

AGENDA
REGULAR MEETING OF THE CITY COUNCIL
COUNCIL CHAMBERS
480 S. ALLISON PARKWAY
CITY OF LAKEWOOD, COLORADO
HYBRID MEETING
JUNE 9, 2025
7:00 PM

To watch the Council meeting live, 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)

Online participants may post written comments of any length to LakewoodSpeaks.org, an online forum for public comments. [Full instructions for public meeting participation](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.

In accordance with City Council Policy 5.1(A), all virtual meeting participants are advised that technological issues, whether caused by the City's equipment or the user's equipment, shall not be grounds for canceling a public meeting.

ITEM 1 – CALL TO ORDER

ITEM 2 – ROLL CALL

ITEM 3 – OPENING ITEMS

3A. PLEDGE OF ALLEGIANCE

3B. STATEMENT OF CONFLICT OF INTEREST

3C. PROCLAMATION – PRIDE MONTH

ITEM 4 – INITIAL PUBLIC COMMENT

This initial period of public comment allows for up to ten total in-person speakers to provide their public comment earlier in the meeting on any matter other than an agenda item. The City shall prioritize those with special needs when the City Clerk is made aware of such needs in advance of the meeting. Speaking during this initial period of public comment requires signing up to speak with the City Clerk in advance of the meeting. Speakers should limit their comments to three minutes, and there is no pooling of time during the initial public comment period.

CONSENT AGENDA

Consent agenda items are approved with one action unless amended by the Council. Items removed from the Consent Agenda will be considered immediately after the Consent Agenda vote.

ITEM 5 – ORDINANCES ON FIRST READING

Ordinances on first reading are not open for public comment; first reading allows the Council to set the date for the public hearing on second reading.

- 5A. O-2025-19 – ACCEPTING AN APPLICATION TO ADJUST THE OPERATIONAL SERVICE AREA OF THE CITY OF LAKEWOOD WATER UTILITY TO INCLUDE AND EXTEND WATER SERVICE TO THE PROPERTY LOCATED AT 5490 WEST 13TH AVENUE
- 5B. O-2025-20 – AUTHORIZING EXECUTION OF A PERMANENT UTILITY EASEMENT ACROSS CITY PARK PROPERTY AT 2951 S. WADSWORTH BLVD., LAKEWOOD, COLORADO, TO PUBLIC SERVICE COMPANY OF COLORADO FOR AN UNDERGROUND ELECTRICAL VAULT AND RELATED FACILITIES
- 5C. O-2025-21 – AUTHORIZING EXECUTION OF A PERMANENT UTILITY EASEMENT ACROSS CITY PARK PROPERTY AT 9351 W. JEWELL AVENUE, LAKEWOOD, COLORADO, TO PUBLIC SERVICE COMPANY OF COLORADO FOR AN ELECTRICAL SERVICE AND RELATED FACILITIES

ITEM 6 – RESOLUTIONS

- 6A. R-2025-29 – ADOPTING THE 2025 LAKEWOOD BICYCLE PLAN
- 6B. R-2025-30 – APPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF LAKEWOOD AND THE BOARD OF WATER COMMISSIONERS OF THE CITY AND COUNTY OF DENVER D/B/A DENVER WATER FOR LEAD SERVICE LINE REPLACEMENTS
- 6C. R-2025-31 – APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT, THE CITY AND COUNTY OF DENVER, AND THE CITY OF AURORA FOR WET WEATHER MONITORING AND OTHER STORMWATER QUALITY PERMIT ACTIVITIES
- 6D. R-2025-32 – APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE COLORADO DEPARTMENT OF TRANSPORTATION REGARDING THE CITY OF LAKEWOOD'S OPERATION AND MAINTENANCE OF TRAFFIC SIGNALS, INTERSECTION MARKINGS, AND TRAFFIC CONTROL DEVICES ON STATE HIGHWAYS WITHIN THE CITY OF LAKEWOOD

- 6E. R-2025-33 – APPOINTING A MEMBER OF THE VICTIM ASSISTANCE COMPENSATION BOARD
- 6F. R-2025-34 – APPOINTING MEMBERS OF THE LAKEWOOD PLANNING COMMISSION
- 6G. R-2025-35 – APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH ARVADA, EDGEWATER, GOLDEN, LAKEWOOD, AND WHEAT RIDGE ESTABLISHING AND CONTINUING THE RECORDS MANAGEMENT SYSTEM CONSORTIUM

