detached Structures	5-32
17.5.5.2: Satellite Dish Antenna.....	5-35
17.5.5.3: Solar Collection System.....	5-36
17.5.5.4: Wind-Powered Electric Generator	5-38

ARTICLE 5: DIMENSIONAL AND DEVELOPMENTAL STANDARDS

17.5.1: General

17.5.1.1: Purpose and Intent

The following standards regulate the placement and height of buildings within the City and shall apply to all new development and redevelopment.

17.5.1.2: Setback Requirements

The following setback requirements apply to all zone districts:

- A. Unless specifically excluded by this Zoning Code, any building or structure, including any accessory building or structure, shall conform to the setback requirements for the applicable zone district as set forth in the dimensional standards identified in Article 5.
- B. Setbacks shall not apply to interior lots within a non-residential development that do not front a public or private street serving the development.
- C. No building or structure may be constructed, placed, or erected within or above public right-of-way or any easements unless otherwise approved by the City. A license or encroachment agreement may be required.
- D. Where a curvilinear sidewalk exists, the setback shall be measured in a straight line from the furthest point behind a sidewalk between curves or as determined at the discretion of the Director.
- E. Minor architectural or site elements shall be permitted to encroach into required setbacks. Exceptions to setbacks include, but may not be limited to:
 - 1. Awnings that encroach no more than five feet (5') into the front setback and are at least ten feet (10') above a sidewalk surface;
 - 2. Balconies that encroach no more than five (5) feet into the front setback and are at least ten feet (10') above a sidewalk surface;
 - 3. Cantilever windows that encroach no more than two feet (2') into the required side or rear setback, or no more than five feet (5') into the front or non-primary front setback and are at least ten feet (10') above a sidewalk surface;
 - 4. Driveways;
 - 5. Eaves, if they encroach no more than two feet (2') into the required setback;
 - 6. Flagpoles no greater than thirty-five feet (35') in height;
 - 7. Mailboxes and newspaper racks;

8. Minor utility facilities;
 9. Planters, if no greater than thirty inches (30") in height;
 10. Patios and decks, if uncovered and no greater than thirty inches (30") in height;
 11. Porches that encroach no more than eight feet (8') into the required front yard setback;
 12. Retaining walls;
 13. Walkways;
 14. Walls, fences, and entry features, if in compliance with Articles 6 and 7;
 15. Window planter boxes that encroach no more than two feet (2') and are at least ten feet (10') above a sidewalk surface; and/or
 16. Freestanding works of art setback from rights-of-way and property lines a minimum distance equal to the height of the freestanding works of art.
- F. The Director may grant other exceptions similar to those listed above.

17.5.1.3: Setback Measurements

- A. Setbacks shall be measured from the foundation of any building or structure.
- B. Setbacks in all Residential zone districts except R-M shall be measured as follows (See Figure 17.5.1):
 1. Front and non-primary front setbacks shall be measured from the back of curb. If a curb does not exist, an additional three feet (3') shall be added to the setback distance as measured from the edge of asphalt.
 2. Front setbacks for flag lots shall be measured from the portion of the lot, closest to the back of curb or edge of asphalt, where the lot width meets the minimum standard for the zone district.
 3. Side setbacks shall be measured from each side property line to the outermost exterior finish material of the adjacent structure.
 4. Rear setbacks shall be measured from the rear property line to the outermost exterior finish material of the adjacent structure.

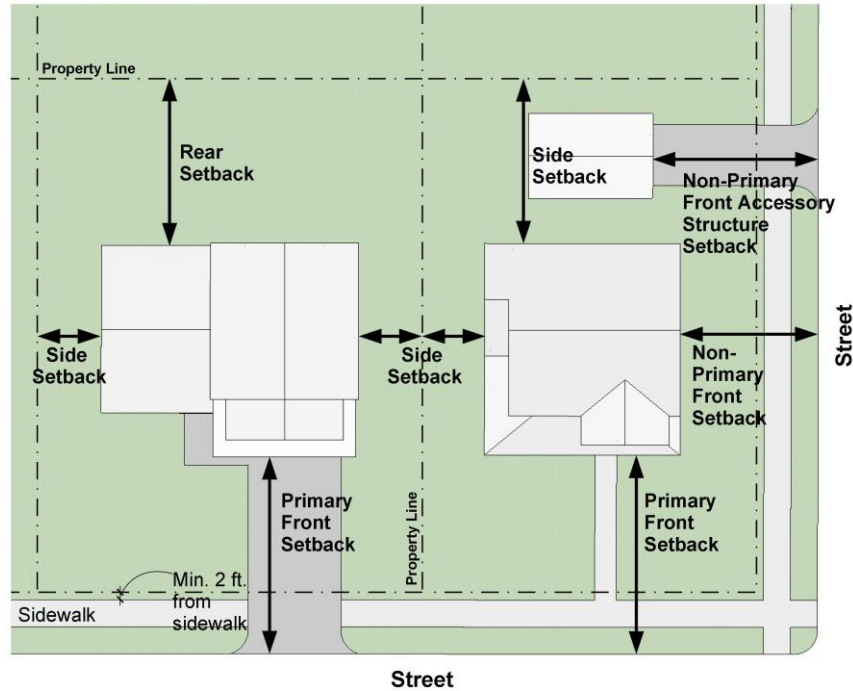


Figure 17.5.1: Residential Zone District Setback Measurements

- C. Setbacks in R-M, M, C, and LI zone districts shall be measured as follows (See Figure 17.5.2):
1. Front setbacks shall be measured as follows:
 - a. Where existing right-of-way improvements meet the City's Transportation Engineering Design Standards or Functional Plans, the front setbacks shall be measured from the edge of the existing right-of-way improvements;
 - b. Where existing right-of-way improvements do not meet the City's Transportation Engineering Design Standards or Functional Plans, the front setbacks shall be measured from the edge of the future required right-of-way improvements; or
 - c. As determined by the Director, when a compelling City interest exists.
 2. Side setbacks shall be measured from each side property line.
 3. Rear setbacks shall be measured from the rear property line.
 4. A setback greater than the minimums identified in [Table 17.5.2](#) and [Table 17.5.5](#) may be required, subject to Building Code requirements.
 5. Greater front, side, and rear setbacks may be required, based on specific use standards identified in Article 4 or landscape requirements identified in Articles 6 and 7.

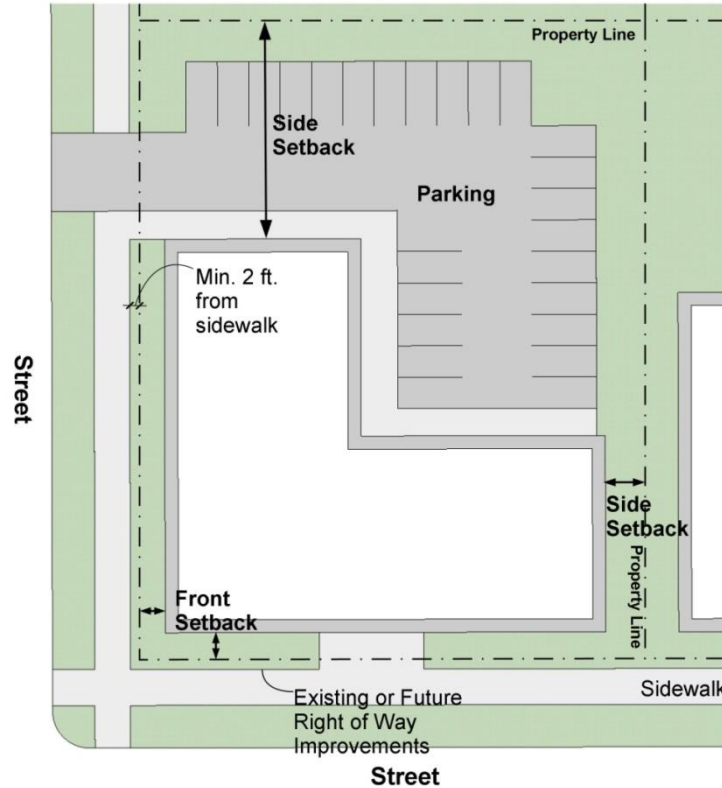


Figure 17.5.2: Multi-Family, Institutional, Mixed Use, Commercial and Light Industrial Zone District Setback Measurements

17.5.1.4: Height Requirements

The following height requirements apply to all zone districts:

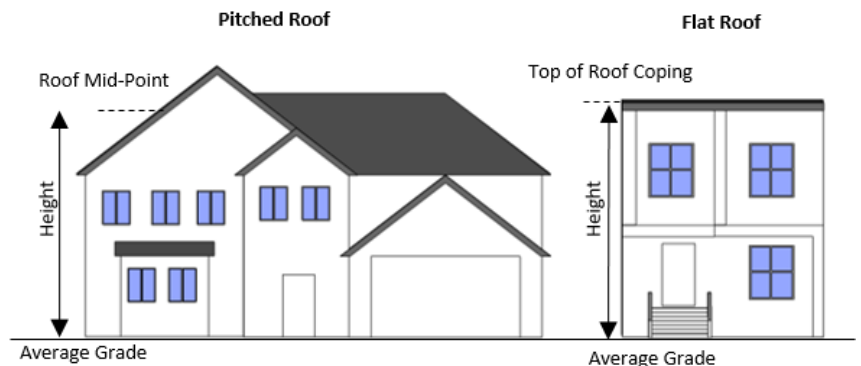
- A. Unless otherwise stated in this Zoning Code, any building or structure, including any accessory building or structure, shall conform to the height requirements applicable to the relevant zone district as set forth in the dimensional standards identified in this Article.
- B. The following architectural elements and utilities not intended for occupancy may exceed the maximum height requirements for the applicable zone district. Any exception shall only be erected to the minimum height necessary to accomplish the purpose intended. Height exceptions include, but are not limited to:
 1. Belfries;
 2. Bulkheads;
 3. Chimneys;
 4. Cupolas;

5. Domes;
 6. Elevator penthouses;
 7. Flagpoles;
 8. Skylights;
 9. Spires;
 10. Ventilators;
 11. Roof mounted solar collection system, if otherwise compliant with [17.5.5.4](#);
 12. Roof mounted wind-powered electric generator, if otherwise complaint with [0](#);
 13. Roof mounted wireless communication systems on existing buildings that are non-conforming in height, if otherwise complaint with Article 10; and/or
 14. Necessary mechanical appurtenances and screening located above the roof level.
- C. Exceptions listed above, excluding spires, belfries, cupolas, domes, flagpoles, and chimneys, shall be set back from the perimeter of the building a minimum of one foot (1') horizontally for every one foot (1') of vertical height greater than the maximum height allowed in the applicable zone district.
- D. Elevator penthouses not serving the roof and other enclosed or unenclosed mechanical equipment, including vertical or sloped screen walls for such equipment, shall not exceed a height of fifteen feet (15') above the permitted height of the building.
- E. The Director may grant other exceptions similar to those listed above.

17.5.1.5: Height Measurements

- A. Building and structure height shall be measured as follows:

1. Building and structure height shall be measured from average grade to the coping of a flat roof, the deck line of a mansard roof, the mid-point of the highest gable of a pitched or hipped roof, or the highest point of any other type of roof (See Figure 17.5.3).



Illustrative Figure 17.5.3: Height Measurement

2. Average grade shall be measured as follows:

- a. Average grade shall be determined by calculating the average of the highest and lowest elevation points adjacent to the building or structure along the pre-development grade or the improved grade, whichever is more restrictive.
- b. Within the height transition areas described in [0](#) and 17.5.4.2, [0](#) average grade may be calculated separately from the remainder of the building or structure.
- c. Where significant grading has been approved by the City, the average grade shall be considered the improved grade following such approved grading.

B. Façade Stepback Requirement:

1. Buildings taller than forty-five feet (45') in height, as measured from grade at the right-of-way, shall be subject to an upper level stepback for any façade on a front or non-primary front lot line.
2. For these façades, the floor of the building exceeding forty-five feet (45') in height must stepback at least ten feet (10') from the outer edge of the first story.
3. An additional ten feet (10') of stepback shall be required for every additional thirty feet (30') in height of the building.
4. Allowable encroachments include balconies, terraces, and other uncovered outdoor spaces with open or transparent railings.

17.5.1.6: Build-To-Zone Measurements

The build-to-zone requirement is intended to help create vibrant and pedestrian-friendly mixed-use and commercial corridors by bringing building façade to the street.

The build-to-zone is the area between the minimum and maximum front setbacks. To determine compliance with the build-to-zone requirements, the total width of the building or building portion(s) located in the build-to-zone is divided by the width of the lot or parcel on which the building is located (See Figure 17.5.4).

Where multiple stories are required or where a site has multiple street frontages, the total aggregate of the build-to-zone may be satisfied on one (1) or more of the required number of stories or street frontages. Plaza or patio areas satisfying the requirements of 17.7.5.2.B may be used to meet the build-to-zone requirement. The baseline 'lot width' dimension for a build-to-zone on corner lots is the dimension at the maximum setback line on both sides.

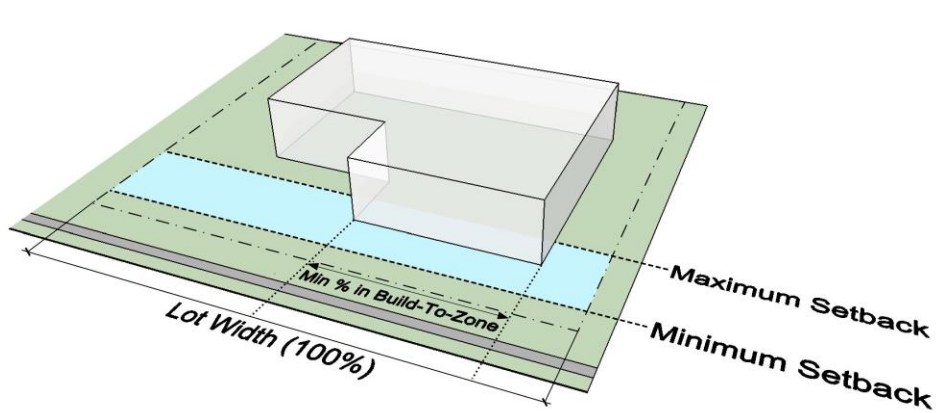


Figure 17.5.4: Build-To-Zone Requirement

17.5.1.7: Build-To-Zone Plazas

When plaza areas are proposed to satisfy the build-to-zone requirement, plaza areas shall be constructed in compliance with 17.7.5.2.B.

17.5.1.8: Sites with Uses that Have More than Two Public Street Frontages

If a site is bounded by more than two (2) public streets, the Director may determine that additional frontages do not need to comply with the front setback and building frontage requirements, based on the following review criteria:

- A. The pedestrian and traffic volume on each street;
- B. The street classification, as identified in the Transportation Engineering Design Standards;
- C. The impact on any adjacent residential properties;
- D. The desired land use and pedestrian characteristic of each adjacent street;
- E. The street frontages are most appropriately defined by buildings; and/or
- F. Any other applicable criteria that may affect building placement, as determined by the Director.



Figure 17.5.5: Example for Sites with More than 2 Public Street Frontages

17.5.2: Residential Standards

17.5.2.1: Dimensional Standards

All development in Residential zone districts must comply with the dimensional standards of [Table 17.5.1](#), except that the minimum lot size and minimum lot width requirements apply only to the creation of new lots. Lots existing prior to the adoption of this Zoning Code and recognized as legal by the City do not need to comply with the lot size or lot width requirements identified in [Table 17.5.1](#).

17.5.2.2: Driveway Length Requirements

A driveway accessing a front-loaded garage in the R-L districts shall be a minimum of eighteen feet (18') in length as measured from the back of sidewalk, or twenty-nine feet (29') in length, as measured from the edge of asphalt if no sidewalk or curb exists. (See Figure 17.5.6).

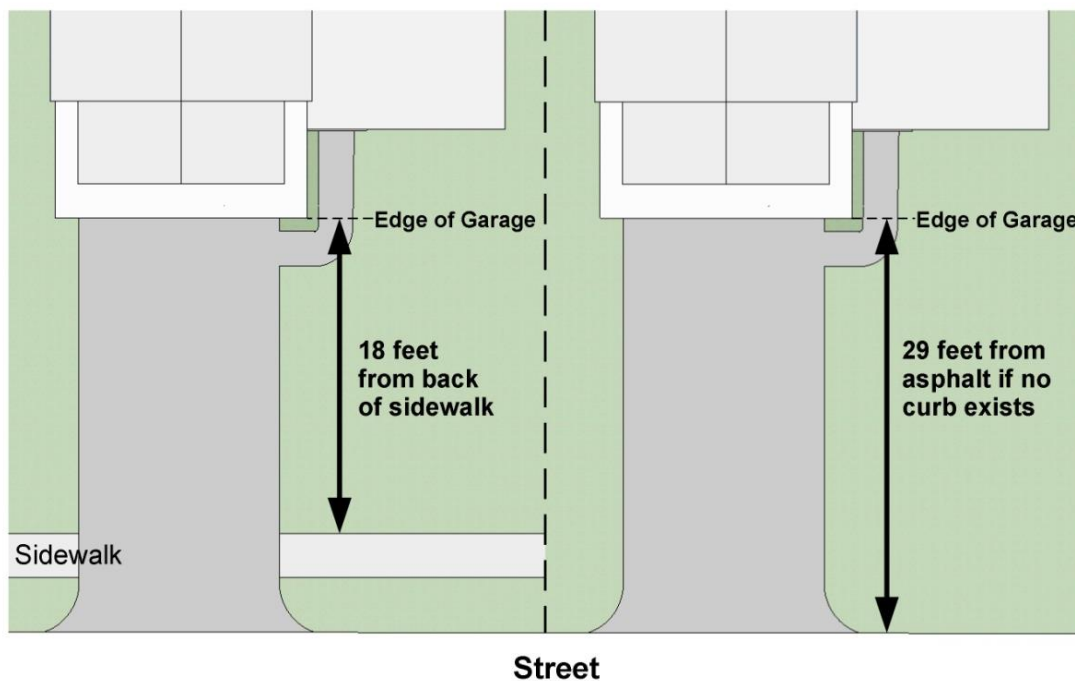
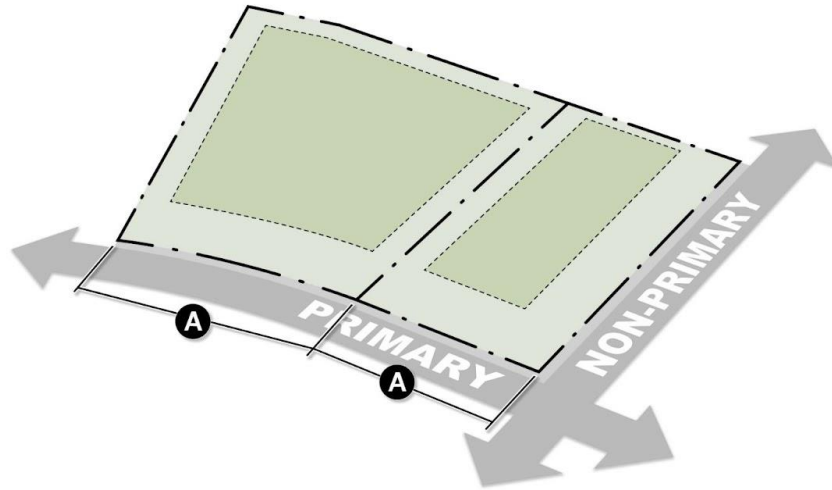


Figure 17.5.6: Driveway Length Measurements

17.5.2.3: Minimum Lot Size and Width for New Lots

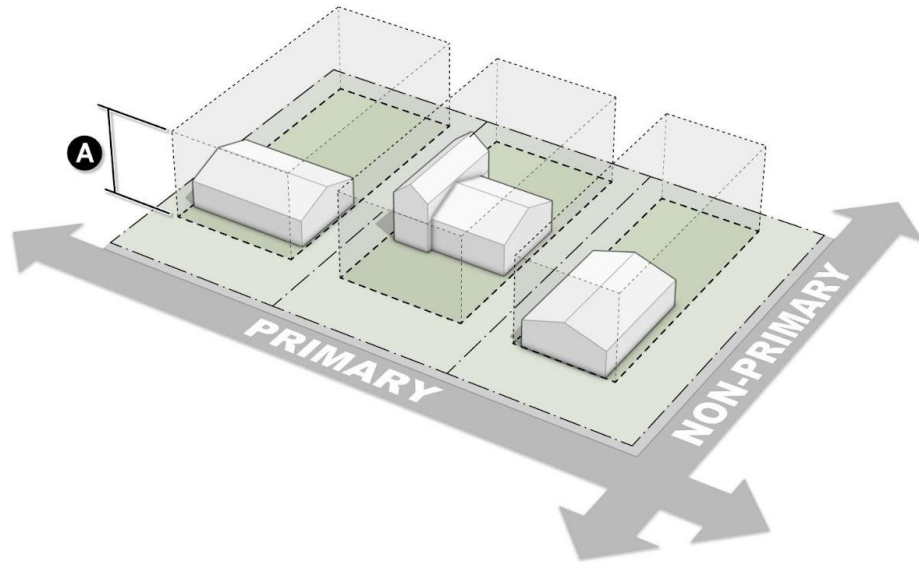
A Minimum Lot Width



Standard	LOW-FORM RESIDENTIAL				MID-FORM RESIDENTIAL
	Rural	Suburban	Urban	R-L-MH	R-MF
Minimum Size for New Lots (Square Feet)	7,000 sf	5,000 sf	3,000 sf	* see below	N/A
Minimum Width for New Lots (Feet) - One Primary Building Per Lot	75 ft	60 ft	45 ft	35/40 ft	18 ft

*Minimum parcel size: five (5) acres. Single wide dwelling: two thousand four hundred sq. ft. (2,400 sq. ft.). Double wide dwelling: three thousand six hundred square feet (3,600 sq. ft.).

17.5.2.4: Maximum Building Size (Square Feet and Height) - Primary Building



A Maximum Building Height

Standard	LOW-FORM RESIDENTIAL DISTRICTS				MID-FORM RESIDENTIAL
	Rural	Suburban	Urban	R-MH	R-MF
1-2 Units Per Lot (One Primary Building)					
Maximum square feet of Primary Structure - 1-2 units	3250 sf	3000 sf	2500 sf		
Maximum Height of Primary Structure - 1-2 units	25 ft	25 ft	25ft	25 ft	45 ft
3+ Units Per Lot (One Primary Building)					
Maximum square feet of Primary Structure - 3 or more units	3750 sf	3500 sf	3000 sf		
Maximum Height of Primary Structure - 3 or more units	25 ft	25 ft	25ft	25 ft	45 ft

17.5.2.5: Multiple Primary Buildings Per Lot

17.5.2.5.1: General Standards

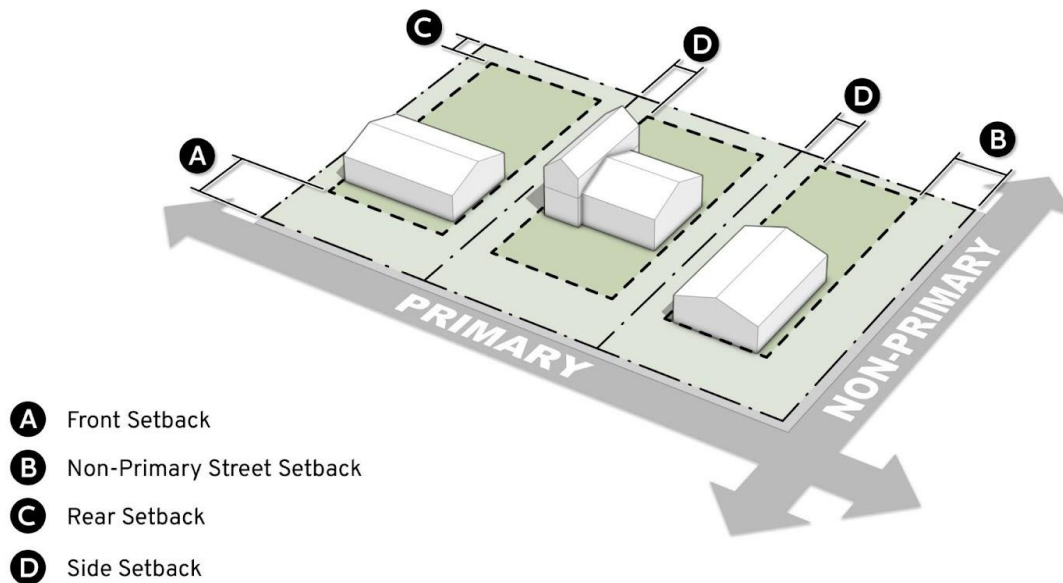
- A. Each lot in an R-L or R-M zone district may have one (1) primary building. Lots that exceed the minimum lot width by at least fifty feet (50') may have additional primary buildings, provided that the lots have an additional fifty percent (50%) of minimum lot area for each additional primary building.

Standard	LOW-FORM RESIDENTIAL DISTRICTS				MID-FORM RESIDENTIAL
	Rural	Suburban	Urban	R-MH	R-M
Cottage Court					
Maximum square feet of Each Structure - 1-2 units	1800 sf per building				
Maximum Height of Each Structure - 1-2 units	25 ft	25 ft	25 ft	25 ft	35 ft

17.5.2.6: Maximum Building Size (Square Feet and Height) - Accessory Structures

Standard	LOW-FORM RESIDENTIAL				MID-FORM RESIDENTIAL
	Rural	Suburban	Urban	R-MH	R-M
Accessory Dwelling Unit					
Maximum Height	20 ft (or 30 ft if located over a detached garage)				
Accessory Structure					
Height, Accessory Structure	35 ft	20 ft	20 ft	20 ft	20 ft

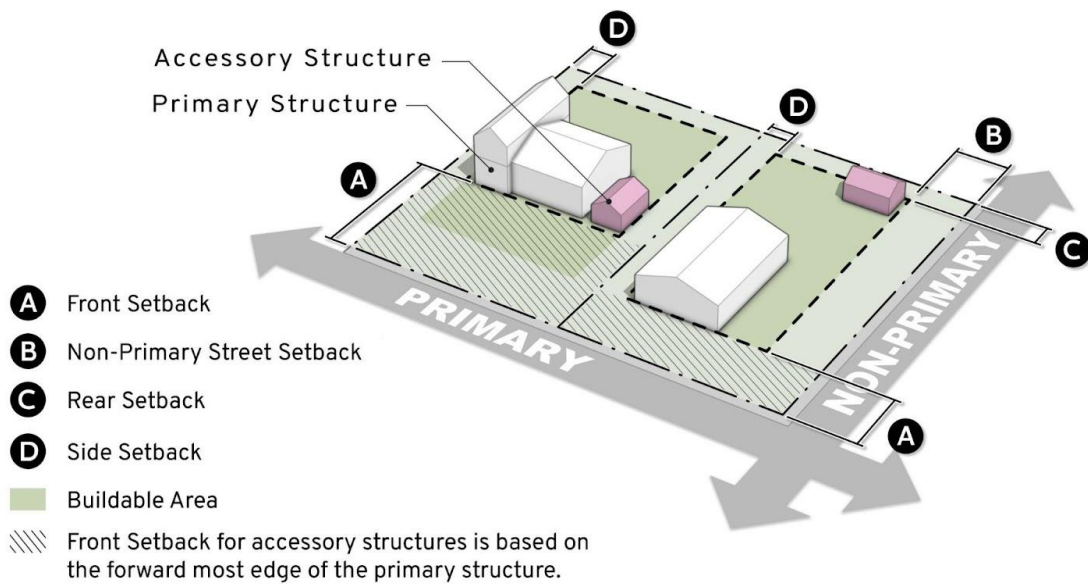
17.5.2.7: Minimum Setbacks for Primary and Large Accessory Structures



Standard	LOW-FORM RESIDENTIAL DISTRICTS				MID-FORM RESIDENTIAL
	Rural	Suburban	Urban	R-MH	R-M
Front (Primary)	25 ft	25 ft	25 ft	25 ft	10 ft
Front (Large Accessory)	All accessory structures, including ADUs, shall be located behind the front edge of the primary structure along the primary street frontage.				
Minimum Non-Primary Front	20 ft	20 ft	20 ft	20 ft	10 ft
Side	10 ft	5 ft	5 ft*	5 ft	5 ft*
Rear	15 ft	15 ft	15 ft	15 ft	15 ft

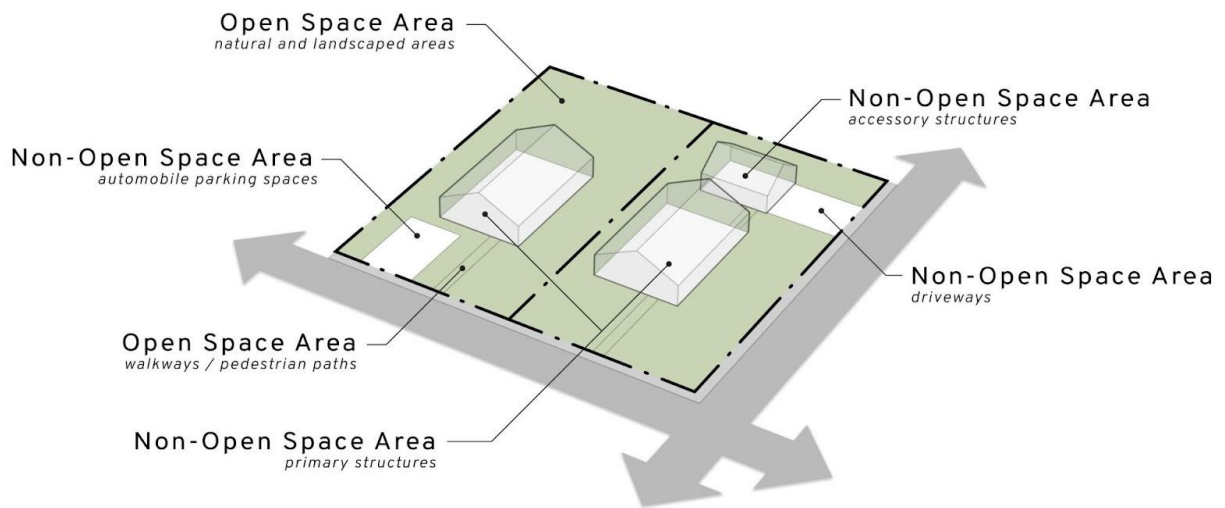
*No setback is required for common wall lot lines.

17.5.2.8: Minimum Setbacks for Accessory Structures



Standard	LOW-FORM RESIDENTIAL				MID-FORM RESIDENTIAL
	Rural	Suburban	Urban	R-MH	R-M
Front	All accessory structures shall be located behind the front edge of the primary structure along the primary street frontage.				
Non-Primary Front	20 ft	20 ft	20 ft	20 ft	20 ft
Side	10 ft	5 ft	5 ft	5 ft	5 ft
Rear	5 ft	5 ft	5 ft	5 ft	5 ft

17.5.2.9: Minimum Open Space



Standard	LOW-FORM RESIDENTIAL				MID-FORM RESIDENTIAL
	Rural	Suburban	Urban	R-MH	R-M
Minimum Open Space	50%	50%	50%	25%	40%

17.5.3: Mixed Use Standards

17.5.3.1: Dimensional Standards

All development in Mixed-use zone districts must comply with the dimensional and density standards of [Table 17.5.2](#), unless otherwise stated in this Zoning Code.

Table 17.5.2: Mixed Use Dimensional Standards															
Standard	M-N			M-G			M-C					M-R			Notes
	M-N-S	M-N-U	M-N-T	M-G-S	M-G-U	M-G-T	M-C-U	M-C-T				M-R-S	M-R-U	M-R-T	
Height (Feet)															
Minimum	None	None	30 ⁽¹⁾	None	None	30 ⁽¹⁾	30 ⁽¹⁾	45 ⁽¹⁾				None	None	None ⁽¹⁾	⁽¹⁾ Refer to Section 0 .
Maximum	45	45	60	60	90	Varies ⁽²⁾	120	Varies ⁽²⁾				60	60	90	⁽²⁾ Refer to Section 0 . Refer to Section 0 when adjacent to an R zone district. Refer to Section 0 for incentive regulations regarding height.
Setbacks (Feet)															

Table 17.5.2: Mixed Use Dimensional Standards															
Standard	M-N			M-G			M-C					M-R			Notes
	M-N-S	M-N-U	M-N-T	M-G-S	M-G-U	M-G-T	M-C-U	M-C-T				M-R-S	M-R-U	M-R-T	
Front															Refer to Section C .
Minimum	10	0	0	10	0	0	0	0				10	5	0	Refer to Section D for additional setback regulations. (3) Buildings not located at the 0-foot setback, shall be located a minimum of 5 feet from the property line.
Maximum	85	20	20	85	20	20	20	20				140	25	20	
Minimum Side	5	0/5(3)	0/5(3)	0/5(3)	0/5(3)	0/5(3)	0/5(3)	0/5(3)				5	0/5(3)	0/5(3)	
Minimum Rear	10	0/5(3)	0/5(3)	0/5(3)	0/5(3)	0/5(3)	0/5(3)	0/5(3)				10	0/5(3)	0/5(3)	
Open Space															
Minimum Open Space (Percent)	30	25	10	30	25	10	25	10				35	30	15	
Build-to-Zone															

Table 17.5.2: Mixed Use Dimensional Standards															
Standard	M-N			M-G			M-C					M-R			Notes
	M-N-S	M-N-U	M-N-T	M-G-S	M-G-U	M-G-T	M-C-U	M-C-T				M-R-S	M-R-U	M-R-T	
Build-to-Zone Req. (Percent)	40	50	60	45	55	65	70	75				25	50	75	Refer to Section 9 for additional regulations.
Maximum Non-Residential Building Footprint															
Maximum Building Footprint (Square Feet)	15,000	15,000	30,000	None	100,000	40,000	60,000	40,000				None	None	None	Refer to Section D
Minimum Residential Density															
Minimum Residential Density (Dwelling Units per Acre)	8	10	12	None	None	25	None	35 ⁽⁴⁾				5	10	30	⁽⁴⁾ Refer to Section 17.1.1.1:A.

Table 17.5.2: Mixed Use Dimensional Standards															
Standard	M-N			M-G			M-C					M-R			Notes
	M-N-S	M-N-U	M-N-T	M-G-S	M-G-U	M-G-T	M-C-U	M-C-T				M-R-S	M-R-U	M-R-T	
Retail – Maximum Allowed per Business (Square Feet of Gross Floor Area)	20,000(P)	20,000(P)	20,000(P); 20,001-40,000(S)	None	100,000(P) More than 100,000(S)	40,000(P); More than 40,000(S)	60,000(P) More than 60,000(S)	40,000(P); 40,001-60,000(S)				20,000(P)	20,000(P)	20,000(P)	(P) Indicates Permitted; (S) Indicates Special Use Permit approval is required.
Standards for Low-Form Residential in Mixed Use Districts															
Minimum Density (Dwelling Units per acre)	12	12	12	N/A	N/A	N/A	N/A	N/A				N/A	N/A	N/A	
Setbacks (feet)															
Front															Refer to Section 17.1.1.1:B.
Minimum	5	5	5	N/A	N/A	N/A	N/A	N/A				N/A	N/A	N/A	
Maximum	15	15	15	N/A	N/A	N/A	N/A	N/A				N/A	N/A	N/A	
Minimum Side	5	5	5	N/A	N/A	N/A	N/A	N/A				N/A	N/A	N/A	

Table 17.5.2: Mixed Use Dimensional Standards															
Standard	M-N			M-G			M-C					M-R			Notes
	M-N-S	M-N-U	M-N-T	M-G-S	M-G-U	M-G-T	M-C-U	M-C-T				M-R-S	M-R-U	M-R-T	
Minimum Rear	10	10	10	N/A	N/A	N/A	N/A	N/A				N/A	N/A	N/A	
Height (feet)															
Maximum	40	40	40	N/A	N/A	N/A	N/A	N/A				N/A	N/A	N/A	
Open Space															
Minimum Open Space (Percent)	25	25	25	N/A	N/A	N/A	N/A	N/A				N/A	N/A	N/A	

17.5.3.2: Minimum Building Story Requirement

In addition to the minimum height identified in [Table 17.5.2](#), the following minimum number of occupiable stories shall be required as identified in [Table 17.5.3](#). When a minimum number of stories are required to be provided in the build-to-zone, the minimum story requirement shall be provided with one (1) vertical building façade plane.

Within the build-to-zone, the occupiable second story shall be at least a minimum of fifty percent (50%) of the width and fifty percent (50%) of the depth of the building footprint.

Table 17.5.3: Minimum Building Story Requirement	
Zone District	Minimum Height in Floors
M-N-T	2
M-G-T	2
M-C-U	2
M-C-T	3
M-R-T	3

17.5.3.3: Maximum Building Height in Defined Station Areas

The maximum height allowed within the M-G-T and M-C-T districts varies by the station area location as identified in [Table 17.5.4](#):

Table 17.5.4: Maximum Building Height By Station Area		
Station Area	M-C-T	M-G-T
Sheridan Boulevard	120 feet	90 feet
Wadsworth Boulevard	120 feet	90 feet
Oak Street	90 feet	90 feet
Union Corridor	180 feet	180 feet

17.5.3.4 Height Transition to Adjacent Residential Districts

Where a multifamily or non-residential building is constructed adjacent to an R-L zone district or adjacent to a City-owned park greater than ten (10) acres in size, the building design shall be dictated by the following criteria:

1. A building located in a Mixed-use zone district and within one hundred and twenty-five feet (125') of the zone district boundary shall be required to demonstrate compatibility with any adjacent residential property through an analysis of building bulk and plane, potential buffering through the use of landscaping or decorative walls, building and parking orientation, and other similar site-specific conditions.

2. No portion of a building shall extend beyond a forty-five degree (45°) bulk plane from the adjacent single or two-family zone residential lot. Where a front or side lot line separates the zone districts, the first two (2) floors of the building shall be permitted to encroach into the forty-five degree (45°) bulk plane. (See Figure 17.5.7.)



Figure 17.5.7: Bulk Plane Height Transition

17.5.3.5: Additional Building Setback Regulations

Within any Suburban or Urban context, buildings located interior to a site shall not be required to meet the front setback requirements or, where applicable, the minimum height as required by [Table 17.5.2](#), provided that liner buildings meeting the requirements of [Table 17.5.2](#) are constructed. The liner buildings shall have a minimum depth of sixty feet (60'). Within the Urban context, the liner buildings shall be designed as multi-tenant structures.

17.5.3.6: Requirements for Specific Mixed-Use Zone District Contexts

The following mixed-use development requirements apply to all projects within the districts indicated:

- A. The following shall apply to all M-C-T zone districts:
 1. A vertical mix of residential, commercial, and/or public/civic/institutional uses as allowed in the M-C-T zone district shall be required for all buildings adjacent to arterial or collector streets.
 2. All buildings adjacent to arterial or collector streets shall include ground floor space designed for retail occupancy fronting on the street(s) and fulfilling the following requirements:
 - a. The ground floor space shall have a minimum depth of forty feet (40');
 - b. The minimum floor to ceiling height of the ground floor space shall be fourteen feet (14'); and
 - c. The ground floor space shall meet the building code requirements for retail occupancy.

3. Amenities associated with the building may occupy up to fifty percent (50%) of the space designed for retail occupancy (See Figure 17.5.9).

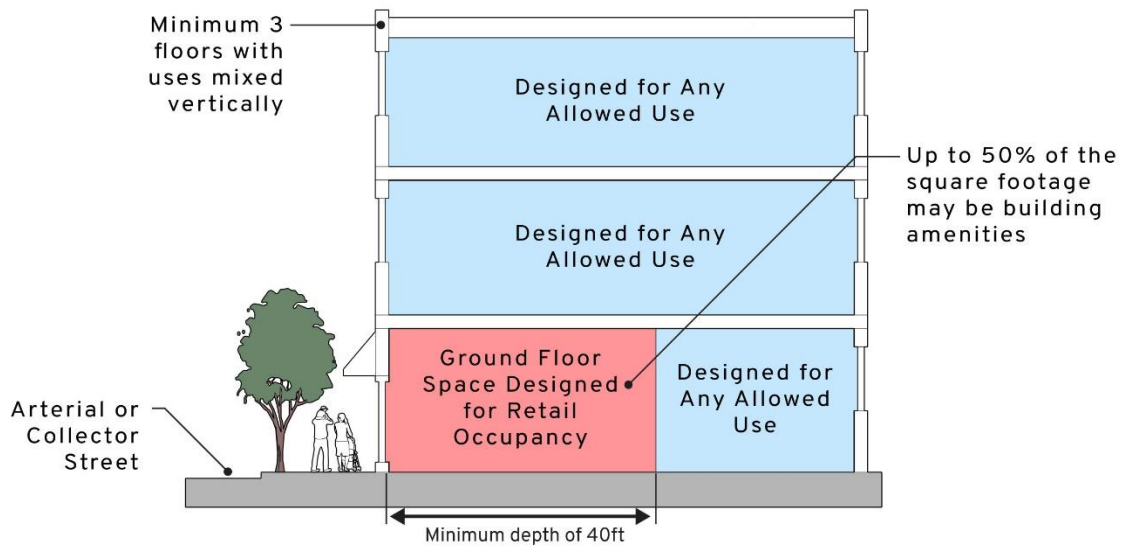


Figure 17.5.9 Institutional, Mixed-Use, Commercial, and Light Industrial Requirements and Minimum Commercial Use Depth in M-C-T

4. Other portions of the ground floor not required to be designed for retail occupancy may be designed for any allowed use in the zone district.
5. Where a building is located at the intersection of an arterial or collector street with a local street, the ground floor commercial space shall extend along the local street a minimum length of forty feet (40') (See Figure 17.5.10).

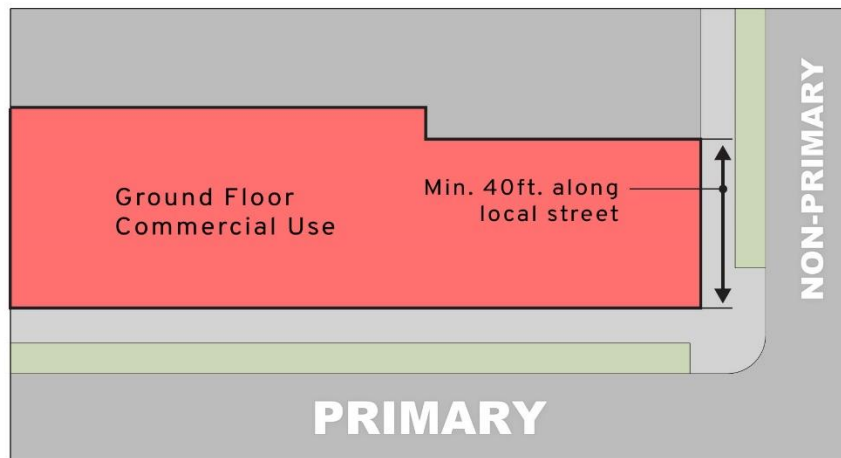


Figure 17.5.10 Minimum Commercial Depth along a Local Street

6. Single-use buildings are allowed within the zone district, provided that the requirements of [17.1.1.1:A.1](#) through [17.1.1.1:A.3](#) above are met, or if the parcel on which the building is located is only adjacent to a local street or streets.

B. The following shall apply to all M-G-T zone districts:

1. All buildings adjacent to arterial or collector streets shall include ground floor space designed for retail occupancy. The retail space shall be provided along the entire building frontage, excluding space used for vehicular access. Buildings shall front on the street(s) and meet the following requirements:
 - a. The ground floor space shall have a minimum depth of forty feet (40');
 - b. The minimum floor to ceiling height of the ground floor space shall be fourteen feet (14'); and
 - c. The ground floor space shall meet the building code requirements for retail occupancy.
2. Amenities associated with the building may occupy up to fifty percent (50%) of the space designed for retail occupancy (See Figure 17.5.11).

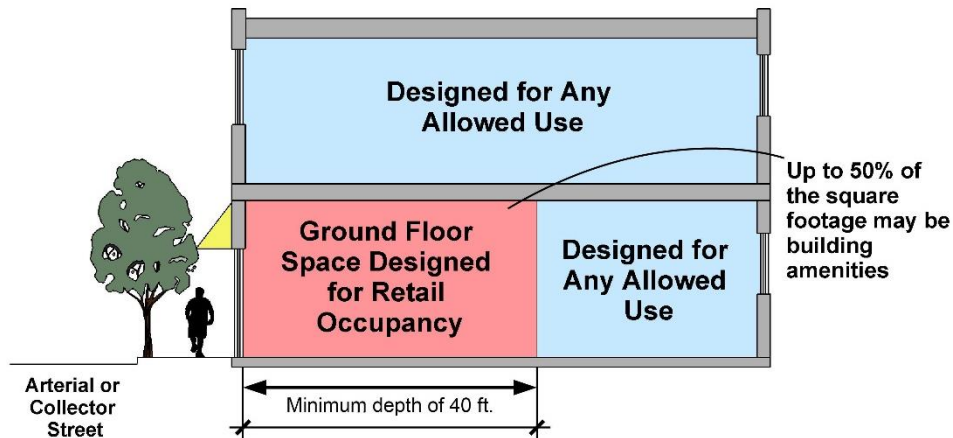
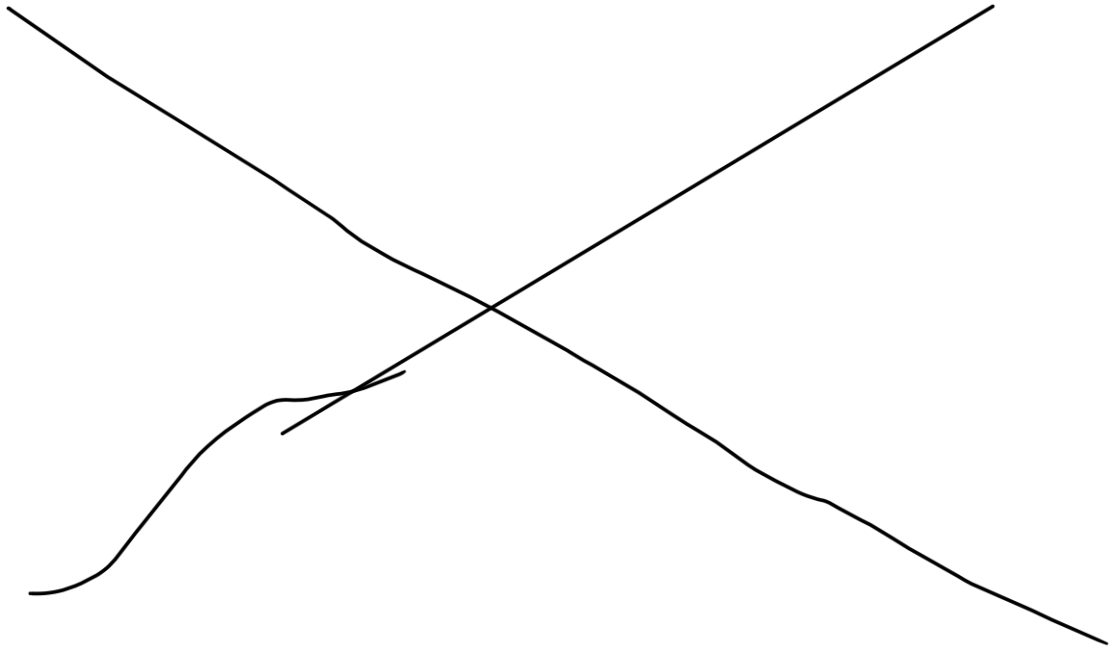


Figure 17.5.11: Institutional, Mixed-Use, Commercial and Light Industrial Use Requirement and Minimum Commercial Depth in M-G-T

3. Other portions of the ground floor not required to be designed for retail occupancy may be designed for other allowed uses.
4. Single-use buildings are allowed within the zone district, provided that the requirements of [17.1.1.1:B.1](#) above are met, or if the parcel on which the building is located is only adjacent to a local street or streets.

0



- C. The following shall apply to all M-N zone districts:
1. Parcels containing single-family dwellings and duplexes may add additional units even if the units do not comply with the minimum density requirements specified in Table 17.5.2. All new units must be designed to comply with the design and dimensional standards of this Zoning Code.
- D. The following shall apply to all M-R zone districts:
1. All buildings located adjacent to an arterial street may contain leasable non-residential space on the ground floor adjacent to the arterial street. However, the amount of commercial and/or office space shall not exceed thirty percent (30%) of the total building gross floor area (See Figure 17.5.13).
 2. For buildings located adjacent to collector or local streets, the amount of non-residential space shall not exceed twenty percent (20%) of the total building gross floor area (See Figure 17.5.13).

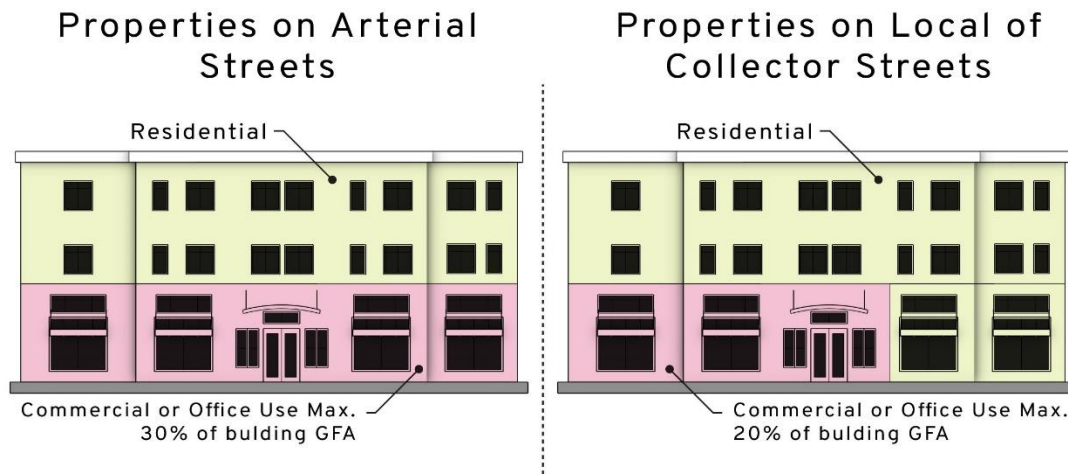


Figure 17.5.13 Commercial or Office Space Allowance in M-R zones

17.5.3.7: Incentives for Increased Height

The maximum building height within the mixed-use zone districts may be increased by one (1) story to a maximum of twelve (12) additional feet, for each of the following incentives that are achieved:

- A. The development project is registered with the Green Business Certification Inc. (GBCI) with the goal of Leadership in Energy and Environmental Design (LEED) Gold certification or greater at the time of building permit issuance. The applicant must submit a LEED scorecard and proof of LEED registration.
- B. The development project includes affordable units that utilize federal Low-Income Housing Tax Credits (LIHTC), pursuant to Section 42 of the Internal Revenue Code, and includes at least twenty percent (20%) market-rate units.
- C. The development project includes a minimum of fifty percent (50%) energy offset from renewable energy or complete building electrification.

17.5.4: Commercial and Light Industrial Standards

17.5.4.1: Dimensional Standards

All development in the commercial and light industrial zone districts must comply with the dimensional and density standards of [Table 17.5.5](#), except as otherwise expressly provided.

Table 17.5.5: Commercial and Light Industrial Dimensional Standards					
Standard	C-R	C-L	LI		Notes
Height (Feet)					
Minimum	None	None	None		
Maximum	90	45	60		Refer to Section 0 when adjacent to an R zone district.
Setbacks (Feet)					
Front					Refer to Section 17.1.1.1:B .
Minimum	15	15	15		
Maximum	None	None	None		
Minimum Side	5	5	5		
Minimum Rear	5	5	5		
Open Space					
Minimum Open Space (Percent)	25	25	25		

17.5.4.2: Height Transition Requirements Adjacent to Residential Zone Districts

Where a C or LI zoned property abuts an R-L zone district or a City-owned park greater than ten (10) acres in size, the area within one hundred and twenty-five feet (125') of the zone district boundary must function and interact appropriately with adjacent land uses located outside of the C or LI district.

- A. A building located in the C or LI zone district and within one hundred and twenty-five feet (125') of the zone district boundary shall be required to demonstrate compatibility with any adjacent residential property through an analysis of building bulk and plane, potential buffering through the use of landscaping or decorative walls, building and parking orientation, and other similar site-specific conditions.
- B. Any portion of a building located in the C or LI zone district and within seventy-five feet (75') of a zone district boundary line shall have a maximum height no greater than the maximum height allowed in the adjacent residential district (See Figure 17.5.14). Where a street separates the zone districts, the measurement shall be from the right-of-way line opposite the C or LI district site (See Figure 17.5.15).

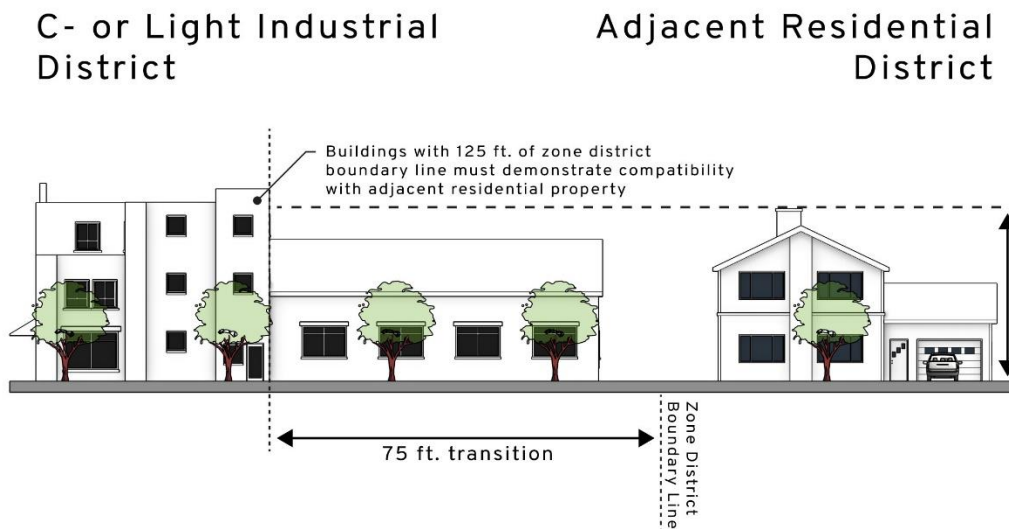


Figure 17.5.14 Example of Height Transition in Commercial or Light Industrial District Abutting a Residential District

17.5.5: Accessory Structures and Elements

17.5.5.1: Detached Structures

- A. A detached accessory structure shall be located a minimum of three feet (3') from the primary structure as measured from the closest adjacent walls and a minimum of two feet (2') from the primary structure as measured from the closest adjacent eaves.
- B. A detached accessory structure located on a lot in a low-form residential district shall be subject to the following standards:

1. An accessory structure or combination of accessory structures shall not exceed more than fifty percent (50%) coverage of the combination of the rear yard, side yards, and non-primary front yard area of a lot, and no more than ten percent (10%) of the total lot area (See Figure 17.5.16).
2. An accessory structure shall not exceed the above ground square footage of the primary structure.

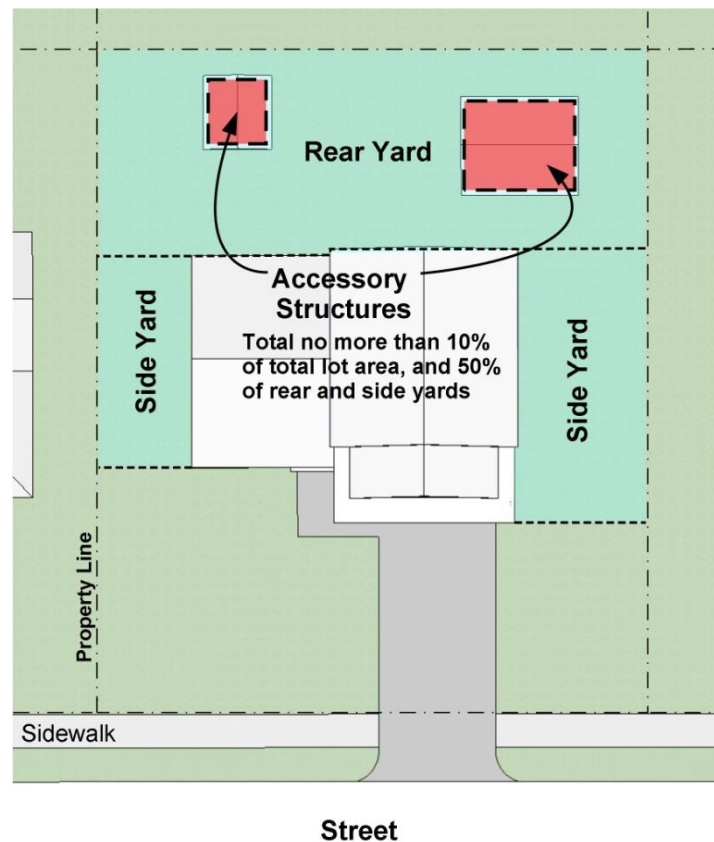


Figure 17.5.16: Determination of Accessory Structure Lot Coverage

3. Large accessory structures with any wall greater than thirty-two feet (32') in length or with any wall twelve feet (12') or greater in height shall comply with the minimum setbacks for a primary structure and be architecturally complementary to, and compatible with, the primary structure (See Figure 17.5.17). Large accessory structures shall also meet the standards of 17.6.2.1.B. Accessory structure wall height shall be measured using the averages of the existing grade.

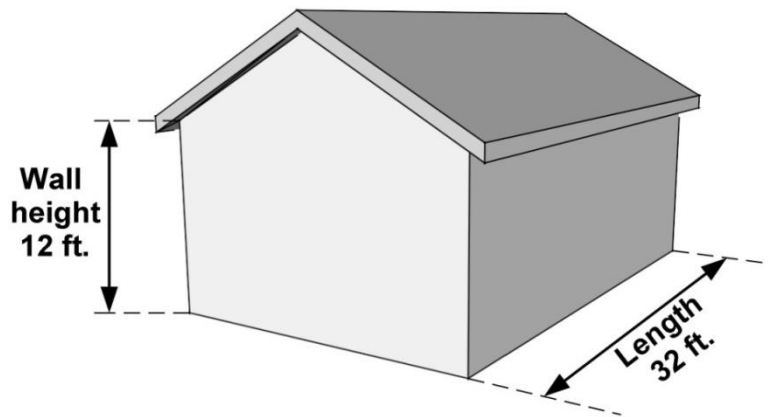


Figure 17.5.17: Measurement of Wall Height and Length

4. An accessory structure that is less than or equal to two hundred square feet (200 sq. ft.) in size with a vertical wall height less than ten feet (10') may encroach into the non-primary front setback if the accessory structure is located behind a solid six foot (6') high fence or wall. The structure shall not be placed in a designated easement or flood plain.
- C. A detached accessory structure located on an institutional, mid-form residential, mixed-use, commercial, or industrial lot shall be subject to the following standards:
1. An accessory structure shall not be located between a primary building and a public street;
 2. An accessory structure shall not be located within any required landscape area or parking spaces; and
 3. The structure shall reflect the design and color scheme of the primary structure.

17.5.5.2: Electric Vehicle Supply Equipment

- A. Electric Vehicle Supply Equipment (EVSE) shall be subject to the following:
1. EVSE located along a public or private street frontage shall not exceed four feet (4') in height above finished grade. EVSE can be buried or partially buried underground.
 - a. EVSE located at least sixty feet (60') from the parking lot perimeter may be up to six feet (6') in height.
 2. Where the EVSE is located along the public or private street frontage of the property, screening between the EVSE and adjacent street is required, pursuant to screening standards set forth in Articles 6 and 7.

3. Electrical Vehicle (EV) charging facilities may not be located within existing landscaped areas.
4. Trees shall not be removed to accommodate EV charging facilities unless they are considered as a nuisance species pursuant to Articles 6 and 7 or Title 8 of the Lakewood Municipal Code.
5. Shrubs shall be relocated and/or replaced at the same rate as which they are removed.
6. If the location of some or all of the Electric Vehicle Charging Projects (EVCP) are outside of the horizontal illuminance provided by the existing lighting onsite, additional lighting fixture(s) shall be consistent with the existing onsite lighting and/or existing lighting regulations.
7. EV charging infrastructure improvements to existing parking lots may utilize an existing parking space to accommodate these charging facilities even if it reduces the parking spaces below the minimum requirements pursuant to Table 17.8.1.
8. Signage may be provided as part of an EVCP to include information about charging types, voltage, fees, parking management regulations, wayfinding, or other information as desired.