ITEM 7 – MINUTES AND ADDITIONAL ITEMS

- 7A. APPROVING CITY COUNCIL MINUTES
 - REGULAR COUNCIL MEETING – FEBRUARY 10, 2025
 - REGULAR COUNCIL MEETING – FEBRUARY 24, 2025
 - REGULAR COUNCIL MEETING – MARCH 24, 2025
 - REGULAR COUNCIL MEETING – APRIL 14, 2025
 - REGULAR COUNCIL MEETING – APRIL 28, 2025

END OF CONSENT AGENDA

PUBLIC COMMENT ON CONSENT AGENDA

ITEM 8 – ITEMS REMOVED FROM CONSENT AGENDA

ITEM 9 – ORDINANCES ON SECOND READING AND PUBLIC HEARINGS

ITEM 10 – GENERAL PUBLIC COMMENT

ITEM 11 – GENERAL BUSINESS

- 11A. EXECUTIVE REPORT
- 11B. MAYOR AND CITY COUNCIL REPORTS

ITEM 12 – ADJOURNMENT

The City Council will conduct a check-in at 11:00 p.m. and every hour thereafter to evaluate whether it is appropriate to continue the meeting. The City Council may extend the time for public comment or may determine that modifications to the meeting may be appropriate due to the lateness of the hour. Modifications may include moving remaining individuals wishing to make public comments to the City's online comment portal, recessing the meeting to another date certain, or adjourning the meeting.

P R O C L A M A T I O N

PRIDE MONTH 2025

WHEREAS, the City Council of the City of Lakewood proclaims the month of June 2025 as Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ+) "Pride Month" in recognition of the fact that all human beings are born free and equal in dignity and rights; and

WHEREAS, the LGBTQ+ individuals have had an immeasurable impact on the cultural, civic, and economic successes of this community, State, and nation; and

WHEREAS, this nation was founded on the principle that every individual has infinite dignity and worth, and the City Council calls upon the people of Lakewood to embrace this principle and work to eliminate prejudice everywhere it exists; and

WHEREAS, the City of Lakewood is committed to supporting visibility, dignity, and equality for LGBTQ+ people in our diverse community; and

WHEREAS, while society at large increasingly supports LGBTQ+ equality, it is essential to acknowledge that the need for education and awareness remains vital to end discrimination and prejudice against members of the LGBTQ+ community; and

WHEREAS, celebrating Pride Month influences awareness and provides support and advocacy for the City's LGBTQ+ community, and is an opportunity to take action and engage in dialogue to strengthen alliances, build acceptance, and advance equal rights.

NOW, THEREFORE, on behalf of the City Council and the people of the City of Lakewood, I, Wendi Strom, Mayor of the City of Lakewood, Colorado, by virtue of the authority vested in me, do hereby proclaim

JUNE 2025 AS PRIDE MONTH

GIVEN under my hand and Seal of the City of Lakewood, this 9th day of June 2025.

Wendi Strom, Mayor

STAFF MEMO

DATE OF MEETING: JUNE 9, 2025 / AGENDA ITEM NO. 5A

To: Mayor and City Council
From: Maria D'Andrea, Director of Public Works
Subject: **Water Service Area Adjustment - 5490 West 13th Ave Inclusion**

SUMMARY STATEMENT: This ordinance would authorize the City of Lakewood Water Utility (“the Water Utility”) to provide water service to the property located at 5490 West 13th Avenue (“The Property”) and include the property in the Utility’s operational service area map. The current operational service area map for the Water Utility does not show the property within the service area, however some historical maps and Denver Water’s mapping depict the property within the Lakewood Water Utility service area. This ordinance formally clarifies discrepancies and adjusts the Water Utility’s operational boundary and permits service to the property, contingent upon the property owner funding and constructing required capital improvements.

BACKGROUND INFORMATION: The property at 5490 West 13th Avenue is presently served by the Consolidated Mutual Water Company (CMWC). CMWC has notified both the City and the property owner that it will no longer be able to feasibly provide water service to this location if the property redevelopment will require fire suppression. The Lakewood Water Utility has existing infrastructure adjacent to the site, which could be extended to serve domestic and fire suppression demand. CMWC has no objection to the City’s Water Utility taking over service to the Property.