17.5.5.3: Satellite Dish Antenna

- A. A satellite dish antenna located on a single-family, duplex, or attached dwelling unit lot shall be subject to the following:
 1. Satellite dish antennas with a diameter of forty inches (40") or less shall be allowed without restrictions.
 2. One (1) dish antenna greater than forty inches (40") in diameter shall be allowed per dwelling unit.
 3. A satellite dish antenna with a diameter greater than forty inches (40") shall be ground-mounted, shall be no greater than ten feet (10') in height, and shall comply with the accessory structure dimensional standards identified in [Table 17.5.1](#).
 4. A satellite dish antenna located on a lot other than those listed in [17.1.1.1:A](#) shall be subject to the following:
 - a. Satellite dish antennas with a diameter of forty inches (40") or less shall be allowed without restrictions.
 - b. A ground-mounted satellite dish antenna with a diameter greater than forty inches (40") shall comply with the dimensional standards identified in [Table 17.5.1](#) for R-M zones, [Table 17.5.2](#) for M zones, or [Table 17.5.5](#) for C and LI zones.
 - c. A ground-mounted satellite dish shall not be located in an area required for parking, landscaping, buffering, or water detention.

- d. A ground-mounted satellite dish antenna shall not exceed twelve feet (12') in height.
- e. A ground-mounted satellite dish antenna shall be screened from any adjacent public street or residential use through the installation of landscaping or decorative solid fencing. Landscaping shall be capable of reaching a height of eight feet (8') within two (2) years of the installation of the dish antenna. Fencing shall be constructed to a height equal to the dish antenna, or to the maximum height allowed within the zone district, whichever is less.
- f. A roof-mounted satellite dish antenna greater than forty inches (40") in diameter shall be screened. This screening can be accomplished through the utilization of parapet walls, through the installation of mechanical equipment screens, or other means to the extent that the dish antenna is hidden from view from all adjacent public streets or residential uses.

17.5.5.4: Solar Collection System

- A. A solar collection system located in an R-L zone district shall be subject to the following:
 - 1. Ground mounted solar collection system:
 - a. A solar collector system (a "collector" or "collectors") shall not be located in the front yard between a primary structure and a public right-of-way, unless the collector is located more than twice the distance as the required setback identified in [Table 17.5.1](#) and the collector is screened and not visible from the adjacent street.
 - b. Collectors shall be allowed in the non-primary front yard if they are located behind a solid six foot (6') high fence or wall.
 - c. Collectors shall be located a minimum of five feet (5') from all property lines.
 - d. The area covered by collector arrays in any Residential district shall be considered a detached accessory structure and shall comply with the coverage limitations of [Q](#) (See Figure 17.5.18).

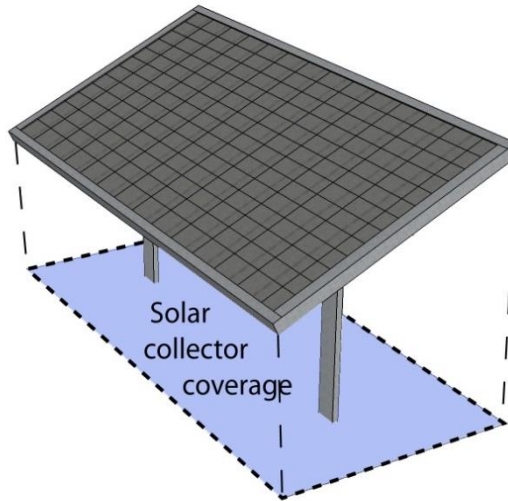


Figure 17.5.18: Measurement of Solar Collector Coverage

- e. Collectors shall not exceed the maximum allowed height for an accessory structure.
 - f. A ground mounted collector shall be subject to the zoning review process.
2. Roof mounted or wall mounted collectors:
- a. Collectors shall be located a minimum of five feet (5') from all property lines and other structures, except the structure on which it is mounted.
 - b. Collectors shall not project beyond the peak of the roof (See Figure 17.5.19). If a collector is attached to a flat roof, the collector shall not extend more than five feet (5') above the roof.

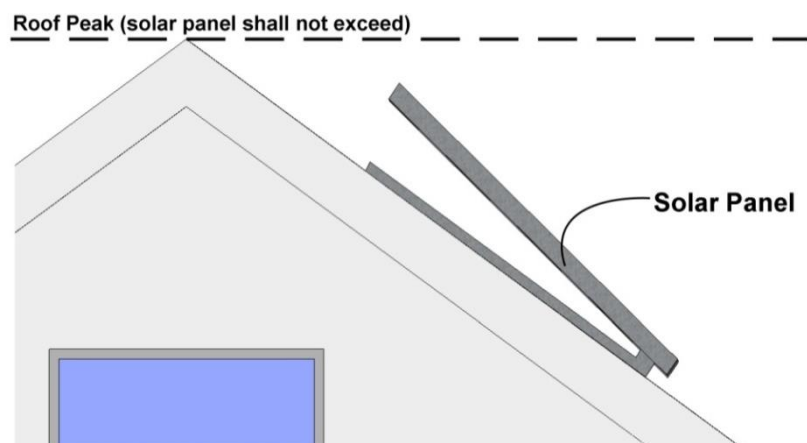


Figure 17.5.19: Solar Collector Projection Above Roof Peak

3. Solar easements:

- a. A property owner shall be responsible for negotiating a solar easement with other adjacent property owners in the vicinity of a collector to protect solar access and shall record the easement with Jefferson County.
- b. If no such easement is recorded, the owner of the collector shall have no right to prevent the construction of structures or the installation of landscape materials on nearby properties based upon the grounds that the construction would cast shadows on the collector.
- c. Any recorded solar easement(s) shall not be used to circumvent any requirements of this Zoning Code to include landscaping requirements.

B. A collector located in a zone district, other than those specific listed in [0](#), shall be subject to the following:

1. All collector shall comply with the primary structure dimensional requirements.
2. Solar easements:
 - a. A property owner shall be responsible for negotiating a solar easement with other adjacent property owners in the vicinity of a collector to protect solar access and shall record the easement with Jefferson County.
 - b. If no such easement is recorded, the owner of the collector shall have no right to prevent the construction of structures or the installation of landscape materials on nearby properties based upon the grounds that the construction would cast shadows on the solar collection system.
 - c. Any recorded solar easement(s) shall not be used to circumvent any requirements of this Zoning Code to include landscaping requirements.
3. A collector shall be subject to the zoning review process.

17.5.5.5: Wind-Powered Electric Generator

- A. A wind-powered electric generator located on a single-family, duplex, or attached dwelling unit lot shall be subject to the following:
1. No wind-powered electric generator shall exceed sixty feet (60') in height measured from ground level to the top of the blade diameter.
 2. No wind-powered electric generator blade shall be located closer than fifteen feet (15') above the finished grade of the surrounding property.
 3. No wind-powered electric generator or portion thereof may extend or encroach into the accessory building setbacks or onto any adjacent property.

4. Sound produced by the turbine under normal operating conditions, as measured at the nearest property line and at ground level of any adjacent property improved with a dwelling unit at the time of the issuance of a building permit, shall not exceed fifty-five (55) dBA sound level for any period of time, except during short-term events out of the owner's control, such as utility outages or strong windstorms.
 5. A turbine and tower shall be of a neutral color.
 6. All electrical wiring shall be located underground and within the tower.
 7. A wind-powered electric generator shall be subject to the zoning review process.
- B. A wind-powered electric generator located on a lot, other than those specific listed in [0.](#) shall be subject to the following:
1. No ground-mounted wind-powered electric generator shall exceed sixty feet (60') in height measured from ground level to the top of the blade diameter.
 2. All roof mounted wind-powered electric generators shall comply with the dimensional requirements of the zone district in which it is located.
 3. No wind-powered electric generator or portion thereof may extend or encroach into the building setbacks or onto any adjacent property.
 4. Sound produced by the turbine under normal operating conditions, as measured at the property line of any adjacent property improved with a dwelling unit at the time of the issuance of a building permit, shall not exceed fifty-five (55) dBA sound levels for any period of time. The fifty-five (55) dBA sound level may be exceeded during short-term events out of the owner's control such as utility outages or strong windstorms.
 5. A turbine and tower shall be of a neutral color.
 6. All electrical wiring shall be underground or contained within the building to which the generator is attached.
 7. A wind-powered electric generator shall be subject to the zoning review process.

ARTICLE 1: PURPOSE AND ADMINISTRATION

ARTICLE 2: PROCEDURES AND APPEALS

ARTICLE 3: ZONE DISTRICTS

ARTICLE 4: USE AND SUPPLEMENTAL STANDARDS

**ARTICLE 5: DIMENSIONAL AND DEVELOPMENTAL
STANDARDS**

ARTICLE 6: Residential Building and Site design Standards	6-1
17.6.1: General.....	6-1
17.6.1.1: Purpose and Intent	6-1
17.6.1.2: Applicability	6-1
17.6.1.3: Design and Development Manuals.....	6-1
17.6.2: Building Design Standards	6-26-1
17.6.2.1: Architecture	6-26 -1
17.6.2.2: Parking within a Multi-Family Residential Dwelling Building or Structure	6-56 -4
17.6.2.3: Exterior Building Elements	6-56 -4
17.6.3: Screening of Utility Structures, Outdoor Storage and Service Areas	6-66-5
17.6.3.1: General Standards.....	6-66 -5
17.6.4: On-Site Pedestrian Circulation Standards.....	6-66-5
17.6.4.1: Sidewalk Design Standards.....	6-66 -5
17.6.5: Landscape Design Standards.....	6-76-6
17.6.5.1: General Standards.....	6-76 -6
17.6.5.2: Street Tree Placement	6-86 -7
17.6.5.3: Single-family Dwelling and Duplex Residential Landscape Standards in	6-96 -7
17.6.5.4: Attached Dwelling and Multifamily Residential Landscape Standards in all other zones	6-106 -8
17.6.5.5: Landscape Materials	6-126 -10
17.6.5.6: Landscape Installation	6-136 -10
17.6.5.7: Landscape Maintenance	6-136 -11
17.6.5.8: Existing Tree Preservation	6-146 -11
17.6.5.9: Tree Replacement	6-156 -12
17.6.6: Residential Fence and Wall Standards	6-156-13
17.6.6.1: General Standards.....	6-156 -13
17.6.6.2: Fence and Wall Height	6-176 -14
17.6.6.3: Fence and Wall Placement.....	6-196 -15
17.6.6.4: Fence and Wall Materials	6-216 -16
17.6.7: Exterior Lighting Standards.....	6-226-17
17.6.7.1: General Standards.....	6-226 -17
17.6.7.2: Exceptions	6-236 -17
17.6.7.3: Prohibitions	6-246 -18

ARTICLE 6: RESIDENTIAL BUILDING AND SITE DESIGN STANDARDS

17.6.1: General

17.6.1.1: Purpose and Intent

This Article establishes site and building design standards for residential development in the City of Lakewood (the “City”). The purpose of these design standards is to ensure that development implements the principles and goals articulated in the City’s Comprehensive Plan for quality and sustainable development that interacts and functions well with the surrounding community. The purpose of the design standards in this Article is to:

- A. Provide opportunities for residential infill development that interacts well with the character of adjoining neighborhoods~~;~~
- B. Provide for a diverse mix of land uses, densities, and housing types for infill projects~~;~~
- C. Provide a well-designed site circulation system that is conducive to pedestrian use~~;~~ and
- D. Provide sustainable development through the preservation and adaptive reuse of existing housing stock.

The manner in which a particular land use functions and interacts with adjacent and surrounding land uses is integral in creating a successful development. The design of a new development or redevelopment should embrace the intent of the particular zone district and the purpose of the design standards in this Article.

17.6.1.2: Applicability

This Article establishes building and site design standards for a development that contains only a residential use. ~~The design standards shall be applied to any addition or new construction except where explicitly superseded by an approved Official Development Plan~~ (ODP) or as identified in this Article.

17.6.1.3: Design and Development ~~Manuals~~Criteria

In addition to the design standards established in this Article, the City has adopted design and development ~~manuals~~ criteria to further articulate the intended design for specific areas of the City. Any new development or redevelopment of a site located in an area governed by ~~a design and development manual~~ criteria shall adhere to ~~the standards outlined in such manuals~~ such criteria.

17.6.2: Building Design Standards

17.6.2.1: Architecture

The following design standards are intended to provide for the architectural ~~interest features~~ of buildings throughout the City:

- A. ~~Single-family dwelling and duplex~~ **Residential dwelling** structures on flag lots that are located away from the street shall maintain a street presence, and be oriented toward and visible from the street.
- B. All residential elevations shall have a similar level of architectural treatment and detail. Residential buildings shall be designed to include at least ~~four~~ seven of the following:
1. The incorporation of a porch or balcony;
 - ~~1-2.~~ The incorporation of canopies, awnings, or overhangs at primary entryways ~~entries;~~
 3. The incorporation of windows and doors;
 - ~~2-4.~~ The use of articulation of window and doorway surrounds (sills, lintels, pilasters, mullions), through a change in plane of at least two inches (2") on average;
 - ~~3-5.~~ A change in material types or textures;
 - ~~4-6.~~ The use of offsets or insets, such as bays;
 - ~~5-7.~~ A vertical or horizontal change to a wall plane;
 8. Vertical breaks or changes to roof lines;
 - ~~6-9.~~ The inclusion of roof eaves with a minimum depth of eighteen inches (18") ~~inches;~~ and/or
 - ~~7-10.~~ The use of masonry or stone on thirty percent (30%) or more of the building façade;
- C. Building Transparency:
- ~~Attached dwelling or multifamily~~ **Residential dwelling** building façades oriented towards a public or private street and located within twenty feet (20') ~~feet~~ of the back of existing or required right-of-way improvements shall be designed so that the ground-floor façade includes clear glass windows and doors to increase pedestrian interest. -These openings shall ~~be arranged so that the uses are visible from and to the street on~~ occupy at least thirty percent (30%) ~~percent~~ of that portion of the façade located within two (2) and ten (10) feet above grade.

D. Structure Variation:

1. ~~Single-family dwelling and duplex~~Residential structures shall not have the same color, model or building footprint on more than three (3) consecutive lots or buildings along a street frontage.
2. Residential dwellings shall introduce a ~~A~~-different façade, façade material, or model ~~shall be introduced~~ for every twelve (12) attached ~~dwelling~~ units within a development project.

E. Façades and Entry Ways:

1. All residential structures that are adjacent to a public or private street shall contribute to the streetscape. ~~The street-facing elevation shall have windows and at least one~~ (1) of the following: a porch, stoop, balcony, or dormer.
2. ~~Attached~~Residential dwellings that are adjacent to a public or private street shall provide a primary entrance or other architectural feature that faces the street.
3. ~~Attached dwelling and multi-family structure~~Residential dwellings shall have articulated façades to differentiate individual buildings.

F. Roof tops:

~~For attached dwelling and multi-family~~Residential dwelling structures, containing all sloped roofs shall be designed to provide a shadow line along major long wall planes and on end units.

G. Garages:

These additional design standards are for garages and only apply to the primary front setback.

1. The garage door opening shall not comprise more than fifty percent (50%) ~~percent~~ of a linear street façade of a residential building.
- ~~1-2.~~ Single car garages shall have door openings with a minimum width of eight feet (8') feet and a minimum height of seven feet (7') feet. Interior dimensions for single car garages shall be a minimum of twelve feet (12') feet wide and twenty feet (20') feet deep. Two-car garages shall have door openings with a minimum width of sixteen feet (16') feet and a minimum height of seven feet (7') feet. Interior dimensions for two-car garages shall be a minimum of twenty feet (20') feet wide and twenty feet (20') feet deep.
- ~~2-3.~~ Attached front-loaded garages and carports for single-family dwelling or duplex residential dwelling structures shall not project more than eight feet (8') feet in front of the habitable portion of the structure and must meet the required front setback.

~~3.4.~~ Detached garages for ~~single-family dwelling, duplex, attached dwelling or multifamily~~ all residential structures shall be setback behind the front edge of the primary residential building along the primary frontage.

~~4.5.~~ The street-facing façade of attached front-loaded garages for single-family dwelling, duplex, or attached dwelling structures shall include windows along at least 50% of the width of the door in a style that is compatible with the architecture of the residence. The street-facing façade of front-loaded garages must have windows covering at least fifty percent (50%) of the door's vertical or horizontal dimension, matching the residence's architecture. Alternative designs, including solid doors, may be approved at the Director's discretion.

~~5.6.~~ The street-facing façade of attached side-loaded garages for ~~single-family dwelling, duplex, or attached dwelling structure~~ residential dwellings shall include at least one (1) window and a similar architectural treatment as the remainder of the residential building (See Figure 17.6.1).

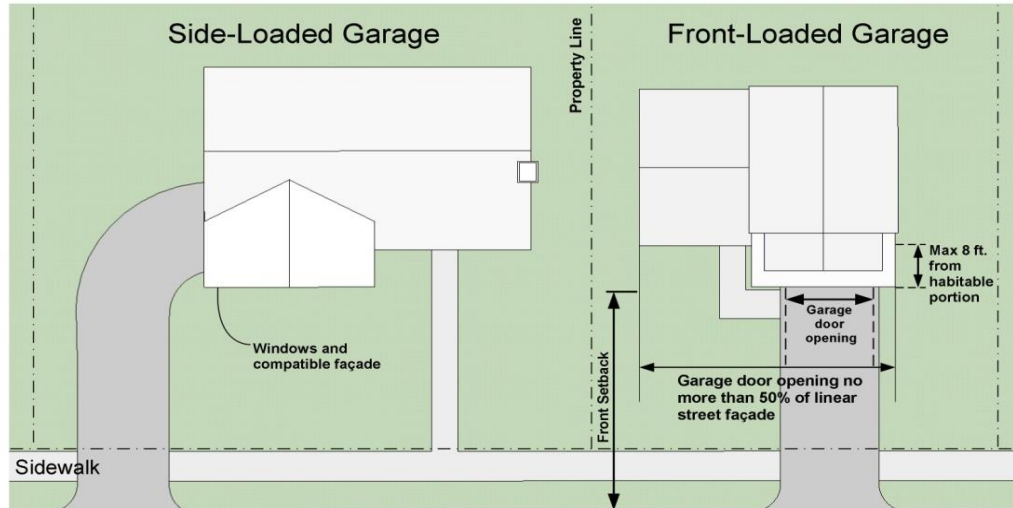


Figure 17.6.1: Attached Garages - Front and Side Loaded

17.6.2.2: Parking within a ~~Multi-Family~~Residential Dwelling Building or Structure

- A. The first floor façade of a parking structure located adjacent to a public street shall be designed to encourage and complement pedestrian-scale interest and activity through the inclusion of at least three architectural elements such as arcades, windows, awnings, overhangs, screens, grills, louvers or other similar non-opaque features.
- B. Façade openings that face a public street or open space shall be vertically and horizontally aligned and all floors fronting on those façades shall be level, not inclined.
- C. Parking structures shall be designed so that motorized vehicles parked on all levels of the structure are screened to a minimum height of forty-two inches (42")~~inches~~.
- D. Within the Urban and Transit contexts, the ground floor façade of a structured parking facility that abuts a public sidewalk, street, or open space and that is not occupied by entrances, exits, or waiting areas shall be designed and constructed with a minimum unfinished floor to ceiling height of fourteen feet (14')~~feet~~ in order to allow occupancy by uses other than parking that are allowed in the underlying zone district.
- E. ~~Within the Transit context, structured parking facilities located adjacent to a public street shall contain retail or office uses on the first floor fronting the street, or be wrapped with development of equal or greater height than the parking structure. At least 50 percent of a street-level facing a public sidewalk, street, or open space area shall contain retail or office uses to a minimum depth of 60 feet. Within the Transit context, structured parking facilities located adjacent to a public street shall contain non-residential uses on the first floor fronting the street, or be wrapped with development of equal or greater height than the parking structure. At least fifty percent (50%) percent of a street-level facing a public sidewalk, street, or open space area shall contain non-residential uses to a minimum depth of forty feet (40')~~feet.

17.6.2.3: Exterior Building Elements

The following design standards for ~~attached dwelling or multifamily~~residential dwelling structures are intended to minimize the impact of mechanical and service elements of buildings:

- A. Utility meters shall be screened from view from a public street to the greatest extent possible and shall be painted a color to blend with the building façade.
- B. All external rooftop mechanical equipment shall be screened from a public street 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 use one of the predominant materials or colors used on the primary façade of the building.
- C. On all structures exceeding thirty-five feet (35')~~feet~~ in height, roofs shall have drainage systems that are architecturally integrated into the building design.
- D. Any external stairwells, corridors and circulation components of a building shall be architecturally compatible with the overall structure, through the use of similar materials, colors, and other building elements.

17.6.3: Screening of Utility Structures, Outdoor Storage and Service Areas

17.6.3.1: General Standards

The following standards are intended to reduce the visual impact of certain site elements for ~~attached dwelling or multi-family~~ residential dwelling structures or common areas within residential developments.

- A. Utility boxes or equipment on private property shall not be located along a public street frontage.
- B. Landscape and structural elements shall be used to screen utility structures, service areas, loading docks, outdoor storage, recycling facilities, and trash containers.
- C. Screening shall be established on all sides of such elements except where an opening is required for access. -If access is possible only on a side that is visible from a public street, a solid gate or door shall be required.
- D. Required screening shall result in an opaque barrier to a minimum height of six feet (6') ~~feet~~ and be provided in the form of new or existing plantings, walls, fences, topographic changes, buildings, horizontal separation, or a combination of these techniques.
- E. Where structural forms of screening are utilized, the materials shall match the primary building materials and colors, or provide a comparable level of quality.
- F. ~~Trash and recycling~~ Waste enclosures shall be covered with a roof, or they shall be self-contained. Waste enclosures shall be sized to fit recycling, trash, organics, and additional waste streams. Enclosures shall follow design standards outlined in 'Lakewood's Zero Waste Design Guidelines'.

17.6.4: On-Site Pedestrian Circulation Standards

17.6.4.1: Sidewalk Design Standards

The on-site circulation system shall be designed to provide safe pedestrian paths throughout ~~attached dwelling or multi-family~~ residential dwelling sites or common areas within residential developments and shall integrate with adjacent properties and neighborhoods.

- A. Internal sidewalk connections shall be required:
 - 1. Between the front doors of residential buildings;
 - 2. From residential building entrances to all on-site facilities, such as parking areas, bicycle facilities, and open space;
 - 3. To connect to any accessible transit stop that is adjacent to a site; and

4. To provide direct access from all residential buildings to existing or planned public sidewalks, multi-use trails, parks, and greenways when accessible.
- B. Internal sidewalks shall be barrier-free and unblocked at all times.
- C. Sidewalk crossings shall be clearly defined and marked through a change in paving materials, height, or use of distinctive color when a sidewalk crosses a parking lot or internal street or driveway.
- D. In order to create a safe pedestrian environment ~~attached and multi-family residential~~ dwelling units shall be placed and sited so that internal sidewalks are in view of at least one (1) unit's living area windows.
- E. Internal sidewalks parallel and adjacent to a street or drive aisle shall use a raised walk or be separated from the street or drive aisle by a raised curb, landscaping or other physical barrier. If a raised internal sidewalk is used, the ends of the raised portions must be equipped with curb ramps
- F. Internal sidewalks must be hard surfaced, and a minimum of five feet (5')-feet in width. When adjacent to perpendicular, head-in, or diagonal parking, a pedestrian walk must be increased in width to a minimum of seven feet (7')-feet when parking is located on one side, and a minimum of nine feet (9')-feet when parking is located on both sides.
- G. Where a sidewalk is provided between two (2) or more parallel buildings, the minimum distance between the buildings shall be fifteen feet (15')-feet from building wall to building wall. Where a sidewalk is located between a property line and a building that is parallel to a property line, the minimum distance from the property line to the building shall be seven and a half feet (7.5')-feet. The sidewalk shall have a minimum width of five feet (5')-feet.

17.6.5: Landscape Design Standards

17.6.5.1: General Standards

- ~~A.~~ ~~The following standards shall apply to all residential additions greater than 20 percent or new construction:~~ The following standards shall apply to all new residential structures and additions greater than or equal to twenty percent (20%) percent of the gross floor area of the existing principal structure, or for new construction:
- ~~B.A.~~ Any portion of a site not utilized for buildings, structures, parking, driveways, service areas or storage areas shall be considered a landscape area.
- ~~C.B.~~ Plantings shall be arranged to promote energy and water conservation to the greatest extent possible. Where practicable:
 1. Deciduous trees which are sun tolerant shall be placed on the south and west sides of buildings to provide shade ~~from summer sun and allow passive heating in winter;~~ and -

2. Evergreens and other plant materials which are shade tolerant shall be concentrated on the north side of buildings to dissipate the effect of ~~winter~~ winds.

~~D.C.~~ Drought tolerant landscaping and design is required as part of the overall landscape theme. Drought tolerant landscaping techniques include, but are not limited to, using native and/or low-water plants, employing water-conserving irrigation techniques and systems, and reducing the percentage of turf coverage.

~~E.D.~~ Evergreen trees shall not be used in the tree lawn or within eight feet (8') feet of a public walk.

~~F.E.~~ Artificial trees, shrubs, turf or plants shall not be used to fulfill the minimum requirements for landscaping as required by this Article.

17.6.5.2: Street Tree Placement

~~A.~~ The following standards shall apply to all new residential structures and additions greater than or equal to twenty percent (20%) of the gross floor area of the existing principal structure or for new construction: The following standards shall apply to all residential additions greater than 20 percent or new construction.

~~B.A.~~ One (1) deciduous street tree shall be provided for every thirty-five (35) linear feet of street frontage. Street trees shall be evenly spaced along the street frontage

~~1.~~ Where a detached sidewalk exists, the tree shall be placed between the edge of asphalt or curb and sidewalk.

~~1.~~

~~2.~~ 2. In R-L or R-MH zones, where the sidewalk is attached to the street, canopy shade trees shall be established in an area ranging from four feet (4') to eight feet (8') feet behind the sidewalk.

~~2.~~

~~In single family dwelling and duplex developments residential dwelling developments, where the sidewalk is attached to the street, canopy shade trees shall be established in an area ranging from 4 to 8 feet behind the sidewalk.~~

~~3.~~

~~3.~~ In attached dwelling and multifamily developments all other zone districts, wherever the sidewalk is attached to the street and is nine feet (9') feet or more in width, shade trees shall be established in planting cutout areas that are a minimum of twenty-five square feet (25 sq. ft.) square feet of planting area.

4. Where no sidewalk exists, trees shall be placed twenty feet (20') feet from the edge of asphalt.

~~C.B.~~ The Director shall provide a recommended list of trees which shall be acceptable to satisfy the requirements for landscape plans, including approved shade trees that may be used as street trees.

~~D.C.~~ Trees shall be located to avoid significant interference with overhead or underground utilities, including lateral connections. A tree canopy may project over a right-of-way or easement.

~~E.D.~~ Ornamental trees may be planted in substitution of the shade trees where overhead lines and fixtures prevent normal growth and maturity. The presence of existing or proposed overhead or underground utility lines does not exempt the applicant from complying with the requirements of this Section. If utility lines conflict with the requirements of this Section, the Director may permit the relocation of street trees within the site or require the applicant to pay a tree replacement fee. Existing and/or proposed overhead or underground lines are not to preclude required street tree installation. Required street trees may be relocated on-site or pay a tree replacement fee.

~~F.E.~~ Plant materials shall be located to avoid interference with vehicular and pedestrian movement. Plant materials shall not project over sidewalks, paths, or trails below a height of eight feet (8') feet at maturity.

17.6.5.3: Single-family Dwelling and Duplex Residential Landscape Standards in R-L and R-MH zones

In addition to the general landscape standards, this Section establishes the standards for landscaping that is provided in the area located behind the sidewalk along public streets for all

residential additions greater than ~~fifty percent (50%)~~ or ~~for~~ new construction. All landscape areas in the front yard shall meet the following minimum requirements.

- A. Each ~~single-family dwelling unit or duplex unit~~ residential dwelling shall provide at least one (1) tree in the front yard in addition to any street tree(s) required per Section 17.6.5.2:
- B. The front yard shall be landscaped with a minimum of ~~fifty percent (50%)~~ living ground cover or living drought tolerant landscaping approved by the Director.
- ~~B-C.~~ Artificial turf, used as a landscape material, is prohibited in the front yard. is prohibited. See Section 17.6.5.4.5: Landscape Materials for additional requirements.
- ~~C-D.~~ Existing trees, shrubs, turf, or plants shall count toward fulfilling the minimum requirements for landscaping in the front yard.

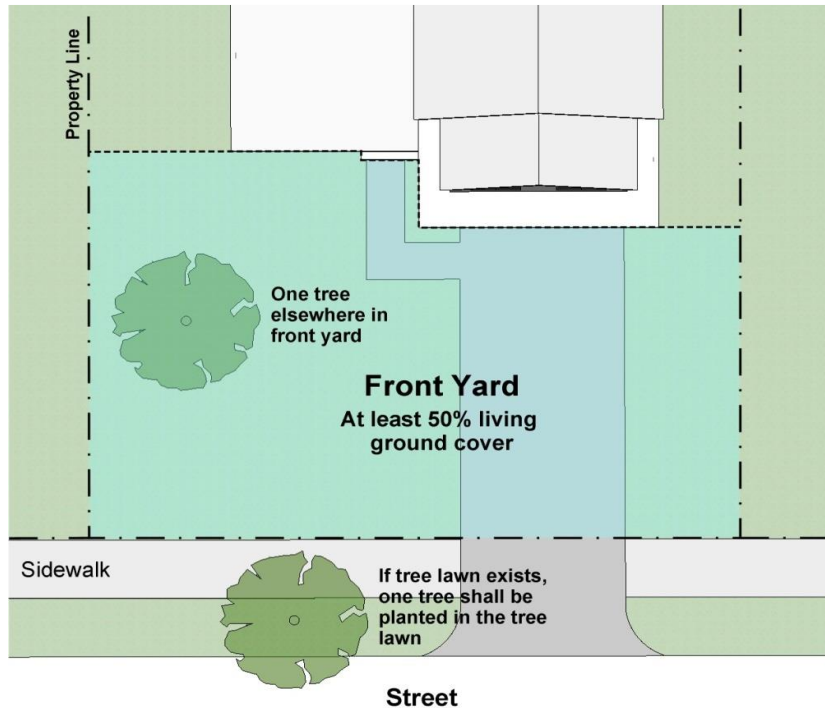


Figure 17.6.2: Front Yard Landscaping

17.6.5.4: ~~Attached Dwelling and Multifamily~~ Residential Landscape Standards in all other zones

In addition to the general landscape standards, this Section establishes the standards for landscaping that is specific to ~~attached dwelling and multifamily~~ residential dwelling development sites for all additions greater than ~~twenty percent (20%)~~ or ~~for~~ new construction. All landscape areas shall meet the following minimum requirements:

- A. One (1) tree and three (3) shrubs shall be provided for every five hundred and fifty square feet (550 sq. ft.)-square feet of landscape area. Tree lawn areas, parking lot landscape areas and landscape buffer areas are counted separately and independently from this requirement.
- B. In situations where it is not practical to plant a tree on site, trees may be replaced at a ratio of ten (10) shrubs or twenty (20) ornamental grasses to one (1) tree. Tree substitution is at the discretion of the Director.
- C. Landscape areas shall have a minimum of fifty percent (50%)-percent living ground cover or drought tolerant landscaping approved by the Director, and shall grow to the required coverage within five (5) years of installation.
- D. Whenever a ~~n attached dwelling or multifamily residential dwelling~~ site directly abuts a ~~single family dwelling or duplex~~ residential ~~dwellings~~ within a ~~single family dwelling or duplex~~ low-form residential zone district, one of the following transition options shall be installed in lieu of these landscaping requirements (See Figure 17.6.3):
 1. Option A: ~~A landscaped area with a width of thirty feet (30')-feet~~ shall be provided along the property line. ~~Canopy shade trees, evergreen trees, and shrubs shall be provided in the following numbers per one hundred (100) linear feet of the adjacent property:~~
 - a. Three (3) trees, and
 - b. Twenty (20) shrubs.

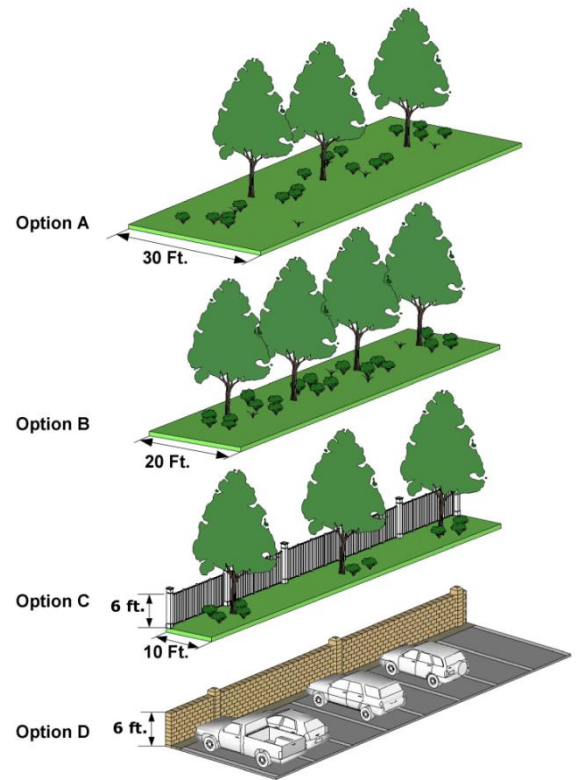


Figure 17.6.3: Side and Rear Transition Areas

2. Option B: -A landscaped area with a width of twenty feet (20')-feet shall be provided along the property line. -Canopy shade trees, evergreen trees, and shrubs shall be provided in the following numbers per one hundred (100) linear~~l~~ feet of the adjacent property~~y~~:

 - a. Four (4) trees, and
 - b. Twenty-four (24) shrubs.

3. Option C: -A six6-foot (6')-tall solid fence or wall shall be provided along the property line. Brick or stone columns must be incorporated into the fence or wall design and spaced at least every thirty-two feet (32')-feet. A landscaped area with a width of ten feet (10')-feet shall be provided adjacent to the fence. -Canopy shade trees, evergreen trees, and shrubs shall be provided in the following numbers per one hundred linear feet (100') lineal~~feet~~ of adjacencythe adjacent property:

 - a. Three (3) trees, and
 - b. Ten (10) shrubs.

4. Option D: -A six6-foot (6')-tall wall made of brick or stone or other comparable material with brick or stone columns spaced at least every thirty-two feet (32') feet may be installed in-lieu of landscaping for sites containing twenty-five (25) or fewer parking spaces.

17.6.5.5: Landscape Materials

- A. The selection of plant materials shall be based on the City's s of Lakewood's climate, site conditions and recommended plant material list approved by the Director.
- B. All plants shall be free of any defects, of normal health, height, leaf density, and spread appropriate to the species as defined by American Nursery and Landscape Association standards.
- B.C. To prevent uniform insect or disease susceptibility and eventual uniform maturity and agedness on a development site or in the adjacent area or the district, species diversity is required, and monocultures are prohibited. The requirements identified in Table 17.6.1 shall apply to site development plans.

Table 17.6.1: Tree Species	
Number of required trees	Maximum percentage of any tree species
10 - 19	75%
20 - 39	60%
40 or more	50%

~~C.D.~~ The following minimum tree and shrub sizes identified in Table 17.6.2 shall be required for planting.

Table 17.6.2: Tree and Shrub Size	
Type	Minimum Size
Canopy Shade (Deciduous) Tree	2.5" caliper balled and burlapped or equivalent
Evergreen Tree	6.0' height balled and burlapped or equivalent
Ornamental Tree	1.5" caliper balled and burlapped or equivalent
Shrubs	5 gallon or a size consistent with design intent
Note: Any tree or shrub plantings that are in addition to the minimum required by this Article are exempt from the foregoing size requirements.	

17.6.5.6: Landscape Installation

- A. To the maximum extent feasible, topsoil that is removed during construction activity shall be conserved for later use on areas requiring revegetation and landscaping.
- B. All landscaping shall be installed according to the American Nursery and Landscape Association horticultural practices in a manner designed to encourage quick establishment and healthy growth.
- C. Whenever the installation of required landscaping is not possible by the time construction on the primary structure has been completed, the City may authorize a delay in installation until no later than May 31st of the next calendar year.
- D. All landscaping in each development or development phase shall be installed prior to issuance of a certificate of occupancy. -As a condition of authorizing a delay in installation, the City may:
 1. Require that a surety or other guarantee, in a form acceptable to the City, is provided in the amount of one hundred and fifty percent (150%) ~~percent~~ of the value of the landscaping; or
 2. Issue a temporary certificate of occupancy, with the permanent certificate of occupancy to be issued following installation of all required landscaping.

17.6.5.7: Landscape Maintenance

The following standards shall apply to all residential development:

- A. Trees and vegetation, irrigation systems, and other landscape elements shall be considered elements of the project in the same manner as parking, building materials, and other site details. The landowner shall be responsible for the regular and proper maintenance of all landscaping elements.
- B. All landscaping shall be maintained free from disease, pests, weeds, litter, and all landscape structures shall be repaired and replaced as necessary to ~~maintain a structurally sound condition~~ ensure they are structurally sound.
- C. Any required landscape element that fails, dies, or is otherwise damaged or removed, shall be replaced within thirty (30) days or by May 31st of the next calendar year if ~~it~~ the landscape element is found dead during the winter months.
- D. Landscape and utility plans shall be coordinated to provide ease of future maintenance and to prevent conflicts between tree and shrub plantings and utilities. ~~Tree/utility separations shall not be used as a means of avoiding the planting of required street trees.~~

17.6.5.8: Existing Tree Preservation

- A. Existing trees with trunks greater than eight inches (8") ~~8-inch in diameter-caliper~~, measured one foot (1') ~~foot~~ above grade, within a development shall be preserved to the extent reasonably feasible and will help satisfy the landscaping requirements of this Section. Such trees shall be considered "protected" trees within the meaning of this Section. Streets, buildings, and lot layouts shall be designed to minimize the disturbance to protected trees.
- B. The Director shall determine through consultation with the City Forester when it is not feasible to preserve and retain protected tree(s) or to transplant them to another on-site location. If it is determined that it is not feasible to preserve or transplant protected tree(s), the applicant shall replace such tree(s) according to this Section. ~~Replacement trees shall be used to satisfy the tree planting standards of this Section.~~
- C. Trees that meet one (1) or more of the following removal criteria ~~shall be~~ are exempt from the requirements of this subsection.
 - 1. Dead, dying or naturally fallen trees, or trees determined by the City to be a threat to public health, safety, or welfare;
 - 2. Trees that are determined by the City to substantially obstruct clear visibility at driveways and intersections;
 - 3. Tree species that the City determines to be ~~constitute~~ a nuisance to the public, as determined by the City ~~including~~ Cottonwoods, Siberian Elms, Russian Olives, and Female Box Elders. However, trees, no matter the species, Native cotton-bearing Cottonwood trees and Female Box Elder trees as well as any other species of tree, are not considered nuisance trees when they are located near a property line and are used to create a buffer between any land uses; or.

4. Trees that are determined by the Director to prohibit reasonable use or development of a site may be replaced following the standards in ~~Section~~ 17.6.5.9.
- D. ~~All~~ The applicant shall identify all existing street trees that are located on City rights of way or easements adjacent to a development and all trees located on private property ~~shall be accurately identified~~ by species, size, location, and condition on required landscape plans.
- E. The following tree protection standards shall be followed for all projects with protected ~~existing~~ trees:
 1. ~~Within the drip line of any “protected” tree, there No one~~ shall ~~be no cut or fill~~ add or remove over ~~a four inches (4”) inch of soil within the drip line of any protected tree depth~~ four inches (4”) inches unless the City Forester has evaluated and approved the disturbance.
 2. Prior to and during construction, a fenced tree protection zone, formed by barriers, shall be erected and maintained around all protected trees at the drip line.
 3. The installation of utilities, irrigation lines, or any underground fixture requiring excavation deeper than six inches (6”) inches shall be accomplished by boring under the root system of protected existing trees at a minimum depth of twenty-four inches (24”) inches.

17.6.5.9: Tree Replacement

- A. ~~If the Director determines that certain trees prohibit reasonable use or development of a site and such trees~~ Trees that are removed, the applicant following the standards outlined in Section 17.6.5.8.C.4 shall be replaced those trees at a rate of one hundred percent (100%) percent of the total caliper of trees removed from the site.
- B. Each evergreen tree to be replaced shall be a minimum of two inch (2”) inch caliper or six feet (6’) feet in height ~~for evergreens~~.
- C. In lieu of replacing the total caliper of trees on-site, an owner may instead make a payment of one thousand two hundred dollars (\$1,200.00), or the present value as determined by the Director, per two inch (2”) caliper replacement tree, into a designated fund. The designated fund shall be used to plant trees on public property within the same Ward as the applicant’s property. If a property owner chooses not to replace the total caliper of trees on-site, the owner may make a cash payment of \$1,200.00 per replacement tree into a tree fund which shall then be used to replace trees on public property in the Ward in which the property is located.
- D. When the development causes any disturbance within any natural area on a property, replacement shall occur as required in this Section.

17.6.6: Residential Fence and Wall Standards

17.6.6.1: General Standards

The following standards shall apply to all residential development:

- A. No fence, wall, trellis, pergola, or arbor shall be erected, including replacement and repair, without a fence and/or building permit unless these structures are less than eight feet (8') feet-long and six feet (6')-feet high.
- B. Retaining walls greater than three feet (3') feet-in height require a building permit and must satisfy all engineering design requirements.
- C. A temporary fence permit may be issued in conjunction with an active building permit. A temporary fence permit may be granted for a one (1) year-year renewable period. All temporary fencing must be removed upon completion of construction and prior to the issuance of a certificate of occupancy
- D. Fences and walls shall be installed so that a finished side faces a public street or public space.
- E. Fences and walls shall follow the contour of the ground as far as practicable. Adjustments for grade shall occur at the bottom of the fence to every extent possible.
- F. Permanent fencing and walls shall not be erected which-if they restricts emergency access by-emergency equipment to any building.
- G. Fences and walls no longer maintained in a safe manner and/or which create a hazard through neglect, lack of repair, manner of construction, method of placement, or otherwise, shall be repaired, replaced or removed by the property owner. Examples of lack of maintenance shall include, but are not limited to, protruding or exposed wire, missing and/or protruding pickets, missing sections of fence, sagging or leaning pickets and supports, extending into a traveled sidewalk or creating a hazard for a pedestrian or motor vehicle.
- H. Solid fencing or wall sections along a street totaling more than two hundred (200)200 linear feet shall include architectural features, such as masonry, brick or wood-framed columns for every fifty feet (50')-feet of length. -The minimum separation between those features shall be no less than ten feet (10')-feet.
- I. Approved columns or posts may exceed the height of the fence by one foot (1')-feet and must meet all permit and setback requirements.

17.6.6.2: Fence and Wall Height

The following standards shall apply to all residential development:

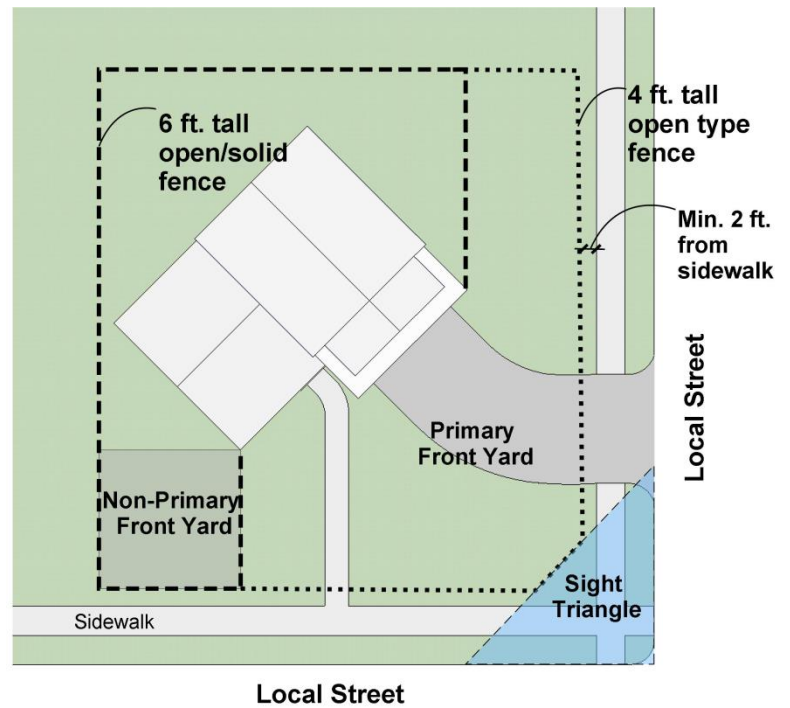


Figure 17.6.4: **Single-Family and Duplex Residential** Fence Location

- A. All fence, wall and structure heights shall be measured from the lowest finished grade at the location of the fence, wall or structure.
- B. If a minimum linear distance of ten feet (10')-feet separates a fence and retaining wall, a fence may be erected to a height of six feet (6')-feet above the highest finished grade.
- C. All fences in the primary front yard of ~~single-family, duplex and attached~~ residential uses shall not exceed four feet (4')-feet in height and a minimum fifty percent (50%) open (~~See~~ Figure 17.6.4).
- D. All fences in the rear yard, side yard, non-primary front of ~~residential single-family, duplex, attached residential, and multifamily~~ uses may be solid and shall not exceed six feet (6')-feet in height (~~See~~ Figures 17.6.4) except that recreational facility fences may be ten feet (10') feet in height when placed in a side or rear yard
- E. Perimeter fencing for public and private utilities and solar gardens shall not exceed six feet (6') feet in height and shall be at least fifty percent (50%) open along a street frontage.

~~Fences in the front yard for multifamily uses may be six feet (6') feet in height and shall be fifty percent (50%) percent open. Fence in the front yard for multifamily uses may be solid at the discretion of the Director.~~

~~four (4') fifty percent (%)n existing two foot (')~~

~~F. A combination four-foot (4') tall, fifty percent (50%) open fence may be erected on top of an existing two foot (2') tall retaining wall in the primary front yard.~~

~~F.G.~~ A combination fence and retaining wall may be erected ~~in rear, side and non-primary front to yardsto~~ a height of six feet (6')-feet above the highest finished grade or eight feet (8')-feet above the lowest finished grade, at the location of the fence, except that at no time shall the fence portion exceed six feet (6')-feet above the highest finished grade at any point (~~See~~ Figure 17.6.5).

~~G.H.~~ A retaining wall cannot be built for the purpose of elevating a fence to any height more than allowed by ~~Section~~ 17.6.6.2.E.

~~H.I.~~ An entry feature or trellis may exceed the six foot (6')6-foot height standard indicated in ~~Section 17.6.6.1:A so long as it is no more than.~~ An entry feature or trellis may have a maximum height of ten feet (10')-feet and a maximum width of ten feet (10')-feet.

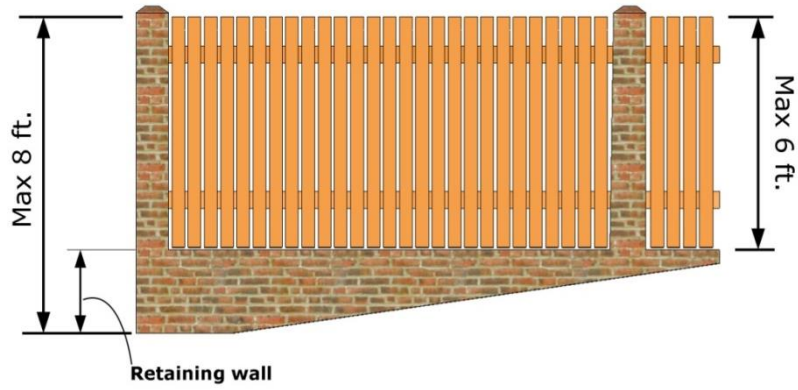


Figure 17.6.5: Fence Wall Combination

17.6.6.3: Fence and Wall Placement

The following standards shall apply to all residential development:

- A. No portion of a fence shall extend beyond the property line of the fenced property into the public right-of-way without approval of the Director. It may also be necessary to obtain an ~~an~~ License ~~a~~ Agreement prior to erecting a fence in the public right-of-way.
- B. All fences and walls including fence support systems such as posts, pillars and columns shall be set back at least to the property line and a minimum of two feet (2') feet from the back edge of the sidewalk to allow for safe passage by persons on a sidewalk or traveled walkway or where no sidewalk exists then two feet (2') feet behind the edge of asphalt.
- ~~C. Vehicular gates must be setback at a minimum 20 feet from flowline of the street or back of curb in order to meet vehicle stacking requirements.~~
- ~~D.C.~~ Gates adjacent to sidewalks, alleys and public rights-of-way shall open inward to the private property.
- ~~E.D. If the owner of an adjacent property is in agreement, a fence along common property lines may be placed at the furthest point forward of the adjacent property. A fence along common property lines may be placed at the furthest point forward of the adjacent property if the adjacent property allows for fence placement that differs from the neighbors. Where a legally permitted fence exists along the shared property line of an adjacent lot, the subject property may align its fence with the furthest extent of the adjacent fence. The subject property's fence may not exceed the height of the existing adjacent fence and may only be solid if the adjacent fence is solid.~~
- ~~F.E.~~ All fence locations on through-lots shall be reviewed on a case-by-case basis by the Director following the waiver criteria specified in Section 17.2.6 of this Zoning Ordinance Code.
- ~~G.F.~~ Solid fences and walls may be erected to a height of eight feet (8') feet to separate a property from an arterial street or a frontage road adjacent to U.S. 6 and U.S. 285 highways. The Director shall consider the aesthetic, visual, and noise reduction characteristics of the fence or wall.
- ~~H.G.~~ A four foot (4') 4-foot fence that is a minimum of fifty percent (50%) percent open may be permitted within a sightvision clearance triangle with review and approval of the City's s of Lakewood Traffic ff ic Engineering Division (S See Figure 17.6.6).

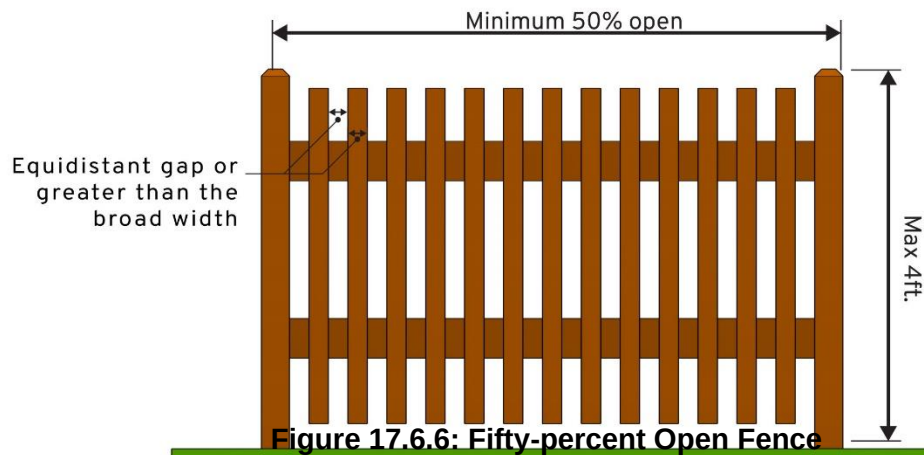


Figure 17.6.6 Fifty-percent Open Fence

17.6.6.4 Where a corner lot is permitted to have a solid fence along a non-primary front property line that coincides with an adjacent property's primary front yard, no fence will be permitted that creates a site distance hazard for vehicles exiting that property or for pedestrians walking along a sidewalk or traveled walk-way.

17.6.6.4: Fence and Wall Materials

The following standards shall apply to all residential development:

- A. Approved materials for fence construction include, but are not limited to, commercial quality wood, brick, masonry, metal, stone, wrought iron, manufactured vinyl or PVC fence material or any other material approved by the Director following the waiver criteria specified in [Section 17.2.5](#) of this Zoning [Ordinance Code](#).
- B. Barbed wire shall be allowed to a height of [twelve inches \(12"\)](#) ~~inches~~ above a [seventy-two inch \(72"\)](#) ~~inch~~ tall fence on non-primary front, side and rear property lines in the R-1-~~A43~~ zone district only.
- C. Combination fences of lattice and other decorative materials may be used in conjunction; however, at no time shall the combination exceed the fence height limitation for that zone district.
- D. All material used in wood fences shall be either naturally rot resistant (such as cedar), or pressure treated for rot resistance.
- E. Prohibited fence materials shall include, but are not limited to, aluminum siding, vehicle parts, smooth face concrete masonry units/blocks, cloth or plastic tarps, scrap wood or any other material not customarily sold for fencing [in the Denver Metropolitan area](#).
- F. Plastic or temporary construction fence may not be used as a permanent fence material.
- G. Approved materials for wall construction include, but are not limited to: commercial quality brick, decorative masonry units, or decorative concrete or any other material approved by the Director following the waiver criteria specified in [Section 17.2.5](#) of this Zoning [Ordinance Code](#).
- H. Prohibited wall materials shall include, but are not limited to, landscape timbers, smooth face concrete masonry units/blocks, and other materials not customarily sold for retaining walls.

17.6.7: Exterior Lighting Standards

17.6.7.1: General Standards

The following lighting standards shall apply to all residential development:

- A. Unless specifically excluded by this Zoning ~~Ordinance~~Code, any building or structure, including any accessory building or structure, shall conform to the lighting requirements for the applicable use as set forth in this Zoning ~~Ordinance~~Code.
- B. Lighting sources shall be directed away from reflective surfaces to minimize glare upon adjacent property and public rights-of-way.
- C. Lighting sources shall be positioned in such a manner as to direct light away from adjacent property and public rights-of-way.
- D. No direct rays of light shall extend beyond the boundaries of the property from where the light originates.
- E. ~~Excluding single-family dwelling and duplex~~small R-L residential dwelling unit sites and associated accessory structures, light fixtures on structures, walls, canopies, poles, stands, or mounted on a building shall have a shield, adjustable reflector, and non-protruding diffuser.
- F. ~~Light fixtures shall be LED or an approved equivalent, and comply with IDA Dark Sky principles for minimal light pollution.~~Lighting fixtures shall comply with the International Dark-Sky Association principles for minimal light pollution and shall utilize light emitting diodes (LED) unless the Director approves an industry equivalent.
- G. Light meter readings shall not exceed:
 - 1. One-half (1/2) foot-candles at a residential dwelling property line in R-L zones; ~~or~~
 - 2. One (1) foot-candle at a residential dwelling property line in all other zone districts; ~~or~~
 - 3. Two (2) foot-candles at all other non-residential property lines; ~~or~~
 - 4. Two (2) foot-candles at the public right-of-way.;

17.6.7.2: Exceptions

~~Minor~~eExceptions to the lighting standards above include, but ~~may not be~~are not limited to:

- A. Hazard warning lighting required by Federal and State regulatory agencies~~;~~
- B. Temporary emergency lighting required by local law enforcement, emergency service and utility department(s)~~;~~
- C. Traffic control and directional lighting~~;~~
- D. Underwater lighting used for the illumination of swimming pools and water features~~;~~
- E. Lighting for temporary festivals and carnivals~~;~~
- F. Lighting for recreational facilities. No private recreational facilities shall be illuminated after 11:00 p.m. except to conclude a scheduled recreational or sporting event in progress prior to 11:00 p.m.~~;~~
- G.** Low wattage residential accent and landscape lighting fixtures having a maximum output of 1600 lumens (equal to one 100-watt incandescent light) per fixture~~;~~ or
- G.H.** Other exceptions ~~may be~~ as approved by the Director.

17.6.7.3: Prohibitions

The following lighting sources are prohibited:

- A. Laser lights or other high intensity outdoor lights~~;~~
- B. Searchlights and floodlights used for advertising purposes~~;~~ and
- C. Lighting sources used on towers except as required by the Federal Aviation Administration.

This page intentionally left blank

ARTICLE 1: PURPOSE AND ADMINISTRATION

ARTICLE 2: PROCEDURES AND APPEALS

ARTICLE 3: ZONE DISTRICTS

ARTICLE 4: USE AND SUPPLEMENTAL STANDARDS

**ARTICLE 5: DIMENSIONAL AND DEVELOPMENTAL
STANDARDS**

**ARTICLE 6: RESIDENTIAL BUILDING AND SITE DESIGN
STANDARDS**

ARTICLE 7: Institutional, Mixed-Use, Commercial, and Light Industrial Building and Site Design Standards..... 7-1

17.7.1: General.....	7-1
17.7.1.1: Purpose and Intent	7-1
17.7.1.2: Applicability	7-1
17.7.1.3: Design and Development Manuals	7-1
17.7.2: Building Design Standards	7-2
17.7.2.1: Architecture	7-2
17.7.2.2: Materials and Colors	7-3
17.7.2.3: Exterior Building Elements	7-3
17.7.2.4: Additional Standards for Mixed-Use Zone Districts	7-4 7-3
17.7.3: Screening of Utility Structures, Outdoor Storage and Service Areas	7-5 7-4
17.7.3.1: General Standards	7-5 7-4
17.7.4: On-Site Circulation Standards	7-6 7-5
17.7.4.1: Sidewalk Design Standards	7-6 7-5
17.7.4.2: Internal Street Connectivity for Mixed-Use Zone Districts	7-7 7-6
17.7.5: Open Space and On-Site Amenities.....	7-8 7-7
17.7.5.1: General Standards	7-8 7-7
17.7.5.2: Additional Requirement for Mixed-Use and Commercial Zone Districts.....	7-8 7-7
17.7.6: Standards for Motor Vehicle Design Elements.....	7-9 7-8
17.7.6.1: General Standards	7-9 7-8
17.7.6.2: Drive-Through Facility	7-10 7-9
17.7.6.3: Motor Vehicle Service Facility.....	7-12 7-11
17.7.6.4: Parking within a Building or Structure	7-15 7-14
17.7.7: Landscape Design Standards.....	7-16 7-15
17.7.7.1: General Standards	7-16 7-15
17.7.7.2: Street Tree Placement	7-18 7-16
17.7.7.3: Institutional, Mixed-Use, Commercial, and Light Industrial Landscape Standards.....	7-18 7-16
17.7.7.4: Landscape Materials	7-20 7-17
17.7.7.5: Landscape Installation	7-21 7-18
17.7.7.6: Landscape Maintenance	7-21 7-19
17.7.7.7: Existing Tree Preservation	7-22 7-19
17.7.7.8: Tree Replacement	7-23 7-20
17.7.8: Fence and Wall Design Standards	7-24 7-21
17.7.8.1: General Standards	7-24 7-21
17.7.8.2: Fence and Wall Height	7-24 7-22
17.7.8.3: Fence and Wall Placement.....	7-27 7-24
17.7.8.4: Fence and Wall Materials	7-28 7-25
17.7.9: Exterior Lighting Standards.....	7-29 7-26
17.7.9.1: General Standards	7-29 7-26
17.7.9.2: Exceptions	7-30 7-27
17.7.9.3: Prohibitions.....	7-32 7-28

ARTICLE 7: INSTITUTIONAL, MIXED-USE, COMMERCIAL, AND LIGHT INDUSTRIAL BUILDING AND SITE DESIGN STANDARDS

17.7.1: General

17.7.1.1: Purpose and Intent

This Article establishes site and building design standards for development in the City of Lakewood (the “City”). The purpose of these design standards is to ensure that development implements the principles and goals articulated in the City’s Comprehensive Plan for quality and sustainable development that interacts and functions well with the surrounding community. The purpose of the design standards in this Article areis to:

- A. Provide high quality design in new development and redevelopment that promotes a sense of community identity~~;~~
- B. Provide a well-designed site circulation system with a strongly defined pedestrian and vehicular network, good connections to adjacent land uses and efficient connections to transit stops~~;~~
- C. Provide an overall landscape treatment of exterior spaces which enhances the quality of the project, creates usable open space, establishes an urban tree canopy, and creates transitions between land uses~~;~~ and.
- D. Provide sustainable development through the adaptive reuse of existing buildings, the design of energy efficient buildings, the use of renewable and low-energy use materials and the installation of water-wise landscaping.

The manner in which a particular land use functions and interacts with adjacent and surrounding land uses is integral in creating a successful development. The design of a new development or redevelopment should embrace the intent of the particular zone district and the purpose of the design standards in this Article.

17.7.1.2: Applicability

This Article establishes building and site design standards for all buildings and sites with uses other than residential development in the City. The design standards shall be applied to any addition or new construction except where explicitly superseded by an approved Official DevelopmentODP Plan or as identified in this Article.

17.7.1.3: Design and Development Criteria Manuals

In addition to the design standards established in this Article, the City has adopted design and development criteria to further articulate the intended design for specific areas of the City. Any new development or redevelopment of a site located in an area governed by design and development criteria shall adhere to such criteria.

~~In addition to the design standards established in this Article, the City has adopted design and development manuals to further articulate the intended design for specific areas of the City. Any new development or redevelopment of a site located in an area governed by a design manual shall adhere to the standards outlined in such manuals.~~

17.7.2: Building Design Standards

17.7.2.1: Architecture

The following design standards are intended to provide for the architectural interest of buildings throughout the City:

- A. The first-floor façade of all buildings, including structured parking facilities, shall be designed to encourage and complement pedestrian-scale interest and activity through the use of elements such as windows, awnings, and other similar features.
- B. Architectural features and treatments shall not be limited to a single façade. All visible sides of a building, whether viewed from public or private property, shall display a similar level of quality and architectural interest, with elements such as windows, awnings, a variety of exterior materials, reveals, and other similar features.
- C. All buildings shall be designed to have at least ~~twofive~~ (5) of the following (~~SS~~See Figure 17.7.1):
 - 1. Visual breaks in the façade such as horizontal articulation in the plane of the façade by at least two feet (2')-feet; ~~or~~
 - 2. Change in height of the façade by at least two feet (-2')-feet; ~~or~~
 - 3. Change in materials, color, texture or pattern; ~~or~~
 - 4. Columns or pilasters with a minimum four inch (4")4-inch horizontal depth from the plane of the façade and spaced at a maximum interval of fifty feet (50')-feet; ~~or~~
 - 5. Recessed entries; ~~or~~
 - 6. Articulation of windows and doorway surrounds (lintels, sills, pilasters, and mullions) through a change in plane of at least two inches (2") on average; ~~and/or~~
 - 4-7. Canopies, awnings, or overhang at entries and/or windows.



Buildings must provide visual interest using facade articulation, breaks, columns, height changes, or changes in color, texture, or pattern

17.7.2.2: Materials and Colors

- A. A variety of materials and colors shall be used on each building to avoid uniform façades. Contrast on a building may be accomplished by providing the appearance of various depths to the façade, overhangs, shadow lines on a façade of a building, or a variety of materials and texture.
- B. Color shades shall be used to unify a building or development where there is more than one tenant. Color combinations shall be complementary to the building and overall site development.

17.7.2.3: Exterior Building Elements

The following design standards are intended to minimize the impact of mechanical and service elements of buildings:

- A. Utility meters shall be screened from view from a public street to the greatest extent possible and shall be painted a color to blend with the building façade; ~~and~~.
- B. All exterior rooftop mechanical equipment shall be setback a distance at least equal to their height above the roof; or be screened from public right-of-way 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 use one of the predominant materials or colors used on the primary façade of the building; and~~.
- C. On all structures exceeding thirty-five feet (35') feet in height, roofs shall have drainage systems that are architecturally integrated into the building design; ~~and~~.
- D. Any external stairwells, corridors and circulation components of a building shall be architecturally compatible with the overall structure, through the use of similar materials, colors, and other building elements.

17.7.2.4: Additional Standards for Mixed-Use Zone Districts

A. Building Transparency:

Any institutional, Mixed-use, Commercial or Light industrial building façade oriented towards a public or private street, and located within the front setback, shall be designed so that the ground-floor façade includes clear glass windows and doors to increase pedestrian interest.

These openings-clear glass windows and doors shall ~~be arranged so that the uses are visible from and to the street or occupy fifty percent (50%) percent~~ or more of that portion of the façade located between two feet (2') feet and ten feet (10') feet above grade (~~See~~ Figure 17.7.2).

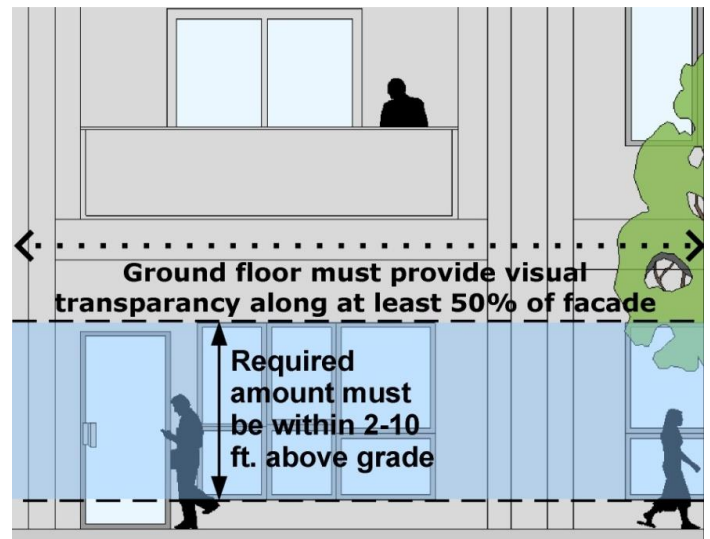


Figure 17.7.2: Ground Floor Transparency

B. Building Transparency Alternatives:

1. Up to forty percent (40%) percent of the Building Transparency requirement may be satisfied with windows on the ground floor located outside of the transparency zone; ~~or~~
2. Up to forty percent (40%) percent of the Building Transparency requirement may be satisfied with display cases; ~~or~~
3. Up to twenty percent (20%) percent of the Building Transparency requirement may be satisfied with permanent art displays; or
4. In no instance shall more than forty percent (40%) percent of the Building Transparency requirement ~~may~~ be satisfied through a combination of windows outside the transparency zone, display cases, or permanent art displays.

C. Building Entrances:

1. Within the Suburban context, all institutional, ~~mixed-use~~M, ~~eCommercial~~C, or ~~light industrial~~I buildings and ground floor users shall have a primary entrance either facing an adjacent street, placed at an angle not more than forty-five degrees (45°) degrees from an adjacent street, or within one hundred feet (100') feet of the adjacent street on a perpendicular façade as measured from the back of sidewalk along the adjacent street.

Within the Urban context, except the M-C-U zone district, all institutional, ~~mixed-use~~M, ~~commercial~~C or ~~light industrial~~I buildings and ground floor users shall have a primary entrance either facing an adjacent street, placed at an angle not more than forty-five degrees (45°) degrees from an adjacent street, or within fifty feet (50') feet of the adjacent street on a perpendicular façade as measured from the back of sidewalk along the adjacent street.

~~2.~~ Within the Transit context and the M-C-U zone district, all institutional, ~~mixed-use~~M, ~~commercial~~C or ~~light industrial~~I buildings and ground floor users shall provide a primary entrance facing an adjacent street or placed at an angle up to forty-five degrees (45°) degrees from an adjacent street.

~~3.2.~~

~~4.3.~~ Within all zoning district contexts, courtyards, plazas and similar entry features may be utilized to satisfy the building entrance requirement when these features are within fifty feet (50') feet of the back of sidewalk along the adjacent street and designed to connect the adjacent street edge to the main building entrance.

17.7.3: Screening of Utility Structures, Outdoor Storage and Service Areas

17.7.3.1: General Standards

The following standards are intended to reduce the visual impact of certain site elements:

- A. Utility boxes or equipment on private property shall not be located along a public street frontage~~ee~~;
- B. Landscape and structural elements shall be used to screen utility structures, service areas, loading docks, outdoor storage, recycling facilities, and trash containers~~;~~;
- C. Screening shall be established on all sides of such elements except where an opening is required for access. If access is possible only on a side that is visible from a public street, a solid gate or door shall be required~~;~~;
- D. Required screening shall result in an opaque barrier to a minimum height of six feet (6')~~feet~~ and be provided in the form of new or existing plantings, walls, fences, topographic changes, buildings, horizontal separation, or a combination of these techniques~~;~~;
- E. Where structural forms of screening are utilized, the materials shall match the primary building materials and colors~~;~~ or provide a comparable level of quality~~;~~ and;
- F. ~~Trash and recycling~~Waste enclosures shall be covered with a roof~~;~~ or they shall be self-contained. Waste enclosures shall be sized to fit recycling, trash and additional waste streams. Enclosures shall follow design standards outlined in 'Lakewood's Zero Waste Design Guidelines'.

17.7.4: On-Site Circulation Standards

17.7.4.1: Sidewalk Design Standards

The on-site circulation system shall be designed to provide safe pedestrian paths throughout the site and shall integrate with adjacent properties and neighborhoods. The on-site circulation system shall comply with the following standards:

- A. Internal sidewalk connections shall be required:
 - 1. Between the front doors of primary buildings;
 - 2. From buildings to all on-site facilities, such as parking areas, bicycle facilities, and open space;
 - 3. To connect to any accessible transit stop that is adjacent to a site; and
 - 4. To provide direct access from all buildings on the site to existing or planned public sidewalks, adjacent multi-use trails, parks, and greenways~~;~~;

- B. Internal sidewalks shall be barrier-free and unblocked at all times; ~~and~~.
- C. Sidewalk crossings shall be clearly defined and marked through a change in paving materials, height, or use of distinctive color when a sidewalk crosses a parking lot or internal street or driveway; ~~and~~.
- D. In order to create a safe pedestrian environment, multifamily residential buildings shall be placed and sited so that all required internal sidewalks are in view of at least one (1) unit's living area windows; ~~and~~.
- E. Internal sidewalks parallel and adjacent to a street or drive aisle shall use a raised walk or be separated from the street or drive aisle by a raised curb, landscaping or other physical barrier. If a raised internal sidewalk is used, the ends of the raised portions must be equipped with curb ramps; ~~and~~.
- F. Internal sidewalks must be hard surfaced, and a minimum of five feet (5') ~~feet~~ in width. When adjacent to perpendicular, head-in, or diagonal parking, a pedestrian walk must be increased in width to a minimum of seven feet (7') ~~feet~~ when parking is located on one (1) side, and a minimum of nine feet (9') ~~feet~~ when parking is located on both sides; ~~and~~ and.
- G. Where a sidewalk is provided between two (2) or more parallel buildings, the minimum distance between the buildings shall be fifteen feet (15') ~~feet~~ from building wall to building wall. ~~Where a sidewalk is located between a property line and a building that is parallel to a property line, the minimum distance from the property line to the building shall be seven and a half feet (7.5') ~~feet~~. The sidewalk shall have a minimum width of five feet (5') ~~feet~~.~~

17.7.4.2: Internal Street Connectivity for Mixed-Use Zone Districts

In the Urban and Transit contexts, any development five (5) acres or greater in size shall provide for public and private street connections into and through the site at a maximum of every six hundred feet (600') ~~feet~~ to increase pedestrian and vehicular connectivity and all spacing standards shall be met (~~S~~See Figure 17.7.3). ~~New streets shall connect to the existing street network, unless one or more of the following factors applies:~~

- A. Grade changes within the site make it impossible to connect with adjacent streets; and/or.

- B. The area surrounding the site already has patterns of through streets allowing circulation and the Director determines that additional street connections through the site would not significantly improve circulation or reduce congestion on surrounding streets.

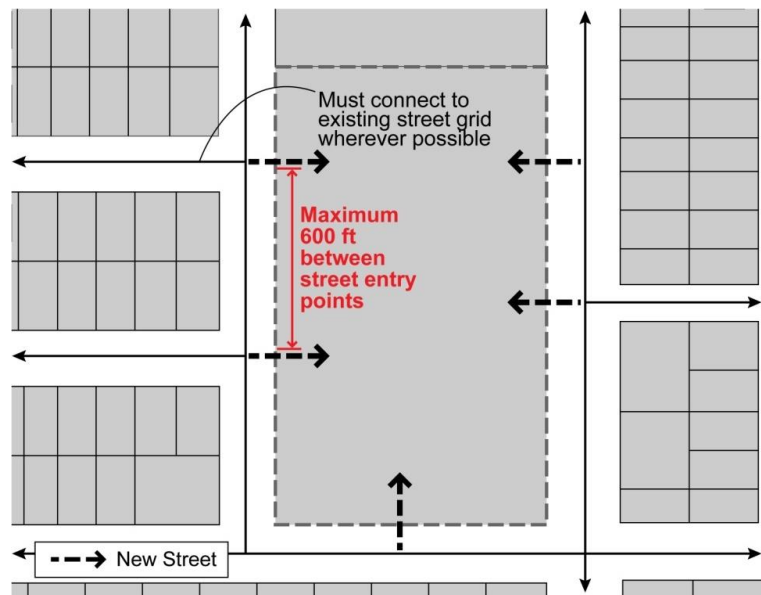


Figure 17.7.3: Street Connectivity

17.7.5: Open Space and On-Site Amenities

17.7.5.1: General Standards

The following open space design standards are intended to enhance the overall site layout and ensure that open space is designed as an accessible amenity. [The open space design shall comply with the following standards:](#)

- A. All development or redevelopment requiring a site plan per Article 2 of this Zoning Ordinance must meet the open space requirements set forth in Article 5.
- B. Open space areas should be visible from adjacent streets or pedestrian areas to the greatest extent possible; and
- C. Stormwater detention areas should be integrated into the site design and used as an amenity to the greatest extent possible.

17.7.5.2: Additional Requirement for Mixed-Use and Commercial Zone Districts

In order to provide enhanced pedestrian amenities on larger sites, plaza space shall be required when a multifamily residential large residential dwelling, commercial, or mixed-use development or redevelopment involves a gross site area greater than two (2) acres. [In such cases, the site\(s\) shall comply with the following standards; the following shall apply:](#)

- A. The plaza space shall consist of the following minimum percentage of the overall open space requirement as identified in Article 5:

Table 17.7.1: Plaza Space Requirement	
Zone District or Context	Minimum Percentage of Overall Open Space Requirement
Suburban	35%
Urban	45%
Transit	55%

- B. When a plaza is required as a percentage of the overall required open space, the plaza space shall incorporate the following element:

- One (1) linear foot of seating shall be provided for every thirty square feet (30 sq. ft.) ~~square feet~~ of plaza area and/or public space. ~~The seating space requirement may be met by providing benches, chairs, and/or seat-walls. Benches and seat-walls accessible from both sides of the plaza space and thirty-three inches (33") inches or greater in depth may count both sides toward the seating requirement.~~

- C. In addition to the requirements in ~~Section~~ 17.7.5.2.B, plaza spaces must provide at least two (22) of the following elements:

- Shade structures such as pergolas, canopies, awnings, arcades, or other similar elements; ~~or~~.
- In addition to trees required to satisfy the open space requirement, trees shall be provided at a rate of one (1) tree per eight hundred square feet (800 sq. ft.) ~~square feet~~ of plaza or public space area; ~~or~~.
- Water features or public art; ~~or~~.
- Activity areas including but not limited to outdoor cafes, retail spaces, and/or programmed spaces that accommodate entertainment, meetings, educational activities, and play areas; and/or
- Pedestrian-scale information kiosk.

17.7.6: Standards for Motor Vehicle Design Elements

17.7.6.1: General Standards

This Section establishes design standards for the construction of drive-through facilities, car wash facilities, fueling stations and parking structures.

17.7.6.2: Drive-Through Facility

A drive-through facility shall be subject to the following standards:

- A. Uses with drive-through facilities shall be located only on properties with frontage on an arterial or collector street.
- B. Speakers shall not be oriented towards an adjacent residential zone district unless an intervening building exists. Where an intervening building does not exist, the following shall also apply to minimize the speaker noise impact on an adjacent residential property:
 - 1. If the speaker is located within fifteen feet (15')-feet of the property line, a solid wall with a minimum height of six feet (6')-feet shall be installed on the property line.
 - 2. If the speaker is located fifteen feet (15')-feet or more from the property line, a solid fence with a minimum height of six feet (6')-feet shall be installed on the property line.

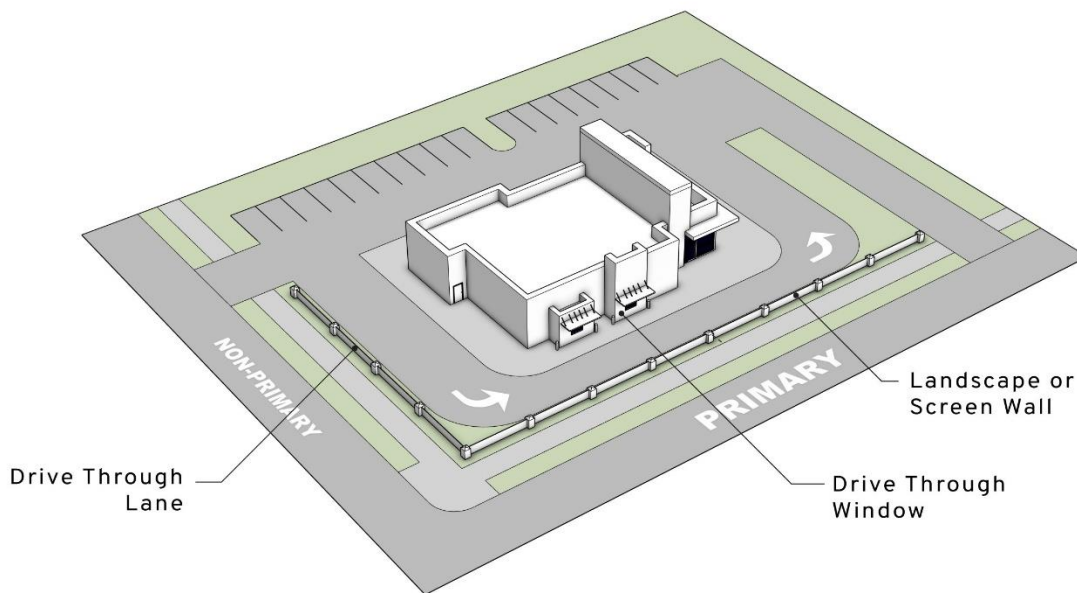


Figure 17.7.4: Suburban Context - Landscape or Screen Wall and Drive-Through Location

- C. In mixed-use zone districts, a drive-through facility shall be subject to the following:
 - 1. In the Suburban context, a drive-through lane may be located in the area between a building and a public street. The drive-through lane shall be screened from the public street by landscaping or a low decorative wall to a minimum height of forty-two inches (42")-inches and a maximum height of forty-eight inches (48")-inches. If a low screen wall is installed, the construction material shall match the first-floor exterior color and materials used on the primary building or provide a comparable level of quality (See Figure 17.7.4).

2. In the Urban context, a drive-through lane shall not be located in the area between a building and a public street, and the drive-through windows shall not face a public street (See Figure 17.7.5).

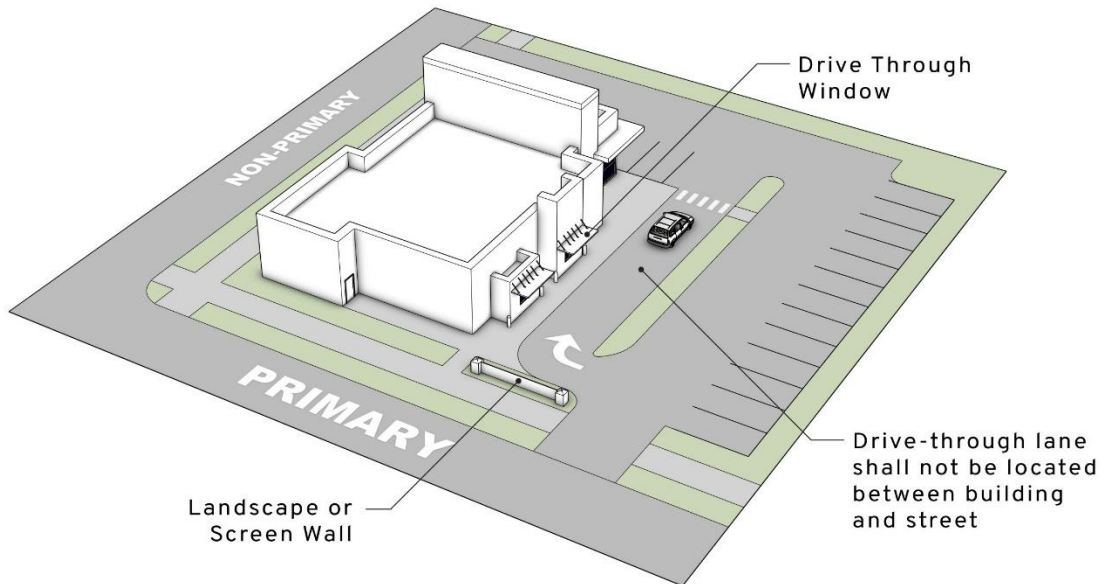


Figure 17.7.5: Urban Context - Landscape or Screen Wall and Drive-Through Location

3. In the Transit context, a drive-through lane shall be designed so that it is enclosed within the envelope of the building, the drive-through windows are not visible from adjacent public streets and the drive-through lane shall not be located in the area between a building and a public street (See Figure 17.7.6).

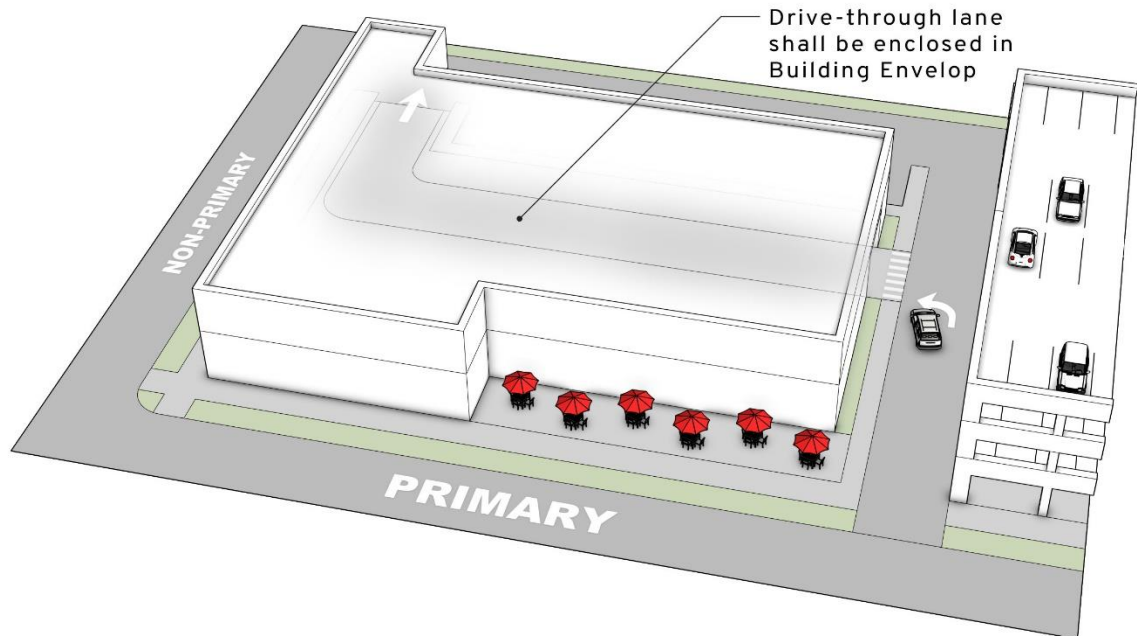


Figure 17.7.6: Transit Context - Drive-Through Enclosed in Building Envelope

17.7.6.3: Motor Vehicle Service Facility

A. Car Wash Facility:

1. Openings to wash bays or wash tunnels shall not face an adjacent residential-R zone district (See Figure 17.7.7).
2. Openings to wash bays or wash tunnels shall not face a public right-of-way or shall be adequately screened through landscaping from a public right-of-way.
3. Landscaping or a low screen wall to a minimum height of forty-two inches (42") and a maximum height of forty-eight inches (48") shall be provided on the property adjacent to all public streets in front of the wash bay or tunnel, except at access drive locations.
4. Vacuuming equipment associated with the car wash shall not be placed adjacent to or face a residential-R zone district, unless an intervening building exists between the vacuum equipment and residential-R zone district.



Figure 17.7.7: Car Wash Bay Location

5. A car wash facility associated with a motor vehicle fueling station shall be constructed of materials that match the first floor exterior material used on the primary building.
6. In the Transit context, a car wash shall not be an allowed use.

B. Fueling Station:

1. A fueling station shall only be located only on a property with frontage on an arterial ~~or collector~~ street.
2. In mixed-use zone districts, a fueling station shall be subject to the following:
 - a. In the Suburban context, the ~~pump~~ canopy shall meet the primary structure Build-to-Zone standards identified in Table 17.5.2. ~~The retail building or convenience kiosk associated with the fueling station may be located behind the pump canopy (See Figure 17.7.8).~~
 - b. In the Urban context, the retail building or convenience kiosk associated with the fueling station shall meet the primary structure Build-to-Zone standards identified in Table 17.5.2, except that the building or kiosk shall only be required to meet fifty percent (50%) ~~percent~~ of the Build-to-Zone requirement. ~~The pump canopy may be located behind or to the side of the building or kiosk (See Figure 17.7.9).~~
 - c. In the Transit context, the retail building or convenience kiosk associated with the fueling station shall meet the primary structure Build-to-Zone standards identified in Table 17.5.2. ~~The pump canopy shall only be located behind the building or kiosk (See Figure 17.7.10).~~

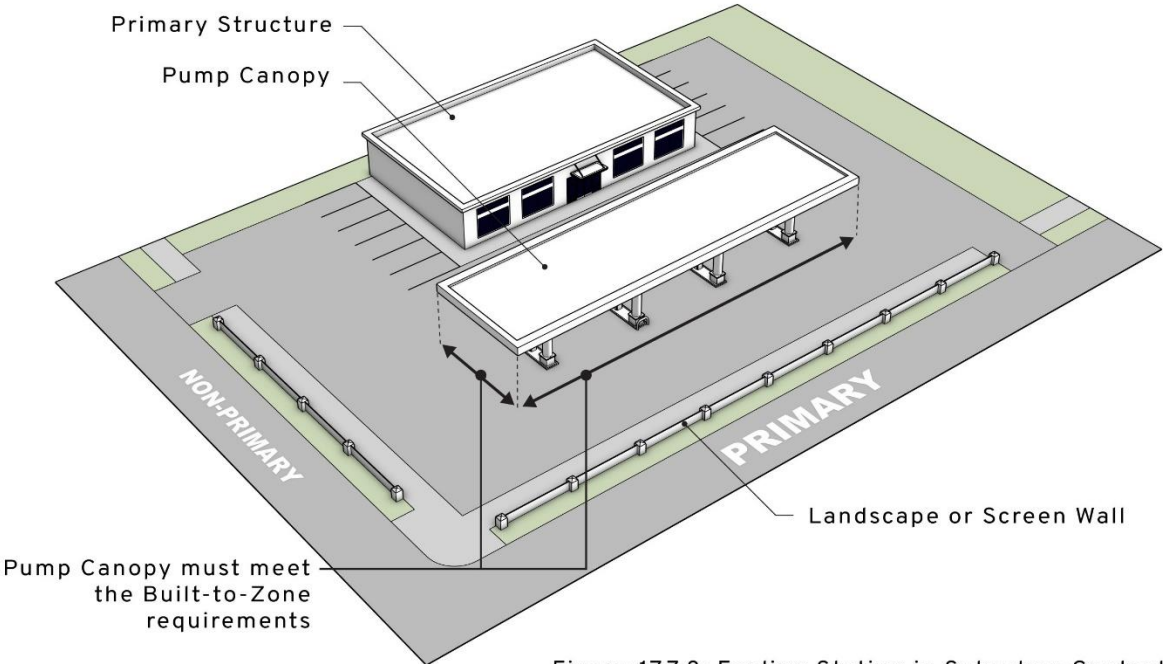


Figure 17.7.8: Fueling Station in Suburban Context

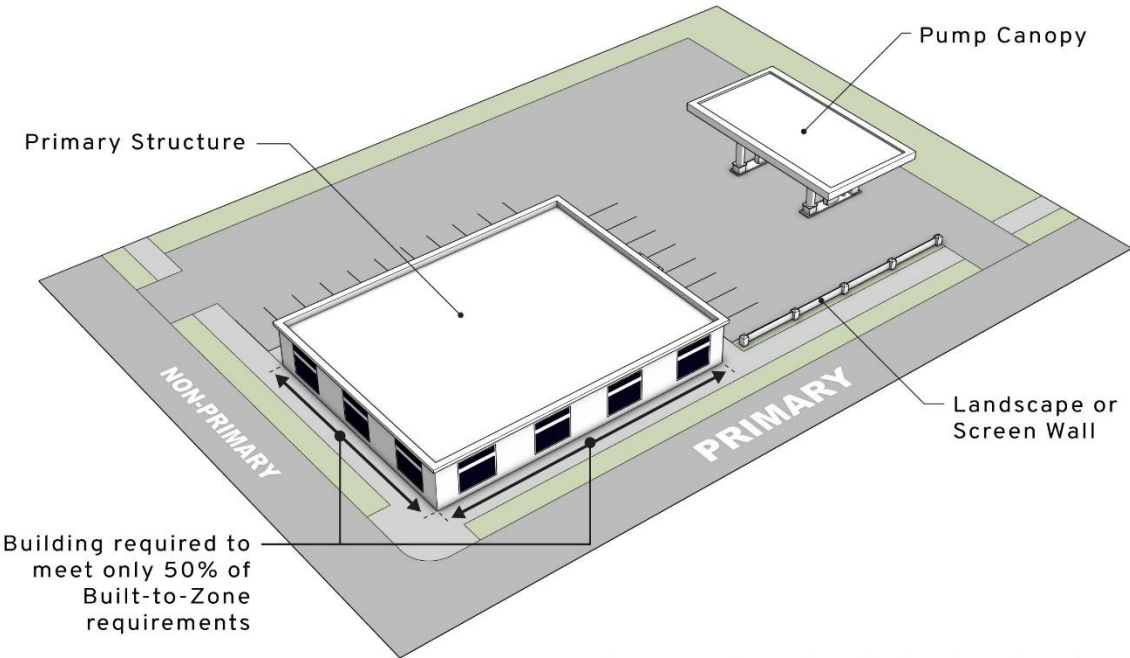


Figure 17.7.9: Fueling Station in Urban Context

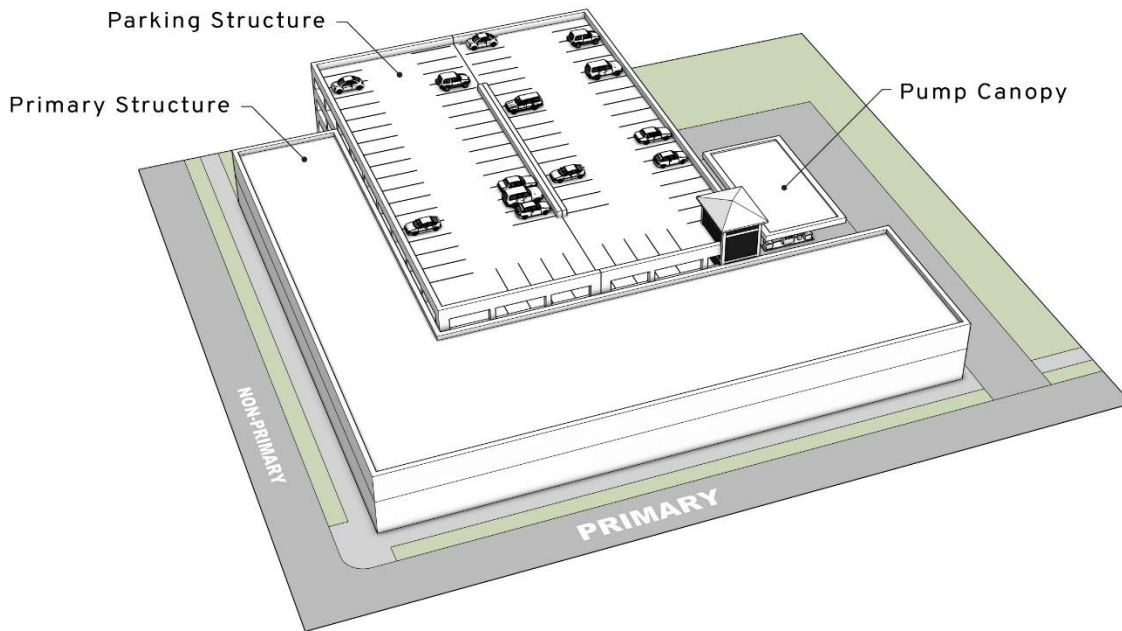


Figure 17.7.10: Fueling Station in Transit Context

3. The ~~pump~~ canopy shall match the architectural style of the convenience store or service kiosk associated with the facility in terms of color, facing materials, and roof pitch.
4. A ~~pump~~ canopy shall not exceed twenty feet (20')-feet in height for a parapet roof. A pitched roof element may extend above the height limit.
5. Landscaping or a low screen wall to a minimum height of forty-two inches (42")-inches and maximum height of forty-eight inches (48")-inches shall be provided on the property adjacent to all public streets in front of the ~~pump~~-canopy, except at access drive locations.
6. Service bay doors shall not face an adjacent residential zone district unless there is a building between the service bay doors and the residential zone district. -Within the Urban and Transit contexts, service bay doors shall not face a public street.

17.7.6.4: Parking within a Building or Structure

- A. Façade openings that face a public street or open space shall be vertically and horizontally aligned and all floors fronting on those façades shall be level, not inclined.

- B. The first floor façade of a parking structure located adjacent to a public street shall be designed to encourage and complement pedestrian-scale interest and activity through the inclusion of at least three (3) architectural elements such as arcades, windows, awnings, overhangs, screens, grills, louvers or other similar non-opaque features.
- C. Parking structures shall be designed so that motorized vehicles parked on all levels of the structure are screened to a minimum height of forty-two inches (42") ~~inches~~.
- D. Within the Urban and Transit contexts, the ground floor façade of a structured parking facility that abuts a public sidewalk, street, or open space and that is not occupied by entrances, exits, or waiting areas shall be designed and constructed with a minimum unfinished floor to ceiling height of fourteen feet (14') ~~feet~~ in order to allow occupancy by uses other than parking that are allowed in the underlying zone district.
- E. ~~Within the Transit context, structured parking facilities located adjacent to a public street shall contain retail or office uses on the first floor fronting the street, or be wrapped with development of equal or greater height than the parking structure. At least 50 percent of a street-level facing a public sidewalk, street, or open space area shall contain retail or office uses to a minimum depth of 60 feet. Within the Transit context, structured parking facilities located adjacent to a public street shall contain non-residential uses on the first floor fronting the street, or be wrapped with development of equal or greater height than the parking structure. At least fifty percent (50%) percent of a street-level facing a public sidewalk, street, or open space area shall contain non-residential uses to a minimum depth of forty feet (40')~~ feet.

17.7.7: Landscape Design Standards

17.7.7.1: General Standards

The following standards shall apply to all institutional, ~~mixed-use~~M, ~~commercial~~C, and ~~light industrial~~I additions or new construction:

- A. Any portion of a site not utilized for buildings, structures, parking, driveways, service areas or storage areas shall be considered a landscape area.
- B. Plantings shall be arranged to promote energy and water conservation to the greatest extent possible. Where practicable:
 - 1. Deciduous trees which are sun tolerant shall be placed on the south and west sides of buildings to provide shade ~~from summer sun~~ and allow passive heating in winter.
 - 2. Evergreens and other plant materials which are shade tolerant shall be concentrated on the north side of buildings to dissipate the effect of ~~winter~~ winds.
- C. Drought tolerant landscaping and design is required as part of the overall landscape theme. Drought tolerant landscaping techniques include, but are not limited to, using native and/or low-water plants, employing water-conserving irrigation techniques and systems, and reducing the percentage of turf coverage. Nonfunctional nonnative grasses and grasses that have not been hybridized for arid conditions shall not be planted on nonresidential properties, unless the area where such grass is planted is a recreational area or area that is regularly used for civic, community, or recreational purposes.

- D. Evergreen trees shall not be used in the tree lawn or within eight feet (8')-feet of a public walk.
- E. ~~Artificial trees, shrubs, turf or plants shall not be used to fulfill the minimum requirements for landscaping as required by this Article. No artificial turf or artificial plants may be installed on any non-residential property. The Director may approve an exception to allow artificial turf to be installed on an athletic field of play if the installation is not prohibited under C.R.S. § 37-99-101 et seq., and if the Director determines the use is appropriate, the use does not add pollutants that could cause environmental impairment, and alternatives are not reasonable.~~
- E.F. ~~Installation of turf grass is prohibited except for civic, community, or recreational purposes. No invasive species shall be planted or placed on any non-residential property.~~

17.7.7.2: Street Tree Placement

The following standards shall apply to all institutional, ~~mixed-use~~M, ~~commercial~~C, and ~~light industrial~~I additions or new construction.

- A. One (1) deciduous street tree shall be provided for every thirty-five (35) linear feet of street frontage. Street trees shall be evenly spaced along the street frontage.
 - 1. Where a detached sidewalk exists, the tree shall be placed between the edge of asphalt or curb and sidewalk.
 - 2. Where the sidewalk is attached to the street and not required to meet current sidewalk standards, shade trees shall be established in an area ranging from four feet (4') to eight feet (8')~~feet~~ behind the sidewalk.
 - 3. ~~3.~~ Wherever the sidewalk is attached to the street and is nine feet (9')~~feet~~ or more in width, shade trees shall be established in planting cutout areas that are a minimum of twenty-five (25) square feet of planting area.
 - ~~4.~~
- B. The Director shall provide a recommended list of trees which shall be acceptable to satisfy the requirements for landscape plans, including approved canopy shade trees that may be used as street trees.
- C. Trees shall be located to avoid significant interference with overhead or underground utilities, including lateral connections. A tree canopy may project over a right-of-way or easement.
- D. Ornamental trees may be planted in substitution of the canopy shade trees where overhead lines and fixtures prevent normal growth and maturity. The presence of existing or proposed overhead or underground utility lines does not exempt the applicant from complying with the requirements of this Section. If utility lines conflict with the requirements of this Section, the Director may permit the relocation of street trees within the site or require the applicant to pay a tree replacement fee. Existing and/or proposed overhead or underground lines are not to preclude required street tree installation. Required street trees may be relocated on-site or pay a tree replacement fee.
- E. Plant materials shall be located to avoid interference with vehicular and pedestrian movement. Plant materials shall not project over sidewalks, paths, or trails below a height of eight feet (8')~~feet~~ at maturity.

17.7.7.3: Institutional, Mixed-Use, Commercial, and Light Industrial Landscape Standards

In addition to the general landscape standards, this Section establishes the standards for landscaping that is specific to ~~i~~institutional, ~~m~~Mixed-useM, ~~c~~CommercialC, and ~~L~~Light IndustrialI development. ~~-All landscape areas shall meet the following minimum requirements:-~~

- A. One (1) tree and three (3) shrubs shall be provided for every five hundred and fifty square feet (550 sq. ft.)~~square feet~~ of landscape area. Tree lawn areas, parking lot landscape areas and landscape buffer areas are counted separately and independently from this requirement.

- B. In situations where it is not practical to plant a tree on site, trees may be replaced at a ratio of ten (10) shrubs or twenty (20) ornamental grasses to one (1) tree. Tree substitution is at the discretion of the Director.
- C. Landscape areas shall have a minimum of fifty percent (50%) living ground or drought tolerant landscaping approved by the Director, and shall grow to the required landscape coverage within five (5) years of installation.
- D. Artificial turf, used as a landscape material, is prohibited in the front yard. See Section 17.6.41.5: Landscape Materials for additional requirements.
- E. Whenever an institutional, ~~mixed-use~~, ~~commercial~~ or ~~light industrial~~ zone district directly abuts a ~~single-family dwelling or duplex residential~~ small residential dwelling unit use within a low-form residential single-family dwelling or duplex zone district, one of the following transition options shall be installed in lieu of these landscaping requirements (~~See~~ Figure 17.7.11):
- Option A: ~~A landscaped area with a width of thirty feet (30')-feet~~ shall be provided along the property line. Canopy shade trees, evergreen trees, and shrubs shall be provided in the following numbers per one hundred (100) linear feet of adjacency:
 - Three (3) trees, and
 - ~~Twenty (20)~~ shrubs.
 - Option B: ~~A landscaped area with a width of twenty feet (20')-feet~~ shall be provided along the property line. Canopy shade trees, evergreen trees, and shrubs shall be provided in the following numbers per one hundred (100) linear feet of adjacency:
 - Four (4) trees, and
 - ~~Twenty-four (24)~~ shrubs.
 - Option C: ~~A six foot (6')-foot-~~ tall solid fence or wall shall be provided along the property line. Brick or stone columns must be incorporated into the fence or wall design and spaced at least every thirty-two feet (32')-feet. A landscaped area with a width of ten feet (10')-feet shall be provided adjacent to the fence. Canopy shade trees, evergreen trees, and shrubs shall be provided in the following numbers per one hundred (100) linear feet of adjacency:

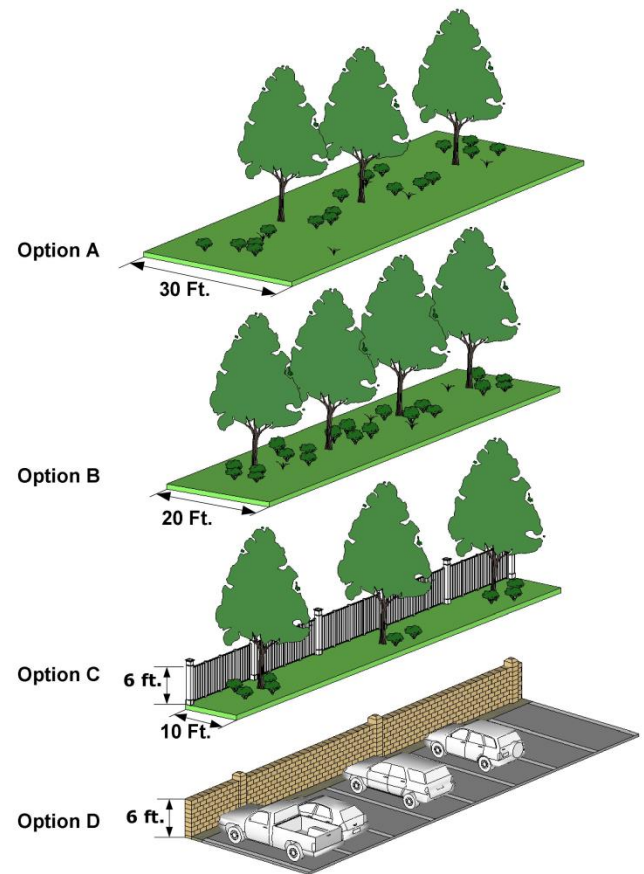


Figure 17.7.11: Side and Rear Transition Areas

- i. –Three (3) trees, and
- ii. –Ten (10) shrubs.
- d. Option D: –A ~~6-foot tall~~six foot (6')~~6-foot tall~~ wall of brick or stone or comparable material with brick or stone columns spaced at least every thirty-two feet (32')~~feet~~ may be installed in-lieu of landscaping for sites containing twenty-five (25) or fewer parking spaces.

17.7.7.4: Landscape Materials

The following standards shall apply to all institutional, ~~mixed-use~~M, ~~commercial~~C, and ~~light industrial~~I additions or new construction.

- A. The selection of plant materials shall be based on the City's ~~of Lakewood's~~ climate, site conditions, and recommended plant material list approved by the Director.
- B. All plants shall be free of any defects, of normal health, height, leaf density, and spread appropriate to the species as defined by American Nursery and Landscape Association standards.
- A.C. To prevent uniform insect or disease susceptibility and eventual uniform maturity and agedness on a development site or in the adjacent area or the district, species diversity is required and monocultures are prohibited. The following tree species requirements identified in ~~Error! Reference source not found.~~Table 17.7.2 shall apply to site development plans:

Table 17.7.2 Tree Species	
Number of required trees	Maximum percentage of any tree species
10 – 19	75%
20 – 39	60%
40 or more	50%

- B.D. The following minimum tree and shrub sizes identified in Table 17.7.3 shall be required.

Table 17.7.3 Tree and Shrub Sizes	
Type	Minimum Size
Canopy Shade (Deciduous) Tree	2.5" caliper balled and burlapped or equivalent
Evergreen Tree	6.0' height balled and burlapped or equivalent

Ornamental Tree	1.5" caliper balled and burlapped or equivalent
Shrubs	5 gallon or a size consistent with design intent
Note: Any tree or shrub plantings that are in addition to the minimum required by this Article are exempt from the foregoing size requirements.	

17.7.7.5: Landscape Installation

- A. To the maximum extent feasible, topsoil that is removed during construction activity shall be conserved for later use on areas requiring revegetation and landscaping.
- B. All landscaping shall be installed according to the American Nursery and Landscape Association horticultural practices in a manner designed to encourage quick establishment and healthy growth.
- C. Whenever the installation of required landscaping is not possible by the time construction on the primary structure or primary use parking lot has been completed, the City may authorize a delay in installation until no later than May 31st of the next calendar year.
- D. All landscaping in each development or development phase shall be installed prior to issuance of a certificate of occupancy. -As a condition of authorizing a delay in installation, the City may:
 - 1. Require that a surety or other guarantee, in a form acceptable to the City, be provided in the amount of one hundred and fifty percent (150%)-percent of the value of the landscaping; or
 - 2. Issue a temporary certificate of occupancy, with the permanent certificate of occupancy to be issued following installation of all required landscaping.

17.7.7.6: Landscape Maintenance

The following standards shall apply to all institutional, mixed-useM, commercialC, and light industrialL additions or new construction:

- A. Trees and vegetation, irrigation systems, and other landscape elements shall be considered elements of the project in the same manner as parking, building materials, and other site details. The applicant, landowner, or successors in interest shall be responsible for the regular and proper maintenance of all landscaping elements installed on the right-of-way, or on private property from the back of curb of the street to keep them in good and healthy condition.
- B. All landscaping shall be maintained free from disease, pests, weeds, litter and all landscape structures shall be repaired and replaced as necessary to maintain a structurally sound condition~~ensure they are structurally sound~~.

- C. Any required landscape element that fails, dies, or is otherwise damaged or removed, shall be replaced within thirty (30) days, or by May 31st of the next calendar year, if ~~the~~ landscape element is found dead during the winter months.
- D. Landscape and utility plans shall be coordinated to provide ease of future maintenance and to prevent conflicts between tree and shrub plantings and utilities. ~~Tree/utility~~ separations shall not be used as a means of avoiding the planting of required street trees.

17.7.7.7: Existing Tree Preservation

~~The following standards shall apply to all institutional, mixed-use, commercial, and light industrial additions or new construction.~~

- A. Existing trees greater than eight inches (8") in diameter~~8-inch caliper~~, measured one foot (1') foot above grade, within a development shall be preserved to the extent reasonably feasible and will help satisfy the landscaping requirements of this Section. Such trees shall be considered protected trees within the meaning of this Section. Streets, buildings, and lot layouts shall be designed to minimize the disturbance to protected trees.
- B. The Director shall determine through consultation with the City Forester when it is not feasible to preserve and retain protected tree(s) or to transplant them to another on-site location. If it is determined that it is not feasible to preserve or transplant protected tree(s), the applicant shall replace such tree(s) according to this Section. ~~Replacement~~ trees shall be used to satisfy the tree planting standards of this Section.
- C. Trees that meet one (1) or more of the following removal criteria ~~are~~shall be exempt from the requirements of this subsection as follows:
 - 1. Dead, dying or naturally fallen trees, or trees determined by the City to be a threat to public health, safety, or welfare;
 - 2. Trees that are determined by the City to substantially obstruct clear visibility at driveways and intersections;
 - 3. Tree species that the City determines to be~~constitute~~ a nuisance to the public, ~~as determined by the City~~ including Cottonwoods, Siberian Elms, Russian Olives, and Female Box Elders. However, trees, no matter the species, Native cotton bearing Cottonwood trees and Female Box Elder trees as well as any other species of tree, are not considered nuisance trees when they are located near a property line and are used to create a buffer between any land uses; ~~and/or~~
 - 4. Trees that are determined by the Director to prohibit reasonable use or development of a site may be replaced following the standards in ~~Section~~ 17.7.7.8.
- D. The applicant shall identify a All existing street trees that are located on City rights-of-way or easements adjacent to a development and all trees located on private property ~~shall be accurately identified~~ by species, size, location, and condition on required landscape plans.

- E. The following tree protection standards shall be followed for all projects with protected ~~existing~~ trees:

1. No one shall add or remove over four inches (4") of soil within the drip line of any protected tree unless the City Forester has evaluated and approved the disturbance;
~~1. Within the drip line of any protected tree, there shall be no cut or fill over a 4-inch depth unless the City Forester has evaluated and approved the disturbance.~~
2. Prior to and during construction, a fenced tree protection zone, formed by barriers, shall be erected and maintained around all protected trees at the drip line; and.
3. The installation of utilities, irrigation lines, or any underground fixture requiring excavation deeper than ~~six-6-~~ inches (6') shall be accomplished by boring under the root system of protected existing trees at a minimum depth of twenty-four inches (24") inches.

~~17.7.7.8:~~ Tree Replacement

~~17.7.7.9: The following standards shall apply to all institutional, mixed-use, commercial, and light industrial additions or new construction.~~

~~17.7.7.10:~~17.7.7.8:

A. ~~—If the Director determines that certain trees prohibit reasonable use or development of a site and such trees are removed, the applicant shall replace those trees at a rate of one hundred percent (100%) of the total caliper of trees removed from the site. Trees that are removed following the standards outlined in Section 17.7.7.7.C.4 shall be replaced at a rate of 100 percent of the total caliper of trees removed from the site.~~

A. _____

B. ~~—Each evergreen tree to be replaced shall be a minimum of three inch (3") 3-inch caliper or eight feet (8') feet in height for evergreens.~~

B. _____

C. ~~—In lieu of replacing the total caliper of trees on-site, an owner may instead make a payment of one thousand two hundred dollars (\$1,200.00) or the present value per three inch (3") replacement tree, as confirmed by the Director, into a designated fund. The designated fund shall be used to plant trees on public property within the same Ward as the applicant's property. If a property owner chooses not to replace the total caliper of trees on-site, the owner may make a cash payment of \$1,200.00 per replacement tree into a tree fund which shall then be used to replace trees on public property in the Ward in which the property is located.~~

C. _____

D. ~~—When the development causes any disturbance within any natural area on a property, replacement shall occur as required in this Section.~~

E. ~~D.~~ _____

17.7.8: Fence and Wall Design Standards

17.7.8.1: General Standards

The following standards shall apply to all institutional, ~~mixed-use~~M, ~~commercial~~C, and ~~light industrial~~I additions or new construction:

- A. No fence, wall, trellis, pergola, or arbor shall be erected, ~~including replacement and repair,~~ without a fence and/or building permit unless these structures are less than ~~eight feet (8')-feet~~ long and ~~six feet (6')-feet~~ high; ~~;~~
- B. Retaining walls greater than ~~three feet (3')-feet~~ in height require a building permit and must satisfy all engineering design requirements; ~~;~~
- C. A temporary fence permit may be issued in conjunction with an active building permit. A temporary fence permit may be granted for a one ~~-year~~ (1-year) renewable period. All temporary fencing must be removed upon completion of construction and prior to the issuance of a certificate of occupancy; ~~;~~
- D. Walls, when applicable, shall be constructed using the same or similar materials as the main building; ~~;~~
- E. Fences and walls shall be installed so that a finished side faces a public street or public space; ~~;~~
- F. Fences and walls shall follow the contour of the ground as far as practicable. Adjustments for grade shall occur at the bottom of the fence to every extent possible; ~~;~~
- G. Permanent fencing and walls shall not be erected ~~if they which~~ restricts emergency access ~~by emergency equipment~~ to any building; ~~;~~
- H. Fences and walls no longer maintained in a safe manner and/or which create a hazard through neglect, lack of repair, manner of construction, method of placement, or otherwise, shall be repaired, replaced or removed by the property owner. Examples of lack of maintenance shall include, but are not limited to, protruding or exposed wire, missing and/or protruding pickets, missing sections of fence, sagging or leaning pickets and supports, extending into a traveled sidewalk or creating a hazard for a pedestrian or motor vehicle; ~~;~~
- I. Solid fencing or wall sections along a street totaling more than two hundred (200) linear feet shall include architectural features, such as masonry, brick or wood-framed columns for every ~~fifty feet (50')-feet~~ of length. ~~-The minimum separation between those features shall be no less than ten feet (10')-feet; and-~~
- J. Approved columns or posts may exceed the height of the fence by one foot (1') ~~-feet~~ and must meet all setback requirements.

17.7.8.2: Fence and Wall Height

The following standards shall apply to all institutional, ~~mixed-use~~M, ~~commercial~~C, and ~~light industrial~~I additions or new construction:

- A. [Table 17.7.4](#) identifies the permitted location, type of fence, maximum height and minimum setback for fences (~~See Figure 17.7.13).~~
- B. All fence, wall and structure heights shall be measured from the lowest finished grade at the location of the fence, wall or structure.
- C. An entry feature or entry trellis may exceed the [six foot \(6'\)-foot](#) height standard in [Section 17.7.8.2:A](#) by up to [four feet \(4'\)-feet so long as it is no more than for a](#) maximum height of [ten feet \(10'\)-feet](#) and ~~the entry feature or entry trellis may be a~~ maximum width of [ten feet \(10'\)-feet](#).
- D. Solid fences and walls may be erected to a height of [eight feet \(8'\)-feet](#) to separate a property from an arterial street or a frontage road adjacent to US 6 and US 285 highways. The Director shall consider the aesthetic, visual, and noise reduction characteristics of the fence or wall.
- E. A combination fence and retaining wall may be erected to a height of [six feet \(6'\)-feet](#) above the highest finished grade or [eight feet \(8'\)-feet](#) above the lowest finished grade, at the location of the fence, except that at no time shall the fence portion exceed [six feet \(6'\)-feet](#) above the highest finished grade at any point (~~See Figure 17.7.12).~~ [and](#).
- F. A retaining wall cannot be built for the purpose of elevating a fence to any height more than allowed by this Section.

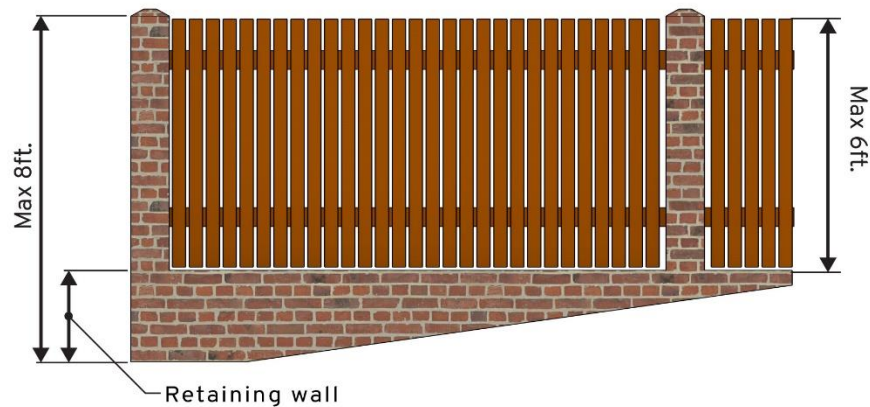


Figure 17.7.12 Fence Wall Combination

Table 17.7.4 Fence and Wall Standards

Land Use	Permitted Location	Type of Fence Permitted	Maximum Height	Minimum Setback
Institutional, Mixed Use, Office and Commercial	Side, rear and non-primary front yards	Open, solid	6'	Property line and 2' back of walk
	Front yard or build to zone	Open, solid (Director discretion)	6'	Property line and 2' back of walk
Industrial	Side and rear yards	Solid	<u>8'</u>	Property line and 2' back of walk
	Side and rear yards	Barbed Wire	<u>8'</u> , but not below 6'	Property line and 2' back of walk
	Front and non-primary front yard or build to zone	Open, solid (at the discretion of the Director)	<u>8'</u>	Property line and 2' back of walk
Public Utility Installations	Front, side and rear yards or build to zone	Open, solid	<u>15'</u>	
	Side and rear yards	Barbed Wire	<u>15'</u> , but not below 6'	
Solar Garden	Front and non-primary front yard	Open	8'	Property line and 2' back of a walk
	Side and rear yards	Open or solid (when adjacent to a residential unit or residentially zoned property)	8'	
Recreational Facilities	Side and rear yards	Open	<u>15'</u>	15' from property line and 2' back of walk
Noise Control Walls and Fences	Rear and non-primary front yards adjacent to arterial streets; Any yard adjacent to frontage roads on US 6 and US 285	Solid masonry or wood with pickets on both sides of the horizontal boards. Pickets must be a minimum of 3/4-inch-thick and staggered from the opposite pickets.	8'	

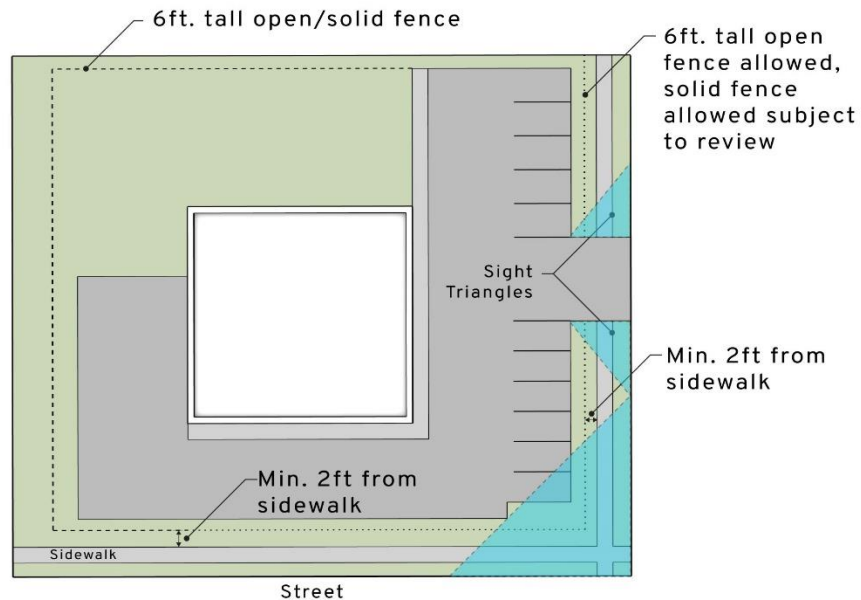


Figure 17.7.13: Commercial Fence Setbacks and Height Restrictions

17.7.8.3: Fence and Wall Placement

The following standards shall apply to all institutional, ~~mixed-use~~M, ~~commercial~~C, and ~~light industrial~~I additions or new construction:

- A. No portion of a fence or wall shall extend beyond the property line of the fenced property into the public right-of-way without approval of the Director. It may also be necessary to obtain a License Agreement prior to erecting a fence in the public right-of-way.;
- ~~B.~~ All fences and walls including fence support systems such as posts, pillars and columns shall be set back a minimum of ~~two feet (2')-feet~~ from the back edge of the sidewalk or traveled walkway to allow for safe passage by persons on a sidewalk or traveled walkway.;
- ~~C.B.~~ ~~Vehicle access gates must be setback at a minimum 20 feet from flow line of the street or back of curb in order to meet vehicle stacking requirements.~~
- ~~D.C.~~ Gates adjacent to sidewalks, alleys and public rights-of-way shall open inward to the private property.;
- ~~E.D.~~ All fence locations on through-lots shall be reviewed on a case-by-case basis by the Director following the waiver criteria specified in ~~Section 17.2.5 of this Zoning Ordinance.~~
- ~~F.E.~~ A ~~four foot (4')-foot~~ fence that is a minimum of ~~fifty percent (50%)-percent~~ open may be permitted within a ~~vision clearance sight~~ triangle with review and approval of the City of Lakewood Traffic Engineering Division (~~SSee Figure 17.7.14); and~~ ;



Figure 17.7.14 Fifty-percent Open Fence

G.F. Where a corner lot is permitted to have a solid fence along a non-primary front property line that coincides with an adjacent property's primary front yard, no fence will be permitted that creates a hazard for vehicles exiting that property or for pedestrians walking along a sidewalk or traveled walkway.

17.7.8.4: Fence and Wall Materials

The following standards shall apply to all institutional, ~~mixed-use~~M, ~~commercial~~C, and ~~light industrial~~I additions or new construction:

- A. Approved materials for fence construction include, but are not limited to, commercial quality wood, brick, masonry, metal, stone, wrought iron, manufactured vinyl or PVC fence material or any other material approved by the Director following the waiver criteria specified in ~~Section 17.2.5 of this Zoning Ordinance~~
- B. Prohibited fence materials shall include, but are not limited to, aluminum siding, vehicles, smooth face concrete masonry units/blocks, cloth or plastic tarps, scrap wood or any other material not customarily sold for fencing ~~in the Denver Metropolitan area~~;
- C. Approved materials for wall construction include, but are not limited to, commercial quality brick, decorative masonry units, or decorative concrete or any other material approved by the Director following the waiver criteria specified in ~~Section 17.2.5 of this Zoning Ordinance~~.
- D. Prohibited wall materials shall include, but are not limited to, landscape timbers, smooth face concrete masonry units/blocks, and other materials not customarily sold for retaining walls ~~in the Denver Metropolitan area~~;

- E. Combination fences of lattice and other decorative materials may be used in conjunction; however, at no time shall the combination exceed the fence height limitation for that zone district.
- F. All material used in wood fences shall be either naturally rot resistant (such as cedar), or pressure treated for rot resistance.
- G. Plastic or temporary construction fence may not be used as a permanent fence material.