Although the property appears contiguous to the City’s operational service area per Denver Water mapping, staff has identified discrepancies in the Water Utilities historical mapping of the service area boundaries regarding the Property. As the property is not within the boundaries of any other special district and is eligible for service under Lakewood Municipal Code section 13.04.090(B), the City may accept an application to extend water service.

City engineering and utility staff have reviewed the application and determined that the Water Utility can feasibly serve the property, provided that the necessary capital improvements—such as a main line extension in 13th Avenue—are constructed and paid for by the property owner. This ordinance authorizes the service extension and directs City staff to update the operational service area mapping accordingly.

BUDGETARY IMPACTS: There are no anticipated direct costs to the City. The property owner is responsible for all infrastructure improvements required to make the extension of service feasible. Future water service to the property will be billed in accordance with existing Water Utility rates and policies.

STAFF RECOMMENDATIONS: Adoption of the ordinance on first reading to schedule the public hearing and allow for formal consideration of the proposed service area adjustment.

ALTERNATIVES: City Council could choose not to adopt the ordinance, in which case the property would remain without a feasible water service provider.

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

NEXT STEPS: Upon adoption on first reading, the ordinance will be scheduled for a public hearing on July 14,

2025. If adopted on second reading, staff will proceed with mapping updates and coordinate with the property owner on next steps for utility connection.

ATTACHMENTS: 1. O-2025-19

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

O-2025-19

AN ORDINANCE

ACCEPTING AN APPLICATION TO ADJUST THE OPERATIONAL SERVICE AREA OF THE CITY OF LAKEWOOD WATER UTILITY TO INCLUDE AND EXTEND WATER SERVICE TO THE PROPERTY LOCATED AT 5490 WEST 13th AVENUE

WHEREAS, the City of Lakewood, Colorado (the "City") operates the City of Lakewood Water Utility (the "Water Utility"), which provides drinking water to approximately 800 homes and businesses within the City;

WHEREAS, due to mapping discrepancies regarding the operational service area of the Water Utility, it is unclear whether the property located at 5490 West 13th Avenue (the "Property") is currently within the mapped operational service area of the Water Utility;

WHEREAS, the Property currently receives its water service from the Consolidated Mutual Water Company ("Consolidated Mutual");

WHEREAS, Consolidated Mutual has determined that it can no longer feasibly serve the Property and does not object to the Water Utility providing water service;

WHEREAS, Consolidated Mutual is a private company, so the City is not required to proceed with the exclusion process under section 32-1-502 of the Colorado Revised Statutes to adjust the operational service area of the Water Utility to include and extend water service to the Property;

WHEREAS, the Property is not located within the territory of any other special district;

WHEREAS, pursuant to Lakewood Municipal Code section 13.04.090(B), the City Council is authorized to accept or decline any application for the Water Utility's extension of service to property either outside or within the City's service area which can be feasibly served by the City;

WHEREAS, the City has reviewed the application for extension of water service to the Property and has determined that the Water Utility can feasibly serve the Property subject to the owner of the Property constructing and paying for certain capital improvements;

WHEREAS, the City Council desires to adjust the operational service area of the Water Utility to include and extend water service to the Property;

WHEREAS, approval of this ordinance on first reading is intended only to confirm that the City Council desires to comply with the City's Charter by setting a public hearing

to provide City staff and the public the opportunity to present evidence and testimony regarding the proposal; and

WHEREAS, approval of this ordinance on first reading does not constitute a representation that the City Council, or any member of the City Council, supports, approves, rejects or denies the proposal.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Lakewood, Colorado, that:

SECTION 1. The application to adjust the operational service area of the City of Lakewood Water Utility to include and extend water service to the property located at 5490 West 13th Avenue, Lakewood, CO 80214, is hereby accepted.

SECTION 2. The City of Lakewood Water Utility is hereby authorized to provide water service to the property located at 5490 West 13th Avenue, Lakewood CO 80214 subject to the property's owner constructing the required capital improvements to make such service feasible.

SECTION 3. The City shall incorporate 5490 West 13th Avenue, Lakewood CO 80214 into the mapping of its operational service area.

SECTION 4. This Ordinance shall take effect thirty (30) days after final publication.

SECTION 5. If any provision of this Ordinance is found by a court of competent jurisdiction to be invalid, such invalidity shall not affect the remaining portions or applications of this Ordinance that can be given effect without the invalid portion, provided that such remaining portions or application of this Ordinance are not determined by the court to be inoperable.

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I hereby attest and certify that the within and foregoing ordinance was introduced and read on first reading at a regular meeting of the Lakewood City Council on the 9th day of June, 2025; published by title in the Denver Post and in full on the City of Lakewood's website at www.lakewood.org, on the 12th day of June, 2025; set for public hearing to be held on the 14th day of July, 2025; read, finally passed and adopted by the City Council on the 14th day of July, 2025; and signed by the Mayor on the ____ day of July, 2025.

Wendi Strom, Mayor

ATTEST:

Jay Robb, City Clerk

APPROVED AS TO FORM:

Alison McKenney Brown, City Attorney

STAFF MEMO

DATE OF MEETING: JUNE 9, 2025 / AGENDA ITEM NO. 5B

To: Mayor and City Council

From: Traci Wieland, Director of Community Resources
Ross Williams, Facilities Planner

Subject: **Easement to Xcel Energy on the Bear Creek Greenbelt**

SUMMARY STATEMENT: Granting of utility easement to facilitate the completion of the shared use trail along South Wadsowrth Blvd.

BACKGROUND INFORMATION: The Department of Public Works has been designing the completion of a shared-use trail along South Wadsworth Blvd. In order to keep the alignment within the street right of way, existing overhead utilities need to be placed underground. To complete the connection, a small utility easement is needed to terminate existing facilities on the south edge of the City-owned Bear Creek Greenbelt.

Since the Greenbelt property was acquired using Jefferson County Open Space funds, a release of their reversionary interest is also required.

BUDGETARY IMPACTS: None

STAFF RECOMMENDATIONS: The staff recommends the granting of the easement.

ALTERNATIVES: None

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

NEXT STEPS: Requesting the release of the Jefferson County Open Space reversionary interest.

ATTACHMENTS:

1. O-2025-20
2. Xcel easement Exhibit A
3. BCGB Xcel

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

AN ORDINANCE

AUTHORIZING EXECUTION OF A PERMANENT UTILITY EASEMENT ACROSS CITY PARK PROPERTY AT 2951 S. WADSWORTH BLVD., LAKEWOOD, COLORADO, TO PUBLIC SERVICE COMPANY OF COLORADO FOR AN UNDERGROUND ELECTRICAL VAULT AND RELATED FACILITIES

WHEREAS, Public Service Company of Colorado has requested the City of Lakewood ("City") convey a utility easement across City park property located at 2951 S. Wadsworth Blvd. (Bear Creek Greenbelt) to underground their facilities to allow for the City sidewalk and related improvement, as generally described/depicted in Exhibit A;

WHEREAS, 2951 S. Wadsworth Blvd. is owned and held by the City for park and open space purposes;

WHEREAS, Section 14.3(c) of the Charter of the City of Lakewood provides that utility easements may be granted across, over, or under park land;

WHEREAS, the parcel was acquired with funds from Jefferson County Open Space, which maintains a reversionary interest in the property;

WHEREAS, approval of this ordinance on first reading is intended only to confirm that the City Council desires to comply with the Lakewood Municipal Code by setting a public hearing to provide City staff and the public an opportunity to present evidence and testimony regarding the proposal; and

WHEREAS, approval of this ordinance on first reading does not constitute a representation that the City Council, or any member of the City Council, supports, approves, rejects or denies the proposal.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Lakewood, Colorado, that:

SECTION 1. The City hereby conveys a utility easement for electrical vaults and related appurtenances to the Public Service Company of Colorado, subject to each of the following conditions:

1. Review and approval by City staff of final construction plans for all structures/infrastructure placed within the described easement;
2. All new facilities to be undergrounded to the extent possible;
3. Approval by Jefferson County of a subordination of the County's reversionary interest in the property;

4. The easement will be non-exclusive; and

5. The Company must seek and be issued a Public Way Permit for all work on City property.

SECTION 2. The City Manager is hereby authorized and directed to execute, and the City Clerk to attest, all the necessary documents to grant a utility easement across the land described in Exhibit A, attached hereto and incorporated herein, in a form approved by the City Attorney, to Public Service Company of Colorado for the installation of an undergrounded electrical vault and related facilities.