17.7.9: Exterior Lighting Standards

17.7.9.1: General Standards

The following standards shall apply to all institutional, ~~mixed-use~~, ~~commercial~~, and ~~light industrial~~ additions or new construction:

- A. Unless specifically excluded by this Zoning ~~Ordinance~~ Code, any building or structure, including any accessory building or structure, shall conform to the lighting requirements for the applicable zone district as set forth in this Zoning ~~Ordinance~~ Code.
- B. ~~All~~ Lighting fixtures shall be fully shielded and direct light downward toward the earth's surface (~~See~~ Figure 17.7.15).
- C. ~~All~~ Lighting sources shall be directed away from reflective surfaces to minimize glare upon adjacent property and public rights-of-way.
- D. ~~All~~ Lighting sources shall be positioned in such a manner as to direct light away from adjacent property and public rights-of-way.
- E. ~~All~~ Lighting fixtures on structures, canopies, poles, stands, or mounted on a building shall have a shield, adjustable reflector, and non-protruding diffuser.
- F. ~~Lighting fixtures shall comply with the International Dark-Sky Association principles for minimal light pollution and shall utilize light emitting diodes (LED) unless the Director approves an industry equivalent. Light fixtures shall be LED or an approved equivalent, and comply with IDA Dark Sky principles for minimal light pollution.~~
- G. Lighting under awnings and canopies shall primarily illuminate a building front, landscaping, a sign under an awning or canopy, or the sidewalk, and not directly illuminate the awning or canopy itself.
- H. Light pole height shall not exceed ~~twenty-five feet (25')~~ feet in height except in ~~the light industrial~~ zones districts where light pole height shall not exceed ~~thirty-five feet (35')~~ feet.
- I. Light poles shall be measured from the base of the light pole at ground level to the top of the light fixture.
- J. Light poles adjacent to ~~single-family and two-family uses~~ small residential dwellings units shall be setback from the property line the same distance as the pole height or, if fully shielded, a minimum of ~~five feet (5')~~ feet.

- K. All parking area lighting fixtures shall be designed and located to confine emitted light to the parking area; ~~and~~.
- L. Light meter readings shall not exceed:
1. One-half ($\frac{1}{2}$) foot-candles at a ~~single-family dwelling or duplex small residential dwelling unit~~ property line; ~~or~~
 2. One (1) foot-candle at an ~~attached dwelling or multifamily large~~ residential ~~dwelling unit~~ property line; ~~or~~
 3. Two (2) foot-candles at all other non-residential property lines; ~~or~~
 - 3.4. Two (2) foot-candles at the public right-of-way.
 4. ~~It should be understood that, with all of these measurements, light will still be visible at or beyond property lines.~~

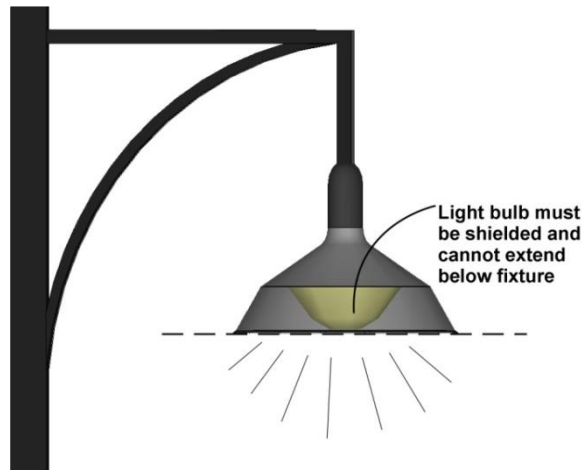


Figure 17.7.15: Lighting – Downcast and Shielded

17.7.9.2: Exceptions

Exceptions to the lighting standards above include, but ~~may are~~ not ~~be~~ limited to:

- A. Hazard warning lighting required by Federal and State regulatory agencies; ~~or~~
- B. Temporary emergency lighting required by local law enforcement, emergency service and utility department(s); ~~or~~
- C. Traffic control and directional lighting; ~~or~~
- D. Underwater lighting used for the illumination of swimming pools and water features; ~~or~~
- E. Lighting for temporary festivals and carnivals; ~~or~~

F. [Lighting for recreational facilities.](#) No private recreational facilities shall be illuminated after 11:00 p.m. except to conclude a scheduled recreational or sporting event in progress prior to 11:00 p.m.;

G. [Architectural accent and landscape lighting, up lighting and low wattage fixtures; and/or](#)

G.H. [Other exceptions as approved by the Director.](#)

17.7.9.3: Prohibitions

The following lighting sources are prohibited:

- A. Laser lights or other high intensity outdoor lights~~;~~
- B. Searchlights and floodlights used for advertising purposes~~;~~ [and](#)
- C. Lighting sources used on towers except as required by the Federal Aviation Administration.

This page intentionally left blank.

Contents

ARTICLE 8: Parking and Loading Standards	8-1
17.8.1: General	8-1
17.8.1.1: Purpose and Intent	8-1
17.8.1.2: Applicability	8-1
17.8.1.3: General Standards.....	8-1
17.8.1.4: Design and Development Manuals.....	8-2
17.8.2: Parking Substitutions and Reductions	8-10
17.8.2.1: General Standards.....	8-10
17.8.3: Bicycle Parking	8-11
17.8.3.1: General Standards.....	8-11
17.8.3.2: Long-term Bicycle Parking	8-12
17.8.4: Single-family, Duplex and Attached Residential Parking Standards.....	8-13
17.8.4.1: Driveways and Parking Areas	8-14
17.8.5: Multifamily, Institutional, Mixed-Use, Commercial, and Light Industrial Parking and Loading Standards	8-15
17.8.5.1: Americans with Disabilities Act Parking Standards	8-15
17.8.5.2: Loading Space Standards	8-15
17.8.5.3: Sight Triangles	8-15
17.8.5.4: Vehicle Stacking	8-15
17.8.6: Surface Parking Lot Dimensions	8-16
17.8.6.1: General Standards.....	8-16
17.8.7: Parking Lot Placement and Design	8-18
17.8.7.1: Parking Lot Location.....	8-18
17.8.7.2: Parking Blocks	8-19
17.8.8: Parking Lot Landscape Standards.....	8-21
17.8.8.1: Landscaping in Parking Lots	8-21
17.8.8.2: Screening of Parking Lots.....	8-22

This page intentionally left blank.

ARTICLE 1: PURPOSE AND ADMINISTRATION

ARTICLE 2: PROCEDURES AND APPEALS

ARTICLE 3: ZONE DISTRICTS

ARTICLE 4: USE AND SUPPLEMENTAL STANDARDS

**ARTICLE 5: DIMENSIONAL AND DEVELOPMENTAL
STANDARDS**

**ARTICLE 6: RESIDENTIAL BUILDING AND SITE DESIGN
STANDARDS**

**ARTICLE 7: INSTITUTIONAL, MIXED-USE, COMMERCIAL,
AND LIGHT INDUSTRIAL BUILDING AND SITE DESIGN
STANDARDS**

ARTICLE 8: Parking and Loading Standards	8-1
17.8.1: General	8-1
17.8.1.1: Purpose and Intent	8-1
17.8.1.2: Applicability	8-1
17.8.1.3: General Standards	8-1
17.8.1.4: Design and Development Manuals	8-2
17.8.2: Visitor Parking	8-10
17.8.2.1: General Standards	8-10
17.8.3: Parking Substitutions and Reductions	8-10
17.8.3.1: General Standards	8-10
17.8.4: Bicycle Parking	8-11
17.8.4.1: General Standards	8-11
17.8.4.2: Long-term Bicycle Parking.....	8-12
17.8.5: Electric Vehicle Parking Standards	8-13
17.8.5.1: General Standards	8-14
17.8.5.2: Electric Vehicle Charging Station Standards	8-14
17.8.6: Single-family, Duplex and Attached Residential Parking Standards.....	8-14
17.8.6.1: Driveways and Parking Areas.....	8-14
17.8.7: Multifamily, Institutional, Mixed-Use, Commercial, and Light Industrial Parking and Loading Standards	8-15
17.8.7.1: Americans with Disabilities Act Parking Standards.....	8-15
17.8.7.2: Loading Space Standards	8-15
17.8.7.3: Sight Triangles	8-15
17.8.7.4: Vehicle Stacking	8-15
17.8.8: Surface Parking Lot Dimensions	8-16
17.8.8.1: General Standards	8-16
17.8.9: Parking Lot Placement and Design	8-18
17.8.9.1: Parking Lot Location.....	8-18
17.8.9.2: Parking Blocks	8-19
17.8.10: Parking Lot Landscape Standards	8-21
17.8.10.1: Landscaping in Parking Lots	8-21
17.8.10.2: Screening of Parking Lots.....	8-22

ARTICLE 8: PARKING AND LOADING STANDARDS

17.8.1: General

17.8.1.1: Purpose and Intent

This Article establishes parking and loading standards for development in the City of Lakewood (the “City”). The purpose of these parking and loading standards is to ensure that development implements the principles and goals articulated in the City’s Comprehensive Plan for land use, community sustainability and transportation. The purpose of the parking and loading standards in this Article is to:

- A. Provide for pedestrian connections and safety;
- B. Prevent the establishment of excessive amounts of off-street parking; and
- C. Reduce the need for parking by promoting the use of transit, bicycles, and other alternative forms of transportation.

17.8.1.2: Applicability

This Article establishes parking standards for all land uses in the City. The parking standards shall be applied for any new development and redevelopment except where explicitly superseded by an approved ODP or as identified in this Article.

New development and redevelopment shall follow the site plan process outlined in Article 2 of this Zoning Code. Provisions for nonconforming parking and loading standards shall be found in Article 12 of this Zoning Code.

17.8.1.3: General Standards; Exemptions.

- A. Provision of parking spaces within an integrated parking and access system is required. The total number of parking spaces provided shall be the sum total of the individual parking standards. Mixed developments, shopping centers, and industrial or office parks, shall be evaluated on individual uses, however shared parking agreements, and the relationship between specific uses shall be used to determine parking standards. Off-street parking standards are indicated in [Table 17.8.1](#).
- B. The minimum and maximum off-street vehicle and bicycle parking standards identified in [Table 17.8.1](#) shall apply to all new development and redevelopment.
- C. Parking standards that are based on building square footage, outdoor recreational field square footage, and/or outdoor entertainment area shall be calculated on the gross floor area of a building, field or entertainment area.
- D. For motor vehicles sales, the parking requirement will be calculated on the building footprint.

- E. When measurements of the number of required spaces result in a fractional number, any fraction will be rounded up to the next higher whole number.
- F. Parking maximums shall not apply to structured parking.
- G. Driveways, vacuum bays, and air compressor bays shall not count as parking space(s).
- H. On-site parking shall be maintained in good condition free of weeds, dust, trash and debris, and major surfacing defects.
- I. No person shall construct, pave or repave a parking lot without first obtaining a building permit. Newly paved and repaved parking lots shall comply with Americans with Disabilities Act (ADA) Parking Standards.
- J. Residential units within one quarter mile (1/4 mile) of transit stations or transit lines as identified by the Department of Local Affairs (DOLA) Applicable Transit Service Area Map are exempt from the minimum parking requirements of this Article. Visitor parking standards within the Transit Service Area Map are not exempted from the requirements of this Article.
- K. For information pertaining to the measurement of vision clearance triangles, stacking distances from right-of-way, pavement design, and new parking lot structural sections please refer to the Transportation Engineering Design Standards (TEDS) and engineering regulations as amended.

17.8.1.4: Design and Development Criteria

In addition to the parking standards established in this Article, the City has adopted design and development criteria to further articulate the intended design for specific areas of the City. Any new development or redevelopment of a site located in an area governed by design and development criteria shall adhere to such criteria.

Parking Standards [Table 17.8.1](#) identifies the minimum and maximum parking requirements for all uses in all zone districts except as otherwise exempted herein.

Table 17.8.1: Parking Standards						
Land Use	Vehicle Parking				Bicycle Parking	
	Minimum	Maximum			Long-Term	Short-Term
	All Districts	Residential, Commercial, Light Industrial and Suburban Context	Urban Context	Transit Context	All Districts	All Districts
Residential						
Residential **	One (1) space per 1000 sq. ft. above the first 4000 sq. ft.	Three (3) spaces per 1000 sq. ft.	Two (2) spaces per 1000 sq. ft.	One and a half (1.5) spaces per 1000 sq. ft.	One (1) space per 2000 sq. ft.	One (1) space per 10,000 sq. ft.

Table 17.8.1: Parking Standards						
Land Use	Vehicle Parking				Bicycle Parking	
	Minimum	Maximum			Long-Term	Short-Term
	All Districts	Residential, Commercial, Light Industrial and Suburban Context	Urban Context	Transit Context	All Districts	All Districts
Commercial and Industrial						
Adult Business	1 space per 1,000 sf	3 spaces per 1,000 sf	2.5 spaces per 1,000 sf	2.0 spaces per 1,000 sf	1 space per 2,500 sf	1 space per 5,000 sf
Animal Care	2 spaces per 1,000 sf	4 spaces per 1,000 sf	3.5 spaces per 1,000 sf	3 spaces per unit	1 space per 2,500 sf	1 space per 5,000 sf
Bar	2 spaces per 1,000 sf	6 spaces per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	NA	1 space per 5,000 sf
Bed and Breakfast	1 space per bedroom	4 spaces plus 1 space per bedroom	3 spaces plus 1 space per bedroom	2 spaces plus 1 space per bedroom	NA	NA
Cemetery	N/A	N/A	N/A	N/A	N/A	N/A
Club, Lodge, or Service Organization	2 spaces per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	1 space per 2,500 sf	1 space per 5,000 sf
Contractor Shop	1 space per 1,000 sf	3 spaces per 1,000 sf	NA	NA	1 space per 2,500 sf	NA
Crematory	1 space per 1,000 sf	3 spaces per 1,000 sf	NA	NA	NA	NA
Day Care Facility, Child or Adult	1.5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	2.5 spaces per 1,000 sf	1 space per 1,000 sf	1 space per 5,000 sf
Emergency Medical Facility	1 space per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	2 spaces per 1,000 sf	1 space per 2,000 sf	1 space per 5,000 sf
Entertainment Facility						
Indoor	2.5 spaces per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	1 space per 5,000 sf	1 space per 1,000 sf
Outdoor	2 spaces per 1,000 sf	6 spaces per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	NA	1 space per 5,000 sf
Fitness or Athletic Facility, Private	2 spaces per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	1 space per 2,500 sf	1 space per 1,000 sf

Table 17.8.1: Parking Standards						
Land Use	Vehicle Parking				Bicycle Parking	
	Minimum	Maximum			Long-Term	Short-Term
	All Districts	Residential, Commercial, Light Industrial and Suburban Context	Urban Context	Transit Context	All Districts	All Districts
Gallery or Studio	1 space per 1,000	4 spaces per 1,000 sf	3 spaces per 1,000 sf	2 spaces per 1,000 sf	1 space per 5,000 sf	1 space per 5,000 sf
Golf Course	2 spaces per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	1 space per 5,000 sf	1 space per 5,000 sf
Hotel	1 space per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	2 spaces per 1,000 sf	1 space per 5,000 sf	1 space per 10,000 sf
Junkyard or Motor Vehicle Wrecking	0.25 of a space per 1,000 sf	2 spaces per 1,000 sf	NA	NA	NA	1 space per 10,000 sf
Manufacturing						
Light	1 space per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	2 spaces per 1,000 sf	1 space per 2,500 sf	NA
Heavy	1 space per 1,000 sf	4 spaces per 1,000 sf	NA	NA	1 space per 2,500 sf	NA
Medical Marijuana Business	1.5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	2 spaces per 1,000 sf	1 space per 2,500 sf	1 space per 5,000 sf
Mini-Warehouse or Storage	0.1 of a space per 1,000 sf	0.2 of a space per 1,000 sf	NA	NA	1 space per 20,000 sf	NA
Mortuary	1 space per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	2 spaces per 1,000 sf	1 space per 2,500 sf	1 space per 5,000 sf
Motel	1 space per 1,000 sf	4 spaces per 1,000 sf	NA	NA	1 space per 5,000 sf	1 space per 10,000 sf
Motor Vehicle Rental	1 space per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	2 spaces per 1,000 sf	1 space per 2,500 sf	1 space per 5,000 sf

Table 17.8.1: Parking Standards						
Land Use	Vehicle Parking				Bicycle Parking	
	Minimum	Maximum			Long-Term	Short-Term
	All Districts	Residential, Commercial, Light Industrial and Suburban Context	Urban Context	Transit Context	All Districts	All Districts
Motor Vehicle Sales	0.25 of a space per 1,000 sf	3 spaces per 1,000 sf	2 spaces per 1,000 sf	NA	1 space per 2,500 sf	1 space per 5,000 sf
Motor Vehicle Service						
Car Wash	0.25 of a space per 1,000 sf	3 spaces per 1,000 sf	2 spaces per 1,000 sf	1 space per 1,000 sf	1 space per 2,500 sf	1 space per 5,000 sf
Fueling Station	0.25 of a space per 1,000 sf	3 spaces per 1,000 sf	2 spaces per 1,000 sf	1 space per 1,000 sf	1 space per 2,500 sf	1 space per 5,000 sf
Major	0.25 of a space per 1,000 sf	3 spaces per 1,000 sf	2 spaces per 1,000 sf	1 space per 1,000 sf	1 space per 2,500 sf	1 space per 5,000 sf
Minor	0.25 of a space per 1,000 sf	4 spaces per 1,000 sf	2 spaces per 1,000 sf	1 space per 1,000 sf	1 space per 2,500 sf	1 space per 5,000 sf
Office	1.5 spaces per 1,000 sf	5 spaces per 1,000 sf	3.5 spaces per 1,000 sf	2.5 spaces per 1,000 sf	1 space per 2,000 sf	1 space per 5,000 sf
Parking, Stand-Alone	NA	NA	NA	NA	NA	1 space per 5,000 sf
Pawnbroker	1 space per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	2 spaces per 1,000 sf	1 space per 2,500 sf	1 space per 2,000 sf
Personal Service	1 space per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	2 spaces per 1,000 sf	1 per 2,500 sf	1 space per 2,000 sf
Plant Nursery	1 space per 2,500 sf	4 spaces per 1,000 sf	NA	NA	1 space per 5,000 sf	1 space per 10,000 sf

Table 17.8.1: Parking Standards						
Land Use	Vehicle Parking				Bicycle Parking	
	Minimum	Maximum			Long-Term	Short-Term
	All Districts	Residential, Commercial, Light Industrial and Suburban Context	Urban Context	Transit Context	All Districts	All Districts
Restaurant						
Residential, Commercial, Light Industrial and Suburban	6 spaces per 1,000 sf	12 spaces per 1,000 sf	NA	NA	1 space per 2,000 sf	1 space per 2,000 sf
Urban	6 spaces per 1,000 sf	NA	8 spaces per 1,000 sf	NA		
Transit	4 spaces per 1,000 sf	NA	NA	5 spaces per 1,000 sf		
Retail	1 space per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	1 space per 2,500 sf	1 space per 2,000 sf
Rental, Service, or Repair of Large Items	1 space per 1,000 sf	5 spaces per 1,000 sf	NA	NA	1 space per 2,500 sf	1 space per 5,000 sf
Storage, Outdoor	NA	NA	NA	NA	NA	NA
Vehicle Dispatch Facility	NA	NA	NA	NA	NA	NA
Warehouse or Distribution	0.25 of a space per 1,000 sf	1 space per 1,000 sf	NA	NA	1 space per 5,000 sf	1 space per 10,000 sf
Public / Civic / Institutional						
Community Building	2 spaces per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	1 space per 2,500 sf	1 space per 5,000 sf

Table 17.8.1: Parking Standards

Land Use	Vehicle Parking				Bicycle Parking	
	Minimum	Maximum			Long-Term	Short-Term
	All Districts	Residential, Commercial, Light Industrial and Suburban Context	Urban Context	Transit Context	All Districts	All Districts
Community Service Center	1 space per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	1 space per 2,500 sf	1 space per 5,000 sf
Convention or Exposition Center	2 spaces per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	1 space per 1,000 sf	1 space per 5,000 sf
Correctional Institution	2 spaces per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	1 space per 2,500 sf	1 space per 5,000 sf
Hospital	2 spaces per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	1 space per 5,000 sf	1 space per 10,000 sf
Park	NA	NA	NA	NA	NA	NA
Religious Institution	2 spaces per 1,000 sf	12 spaces per 1,000 sf	8 spaces per 1,000 sf	5 spaces per 1,000 sf	NA	1 space per 2,500 sf
School, Public or Private						
Elementary and Middle	0.5 of a space per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	1 space per 2,000 sf	1 space per 1,000 sf
High	1 space per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	1 space per 2,000 sf	1 space per 1,000 sf
School, Vocational or Trade	2 spaces per 1,000 sf	6 spaces per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	1 space per 2,000 sf	1 space per 1,000 sf
Solar Garden	NA	NA	NA	NA	NA	NA
Transportation Facility, Public	NA	NA	NA	NA	NA	NA
University or College	1 space per 1,000 sf	5 spaces per 1,000 sf	4 spaces per 1,000 sf	3 spaces per 1,000 sf	1 space per 2,500 sf	1 space per 1,000 sf
Utility Facility						
Major	NA	NA	NA	NA	NA	NA

Table 17.8.1: Parking Standards						
Land Use	Vehicle Parking				Bicycle Parking	
	Minimum	Maximum			Long-Term	Short-Term
	All Districts	Residential, Commercial, Light Industrial and Suburban Context	Urban Context	Transit Context	All Districts	All Districts
Minor	NA	NA	NA	NA	NA	NA

* N/A = Not Applicable

** Additional visitor parking is required see 17.8.2.

17.8.2: Visitor Parking

17.8.2.1: General Standards

- A. A minimum of one (1) visitor parking space shall be provided with every residential development with five (5) or more units.
- B. Visitor parking spaces are in addition to **required** electric vehicle charging station (EVCS) **or ADA compliant parking spaces.**
- C. **Temporary Dwelling Units do not require visitor parking.**
- D. All residential developments of five (5) or more units shall provide visitor parking spaces in addition to parking for individual units.
 - 1. In the Mixed Use Suburban context and R-M district, one (1) visitor parking space shall be provided for every ten (10) units.
 - 2. In the Mixed Use Urban context, one (1) visitor parking space shall be provided for every fifteen (15) units.
 - 3. In the Mixed Use Transit context, one (1) visitor parking space shall be provided for every twenty (20) units.

17.8.3: Parking Substitutions and Reductions

17.8.3.1: General Standards

- A. Motorcycle and scooter parking spaces may substitute for up to five percent (5%) of the required motor vehicle parking requirement.
- B. For every four (4) motorcycle and scooter spaces provided, the vehicle parking requirement is reduced by one (1) space.
- C. Each motorcycle and scooter space must be at least four feet (4') wide and eight feet (8') deep. Existing parking may be converted to take advantage of this standard.
- D. At the discretion of the Director:

1. 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 only if spaces are new, indented parking outside of the lanes of traffic;
 2. Up to a twenty percent (20%) reduction in parking may be granted for age restricted communities, where the residents are age fifty-five (55) or older or for income restricted residential communities, where the average income is less than or equal to sixty-five percent (65%) of the area median income (AMI);
 3. Up to a twenty percent (20%) reduction in parking may be granted for restaurant uses located within one quarter mile (1/4 mile) of a transit stop.
- E. Parking requirements may be met on-site or off-site at a distance of up to six hundred feet (600') from the use provided that a shared parking agreement is obtained prior to approval of the site plan or tenant improvement permit.
- F. The minimum parking count in [Table 17.8](#) is used to determine the parking count for each individual land use for a development application. The minimum number of parking spaces required may be reduced by the percentage indicated for each column of the five (5) time periods in the parking reduction schedule as shown below in [Table 17.8](#).

The resulting parking count from [Table 17.8](#) for each individual land use is then determined by totaling the number of spaces in each column. The resulting column total that generates the highest total number parking spaces then becomes the new minimum parking requirement.

Table 17.8.2: Parking Reduction Schedule

Use	Weekday		Weekend		Night-time
	6 AM - 6 PM	6 PM - 12 AM	6 AM - 6 PM	6 PM - 12 AM	12 AM - 6 AM
Residential	40%	10%	20%	10%	0%
Club, Lodge or Service Organization; Fitness or Athletic Facility; Gallery or Studio	50%	0%	0%	0%	90%
Entertainment Facility	60%	0%	20%	0%	90%
Industrial	0%	90%	90%	95%	95%
Hotel	30%	0%	30%	0%	30%
Office	0%	90%	90%	95%	95%
Public / Civic / Institutional	50%	0%	0%	70%	95%
Restaurant	50%	0%	0%	0%	90%
Retail	50%	10%	0%	30%	95%
All other uses	0%	0%	0%	0%	0%

17.8.4: Bicycle Parking

17.8.4.1: General Standards

Bicycle parking is required in order to encourage the use of bicycles by providing for safe and convenient places to park bicycles. The purpose of these design standards is to ensure that bicycle parking is convenient to bicyclists and provides sufficient security from theft and damage.

- A. Bicycle parking space(s) shall be provided with a locker, securely mounted rack, or other facilities for locking of securing a bicycle.
- B. A rack shall allow the locking of the frame and the front or rear wheel of the bicycle to the rack using a U-shaped shackle lock so that bicycles may be securely locked and safeguarded from intentional or accidental damage.
- C. Bicycle parking areas shall be clearly identified by a sign near the main building entrance.
- D. Bicycle parking areas shall be located along the “desire line” from adjacent bikeways. The desire line is the path that cyclists are most likely to travel.
- E. Each required bicycle parking space shall be accessible without moving another bicycle.
- F. There must be at least five feet (5’) behind all bicycle parking spaces to allow room for bicycle maneuvering. Where short-term bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the sidewalk or right-of-way, so long as the bike will not overhang public easements or right-of-way.
- G. A wall clearance of two feet six inches (2’6”) shall be provided between buildings and bike racks.
- H. Short-term bicycle parking shall not be required for a residential development with four (4) or fewer units.
- I. Short-term bicycle parking spaces shall be located within fifty feet (50’) of the main entrance to the building. With the permission of the City, bicycle parking may be located in the public right of way. Where there is more than one main entrance to a building, short-term spaces should be split between building entrances.
- J. The standard required bicycle space is two feet (2’) wide, six feet (6’) long and three foot four inches (3’4”) tall. Each space shall provide at least two (2) points of contact between the bicycle frame and rack.
- K. Short-term bicycle parking shall be near a light source and shall be visible from employee work areas or residences.

17.8.4.2: Long-term Bicycle Parking

Long-term bicycle parking provides users of a site a secure and weather-protected place to park bicycles. Long-term parking does not have to be provided on site, however long-term bicycle parking must be within a reasonable distance of a site in order to encourage bicycle use.

- A. Long-term bicycle parking is not required on a site when:

1. Non-residential gross building area is less than five thousand square feet (5,000 sq. ft.); and
 2. There are ten (10) or fewer residential units in a development or redevelopment.
- B. Shower and changing facilities are required in employment-based buildings of thirty thousand square feet (30,000 sq. ft.) or more where long-term bicycle parking is required.
- C. Long-term bicycle parking shall be located on the site or in an area within two hundred and fifty feet (250') of the building.
1. All long-term bicycle parking shall be designed to provide maneuvering areas sufficient to prevent conflicts with other bicycles.
 2. Covered bicycle parking may be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. When covered bicycle parking is not located within a building or locker, the cover shall be:
 - a. Designed to protect bicycles from precipitation;
 - b. High enough to provide at least ten (10) feet of clearance above the floor or ground; and
 - c. Posted with a sign indicating the location of the bicycle parking when not directly visible at a transit facility or main building entrance.
 3. To provide security, long-term bicycle parking shall be in at least one (1) of the following locations:
 - a. In a locked room;
 - b. In bicycle lockers that are not stacked vertically;
 - c. In an area that is enclosed by a fence with a locked gate;
 - d. In a freestanding shelter;
 - e. Within view of an attendant or security guard;
 - f. Within one hundred feet (100') of an attendant or security guard;
 - g. In an area that is monitored by a security camera; or
 - h. In an area that is visible from employee work areas.

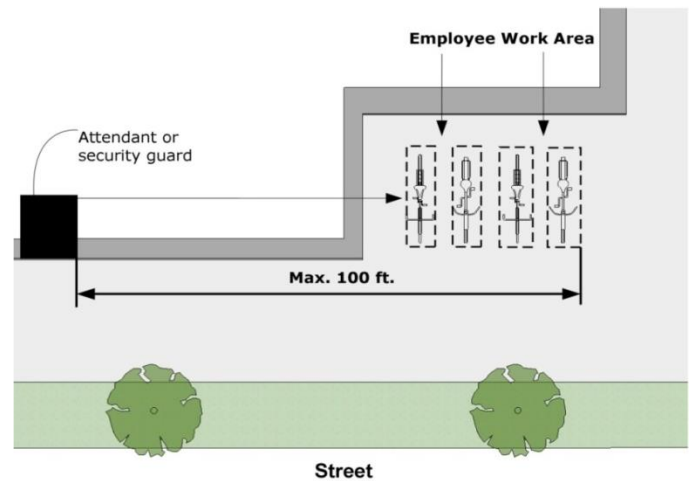


Figure 17.8.1: Long-term Bicycle Parking

17.8.5: Electric Vehicle Parking Standards

In order to support sustainable transportation options, including electric vehicles, and promote widespread access to charging, new construction which provides on-site parking needs to include a combination of installed charging stations and minimum infrastructure to prepare for adding more stations in the future.

17.8.5.1: General Standards

- A. All new development that provides on-site parking spaces must provide EV charging in accordance with the Electric Vehicle Power Transfer Infrastructure requirements in the [Colorado Model Electric and Solar Ready Code.](#)) The number of EV parking spaces shall be rounded up to the nearest whole number.
- B. All Electric Vehicle Supply Equipment (EVSE) shall include signage and pavement markings identifying spaces as restricted parking. If time limits or vehicle removal provisions are to be enforced, regulatory signage including parking restrictions shall be installed immediately adjacent to, and visible from the electric vehicle charging station.
- C. The property owner is not restricted from collecting a service fee for the use of an EVSE made available to residents, employees, and visitors to the property.
- D. The design of parking spaces and parking access for all EVSE shall comply with the US Access Board Design Recommendations for Accessible Electric Vehicle Charging Stations.
- E. Any parking space served by an EVSE or used to site EVSE or EVSI shall be counted toward applicable parking minimums. Any van-accessible parking space that is designed to accommodate a person in a wheelchair, is served by an EVSE, and is not designated as parking reserved for a person with a disability under C.R.S. 42-4-1208 shall be counted as 2 parking spaces toward applicable parking minimums.

--	--	--	--	--

17.8.6: Low-Form Residential Parking Standards

17.8.6.1: Driveways and Parking Areas

- A. The following standards shall apply to all low form Residential zone lots: Driveways and parking areas shall not exceed fifty percent (50%) of the back yard, fifty percent (50%) of the front yard, and fifty percent (50%) of the side yard.
- B. Each lot shall be allowed no more than thirty five (35') of drive-cuts along a lot's street frontage and may occupy no more than fifty percent (50%) of the lot frontage.
- C. Driveways and parking areas are to be maintained as dust-free, weed-free, and mud-free surfaces.
- D. Driveways and parking areas shall not be allowed in location intended for other purposes such as landscaping or open space.
- E. Parking shall not be allowed on grass, weeds, mud or dirt. This includes, but is not limited to, the parking of trailers, campers and camper shells, and recreational vehicles.

- F. Approved all weather parking surfaces for detached single-family include concrete paving, asphalt paving and rock applied to a minimum depth of three inches (3"). Rock driveways and parking areas shall use a minimum three quarters inch ($\frac{3}{4}$ ") rock size.
- G. All weather surfaces shall not include materials including but not limited to carpet, shingles, wood, or cardboard.
- H. A property owner shall comply with the requirement for an improved parking surface within thirty (30) days of a posting or receipt of a notice of violation pursuant to 17.6.3.2.

17.8.7: Parking and Loading Standards for All Other Zones

17.8.7.1: Americans with Disabilities Act Parking Standards

All places of public accommodation must comply with the Department of Justice published revised regulations for Titles II and III of the Americans with Disabilities Act (ADA) 42 U.S.C.S. 12101, et. seq.

17.8.7.2: Loading Space Standards

This Section establishes off-street loading space standards which provide requirements for the design and construction of loading areas.

- A. At no time may loading or unloading occur from the right-of-way of a collector or arterial street.
- B. Whether or not a loading space is provided, all vehicle maneuvering for loading or unloading shall occur on site.
- C. A loading space shall not encroach on or interfere with the public use of streets and sidewalks by vehicles and pedestrians.
- D. No loading space shall permit any vehicle to extend into any front setback area or across any lot line of a more restrictive district while being loaded or unloaded.
- E. Loading spaces shall not conflict with or overlap any required drive aisles or off-street parking spaces, unless the loading space will only be used during hours when the primary structure is not open for business.

17.8.7.3: Drive-Through Vehicle Stacking

Vehicle stacking is the minimum length required for an on-site drive aisle necessary to facilitate movement of vehicles within a parking lot to drive-up window service or other drive-through services.

- A. Adequate space must be provided for on-site stacking, storage and queuing of vehicles.
- B. Stacking spaces must be a minimum of eight feet (8') in width and twenty feet (20') in length.
- C. Vehicles using drive-thru facilities shall not encroach on or interfere with the on-site or off-site use of streets, and sidewalks by vehicles and pedestrians.
- D. Stacking spaces for internal drive-through services shall be measured from the point of service and within a designated drive aisle (See Figure 17.8.2). Stacking spaces are shown in [Table 17.8.24](#).

Table 17.8.7.3: Drive-Through Stacking	
Type of Facility	Minimum Number of Stacking Spaces
Car Wash, Automatic	2
Car Wash, Self-Service	2
Dry Cleaner, Drive-Through	2
Financial Institution, Drive-Through	1
Gasoline Pump Island	1
Liquor Store, Drive-Through	2
Restaurant, Drive-Through	4
Other	Determined by the Director with queuing study

- E. Stacking distances for individual parking lots are indicated in [Error! Reference source not found.](#) (See Figure 17.8.3).

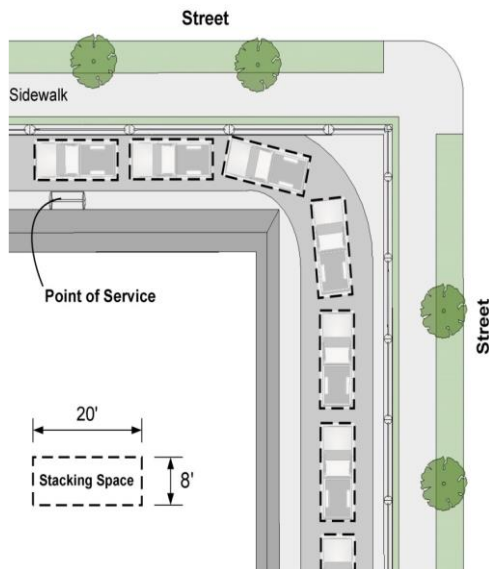


Figure 17.8.2: Drive -Through Stacking

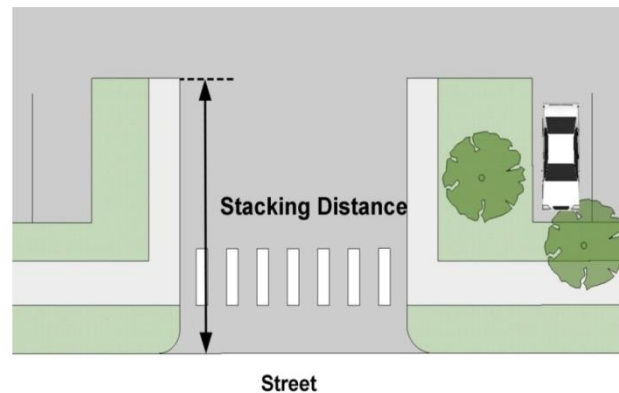


Figure 17.8.3: Stacking Distance

17.8.8: Surface Parking Lot Dimensions

17.8.8.1: General Standards

The following standards are intended to create landscaped surface parking areas that are easy to navigate for pedestrians and vehicles.

- A. Vehicular drive aisles, parking areas, stacking areas, and loading areas shall be surfaced with asphalt, concrete, brick, stone pavers or an equivalent material including pervious materials. Gravel or other similar compacted materials are not an acceptable parking surface.
- B. Parking space dimensions for parking spaces in parking structures may differ from [Table 17.8](#), as part of a site plan review as outlined in Article 2 of this Zoning Code.
- C. Parking spaces shall be defined on the pavement surface with striping, change of color or material.
- D. Bumper blocks are not permitted in parking lots except to provide for separation between an ADA accessible parking space and a sidewalk or where needed to provide for surface flows to a storm water management facility or at the discretion of the Director.
- E. Bollards are not permitted in parking lots in-lieu of raised curb except to provide for separation between an ADA accessible parking space(s) and a sidewalk, or to protect trash enclosures, utility boxes/meter, or at the discretion of the Director.
- F. Parking lots and loading areas shall have access from a clearly defined drive aisle not less than eighteen feet (18') in width for one-way traffic and twenty-four feet (24') in width for two-way traffic.
- G. The size of a parking stall, its angle, and the width of the access aisle shall conform to the parking layout dimensions listed in 6 and illustrated in Figure 17.8.4.

Table 17.8.6: Parking Lot Layout Dimension						
Dimension	Figure 17.8.4	0°	45°	60°	75°	90°
Stall width, parallel to aisle	A	9.0	12.7	10.4	9.3	9.0
Stall length of line	B	24.0	24.5	21.5	19.5	18.0
Stall depth to wall	C	9.0	17.0	18.5	19.0	18.0
Aisle width between stall lines	D	12.0	12.0	16.0	22.0	24.0
Stall depth interlock	E	9.0	14.8	17.0	18.3	18.0
Module, wall to interlock	F	30.0	43.8	51.5	59.3	60.0
Bumper overhang (typical)	G	0.0	1.5	1.8	2.0	2.0
Offset	H	--	6.3	2.7	0.5	0.0
Setback	I	24.0	11.0	8.3	5.0	0.0
Cross aisle one-way	J	18.0	18.0	18.0	18.0	18.0
Cross aisle two-way	K	24.0	24.0	24.0	24.0	24.0

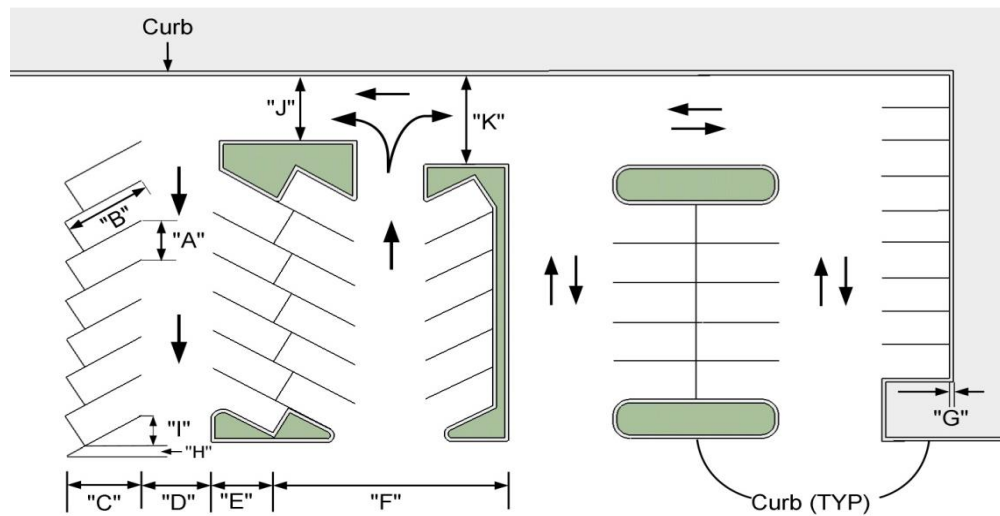


Figure 17.8.4: Parking Lot and Layout Dimensions

- H. Dead end aisles shall only be permitted for ninety degree (90°) parking layouts. An area of five feet (5') in depth and the same width as the aisle shall be provided as the end of the dead end aisle to allow vehicles to safely maneuver.
- I. The minimum length of a parking stall may be reduced by two feet (2') if it is perpendicular to a landscaped area with suitable ground cover behind the curb a minimum distance of two feet (2') or it is perpendicular to a sidewalk that is dimensioned seven feet (7') or more in width.

17.8.9: Parking Lot Placement and Design

17.8.9.1: Parking Lot Location

Surface parking lots in mixed-use zone districts shall be located in the configurations identified in Table 17.8.6 and Figure 17.8.5.

Table 17.8.7 Surface Parking Lot Location			
Regulations	Contexts		
	Suburban	Urban	Transit
X = Applicable -- = Not Applicable			
Parking may be located behind the rear plane of a building.	X	X	X ⁽¹⁾
Parking may be located at the side of a building.	X	X	--
Parking may be located in the area between the street and building.	X	--	--
⁽¹⁾ Within the M-C-T zone district, surface parking areas shall be limited to short-term, convenience parking lots with fewer than 10 spaces per building. All other parking shall be accommodated for in parking structures. Convenience spaces may be located behind or to the side of a building and shall be clearly marked for short-term use only.			

17.8.9.2: Parking Blocks

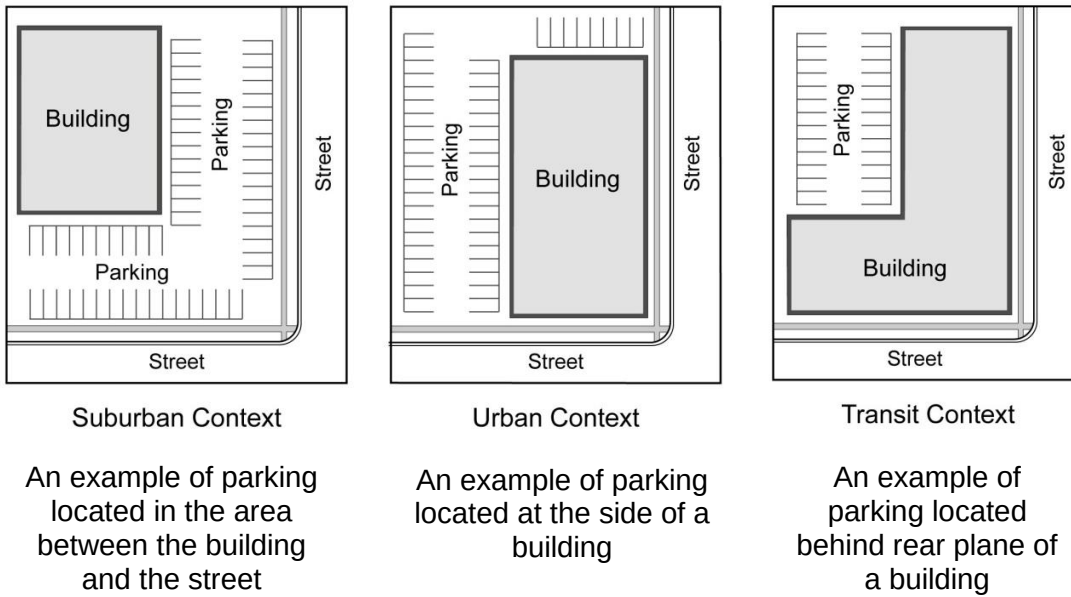


Figure 17.8.5: Example Parking Locations by Context

- A. Parking lots in blocks of twenty-five (25) or fewer parking spaces shall be required to provide a sidewalk at least five feet (5') in width from the parking lot to the front of the primary building(s), to the farthest perimeter point of the parking lot, or to an existing parking lot connection.
- B. Parking lots in blocks of more than twenty-five (25) parking spaces shall be grouped into blocks of parking spaces according to the following:

1. Multifamily developments shall group the parking lots in blocks of no more than fifty (50) contiguous parking spaces. These spaces may be in a linear row or two (2) or more parallel rows. A landscaped area of at least twelve feet (12') wide shall separate parking areas (See Figure 17.8.6).
2. Institutional, M, C, or LI developments shall group the parking lots in blocks that average no more than seventy-five (75) parking spaces per block.
 - a. A grade-separated sidewalk at least five feet (5') in width shall be installed from the front of the primary building(s) to the farthest perimeter point of the parking lot. Additional grade-separated sidewalks at least five feet (5') in width from the front of the primary building(s) to the farthest edge of the parking lot shall be required to ensure that no parking space is located more than two hundred feet (200') from a grade-separated sidewalk leading to the front of the primary building(s).
 - b. The grade-separated sidewalk shall be buffered from parking or traffic by a landscape strip with a minimum of five feet (5') in width. The sidewalk shall be placed so that a five foot (5') wide planting area is created (See Figure 17.8.7).
3. Sidewalk crossings shall be clearly defined and marked through a change in paving materials, height, or use of distinctive color when a sidewalk crosses a parking lot or internal street or driveway.

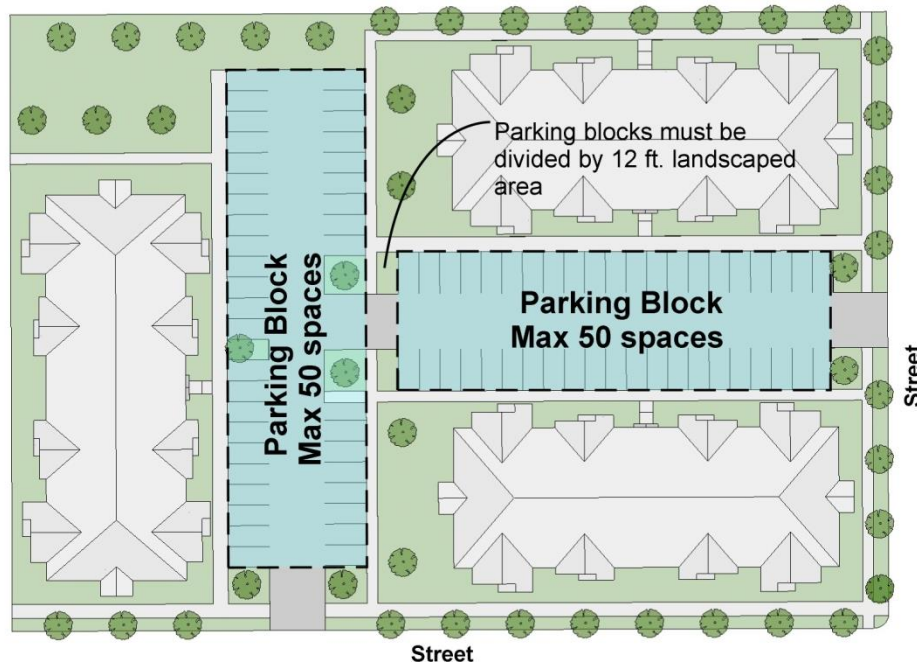


Figure 17.8.6: Multifamily Residential Parking Lot Design

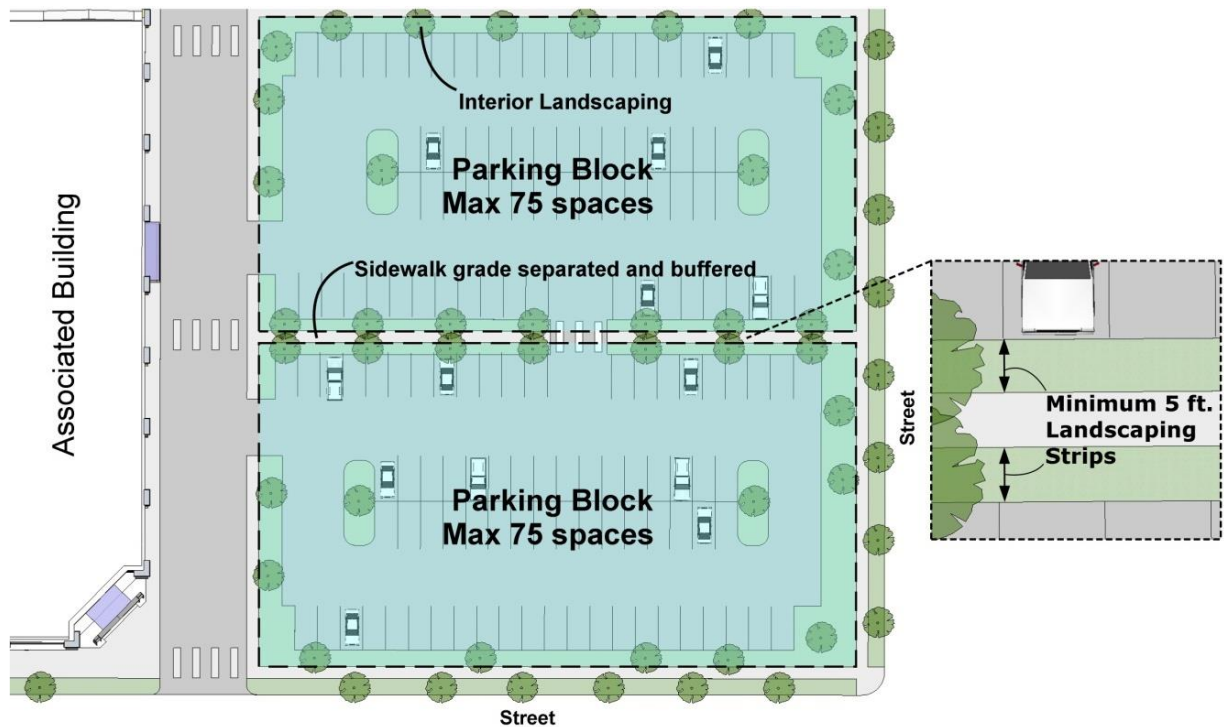


Figure 17.8.7: Mixed-use, Commercial and Light Industrial Parking Lot Design

17.8.10: Parking Lot Landscape Standards

17.8.10.1: Landscaping in Parking Lots

- A. Raised curb islands shall be required to define the ends of each parking row.
- B. The perimeter of the parking lot and any raised curb islands shall have concrete curb. Gaps in a concrete curb are allowed if landscape and open space areas or islands have been designed to provide for infiltration and filtration of rainwater.
- C. Sites requiring more than twenty-five (25) parking spaces shall be required to have the following amount of landscaping in parking lots:
 1. For parking lots with fewer than one hundred and fifty (150) parking spaces, landscaping islands shall be a minimum of ten percent (10%) of the parking area.
 2. For parking lots with one hundred and fifty (150) parking spaces or more, landscaping islands shall be a minimum of twelve percent (12%) of the parking area.
- D. The size and number of landscape islands shall be required as identified below. These requirements shall not apply when a row of parking spaces is located under a structure or at the end of a parking row that coincides with other landscaped areas:
 1. A parking row containing fewer than fifteen (15) contiguous parking spaces shall be terminated by a landscape island with a minimum dimension of nine feet (9') in width by eighteen feet (18') in length.

2. A parking row containing between fifteen (15) and thirty (30) contiguous parking spaces shall be:
 - a. Terminated by a landscape island with a minimum dimension of twelve feet (12') in width by eighteen feet (18') in length (See Option A in Figure 17.8.8); or
 - b. Terminated by a landscape island with a minimum dimension of nine feet (9') in width by eighteen feet (18') in length and shall contain one (1) landscape island in the middle of the row with a minimum dimension of nine (9') in width by eighteen feet (18') in length (See Option B in Figure 17.8.8).

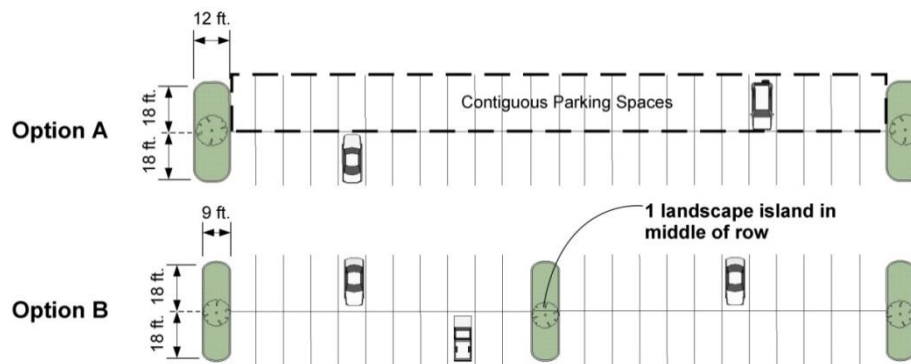


Figure 17.8.8: Parking Lot Landscape Island Locations

3. A parking row containing over thirty (30) contiguous parking spaces shall include islands with a minimum dimension of nine feet (9') in width by eighteen feet (18') in length every fifteen (15) parking spaces.
4. Landscape islands shall include at least one (1) shade tree or two (2) ornamental trees and a landscape surface of turf, living ground cover, or a minimum of four (4) shrubs or six (6) grasses in mulch beds.

17.8.10.2: Screening of Parking Lots

A. When adjacent to a public or private street, surface parking shall be screened through one (1) or any of a combination of the following (See Figure 17.8.9):

1. Option A: A landscape hedge or other plant materials of such size, branching density, spacing and quantity to provide a minimum of sixty percent (60%) opacity while dormant. The landscape hedge or plant material shall reach a required minimum height of forty-two (42") inches within three (3) years of planting;
2. Option B: A solid wall providing screening to a height of forty-two inches (42"). Materials utilized shall match the first floor exterior material used on the primary building or comparable level of quality;
3. Option C: A combination of a decorative fence to a height of forty-two inches (42"), and continuous landscape and plant materials. The decorative fence shall terminate with a structural column that utilizes materials that match the first floor exterior material used on the primary building or materials of a comparable level of quality. A structural column utilizing materials that match the first floor exterior material used on the primary building or of a comparable level of quality, shall be constructed every thirty feet (30') of linear fence; or
4. Option D: A landscaped berm containing at least one row of shade trees spaced evenly every fifteen feet (15') or as appropriate to the selected species along the entire length of the parking lot edge.

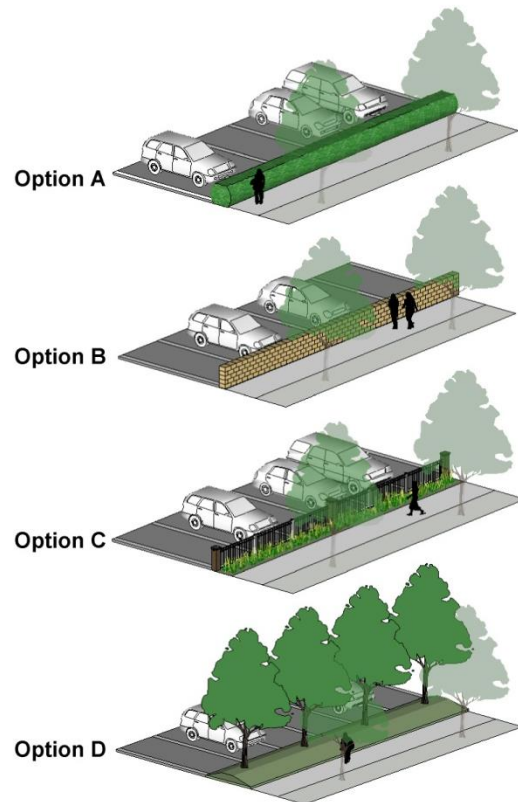


Figure 17.8.9: Screening of Parking Lots

B. Breaks in the wall, hedge, or fence shall be permitted where pedestrian access to the adjacent sidewalk is provided from the site. The breaks shall be no more than two feet (2') wider than the sidewalk width.

This page intentionally left blank.

ARTICLE 1: PURPOSE AND ADMINISTRATION

ARTICLE 2: PROCEDURES AND APPEALS

ARTICLE 3: ZONE DISTRICTS

ARTICLE 4: USE AND SUPPLEMENTAL STANDARDS

**ARTICLE 5: DIMENSIONAL AND DEVELOPMENTAL
STANDARDS**

**ARTICLE 6: RESIDENTIAL BUILDING AND SITE DESIGN
STANDARDS**

**ARTICLE 7: INSTITUTIONAL, MIXED-USE, COMMERCIAL,
AND LIGHT INDUSTRIAL BUILDING AND SITE DESIGN
STANDARDS**

ARTICLE 8: PARKING AND LOADING STANDARDS

ARTICLE 9: Sign Standards	9-1
17.9.1: General.....	9-1
17.9.1.1: Purpose and Intent	9-1
17.9.1.2: Authority	9-2
17.9.1.3: Substitution.....	9-2
17.9.1.4: Translation Statement	9-2
17.9.2: Permitted, Exempt & Prohibited Signs	9-3
17.9.2.1: Permitted Signs	9-59-4
17.9.2.2: Exempt Signs	9-59-4
17.9.2.3: Prohibited Signs	9-79-6
17.9.3: Measurements & Calculations	9-89-7
17.9.3.1: Sign Area & Dimensions.....	9-89-7
17.9.3.2: Height Determination of Signs.....	9-99-8
17.9.4: Sign Design & Dimensional Standards	9-109-9
17.9.4.1: Residential Zone District Permanent Signs	9-109-9
17.9.4.2: Residential Zone District Temporary Signs	9-129-11
17.9.4.3: Non-Residential Zone District Permanent Signs	9-139-12
17.9.4.4: Non-Residential Zone District Temporary Signs	9-249-21
17.9.5: Sign Lighting	9-269-23
17.9.5.1: Applicability	9-269-23
17.9.5.2: Lighting Standards	9-269-23
17.9.6: Maintenance of Signs.....	9-289-25
17.9.6.1: Applicability	9-289-25
17.9.6.2: Maintenance Standards	9-299-25
17.9.6.3: Abandoned Signs	9-299-25

ARTICLE 9: SIGN STANDARDS

17.9.1: General

17.9.1.1: Purpose and Intent

This Article establishes the standards for the design, location, installation, and maintenance of private signs. Signs are an important means of visual communication for organizations and businesses, for identification and way-finding. The intent of this Article is to provide standards that result in a reasonable balance between the right of an individual to exercise freedom of speech through signage, and the right of the public to be protected from the potential health impacts, safety hazards and visual blight that result from the unrestricted display of signs. -The regulations contained in this Article take into consideration the compatibility of signs with adjacent properties and land uses as well as the visual aesthetics of the City of Lakewood (the "City")'s community.

The purpose of these sign standards is to:

- A. Enhance and protect the physical appearance of the City;
- B. Further the values, goals and policies set forth in the City's Comprehensive Plan;
- C. Preserve a reasonable opportunity for businesses, individuals and institutions to use signs as an effective means of communication;
- D. Reduce the impact of sign clutter that diminishes the effectiveness and ability to clearly communicate through signage;
- E. Protect the public from hazardous conditions that result from structurally unsafe signage;
- F. Ensure that signage does not obscure the vision of or distract motorists, does not conflict with required traffic signs and does not distract from traffic warning signals consistent with best practices of the Federal Highway Administration;
- G. Provide appropriate identification for pedestrians as well as operators and passengers of motor vehicles;
- H. Provide a process for large commercial developments to propose signage that is compatible with the site design and architecture; and
- I. Ensure that signage is appropriate to a particular use and location so that the cumulative effect is an attractive City environment, thereby reinforcing community values.

17.9.1.2: Authority

Under the United States Constitution, the State of Colorado Constitution, and the City ~~of Lakewood Home Rule~~ Charter, the City ~~of Lakewood~~ has the authority to regulate signs as they relate to the health, safety, and welfare of the community.

17.9.1.3: Substitution

To avoid preference of commercial over non-commercial speech, a sign displaying commercial speech may substitute the content with non-commercial speech. The change from commercial to non-commercial speech shall not require approval.

17.9.1.4: Translation Statement

Modifications to this Article were written to improve compliance with the Supreme Court case of *Reed v. Town of Gilbert*, 135 S. Ct. 2218 (2015), and to remove previous standards that were not content neutral. -As a result, signs that were named and regulated by type of message, e.g. political, real estate, construction, have been removed and this Article, as amended, should be interpreted in a manner consistent with the requirements of applicable State and Federal law.

17.9.2: Permitted, Exempt & Prohibited Signs

Table 17.9.1 identifies the permitted and exempt signs within the City. -For information on prohibited signs, see [Section 17.9.2.3](#) of this Article.