SECTION 3. This Ordinance shall take effect thirty (30) days after final publication.

SECTION 4. If any provision of this Ordinance should be found by a court of competent jurisdiction to be invalid, such invalidity shall not affect the remaining portions or applications of this Ordinance that can be given effect without the invalid portion, provided that such remaining portions or application of this Ordinance are not determined by the court to be inoperable.

I hereby attest and certify that the within and foregoing ordinance was introduced and read on first reading at a hybrid regular meeting of the Lakewood City Council on the 9th day of June, 2025; published by title in the Denver Post and in full on the City of Lakewood's website, www.lakewood.org, on the 12th day of June, 2025; set for public hearing to be held on the 14th day of July, 2025, read, finally passed and adopted by the City Council on the ____ day of July, 2025 and, signed by the Mayor on the ____ day of July, 2025

Wendy Strom, Mayor

ATTEST:

Jay Robb, City Clerk

APPROVED AS TO FORM:

Alison McKenney Brown, City Attorney

LEGAL DESCRIPTION

PSCO/XCEL PE-1

A permanent easement being a portion of that Tract of land conveyed to the City of Lakewood at Reception Number 2022108334, of the records of the Jefferson County Clerk and Recorder, further lying in the Northwest One-Quarter (NW¼) of Section 35, Township 4 South, Range 69 West of the 6th Principal Meridian, City of Lakewood, County of Jefferson, State of Colorado, being more particularly described as follows:

Commencing at the Center Quarter corner:

Thence N00°20'23"W along the East line of said NW¼, a distance of 659.56 feet;

Thence S89°35'22"W, a distance of 75.00 feet to the southeast corner of said Tract said corner being in common with east line of that BEAR CREEK WATER AND SANITATION DISTRICT sewer line easement recorded at Reception No. 82019192 of said records tract and the **point of beginning**;

Thence continuing S89°35'22"W along the south line of said Tract, a distance of 30.00 feet;

Thence N00°20'23"W, a distance of 10.00 feet;

Thence N89°35'22"E, a distance of 30.00 feet, more or less, to the east line of said Tract and the east line of said sewer line easement;

Thence S00°20'23"E along said east lines, a distance of 10.00 feet, more or less, to the **point of beginning**, said easement containing an area of 300 square feet, more or less.

This legal description was written by Spencer Curtis, Right-of-way Agent for the Public Works Department, Engineering Division, City of Lakewood with offices at 480 South Allison Parkway, Lakewood, Colorado 80226.