Table: 17.9.1: Permitted and Exempt Signs	
Note: Refer to the Section identified below for pertinent sign standards	
Residential Zone Districts	
Permanent	
Home Business	Permit required: see Section 17.9.4.1.A
Residential Business or Organization	Permit required: see Section 17.9.4.1.B
Neighborhood	Permit required: see Section 17.9.4.1.C
Temporary	
Residential Transition	Exempt: see Section 17.9.4.2.A
Yard	Exempt: see Section below 17.9.4.2.B
Non-Residential Zone Districts	
Permanent	
A-Frame	Permit required: see Section 17.9.4.3.A
Banner Pole	Permit required: see Section 17.9.4.3.B
Freestanding	Permit required: see Section 17.9.4.3.C
Electronic Message	Permit required: see Section 17.9.4.3.D
Major Tenant	Permit required: see Section 17.9.4.3.E
Painted Wall Sign	Permit required: see Section 17.9.4.3.F
Projecting	Permit required: see Section 17.9.4.3.G
Wall	Permit required: see Section 17.9.4.3.H
Temporary	
Banner & Banner Flag	Permit required: see Section 17.9.4.4.A
Yard	Exempt: see Section 17.9.4.2.B
Commercial Post	Exempt: see Section 17.9.4.4.B
City Wide Exempt Signs	
City	Exempt: see Section 17.9.2.2.A
Decorative Lighting Display	Exempt: see Section 17.9.2.2.B
De Minimis Area	Exempt: see Section 17.9.2.2.C
Directional	Exempt: see Section 17.9.2.2.D
Electric Vehicle (EV) Supply Equipment	Exempt: see Section 17.9.2.2.E
Flags—Flags	Exempt: see Section 17.9.2.2.F Exempt: see Section 17.9.2.2.E
Interior-site—Interior-site	Exempt: see Section 17.9.2.2.G Exempt: see Section 17.9.2.2.F
Public—Public	Exempt: see Section 17.9.2.2.H Exempt: see Section 17.9.2.2.G
MUTCD—MUTCD	Exempt: see Section 17.9.2.2.I Exempt: see Section 17.9.2.2.H
Scoreboards—Scoreboards	Exempt: see Section 17.9.2.2.J Exempt: see Section 17.9.2.2.I

Lakewood Zoning Ordinance – May 8, 2023

Transit — Transit	Exempt: see Section 17.9.2.2.K Exempt: see Section 17.9.2.2.J
Window Signs — Window Signs	Exempt: see Section 17.9.2.2.L Exempt: see Section 17.9.2.2.K

17.9.2.1: Permitted Signs

Standards for signs that require a permit are defined in this Article. ~~For review procedures for a sign permit, see~~ Section 17.2.3.13.

17.9.2.2: Exempt Signs

The following types of signage have minimal impact on the public, do not create traffic, safety or other hazards, are temporary in nature, or constitute a unique medium and, therefore, are exempt from the permit process. The following signage may be erected in any zone district without a sign permit, subject to the standards below, and shall not interfere with the safe operation of any vehicle, impede the safe flow of traffic, interfere with public safety, nor obscure any public sign or facility. This signage shall be allowed in addition to any other allowed signs.

- A. City Signs;
- B. Decorative Lighting Displays;
 - 1. Decorative Lighting Displays shall not be displayed for more than sixty (60) consecutive days or ninety (90) days total per calendar year.
- C. De Minimis Area Signs;
 - 1. De Minimis Area signs shall be limited to two (2) signs on each building elevation that is visible from the public way or adjacent property; and
 - 2. De Minimis Area signs shall not be illuminated.
- D. Directional Signs;
 - 1. Directional signs shall not exceed four (4') feet in height and twelve square feet (12 sq.ft.) square feet in area;
 - 2. Directional Signs shall not be located closer than twenty feet (20') feet to one another;
 - 3. Directional Signs on residential (R) zoned properties with multifamily or institutional uses shall be limited to four (4) per property;
 - 4. Directional Signs on non-residential (R) zoned properties shall be limited to six (6) per property with the exception of properties with drive-through facilities where Directional Signs shall be limited to eight (8) per property; and
 - 5. Directional signs on residential (R) zoned properties with single family and duplex residential uses shall be prohibited.
- E. Electric Vehicle Supply Equipment (EVSE) Stations;
 - 1. EV Charging Stations Signs on the EVSE an EV shall be limited to one (1) per station face and shall not exceed twelve square feet (12 sq. ft.) sq. ft. in area.
 - 2. The maximum height of any sign shall not exceed six feet (6').

3. Signs shall not include electronic messaging visible from a site perimeter or public right-of-way.

5.4. Signs associated with EVSE shall be located interior to a site and not visible from a public frontage and adjacent properties.

E.F. Flags:

1. _Flags shall not be larger than sixty square feet (60 sq.ft.) ~~square feet~~ in area.
2. _Flagpoles may be freestanding or mounted on a building and the flag pole installation may be temporary or permanent.
3. _Flagpoles shall be limited to three (3) per property; ~~and~~.
4. _Flagpoles shall not exceed thirty-five feet (35') ~~feet~~ in height.

F.G. Interior-Site Signs:

G.H. Public Signs:

H.I. Manual on Uniform Traffic Control Devices (MUTCD) Signs:

I.J. Scoreboards:

J.K. Transit Signs:

1. _Bus bench ~~and~~ transit shelter signs shall be attached to a bus bench that is legally installed and maintained along a transportation corridor in accordance with all requirements of an approved agreement between the City and the provider of the facility; ~~and~~.
2. _Other signs attached to trash and recycling receptacles or other similar uses shall be in accordance with all requirements of an approved agreement between the City and the provider of the item to which the sign is attached.

K.L. Window Signs:

1. _Window signs shall not exceed twenty-five percent (25%) ~~percent~~ of the area of first floor windows on which it is located, unless otherwise approved by the Director.
2. _Window signs shall not be allowed in windows above the first floor of the building; ~~and~~.
3. _Window signs shall not be illuminated or have illumination directed at windows with window signs.

17.9.2.3: Prohibited Signs

This Section identifies signage and devices that are determined to be a nuisance by the City and are prohibited in all zone districts. The City will require the removal of any sign that is prohibited, except that any lawful nonconforming sign may remain in place pursuant to ~~Section 17.12.5 of this Ordinance.~~

- A. Pennants, streamers, lighter-than-air objects, and wind signs, except as provided for in ~~Section 17.9.4.4.A of this Article;~~
- B. Signs with light bulbs that have intermittent, flashing, rotating, blinking, or strobe illumination~~;~~
- C. Roof signs, except when in compliance with the applicable regulations in ~~Section 17.9.4.3.H of this Article;~~
- D. Off-Premise signs are prohibited unless approved by an ~~Official Development Plan~~ODP, Comprehensive Sign Plan or Zone Lot~~;~~
- E. Search lights~~;~~
- F. Signs painted on fences~~;~~
- G. Portable signs, except as provided for in ~~Section 17.9.4.3.A this Article;~~
- H. Signs which are located on, or projecting over the public right-of-way, that are not considered a public sign, bus bench sign or transit shelter sign as described in this Article, unless specifically approved by the City~~;~~
- I. Any sign placed by a nongovernmental person or entity and located within the right-of-way~~;~~
- J. Signs painted on, or attached to, a licensed or unlicensed motor vehicle and parked adjacent to a public right-of-way and not driven off-site during any two-day period~~;~~ and
- K. Electronic Message signs on vehicles.

17.9.3: Measurements & Calculations

17.9.3.1: Sign Area & Dimensions

The area of a sign shall be measured in conformance with the regulations identified in this Section. The structure or bracing of a sign shall be excluded from measurement, unless such structure or bracing is made part of the message or face of the sign.

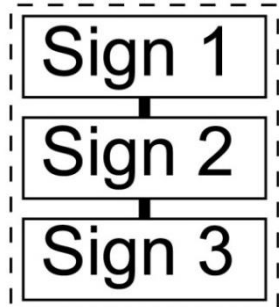
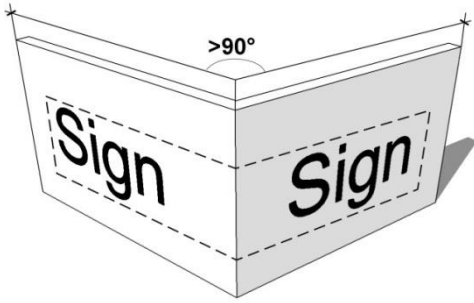
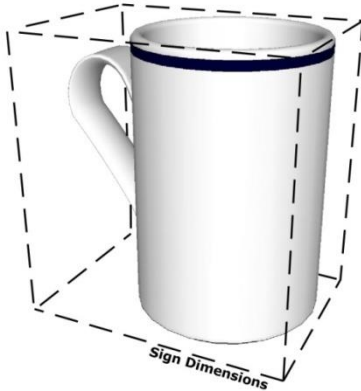
Table 17.9.2: Area Measurements of Signs	
A. Each area of a sign face that can be enclosed by a line or an imaginary line shall be considered one sign.	 Figure 17.9.1
B. The area measurement of a sign contained within a cabinet or frame shall include the total area of the cabinet or frame.	 Figure 17.9.2
C. The area measurement of a sign that displays individual letters on a wall, awning, or canopy or as pan channel letters shall be determined by encompassing all the letters in a geometric form of no more than <u>twelve (12)</u> rectilinear lines at right angles to each other.	 Figure 17.9.3
D. The total surface area of multiple unit signs includes vertical and horizontal spacing between signs. E. The area measurement of freestanding and projecting signs that have two parallel faces shall be measured by the area of one sign face.	 Figure 17.9.5

Table 17.9.2: Area Measurements of Signs	
F. The area measurement of freestanding and projecting signs that have two faces that are not parallel, such as a V-shaped, triangles, or cubes, and the angles where the sides meet is greater than ninety degrees (90°)-degrees shall be determined by the smallest square, or rectangle that could enclose the shape as viewed by the public.	 Figure 17.9.6
G. Spherical, Free-form, Sculptural, and other Non-Planar Signs: The sign area shall be the sum of the areas of the vertical faces of the smallest six-sided polyhedron that will encompass the sign structure and which may be seen at the same time from a viewer's perspective.	 Figure 17.9.7

17.9.3.2: Height Determination of Signs

The height of a freestanding sign shall be measured from the higher of either:

- A. The top of the sign to the lowest adjacent grade; or
- B. The top of the sign to the adjacent street, access drive, or sidewalk grade.

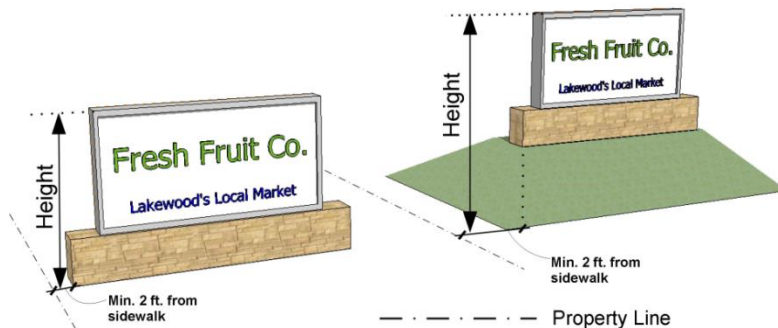


Figure 17.9.8: Example Height Measurement

17.9.4: Sign Design & Dimensional Standards

17.9.4.1: Residential Zone District Permanent Signs

A. Home Business Signs:

Table 17.9.3: Home Business Sign Standards				
Applicable Zone District	Maximum Number	Maximum Size (per sign face)	Maximum Height	Location
Wall Signs for Home Business Minor				
All zone districts	1 per property	6 s.f. sq. ft.	8 ft.	Signable area
Wall Signs for Home Business Major				
All zone districts	1 per property	25 s.f. sq. ft.	10 ft.	Signable area
Freestanding for Home Business Major & Minor				
Prohibited				
Supplemental Standards:				
a. Bed & Breakfast facilities are categorized as a Major Home Business and the sign standards above apply.				
b. A Daycare facility is categorized as an Accessory Use and the standards for a Minor Home Business above apply.				

B. Residential Business or Organization Signs:

Table 17.9.4: Residential Business or Organization Sign Standards				
Applicable Zone District	Maximum Number	Maximum Size (per sign face)	Maximum Height	Location
Wall Signs for Non-Residential Permitted & Special Uses				
R-L-A1-43 R-1-18 R-L-B R-MF	1 per property	Max. 15% coverage of each wall area up to 100 s.f. sq. ft.	12 ft.	Signable area
Wall Signs for Civic & Institutional Uses				
All (R) districts	1 per property	Max. 15% coverage of each wall area up to 100 s.f. sq. ft.	12 ft.	Signable area
Wall Signs for Limited Uses				
All (R) districts where allowed	1 per property	25 s.f. sq. ft.	10 ft.	Signable area
Freestanding Signs for Non-Residential Permitted Uses & Special Uses				
R-1-43 R-1-18 R-MF All (R) districts where allowed	1 per property	50 s.f. sq. ft.	8 ft.	See Supplemental Standards below
Freestanding Signs for Civic & Institutional Uses				
All (R) districts (local streets)	1 per street frontage	50 s.f. sq. ft.	10 ft.	See Supplemental Standards below

Table 17.9.4: Residential Business or Organization Sign Standards				
Applicable Zone District	Maximum Number	Maximum Size (per sign face)	Maximum Height	Location
All (R) Districts (collector and arterial streets)	1 per street frontage	100 s.f. <u>sq. ft.</u>	15 ft.	See Supplemental Standards below
Freestanding Signs for Limited Uses				
All (R) districts where allowed	1 per property	25 s.f. <u>sq. ft.</u>	10 ft.	See Supplemental Standards below
Supplemental Standards: - Signs shall be placed at least <u>two feet (2')</u>ft from sidewalks and outside of the public right-of-way, <u>sight-vision clearance</u> triangles, the clear zone and easements, unless an alternative location is authorized with a City approved license agreement. - See <u>Section 17.9.5</u> for sign lighting in residential-R zone districts.				

C. Neighborhood Signs:

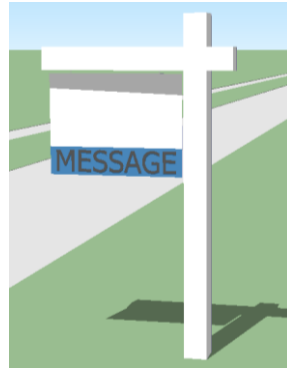
Table 17.9.5: Neighborhood Sign Standards				
Applicable Zone District	Maximum Number	Maximum Size (per sign face)	Maximum Height	Location
Wall Signs for Multifamily Residential Uses				
M-N M-R R-M F	Not applicable	Max. 15% coverage of each wall area. Overall building/site total: Max. = 100 s.f. <u>sq. ft.</u>	2 nd floor	Signable area
M-C M-E M-G	Not applicable	Max. 15% coverage of each wall area. Overall building/site total: Max. = 200 s.f. <u>sq. ft.</u>	2 nd floor	Signable area
Freestanding Signs for Residential Uses				
All zone districts	1 per street frontage	50 s.f. <u>sq. ft.</u>	8 ft.	See Supplemental Standards below
	or			
	2 per street frontage	25 s.f. <u>sq. ft.</u>	6 ft.	See Supplemental Standards below
Supplemental Standards: - Freestanding Neighborhood signs are for developments or neighborhoods with <u>twenty (20)</u> units or more. - Signs shall be placed at least <u>two feet (2')</u>ft from sidewalks and outside of the public right-of-way, <u>sight-vision clearance</u> triangles, the clear zone and easements, unless an alternative location is authorized with a City approved license agreement. - See <u>Section 17.9.5</u> <u>17.9.5</u> for sign lighting standards in residential-R zone districts.				



Figure 17.9.9: Example Freestanding Neighborhood Sign

17.9.4.2: Residential Zone District Temporary Signs

A. Residential Property Transition Signs:

Table 17.9.6: Residential Property Transition Sign Standards				
Applicable Zone District	Maximum Number	Maximum Size (per sign face)	Maximum Height	Location
All residential zone districts	1 per street frontage	6 s.f. sq. ft.	6 ft.	See Supplemental Standards below
Supplemental Standards: - Residential Property Transition Signs must have a structure made from wood, PVC, or metal that is durable. The swing portion must be made from metal or rigid plastic. - Residential Property Transition Signs must be removed from a property within three days of the sale or lease of the property. - Signs shall be placed at least <u>two feet (2')</u> from sidewalks and outside of the public right-of-way, <u>sightvision clearance</u> triangles, the clear zone and easements.		 Figure 17.9.10: Example Residential Property Transition Sign		

B. Yard Signs:

Table 17.9.7: Yard Sign Standards				
Applicable Zone District	Maximum Number	Maximum Size (per sign face)	Maximum Height	Location
All zone districts	No maximum provided the total area is not exceeded.	6 s.f. sq. ft. per sign face max. & 24 s.f. sq. ft. total sign area per property	4 ft.	See Supplemental Standards Below

Supplemental Standards:

- Signs shall be constructed of paper, vinyl, plastic, wood, metal or other comparable material and shall be affixed to the ground.
- The total yard sign area per property is the sum of the sign faces, counting only one sign face per sign.
- Signs shall be placed at least two feet (2')-ft from sidewalks and outside of the public right-of-way, sight vision clearance triangles, and easements.
- ~~Yard signs shall not be displayed for more than a period of 180 days.~~
- See Section 17.9.6 17.9.6 for maintenance standards.

Example Yard Sign

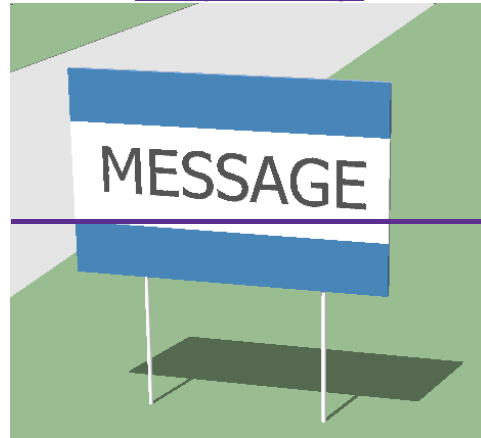
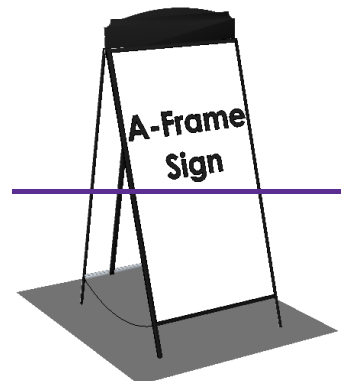


Figure 17.9.11: Example Yard Sign

17.9.4.3: Non-Residential Zone District Permanent Signs

A. A-Frame Signs:

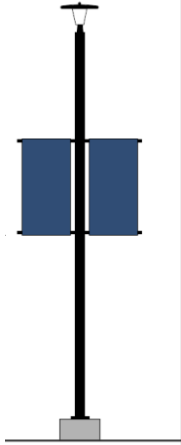
Table 17.9.8: A-Frame Sign Standards

Applicable Zone District	Maximum Number	Maximum Size (per sign face)	Maximum Height	Location
All non-residential zone districts	1 per business	6 s.f. <u>sq. ft.</u>	4 ft.	See Supplemental Standards below
Supplemental Standards: - Only one <u>(1)</u> portable A-frame sign shall be allowed per business. - A-frame signs shall be displayed during business hours only. - A-frame signs shall be located within <u>twenty-five (25)</u> linear feet of the front entrance to the business that the sign advertises. - A-frame signs shall not create a traffic safety hazard by obstructing the vision of motorists on private property or public right-of-way. - A-frame signs shall allow a <u>five foot (5')-foot</u> clear passageway for pedestrians. - Signs shall be placed at least <u>two feet (2')-ft</u> from sidewalks and outside of the public right-of-way, <u>sight vision clearance</u> triangles, the clear zone and easements.			<u>Ceconceptual</u>  Figure 17.9.12: Example A-Frame Sign	

B. Banner Pole Signs:

Table 17.9.9: Banner Pole Sign Standards

Applicable Zone District	Maximum Number	Maximum Size (per sign face)	Maximum Height	Location
--------------------------	----------------	------------------------------	----------------	----------

PD, R-M, M, C or LI	No maximum provided signs are horizontally spaced at least <u>twenty-five feet (25')-feet</u> apart (<u>two (2)</u> per pole)	8 <u>s.f.sq. ft.</u>	15 ft.	See Supplemental Standards below
Supplemental Standards: - Banner Pole signs may only be permitted in developments containing over <u>forty thousand square feet (40,000 sq. ft.)</u> of building area. - Banner Pole signs shall only be mounted on functional pedestrian or area light poles. - Banner Pole signs shall be placed at least <u>eight feet six inches (8'-feet 6")-inches</u> above the adjacent grade. - A permit is required for all Banner Pole sign locations but once a permit has been issued, a new permit for the seasonal replacement of Banner Pole signs is not required. - Banner Pole signs shall be removed or replaced if faded, torn, ripped or frayed.		 Figure 17.9.13: Example Banner Pole Sign		

C. Freestanding Signs:

Table 17.9.10: Freestanding Sign Standards			
Applicable Zone District	Maximum Number	Maximum Size (per sign face)	Maximum Height
Single Non-Residential Use on an Individual Lot			
M-N M-R	1 per frontage	1 <u>s.f.sq. ft.</u> per 70 <u>s.f.sq. ft.</u> of gross floor area Max. = 75 <u>s.f.sq. ft.</u> per face	12 ft.
M-G M-C <u>M-E</u>	1 per frontage	1 <u>s.f.sq. ft.</u> per 70 <u>s.f.sq. ft.</u> of gross floor area Max. = 150 <u>s.f.sq. ft.</u> per face in suburban context Max. = 120 <u>s.f.sq. ft.</u> per face in urban context Max. = 100 <u>s.f.sq. ft.</u> per face in transit context	25 ft. in suburban context 12 ft. in urban context 6 ft. in transit context
C-R, C-L LI & <u>LI-RD</u>	1 per frontage	1 <u>s.f.sq. ft.</u> per 80 <u>s.f.sq. ft.</u> of gross floor area. Max. = 125 <u>s.f.sq. ft.</u> per face	25 ft.
Multi-tenant Centers			
M-N M-R	1 per frontage	1 <u>s.f.sq. ft.</u> per 60 <u>s.f.sq. ft.</u> of gross floor area. Max. = 100 <u>s.f.sq. ft.</u> per face	15 ft. in suburban context 12 ft. in urban context 8 ft. in transit context
<u>M-E</u>	<u>1 per frontage</u>	<u>1 s.f. per 60 s.f. of gross floor area</u> <u>Max. = 175 s.f. per face in suburban context</u> <u>Max. = 150 s.f. per face in urban context</u> <u>Max. = 100 s.f. per face in transit context</u>	<u>15 ft. in suburban context</u> <u>12 ft. in urban context</u> <u>8 ft. in transit context</u>

Table 17.9.10: Freestanding Sign Standards			
Applicable Zone District	Maximum Number	Maximum Size (per sign face)	Maximum Height
M-G	1 per frontage	1 <u>s.f.sq. ft.</u> per 60 <u>s.f.sq. ft.</u> of gross floor area Max. = 175 <u>s.f.sq. ft.</u> per face in suburban context Max. = 150 <u>s.f.sq. ft.</u> per face in urban context Max. = 100 <u>s.f.sq. ft.</u> per face in transit context	25 ft. in suburban context 12 ft. in urban context 8 ft. in transit context
M-C	1 per frontage	1 <u>s.f.sq. ft.</u> per 70 <u>s.f.sq. ft.</u> of gross floor area Max. = 150 <u>s.f.sq. ft.</u> per face in urban context Max. = 100 <u>s.f.sq. ft.</u> per face in transit context	12 ft. in urban context 8 ft. in transit context
Multi-tenant Centers 200,000 <u>s.f.sq. ft.</u> or less			
C-R, C-L LI & LI-RD	1 per street frontage	1 <u>s.f.sq. ft.</u> per 80 <u>s.f.sq. ft.</u> of gross floor area Max. = 175 <u>s.f.sq. ft.</u> per face	25 ft.
Multi-tenant Centers Greater than 200,000 <u>s.f.sq. ft.</u>			
C-R, C-L LI & LI-RD	2 per street frontage	1 <u>s.f.sq. ft.</u> per 80 <u>s.f.sq. ft.</u> of gross floor area Max. = 200 <u>s.f.sq. ft.</u> per face	35 ft.
Pad Sites in Multi-tenant Centers			
M-C, M-E , M-G M-R & M-N	1 per property	1 <u>s.f.sq. ft.</u> per 70 <u>s.f.sq. ft.</u> of gross floor area Max. = 50 <u>s.f.sq. ft.</u> per face	12 ft.
C-R, C-L LI & LI-RD	1 per frontage	1 <u>s.f.sq. ft.</u> per 70 <u>s.f.sq. ft.</u> of gross floor area Max. = 75 <u>s.f.sq. ft.</u> per face	10 ft.
Signs for Sites with Drive-thru Facilities			
All zone districts where drive thru facilities are permitted	1 per order station	45 <u>s.f.sq. ft.</u>	10 ft.
	and		
	2 per order station	10 <u>s.f.sq. ft.</u>	4 ft.
Supplemental Standards:			
a. The pole structure and base of a freestanding sign shall be architecturally compatible with the building to which it is associated.			
b. Signs shall be placed at least <u>two feet (2')</u> ft from sidewalks and outside of the public right-of-way, <u>sightvision clearance</u> triangles, the clear zone and easements, unless an alternative location is authorized with a City approved license agreement.			

Table 17.9.10: Freestanding Sign Standards			
Applicable Zone District	Maximum Number	Maximum Size (per sign face)	Maximum Height

- c. Properties located on frontage roads shall be permitted to increase the sign height and the sign area up to twenty five percent (25%) greater than the standards listed in this table for each zone district and use.

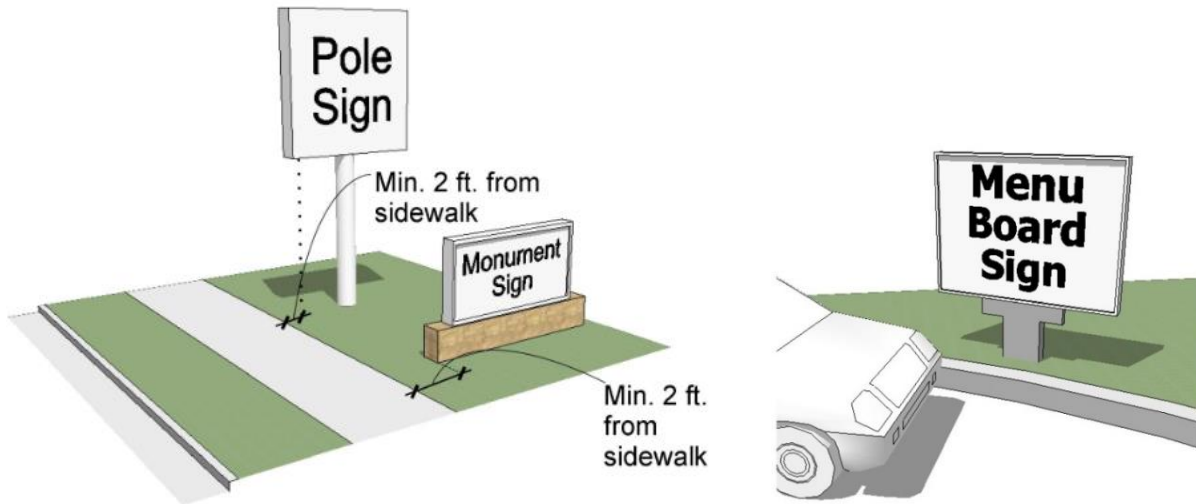


Figure 17.9.14: Example Freestanding Signs

D. Electronic Message Signs:

Table 17.9.11: Electronic Message Sign Standards				
Applicable Zone District	Maximum Number	Maximum Size per Sign Face	Maximum Height	Pitch and Color
Civic & Institutional Uses				
All zone districts	1 per property	Max. 50% of the allowable <u>proposed</u> size per sign face for that zone district and use.	Maximum sign height for that district and use.	All Electronic Message sign display components shall be monochrome with a minimum pitch resolution of 20mm spacing or greater (i.e. 22mm, 24mm, etc.).
Commercial Uses				
All non-residential zone districts & developments with less than 200,000 s.f.sq. ft. of gross floor area	1 per property	Max. 50% of the allowable <u>proposed</u> size per sign face for that zone district and use.	Maximum sign height for that district and use.	All Electronic Message sign display components shall be monochrome with a minimum pitch resolution of 20mm spacing or greater (i.e. 22mm, 24mm, etc.).
All non-residential zone districts & developments with greater than 200,000 s.f.sq. ft. of gross floor area	1 per frontage	Max. 75% of the allowable <u>proposed</u> size per sign face for that zone district and use.	Maximum sign height for that district and use.	All Electronic Message sign display components shall be full color with a maximum pitch resolution of 16mm spacing or less (i.e. 12mm, 10mm, etc.).
Supplemental Standards: A. Electronic Message signs shall not increase the amount of allowable signage area and shall be a part of a sign otherwise permitted in the zone district. B. Electronic Message signs are permitted for properties with <u>one hundred and eighty (180)</u> linear feet of street frontage or more. C. Multiple properties may form a Zone Lot and apply for an Electronic Message sign provided the dimensional standards are satisfied. -For information about Zone Lots, see Section 17.9.2.9 of this Zoning Ordinance. D. Electronic Message signs may be incorporated into freestanding signs but may not be incorporated into Major Tenant signs. E. The maximum height of an Electronic Message sign shall not exceed the maximum height of the corresponding sign type allowed for the zone district. F. Changeable copy signs with manual letters and numerals may be used in-place of Electronic Message signs. G. The text display of the message shall not change more frequently than once per eight seconds. Each message shall transition to the next message instantaneously. H. Electronic Message signs shall not flash, rotate, scintillate, blink, or strobe illumination when transitioning between messages. —The pitch resolution of the Electronic Message sign shall comply with the dimensional standards listed in the table above. -See Figure 17.9.15 below for pitch resolution measurement.				

Table 17.9.11: Electronic Message Sign Standards

Applicable Zone District	Maximum Number	Maximum Size per Sign Face	Maximum Height	Pitch and Color
--------------------------	----------------	----------------------------	----------------	-----------------

- I. The illuminance of an Electronic Message sign shall not exceed 0.3 foot-candles over ambient lighting when measured at the designated measurement distance, based on the sign size. -The measurement shall be taken in accordance with the process outlined by the International Sign Association in the *Night-time Brightness Level Recommendations for On-Premise Electronic Message signs* publication updated 2016 and as follows:
- The measurement shall be taken with an illuminance meter with the ability to provide a reading up to two decimal places in foot-candles.
 - The square footage of the electronic message will determine the horizontal distance the measurement will be taken by the following calculation. See Figure 17.9.16 below.
 - The measurement will be taken with only the ambient light and then with the sign at solid white or the solid color if it is a monochrome display. The difference between the ambient light and the solid display shall be 0.3 foot-candles or less.
- J. All Electronic Message signs shall be equipped with a sensor or other device that is programmed to determine the ambient illumination and automatically dim the display according to ambient light conditions, or that can be adjusted to comply with the 0.3 foot-candle measurements.
- K. Electronic Message sign measurement information must be included with the permit application.

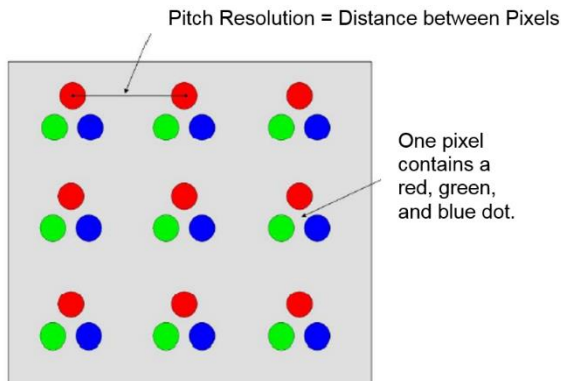


Figure 17.9.15: Example Pitch Resolution

Electronic Sign Measurement Distance	
$distance = \sqrt{(area\ of\ the\ sign \times 100)}$	
or for example	
Sign Area	Measurement Distance
24 ft ²	49 ft.
32 ft ²	57 ft.
50 ft ²	71 ft.
100 ft ²	100 ft.

Figure 17.9.16: Sign Measurement Chart



Table 17.9.11: Electronic Message Sign Standards				
Applicable Zone District	Maximum Number	Maximum Size per Sign Face	Maximum Height	Pitch and Color
Figure 17.9.17: Example Electronic Message Sign				

E. Major Tenant Signs:

Table 17.9.12: Major Tenant Sign Standards				
Applicable Zone District	Maximum Number	Maximum Size per Sign Face	Location	Maximum Height
M-C-U M-E-S M-E-U M-G-S M-G-U	1 per property	Max. fifteen percent (15%) coverage of each wall area. Overall building total Max.= 100 s.f.sq. ft.	Signable area	Below parapet wall and above floor level of highest story.
M-C-T M-E-T M-G-T M-N-T M-R-T C-R, C-L, LI & LI-RD	1 per street frontage	Max. fifteen percent (15%) coverage of each wall area. Overall building total Max.= 100 s.f.sq. ft.	Signable area	Below parapet wall and above floor level of highest story.
Supplemental Standards: - Major tenant signs shall not occupy more than seventy-five percent (75%) percent of the width of the building façade on which it is located - Major tenant signs shall be individually mounted letters or letters mounted on a raceway and shall not be a cabinet sign.			 Figure 17.9.18: Example Major Tenant Sign	

F. Painted Wall Signs:

Table 17.9.13: Painted Wall Signs				
Applicable Zone District	Maximum Number	Maximum Size per Sign Face	Maximum Height	Location
All zone districts except properties with single family and duplex <u>small residential dwelling</u> uses	N/A	N/A	N/A	N/A
Supplemental Standards: - Unless permitted as a Wall Sign, Painted Wall Signs shall not contain a business name, business logo or commercial message. - Permits may only be issued to: - Certified Public Arts District; or - Governmental organization working on a public art project; or - A Special District; or - Registered Neighborhood Organization or similar community based organization as determined by the Planning Director.				

G. Projecting Signs:

Table 17.9.14: Projecting Wall Sign Standards				
Applicable Zone District	Maximum Number	Maximum Size per Sign Face	Maximum Height	Location
All non-residential zone districts	Two (2) per building or one per tenant space entry not to exceed a total of one (1) per twenty-five feet (25')-feet of building frontage	24 s.f. sq. ft.	18 ft.	Signable area of building for a wall sign

Supplemental Standards: Projecting signs shall be placed as defined below:

- c. Projecting signs are for tenants with primary access to the exterior of a building.
- d. Projecting signs shall not extend above the roof line.
- e. Projecting signs shall maintain ~~eight foot (8')-ft.~~ vertical clearance directly from adjacent sidewalk.
- f. Projecting signs with letters extending above or below the surface to which it is attached shall have individually mounted letters that extend no more than ~~twenty-four inches (24")-inches~~ above or below the surface.
- g. A license agreement is required for any sign that extends into the right-of-way.
- h. For buildings less than ~~five thousand square feet (5,000 sq. ft.)square-feet~~ in area, the projecting signs count towards the allowable wall sign area.

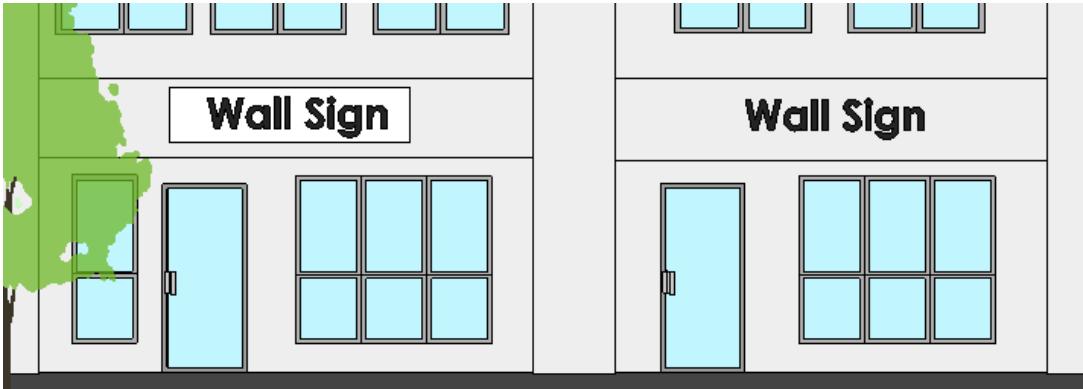
Examples of projecting signs:



Figure 17.9.19: Example Projecting Signs

H. Wall Signs:

Table 17.9.15: Wall Sign Standards			
Applicable Zone District	Maximum Number	Maximum Size	Location
Single Use On an Individual Lot			
M-N M-R	Not applicable	Max. <u>fifteen percent (15%)</u> coverage of each wall area. Overall building total: Max. = 100 <u>s.f.sq. ft.</u>	See Supplemental Standards below
C-R, C-L, LI & LI-RD M-C, M-E & M-G	Not applicable	Max. <u>fifteen percent (15%)</u> coverage of each wall area. Overall building total: Max. = 200 <u>s.f.sq. ft.</u>	See Supplemental Standards below
Tenant in Multi-Tenant Center or Mixed-Use Building			
M-N M-R	Not applicable	Max. <u>fifteen percent (15%)</u> coverage of each wall area. Overall tenant total: Max. = 100 <u>s.f.sq. ft.</u>	See Supplemental Standards below
C-R, C-L, LI & LI-RD M-C, M-E & M-G	Not applicable	Max. <u>fifteen percent (15%)</u> coverage of each wall area. Overall tenant total: Max. = 200 <u>s.f.sq. ft.</u>	See Supplemental Standards below
Commercial or Institutional Use with 70,000 to 100,000 <u>s.f.sq. ft.</u> of Building Area			
CR, C-L, LI & LI-RD M-C, M-E & M-G	Not applicable	Max. <u>fifteen percent (15%)</u> coverage of each wall area. Overall building total: Max. = 300 <u>s.f.sq. ft.</u> , but no individual sign may exceed 200 <u>s.f.sq. ft.</u> in area.	See Supplemental Standards below
Commercial or Institutional Use with 100,000 to 150,000 <u>s.f.sq. ft.</u> of Building Area			
CR, C-L, LI & LI-RD M-C, M-E & M-G	Not applicable	Max. <u>fifteen percent (15%)</u> coverage of each wall area. Overall building total: Max. = 400 <u>s.f.sq. ft.</u> , but no individual sign may exceed 200 <u>s.f.sq. ft.</u> in area.	See Supplemental Standards below
Commercial or Institutional Use with greater than 150,000 <u>s.f.sq. ft.</u> of Building Area			
CR, C-L, LI & LI-RD M-C, M-E & M-G	Not applicable	Max. 15% coverage of each wall area. Overall building total: Max. = 600 <u>s.f.sq. ft.</u> , but no individual sign may exceed 300 <u>s.f.sq. ft.</u> in area.	See Supplemental Standards below
Supplemental Standards: Wall <u>s</u> Signs shall be placed only in signable areas of a building façade and as defined in a through I, below: - Wall <u>s</u>Signs shall be constructed of durable materials such as wood, metal or rigid plastic; - No wall <u>s</u>Sign shall be located above the second story of a building; - Wall <u>S</u>signs shall not occupy more than <u>seventy-five percent (75%)</u>percent of the width of the building façade of the storefront or tenant space on which it is located; - Non-planer façades may be evaluated together to determine Wall Area if the horizontal variation in façades is no greater than <u>fifteen feet (15')</u>feet; - Wall <u>S</u>signs shall not project more than <u>eighteen inches (18")</u>inches from the supporting wall;			

Table 17.9.15: Wall Sign Standards			
Applicable Zone District	Maximum Number	Maximum Size	Location
f. Each tenant is allowed to have a minimum of thirty square feet (30 sq. ft.)-square feet of wall signage so long as it complies with all other sign standards;i- g. For tenants in multi-tenant buildings, the permitted signage may be allocated to any wall on the building provided the tenants meet all other sign criteria and with written consent from the property owner or authorized manager of the multi-tenant building;i- h. Cabinet signs shall only be allowed in Mixed-UseM zone districts if they have the following characteristics: the cabinet is not greater than four inches (4")-inches in depth, the background field is an opaque black-out material that doesn't allow light to shine through and the sign frame matches the background color;i- h.i. Painted Wall signs with a commercial message, business name and business logo are allowed as a Wall Sign and shall be limited in area and extent as defined in this Table;i- h.j. Branded colors, those colors used in the company logo, painted on the side of a building in any pattern other than a solid field shall constitute a wall sign and shall be counted towards the maximum allowable sign area;i- j-k. Buildings with mansard roofs are permitted to have a wall sign attached to the sloped portion of the mansard roof provided the sign does not extend above the roof line and does not extend beyond the eave;i and- k-l. Signs inside a building that are clearly visible and oriented towards a public street shall be treated as a Wall Sign and shall be counted towards the allowable sign area.			
			
Figure 17.9.20: Example Wall Signs			

17.9.4.4: Non-Residential Zone District Temporary Signs**A. Banner Signs & Banner Flags:**

Table 17.9.16: Banner & Banner Flag Standards				
Applicable Zone District	Maximum Number	Maximum Size per Sign Face	Maximum Height	Location
Banner				
All non-residential zone districts	One (1) per property	40 s.f.sq. ft.	N/A	Affixed to a fence or building on-site
Banner Flag				
All non-residential zone districts	One (1) per tenant, and no more than one (1) per one hundred (100) linear feet of public street frontage	30 s.f.sq. ft.	12 ft	On-site and not in right-of-way
Supplemental Standards:		 Figure 17.9.21: Example Banner Flag		
a. Permits for banners & banner flags shall be issued for any time frame not to exceed a cumulative ninety (90) days in a one calendar year period per tenant. Only one (1) banner or banner flag shall be allowed at any time. b. Banner signs shall be attached flat against the side of the building or fence. However, no more than one (1) banner can be located on a fence at any time. c. Banner flags shall only be allowed with the written consent of the property owner or the property owner's management company. d. Signs shall be placed at least two feet (2')-ft from sidewalks and outside of the public right-of-way, sightvision clearance triangles, and easements.				

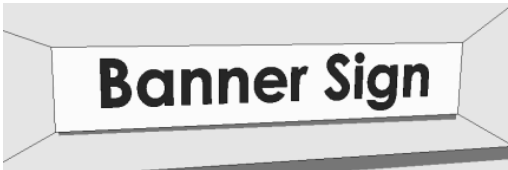


Figure 17.9.22: Example Banner Sign

B. Commercial Post Signs:

Table 17.9.17: Commercial Post Sign Standards				
Applicable Zone District	Maximum Number	Maximum Size per Sign Face	Maximum Height	Location
All non-residential zone districts	<u>One (1)</u> per street frontage	16 <u>s.f.sq. ft.</u>	8 ft.	Min. <u>two feet (2')</u> from back of walk and outside right-of-way. See Supplemental Standards below
Supplemental Standards: - Commercial Post Signs must have a structure made from wood, PVC, or metal that is durable. If there is a swing component to the sign, the swing portion must be made from metal or rigid plastic. - Commercial Post Signs must be removed from a property within three <u>(3)</u> days of the sale or lease of the property. - Signs shall be placed at least <u>two feet (2')</u> from sidewalks and outside of the public right-of-way, <u>sightvision clearance</u> triangles, the clear zone and easements, unless an alternative location is authorized with a City approved license agreement.			 Figure 17.9.24: Example Commercial Post Sign	

C. Yard Signs: refer to Ttable 17.9.7.

17.9.5: Sign Lighting

17.9.5.1: Applicability

This Section establishes the general standards for sign lighting. Sign illumination shall complement, not overpower the site.

17.9.5.2: Lighting Standards

- A. The light source of signs shall not be visible from adjacent properties~~;~~.
- B. The light reading at ten feet (10') ~~feet~~ from the property line on an adjacent property shall be one (1) foot-candle of light or less~~;~~.
- C. Permanent signs within residential zone districts may be illuminated subject to the following criteria~~;~~:
 1. The sign is at least one hundred feet (100') ~~feet~~ away from the closest building occupied as a residence. The Director may authorize a smaller distance if it is determined that the orientation and character of the sign is such that the sign will not adversely impact a nearby residence~~;~~.
 2. The source of illumination is within the sign cabinet or mounted on the ground. Illumination by means of neon tubing is not allowed except where permitted in this Article; ~~and~~.
 3. Adjacent to residential streets, illumination shall stop between the hours of 9:00 p.m. and 6:00 a.m., except signs permitted for medical services and public services such as police and fire, which are provided on a twenty-four hour (24-hour) ~~basis~~, and signs for other traffic safety purposes.

Table 17.9.18: Lighting by Sign Type

Sign Type	Permitted Illumination
Residential Building Signs	
Home Business	Internal or external adjacent to collector or arterial streets (illumination is not permitted along local streets).
Residential Business or Organization	Internal or external adjacent to collector or arterial streets (illumination is not permitted along local streets).
Residential Freestanding Signs	
Neighborhood	Internal or external adjacent to collector or arterial streets. External on local streets and limited to directional ground lights
Residential Business or Organization	Internal or external adjacent to collector or arterial streets. External on local streets and limited to directional ground lights

Table 17.9.18: Lighting by Sign Type	
Sign Type	Permitted Illumination
Residential Temporary Signs	
Residential Transition	None
Residential Yard	None
Non-Residential Building Signs	
Awning & Canopy	Internal or external
Major Tenant Id.	Internal or external
Painted Wall	External
Projecting	Internal or external
Wall	Internal or external
Window	None
Non-Residential Freestanding Signs	
Electronic Message	Internal or external
Monument & Pole	Internal or external
Non-Residential Temporary Signs	
Banner & Banner Flag	None
Yard	None
Commercial Post	None

17.9.6: Maintenance of Signs

17.9.6.1: Applicability

This Section provides regulations and procedures to address signs that are in disrepair or hazardous.

17.9.6.2: Maintenance Standards

- A. Every sign shall be maintained in good condition at all times as defined below or as determined by the Director. ~~A sign in good condition shall meet the following criteria:~~
 - 1. ~~Signs shall be kept neatly painted, including all surfaces such as metal parts and supports that are not galvanized or made of rust-resistant metals; and~~
 - 2. ~~Plastic, acrylic and other similar materials shall not be broken, cracked, torn or faded; and~~
 - 3. ~~All lighting, where permitted, must be functional and no exposed light sources are permitted unless approved with the permit; and~~
 - 4. ~~Banners and banner flags shall not be torn, faded or in disrepair; and~~
- B. The Director shall have the authority to inspect signs to ensure they are adequately maintained and in compliance with this Zoning ~~Ordinance Code; and~~
- C. If upon inspection, the Director determines a sign to be in violation of this Zoning ~~Ordinance Code~~ or a safety hazard, the Director may order the sign to be painted, maintained, or removed by the property owner.

17.9.6.3: Abandoned Signs

- A. A sign is determined to be abandoned at the time the business identified by the sign discontinues the business or vacates the premises; ~~and~~
- B. Signs abandoned for a period of thirty (30) days are hereby declared a nuisance and subject to nuisance abatement in accordance with the City's established nuisance abatement processes. ~~The Director shall require abatement of any nuisance sign. the Abatement of abandoned signs shall require such signs to be replaced or removed by the property owner, based on the following circumstances:—The Director may request the assistance of the City Attorney's Office to take any legal action, in addition to code enforcement, to carry out the intent of this paragraph; and~~
- C. Signs that will likely be used by a new business re-occupying the structure may remain, but the sign face must be replaced by a blank panel until the new business occupies the premises; ~~and~~
- D. Signs that do not meet the requirements of this Article for that type of sign, or for the zone district where they are located, or on sites which will be, or have been, cleared for redevelopment, must be removed from the property.

This page intentionally left blank.

ARTICLE 10: Wireless Services and Communications	10-1
17.10.1: Definitions	10-1
17.10.2: General.....	10-6
17.10.2.1: Purpose and Intent	10-6
17.10.2.2: Applicability	10-6
17.10.3: Wireless Facility – By Zone District.....	10-7
17.10.4: Operational Standards.....	10-7
17.10.4.1: Federal Requirements	10-7
17.10.4.2: Permission to Use Public ROW	10-8
17.10.4.3: Operation and Maintenance	10-8
17.10.4.4: Emergency	10-8
17.10.4.5: Non-Interference	10-8
17.10.4.6: Radio Frequency Interference	10-8
17.10.4.7: Existing Uses	10-9
17.10.4.8: City Communications	10-9
17.10.4.9: Remedies	10-9
17.10.4.10: Relocation, Abandonment and Removal	10-9
17.10.4.11: Hazardous Materials	10-9
17.10.4.12: Collocation	10-9
17.10.4.13: Contact and Site Information	10-9
17.10.4.14: Unauthorized Access	10-10
17.10.5: Review Procedures and Requirements	10-10
17.10.5.1: Permit Required	10-10
17.10.5.2: Submittal Requirements	10-12
17.10.5.3: Decision	10-13
17.10.5.4: Compliance with Applicable Law	10-13
17.10.6: Design Standards.....	10-14
17.10.6.1: Review Requirements	10-14
17.10.7: Standards for Approval.....	10-18
17.10.7.1: Special Use Permit	10-18
17.10.7.2: Collocation and Separation Required	10-18
17.10.7.3: Setbacks	10-19
17.10.8: Review.....	10-19

ARTICLE 10: WIRELESS SERVICES AND COMMUNICATIONS

17.10.1: DEFINITIONS

For the purposes of this Chapter, the following words, phrases, and terms shall have the meanings set forth herein. Words not defined shall be given their common and ordinary meaning.

Accessory Equipment: any equipment serving or being used in conjunction with a WCF, including, but not limited to, utility or transmission equipment, power supplies, generators, batteries, cables, equipment buildings, cabinets and storage sheds, shelters or other structures, including fences and ground-based enclosures as defined in state law.

Alternative Tower Structure: man-made trees, clock towers, bell steeples, light poles, buildings, and similar alternative design mounting structures that are compatible with the natural setting and surrounding structures, and camouflages or conceals the presence of Antennas or Towers so as to make them architecturally compatible with the surrounding area pursuant to this title. This term also includes any Antenna or Antenna array attached to an Alternative Tower Structure. A stand-alone pole in the Right-of-Way, streetlight, or traffic signal that accommodates Small Cell Facilities is considered an Alternative Tower Structure to the extent it meets the camouflage and concealment standards of this title.

Amateur Radio Towers and Antennae: Broadcasting and receiving structures or devices used for personal pleasure or as a hobby.

Antenna: any device used to transmit and/or receive radio or electromagnetic waves such as, but not limited to panel Antennas, reflecting discs, microwave dishes, whip Antennas, directional and non-directional Antennas consisting of one or more elements, multiple Antenna configurations, or other similar devices and configurations, and exterior apparatus designed for telephone, radio, or television communications through the sending and/or receiving of wireless communications signals.

Applicant for WCF: any person that submits an application to the City to site, install, construct, collocate, modify and/or operate a Wireless Communications Facility.

Base Station: a structure or equipment at a fixed location that enables FCC-licensed or authorized wireless communications between user equipment and a communications network. The definition of Base Station does not include or encompass a Tower as defined herein or any equipment associated with a Tower. Base Station does include, without limitation:

1. Equipment associated with wireless communications services such as private broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul that, at the time the relevant application is filed with the City under this Chapter and has been reviewed and approved under the applicable zoning or siting process, or under another State or local regulatory review process, even if the structure was not built for the sole or primary purpose of providing such support; and
2. Radio transceivers, Antennas, coaxial or fiber-optic cable, regular and backup power supplied, and comparable equipment, regardless of technological configuration (including Distributed Antenna Systems (“DAS”) and small-cell networks) that, at the time the relevant application is filed with the City under this title, has been reviewed and approved under the applicable zoning or siting process, or under another State or local regulatory review process, even if the structure was not built for the sole or primary purpose of providing such support.

The definition of Base Station does not include any structure that, at the time the relevant application is filed with the City, does not support or house equipment described in paragraphs 1 and 2 above.

Camouflage, Concealment, or Camouflage Design Techniques: the designing of a WCF to alter its appearance in such a manner as to substantially integrate it into surrounding building designs and/or natural settings to minimize the visual impacts of the facility on the surrounding uses and ensure the facility is compatible with the environment in which it is located. A Wireless Communication Facility utilizes Camouflage Design Techniques when it (i) is integrated as an architectural feature of an existing structure such as a cupola, or (ii) is integrated in an outdoor fixture such as a utility tower, or (iii) uses a design which mimics and is consistent with the nearby natural or architectural features (such as a clock tower) or is incorporated into (including without limitation, being attached to the exterior of such facilities and painted to match it) or replaces existing permitted facilities (including without limitation, stop signs or other traffic signs or freestanding light standards) so that the presence of the WCF is not readily apparent.

Collocation: (1) mounting or installing a WCF on a pre-existing structure, and/or (2) modifying a structure for the purpose of mounting or installing a WCF on that structure. Provided that, for purposes of Eligible Facilities Requests, “Collocation” means the mounting or installation of transmission equipment on an Eligible Support Structure for the purpose of transmitting and/or receiving radio frequency signals for communications purposes.

Director: The person, or that person’s designee, authorized by the City Manager to enforce and interpret this Zoning Ordinance.

Eligible Facilities Request: any request for modification of an Existing Tower or Base Station that it is not a Substantial Change.

Eligible Support Structure: any Tower or Base Station as defined in this section, provided that it is existing at the time the relevant application is filed with the City under this section.

Existing Tower or Base Station: a constructed Tower or Base Station that was reviewed, approved, and lawfully constructed in accordance with all requirements of applicable law as of the time it was built; for example, a Tower that exists as a legal, non-conforming use and was lawfully constructed is existing for purposes of this definition.

FCC: the Federal Communications Commission.

Hazardous Substance: any substance, chemical or waste that is identified as hazardous or toxic in any applicable federal, state or local law or regulation, including but not limited to petroleum products and asbestos.

Interference: physical interference and radio frequency interference.

Law or Applicable Law: any statute, ordinance, judicial decision, executive order or regulation having the force and effect of law, that determines the legal standing of a case or issue.

Micro Cell Facility: a small wireless facility that is no larger than twenty-four (24) inches in length, fifteen (15) inches in width, and twelve (12) inches in height, and that has an exterior Antenna, if any, that is no more than eleven (11) inches in length.

Monopole: a single, freestanding pole-type structure supporting one or more Antennas.

Over the Air Receiving Device (OTARD): an Antenna used to receive direct broadcast satellite services, including home satellite dishes that are 1M or less in diameter, broadband radio services and television broadcast stations, but shall not include Antennas used for AM/FM radio, amateur (“ham”) radio, CB radio, Digital Audio Radio Services or Antennas used as part of a hub to relay signals among multiple locations.

Owner means a person with a legal or equitable interest in ownership of real or personal property.

Permit means a permit issued and described in accordance with Laws, which is used to regulate, monitor, and control the improvement, construction, or excavation activities, or other work or activity, occurring upon or otherwise affecting Licensor's ROW, including ROW use, building, and electrical permits.

Physical Interference means where equipment, vegetation, or a structure causes reduced use of another's prior mounted equipment, or an obstruction in a necessary line-of-sight path.

Pole-Mounted Small Cell Facility: a Small Cell Facility with Antenna that are mounted and supported on an Alternative Tower Structure, which includes a Replacement Pole.

Public Right-of-Way (ROW): any public street, way, alley, sidewalk, median, parkway, or boulevard that is dedicated to public use.

Radio Antenna, Amateur: a noncommercial device that is used for transmitting and receiving electro-magnetic waves.

Radio Frequency Emissions Letter: a letter from the Applicant identifying the FCC's uncontrolled/general population maximum permitted exposure limits for each proposed WCF, identifying the RF emissions from the WCFs that are the subject of the application. The Letter shall identify, at a minimum, any measures required to comply with the FCC standards for predicted exposure levels, and details for any signage, barriers or similar mitigation that is recommended or required. The Letter shall additionally certify that all WCFs that are the subject of the application shall comply with federal standards for radio frequency emissions.

Radio Frequency Interference means the emission or conduction of radio frequency energy (or electronic noise) produced by electrical and electronic devices at levels that interfere with the operation of adjacent or nearby equipment.

Radio Tower, Amateur: A structure that supports an antenna.

Readily Apparent. For purposes of determining whether a WCF is readily apparent, the phrase means that the facility will be easily recognizable as a WCF, in the discretion of the Director, viewing the facility as a whole and in the context of any adjacent improvements and landscaping from publicly accessible locations when considering the character, scale, and height of nearby and surrounding natural or architectural features. Methods of design and construction that may assist in reducing the visibility of a facility and reaching a conclusion that a facility is not readily apparent include the use of color mimicking surrounding structures and landscaping, minimizing facility size to the greatest extent feasible, integrating the facility into any adjacent or attached improvements, and positioning the facility in a manner that limits the degree to which the facility projects away from any adjacent structures or landscaping. Due to differences in site characteristics, a determination that a particular WCF will not be readily apparent at one location shall not establish a precedent for the same determination for a facility of the same or similar design or construction at a different location.

Replacement Pole: an Alternative Tower Structure that is a newly constructed and permitted traffic signal, utility pole, street light, flagpole, electric distribution, or street light pole or other similar structure of proportions and of equal height or such other height that would not constitute a Substantial Change to a pre-existing pole or structure in order to support a WCF or Small Cell Facility or Micro Cell Facility or to accommodate Collocation and replaces a pre-existing pole or structure.

Setback: the minimum distance any building or structure must be separated from a specified point.

Sign: any structure, which requires a permanent or temporary location, that has a visual display visible from a public right-of-way and is designed to identify, announce, direct or inform.

Signal Non-Interference Letter: a letter from the Applicant certifying all WCFs that are the subject of the application shall be designed, sited, and operated in accordance with applicable federal regulations addressing radio frequency interference.

Site for Towers (other than Towers in the Right-of-Way and Eligible Support Structures): the current boundaries of the leased or owned property surrounding the Tower or Eligible Support Structure and any access or utility easements currently related to the Site. A Site, for other Alternative Tower Structures, Base Stations, Micro Cell Facilities, and Small Cell Facilities in the Right-of-Way, is further restricted to that area comprising the base of the structure and to other related Accessory Equipment already deployed on the ground.

Small Cell Facility: a Wireless Communication Facility where each Antenna is located inside an enclosure of no more than three cubic feet in volume, or, in the case of an Antenna that has exposed elements, the Antenna and all of its exposed elements could fit within an imaginary enclosure of no more than three cubic feet; and primary equipment enclosures are no larger than seventeen cubic feet in volume. The following associated equipment may be located outside of the primary equipment enclosure and, if so located, is not included in the calculation of equipment volume: electric meter, concealment, telecommunications demarcation box, ground-based enclosure, back-up power systems, grounding equipment, power transfer switch and cut-off switch. Small cells may be attached to Alternate Tower Structures, Replacement Poles, and Base Stations. The definition of a Small Cell Facility shall also include a Micro Cell or Micro Cell Facility.

Street: a public or private thoroughfare for vehicular traffic other than an alley or driveway.

Substantial Change for Eligible Facilities Request: a modification that Substantially Changes the physical dimensions of an Eligible Support Structure if, after the modification, the structure meets any of the following criteria:

1. For Towers, other than Alternative Tower Structures or Towers in the Right-of-Way, it increases the height of the Tower by more than 10 percent (10%) or by the height of one (1) additional Antenna array, with separation from the nearest existing Antenna not to exceed twenty feet, whichever is greater; for other Eligible Support Structures, it increases the height of the structure by more than ten percent (10%) or more than ten (10) feet, whichever is greater;
2. For Towers, other than Towers in the Right-of-Way, it involves adding an appurtenance to the body of the Tower that would protrude from the Tower more than twenty (20) feet, or more than the width of the Tower Structure at the level of the appurtenance, whichever is greater; for other Eligible Support Structures, it involves adding an appurtenance to the body of the structure that would protrude from the side of the structure by more than six (6) feet;
3. For any Eligible Support Structure, it involves installation of more than the standard number of new equipment cabinets for the technology involved, but not to exceed four cabinets;
4. For Towers in the Right-of-Way and Base Stations, it involves installation of any new equipment cabinets on the ground if there are no pre-existing ground cabinets associated with the structure, or else involves installation of ground cabinets that are more than ten percent (10%) larger in height or overall volume than any other existing, individual ground cabinet associated with the structure;
5. For any Eligible Support Structure, it entails any excavation or deployment outside the current Site;
6. For any Eligible Support Structure, it would defeat the concealment elements of the Eligible Support Structure; or

7. For purposes of determining whether a Substantial Change exists, changes in height are measured from the original support structure in cases where deployments are or will be separated horizontally, such as on buildings' rooftops; in other circumstances, changes in height are measured from the dimensions of the tower or base station, inclusive of originally approved appurtenances and any modifications that were approved prior to February 22, 2012.

Support Structure: a structure designed to support Small Cell Wireless Facilities including, but not limited to, Monopoles, Alternative Tower Structures, Replacement Poles, and other freestanding self-supporting pole structures.).

Toll and Tolling: to delay, suspend, or hold off on the imposition of a deadline, statute of limitations, or time limit.

Tower: any structure built for the sole or primary purpose of supporting one or more FCC-licensed or authorized Antennas and their associated facilities, including structures that are constructed for wireless communications services including, but not limited to private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul, and the associated site. The term includes self-supporting lattice towers, guyed towers or Monopole towers, radio and television transmission towers, microwave towers, common carrier towers, cellular telephone towers, Alternative Tower Structures and the like.

Transmission Equipment: equipment that facilitates transmission for any FCC licensed or authorized wireless communication service, including, but not limited to, radio transceivers, Antennas, coaxial or fiber-optic cable, and regular and backup power supply. The term includes equipment associated with wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul.

Wireless Communications Facility or WCF: a facility used to provide personal wireless services as defined at 47 U.S.C. Section 332-(c)(7)(C); or wireless information services provided to the public or to such classes of users as to be effectively available directly to the public via licensed or unlicensed frequencies; or wireless utility monitoring and control services. A WCF does not include a facility entirely enclosed within a permitted building where the installation does not require a modification of the exterior of the building; nor does it include a device attached to a building, used for serving that building only and that is otherwise permitted under other provisions of the Code. A WCF includes an Antenna or Antennas, Base Stations, support equipment, Alternative Tower Structures, Small Cell Facilities, and Towers. The term does not include mobile transmitting devices used by wireless service subscribers, such as vehicle or hand held radios/telephones and their associated transmitting Antennas, nor does it include other facilities specifically excluded from the coverage of this title.

Wireless Communications Provider: a public or private company providing personal wireless services as defined at 47 U.S.C. Section 332-(c)(7)(C); or wireless information services provided to the public or to such classes of users as to be effectively available directly to the public via licensed or unlicensed frequencies; or wireless utility monitoring and control services.

Wireless Communications Site: any use of property for antennae, equipment, and equipment shelter(s) employed in the reception, switching, and/or transmission of wireless telecommunication services including, but not limited to, paging, enhanced specialized mobile radio, personal communication services, microwave link antenna, cellular telephone, and other related technologies.

17.10.2: General

17.10.2.1: Purpose and Intent

This Article is intended to ensure that residents, public safety operations and businesses in the City have reliable access to personal wireless services and state of the art communications services in a way that preserves the aesthetic character and value of the community and complies with Federal and State laws.

The City Council finds that these regulations are necessary to:

- A. Provide for the managed development and installation, maintenance modification, and removal of wireless communications infrastructure in the City with the fewest number of wireless communications facilities (WCFs) to complete a network without unreasonably discriminating against wireless communications providers of functionally equivalent services, including all of those who install, maintain, operate, and remove WCFs;
- B. Minimize adverse visual effects of WCFs through thoughtful design and siting, including but not limited to camouflage design techniques, appropriate and effective screening, and equipment undergrounding whenever appropriate;
- C. Require the location of Towers in a manner that minimizes the total number of Towers needed throughout the community;
- D. Require the collocation of WCFs wherever feasible;
- E. Require owners and users of WCFs to locate them, to the extent possible, in areas where the adverse impact to the community is minimized;
- F. Enhance the ability of wireless communications service providers to provide such services to the community quickly, effectively, efficiently, and safely;
- G. Effectively manage WCFs in the Public Right of Way;
- H. Manage amateur radio facilities and over-the-air devices in the City;
- I. Ensure the City has sufficient wireless infrastructure to support public safety and emergency response communications throughout the City.

17.10.2.2: Applicability

- A. The standards in this Article shall apply to all Eligible Facilities Requests and WCF applications for Base Stations, Alternative Tower Structures, Towers, Micro Cells, and Small Cell Facilities as defined in section 17.13.2 and further addressed herein.
- B. The Requirements set forth in this Article shall not apply to:
 - 1. Amateur radio Antennas that are owned and operated by a federally licensed amateur radio station operator or are exclusively receive only Antennas, provided that the requirements that the height be no more than the distance from the base of the Antenna to the property lines is met.

2. Pre-existing WCFs. Any WCF for which a permit has been properly issued prior to the effective date of Ordinance # O-2020-1 shall not be required to meet the requirements of this Chapter, other than the requirements of section 17.10.4. Changes and additions to pre-existing WCFs (including trading out of Antennas for an equal number of Antennas) shall meet applicable requirements of Section 17.10.4. Notwithstanding the foregoing, any modifications qualifying as an Eligible Facilities Requests shall be evaluated under this Section.
3. Miscellaneous Antennas. Antennas used for reception of television, multi-channel video programming and radio such as Over-the-Air Receiving Device (OTARD) Antennas, television broadcast band Antennas, satellite earth station antennae and broadcast radio Antennas, provided that any requirements related to Accessory uses contained in this Code and the requirement that the height be no more than the distance from the base to the property line are met. The Director or his or her designee has the authority to approve modifications to the height restriction related to OTARD Antennas and OTARD antenna structures, in the reasonable discretion of the City, in the minimum amount necessary to comply with federal law.
4. A WCF installed upon the declaration of a state of emergency by the federal, state, or local government, or a written determination of serving the general health, safety, and welfare of residents by the City, or reasonable ability to obtain such written determination within 72 hours.
5. A temporary WCF installed for the purpose of providing sufficient coverage for a special event, subject to administrative approval by the City.
6. The siting of Distributed Antenna Systems (DAS) or wireless facilities located within and intended to provide wireless coverage within a structure.

17.10.3: Wireless Facilities – By Zone District

Table 17.4.1 identifies where the different types of wireless facilities are permitted as primary or accessory uses, by right or with a special use permit, and where these uses are prohibited in each zone district within the City of Lakewood.

17.10.4: Operational Standards

17.10.4.1: Federal Requirements

All WCFs shall meet the current standards and regulations of the Federal Aviation Administration (FAA), the FCC and any other agency of the federal government with the authority to regulate WCFs. If such standards and regulations are changed, then the owners of the WCF shall bring such facility into compliance with such revised standards and regulations within the time period mandated by the controlling federal agency. Unless preempted by federal law, failure to meet such revised standards and regulations within 30 days of the City's determination of such failure shall constitute grounds for the removal of the WCF by the City or owner at the WCF owner's expense. The City may request, and an owner or applicant of a WCF shall provide, periodic confirmation that a WCF remains in compliance with any Federal standards.

17.10.4.2: Permission to Use Public Right-of-Way or City-owned vertical assets in the Public Right-of-Way

Prior to WCFs being sited in the ROW, the Applicant shall have an executed license agreement with the City, granting a non-exclusive license to use the Public Right-of-Way.

- A. Attachment of WCFs on an existing or replacement traffic signal, street light pole, or similar structure shall require written evidence of a license, or other legal right or approval, to use such structure by its owner, and site-specific approval pursuant to 17.10.5.
- B. The Applicant, and if different from the Applicant, the Owner, shall remain responsible for any WCF installed in the ROW.
- C. Prior to, or concurrently with, seeking land use approval for a WCF on City-owned vertical assets in the Public Right-of-Way, the Applicant shall execute a lease agreement with the City.
- D. To the extent feasible in all zoning districts, the preference of the City is for small cell facilities to be located in non-residential areas and not in areas in which residential uses are permitted, unless necessary for network operations.

17.10.4.3: Operation and Maintenance

To ensure the structural integrity of WCFs, the owner of a WCF shall ensure that it is maintained in compliance with the standards contained in applicable local building and safety codes. If upon inspection, the City concludes that a WCF fails to comply with such codes and constitutes a danger to persons or property, then, upon written notice being provided to the owner of the WCF, the owner shall have 30 days from the date of notice to bring such WCF into compliance. Upon good cause shown by the owner and meeting reasonable safety considerations, the City's Chief Building Official may extend such compliance period not to exceed 60 days from the date of said notice. If the owner fails to bring such WCF into compliance within said time period, the City may remove such WCF at the owner's expense.

17.10.4.4: Emergency

In the event of an emergency or to protect the public health or safety, prior to the City accessing or performing any work on a facility on which a WCF Owner has installed Equipment, City may require WCF Owner to deactivate such Equipment if any of City's employees or agents must move closer to the Equipment than the FCC's recommended minimum distance. In such case, City will contact WCF Owner to request immediate deactivation.

17.10.4.5: Non-Interference

The following provisions shall apply to ensure and/or avoid interference (both physical interference and Radio Frequency Interference) resulting from Licensee's installation, operation and/or maintenance of its Equipment:

17.10.4.6: Radio Frequency Interference

All WCF Owners shall ensure that the Equipment will not cause Radio Frequency Interference with Wireless Communication Facilities or devices, cable television, broadcast radio or television systems, satellite broadcast systems, or City traffic, public safety or other communications signal equipment existing at the time of installation of the Equipment.

17.10.4.7: Existing Uses

WCF Owners shall not interfere in any manner with the existing uses of City property including Rights-of-Way, and including sanitary sewers, water mains, storm drains, gas mains, poles, aerial and underground electric and telephone wires, streetlight fixtures, cable television, and other telecommunications, utility, and municipal property without the express written approval of the Owner(s) of the affected property or properties.

17.10.4.8: City Communications

WCF Owners shall not interfere in any manner with current or future City or other governmental public safety communication.

17.10.4.9: Remedies

If Interference occurs and continues for a period in excess of 24 hours following notice to the interfering party via telephone, the City may require the interfering party to reduce power or cease operations of the interfering equipment until the Interference is cured.

17.10.4.10: Relocation, Abandonment and Removal

After the WCF is constructed, if a WCF has not been in use for a period of three months, the owner of the WCF shall notify the City of the non-use and shall indicate whether re-use is expected within the ensuing three months. Any WCF that is contracted and is not operated for a continuous period of six months shall be considered abandoned. The City, in its sole discretion, may require an abandoned WCF to be removed. The owner of such WCF shall remove the same within 30 days of receipt of written notice from the City. If such WCF is not removed within said 30 days, the City may remove it at the owner's expense and any approved permits for the WCF shall be deemed to have expired. For any public project, a WCF may be required to relocate at WCF Owner's expense.

17.10.4.11: Hazardous Materials

No Hazardous materials shall be permitted in association with WCFs, except those necessary for the operation of the WCF and only in accordance with all applicable laws governing such materials.

17.10.4.12: Collocation

No WCF Owner or operator shall unreasonably exclude a telecommunications competitor from using the same facility or location. Upon request by the City, the owner or operator shall provide evidence explaining why Collocation is not possible at a particular facility or site.

17.10.4.13: Contact and Site Information

A WCF Owner or operator shall maintain with the City the following contact and site information and shall notify the City of any changes to such information within thirty (30) days of any change.

- A. Name, physical and email address, telephone number (including emergency 24/7/365 contact), and legal status of the Owner and if different from the Owner, the operator; and
- B. Any official identification numbers and FCC certifications for the WCF.

17.10.4.14: Unauthorized Access

All WCFs shall be located, fenced or otherwise secured in a manner that prevents unauthorized access. Specifically, Towers and Alternative Tower Structures shall be made inaccessible to individuals and constructed in such a manner that they cannot be climbed. WCFs shall be accessible only to persons authorized to operate or service them.

17.10.5: Review Procedures and Requirements

17.10.5.1: Permit Required

No new WCF shall be constructed and no Collocation or modification to any WCF may occur except after a written request from an Applicant, reviewed and approved by the City in accordance with this Chapter. All WCFs except Eligible Facilities Requests which are reviewed under subsection C below, shall be reviewed pursuant to the following procedures. All WCF permits shall expire and be of no further force and effect 180 days following the date of approval unless, prior to the date of expiration: (1) Construction has been diligently pursued towards completion of the project, or (2) 180-day extension of the permit has been authorized by the director upon a written request by the applicant. An extension may be granted if a review of the permit shows that no major changes in the City's development or zoning regulations or in the development pattern of the surrounding properties has occurred, as determined by the director. If a WCF permit expires, no further development of the facility may occur until a new permit application is submitted, reviewed and approved in accordance with this Code, subject to all application and processing fees.

- A. Review Procedures for certain WCFs, including Base Stations, Alternative Tower Structures, Small Cell Facilities, and Alternative Tower Structures within Public Rights-of-Way. Applications for these WCF facilities shall be reviewed by the Public Works Department for conformance to this section and using the Design Review procedures set forth in section 17.10.6 For WCFs in the Right-of-Way that are found to have a significant visual impact (i.e. proximity to historical sites), be incompatible with the structure of surrounding area, or not meet the intent of these provisions, the City may refer the application to Planning Commission for a Special Use Permit Review Determination.
- B. Review Procedures for certain WCFs, including Towers. Towers, other than those defined or excepted in (A) above, must apply for Special Use Permit Review approval. These WCFs shall be reviewed for conformance using the procedures set forth in section 17.10.7. All applications for Towers shall demonstrate that other alternative design options, such as using Base Stations or Alternative Tower Structures, are not viable options as determined by the City.
- C. Review Procedures for Eligible Facilities Requests.
 - 1. Eligible Facilities Requests shall be considered a permitted use, subject to administrative review. The City shall prepare, and from time to time revise and make publicly available, an application form which shall require submittal of information necessary for the City to consider whether an application is an Eligible Facilities Request. Such required information shall include, without limitation, whether the project:
 - a. Constitutes a Substantial Change;

- b. Violates a generally applicable law, regulation, or other rule codifying objective standards reasonably related to public health and safety.

The application may not require the Applicant to demonstrate a need or business case for the proposed modification or Collocation.

2. Upon receipt of an application for an Eligible Facilities Request pursuant to this section, the Director shall review such application to determine whether the application so qualifies.
3. Timeframe for Review. Subject to the Tolling provisions of subsection 4 below, within 60 days of the date on which an Applicant submits an application seeking approval under this section, the City shall approve the application unless it determines that the application is not covered by this subsection C, or otherwise in non-conformance with applicable codes.
4. Tolling of the Timeframe for Review. The 60-day review period begins to run when the application is filed, and may be Tolloed only by mutual agreement of the City and the Applicant, or in cases where the Director determines that the application is incomplete:
 - a. To toll the timeframe for incompleteness, the City must provide written notice to the applicant within 30 business days of receipt of the application, specifically delineating all missing documents or information required in the application; such delineated information is limited to documents or information meeting the standard under subsection C(1)(a) above.
 - b. The timeframe for review begins running again the following business day after the applicant makes a supplemental written submission in response to the City's notice of incompleteness.
 - c. Following a supplemental submission, the City will notify the Applicant within 10 business days if the supplemental submission did not provide the information identified in the original notice delineating missing information. The timeframe is Tolloed in the case of second or subsequent notices pursuant to the procedures identified in paragraph (d.)(ii.). In the case of a second or subsequent notice of incompleteness, the City may not specify missing information or documents that were not delineated in the original notice of incompleteness.
5. Failure to Act. In the event the City fails to act on a request seeking approval for an Eligible Facilities Request under this section within the timeframe for review (accounting for any Tolling), the request shall be deemed granted. The request becomes effective when the Applicant notifies the City in writing after the review period has expired (accounting for any Tolling) that the application has been deemed granted.
6. Interaction with Telecommunications Act Section 332(c)(7). If the City determines that the Applicant's request is not an Eligible Facilities Request as delineated in this Chapter, the presumptively reasonable timeframe under Section 332(c)(7), as prescribed by the FCC's Shot Clock order, will begin to run from the issuance of the City's decision that the application is not a covered request. To the extent such information is required under the appropriate provision of the Code under which the application should be considered, the City may request additional information from the Applicant to evaluate the application

under Section 332(c)(7) reviews, and the Shot Clock shall not commence until such information is provided.

D. Review Procedures for Small Cell Facilities in the Right-of-Way.

1. Small Cell Facilities in the Right-of-Way shall be considered a permitted use, subject to administrative review as set forth in subsection A.
2. The City shall prepare, and from time to time revise, and make publicly available, an application form which shall require submittal of information necessary for the City to consider whether a project is eligible as a Small Cell Facility in the Right-of-Way, meeting certain criteria. The application shall not require the Applicant to demonstrate a need or business case for any proposed modification or Collocation.
3. Upon receipt of an application for a Small Cell Facility in the Right-of-Way pursuant to this section, the Public Works Department shall review such application to determine whether the application is complete.
4. Timeframe for Review. Within 90 calendar days of the date on which an Applicant submits an application seeking approval under this section, the City shall take action on the application unless it determines that the application is not covered by this subsection, or otherwise in non-conformance with applicable codes.

17.10.5.2: Submittal Requirements

In addition to submittal requirements of Chapter 17.2, the following supplemental items are required for all WCF applications:

- A. Signal Non-Interference Letter.
- B. Radio Frequency Emissions Letter. To the extent that the WCFs that are the subject of the application require FCC filings to demonstrate compliance with the National Environmental Policy Act, all such filings shall be provided to the City.
- C. Information related to need for environmental assessment. If an applicant is required to submit an environmental assessment to the FCC for the proposed site, it shall submit a copy of that environmental assessment, or alternately, it shall certify to the City in writing that the proposed site is categorically excluded per 47 C.F.R. § 1.1307.
- D. Photo simulations showing before and after conditions excluding applications for small cell facilities.
- E. Written representation that Applicant shall be responsible for paying all charges for any electricity furnished by a utility to Applicant and for charges for furnishing service to the Equipment. When the Equipment requires an electric meter as determined by the utility provider, the Applicant shall install or cause to be installed a separate electric meter on a ground mounted pedestal or on Applicant's pad mounted equipment cabinet as required by the electric provider for the operations of its Equipment.
- F. Inventory of Sites. Each applicant for a WCF shall provide to the City a narrative description and data in a format acceptable to the City showing the applicant's currently proposed WCFs within the City, and outside of the City within one half-mile of its boundaries. This provision is not intended to be a requirement that the applicant submit its business plan, proprietary information, or make commitments regarding locations of WCFs within the City. This information will be used to assist in the City's comprehensive planning process, and promote Collocation by identifying areas in which WCFs might be appropriately constructed for multiple users.

The City may share information regarding the location of sites and the owners or managers of such sites with other applicants applying for administrative approvals or conditional permits under this section or other organizations seeking to locate WCFs within the jurisdiction of the City, provided however, that the City, is not, by sharing such information, in any way representing or warranting that such sites are available or suitable.

- G. Abandonment and removal Affidavits shall be required from the owner of the property and from the applicant acknowledging that each is responsible for the removal of a WCF that is abandoned or is unused for a period of six (6) months.
- H. Consolidated applications. The City shall allow a wireless provider to file a multi-site permit seeking approval for up to ten (10) permits for Small Cell Facilities at a given time. Each individual site shall be processed as a separate permit in order to facilitate recording site addresses, utility company requirements, and timely inspection scheduling. The City's denial of any individual small cell facility is not a basis to deny the application as a whole or any other small cell facility incorporated within the consolidated application.

17.10.5.3: Decision

Any decision to approve, approve with conditions, or deny an application for a WCF, shall be in writing and supported by substantial evidence in a written record. The applicant shall receive a copy of the decision.

17.10.5.4: Compliance with Applicable Law

Notwithstanding the approval of an application for new WCFs or Eligible Facilities Request as described herein, all work done pursuant to WCF applications must be completed in accordance with all applicable building, structural, electrical, and safety requirements as set forth in the Municipal Code and any other applicable laws or regulations. In addition, all WCF applications shall comply with the following:

- A. Comply with any permits or licenses issued by a local, state, or federal agency with jurisdiction of the WCF
- B. Comply with easements, covenants, conditions and/or restrictions on or applicable to the underlying real property;
- C. Be maintained in good working condition and to the standards established at the time of application approval; and
- D. Remain free from trash, debris, litter, graffiti, and other forms of vandalism. Any damage shall be repaired as soon as practicable, and in no instance more than ten calendar days from the time of notification by the City or after discovery by the owner or operator of the Site. Notwithstanding the foregoing, any graffiti on WCFs located in the Public Rights-of-Way or on Public Property may be removed by the City at its discretion, and the owner and/or operator of the WCF shall pay all costs of such removal within 30 days after receipt of an invoice from the City.

17.10.6: Design Standards

17.10.6.1: Review Requirements

The requirements set forth in this section shall apply to the location and design of all WCFs governed by this Chapter as specified below; provided, however, that the City may waive these requirements if it determines and documents that the goals of this Chapter are better served thereby. To that end, WCFs shall be designed and located to minimize the impact on the surrounding neighborhood and to maintain the character and appearance of the City, consistent with other provisions of this Code. Notwithstanding the foregoing, the Planning Director shall have the authority to promulgate design standards for small cell facilities in the rights of way, which shall govern those types of WCFs, and in the case of residential property, subject to normal variance procedures being followed. The design standards in this section and any design standards promulgated pursuant hereto, shall be employed to avoid or minimize the intangible harm of unsightly deployments or deployments that are not in character with the surrounding area. Design standards shall be applicable to both newly constructed WCFs, to the extent not inconsistent with state law, permitted but not yet constructed WCFs, as well as legal non-conforming WCFs when such sites are sought to be modified. Notwithstanding anything herein to the contrary, any modification of a 600-foot separation standard between stand-alone poles in the public rights of way can only be made by an amendment to this Code.

- A. Camouflage/Concealment. All WCFs and any Transmission Equipment shall, to the extent possible, use Camouflage Design Techniques including, but not limited to the use of materials, colors, textures, screening, undergrounding, landscaping, or other design options that will blend the WCF into the surrounding natural setting and built environment.
 - 1. Camouflage design may be of heightened importance where findings of particular sensitivity are made (e.g. proximity to historic, natural, or aesthetically significant structures or areas, views, and/or community features or facilities). In such instances where WCFs are located in areas of high visibility, they shall (where possible) be designed to minimize their profile.
 - 2. The camouflage design may include the use of Alternative Tower Structures should the Public Works Department determine that such design meets the intent of this Code and the community is better served thereby.
 - 3. All WCFs, such as Antennas, vaults, equipment rooms, equipment enclosures, and Tower structures shall be constructed out of non-reflective materials (visible exterior surfaces only).
- B. Collocation. WCFs shall be designed and constructed to permit the facility to accommodate WCFs from at least two (2) wireless service providers on the same WCF, to the extent it is feasible in good faith based upon construction, engineering and design standards, except where such Collocation would materially compromise the design intent of the WCF, particularly visually.
- C. Lights and other attachments.
 - 1. WCFs shall not be artificially lighted, unless required by the Federal Aviation Administration or other applicable governmental authority, or the WCF is mounted on a light pole or other similar structure primarily used for lighting purpose. If lighting is required, the City may review the available lighting alternatives and approve the design that would cause the least disturbance to the surrounding properties or environs. Lighting shall be shielded or directed to the

maximum extent so as to minimize the amount of glare and light falling onto nearby properties, particularly residences.

2. All exterior lighting within equipment yards shall be mounted on poles or on the building wall below the height of the screen wall or fence.
 3. No Tower shall have constructed on, or attached to, any additional platform, catwalk, crow's nest or like structure (other than those required by industry standards or federal regulations), except during periods of construction or repair.
 4. Signs and advertising. The use of any portion of a Tower for signs or advertising devices other than public safety warnings, certification, or other requires seals on any wireless communication device or structure is prohibited. However, the telephone numbers to contact in an emergency shall be posted on each facility.
- D. Noise. Noise generated on the site must not exceed the levels permitted in the City of Lakewood Municipal Code, except that a WCF owner or operator shall be permitted to exceed such noise standards for a reasonable period of time during repairs, not to exceed two (2) hours without prior authorization from the City.
- E. Landscaping Requirements.
1. WCFs shall be sited in a manner that does not reduce the landscaped areas for the other principal uses on the parcel.
 2. WCFs, excluding Small Cell Facilities unless otherwise required by the Public Works Department, shall be landscaped with a buffer of plant materials that effectively screen the view of the WCF from Rights-of-Way and adjacent properties. Where the City has requested additional landscaping, the City may require irrigation requirements for the landscaping. All such expense, including the cost of irrigation, shall be borne by the wireless provider
 3. heritage trees and traditional landscaping designs should be preserved in the Rights-of-Way. Existing mature tree growth and natural landforms on the Right-of-Way site shall be preserved.
- F. Screening Requirements.
1. All equipment, not located within the Public Right-of-Way and not otherwise defined, shall be fully screened within a walled yard or placed in an enclosed building except in cases where a better design alternative exists. The yard shall be enclosed by a solid fence or wall of sufficient height to screen all miscellaneous equipment from view from the public Right-of-Way or adjacent properties and to provide security.
 2. All structures and improvements associated with the WCF shall be provided with adequate safety equipment and aesthetic treatments, including incorporating landscape screening noted in subsection E above, to be visually compatible with uses in the surrounding area.
 3. Roof-top mounted equipment shall be screened from off-site views to the extent practical by solid screen walls or the building's parapet.
 4. Existing mature tree growth and natural landforms on the site shall be preserved to the maximum extent possible.

- G. WCFs Adjacent to Single Family Residential Uses. WCFs shall be sited in a manner that evaluates the proximity of the facility relative to residential structures, neighborhoods, and residential zoning boundaries in order to minimize the visual impacts of WCFs on residential areas.
1. When placed near residential property, the WCF shall be placed in close proximity to a common property line between adjoining residential properties, such that the WCF minimizes visual impacts equitably among adjacent and nearby properties.
 2. For a corner lot, the WCF may be placed adjacent to a common property line between adjoining residential properties, or on the corner formed by two intersecting streets.
 3. If these siting requirements are not feasible in good faith from a construction, engineering, or design perspective, the Applicant may submit a written statement to the Public Works Department requesting the WCF be exempt from these requirements, and offer alternative locations reasonably meeting the intent of this section.
- H. Design requirements specific to various types of WCFs.
1. Base Stations. If an antenna is installed on a structure other than a Tower or Alternative Tower Structure, such as a Base Station (including, but not limited to the antennas and accessory equipment) it shall be of a neutral, non-reflective color that is identical to, or closely compatible with, the color of the supporting structure, or uses other camouflage/concealment design techniques so as to make the antenna and related facilities as visually unobtrusive as possible, including for example, without limitation, painting the Antennas and accessory equipment to match the structure. Additionally, any ground mounted equipment may be located in a flush-to-grade underground equipment vault if it is reasonably feasible from a construction, engineering, or design perspective.
 2. Alternative Tower Structures, not in the Public Right-of-Way shall:
 - a. Be designed and constructed to look like a building, facility, structure, or other commonplace item, such as but not limited to a tree, public art, or clocktower, typically found in the area.
 - b. Be camouflaged/concealed consistent with other existing natural or manmade features in or near the location where the Alternative Tower Structure will be located.
 - c. Be compatible with the surrounding area, including architecture, topography, natural vegetation, and/or landscaped environment.
 - d. Be the minimum size needed to obtain coverage objectives. Height or size of the proposed Alternative Tower Structure should be minimized as much as possible.
 - e. Be sited in a manner that is sensitive to the proximity of the facility to residential structures, neighborhoods, and residential zoning district boundaries.
 - f. Take into consideration the uses on adjacent and nearby properties and the compatibility of the facility to these uses.

3. Towers.
 - a. Towers shall either maintain a galvanized steel finish, or, subject to any applicable FAA standards and City design approval processes, be painted a neutral color so as to reduce visual obtrusiveness.
 - b. Wherever possible, Towers shall locate to utilize existing landforms, vegetation, and structures to aid in screening the facility from view, or otherwise blending in with surrounding built and natural environment.
 - c. Monopole support structures shall taper from the base to the tip.
 - d. All Towers, excluding Alternative Tower Structures in the Right-of-Way, shall be enclosed by security fencing or wall and shall also be equipped with an appropriate anti-climbing device.
 - e. Towers shall be subject to the height restrictions of each zoning district. Notwithstanding anything in this Chapter to the contrary, Towers are prohibited in the Right-of-Way.
4. Roof and Building Façade Mounted WCFs.
 - a. Roof mounted antennas and accessory equipment shall be painted or treated to match the façade of the building to which they are attached in order to minimize visibility from adjacent residential land uses and/or from public sidewalks. No WCFs can be placed on rooftops or facades in Residential Zone Districts.
 - b. Roof-mounted WCFs may be approved only where an Applicant sufficiently demonstrates that a wall mounted WCF is inadequate to provide service. By filing an application for a roof-mounted WCF, an Applicant is certifying agreement to the City's determination that the height extensions described in this subsection 4 are the maximum heights that will allow the WCF to be Camouflaged, and that any additional increase in height will undermine the Camouflage nature of the site.
 - c. Maximum height. Roof mounted antennas and accessory equipment shall not exceed the height of the penthouse or mechanical equipment room to which the antennas are attached. Antennas not mounted on a penthouse or mechanical equipment room shall be set back at least five feet from the exterior wall of a building. The maximum height of a roof mounted antenna that is not mounted on a penthouse or mechanical equipment room is equal to the distance the antenna is set back from the exterior wall.
 - d. All rooftop equipment and Antennas must be adequately screened where feasible from a technical, construction, design and engineering perspective.
 - e. Building façade mounted antennas shall not protrude horizontally more than two feet from the building wall and shall be painted or treated to match the building or structure to which the antenna is attached.
 - f. Building façade mounted antennas shall not exceed the height of the parapet or the roofline, whichever is greater.
 - g. The total of all visible building façade mounted antennas may not exceed the greater of 10 percent of the square footage of the building façade.
5. Related Accessory Equipment.

- a. Excluding Small Cell Facilities in the Right-of-Way, the buildings, shelters, cabinets, and other accessory components shall be setback a minimum of 15 feet from each property line with a residential zone district or a lot containing a residential structure, or shall meet all setback requirements of the underlying zone districts, whichever results in the greater setback, and shall be grouped as closely as technically possible.
- b. Total footprint coverage area of the accessory equipment shall not exceed 500 square feet per provider, with a maximum of 1500 square feet total for three or more providers.
- c. No accessory equipment or accessory structure shall exceed 12 feet in height.
- d. Accessory equipment, including but not limited to remote radio units, shall be located out of sight whenever possible by locating behind parapet walls or within equipment enclosures. Where such alternate locations are not available, the Accessory Equipment shall use Camouflage Design Techniques.
- e. No accessory equipment or accessory structures shall be sited in a manner that reduces the parking or landscaped areas for other principal uses on the parcel below the minimums required by the Zoning Ordinance.
- f. New accessory equipment cannot be placed within 150 feet of existing utility accessory equipment in Rights of Way in residential zones.

17.10.7: Standards for Approval.

It is the intent of the City to provide for approval of WCFs administratively in cases where visual impacts are minimized, view corridors are protected, appropriate Camouflage and Concealment Design Techniques are employed to avoid adverse impacts on the surrounding area, and they are designed, maintained, and operated at all times to comply with the provisions of this Chapter and all applicable laws. Notwithstanding the approval of an application for Eligible Facilities Request as described herein, all work done pursuant to WCF applications must be completed in accordance with all applicable building and safety requirements as set forth in municipal code and any other applicable regulations.

17.10.7.1: Special Use Permit

Any application for a WCF which does not comply with the provisions of this Chapter may seek approval of a Special Use Permit by submitting an application to Planning Commission.

17.10.7.2: Collocation and Separation Required

No new Towers, excepting Small Cell Facilities in the Right-of-Way, shall be permitted unless the Applicant demonstrates to the reasonable satisfaction of the City that no existing WCFs can accommodate the needs that the Applicant proposes to address with its Tower application, and sufficient separation of Towers is achieved. Evidence may consist of the following:

- A. No existing WCFs with a suitable height are located within the geographic area required to meet the Applicant's engineering requirements;
- B. Existing WCFs do not have sufficient structural strength to support applicant's proposed WCF;

- C. The Applicant's proposed WCFs would cause electromagnetic interference with the existing WCFs or the existing WCF would cause interference with the Applicant's proposed WCF;
- D. The Applicant demonstrates that there are other limiting factors that render existing WCFs unsuitable for Collocation;
- E. Towers over 90 feet in height shall not be located within one-quarter mile from any Existing Tower that is over 90 feet in height, unless the Applicant has shown to the satisfaction of the City that there are no reasonably suitable alternative sites in the required geographic area which can meet the Applicant's needs.

17.10.7.3: Setbacks

The following minimum setback requirements shall apply to all WCFs except for Alternative Tower Structures in the Right-of-Way; provided however, that the City may reduce standard setback requirements if the applicant demonstrates that the goals of this section can be met through a Variance process. WCFs subject to this subsection shall meet the greater of the following minimum setbacks from all property lines;

- A. The setback for a principal building within the applicable zoning district; or
- B. Twenty-five percent (25%) of the facility height, including WCFs and Related Accessory Equipment; or
- C. For sites within 100 feet of residential uses, facilities over 30 feet in height shall have a minimum setback from all adjacent residential property lines of one (1) foot for every foot in height.

17.10.8: Review.

On or before July 31, 2021, or as soon thereafter as can feasibly be schedule on a City Council agenda, the City Council shall conduct a review of its experience in siting WCFs, and determine whether modifications to the provisions of this Chapter should be considered.

ARTICLE 1: PURPOSE AND ADMINISTRATION

ARTICLE 2: PROCEDURES AND APPEALS

ARTICLE 3: ZONE DISTRICTS

ARTICLE 4: USE AND SUPPLEMENTAL STANDARDS

**ARTICLE 5: DIMENSIONAL AND DEVELOPMENTAL
STANDARDS**

**ARTICLE 6: RESIDENTIAL BUILDING AND SITE DESIGN
STANDARDS**

**ARTICLE 7: INSTITUTIONAL, MIXED-USE, COMMERCIAL,
AND LIGHT INDUSTRIAL BUILDING AND SITE DESIGN
STANDARDS**

ARTICLE 8: PARKING AND LOADING STANDARDS

ARTICLE 9: SIGN STANDARDS

ARTICLE 10: WIRELESS SERVICES AND COMMUNICATIONS

ARTICLE 11: Historic Preservation	11-1
17.11.1: General.....	11-1
17.11.1.1: Purpose and Intent	11-1
17.11.1.2: Definitions.....	11-1
17.11.2: Historic Preservation Commission.....	11-5 4
17.11.2.1: Creation	11-5 4
17.11.2.2: Composition.....	11-5
17.11.2.3: Term of Office	11-6 5
17.11.2.4: Area of Authority	11-6
17.11.2.5: Powers and Duties	11-6
17.11.2.6: Meetings	11-7
17.11.2.7: Vacancies	11-8 7
17.11.2.8: Removal	11-8 7
17.11.3: Designation Criteria	11-8 7
17.11.4: Designation Procedure	11-8 7
17.11.4.1: Initiation.....	11-8 7
17.11.4.2: Property Owner Consent Required.....	11-9 8
17.11.4.3: Application.....	11-9 8
17.11.4.4: Preliminary Review	11-9 8
17.11.4.5: Review of Application	11-9 8
17.11.4.6: Notice of Designation Hearing.....	11-10 8
17.11.4.7: Designation Hearing before the Preservation Commission.....	11-11 9
17.11.4.8: Findings and Recommendations of the Preservation Commission	11-12 9
17.11.4.9: Proceedings before the City Council	11-12 10
17.11.4.10: Recording of Designation.....	11-12 10
17.11.4.11: Notification	11-12 10
17.11.4.12: Appeal of Preservation Commission's Denial of Application	11-13 10
17.11.5: Alteration Certificate.....	11-15 11
17.11.5.1: Requirement	11-15 11
17.11.5.2: Criteria	11-15 12
17.11.5.3: Application and Review	11-16 13
17.11.5.4: Economic Hardship	11-17 14
17.11.5.5: Appeal of Denial of Alteration Certificate.....	11-17 14
17.11.6: Relocation of a Designated Structure or Landmark Historic Property.....	11-18 14
17.11.6.1: Initiation.....	11-18 14
17.11.6.2: Application.....	11-18 14
17.11.6.3: Review of Application	11-18 14
17.11.6.4: Decision.....	11-18 15
17.11.7: Maintenance.....	11-18 15

ARTICLE 11: HISTORIC PRESERVATION

17.11.1: General

17.11.1.1: Purpose and Intent

- A. It is hereby declared as a matter of public policy that the protection, enhancement, perpetuation and use of buildings, structures, sites, objects, and districts of historical, architectural, archaeological, or geographic significance located within the City of Lakewood (the "City") is a public necessity, and is required in the interest of the prosperity, community sustainability, civic pride, and general welfare of the people.
- B. The purpose of this Article is to:
1. Designate, preserve, protect, enhance and perpetuate those buildings, structures, sites, objects, and districts which reflect outstanding elements of the City's cultural, artistic, social, economic, political, architectural, archaeological, historic, or other heritage;
 2. Foster civic pride in the beauty and accomplishments of the past;
 3. Stabilize or improve the aesthetic and economic vitality and values of such buildings, structures, sites, objects, and districts;
 4. Protect and enhance property values through the stabilization of neighborhoods and areas of the City, increase economic and financial benefits to the City and its inhabitants, and promote the City's attraction to tourists and visitors;
 5. Promote the use of outstanding historical, ~~or~~ architectural, or archaeological buildings, structures, sites, objects, and districts for the education, stimulation and welfare of the people of the City;
 6. Promote good urban design including the perpetuation of related private spaces; and
 7. Promote and encourage continued private ownership and utilization of such buildings, ~~and other~~ structures, sites, objects, and districts now ~~so~~ owned and used, to the extent that the objectives listed above can be attained under such a policy.
- ~~C. It is the sense of the City Council that the aesthetic standing of this City cannot be maintained or enhanced by disregarding the historical, architectural, archaeological, and geographic heritage of the City and by ignoring the destruction or defacement of such cultural assets.~~

17.11.1.2: Definitions

~~See Article 14, Definitions and Interpretations.~~

~~Notwithstanding the definitions contained in Article 13, the following terms, as used in this Article, shall have the following meaning.~~

~~**Alteration** means any act or process which, due to construction, repair, maintenance, or otherwise, changes one or more of the significant architectural features of buildings located within an historic district or designated as a landmark.~~

~~**Alteration Certificate** is an authorization from the Historic Preservation Commission to alter or demolish a historic property, or to construct a new building in a historic district consistent with specified criteria.~~

~~**Applicant** is the recorded owner(s) of the site(s) and/or building(s) located thereon, the lessee thereof, a person with written consent of the owner, or the person holding a contract to purchase same, or a person with written consent of the owner.~~

~~**Architectural Feature** means the architectural style, design, general arrangement and components of all the outer surfaces of a structure or improvement including, but not limited to, the color, texture, materials, type and style of all windows, doors, lights, signs and other fixtures appurtenant to the structure or improvement.~~

~~**Building** means any structure, place, or any other construction built for the shelter or enclosure of persons, animals, or chattel or any part of such structure when subdivided by division walls or party walls extended to above the roof or without openings in separate walls. The term “building” shall be construed as if followed by the words “or any part thereof.” “Building” may refer to a historically related complex such as “courthouse and jail” or “house and barn.”~~

~~**Building Official** is the officer or other designated authority charged with the administration and enforcement of the Building Code, or that person’s authorized representative.~~

~~**Conformity** means the action or behavior in correspondence with current customs, rules, or styles.~~

~~**Construction** is the erection of any on-site improvements on any parcel of ground located within an historic district, or a landmark site, whether the site is presently improved, unimproved or hereafter becomes unimproved by demolition or destruction, through natural causes, or otherwise.~~

~~**Contributing Property** means a classification applied to an individual property within a designated historic district, signifying that the property contributes generally to the distinctive character of the district.~~

~~**Demolition** means the destruction or removal, in whole or in part, of a historic landmark.~~

~~**Designation** means the formal recognition of a historic structure, site or district that is listed on the Lakewood Historic Register.~~

~~**Designated District** means a geographically defined area listed on the Lakewood Historic Register through the procedural requirements of this Article.~~

~~**Designated Site** means a historic property or site individually listed on the Lakewood Historic Register through the procedural requirements of this Article.~~

Designated Structure means a historic structure individually listed on the Lakewood Historic Register through the procedural requirements of this Article.

Department means the Planning Department.

Director means the Director of the Planning Department.

District means a geographically defined area possessing a significant concentration of sites, buildings, structures and/or objects united by past events or physical development any site, structure or improvement and its surrounding environments, or a group of sites, structures or improvements, or both, and their surrounding environs.

Exterior, when applied to an architectural feature, means the architectural style, design, general arrangement and components of all the outer surfaces of a structure or improvement including, but not limited to, the color, texture, materials, type and style of all windows, doors, lights, signs and other fixtures appurtenant to the structure or improvement.

Historic Context Statement is a statement or report that focuses specifically on historic, cultural, or social themes and patterns that shaped the built environment including themes such as exploration, settlement, education, transportation, and commerce and trade.

Historic Preservation is the protection, rehabilitation, restoration, and/or reconstruction of districts, sites, buildings, structures, and objects significant in Lakewood or that has national or state influence in history, architecture, archaeology, geography, engineering, or culture.

Historic Property is a site, building, structure or object significant in American history, architecture, engineering, archeology or culture at the national, state, or local level, or property that is celebrated for having influence in the history of Lakewood.

Improvement means any change or alteration to any building, structure, place, work of art, or other object constituting a physical betterment.

Inventory is the listing of sites, buildings, and structures within the City, which contribute to the overall historic and architectural character and heritage of a district or the heritage of the City, including a list of historic properties and archaeological sites determined to meet specific criteria of significance.

Landmark is a structure, site, parcel, or district which has been listed as a landmark by the Historic Preservation Commission under the provisions of this Article.

Noncontributing Property means a classification applied to an individual property located within a designated historic district, signifying that the property does not contribute to the distinctive character of the district.

Ordinary Repairs means routine work done on a building to prevent it from deterioration or to replace any part thereof in order to correct any deterioration, decay of, or damage to a building

~~on any part thereof in order to restore to same as nearly as practicable to its condition prior to such deterioration, decay, or damage.~~

~~**Owner** means all persons or entities that have a record ownership interest in a specific parcel of property.~~

~~**Permit** means any permit issued by the City pertaining to construction, alteration, removal, or demolition of a building or feature within a designated historic landmark, landmark site, or district.~~

~~**Preservation Commission** means the Historic Preservation Commission established pursuant to this Article.~~

~~**Protection** is any physical means such as fencing or by stabilization to prevent further deterioration.~~

~~**Quorum** is the minimum number of Historic Preservation Commissioners necessary for a hearing on a designation as defined by the Historic Preservation Commission ByLaws.~~

~~**Reconstruction** is the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.~~

~~**Rehabilitation** is the act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.~~

~~**Restoration** is the process or product of returning, as nearly as possible, an existing site, building, structure, or object to its condition at a particular time in its history, using the same construction materials and methods as the original, where possible, and may include removing later additions, making hidden repairs, and replacing missing period work.~~

~~**Secretary to the Historic Preservation Commission** is a staff person designated by the Director in the Planning Department.~~

~~**Significance** generally refers to the aesthetic, cultural, educational, or scientific importance of an archaeological, architectural, paleontological, or scenic heritage resource.~~

~~**Significant Architectural Feature** means any distinctive aspect of a building's exterior that defines its architectural character, for example, the color and texture of the building material or the style and size of its doors and windows.~~

~~**Site** means a specific location or place, which may or may not have structures or improvements located upon it.~~

~~**Stabilization** is the process of temporarily protecting a historic building or structure until rehabilitation or restoration efforts can begin. It typically includes making the building weather-tight, structurally stable, and secure against intruders while maintaining the essential form as it exists at present.~~

~~Structure means anything which is constructed or erected, and the use of which requires more or less permanent location on the ground or attachment to something having permanent location on the ground; an edifice or a building of any kind.~~

17.11.2: Historic Preservation Commission

17.11.2.1: Creation

There is hereby established a Historic Preservation Commission, which shall be appointed by the City Council, hereinafter referred to as "Preservation Commission."

17.11.2.2: Composition

- A. The Preservation Commission shall consist of seven (7) voting members. At least two (2) members shall be ~~Lakewood~~ residents of the City.
- B. Each member shall have a demonstrated interest in, competence with, or knowledge of, historic preservation.
- C. A minimum of three (3) of the members shall be professionals in preservation-related disciplines such as:
 - 1. Architecture; ~~or~~
 - 2. Landscape Architecture; ~~or~~
 - 3. Architectural History; ~~or~~
 - 4. History; ~~or~~
 - 5. American Studies; ~~or~~
 - 6. American Civilization; ~~or~~
 - 7. Cultural Geography; ~~or~~
 - 8. Cultural Anthropology; ~~or~~
 - 9. Archaeology; or
 - 9-10. Urban Planning.

- ~~D. All remaining Commissioners shall be composed of both professional and lay members and shall be selected, as much as possible, from related disciplines such as the building trades, cultural geography, cultural anthropology, real estate or law, or should reside within a designated historic district.~~

~~17.11.2.3: Term of Office~~

- ~~A. The term of each member shall be four years, provided, however that the initial appointment to the Preservation Commission shall consist of one appointment of a term of one year, one appointment of a term of two years, one appointment of a term of three years, and two appointments of a term of four years. The term of each member shall end on March 31st of the last year of that member's term.~~
- ~~B. No member shall serve more than two consecutive terms on the Preservation Commission as either an alternate or regular member. After any member has served two consecutive terms of office, that member shall not be eligible for reappointment until after that person has ceased to be a member of the Preservation Commission for at least one full term. Any member who serves at least one half term shall be considered to have served one full term.~~

~~17.11.2.4:~~17.11.2.3: Area of Authority

The Preservation Commission's geographic area of authority shall be the same as the boundaries of the City ~~of Lakewood~~.

~~17.11.2.5:~~17.11.2.4: Powers and Duties

The Preservation Commission shall have the power and duty to:

- A. Evaluate and make recommendations concerning the merits of applications for [historic](#) designation pursuant to this Article_;
- B. Conduct Alteration Certificate review as provided in this Article_;
- C. Consult with City staff as requested concerning the conformity with approved plans of construction or alteration authorized pursuant to an Alteration Certificate issued pursuant to this Article_;
- D. Prepare, or cause to be prepared, a comprehensive [historic](#) inventory of sites, [buildings](#), structures, or areas that may be appropriate for [historic](#) designation pursuant to this Article_;
- E. Prepare, or cause to be prepared, design guidelines for construction and alteration of designated [historic buildings and historic](#) structures and [buildings and](#) structures in designated [historic](#) districts for adoption and approval by the Preservation Commission_;
- F. Prepare, or cause to be prepared, historic context statements_;
- G. Increase public awareness of the value of historic, architectural, and cultural preservation_;
- H. Evaluate and comment on proposals or decisions made regarding [buildings](#), structures, sites, [objects](#), and districts which reflect outstanding elements of the City's cultural, artistic, social, economic, political, architectural, and historic or other heritage_;
- I. Provide advice and guidance to individuals, developers, neighborhood groups and other parties regarding work on designated ~~sites or structures~~ [historic properties](#), or within designated [historic](#) districts_;
- J. ~~Draft and recommend for adoption by the City Council such by laws, operating policies and other rules of procedure, and amendment to or repeal of any of them, as the Preservation Commission may deem appropriate~~ Draft and adopt reasonable rules and regulations, in conformity with the ordinances of the City, governing its internal operations_;
- K. Review applications for the relocation of designated [historic properties structures](#) for preservation, or [buildings or](#) structures into a designated [historic](#) district for protection_;
- L. Receive ongoing training by delegating at least one (1) member to attend a State Historic Preservation Office approved educational session each year_;
- ~~M. Prepare an annual report to the City Council; and~~
- ~~N.M.~~
- ~~O.N.~~ Delegate to City staff or preservation partners the authority to administratively review and/or approve specific types of projects involving historic resources.

17.11.2.6: Meetings

~~The Preservation Commission shall meet regularly, with a minimum of four meetings per year.~~

~~17.11.2.7: Vacancies~~

~~In the event of a vacancy occurring in the membership of the Preservation Commission for any reason, an appointment for the remainder of the vacant term of office shall be made in the same manner as regular appointments.~~

~~17.11.2.8: Removal~~

~~With just cause, City Council may remove any Preservation Commission member.~~

17.11.3: Designation Criteria

A building, structure, site, object, or district may be designated for historic preservation if it meets one or more of the following criteria:

- A. It is associated with events that have made a significant contribution to the broad patterns of the City's history; ~~or~~
- B. It is associated with the lives of persons significant in the City's past; ~~or~~
- C. It embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; ~~or~~
- D. It has yielded, or may be likely to yield, information important in history or prehistory; and/or
- E. It is culturally significant to the Lakewood-City's community.

17.11.4: Designation Procedure

17.11.4.1: Initiation

A designation process shall be initiated by:

- A. The City Council; ~~or~~
- B. The Preservation Commission; ~~or~~
- ~~C. The Director; or~~
- ~~D.C. _____~~
- ~~E.D. The Lakewood Historical Society; or~~
- ~~F.E. A non-profit organization with an established interest in, and a mission statement supporting, preservation; or~~
- ~~G.F. The property owner(s) (if a single property); or~~
- ~~H.G. A defined percentage of property owners in a proposed district pursuant to Section 17.11.4.2:B17.11.4.2::B.~~

17.11.4.2: Property Owner Consent Required

- A. For an individual structure or parcel of real property, the Director shall not accept, nor shall the Preservation Commission approve, an application to designate any building, structure, site, object, or parcel of real property for preservation without the written consent of the owner thereof.
- B. For a district, the Director shall not accept, nor shall the Preservation Commission approve, an application to designate any district for preservation without written consent of sixty percent (60%) ~~percent~~ of property owners within the proposed district.

17.11.4.3: Application

An application for designation shall be submitted to the Director for consideration on a form prescribed by the Preservation Commission. ~~The application shall describe the appearance of the building, structure, object, site, or district ~~or site~~ and shall demonstrate how the building, structure, object, district, or site meets the criteria for designation as set forth in Section 17.11.3:17.11.3:~~ ~~An application for a district shall include the boundaries for the area to be designated.~~

17.11.4.4: Preliminary Review

The Director shall determine whether the application is complete and includes appropriate property owner consent pursuant to ~~Section 17.11.4.2:17.11.4.2:~~. If the Director determines the application is complete, the Director shall promptly refer the application to the Preservation Commission. ~~If the Director determines the application is incomplete, the applicant shall be advised of the reasons the application is incomplete.~~

17.11.4.5: Review of Application

The Preservation Commission shall review the application to determine if the building, structure, object, district, or site is potentially eligible for designation. ~~If the Preservation Commission finds~~

the building, structure, object, site, or district potentially eligible for designation ~~it~~ the Secretary to the Preservation Commission shall schedule a public hearing on the question of designation.

17.11.4.6: Notice of Designation Hearing

Notice of a designation hearing shall be given as follows:

- A. ~~The Secretary to the Preservation Commission shall schedule a public hearing before the Preservation Commission.~~ The public hearing shall be held not more than ~~45~~sixty (60) days, ~~or within a timeframe agreed upon by the applicant and Director,~~ after receipt of a complete application, unless otherwise extended by the applicant and Director. –The Secretary to the Preservation Commission shall provide notice of the date, time and location of the public hearing to the applicant, the owner~~(s) or owners~~ of record and, if known, to other persons having a legal or equitable interest in the site~~(s) or sites~~ nominated for designation.
- B. Signs indicating the proposed action and the time, date and place of the public hearing, shall be posted by the applicant at least fourteen (14) days prior to the public hearing on all property proposed for designation for preservation, and on the boundaries of all areas proposed for designation as a district for preservation. ~~sAll signageuch signs shall to~~ be prominently displayed and easily readable from abutting public ways. If any sign is damaged or destroyed prior to the public hearing, the sign shall be replaced as expediently as possible.
- C. A legal notice indicating the nature of the public hearing, the property involved, and the time, date and place of the scheduled public hearing, shall be published in the City's publication of record at least ten (10) days prior to the public hearing.
- D. The Secretary to the Preservation Commission shall provide written notice of the proposed designation, including the identification of the property, the basis for commencing the designation procedure, and the time, date and place of the public hearing to the Preservation Commission, the Director, and the ~~h~~Building ~~e~~Official not less than fourteen (14) days prior to the public hearing.

17.11.4.7: Designation Hearing before the Preservation Commission

- A. A quorum ~~of the Preservation Commission~~ shall consist of at least four (4) members of the Preservation Commission to conduct the public hearing. In the event there is no quorum, the public hearing A hearing may shall be continued unless the basis for the lack of a quorum is due to a conflict(s) of interest pertaining to the business before the Preservation Commission. ~~If the hearing is continued, the time, date and place of the continuation shall be established and announced to those present when the current session is to be adjourned.~~
- B. Reasonable opportunity shall be provided for all interested parties to express their opinions regarding the proposed designation~~(s) or designations~~. However, nothing contained herein shall be construed to prevent the Preservation Commission from establishing reasonable rules to govern the proceedings of the hearings, or from establishing reasonable limits on the length of individual presentations.
- C. ~~Transcripts of the hearings are not required; however, the Preservation Commission's records shall include the name and address of each speaker; the organization or person the speaker represents, if any; whether or not the speaker is an owner or holder of some interest in an affected property, or represents such owner or holder; and a summary of the relevant portions of each statement. Written reports and presentations shall be incorporated into the record of the hearing. All recordings, documents, and physical evidence considered shall be retained for 60 days after designation.~~

17.11.4.8: Findings and Recommendations of the Preservation Commission

The Preservation Commission shall act officially on each proposed designation within forty-five (45) days after the public hearing thereon. The Preservation Commission may recommend, recommend with conditions, or deny any proposal, but no proposal may be extended beyond the boundaries of the land described in the final application for designation unless the initiation and hearing procedures are repeated for the enlarged boundaries. The Preservation Commission shall set forth in writing its findings of fact which constitute the basis for its recommendation. If the Preservation Commission fails to act within the forty-five (45) day period, the designation shall be deemed to have been rejected, and the designation procedure terminated.

17.11.4.9: Proceedings before the City Council

- A. Within sixty (60) days after the date of the Preservation Commission's recommendation, the City Council shall hold a public hearing on the proposed designation, ~~after giving notice in conformance with the procedures set forth in Section 17.11.4.6: for the public hearing before the Preservation Commission, except that the City Clerk shall perform the responsibilities assigned therein to the Secretary of the Preservation Commission.~~
- B. The City Council shall, by ordinance, approve, approve with conditions, or deny the proposed application and shall issue written findings based on the Preservation Commission's recommendations and in accordance with the criteria set forth in Section 17.11.3:17.11.3.
- C. The City Clerk shall provide a copy of the results of the City Council's final action to the applicant, the Preservation Commission, the Secretary to the Preservation Commission, the Director, the ~~b~~Building ~~e~~Official, and any other person(s) ~~who has requested in writing to receive the same~~having a legal or equitable interest in the site(s).

17.11.4.10: Recording of Designation

- A. Within fifteen (15) days of the effective date of an ordinance designating a historic property structure, site, or historic district for preservation, the City Clerk shall record the ordinance with the clerk and recorder of ~~the Jefferson County in which the structure, site or district is located.~~
- B. The Director shall maintain on file a record, known as the Lakewood Historic Register, of all historic landmarks that have been designated as historic properties structures, sites, and or historic districts within the City ~~of Lakewood.~~

17.11.4.11: Notification

Within fourteen (14) days after the recording of the ordinance of designation, staff shall send to the owner of each property affected by the designation a letter outlining the reasons for such designation and the obligations and restrictions created by such designation.

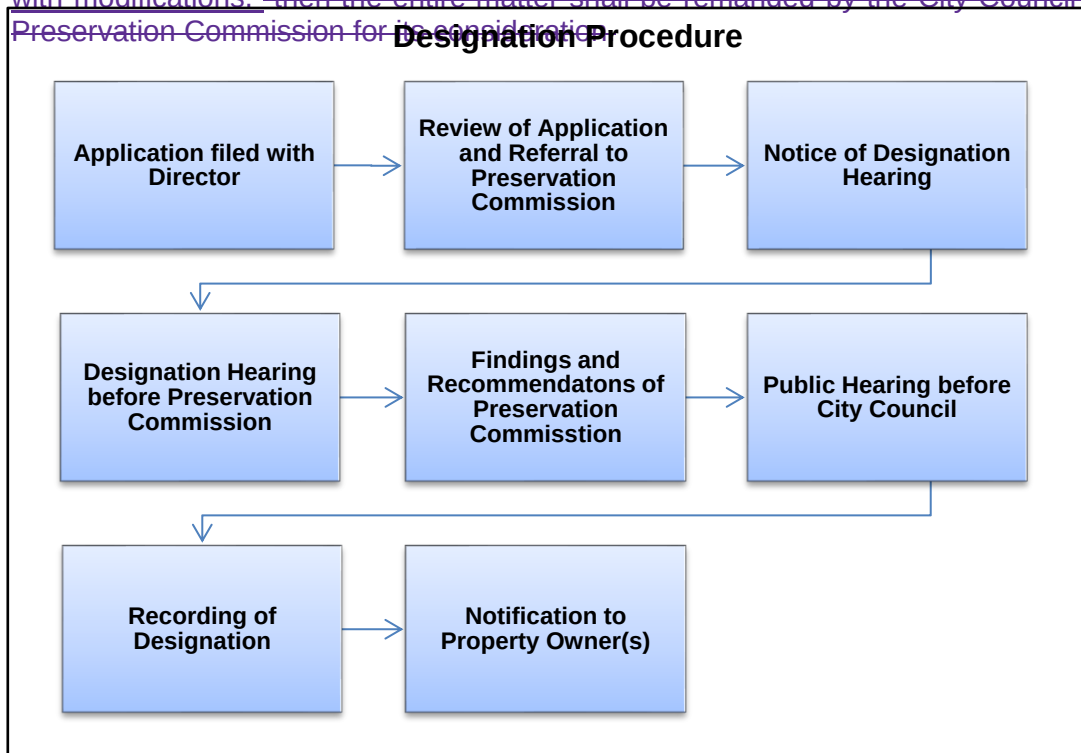
17.11.4.12: Appeal of Preservation Commission's Denial of Application

- A. If the Preservation Commission denies an application for designation for any reason other than lack of requisite property owner consents, the applicant shall have the right to appeal such decision to City Council by filing a written notice of appeal, specifying the factual and legal basis for the appeal, with the City Clerk and the Secretary to the Preservation Commission ~~not later than~~within fifteen (15) days after the date of mailing or delivery of the Preservation Commission's denial.

B. ~~Notice of the City Council's consideration of the appeal, and of the City Council's consideration hearing of the public hearing on the appeal,~~ shall be provided pursuant to the procedures set forth in ~~Section 17.11.4:17.11.4:~~ ~~for the public hearing before the Preservation Commission except that the City Clerk shall perform the responsibilities assigned therein to the Secretary.~~ However, the public hearing and consideration by the City Council of the designation ordinance shall not be less than 10 days after the date of publication in the City's publication of record.

C. ~~Upon consideration of the appeal, the City Council may consider only the notice of appeal, the Preservation Commission's reasons for denial of the application, and the comments related thereto made during the Preservation Commission hearing.~~

~~D.C. If City Council finds that the Preservation Commission's denial of the designation application was based upon incorrect information, or there is shown to be newly discovered information not available at the time the application was submitted to the Preservation Commission, and if the correct or newly discovered information could, in the opinion of the City Council, change the Preservation Commission's denial of said application, arbitrary and capricious, the City Council may overturn the decision of the Preservation Commission and either approve the application or approve the application with modifications. then the entire matter shall be remanded by the City Council to the Preservation Commission for its consideration.~~



17.11.5: Alteration Certificate

17.11.5.1: Requirement

An Alteration Certificate shall be obtained, in addition to any other permit or other approval required by this Zoning ~~Ordinance Code~~, for any designated ~~structure or site~~ historic property or for any contributing object, building, structure, or site within a designated historic district, prior to any:

- A. Alteration, rehabilitation, restoration, addition, or reconstruction of, the exterior of all or part of a designated structure historic property or all or part of a contributing object, building, structure, or site located in a designated historic district; ~~or~~
- B. Demolition which constitutes all or part of a designated structure historic property or all or part of a contributing object, building, site, or structure located in a designated historic district; ~~or~~
- C. Construction or erection of any addition or improvement to any designated structure historic property or to any contributing object, building, structure, or site located in a designated historic district; or
- D. Construction or erection of any building, structure, or improvement to any designated historic site.

17.11.5.2: Criteria

- A. The Preservation Commission shall issue an Alteration Certificate for proposed construction, alteration, or demolition if the application and other submittals demonstrate:
 - 1. That it is of a nature which will not adversely affect or destroy any architectural feature of the structure historic property; ~~and~~
 - 2. That it is in substantial conformity with design guidelines adopted by the Preservation Commission, if applicable; ~~and~~
 - 3. That any distinctive feature, finish, construction technique or examples of craftsmanship that characterize the property are maintained; ~~and~~
 - 4. That any new addition, exterior alteration or related new construction does not destroy the historic materials that characterize the historic property; ~~and~~



5. That any addition and any related construction is undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment; ~~and~~
 6. That any new work is differentiated from the old and is compatible with the massing, size, scale, and architectural features to protect the historic integrity of the historic property and its environment would be unimpaired; ~~and~~
 7. The historic character of the historic property is retained and preserved and the removal of historic materials or features that characterize the property is avoided; and
 8. For applications for demolition only, t~~hat~~ there is substantial economic hardship as set forth in ~~Section 17.11.5.4:17.11.5.4:~~.
- B. In addition to the criteria in Subsection A above, the Preservation Commission may also evaluate ~~any work as to conformance with any~~compatibility with additional standards of the U.S. Department of the Interior for the Treatment of Historic Properties.

17.11.5.3: Application and Review

- A. Except in cases of applications for building permits made in response to orders from building or fire officials to remedy conditions immediately dangerous to life, health or property, upon the filing of an application for a permit for the performance of any work coming within the scope of ~~Section 17.11.5.1:17.11.5.1:~~ above, the Director shall require the applicant to meet the following additional submittal requirements:
1. A narrative description of the type of work proposed and its effect or impact upon the ~~structure, site~~ historic property or historic district designated for preservation; ~~and~~
 2. Plans and designs showing in detail any proposed alteration to a designated ~~structure~~historic property or contributing site, object, building, or structure within a designated historic district including, but not limited to, façade elevations and proposed materials to be used; ~~and~~
 3. A site plan, if applicable, showing the location of existing ~~structures~~historic properties and any proposed buildings or structures on the site; ~~and~~
 4. Any other drawings, photographs, material brochures or samples, or information that may be necessary to determine and provide for compliance with this Article; and
 5. For applications for demolition, professionally prepared estimated costs of continued maintenance of the building or structure in its current condition, of rehabilitation, and of demolition, an engineer's or architect's report as to structural soundness, and professionally prepared estimates of market value of the property in its current condition, as rehabilitated, and after demolition.

- B. ~~After~~ ~~On~~ receipt of a complete submittal, the Director shall refer the application to the Preservation Commission for review.
- C. If the Preservation Commission determines the application ~~meets the criteria and other submittals demonstrate that the criteria~~ set forth in ~~Section 17.11.5.2:17.11.5.2:~~ are met, the Preservation Commission shall issue and send an Alteration Certificate to the Director within ~~forty-five (45)~~ forty-five (45) days after ~~its~~ receipt of the referral.
- D. If the Preservation Commission determines the application ~~and other submittals does~~ not ~~demonstrate that they meet the~~ criteria set forth in ~~Section 17.11.5.2:17.11.5.2:~~ are met, the Preservation Commission may issue an order continuing the permit application process for a period not to exceed ninety (90) days from the date of the application. ~~Any such order shall specify all aspects of the proposed work which do not meet the criteria and shall be sent promptly to the Director and the applicant.~~
- E. During any continuance ordered by the Preservation Commission, the Preservation Commission shall act with due diligence to study alternative means whereby the work may be brought into conformity with applicable criteria and shall during such period be available to meet with the applicant in an attempt to resolve the nonconformities.
- F. If the Preservation Commission fails to send either an Alteration Certificate or a continuance order to the Director within sixty (60) days after receipt of the completed application, the building permit application process shall proceed without further reference to this Section.

17.11.5.4: Economic Hardship

Upon written application ~~by the applicant~~, the Preservation Commission shall issue an Alteration Certificate for proposed demolition if the Preservation Commission finds the application and supporting documents demonstrate that maintenance or rehabilitation would cause unreasonable economic hardship based on the following:

- A. The historic property is incapable of earning a reasonable return on the owner's investment; ~~and~~
- B. The historic property cannot be adapted for another use that can result in a reasonable return; and
- C. No potential purchaser of the historic property with a reasonable offer who intends to preserve it can be identified.

17.11.5.5: Appeal of Denial of Alteration Certificate

If the Alteration Certificate is denied by the Preservation Commission, the applicant may appeal ~~the decision the denial~~ to the City Council within thirty (30) days of the denial ~~by Preservation Commission~~. ~~After notice is provided in accordance with Section 17.11.4.6:17.11.4.6:~~ the City Council shall hold a public hearing to consider the appeal, ~~and consider any evidence it deems relevant to the application~~. The City Council shall apply the criteria in this Article in making its decision. ~~The decision of the City Council shall be final.~~

17.11.6: Relocation of a Designated Structure Historic Property –or Landmark

17.11.6.1: Initiation

A request to relocate a designated structurehistoric property or landmark shall be initiated by the property owner(s).

17.11.6.2: Application

An application for relocation shall be submitted to the Director for consideration on a form prescribed by the Preservation Commission. –The application shall describe the reasons for the request for relocation and shall include any documentation in support of the request for relocation. The Director shall forward a complete application to the Preservation Commission for its consideration.

17.11.6.3: Review of Application

The Preservation Commission shall apply the following criteria when considering applications for relocating a designated structure- historic property or landmark:

- A. If the structure- historic property cannot be rehabilitated or reused on its original site to provide for any reasonable beneficial use of the property; and
- B. The contribution the structure-historic property makes to its present setting; and
- C. Whether plans are specifically defined for the site to be vacated, and have been approved by Ceity staff; and
- D. If the structurehistoric property can be moved without significant damage to its physical integrity and the applicant can show the relocation activity is the best preservation method for the character and integrity of the structurehistoric property; and
- E. Whether the structurehistoric property has been demonstrated to be capable of withstanding the physical impacts of the relocation and re-siting; and
- F. Whether a structural report submitted by a licensed structural engineer experienced in preservation of structures adequately demonstrates the soundness of the structurehistoric property proposed for relocation.

17.11.6.4: Decision

- A. The Preservation Commission shall notify the applicant and the Director in writing within fifteen (15) days of its decision.
- B. The decision of the Preservation Commission shall be final.

17.11.7: Maintenance or Repair

Nothing in this Article shall be construed to prevent ordinary maintenance or repair of any exterior architectural feature of a designated structurehistoric property or a contributing structure property

within a designated [historic](#) district. ~~Ordinary maintenance shall be defined as any work that does not constitute a change in design, material, color or outward appearance, and includes in-kind replacement or repair. The Director shall determine what ordinary maintenance is.~~ If the Director determines the work to be performed falls under the purview of ordinary maintenance [or repair](#), an Alteration Certificate shall not be required.

It shall be the responsibility of the owner or owners of a designated [historic](#) property, or a contributing property within a designated [historic](#) district, to provide minimum maintenance to the ~~structure or building~~ [historic property](#) to prevent the loss of historic material and detail. Minimum maintenance is required to prevent a ~~structure~~ [historic property](#) from reaching a point of hazard where the ~~structure~~ [historic property](#) might be condemned and demolished for health and safety issues.

This page intentionally left blank.

ARTICLE 1: PURPOSE AND ADMINISTRATION

ARTICLE 2: PROCEDURES AND APPEALS

ARTICLE 3: ZONE DISTRICTS

ARTICLE 4: USE AND SUPPLEMENTAL STANDARDS

**ARTICLE 5: DIMENSIONAL AND DEVELOPMENTAL
STANDARDS**

**ARTICLE 6: RESIDENTIAL BUILDING AND SITE DESIGN
STANDARDS**

**ARTICLE 7: INSTITUTIONAL, MIXED-USE, COMMERCIAL,
AND LIGHT INDUSTRIAL BUILDING AND SITE DESIGN
STANDARDS**

ARTICLE 8: PARKING AND LOADING STANDARDS

ARTICLE 9: SIGN STANDARDS

ARTICLE 10: WIRELESS SERVICES AND COMMUNICATIONS

ARTICLE 11: HISTORIC PRESERVATION

ARTICLE 12: Nonconformities *Error! Bookmark not defined.*

17.12.1: General	12-1
17.12.1.1: Purpose and Intent	12-1
17.12.1.2: Authority to Continue	12-1
17.12.1.3: Nonconformities Detrimental to Health and Safety	12-1
17.12.1.4: Determination of Nonconformity Status	12-1
17.12.1.5: Nonconforming Certificate	12-1
17.12.1.6: Nonconformities Created by Public Action	12-1
17.12.2: Nonconforming Buildings or Structures	12-2
17.12.2.1: Nonconforming Buildings or Structures in Single-Family and Two-Family Residential Zone Districts	12-2
17.12.2.2: Nonconforming Buildings or Structures in Multifamily, Mixed-Use, Commercial and Light Industrial Zone Districts	12-3
17.12.3: Nonconforming Use	12-4
17.12.4: Nonconforming Fences	12-512-4
17.12.5: Nonconforming Signs	12-5
17.12.6: Nonconforming Parking	12-612-5

ARTICLE 12: NONCONFORMITIES

17.12.1: General

17.12.1.1: Purpose and Intent

This Article is intended to regulate buildings, structures, uses, fences and signs that came into being lawfully but that do not conform to one or more of the requirements of this Zoning [OrdinanceCode](#). Further it is the intent to identify circumstances and conditions under which any nonconforming building, structure, use, fence or sign shall be permitted to exist and may be modified.

17.12.1.2: Authority to Continue

Any nonconformity that legally existed on April 1, 2013, or that becomes nonconforming upon the [subsequent](#) adoption of any [revision or](#) amendment to this [City's](#) Zoning [OrdinanceCode](#), may be continued in accordance with the provisions of this Article.

17.12.1.3: Nonconformities Detrimental to Health and Safety

No provision of this Article shall be construed to allow continuation of any nonconforming building, structure, use, fence or sign when it is determined by the Director to be detrimental to public health or safety. The right to continue the use of any nonconforming building, structure, use, fence or sign shall be subject to all life safety requirements of applicable housing, building, health and other safety codes and standards.

17.12.1.4: Determination of Nonconformity Status

The burden of establishing that a building, structure, use, fence, or sign is nonconforming shall, in all cases, be solely upon the owner of such nonconforming building, structure, use, fence or sign.

17.12.1.5: Nonconforming Certificate

An owner of any nonconforming building, structure, use, fence or sign may request a Nonconforming Certificate by filing an application with the Director. The application shall include the approximate date that the building, structure, use, fence, or sign was established, and any other information determined by the Director to be necessary to permit an accurate determination as to whether the building, structure, use, fence, or sign is nonconforming.

17.12.1.6: Nonconformities Created by Public Action

When lot area or setbacks are reduced as a result of land acquired by a federal, state or local government, or any other public agency, for a public purpose, and the remaining is at least sixty [percent](#) (60%) ~~percent~~ of the required minimum standard for the zoning district in which it is located, then that lot or structure is deemed to be in compliance with the minimum standards of this Zoning [OrdinanceCode](#). ~~Remainders of less than sixty percent (60%) percent of the required minimum standards shall be deemed to be nonconforming.~~

17.12.2: Nonconforming Buildings or Structures

17.12.2.1: Nonconforming Buildings or Structures in ~~Single-Family and Two-Family Residential~~Low-Form Residential Zone Districts

A nonconforming building or structure may continue to be used subject to the following provisions:

A. Repair:

A nonconforming building or structure may be repaired or structurally altered only if the alteration or repair does not increase the nonconformity and complies with this Zoning Ordinance Code. If the nonconforming building or structure, or any portion thereof, is declared unsafe by the City building inspector, the building may be strengthened or restored to a safe condition even if compliance with the requirements of this Zoning Ordinance Code is impossible.

B. Expansion:

1. A nonconforming principal building or structure may be enlarged, extended, constructed or altered as determined by the Director as follows:
 - a. The expansion or alteration is no greater than twenty feet (20')~~feet~~ in length, or twenty percent (20%) ~~percent~~ of the average lot depth, whichever is less; ~~and~~
 - b. The expansion or alteration comes no closer to the property line than the existing nonconforming portion of the building or structure and is no less than three feet (3')~~feet~~ from the adjacent property line; ~~and~~
 - c. No new nonconformities are created; ~~and~~
 - d. The expansion or alteration is compatible with the pattern of existing development in the vicinity; ~~and~~
 - e. The expansion or alteration is consistent with the City's Comprehensive Plan; ~~and~~
 - f. All other standards of this Zoning Ordinance Code are met.
2. Except for ~~single family dwelling and duplex~~residential dwelling units in the R-L zone, no vertical expansion is permitted unless it meets all standards of this Zoning Ordinance Code.

C. Restoration of Damage:

1. A nonconforming principal building or structure that is damaged or destroyed by fire or any other natural disaster may be restored in accordance with [Section 17.12.1.3:17.12.1.3](#). In such case, the principal building or structure may be re-established to the extent that existed before the time of damage, and within the pre-existing structure boundaries, provided that the repairs or rebuilding do not increase the degree of nonconformity and provided that such repairs, restoration or reconstruction, begin within [eighteen \(18\)](#) months of the date of such damage.
2. A nonconforming accessory building or structure that is destroyed or damaged to the extent of more than [sixty percent \(60%\) percent](#) of its replacement value shall not be repaired or rebuilt except in compliance with the requirements of this Zoning [OrdinanceCode](#).

17.12.2.2: Nonconforming Buildings or Structures in [MultifamilyMid-Form Residential](#), [Mixed-Use](#), [Commercial](#) and [Light Industrial](#) Zone Districts

A nonconforming building or structure in a [multifamilyR-M](#), [mixed-useM](#), [commercialC](#) or [light industrialLI](#) zone district may continue to be used subject to the following provisions:

A. Repair

A nonconforming building or structure may be repaired or structurally altered only if the alteration or repair does not increase the nonconformity, except as provided in Subsection B, below. If the nonconforming building or structure, or any portion thereof, is declared unsafe by the City building inspector, the building may be strengthened or restored to a safe condition even if compliance with the requirements of this Zoning [OrdinanceCode](#) is impossible.

B. Expansion:

A nonconforming building or structure shall be permitted to be enlarged, extended, or altered as follows:

1. A nonconforming building or structure may be expanded by a maximum of [twenty percent \(20%\) percent](#) of the gross floor area of the structure that existed on [April August 1, 20132025](#), [or that becomes nonconforming upon the subsequent adoption of any revision or amendment to this City's Zoning OrdinanceCode](#), if the expansion or alteration does not increase or extend any existing nonconformity or create any new nonconformities.
2. A nonconforming building or structure may be expanded more than [twenty percent \(20%\) percent](#) of the gross floor area of the building or structure that existed on [AugustApril 1, 20132025](#), [or that becomes nonconforming upon the subsequent adoption of any revision or amendment to this City's Zoning OrdinanceCode](#), if that portion of the building or structure that is being expanded meets the requirements of Article 5.

C. Restoration of Damage:

1. A nonconforming principal building or structure that is damaged or destroyed by fire or any other natural disaster may be restored in accordance ~~with~~ Section 17.12.1.3:17.12.1.3. In such case, the principal building or structure may be re-established to the extent that existed before the time of damage, and within the pre-existing structure boundaries, provided that the repairs or rebuilding do not increase the degree of nonconformity and provided that such repairs, restoration or reconstruction begin within eighteen (18) months of the date of such damage.
2. A nonconforming accessory building or structure that is destroyed or damaged to the extent of more than sixty percent (60%) percent of its replacement value shall not be repaired or rebuilt except in compliance with the requirements of this Zoning OrdinanceCode.

17.12.3: Nonconforming Use

- A. ~~With the exception of single family dwelling units and duplexes residential dwelling units, no non-conforming use may be expanded through any development activities. For any expansion of a single family or duplex small residential dwelling unit, the design and development standards of the R-1-6R-L-U zone district shall apply.~~
- B. An existing nonconforming use may be continued except that the nonconforming use shall terminate if it is discontinued for a period of ~~180 days~~six (6) months or more, regardless of any intent to resume operations. However, the Director, for good cause shown, may extend the discontinuation period based upon the following criteria:
 1. The building and/or site was designed specifically for the particular use for which the extension is being requested; ~~and~~
 2. There are no substantial redevelopment opportunities for that site in the near future; ~~and~~
 3. No redevelopment has occurred in the vicinity of the site; and
 4. The use for which the extension is being requested will not have a detrimental impact on the surrounding uses or potential redevelopment.
- C. A nonconforming use shall not be changed to another nonconforming use. However, the Director, for good cause shown, may permit a change to another nonconforming use based upon the following criteria:
 1. The configuration and design of the site and/or building significantly limit redevelopment and reuse opportunities; ~~and~~
 2. No redevelopment has occurred in the vicinity of the site; and
 3. The use for which the extension is being requested will have less adverse impact than the previous nonconforming use or than a vacant building on the site; ~~and.~~

~~D.~~ ~~Additionally, T~~The Director, at ~~his or her the Director's~~ discretion, may require certain site improvements as a condition of approval in accordance with other standards of this Zoning ~~OrdinanceCode.~~ ~~;~~ ~~and~~

~~E.D.~~

~~F.~~ ~~Additionally, T~~The Director, at ~~his or her the Director's~~ discretion, may subject the proposed nonconforming use to a special use permit process as described in Article 2 of this Zoning ~~OrdinanceCode.~~

~~G.E.~~

~~H.F.~~ A nonconforming use, if changed to a conforming use, may not thereafter be changed to any nonconforming use.

17.12.4: Nonconforming Fences

A nonconforming fence must be brought into conformity if the fence is damaged or destroyed by more than ~~sixty percent (60%)~~ ~~percent~~ of its total replacement value.

A nonconforming fence that does not meet the minimum 2-ft two foot (2')-foot setback from back of abutting sidewalk may be replaced in the same location to preserve the street tree canopy, as long as it does not encroach into any easements or Right of Way.

17.12.5: Nonconforming Signs

A. A nonconforming sign must be brought into conformity if:

1. The sign is damaged or destroyed by more than ~~sixty percent (60%)~~ ~~percent~~ of its total replacement value; ~~or~~
2. There is a request made for a permit to alter the structural support of the sign; or
3. There is a request made for a permit to change a portion of the sign to a digital display sign.

17.12.6: Signs on Nonconforming Buildings

17.12.6.1: Purpose & Intent

- A. The purpose of providing sign standards for non-conforming buildings is to allow flexibility in regard to the location and size of wall signs for existing buildings that do not currently meet the dimensional standards of the zone district.

17.12.6.2: Applicability & Standards

- A. The Director may modify the sign standards on Wall sSigns on nonconforming buildings that are setback from the public street greater than eighty-five feet (85') feet. -The Director shall evaluate, and may approve with or without conditions, a request to modify the wWall sSign standards based on the following:
 - 1. _The applicant demonstrates that the proposed wWall sSignage will achieve a comparable result in visibility from the street as the unmodified standards on conforming buildings in the same zone district; and
 - 2. _The proposed wWall sSignage is the minimum signage necessary to communicate a message as compared to the unmodified standards on conforming buildings in the same zone district.
- B. If the Director does not approve modifications to the signs standards for a sign located upon a non-conforming building, by default the building shall be allowed signage per the current sign standards for that zone district and use.

17.12.7: Nonconforming Parking

Nonconforming parking in the multifamilyresidentialR, mixed-useM, commercial-C or light industrialI zone districts may be continued except that when any building or structure is enlarged, extended or altered, the parking shall meet the minimum parking standards identified in Table 17.8.1.

This page intentionally left blank.

ARTICLE 1: PURPOSE AND ADMINISTRATION

ARTICLE 2: PROCEDURES AND APPEALS

ARTICLE 3: ZONE DISTRICTS

ARTICLE 4: USE AND SUPPLEMENTAL STANDARDS

**ARTICLE 5: DIMENSIONAL AND DEVELOPMENTAL
STANDARDS**

**ARTICLE 6: RESIDENTIAL BUILDING AND SITE DESIGN
STANDARDS**

**ARTICLE 7: INSTITUTIONAL, MIXED-USE, COMMERCIAL,
AND LIGHT INDUSTRIAL BUILDING AND SITE DESIGN
STANDARDS**

ARTICLE 8: PARKING AND LOADING STANDARDS

ARTICLE 9: SIGN STANDARDS

ARTICLE 10: WIRELESS SERVICES AND COMMUNICATIONS

ARTICLE 11: HISTORIC PRESERVATION

ARTICLE 12: NONCONFORMITIES

ARTICLE 13: Sustainable Development	13-1
17.13.1: General	13-1
17.13.1.1: Purpose and Intent	13-1
17.13.1.2: Authority	13-1
17.13.1.3: Definitions	13-1
17.13.2: Enhanced Development Menu	13-1
17.13.2.1: Purpose and Intent	13-1
17.13.2.2: Applicability	13-1
17.13.2.3: Prerequisites for Developments over 150,000 square feet	13-3
17.13.2.4: Menu	13-3
17.13.3: Greenhouse Gas Emissions Performance Standard	13-19
17.13.3.1: Purpose and Intent	13-19
17.13.3.2: Applicability	13-19
17.13.3.3: Performance Standards	13-19
17.13.3.4: Projected Baseline Emissions	13-20
17.13.3.5: Compliance	13-20
17.13.4: Construction & Demolition Waste Recycling	13-22
17.13.4.1: Purpose and Intent	13-22
17.13.4.2: Applicability	13-22
17.13.4.3: Comprehensive Waste Management Plan	13-22
17.13.4.4: Performance Security Deposit	13-23
17.13.4.5: Performance Security Deposit Refund and Forfeiture	13-23
17.13.5: Reserved for Benchmarking Program & Building Performance Standards	13-24
17.13.5.1: Reserved	13-24
17.13.6: Climate Protection & Sustainability Program and Fund	13-24
17.13.6.1: Purpose and Intent	13-24
17.13.6.2: Program and Fund Established; Authorizations	13-24
17.13.6.3: Administration	13-25

ARTICLE 13: SUSTAINABLE DEVELOPMENT

17.13.1: General

17.13.1.1: Purpose and Intent

This Article establishes standards for sustainable development in the City of Lakewood (the “City”). The purpose of these standards is to ensure that development implements the goals articulated in the community’s adopted plans for resilient and efficient development that is adaptable to infrastructure changes in the face of climate change, minimizes its impact on limited resources, contributes to communitywide greenhouse gas emissions (GHG) Science-Based Targets, and becomes a positive asset within the community. The City has Science-Based Targets to reduce community-wide GHG emissions by sixty point seven percent (60.7%) below 2018 levels by 2030 and achieve net zero GHG emissions by 2050.

17.13.1.2: Authority

Unless otherwise specifically designated, the Director shall have the authority to determine whether a project has met the standards and requirements set forth in this Article. Where an applicant seeks to demonstrate compliance with the provisions of this Article in a manner not explicitly prescribed herein (such as through an open option, emissions modeling, or similar proposal), the Director may request independent verification of compliance by a consultant of the City’s choosing, whose services shall be paid by the applicant. Development proposals under this Article may be referred to the Planning Commission at the Director’s discretion.

The Director shall publish the Article 13 Technical Manual, which is a guide containing the quantitative values and methods used in this Article. Values will be periodically updated administratively upon approval by the Director as new data becomes available, except for those values explicitly set by City Council.

17.13.2: Enhanced Development Menu

17.13.2.1: Purpose and Intent

The Enhanced Development Menu (EDM) is intended to promote responsible development that supports the community goals identified in the City’s Comprehensive Plan through sustainable site features that provide community benefits and amenities to adjacent properties and surrounding neighborhoods

17.13.2.2: Applicability

- A. The EDM shall be applied to all development projects with cumulative gross floor area of two thousand five hundred square feet (2,500 sq. ft.) or greater for all proposed buildings and parking structures (not including single-level open parking lots) on the site, including new residential subdivisions requiring Major Site Plan review and alterations to existing sites requiring Major Site Plan review.
 - 1. New construction must achieve one (1) point per one thousand square feet (1,000 sq. ft.) of gross floor area, rounded to the nearest one thousand square feet (1,000

sq. ft.), with a minimum of ten (10) points and a maximum of one hundred and fifty (150) points, as shown in Table 17.13.1.

2. Existing development undergoing site modifications that require Major Site Plan review shall achieve one (1) point per one thousand square feet (1,000 sq. ft.) of new or modified floor area, rounded to the nearest one thousand square feet (1,000 sq. ft.), with a maximum of one hundred and fifty (150) points, as shown in Table 17.13.1.

Table 17.13.1: EDM Applicability

Project Cumulative Gross Floor Area (rounded to nearest 1,000 sq. ft.)	Required Points
< 2,500 sq. ft.	N/A (0 points)
2,500 sq. ft. – 10,000 sq. ft.	10 points
11,000 sq. ft. – 150,000 sq. ft.	11 – 150 points (1 point per 1,000 sq. ft.)
Over 150,000 sq. ft.	150 points <i>and</i> select one option set forth in 17.13.2.3

B. Exceptions.

1. New residential development in R-L zone districts, and new residential development of less than 3 dwelling units in all other zone districts, is not subject to the EDM. This exception shall not be interpreted to extend to residential subdivisions requiring Major Site Plan review.
2. The gross floor area of any proposed Affordable Housing, as defined in Article 14 , may be subtracted from the project cumulative gross floor area for the purpose of determining required points. For example, a residential building that includes twenty percent (20%) affordable units can reduce the total gross floor area by the square footage of those units when determining how many EDM points are required.
3. Proposed projects which include existing designated historic landmarks on the local, state, or national registers and/or which receive approval of the proposed project from the Lakewood Historic Preservation Commission may reduce the number of required EDM points by fifty percent (50%).

C. Projects required to earn more than fifty (50) points may choose to pay a fee in lieu of compliance for any number of those points exceeding fifty (50) at the rate established by City Council resolution and updated as needed but not more frequently than annually.

1. Fees-in-lieu shall be due to the City prior to building permit issuance.
2. Fees-in-lieu shall be used to support sustainable built environment projects as part of the Climate Protection & Sustainability Program as described in 17.13.5.
3. Projects that earn more than the minimum number of points required for such project shall not receive a refund, rebate or any other form of compensation.

17.13.2.3: Prerequisites for Developments over One Hundred and Fifty Thousand Square Feet (150,000 sq. ft.)

A. Development projects over one hundred and fifty thousand square feet (150,000 sq. ft.) in proposed gross floor area must obtain one hundred and fifty (150) points pursuant to 17.13.2.2, and shall select from the following menu items:

1. Leadership in Energy and Environmental Design (LEED) or National Green Building Standard (NGBS) Gold or higher certifications;

OR

2. Earn a minimum of forty (40) points, twenty (20) points from each category, from the menu items identified in 2.a. and 2.b. below. The remaining required points may be earned from these or any other item(s) in Table 17.13.2.

a. Environmental Impacts (min. twenty (20) points):

- i. Renewable Energy (EDM Items 2, 4, and 5); or
- ii. Electrification (EDM Item 6);

AND

b. Social Impacts (min. twenty (20) points):

- i. Social Connection Amenities (EDM Item 22);
- ii. Public Art (EDM Item 23); or
- iii. Community Garden (EDM Item 25).

OR

3. Additional fee in lieu for prerequisite items. For any points not earned through the prerequisite items above, a fee in lieu of compliance shall be applied for up to forty (40) points at the rate of one and a half (1.5) times the per-point value for the size of the development.

- a. For example, if a project proposes to earn twenty (20) points from environmental impacts and zero (0) points from social impacts, the fee in lieu due for the twenty (20) missing prerequisite points is one and a half (1.5) times the regular fee in lieu rate per point.
- b. Up to forty (40) prerequisite points may be earned via fee in lieu. This Section does not change any other fee in lieu requirements in 17.13.2.2(C) .

17.13.2.4: Menu

All proposed points are subject to review for alignment with existing City plans and site-specific availability. Detailed documentation and methodology requirements can be found in the EDM Applicant Resource Guide, as may be amended from time to time upon approval of the Director.

For existing developments undergoing additions, renovations, or other improvements which require Major Site Plan review, selected EDM items may be located where practical on the site not limited to the area of disturbance, upon approval of the City.

TABLE 17.13.2: ENHANCED DEVELOPMENT MENU									
		2	Renewable electricity production* – on-site installation	Provide on-site photovoltaic or wind) beyond Xcel Energy's Colorado Certified Renewable Percentage to offset the projected electricity use of the project by at least 10%.					
POINTS REQUIRED: 2,500 sf = 1 point; 11,000 – 150,000 sf = 1 point per 1,000 sf; renewable sources per 100,000 sf = 1 point. Additional 1 point per 38% offset, up to 38 points maximum.									
* Eligible Greenhouse Gas Performance Standard									
MENU ITEM		DESCRIPTION				Points		Scoring Notes	
Energy & Building Systems	1	Green Building Certification	Achieve LEED or NGBS Silver-level certification or higher. Identify in the Major Site Plan how the certification criteria will be achieved.			75% – 100% of required points		LEED or NGBS Silver: 75% of required points. Remaining 25% of points must be from EDM items that are distinct from strategies used for certification purposes	
	3	Electric Battery Storage	Include on-site electric battery storage devices that are integrated into an on-site renewable solar energy system to provide power for critical loads (emergency lighting, heating, cooling, and internet access) for at least 48 hours in the event of an extended power outage to support greater building resilience.			10		LEED Gold or Platinum or NGBS Gold or Emerald: 100% of required points	
	4	Renewable electricity production* – off-site subscription or community solar garden	Procure renewable electricity (solar photovoltaic or wind) from off-site sources for electricity use beyond Xcel Energy's Colorado Certified Renewable Percentage to offset a minimum of 10% of projected electricity use.			10 – 28		10 points for 10% of electricity use offset by off-site renewable sources. Additional 1 point per additional 5% offset, up to 28 points maximum.	

Energy & Building Systems	5	On-site renewable energy systems and design *	Provide on-site renewable energy systems (not including solar or wind electricity production) that reduce energy use intensity (EUI) by a minimum of 10%. Examples of specific technologies may include solar thermal, geothermal, and passive solar design.		10 – 28	10 points for 10% EUI reduction through energy use offset by renewable energy systems. Additional 1 point per additional 5% offset, up to 28 points maximum. Points may be earned for either Item 5 or Item 6, but not both.		
	6	Building Electrification*	Use all electric space conditioning, water heating, and appliances to eliminate natural gas usage within the project.		50 % of required points	Points may be earned for either Item 5 or Item 6, but not both.		
Water &	7	Site Assessment	Provide a site survey and assessment report summarizing the site conditions and local context of the subject property. Include topography, hydrology, climate, vegetation, soils, human use, and human health effects. Demonstrate the relationships between these topics and indicate how the		5	Must be submitted with pre-planning application to be		

	8	Pollinator-Friendly	project will address or mitigate anticipated impacts in the site design. Use a landscape architect registered in the State of Colorado to design		eligible for points.		2 - 8	2 points per 150 contiguous square
Water &		Landscaping	pollinator gardens that provide food and habitat for pollinators such as bees, wasps, butterflies, and birds throughout the year. Identify species, bloom periods, and purpose of plants (e.g. nectar, larval host, etc.). Native species should be used whenever possible. Mixing in some annuals can help support year-round bloom time. Use environmentally sensitive and pollinator-friendly land management practices whenever possible, such as avoiding pesticides that harm pollinators, weeding out invasives, providing pollinators a water source, and allowing some leaves and hollow plant stems 6-8 inches above the ground over winter to remain support nesting habitat in stems and underground. Install interpretive signage in compliance with 17.9.2.2: Exempt Signs to identify the intentional pollinator habitat to the community.					feet of pollinator-friendly landscape design, up to a maximum of 8 points (600 square feet). Individual 150 sf pollinator gardens do not have to be contiguous with each other to earn points, but each garden area must be complete with year-round food sources and habitat.
	9	Above-Code Water Quality	For projects not otherwise required to install stormwater drainage improvements, provide water quality capture volume in accordance with Mile High Flood District Urban Storm Drainage Criteria Manual Volume 3, utilizing site-appropriate best				5	-

Zero Waste	10	Recycling and Composting Services*	management practices to be approved by the City's Public Works Department. An alternative waste stream may be submitted if applicant projects that are required to demonstrate sufficient volumes. Alternative recycled waste streams cannot be those mandated or otherwise required by all stormwater drainage improvements, particularly innovative treatments, unless the applicant demonstrates other regulatory agencies or creative drainage solutions or going above and beyond the default mandated waste management practice for regulated waste streams to keep the material at its highest and best use.	Provide a 2-year minimum contract for both recycling and composting collection services.	10	- See EDM Item 27	
		Deconstruction	Innovation Option	Use a deconstruction contractor instead of demolition to remove existing structures. Reuse, donate, or recycle a minimum of 50% by weight of the materials. Points for EDM Item 14: Reclaimed/Recycled Materials may include documented deconstructed materials reused on-site.	5 – 20		5 points per 2,500 sf deconstructed, up to 20 points.
Zero Waste	1						
Materials	12	Urban Heat Island Reduction	Use any combination of the following measures to reduce urban heat island effects for a minimum of 50% of the combined square footage of the roof and hardscaped area: - Cool Roof Rating Council (CRRC) compliant roofing; - a "green" (vegetated) roof; - reflective materials with minimum certified aged SRI (solar		5 – 20		5 points for 50% of hardscaped area covered by UHI reduction measures. Additional 3 points per additional 5% coverage, up to 20 points maximum

Materials		reflective index) of 32 or greater; - open-grid pavement; or - shade trees with a caliper size of 3" or greater.			
	1 3	Low-Carbon Pavement	For all on-site exterior flatwork, use paving products with CO2e less than or equal to the "Achievable (Low)" category of the Carbon Leadership Forum Material Baselines Report, as amended. Structural uses of concrete products with CO2e less than or equal to the "Achievable (Low)" category of the Carbon Leadership Forum Material Baselines Report, as amended, may be eligible for points under EDM Item 27: Innovation Option.	5 See EDM Item 27	-
	1 4	Reclaimed / Recycled Materials	Incorporate a minimum of 10% reclaimed and/or recycled materials into the exterior facades, open space hardscape, or other areas as determined by the Director.	8	-

	15	Adaptive Reuse		Repurpose existing primary buildings for new uses rather than demolishing and constructing new buildings to help preserve the urban fabric of neighborhoods. Points may be earned for either: Full Building Reuse - all exterior walls are maintained as part of the proposed development, or; Partial Building Reuse - a minimum of 50% of the street-facing façade of the existing primary building structure is maintained as part of the street-facing façade of the proposed development.		15 – 20	Full Building Reuse: 20 points Partial Building Reuse: 15 points for 50% of existing street-facing façade, additional 1 point for each additional 10% up to 20 points (100%).
Transportation	16	Multimodal Transportation Assessment – Residential		Identify available pedestrian, bicycle, and transit connections from the site to essential destinations (including grocery stores, parks, schools, libraries, and transit stations/bus stops) within a 0.5-mile radius in order to inform wayfinding, connectivity with the existing transportation network, and other infrastructure improvements to benefit new residents.		2	Must be submitted with pre-planning application to be eligible for points.

Transportation	17	Multimodal Transportation Assessment – Non-Residential		Identify available pedestrian, bicycle, and transit connections to the site within a 0.5-mile radius in order to inform wayfinding, connectivity with the existing transportation network, and other infrastructure improvements or amenities to benefit employees and business patrons. Consider how people of all abilities would access the site as pedestrians, by bicycle, and by transit from the surrounding area, such as from transit stops, neighborhoods, and trails.	2	Must be submitted with pre-planning application to be eligible for points.
	18	Bike Amenities		Provide a minimum of 2 bike amenities that are available to the community, such as fix-it stations with air pumps, bicycle vending machines, bicycle parking cover, e-bike charging station, designated space for dock less bike share parking, water bottle refill stations, custom bike racks in areas of the City where a specific streetscape design package or adopted design guidelines are implemented, etc.	2 – 5	1 point per amenity, up to 5 points maximum. Must provide a minimum of 2 amenities.
	19	Public EV Charging Infrastructure*		Install publicly available Electric Vehicle Supply Equipment (EVSE) with universal connectors for designated parking spaces in addition to the EV parking minimum required in Article 8 of this Zoning Code. All EVSE installed spaces must meet the design standards in Article 5 and 8.	3 – 36	All points below are per publicly available EVSE installed space, and can be combined up to a maximum of 36 points.

Transportation				This item is not available for EV charging as a primary use (Fueling Station – Non-Petroleum).		Spaces used to earn points for this item do not qualify for points in Item 20. Level 2 and DCFC <50kW: 3 points DCFC 50kW – 99kW: 6 points DCFC 100kW+: 9 points
	20	Above-Code EV Charging Infrastructure*		Install Electric Vehicle Supply Equipment (EVSE) with universal connectors in addition to the minimum number of EVSE installed spaces required in Article 8 of this Zoning Code. These spaces are not required to be publicly available, and may be reserved for building residents, tenants, and employees. All EVSE installed spaces must meet the applicable design standards contained in Articles 5 and 8. This item is not available for EV charging as a primary use (Fueling Station – Non-Petroleum).	3 – 36	3 points per EVSE installed space in addition to the minimum requirements in Article 8, up to a maximum of 36 points (12 additional EVSE installed spaces). Spaces used to earn points for this item do not qualify for points in Item 19.
	21	Enhanced Streetscapes	Provide enhanced streetscape design within Hubs and Corridors as identified in the Comprehensive Plan in support of and consistent with citywide, neighborhood, or strategic plans. Enhanced design shall include a minimum of four (4) of the following elements:		5 – 40 +5 bonus	1 point per 10 linear feet of enhanced streetscape frontage. Minimum 5 points (50 linear feet) required, up to a maximum of 40 points (400 linear feet). At a minimum, enhanced streetscape must be installed along the entire length of the primary frontage, unless otherwise approved.

		- Street trees in addition to any required elsewhere in this zoning code - Shrub/perennial beds within the tree lawn - Masonry seat walls - Pedestrian-scale lighting - Transit stop improvements - Pedestrian amenities such as trash receptacles, benches, etc. - Placemaking features as identified in specific area plans. All enhanced streetscape elements shall be maintained by the property owner, unless other arrangements are made with the City at time of Site Plan approval. A revocable License Agreement with the City is required for any non-landscape elements located within the right-of-way.			Bonus 5 points for implementation of a specific streetscape design package or adopted design guidelines.
--	--	--	--	--	---

Community Cohesion & Public Health	2	Social Connection	Provide above-code amenities that support community interaction and are accessible by the general public through a parkland dedication agreement and/or public access easement. Small amenities (<\$5,000) may include little free libraries, community bulletin boards, picnic tables, permanent games such as corn hole, ping pong, or bocce, etc. Medium amenities (approx. \$5,000 - \$30,000) may include outdoor exercise equipment, small shade structures, benches, water bottle filling stations, play elements such as musical instruments and game tables, small dog runs, etc. Large amenities (approx. \$ 30,000+) may include trail connections, large shelters, playground equipment, sport		2 – 20	1 point per small amenity 2 points per medium amenity 5 points per large amenity Must earn a minimum of 2 points, up to a maximum of 20 points. Developments over 100,000 sf must earn a minimum of 5 points if this item is selected. Where a proposed amenity does not clearly fit within one of the suggested categories, the Planning Director shall determine the appropriate category (small, medium, or large) of the proposed amenity.
	2	Amenities			See EDM Item 27	

			courts, nature play elements, plazas/open lawn areas, dog parks, etc. All social connection amenities shall be maintained by the property owner, unless other arrangements are made with the City at time of Site Plan approval. A revocable License Agreement with the City is required for any amenities located within the right-of-way. Other public recreation amenities may also be considered under Item 27: Innovation Option in collaboration with Community Resources staff.			
Community Cohesion & Public Health	2 3	Public Art		The City's Public Art Plan encourages public art in private development projects to support placemaking and economic development. In coordination with the City's Arts Programming Curator, use the Public Art Plan Guidelines & Process Manual to provide art that is permanent and viewable/accessible from public or semi-public areas, and plan for the acquisition of public art during the development process. Approximate size and medium of art must be indicated on the Major Site Plan. Artwork installation must be completed prior to issuance of a Certificate of Occupancy.	3 – 35 +3 – 5 bonus	Points shall be awarded based on the art budget (inclusive of artist fees, materials, and installation) as shown below: \$5,000: 3 points \$10,000: 6 points \$15,000: 10 points

Community Cohesion & Public Art				All public art shall be maintained by the property owner, unless other arrangements are made with the City at time of Site Plan approval. A revocable License Agreement with the City is required for any art located within the right-of-way.		\$25,000: 15 points \$50,000: 20 points \$100,000: 25 points \$150,000: 35 points Bonus points (shall not be combined): +3 within designated arts or creative districts +5 adjacent to the ArtLine (unless required by 40 West ArtLine Design Standards and Guidelines) +5 in an art desert as identified in the Public Art Plan and in consultation with the City's Arts Programming Curator Developments over 100,000 sf must earn a minimum of 15 points if this item is selected.
	2 4	Adaptability / Universal Design		Provide a minimum of 15% of housing units with universal design features to accommodate people of all ages and ability levels in addition to the minimum number of accessible units required by law.	5	-

	25	Community Garden (public or private)			Use a landscape architect registered in the State of Colorado to design community-serving food plots for vegetable gardens and fruit trees to foster local food production for a minimum of 10% of multifamily units (or commercial equivalent). Plots shall be a minimum of 20 sf each and in a location that is easily accessible, of appropriate slope, and receives a minimum of 6 hours of direct sunlight during the growing season. Plots shall contain appropriate soil for food production and an available water source for irrigation.	15	-
Community Cohesion & Public Health	26	Neighborhood Meeting	Before submission of a Major Site Plan application, host a neighborhood meeting in accordance with 17.2.2.2.A: Neighborhood Meeting to encourage dialogue between the developer and the broader community with the goal of finding opportunities to create mutually beneficial amenities, programs, or experiences to add to development projects, and innovative ways to support the City's comprehensive plan goals. Meeting time and location must be coordinated with the project planner. A City planner must be in attendance at the meeting. Projects otherwise required to have a neighborhood meeting for the Major Site Plan are not eligible for this item. Amenities or features suggested by the community that are not part of any other EDM item may be considered through Item 27: Innovation Option.			2 – 20	2 points for projects up to 20,000 sf 5 points for projects 20,000 sf or greater Additional 1 point for each EDM item incorporated based on feedback received at the neighborhood meeting, up to 20 points maximum or 1/3 of total points, whichever is least. Must be completed prior to Major Site Plan application to be eligible for points.
Other	27	Innovation Option	Provide enhanced amenities that are in addition to other code requirements and approved by the			2 – 150	2-14 points may be approved by the Director; projects requesting 15 or more

			Director or Planning Commission.			points must be approved by Planning Commission
--	--	--	----------------------------------	--	--	--

17.13.3: Greenhouse Gas Emissions Performance Standard

17.13.3.1: Purpose and Intent

The Greenhouse Gas Mitigation Program (GHGMP) is intended to ensure all new development, including low-form residential, is aligned with the City's climate goals and Science-Based Targets to help the community do its part to meet climate commitments by preventing excess GHG emissions.

17.13.3.2: Applicability

- A. All new development, including residential dwelling units, and all remodels, alterations, and additions requiring a Major Site Plan application, shall comply with the standards of this Section. A fee in lieu of compliance will be available where full compliance is impractical or infeasible or where preferred by the applicant.
- B. These standards do not apply to remodels, alterations, and additions to existing residential dwellings in R-L zone districts, unless new dwelling units are created. This shall not be interpreted to exclude complete reconstruction (scrape and rebuild) from compliance with the GHGMP.

17.13.3.3: Performance Standards

- A. Residential Uses. All new residential development shall demonstrate projected annual GHG emissions not to exceed the Performance Standard, which is the maximum permitted annual amount of GHG emissions, calculated using the following formula:

$$\text{Residential Performance Standard} = \frac{\text{Target Emissions Per Capita} \times \text{Projected Residents}}$$

- 1. Target Emissions per Capita equals the sum of emissions from residential energy, residential waste, and transportation as reported in the City's most recent GHG inventory, divided by the City's population for the year of the inventory, and then multiplied by the reduction value needed to meet the City's climate commitments (Emissions Reduction Factor as defined in Article 14). Current commitments are published in the Article 13 Technical Manual and updated as needed in accordance with 17.13.1.2.

$$\text{Target Emissions per Capita} = (\text{Emissions from: Residential Energy} + \text{Residential Waste} + \text{Transportation}) / \text{Citywide Population} \times \text{Emissions Reduction Factor}$$

- 2. Projected Residents is determined based on the average number of individuals per dwelling unit by number of units in a residential building as calculated from the most recent available Census Bureau data.

- B. Non-Residential Uses. All new non-residential development shall demonstrate projected annual GHG emissions not to exceed the Performance Standard, which is the maximum permitted annual GHG emissions, calculated using the following formula:

$$\text{Non-Residential Performance Standard} = \frac{\text{Target Emissions Per Square Foot} \times \text{Proposed Gross Floor Area}}$$

Target Emissions per Square Foot equals the sum of emissions from non-residential energy and non-residential waste as reported in the City's most recent GHG inventory, divided by the total citywide non-residential square footage of the year of the inventory as determined from Jefferson County Assessor's data, and then multiplied by the percentage reduction needed to meet the City's climate commitments (Emissions Reduction Factor).

$$\text{Target Emissions per Square Foot} = ((\text{Emissions from Non-Residential Energy} + \text{Emissions from Non-Residential Waste}) / \text{Citywide Non-Residential Square Footage}) \times \text{Emissions Reduction Factor}$$

- C. Mixed-Uses. Developments with a mix of residential and non-residential uses shall demonstrate projected annual GHG emissions not to exceed the total Performance Standard calculated as shown in 17.13.3.3(A) and (B) for the respective square footages of the residential and non-residential portions of the building(s).

17.13.3.4: Baseline Projected Emissions

Applicants shall submit the City's GHG Emissions Worksheet with development and/or building permit applications. This worksheet will determine the projected annual emissions (Baseline Projected Emissions) for the size and type of development assuming no mitigation efforts are made, based on the latest available data and methods published in the Article 13 Technical Manual and updated as needed in accordance with 17.13.1.2.

- A. Residential Uses. Baseline Projected Emissions for each residential development shall be calculated for the residential energy, residential waste, and transportation sectors using the methods published in the Article 13 Technical Manual and updated as needed in accordance with 17.13.1.2. Projected emissions from the transportation sector are reduced by twenty percent (20%) for residential developments within Transit context zone districts and for age-restricted communities.
- B. Non-Residential Uses. Baseline Projected Emissions for each non-residential development shall be calculated for the non-residential energy and non-residential waste sectors using the methods published in the Article 13 Technical Manual and updated as needed in accordance with 17.13.1.2.

17.13.3.5: Compliance

- A. If the Baseline Projected Emissions calculated pursuant to 17.13.3.4 is less than the Performance Standard established in 17.13.3.3, then the proposed development is compliant, and no further action is needed.
- B. If the Baseline Projected Emissions exceeds the Performance Standard, Final Projected Emissions must be calculated in accordance with the following formula:

$$\text{Final Projected Emissions} = \text{Baseline Projected Emissions} - \text{Mitigated Emissions}$$

OR

$$\text{Final Projected Emissions} = \text{Energy Model}$$

1. Compliance is achieved when the Final Projected Emissions meets the Performance Standard or when a fee in lieu is paid for the difference between the Final Projected Emissions and the Performance Standard. When an alternative method (such as a building energy model or Home Energy Rating Systems (HERS) rating) is submitted to demonstrate Final Projected Emissions, such modeling shall conform to International Energy Conservation Code (IECC) or American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards or industry equivalents as approved by the Director.
2. Implement approved emission reduction strategies identified in the Article 13 Technical Manual to reduce Baseline Projected Emissions such that the Final Projected Emissions meets the Performance Standard. Applicants submit their proposed mitigation strategies using the GHG Emissions Worksheet and identify such strategies on the applicable site plan and building permit documents. Identified mitigation strategies include:
 - a. EDM Items 3-4: Renewable Electricity Production (on-site installation or off-site subscription);
 - b. EDM Item 5: On-Site Renewable Energy Systems and Design (not including electricity production);
 - c. EDM Item 6: Building Electrification;
 - d. EDM Item 12: Recycling and Composting Services;
 - e. EDM Item 21: Public EV Charging Infrastructure;
 - f. EDM Item 22: Above-code EV Charging Infrastructure (may be private spaces); and/or
 - g. Mitigation Innovation Option: alternative strategies that demonstrate reduced GHG emissions as compared to the baseline projected emissions.
3. Pay a fee in lieu of compliance prior to building permit issuance equivalent to ten (10) cumulative years' worth of annual emissions exceeding the Performance Standard in accordance with the following formula:

$$\text{Fee In Lieu} = ((\text{Final Projected Emissions} - \text{Performance Standard}) \times 10 \text{ years})) \times \text{Social Cost of Carbon}$$

- a. An Electrical Grid Discount Factor, which accounts for anticipated changes to the electrical grid mix, is applied only to the Final Projected Emissions from electricity. It is determined based on the most recent available Xcel Energy Community Report and Xcel Energy's most recently adopted carbon emissions reduction goals. The current Electrical Grid Discount Factor is published in the Article 13 Technical Manual and updated as needed in accordance with 17.13.1.2.
- b. The Social Cost of Carbon is the estimated value of economic damages resulting from one (1) ton of GHG emissions, including increased risk of infrastructure and

property damage due to natural disasters, and impacts on human health, agricultural productivity, and ecosystem health. This value is determined based on state and federal guidance and published in the Article 13 Technical Manual and updated as needed in accordance with 17.13.1.2. In no case shall the Social Cost of Carbon be less than seventy-six dollars (\$76.00) per metric ton of carbon dioxide emissions equivalence (CO₂e).

- c. Fees in lieu collected by the City shall be used solely to offset the cost to the City to provide the Climate Protection & Sustainability program, as described in 17.13.5, which will fund programs and projects within the City to reduce the community's overall GHG emissions, adapt to changing climate conditions, and support related workforce and technology innovations.
4. Applicants may use a combination of mitigation strategies to reduce a development's projected emissions and pay a fee in lieu for any remaining emissions still exceeding the Performance Standard.

17.13.4: Construction & Demolition Waste Recycling

17.13.4.1: Purpose and Intent

The Construction & Demolition (C&D) Waste Recycling Supplemental Standards are intended to achieve reduction and/or recycling of debris generated by construction and demolition projects, thereby diverting debris from area landfills, reducing environmental impacts, and advancing the City's waste diversion goals. Additionally, these standards support compliance with construction and demolition waste recycling requirements set forth in Title 14 of the Lakewood Municipal Code.

17.13.4.2: Applicability

The standards in this Section shall apply to demolition of all structures and any development project that must also comply with 17.13.2. Upon six (6) months written notice posted on the City's website, the Director may expand applicability of 17.13.4 to any project that is subject to the construction and demolition recycling standards set forth in Title 14 of the Lakewood Municipal Code.

17.13.4.3: Waste Management Plan Requirements

Prior to issuance of a building or demolition permit, the applicant shall submit and receive approval of a waste management plan, which shall contain, at a minimum, the following information:

- A. Designated project manager for the construction and demolition waste management plan;
- B. Acknowledgment of all Required Materials as defined in Article 14 to be donated, reused, or recycled as set forth in Title 14 of the Lakewood Municipal Code, and the identification of the specific Required Materials that will be generated by the project;
- C. Collection and disposal strategy for all Required Materials and landfilled waste including:

1. The method of collection;
 2. Waste hauler(s);
 3. Selection of disposal, recycling, and/or reuse facilities; and
- D. Compliance tracking and reporting strategy.

17.13.4.4: Performance Security Deposit

- A. For applicable projects, the applicant shall post a performance security deposit prior to issuance of a building or demolition permit in accordance with the following:
1. New construction, additions, and remodels: one dollar (\$1.00) per square foot of interior building space, with a maximum performance security deposit of one hundred thousand dollars (\$100,000.00).
 2. Demolition projects: one dollar (\$1.00) per square foot for the area of disturbance as identified in the permit application, including any parking areas to be removed, with a maximum performance security deposit of one hundred thousand dollars (\$100,000.00).
- B. The form of the performance security deposit shall be cash, check, or letter of credit and shall meet the requirements identified in Lakewood Municipal Code 14.13.080(A).

17.13.4.5: Performance Security Deposit Refund and Forfeiture

Any project required to submit a waste management plan or performance security deposit shall submit documentation of diversion compliance for final review within sixty (60) days of issuance of a certificate of completion (for demolition projects) or the last certificate of occupancy (for construction projects).

- A. Such documentation demonstrating that the diversion requirements for the project have been met shall include the following:
1. Copy of the approved Comprehensive Waste Management Plan;
 2. Individual weight tickets from the vendor or facility that received each Required Material clearly listing the type of material that was recycled, reused, or landfilled and the actual volume or weight of that material;
 3. Weight tickets for all landfill disposal;
 4. Receipts from donation or sale of materials for reuse to a third party; and/or
 5. Narrative and photographic documentation of the applicant's reuse/salvage activities not accounted for with receipts or weight tickets.
- B. Upon receipt of the diversion documentation, the City will have sixty (60) days to confirm that the diversion requirements have been met and, if met, will release of the applicant's performance security deposit or a portion thereof.

- C. The performance security deposit will be refunded according to the following schedule, based on how well the project met the diversion requirements identified in the waste management plan, and the completeness of the diversion documentation submitted:
 - 1. Full compliance with documentation equates to one hundred percent (100%) refund of the performance security bond.
 - 2. Partial compliance with documentation equates to a prorated refund of the performance security bond based on the percentage of Required Materials documented and recovered through reuse or recycling as compared to the number of Required Materials identified in the waste management plan. The City may also conduct on-site inspections to verify compliance and may pro-rate the refund based on the results of the inspection.
 - 3. Non-compliance or incomplete documentation equates to no refund of the performance security bond.
- D. If an applicant fails to submit diversion documentation within the required sixty (60) day reporting period, the entire performance security deposit will be forfeited.
- E. Any fully or partially forfeited deposits shall be directed to the Climate Protection & Sustainability Program as described in 17.13.5 to promote waste diversion, material recovery and reuse, and related projects and programs.

17.13.5: Climate Protection & Sustainability Program and Fund

17.13.5.1: Purpose and Intent

The Climate Protection & Sustainability Program (Program) is intended to offset the impacts of development and climate change on the community. Using funds from the Climate Protection & Sustainability Fund herein established (Fund), the Program will engage in projects that reduce the community's overall GHG emissions and build a climate resilient community through a lens of environmental justice and equity for our most underserved populations and historically marginalized communities.

17.13.5.2: Program and Fund Established; Authorizations

- A. The Program is hereby established for the purposes set forth in this Article.
- B. The Fund is hereby established to retain and expend fees in lieu collected through the EDM and GHGMP, and to hold performance security deposits related to the C&D waste recycling supplemental standards and expend monies forfeited pursuant to 17.13.4.5(C) & (D).
 - 1. Fund monies shall be tracked separately by their source and, except as expressly provided herein, shall be expended solely on programs and projects within the following "Program Areas":
 - a. EDM fees in lieu: sustainable built environment.

- b. GHGMP fees in lieu: emissions reduction and adaptation.
 - c. C&D deposits forfeited pursuant to 17.13.4.5(C) & (D): waste diversion, material recovery and reuse.
- 2. Fund monies from more than one source may be expended on programs or projects that span multiple Program Areas.
 - 3. Fund monies may also be used to support administration of the Program.

17.13.5.3: Administration

- A. Fund monies shall be appropriated annually through the City's budgeting process, solely to pay for programs and projects in accordance with 17.13.6.
- B. The Program shall be administered by the Sustainability, Climate, and Zero Waste Division, with approval by the Director of Sustainability and Community Development.

All funds deposited into the Climate Protection and Sustainability Program Fund, and any interest earned on said funds, shall not revert to the unrestricted fund balance of the City's General Fund at any time and shall only be used to further the goals of climate protection and sustainability.

ARTICLE 1: PURPOSE AND ADMINISTRATION

ARTICLE 2: PROCEDURES AND APPEALS

ARTICLE 3: ZONE DISTRICTS

ARTICLE 4: USE AND SUPPLEMENTAL STANDARDS

**ARTICLE 5: DIMENSIONAL AND DEVELOPMENTAL
STANDARDS**

**ARTICLE 6: RESIDENTIAL BUILDING AND SITE DESIGN
STANDARDS**

**ARTICLE 7: INSTITUTIONAL, MIXED-USE, COMMERCIAL,
AND LIGHT INDUSTRIAL BUILDING AND SITE DESIGN
STANDARDS**

ARTICLE 8: PARKING AND LOADING STANDARDS

ARTICLE 9: SIGN STANDARDS

ARTICLE 10: WIRELESS SERVICES AND COMMUNICATIONS

ARTICLE 11: HISTORIC PRESERVATION

ARTICLE 12: NONCONFORMITIES

ARTICLE 13: ENHANCED DEVELOPMENT MENU

ARTICLE 14: Definitions and Interpretations	14-1
17.14.1: General Interpretations.....	14-1
17.14.2: Definitions	14-1

ARTICLE 14: DEFINITIONS AND INTERPRETATIONS

17.14.1: General Interpretations

As used in this Zoning ~~Ordinance Code~~, the words and terms used, defined, interpreted or further described herein shall be construed as follows:

- A. The present tense includes the future tense.
- B. Words used in the singular number include the plural, and vice versa, unless the context clearly indicates the contrary.
- C. The phrase "used for" includes "arranged for," "designed for," "intended for," "maintained for," and "occupied for."
- D. The word "days" means calendar days.
- E. The words "shall" and "must" are mandatory. ~~The words "should" and "encouraged" are advisory.~~
- F. The masculine shall include the feminine.
- G. Where not defined herein, the words used in this Zoning ~~Ordinance Code~~ shall have the common and customary meaning.

17.14.2: Definitions

As used in this Zoning ~~Ordinance Code~~, except where otherwise specifically defined, or unless the context otherwise requires, the following terms, phrases, words and their derivations shall have the following meanings:

Accessory Dwelling Unit: ~~A dwelling unit that is permitted with limitations in conjunction with a principal permitted use. See Dwelling Unit, Detached Accessory~~

Accessory Structure: ~~See Structure, Accessory.~~

Accessory Use: See Use, Accessory.

Advertise: To announce or praise a product, service, etc. in some public medium of communication in order to induce people to buy or use it.

Adult Business: ~~See Chapter 5.47 of the Lakewood Municipal Code.~~

Affordable Housing: ~~sShall have the same meaning as set forth in Lakewood Municipal Code section 15.02.020 of the Lakewood Municipal Code (amended per O-2022-12).~~

Adjacent Property: A property that meets or touches the subject property at some point or line.

Alteration: ~~A physical change in a structure including an expansion or change in use.~~

Alteration Certificate: ~~A-is an~~ authorization from the Historic Preservation Commission to alter or demolish a historic property or archaeological site, or to construct a new building or structure in a historic district consistent with specified criteria.

Amateur Radio Towers and Antennae: Broadcasting and receiving structures or devices used for personal pleasure or as a hobby.

Animal Care: Any facility where animals may be groomed, treated, trained, exercised, boarded or socialized.

Animal, Large: Domestic animals limited to livestock, emus and ostriches.

Animal, Small: Domestic animals include but are not limited to rabbits, chinchillas, chickens, ducks, geese, turkeys, pigeons, and dwarf goats.

Attached Dwelling Unit: ~~Three or more dwelling units in one structure, side-by-side.~~

Awning: An architectural projection permanently affixed to a building that uses canvas or other material stretched on a frame to keep the sun or rain off a storefront, window, doorway, deck or building wall. An Awning is not a Canopy.

Bar: ~~-A~~ commercial establishment offering on-site consumption of alcoholic beverages for sale by the drink and may include on-site accessory production of alcohol.

Baseline Projected Emissions: The projected annual greenhouse gas emissions for the size and type of development assuming no mitigation efforts are made, based on the latest available data and methods published in the Article 13 Technical Manual.

Bed and Breakfast: ~~-A single--~~family dwelling unit where short-term lodging is provided through the rental of individual rooms to the general public, with common dining and cooking facilities.

Beehive: ~~-A~~ structure designed to contain one colony of ~~honey bees~~honeybees.

Berm: ~~-A~~ raised earthen mound used to provide visual interest, screen undesirable views, reduce noise, or fulfill other such purposes.

Block: A tract of land bounded by platted streets, public parks, cemeteries, railroad right-of-way, ~~shore~~ee-lines, or corporate boundaries of a city.

Build-to-Zone: ~~-The~~ percentage of lot width that must contain a building or portion of a building located between the minimum and maximum setbacks. Plaza and outdoor patio areas that comply with ~~Section-17.7.5.2.B~~ may be used to satisfy the build-to-zone requirement~~.~~

Building: ~~-Any~~ structure having a roof supported by columns or walls and used or intended for supporting or sheltering any use or occupancy.

Building, Historic: A-means a building individually listed on the Lakewood Historic Register through the procedural requirements of this ~~Ordinance~~Zoning Code.

Building Code: The building code, as adopted and amended from time to time by the City of Lakewood.

Building Footprint: The outline of the total horizontal area that is covered by a building's perimeter at the ground level.

Building Frontage: The length of the front façade of a building facing a private street, public street or sidewalk.

Building, Nonconforming: Any building that was legally established prior to the effective date of this Zoning ~~Ordinance Code~~ or any subsequent amendment ~~thereof, but~~ thereof but fails to conform to the present requirements of this Zoning ~~Ordinance Code~~.

Caliper: -The diameter of a tree trunk measured four feet above the ground.

Canopy: A structure or architectural projection of rigid construction that *does not* use canvas or other material stretched on a frame to keep the sun or rain off a storefront, window, doorway, deck or building wall. A Canopy is not an Awning.

Carport: -A structure, open on a minimum of two sides designed or used to shelter vehicles.

Car Wash: -Any building, premises or portions thereof used for the washing, polishing or detailing of automobiles and other light motor vehicles.

Cemetery: -A place for interning the dead.

Center, Convention or Exposition: A facility designed to accommodate 500 or more persons and used for conventions, conferences, seminars, product displays, recreation activities, and entertainment functions along with accessory functions including temporary outdoor displays, and food and beverage preparation and service for on premise consumption.

Center, Multi-tenant: Two or more businesses in one or more buildings on a lot.

Certificate Of Occupancy: -An official certificate issued by the City through the Building Official which indicates conformance with, or approved conditional waiver from, the zoning regulations and other applicable regulations, and authorizes legal use of the premises for which it is issued.

Circular Economy: - The opposite of the conventional take-make-waste linear economy. Creating a circular economy encompasses three principles: eliminating waste and pollution, keeping materials and products in circulation at their highest and best use, and regenerating nature and natural systems (Ellen MacArthur Foundation). Circularity is a measure of the strength of a circular economy.

Clear Zone: ~~The unobstructed, traversable area provided beyond the edge of the through traveled way for the recovery of errant vehicles or as otherwise set forth by the American Association of State Highway & Transportation Officials. The clear zone includes shoulders, bike lanes, or auxiliary lanes, except those auxiliary lanes that function like through lanes.~~

Clubs, Lodge, Service Organizations: -A meeting, recreational, or social facility of a private or nonprofit organization primarily for use by members or guests.

Commercial Speech: Speech that proposes a commercial transaction, includes a commercial name or includes a commercial logo.

Common Area/Commonly Owned Land: -Land, or land and improvements held in common ownership by a group of people who individually own dwellings or businesses within the same development, and are responsible for the upkeep and maintenance of the commonly owned land and/or improvements.

Common Facilities: -Land, facilities, or improvements such as open space, a clubhouse, tennis court, swimming pool, or roads, driveways, or parking areas which are located within a development and in which the owners of the development have an undivided interest and/or a common responsibility for maintenance and repair.

Community Building: -A building used for educational, governmental, or non-profit recreational purposes. A community building may include, but is not limited to, libraries, museums, police stations, fire stations, city offices, and post offices.

Community Garden: -An area of land, either private or public, used for the cultivation of fruits, flowers, vegetables, or plants by more than one person or family.

Community Service Facility: A building or campus used by government, non-profit organization, or non-commercial institution that offers a collective public or social benefit by providing free goods, services, support, or assistance for vulnerable populations. Services and goods offered by the organization may include (but is not limited to) assistance with food, housing, childcare or health care insecurities, job and skills training, alcohol or drug abuse services, mental health care, consumer and credit counseling, and the collection and distribution of clothing, shoes, personal care, and hygienic items. Facilities may also include offices, donation drop-off, sorting, food preparation, classrooms, and athletic facilities.

Composting: ~~Composting is the~~ The managed, aerobic (oxygen-required) biological decomposition of organic materials by microorganisms. Organic (carbon-based) materials include grass clippings, leaves, yard and tree trimmings, and food scraps. The end product is compost, a biologically stable soil amendment that can be used to build soil health and provide nutrients to plants (US EPA). Composting is a form of organics recycling.

Comprehensive Plan: -The Lakewood Comprehensive Plan, as adopted by the Planning Commission and approved by the Lakewood City Council, including all amendments thereto.

Construction Trailer: -A mobile home, travel trailer or other temporary structure used as an office in conjunction with a construction project.

Containment Area: -The portion of a property that is fenced and used to contain or keep domestic livestock.

Contractor Shop: -A commercial business intended to provide indoor repair, maintenance or storage of a contractor's vehicles, equipment, and/or materials and may include the contractor's business office.

Contributing Property: ~~means~~ Aa classification applied to an individual property within a designated historic district, signifying that the property contributes generally to the distinctive character of the district.

~~**Corral:** An open enclosure area used for exercise, riding, or training of livestock.~~

Correctional Institution: -A building or group of buildings in which persons are confined for an indeterminate period of time while awaiting or on trial for an offense, or while serving a sentence for punishment of a crime.

Crematorium: -A commercial establishment for the burning of corpses, human or animal, to ashes. Crematoriums do not include establishments where incinerators are used to dispose of toxic or hazardous materials, infectious materials or narcotics.

DarkSky: A third-party certification for lighting products, lighting designs, and installed lighting projects that minimize glare, reduce light trespass, and reduce light pollution.

Day Care Facility: A facility licensed by the State of Colorado providing care for children under the age of 16 or the elderly and/or functionally impaired adults in a protective setting for a portion of a 24-hour day.

Deck: A structure, open to the atmosphere on at least two sides and projecting from the front, side, or rear wall of a building.

Decorative Lighting Display: Holiday or other light displays that do not display a commercial message.

Deconstruction: —The process of methodically disassembling a building or structure in the reverse order from how it was built for the purpose of reusing materials on site, donating materials to a non-profit organization, or recycling waste materials at appropriate recycling facilities. Deconstruction can refer to completely removing a structure, or partially removing a portion of a structure or interior or exterior finishes.

~~**Demolition:** in the context of historic preservation, Tmeans the destruction or removal, in whole or in part, of a building, structure, or historic landmark.~~

Density: -The number of dwelling units per acre of total lot area.

Department: ~~Planning~~ Sustainability and Community Development Department for the City of Lakewood.

Designation, Historic: Tmeans the formal recognition of a historic building, structure, site, object, or district that is listed as a landmark on the Lakewood Historic Register through the provisions of this ~~Ordinance Code~~.

Detention Area: -An area which is designed to capture stormwater and to gradually release it to reduce or avert flooding.

Development: -All activities involving earth disturbance and requiring a building or grading permit; the placement, construction, erection, reconstruction, movement, and alteration of structures or buildings; construction of roads, driveways, and parking areas; placement of paved areas; construction of drainage improvements or alterations of the historic flow of drainage patterns and amounts; installation of utilities; division of a parcel of land into two or more parcels

where the division is subject to subdivision regulations; any mining or excavation; and any use or extension of any use of land.

Digital Display Sign: -See Sign, Digital Display.

Director: -The ~~person~~[Chief of Sustainability and Community Development](#), or that person's designee, [or other official](#) authorized by the City Manager to enforce and interpret this Zoning ~~Ordinance Code~~.

~~**Display, Outdoor:** The placement and presentation of commodities, goods or products on the grounds of a business for view by the public to attract the attention of customers in order to sell the commodities, goods or products.~~

District, Historic: ~~A means a~~ [geographically defined area possessing a significant concentration of sites, buildings, structures, and/or objects united by past events or physical development of any building, site, structure or improvement and its surrounding environments, or a group of sites, structures or improvements, or both, and their surrounding environs, that has been listed on the Lakewood Historic Register through the procedural requirements of this ~~ordinance~~Zoning Code.](#)

DLC (DesignLights Consortium): [An independent non-profit organization that provides decision makers with data and resources on quality lighting, controls, and integrated building systems to reduce energy, carbon, and light pollution.](#)

Drive-Through: -An establishment that sells products or provides services to occupants in vehicles, including drive-in or drive-up windows and drive-through services.

Driveway: A private roadway providing access for vehicles to a parking space, garage, dwelling, or other structure.

~~**Duplex:** Two dwelling units in one structure.~~

~~**Dwelling Unit:** One or more habitable rooms constituting a unit for permanent occupancy, with facilities for eating, sleeping, bathing, that occupies a structure or a portion of a structure.~~

~~**Dwelling, Residential:** A building, with a permanent foundation, used for housing. This includes permanent and temporary housing arrangements, including but not limited to, single family homes, attached homes, multi-family buildings, group housing, emergency shelters, etc. This use does not include uses defined as hotels or motels.~~

~~**Dwelling Unit, Accessory:** A ~~detached~~ residential building that is permitted with limitations in conjunction with a principal permitted use.~~

~~**Dwelling Unit, Temporary:** A potentially movable residential dwelling without a permanent foundation. This definition includes, but is not limited to, manufactured homes, pallet homes, and tiny homes.~~

Easement: -An interest in real property generally established in a real estate document or on a recorded plat to reserve, convey or dedicate the use of land for a specialized or limited purpose without the transfer of fee title. Such specified uses may include, but are not limited to, transportation facilities, utilities, access, storm water drainage, signage, pedestrian uses and solar exposure.

Electric Vehicle Related Definitions (all from Colorado Model Electric Ready Code):

Direct Current Fast Charger (DCFC) EVSE. Equipment capable of fast charging on a 100A or higher 480VAC three-phase branch circuit. AC power is converted into a controlled DC voltage and current within the EVSE that will then directly charge the electric vehicle.

Electric Vehicle (EV): An automotive-type vehicle for on-road use, including but not limited to, passenger automobiles, buses, trucks, vans, neighborhood electric vehicles, and electric motorcycles, primarily powered by an electric motor that draws current from a building electrical service, EVSE, a rechargeable storage battery, a fuel cell, a photovoltaic array, or another source of electric current. Off-road, self-propelled electric mobile equipment, including but not limited to, industrial trucks, hoists, lifts, transports, golf carts, airline ground support equipment, tractors, and boats are not considered electric vehicles.

Electric Vehicle Supply Equipment (EVSE): An electric vehicle charging system or device that is used to provide electricity to a plug-in electric vehicle or plug-in hybrid electric vehicle, is designed to ensure that a safe connection has been made between the electrical grid and the vehicle, and is able to communicate with the vehicle's control system so that electricity flows at an appropriate voltage and current level.

Electric Vehicle Supply Equipment Installed Space (EVSE Installed Space INSTALLED SPACE): A vehicle parking space that is provided with a dedicated EVSE connection.

Electric Vehicle Supply Infrastructure (EVS): All equipment necessary to provide electrical current charging for EVs, except for the EVSE. This may include power conversion equipment, electrical distribution equipment such as transformers and switchgear boxes, and other supportive equipment.

Level 1 Charging: Slow charging that provides about 1-2kW of power per hour and uses a 120V outlet.

Level 2 Charging: Mid-speed charging that provides about 7-19kW of power per hour and uses a 240V outlet.

Emergency Medical Facility: An establishment having as its sole purpose the provision of emergency health care and emergency medical treatment for human ailments on an out-patient basis, which does not include ambulance service facilities.

Emissions Reduction Factor: The value applied to residential and non-residential emissions from the City's latest greenhouse gas inventory to reduce annual citywide greenhouse gas emissions needed to meet the City's Science-Based climate Target pledged as part of the

United Nations Cities Race to Zero program, or future climate commitments as adopted by City Council. The current climate commitment and Emissions Reduction Factor are published in the Article 13 Technical Manual.

Employee: -Any person who does any type of work for the benefit of another in consideration of direct or indirect wages or profit, or provides uncompensated work of services to a business or nonprofit entity. “Employee” includes every person described in this paragraph, regardless of whether such person is referred to as an employee, contractor, independent contractor, or volunteer or by any other designation or title.

Entertainment Facility:

Indoor: -A commercial establishment offering recreational and entertainment activities including, but not limited to, bowling alleys, nightclubs, theatres, video games, coin-operated amusement or entertainment devices, or other games of skill or scoring within an enclosed structure. An indoor entertainment facility may include customary accessory uses such as the sale of food and beverages.

Outdoor: -Land and facilities designed to be used by members of the public, for a fee, that contain outdoor amusement facilities such as miniature golf courses, race tracks and outdoor amusement parks and theatres in which some part of the recreational activity takes place outside of an enclosed structure.

EPD (Environmental Product Declaration): A standardized, third-party verified document that transparently communicates the environmental impact of a product throughout its life cycle, based on a Life Cycle Assessment (LCA), following the ISO 14025 standard.

Façade: -Any exterior face of a building.

Fence: -A free-standing structure made of metal, masonry, composition, wood, a free-standing wall or any combination thereof, which may be resting on or may be partially buried in the ground, and rising above ground level. It is generally used for confinement, screening, partition or ornamental purposes.

Fence, Nonconforming: -Any fence that was legally established prior to the effective date of this Zoning ~~Ordinance Code~~ or any subsequent amendment thereof, but fails to conform to the present requirements of this Zoning ~~Ordinance Code~~.

Fence, Open: -A fence, including gates, where each 1-foot-wide segment for the full length and height of the fence contains at least 50 percent open space which affords a direct view through the fence.

Fence, Solid: -A fence, including gates, which does not provide for open space along its length or height and conceals the activity conducted behind it from view from adjoining properties, public or private streets or alleyways. An example includes, but is not limited to, a solid cedar fence.

Fitness or Athletic Facility: A private business providing aerobics, exercise classes, weight lifting, and swimming, and which may include onsite spa services and limited food and beverage sales.

Flag: Any fabric, banner or bunting containing distinctive colors, patterns or symbols, and does not contain a commercial message, that is attached to a pole intended to be permanently affixed to the ground or attached to a building.

Floor Area, Gross: The area within the exterior façade of a building, including all covered and enclosed space on all above ground floor levels of a building, halls, corridors, lobbies, mezzanines, display areas, stairways, elevator shafts, escalators, utility cores, air conditioning and heating areas, and common facilities for use of all tenants, except that gross floor area shall not include any open exterior plazas which are eligible for inclusion in covered open space, partially enclosed crosswalks, ramps, bridges, or other such buildings or structures intended for pedestrian use, loading areas, underground truck roads and service facilities.

Freestanding Work of Art: See Work of Art, Freestanding.

Frontage: -Frontage is that side of a lot abutting on a public or private right-of-way, or tract designated for access to the subject lot. Primary frontage is the right-of-way from which the access to the lot is taken and the address of the lot is assigned.

Front Yard: See Yard, Front.

Fueling Station: See Motor Vehicle Service.

Garage: -A building or portion of a building designed to accommodate the storage or parking of vehicles.

Garage Sales: A sale of personal belongings or household effects held outside at a person's home in a residential zone or in parking lots of a commercial zone.

GHG (Greenhouse Gas (GHG) Emissions: The release of gases into the atmosphere that trap heat, contributing to the greenhouse effect and global warming. These gases, including carbon dioxide, methane, and nitrous oxide, are primarily caused by human activities like burning fossil fuels and industrial processes.

GHGMP (Greenhouse Gas Mitigation Program): Ensures new development is aligned with the City's climate goals and targets to help the community do its part to meet climate commitments by preventing excess greenhouse gas emissions.

Golf Course: -A large tract of land developed for the game of golf which may include a clubhouse containing locker rooms, food and beverage services, and retail sale of clothing and sporting goods associated with golf.

Grade: -The finished surface of ground abutting a building or other structure.

Gross Floor Area: -See Floor Area, Gross.

.

Ground Cover: -Any of a wide variety of living plants which lie close to and cover the ground to form a dense mat, preventing soil from being blown or washed away, and intended to prevent growth of unwanted plants.

~~**Group Home:** A facility that provides for the care, treatment and/or supervision, on a temporary or permanent basis, for 8 or fewer individuals, or for more than 8 individuals when reasonable accommodations have been approved per the Federal Fair Housing Act. A group home may include central or private kitchens, dining, recreational, health care, and other facilities.~~

~~**Group Residential Facility:** A facility that provides for the care, treatment and/or supervision, on a temporary or permanent basis and which does not meet the definition of a group home. A group residential facility may include central or private kitchens, dining, recreational, health care, and other facilities. A group living facility may include, but is not limited to, assisted living facilities and college dormitories.~~

Habitable Space: -Space in a building for living, sleeping, eating, or cooking. Bathrooms, closets, halls, storage space and other similar areas are not considered habitable space.

~~**Historic Context Statement:** A ~~is a~~ statement or report that focuses specifically on historic, cultural, or social themes and patterns that shaped the built environment including themes such as exploration, settlement, education, transportation, and commerce and trade.~~

~~**Historic Preservation:** T~~is the~~ protection, rehabilitation, restoration, and/or reconstruction of districts, sites, buildings, structures, and objects significant in Lakewood or that has national or state influence in history, architecture, archaeology, geography, engineering, or culture.~~

Home Business: -Any occupation of a service character which is clearly accessory to the main use of the premises as a dwelling unit, and which does not change the residential character.

Major: The commercial activity exceeds 25% but is not greater than 50% of the combined square footage of the dwelling unit, garage, and accessory structures.

Minor: -The commercial activity does not exceed 25% of the combined square footage of the dwelling unit, garage, and accessory structures.

Horticulture: The cultivation of fruits, flowers, vegetables or plants and may include on-site sales.

Hospital: -An institution licensed by the state department of health, providing health services and medical or surgical care to persons. Provided services are generally on an inpatient basis, but associated care and related services may include diagnostic and laboratory services on an outpatient basis. Staff offices and central services facilities are integral parts of the facility.

Hotel: -A building designed and used as sleeping accommodations for usually transient occupancy for compensation, with access to the rooms available through a lobby. A hotel also may provide additional services such as restaurants, meeting rooms, and recreational facilities.

Household: ~~A household shall be made up of:~~

- ~~1. An individual living alone; or~~
- ~~2. Any number of individuals, who are related by blood, marriage, or legal adoption, including foster children; or~~
- ~~3. Any unrelated group of individuals living together as a single housekeeping unit up to a maximum of one person per 500 gross square feet in a single family dwelling unit (including basements and excluding attached and/or detached garages) not to exceed five individuals per dwelling units; or~~
- ~~4. Any unrelated group of individuals living together as a single housekeeping unit up to a maximum of one person per habitable room; or~~
- ~~5. Not more than two unrelated individuals and their related children and/or parents; or~~
- ~~6. A household shall not include more than one individual who is required to register as a sex offender pursuant to Article 22 of Title 16, Colorado Revised Statutes. This section shall not apply to a registered sex offender who is living with his immediate family. For purposes of this section, immediate family is defined as a person, the person's spouse, the person's parent, the person's grandparent, the person's brother or sister of the whole or half blood, the person's child, the person's step-child or the person's child by adoption and shall include children who have been placed in foster care, as defined by the Colorado Revised Statutes.~~

~~For purposes of this definition, "living together as a single housekeeping unit" is generally characterized by a family-like structure, and/or a sharing of responsibility associated with the household, and a concept of functioning as a family unit with a sense of permanency, as opposed to the transient nature of a bed and breakfast establishment, motel or hotel.~~

~~Notwithstanding the square foot limitations above, no dwelling unit shall be limited to fewer than three individuals.~~

Ideological Sign: ~~-See Sign, Ideological.~~

Illuminated Sign: ~~-See Sign, Illuminated.~~

Individual Letter Sign: ~~-See Sign, Individual Letter.~~

Inventory, Historic: ~~T-is the listing of sites, buildings, objects, sites, and structures within the City, which contribute to the overall historic, and architectural, or archaeological character and heritage of an area, district, or the heritage of the City, including a list of historic properties and archaeological sites determined to meet specific criteria of significance.~~

Joint Identification Sign: ~~-See Sign, Joint Identification.~~

Junkyard: ~~-Any establishment or place of business which is maintained, operated or used for storing, keeping, buying or selling junk, including scrap metal processors, auto-wrecking yards, salvage and scrap yards, and the storage of automobile bodies or parts awaiting disposal as a~~

normal part of a business operation when the business has such materials located on the premises on a customary basis.

Lakewood Historic Register: ~~A is a~~ listing of all historic landmarks, including historic buildings, historic structures, historic objects, historic sites, and historic districts, which have received historic designation under the provisions of this ~~Ordinance Code~~.

Landmark, Historic: ~~A is any~~ historic building, historic structure, historic object, historic site, ~~parcel,~~ or historic district which has received historic designation and been ~~listed as a landmark by the Historic Preservation Commission,~~ listed on the Lakewood Historic Register under the provisions of this ~~Article Ordinance Code~~.

LEED (Leadership in Energy and Environmental Design): A green building rating system that provides a framework for healthy, efficient, and cost-saving green buildings.

Limited Use: -See Use, Limited.

License Agreement: -An instrument by which the City can permit private encroachments onto City owned land, easements or rights-of-way. The license agreement generally establishes the owner, the nature of the improvements and the responsibilities for maintenance and liability.

Livestock: -Domestic animals limited to horses, cattle, goats, llamas, alpaca and sheep.

Lot: -An area of land to be built upon or developed that has been created:

1. Within a legal subdivision, or
2. By a valid and recorded instrument of conveyance effective prior to subdivision requirements adopted on January 22, 1975, or
3. Prior to annexation to the City of Lakewood, or
4. As otherwise permitted by law.

Lot Area, Open: -The total horizontal area of a lot not covered by a dwelling unit or garage exclusive of accessory structures.

Lot, Corner: -A lot, where at least two adjacent sides abut for the full length upon a public right-of-way other than an alley, and at least one side of which abuts either another property or a third public right-of-way.

Lot Coverage: -Determined by dividing that area of a lot which is occupied or covered by the total horizontal projected surface of all buildings, including covered porches and accessory buildings, and parking and drives, by the gross area of that lot.

Lot Depth: -The average distance between the front and rear lot lines or between the front line and the intersection of the two side lines, if there is no rear line (See Figure 17.13.1).

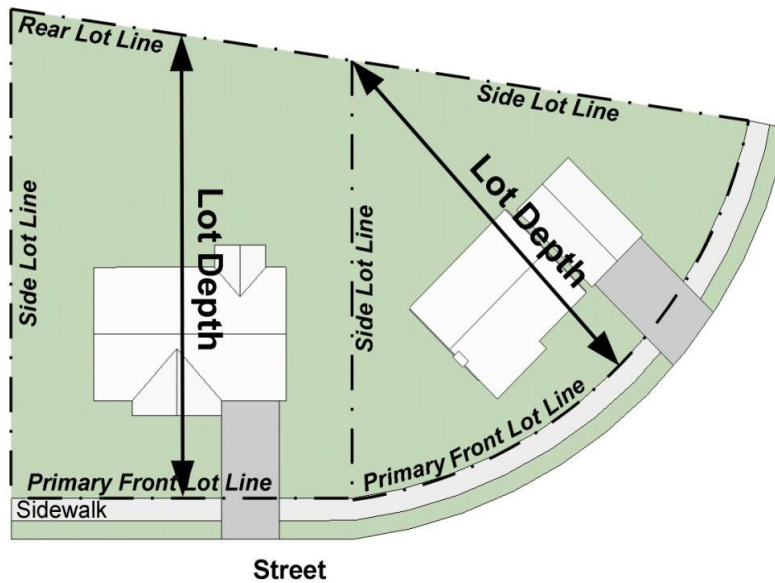


Figure 17.13.1: Lot Depth Measurement

Lot Frontage: -The portion of the lot contiguous to a public right-of-way or private street or tract created for access to the subject lot.

Lot, Illegal: A lot which did not comply with the provisions of the law or regulations in effect at the time it was created.

Lot, Interior: -A lot abutting only one street, and generally having at least two sides abutting adjacent properties, and a rear lot line.

Lot Line, Front: -Any lot line which abuts a public right-of-way, private right-of-way, or tract designated for access. For single family and duplex uses front lot lines may be either primary front lot lines or non-primary front lot lines.

Non-Primary Front Lot Line: -A front lot line which is not the primary front lot line.

Primary Front Lot Line: -The front lot line closest to that face of the primary, principal or main building(s) or, in the event the primary entrance does not face a front lot line, the front lot line which abuts the street used in the address assigned to the primary, principal or main building(s) on the lot.

Lot Line, Rear: -Any lot line which is not a front or side lot line.

Lot Line, Side: -Any lot line that intersects a front lot line.

Lot, Minimum Size: The minimum square footage that a lot is required to have under the zoning, as described in Article 5, in order to meet the requirements for issuance of a building permit. -The area of the lot extension for flag lots is not included into the area of the lot.

Lot Size: -The area contained within the legal boundaries of a lot including any easements which restrict surface use of the property. The area of the lot extension for flag lots is not computed into the area of the lot.

Lot Width: -The horizontal distance between side lot lines measured along the shortest straight line that is generally parallel to the front lot line and located at the minimum front setback distance. For corner lots or irregular lots, the Director shall determine the lot width. (See Figure 17.13.2).

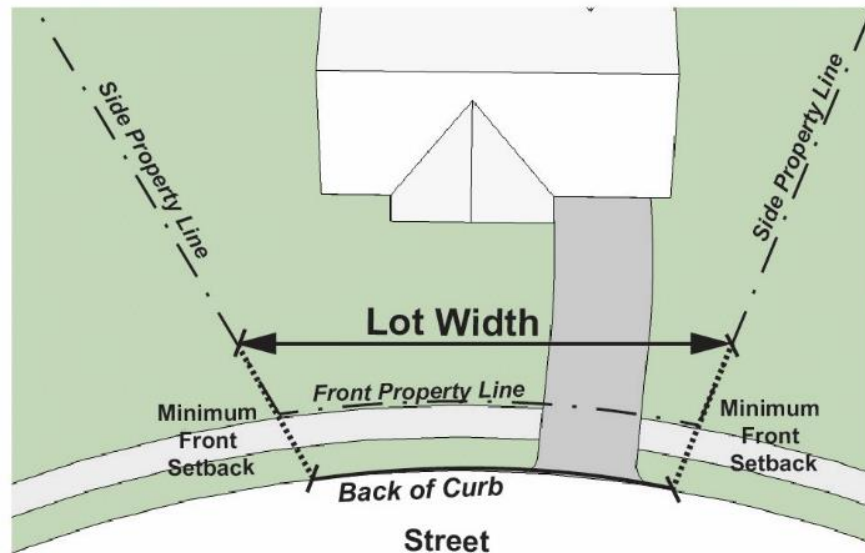


Figure 17.13.2: Lot Width

Lot, Zoning: A zoning lot is a parcel of land comprising more than one lot of record located within a single block. A zoning lot must be designated by its owner or owners as a parcel of land to be used, developed, or built upon as a single development site.

Low-carbon Concrete: Concrete that is produced with a lower carbon footprint than traditional concrete.

Manufacturing:

Light: -The manufacture of products or parts, including processing, fabrication, assembly, treatment and packaging of such products, and incidental sales and distribution of such products, provided all manufacturing activities are contained entirely within a building. The building must be indistinguishable from a retail or office building in terms of exterior appearance, truck or delivery traffic, and the potential to produce noise, dust, odor, smoke, heat, glare, or vibrations.

Heavy: -The manufacture assembly, fabrication, packaging or other industrial processing of products or parts primarily from extracted or raw materials or the bulk storage and handling of such products and materials, or an industrial establishment producing

significant truck traffic or having potential to produce noise, dust, odor, smoke, heat, glare, or vibration beyond its property line.

Mechanical Equipment: -Equipment or extensions thereof used to operate mechanical facilities within a building, including air vents and air heating/cooling/conditioning units.

Medical Marijuana Business: A business operated by a Primary Care-giver on any property or in any structure within the City for the purpose of cultivating, processing, preparing, distributing, transmitting, dispensing, or otherwise providing marijuana in any manner or form to patients in accordance with Amendment 20 to the Colorado Constitution and the implementing state statutes and administrative regulations.

Minimum Lot Size: -See Lot, Minimum Size.

Mini-Warehouse/Storage: -Enclosed warehouse units which are rented or leased to second parties for storage purposes, and which have no outside storage.

Mixed Use: -The term “mixed-use” is commonly used in zoning to describe districts where more than one use is allowed. This is different from historical zoning practices that segregated the uses, e.g. residential zones contained only domiciles which were in turn not allowed in commercial or industrial zones. Modern zoning practices have sought to find ways to blend the uses to provide benefits such as walkability, live-work, and flexibility to accommodate neighborhood amenities. To accomplish those goals, “mixed-use” zones have been created to allow a variety of uses. The purpose of these districts is to allow for – *but not require* – development of more than one use. There are exceptions where individual parcels are required to have more than one use based on location or size. Please see section 17.5.3 for the specific requirements of those types of parcels.

~~**Mobile Home:** A factory-assembled structure or structure without a permanent foundation and greater than 30 feet in length and designed to be transported on its own wheels arriving at the site as a complete dwelling unit, equipped with the necessary service connections, usually including major appliances and furniture and ready for occupancy. Removal of the wheels and placement on a foundation does not change its classification. The phrase “without a permanent foundation” indicates that the support system is constructed with the intent that the mobile home placed thereon will be moved from time to time at the convenience of the owner. The term “mobile home” does not include travel trailers, fifth-wheel trailers, campers, camper buses, motor homes, or modular homes. This definition includes half units that are transported to the site on their own wheels and then assembled as one unit.~~

~~**Mobile Home Park:** A lot, parcel, or tract of land which is designated and improved for the purpose of providing a location and accommodations for two or more mobile homes and within which spaces are available to the general public for rent, lease, and the placement thereon of mobile homes for occupancy. Mobile home unit sales lots on which unoccupied mobile homes are located for inspection or sale shall not be considered mobile home parks.~~

Monument Sign: -See Sign, Monument.

Mortuary: -A commercial establishment where human corpses are prepared for burial or cremation, and ceremonies are held in connection with burial or cremation of the dead.

Motel: -A building designed and generally used as sleeping accommodations for transient occupancy offered to the public for compensation, and where access to and from each room or unit is through an exterior door.

Motor Vehicle Rental: A retail establishment where vehicles are rented to the general public for a specific period of time.

Motor Vehicle Sales:

With indoor display and storage: A retail establishment where vehicles are sold to the general public, which may include office space, vehicle repair facilities, facilities for body work, painting, restoration and retail sales of parts and in which all display and storage of available vehicles takes place within an enclosed structure.

With outdoor display and storage: A retail establishment where vehicles are sold to the general public, which may include office space, vehicle repair facilities, facilities for body work, painting, restoration, retail sales of parts, and in which some or all of the available vehicles are displayed or stored on parking lots or other outdoor areas.

Motor Vehicle Service:

Car Wash: -A facility for the washing, waxing, vacuuming and interior steam cleaning of motor vehicles, not including commercial fleets, heavy trucks and buses.

Fueling Station – Petroleum: A retail establishment at which vehicles are fueled as a primary use. Ancillary maintenance services are allowed as defined in motor vehicle service, minor repair, serviced, especially with fuel, oil, air and water, and where ancillary repair, maintenance or replacement of electrical or mechanical devices may be obtained. A fueling station does not include any facility meeting the definition of a major or minor repair facility below or any electric vehicle charging stations accessory to a primary use. Fuel types may include a mix of petroleum and non-petroleum fuels.

Fueling Station – Non-Petroleum: A retail establishment at which non-petroleum vehicles can be charged or filled as a primary use. Fuel types may include electricity, hydrogen, or other non-petroleum-based sources, but does not include any petroleum-based fuels. Ancillary maintenance services are allowed as defined in motor vehicle service, minor repair, such as air compressors and window washing stations are allowed. A fueling station does not include any facility meeting the definition of a major repair facility below. A fueling station does not include electric vehicle supply equipment that is accessory to a different primary use.

Major Repair: -General repair or reconditioning of engines, air-conditioning systems, and transmissions for automobiles and commercial vehicles, wrecker/tow service; collision services including body, frame or fender straightening or repair, customizing, painting; undercoating and rust proofing; and including those uses listed under minor auto repair or any other similar use.

Minor Repair: -Minor repair or replacement of parts, tires, tubes, and batteries; diagnostic services; minor motor services such as changing grease, oil, spark plug, and filter changing; tune-ups; emergency road service; replacement of starters, alternators, hoses, brake parts; performing state inspections and making minor repairs necessary to

pass inspection; normal servicing of air conditioning systems; and other such similar minor services for automobiles, but not including any operations or uses listed under major auto repair or any other similar use.

~~Or~~

~~**Multifamily:** Three or more dwelling units in one structure with a common entrance, common facilities, or other unifying amenities or features.~~

Multimodal TransitTransportation: In urban contexts, multimodal transportation typically refers to the integration of various modes of transportation within a city or metropolitan area to provide efficient, sustainable, and accessible options for residents and commuters. There are numerous ways people can move around their city and larger community. Walking, biking, transit, rail, cars and many variations of these methods of travel.

Neighborhood Organization: -An organization which is registered on an annual basis with the Department for the purpose of land development application notification.

Noncommercial Speech: Speech that does not meet the definition of commercial speech.

Nonconforming Building or Structure: -See Building or Structure, Nonconforming.

Nonconforming Fence: -See Fence, Nonconforming.

Nonconforming Sign: -See Sign, Nonconforming.

Nonconforming Use: -See Use, Nonconforming.

Noncontributing: A ~~means~~ a classification applied to an individual building, structure, or object located within a designated historic district, signifying that the building, structure, or object does not contribute to the distinctive character of the district.

Non-primary Front Yard: -See Yard, Non-primary Front.

Object, Historic: T~~means~~ those items other than buildings, structures, or sites that have functional, aesthetic, cultural, historical, or scientific value that may be, by nature or design, movable yet related to a specific setting or environment, and that has been listed on the Lakewood Historic Register through the procedural requirements of this ~~Ordinance~~Zoning Code. Examples of historic objects may include, but are not limited to: sculpture, monuments, statuary, fountains, and vehicles.

Office: -A building or portion of a building used for conducting the administration and management of a business, profession, service, enterprise, or government. An office includes, but is not limited to, financial institutions, medical and dental offices, outpatient clinics, laboratories, and communication centers.

Off-Premises Sign: -See Sign, Off-Premises.

Off-site: -Located outside the boundaries of the subject property.

Open Lot Area: See Lot Area, Open.

Open Space: Areas on a lot, or combination of lots, that are designed and intended for the use and enjoyment of residents and or the use and enjoyment of the public in general, and that are not occupied by primary or accessory structures, automobile parking spaces, parking aisles, or driveways. Open space may include walkways, pedestrian paths, plazas, natural and landscaped areas, playgrounds, improved roof tops, detention that is integrated into landscaped areas, and other similar amenities designed specifically for active or passive use.

Ordinary Maintenance: ~~In the context of work done on a historic property, means any work that does not constitute a change in design, material, or outward appearance, and includes in-kind replacement or repair, as determined by the Director.~~

Ordinary Repairs: ~~In the context of work done on a historic property, means routine work done on a building, structure, site, or object to prevent it from deterioration or to replace any part thereof in order to correct any deterioration, decay of, or damage to a building, structure, site, or object on any part thereof in order to restore to same as nearly as practicable to its condition prior to such deterioration, decay, or damage, as determined by the Director.~~

Pad Site: ~~A freestanding parcel of commercial real estate with a building that is located in the front of a larger shopping center or strip mall.~~

Parcel: ~~Any part or portion of land.~~

Park: A public area of land intended for indoor or outdoor active or passive recreational uses and all ancillary uses, or for open space.

Parking Lot: A site or a portion of a site, devoted to the off-street parking of vehicles, including parking spaces, aisles, access drives, and landscaped areas, and areas providing vehicular access to a public street.

Parking, Shared: ~~A common parking area, or a series of interconnected parking areas, which are utilized by two or more buildings, and where any owner, occupant, patron, customer, employee or other person utilizing any of the buildings served has the right to park a motor vehicle within any of the parking areas.~~

Parking Structure: A building or structure, consisting of one or more levels or floors used for the parking or storage of vehicles. A parking structure may be below grade or either partially or totally above grade with those levels or floors being either open or enclosed.

Parking, Stand-Alone Surface: ~~A parking lot located on a lot as a primary use.~~

Parking Structure, Stand-Alone: ~~A parking structure located on a lot as a primary use.~~

Patio: See Deck.

Pawnbroker: ~~See Chapter 5.24 of the Lakewood Municipal Code.~~

Permitted Use: See Use, Permitted.

Personal Services: ~~An establishment engaged in providing individual services generally related to personal needs such as beauty and barber shops, spa services, shoe repair, nail~~

salons, dry cleaning drop-off facilities, and tailor shops. These uses may also include accessory retail sales of products related to the services provided.

Plant Nursery: The retail handling of any article, substance, or commodity related to the planting, maintenance, or harvesting of garden plants, shrubs, packaged fertilizers, soils, chemicals, or other nursery goods and related products in small quantities to the consumer and having outdoor storage. A plant nursery does not include a retail store where these activities are a minor part of the business.

Plaza: An improved open space area provided for the users of the site, which includes landscaping, benches, and other site amenities.

Porch: -A roofed structure attached to a building and opened on three sides except for wire screening.

Poultry and Fowl: Domesticated fowl collectively, especially those valued for their meat or eggs, as chickens, turkeys, ducks, geese, and guinea fowl.

Primary Front Yard: See Yard, Primary Front.

Principal Use: See Use, Principal.

Prohibited Use: See Use, Prohibited.

Projecting Sign: -See Sign, Projecting.

Property, Historic: ~~A Property is a site, building, structure, or object significant in American history, architecture, engineering, archeology or culture at the national, state, or local level, or property that is celebrated for having influence in the history of Lakewood which is designated individually or as a group as a historic landmark on the Lakewood Historic Register through the procedural requirements of this Ordinance~~Zoning Code.

Property Lines: -The boundaries of a tract of land established either by a recorded subdivision plat, or by a written recorded conveyance prior to January 22, 1975. ~~Includes~~ lot and parcel lines are included.

Property Owner: -A person or persons holding legal fee title to a parcel of property; includes landowner.

Public Hearing, Quasi-Judicial: A quasi-judicial decision making process is required when a governmental decision is likely to adversely affect protected interests through the application of preexisting legal standards or policy considerations as applied to present or past facts. A quasi-judicial public hearing includes rules established to protect the due process rights of the applicant/property owner including, but not limited to, providing the applicant with a full opportunity to be heard on the subject. Additionally, limitations are placed upon the decision maker to assure that their decision is based on evidence presented during the hearing and not on information received through ex parte communications. All quasi-judicial hearings shall be conducted in accordance with established procedures for quasi-judicial hearings.

Public Hearing, Legislative: Public hearings in association with legislative acts, such as code updates or other actions that are not specifically in response to an individual's personal property

rights, are commonly referred to as legislative public hearings. Generally, the goal of a legislative public hearing is to provide an opportunity for anyone who is interested in a topic to give voice to their thoughts to the entity responsible for deciding the matter. All legislative hearings shall be conducted in accordance with established procedures for legislative public hearings.

Radio Antenna, Amateur: -A noncommercial device that is used for transmitting and receiving electro-magnetic waves.

Radio Tower, Amateur: -A structure that supports an antenna.

Rear Yard: See Yard, Rear.

Reclaimed: ~~Salvaged materials or products otherwise destined to become waste or a less valuable product or material~~

Reconstruction: ~~T-is the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.~~

Recycling: ~~T--Recycling is the process of collecting and processing waste materials and turning them into new feedstocks or products~~

Recycled: ~~Produce or material containing a significant percentage of post consumer recycled content instead of being made from 100% virgin materials~~

RECS (Residential Energy Consumption Survey): A periodic, nationally representative survey conducted by the U.S. Energy Information Administration (EIA) to collect data on energy-related characteristics, usage patterns, and expenditures of housing units occupied as primary residences.

Rehabilitation: ~~T-is the act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, archaeological, and cultural values.~~

Religious Institution: -A place of worship or religious assembly with related facilities including, but not limited to, a rectory, convent, meeting hall, offices for administration of the institution, licensed child or adult day care, temporary shelters for the homeless, playground and cemetery. This use does not include a school associated with the religious institution, which is included in "School, Public or Private."

Renewable Energy Systems and Design: On-site systems and/or design features that reduce a building's operational energy use from natural gas and grid electricity through the use of renewable energy sources. Examples include solar thermal, geothermal, biomass systems, and passive solar design. For the purposes of section 17.13.2: Enhanced Development Menu, on-site solar photovoltaic and wind energy installations are excluded from this definition.

Rental, Sales and Leasing of Large Items: A retail establishment that rents, services or repairs machinery or tools, such as air compressors, chain saws, concrete mixers, ladders,

scaffolding, power tools, trailers, bobcats, welders, etc. It does not include the rental, sales or leasing of motor vehicles.

Required Materials: All materials required to be donated, reused, or recycled as set forth in the Construction and Demolition Recycling Standards in Title 14 of the Lakewood Municipal Code (LMC), as adopted and amended from time to time.

Residential Zone: Any property with an “R” zoning designation (~~e.g. R-MF, R-2, R-1-6, R-1-12R-L-AU, R-L-SB, R-L-RC, R-MF, or R-MH~~).

Restaurant: -A commercial establishment where meals are prepared and served to the public, which may or may not include seating facilities, a bar or lounge, or accessory on-site food or alcohol production.

Restoration: T-is the process or product of returning, as nearly as possible, an existing site, building, structure, or object to its condition at a particular time in its history, using the same construction materials and methods as the original, where possible, and may include removing later additions, making hidden repairs, and replacing missing period work.

Retail: A place of business devoted in whole or in part to the sale, rental, or servicing of goods or commodities which are normally delivered or provided on the premises to the consumer.

Retaining Wall: -A structure composed of concrete, block, rock or wood designed to act as a support barrier between a drop or rise in the grade of the land on either side of the structure.

Reuse- The use of a product or material again for the same purpose in its original form or with little enhancement or change.

Right-Of-Way Improvements: ~~Public roads, railroads, trails, access ways, sidewalks, or similar facilities provided within the Right-of-Way.~~

Roadside Stands: -The placement of a structure for the sale of farm products produced or made on the premises.

Sales Trailer: -A trailer, mobile home or other temporary structure used as a sales office in conjunction with a project where buildings or property are being sold.

Satellite Dish Antenna: -A parabolic antenna intended to receive signals from orbiting satellites and other sources. Non-commercial dish antennas are defined as being less than four meters in diameter, while commercial dish antennas are usually those larger than four meters and typically used by broadcasting stations.

School, Public or Private: An institution or place of instruction or education. For purposes of this Zoning ~~Ordinance Code~~, schools are classified by the type of instruction provided and by student grade level and includes schools for the developmentally disabled.

1. **K-12 School:** A place of learning, whether public or private, which meets State standards for providing instruction for students in kindergarten and grades one through twelve which may include but is not limited to: classrooms, offices, administrative buildings, athletic facilities and fields, cafeteria, bookstore, library, and auditorium.
2. **Preschool:** A place of learning, whether public or private, which provides direct education to children to enhance school experiences and opportunities for children in advance of or through K-12 education.

School, Vocational or Trade: A place of learning, providing instruction in specialized skills such as, but not limited to, drafting, computer technology, welding, carpentry, beauty and barber schooling, or auto repair to prepare students for a specific occupation.

Science-based Target: A greenhouse gas (GHG) reduction goal that is aligned with the latest climate science to determine a community's fair share of emissions reductions needed to meet the Paris Climate Agreement's goal of limiting global warming to 1.5°C above pre-industrial levels. Lakewood has a Science-Based Target (SBT) commitment to reduce communitywide GHG emissions by 60.7% below 2018 levels by 2030 and achieve net zero GHG emissions by 2050. Interpolating these SBTs to 2040 results in an interim target of reducing emissions by 80.4% below 2018 levels.

Scoreboard: A sign in a ballpark, sports arena, or similar venue, that is typically associated with the display of information pertaining to athletic contests.

Screening: -The method by which a view of one site from another adjacent site is shielded, concealed or hidden. Screening techniques include fences, walls, hedges, berm, or other features.

Setback: -The minimum distance any building or structure must be separated from a specified point.

Shared Parking: -See Parking, Shared.

~~**Shelter:** A facility established and maintained to provide housing and personal care on a temporary basis for the indigent, homeless, or victims of domestic violence.~~

~~**Sight Distance Triangle:** See Transportation Engineering Design Standards.~~

Sign Setback: -The distance between the property line and the edge of a sign closest to the property line.

Sign Structure: -A sign structure shall include, but not be limited to, the supports, uprights, braces, backing, and framework designed to contain a sign message. Sign structure is not meant to include the sign face, containing the message conveyed by the sign.

Sign Without Backing: A sign without backing includes individual letters mounted on a building wall or raceway or panel where the letters protrude and are three-dimensional.

Sign, Abandoned: A sign which no longer correctly directs any person, advertises a bona fide business, lessor, owner, product or activity conducted or products available on the premises where such sign is displayed.

Sign, A-frame: A moveable ground sign constructed in such a manner as to form an “A” or tent-like shape, hinged or not hinged at the top.

Sign, Awning: A sign that is attached to, affixed to, or painted on an awning or canopy.

Sign, Banner Flag: A temporary sign generally constructed of lightweight plastic, fabric or other similar material mounted to a pole designed to move or flutter in the wind.

Sign, Banner Pole: A non-permanent sign made from a fabric or vinylized material that is attached to a light pole.

Sign, Banner: Any sign hung either with or without frames, possessing characters, letters, illustrations or ornamentations applied to paper, plastic, vinyl or fabric of any kind.

Sign, Blade: A sign mounted on the building perpendicular with walkways and streets.

Sign, Bus Bench: A sign mounted on a bench adjacent to a bus stop.

Sign, Cabinet: A sign that contains all the text and/or logo symbols within a single enclosed cabinet and may or may not be illuminated.

Sign, Canopy: A sign that is attached to or affixed to a canopy.

Sign, City: Signs located on any City-owned property not specifically addressed in Article 9.

Sign, Commercial Post: A sign that is used when a property is for sale or for lease within a non-residential (R) zoned property.

Sign, De Minimus Area: A sign is affixed to a building or structure that does not exceed one square foot in sign area.

Sign, Directional: Any sign on private property that is installed and maintained for the purpose of directing the movement of pedestrians or vehicular traffic, with or without reference to the name of a product sold or service performed, to a property or building, structure, or business enterprise.

Sign, Electronic Message: A sign with a fixed display and fixed or changing text message composed of a series of lights that may be changed through electronic means.

Sign, Freestanding: Any non-movable sign not affixed to a building.

Sign, Home Business: A sign in a residential zone district where there is a use tax license for a home business.

Sign, Illuminated: A sign lighted by or exposed to artificial lighting either by lights on or within the sign or directed towards the sign.

Sign, Individual Letters: -Letters or figures individually fashioned from metal or other materials and attached to the wall of a building or other surface.

Sign, Interior: A sign that is not visible from the public right-of-way or adjacent properties.

Sign, Major Tenant Identification Sign: -Any wall sign located above the second floor of a building with three or more floors.

Sign, Menu Board: See Sign, Freestanding.

Sign, Monument: -A freestanding sign supported primarily by an internal structural framework, or integrated into landscaping or other solid structural features other than support poles.

Sign, Neighborhood: A permanent freestanding sign used in a residential development that does not contain a commercial message.

Sign, Nonconforming: -Any sign which was legally established prior to the effective date of this Zoning Ordinance Code, but that does not conform to the present standards of this Zoning Ordinance Code or any amendment thereto.

Sign, Off-Premises: -A sign displaying advertising copy that pertains to a business, person, organization, activity, event, place, service or product not principally located or primarily manufactured or sold on the premises on which the sign is located.

Sign, Painted Wall: A sign painted or applied on the side of a building that has no sign structure.

Sign, Pole: -A sign which is affixed to, or mounted on a freestanding wood or metal pole, and anchored in the ground.

Sign, Portable: A sign, other than an A-frame sign, that is not permanently affixed to a structure or the ground.

Sign, Projecting: A sign attached to a face of a building, other than a wall sign, and extending outward including but not limited to awning, blade and canopy signs.

Sign, Public: A sign required or authorized for a public purpose by any law, statute, ordinance or authorized by City approval.

Sign, Residential Business: A sign in a residential zone district for a non-residential use that is allowed as a permitted, limited or special use.

Sign, Residential Property Transition: A sign that is used when a property is for sale or for lease within a residential zone district.

Sign, Roof: Any sign that is on or above a roofline or extends above the parapet line.

Sign, Temporary: -A sign intended for display for a short period of time.

Sign, Transit: Any sign located on a bench, site furnishing or structure surrounding a bench at a bus stop.

Sign, Transit Shelter: A sign mounted on a shelter adjacent to a bus stop.

Sign, Wall: -A sign attached to, painted on, or erected against a building, structure or fence and is constructed of durable materials such as wood, metal or rigid plastic.

Sign, Wind: -Any sign with a commercial message set in motion by wind or breeze, such as flags, pennants, or other objects or material.

Sign, Window: -A sign which is applied to, or attached to, or located within 1 foot of the interior of a window, which sign can be seen through the window from a public right-of-way.

Sign, Yard: A temporary portable sign designed or intended to be displayed for a short period of time on a residential (R) zoned property.

Sign: Any structure, which requires a permanent or temporary location, that has a visual display visible from a public right-of-way and is designed to identify, announce, direct or inform.

Signable Area: The area of a building façade, excluding doors and windows, where a sign may be mounted.

Significance, Historic: ~~G~~ generally refers to the aesthetic, cultural, educational, or scientific importance of an archaeological, architectural, ~~paleontological~~ historical, or scenic heritage resource.

Single Family Dwelling Unit: ~~One dwelling unit for one household in one structure.~~

Site, Historic: ~~A means a~~ specific location or place of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, vanished, where the location itself possesses historic, cultural, or archaeological value regardless of the value of any existing ~~, which may or may not have~~ structures or improvements located upon it, and that has been listed as a historic landmark on the Lakewood Historic Register through the procedural requirements of this ~~Ordinance~~ Zoning Code. Examples of an historic site include, but are not limited to: habitation sites, funerary sites, rocks shelters, village sites, hunting and fishing sites, ceremonial sites, petroglyphs, rock carvings, gardens, grounds, battlefields, ruins of historic buildings and structures, campsites, sites of treaty signings, trails, areas of land, cemeteries, designed landscapes, and natural features, such as springs and rock formations, and land areas having cultural significance.

Solar Collection System: A fixed device or structure, or part of a device or structure, which is used primarily to transform solar energy into thermal, chemical or electrical energy.

Solar Garden: A free-standing solar electric generation facility where the beneficial use of the electricity generated by the facility belongs to the subscribers to the community solar garden.

Special Use: ~~-See Use, Special.~~

Special Use Permit: ~~-A permit allowing a discretionary use which may be granted under the provisions of Article 2 of this Zoning~~ Ordinance Code, and which, when granted, authorizes a specific use to be made of a specific property, subject to compliance with all terms and conditions imposed on the use.

SRI (Solar Reflectance Index): An indicator of the ability of a roof surface to return solar energy to the atmosphere.

Storage, Outdoor: -An outdoor area used for the keeping of possessions, belongings, goods, materials or other items.

Story: The area between the successive floors of a building or from the top floor to the roof.

Street: -A public or private thoroughfare for vehicular traffic other than an alley or driveway.

Street Frontage: The distance along which a property line of a lot adjoins a public or private street, road, or highway right-of-way.

Streetscape: -The scene taken as a whole, which may be observed along a street. It includes both natural and man-made elements.

Street Trees: -Trees generally planted in parkway strips, medians, or along streets to enhance the visual quality of the street.

Structure: -Anything built or constructed and located on or in the ground or attached to something on or in the ground, an edifice or building of any kind, or any piece of work built or composed of parts joined together in some definite manner.

Structure, Accessory: -A building or structure that is subordinate in purpose, area, and extent to the principal building; contributes to the reasonable and necessary comfort, convenience, and needs of the occupants, business, or industry of the principal building; and is located on the same lot as the principal building or structure.

Structure, Historic: As means a structure individually listed on the Lakewood Historic Register through the procedural requirements of this ~~Ordinance~~Zoning Code.

Structure, Illegal: -A structure which did not comply with the provisions of law or regulations in effect at the time it was constructed or established.

Structure, Nonconforming: Any structure which was legally established prior to the effective date of this Zoning ~~Ordinance~~Code, or any amendment thereto, but that does not conform to the present standards of this Zoning ~~Ordinance~~Code.

Structure, Principal: -The main structure or structure containing the principal use of land as distinguished from an accessory structure.

Student Living Unit: A dwelling unit that is owned or controlled by a College or University and inhabited by students enrolled in that college or university who are related or unrelated.

Studio: -A commercial or service establishment for purposes of tutoring, lessons, or production of creative or artistic goods. A studio allows for limited welding and similar uses for the sole purpose of production of art.

Temporary Use: See Use, Temporary.

Transportation Facility: -A structure or facility for use by the public to connect with, or use public transportation. Examples include bus benches, transfer facilities, and light rail facilities and associated parking facilities.

Turf: Continuous plant coverage consisting of non-native grasses or grasses that have not been hybridized for arid conditions and which, when regularly mowed, form a dense growth of leaf blades and roots.

UHI (Urban Heat Island (UHI): Occurs when a city experiences significantly warmer temperatures than surrounding rural areas.

Unnamed Use: See Use, Unnamed.

Universal Design: The design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability.

University/College: A place which is accredited by the Colorado Commission on Higher Education providing higher education beyond grade twelve, which offers either a two year or four year degree in specific disciplines that may include a combination of the following uses but is not limited to: higher education classrooms, higher education offices, administrative buildings, athletic facilities and fields, student living units, laboratories, library, cafeteria, student center, bookstore and auditorium that are owned or controlled by the University or College.

Unnamed Use: See Use, Unnamed.

Use: -The purpose or activity for which a parcel of land, a building or structure is designed, arranged, or intended, or for which it is occupied or maintained.

Use, Accessory: A use that is customarily incidental, appropriate, and subordinate to the principal use of land or buildings and is located upon the same lot.

Use, Commercial: Use or activity involving the sale of goods or services carried out for profit.

Use, Illegal: -A use which did not comply with the provisions of the law or regulations in effect at the time it was created.

Use, Institutional: Uses which serve a community's social, educational, health, cultural, and recreational needs. They may include government-owned and -operated facilities or be privately owned and operated.

Use, Limited: -A permitted use subject to compliance with supplemental standards.

Use, Nonconforming: -Any use which was legally established prior to the effective date of this Zoning ~~Ordinance Code~~, or any amendment thereto, but that does not conform to the present use regulations of this Zoning ~~Ordinance Code~~.

Use, Permitted: Land uses allowed in a given zone district as a use by right, upon satisfaction of the standards and requirements of this Zoning ~~Ordinance Code~~.

Use, Prohibited: A use not permitted in a zone district.

Use, Principal: -A primary or predominant use of any lot, building, or structure.

Use, Public: Uses and structures, including buildings, lots and facilities, owned, used and operated by any governmental agency.

Use, Special: -A use authorized in a zone district but permitted only after review and approval by the Planning Commission when certain standards are met.

Use, Temporary: Any use placed on a parcel of land for a limited period of time.

Use, Unnamed: A use not specifically named within a specific zone district, as either a permitted, accessory, limited or special use.

Utility Facilities:

Major: -Electric transmission lines, power plants, substations of electrical utilities, wastewater treatment plants, water treatment plants, water storage tanks, pipelines and storage areas of utilities providing natural gas or other petroleum derivatives, and transmission or reception stations with more than two dish antennas in one location.

Minor: -Water, sewer and gas mains; cable, electric and telephone distribution lines, substations, and/or switching facilities; gas regulator stations; public lift or pumping stations for domestic water and sewer service; solar arrays, or wind powered electric generators; transmission or reception stations with no more than two dish antennas in one location with the diameter of any dish antenna limited to ten feet or less.

Utility, Public: -A utility regulated by the Colorado Public Utilities Commission.

Variance: A discretionary relaxation by the Director or the Board of Adjustment of the dimensional regulations of this Zoning Ordinance Code to a particular piece of property, which property, because of special circumstances applicable to it, is deprived of privileges commonly enjoyed by other properties in the same vicinity and zone, and which adjustment remedies disparity in privileges.

Vehicle Dispatch Facility: -A privately owned facility for the dispatch, storage or maintenance of vehicles including, but not limited to, ambulances, tow trucks and snow plows.

Vested Property Right: -The right to undertake and complete the development and use of property under the terms and conditions of a development agreement approved pursuant to requirements of this Zoning Ordinance Code.

Vocational or Trade School: -See School, Vocational or Trade.

Waiver: A discretionary modification by the Director or the Planning Commission of a dimensional, development, design or sign standard of this Zoning Ordinance Code when the modification results in a superior development or design than if the strict application of this Zoning Ordinance Code is applied.

Wall Area: The area of a building façade, width x height.

Warehouse and Distribution: -A use engaged in storage, sales, and distribution of manufactured products, supplies, and equipment, but excluding bulk storage of materials that are inflammable, explosive, which create hazardous or commonly recognized offensive conditions. A warehouse may include an ancillary showroom for the purpose of displaying items and commodities for sale.

Wind-powered Electric Generators: -A freestanding mill or other machine that runs on the energy generated by a wheel of adjustable blades or slats rotated by the wind for the purpose of converting mechanical energy into electrical energy.

Window Area: -The area of all windows on the first floor of a building that faces or is visible from one public right-of-way.

Wireless Communications Equipment Shelter: -An unattended structure such as a small building or cabinet(s) used to house equipment for a wireless communications facility associated with either a freestanding wireless communications facility or a structure or building mounted wireless communications facility.

Wireless Communications Facility, Freestanding: A telecommunications facility that consists of a stand-alone support structure such as a lattice tower or monopole, antenna(s), and associated equipment storage shelter(s).

Wireless Communications Facility, Stealth:

A telecommunications facility that is completely disguised as another object or otherwise concealed from view thereby concealing the intended use and appearance of the facility. Examples of stealth facilities include, but are not limited to, trees, synthetic rocks, flag poles, light pole standards, or architectural elements such as dormers, steeples, and chimneys.

Wireless Communications Facility, Structure or Building Mounted: Any telecommunications facility, antenna, or equipment attached to or mounted upon any structure or building. All structure or building mounted telecommunication facilities shall be deemed an accessory use of the property to which the facility is attached or mounted.

Wireless Communications Provider: -A public or private company providing any type of wireless communications or other related technology.

Wireless Communications Site: -Any use of property for antennae, equipment, and equipment shelter(s) employed in the reception, switching, and/or transmission of wireless telecommunication services including, but not limited to, paging, enhanced specialized mobile radio, personal communication services, microwave link antenna, cellular telephone, and other related technologies.

Work of Art, Freestanding: A freestanding statue or sculpture or a graphic illustration or design which does not advertise or promote a particular business, service or “branded” product. Work of art includes but is not limited to sculpture, monument, fountain, mosaic, carving, and stained glass.

Xeriscaping: Landscape design that reduces or eliminates the need for irrigation.

Yard:- An open space which is located on the same lot as a building, and which is unoccupied and unobstructed by a structure over a height of 30 inches (See Figure 17.7.6).

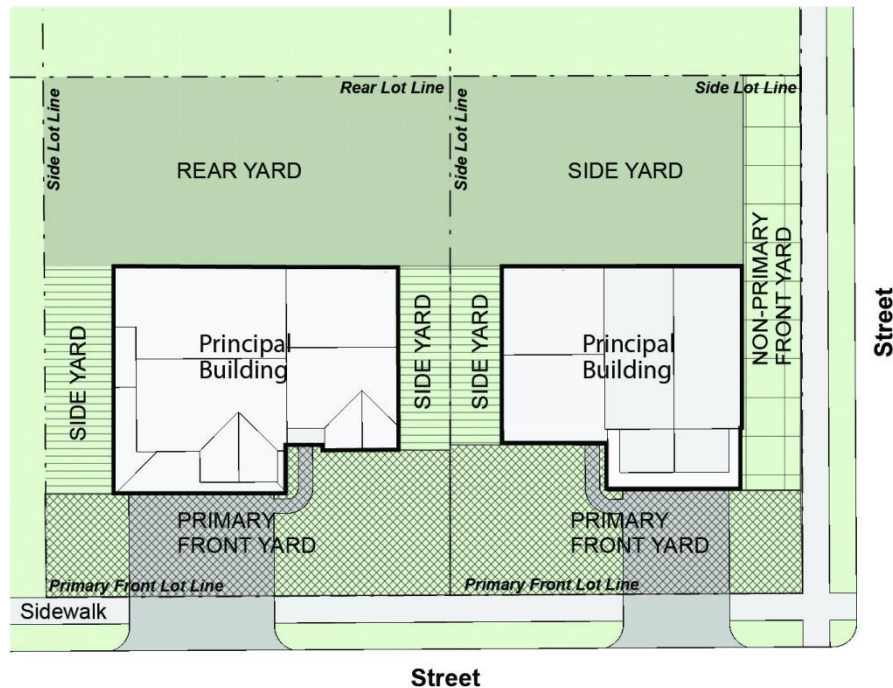


Figure 17.13.3: Yard

Yard, Non-Primary Front: -Those front yards which do not have the main entrance of the principal structure oriented toward them.

Yard, Primary Front: -That portion of the yard located between the front lot line and the closest wall of the principal structure where the main entrance of the structure is located, or the front setback line of such lot, if vacant.

Yard, Rear: -That portion of a yard lying between the rear lot line and the rear wall of the principal structure or rear setback line of the lot, if vacant.

Yard, Side: -That portion of a yard lying between a front yard and a rear yard, and including all open portions of the lot between the front and rear yards.

Zero Lot Line: -The location of a structure on a lot in such a manner that one or more of the structures' sides rests directly on a lot line.

Zero Waste: ~~Zero Waste means~~ Resource conservation through responsible production, conscious consumption, and optimized recovery; achieving at least 90% waste diversion from landfill or incineration by means of reduction, reuse, recycling, and recovery activities (combination of Zero Waste International Alliance and GBCI TRUE Zero Waste).

Zoning District: -A classification assigned to a particular area or areas of the City of Lakewood as listed in Article 3.

Zoning District Map: -The official map upon which the zoning districts of the City of Lakewood are delineated.