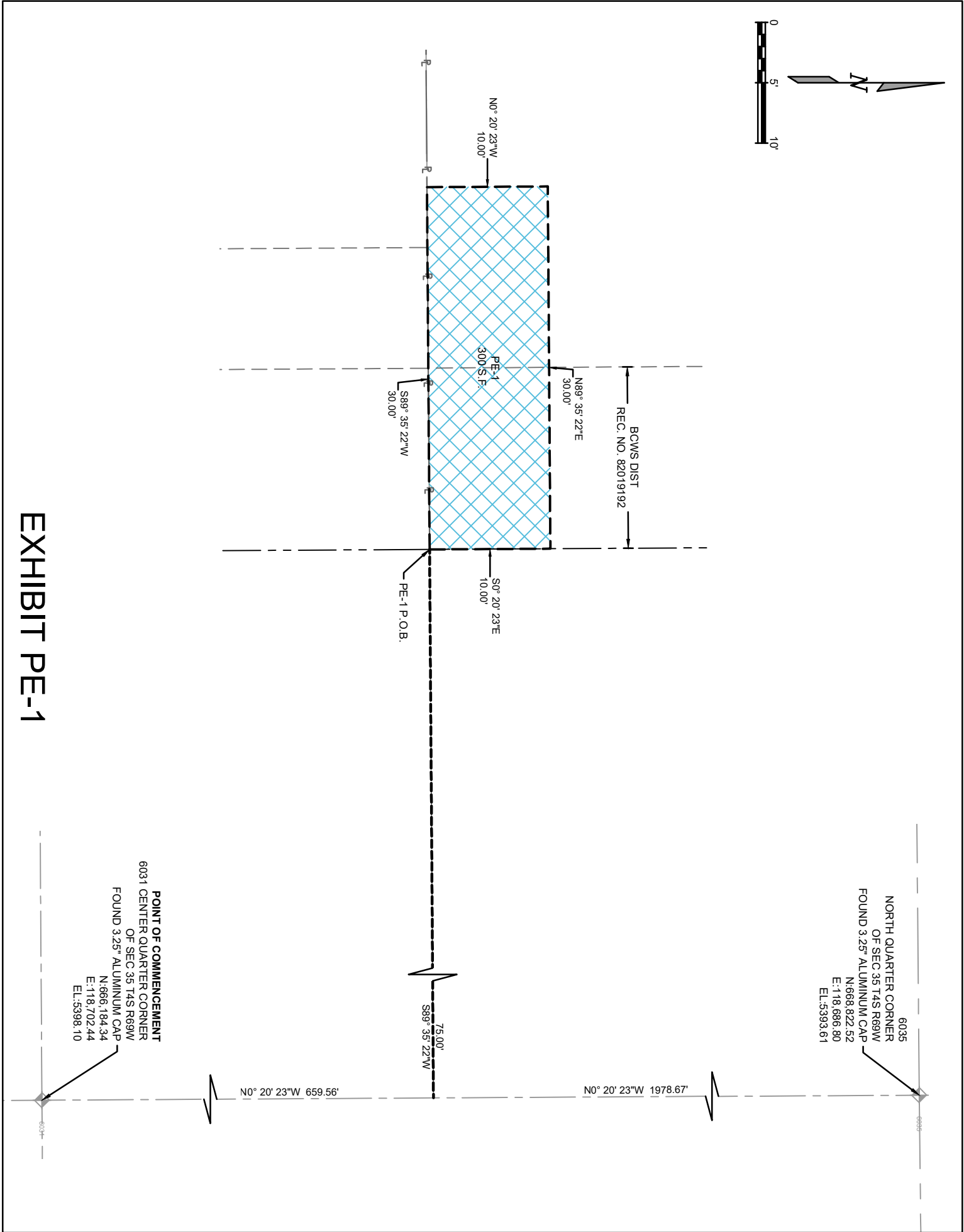


EXHIBIT PE-1



STAFF MEMO

DATE OF MEETING: JUNE 9, 2025 / AGENDA ITEM NO. 5C

To: Mayor and City Council

From: Traci Wieland, Director of Community Resources
Ross Williams, Facilities Planner

Subject: **Granting Utility Easement on Kendrick Lake Park**

SUMMARY STATEMENT: Granting a utility easement on Kendrick Lake Park to place a transformer to service park.

BACKGROUND INFORMATION: The Department of Community Resources is renovating the restroom facilities at Kendrick Lake Park into year-round facilities. The renovation requires electrical power to complete. Xcel Energy needs a permanent location to install a transformer to serve the park and new facilities. Unfortunately, there is no available space in the street right of way to provide access for this utility easement.

BUDGETARY IMPACTS: None

STAFF RECOMMENDATIONS: The Department of Community Resources recommends the granting of the easement to facilitate improvements to the park.

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. O-2025-21
2. Easement Exhibit A
3. Exhibit Easement

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

AN ORDINANCE

AUTHORIZING EXECUTION OF A PERMANENT UTILITY EASEMENT ACROSS CITY PARK PROPERTY AT 9351 W. JEWELL AVENUE, LAKEWOOD, COLORADO, TO PUBLIC SERVICE COMPANY OF COLORADO FOR AN ELECTRICAL SERVICE AND RELATED FACILITIES

WHEREAS, Public Service Company of Colorado has requested that the City of Lakewood ("City") convey a permanent electrical easement across City park property located at 9351 W. Jewell Avenue (Kendrick Lake Park) to provide service to the park restroom and other needs, as generally described/depicted in Exhibit A;

WHEREAS, 9351 W. Jewell Avenue is owned and held by the City for park and open space purposes;

WHEREAS, Section 14.3(c) of the Charter of the City of Lakewood provides that utility easements may be granted across, over, or under park land;

WHEREAS, approval of this ordinance on first reading is intended only to confirm that the City Council desires to comply with the Lakewood Municipal Code by setting a public hearing to provide City staff and the public an opportunity to present evidence and testimony regarding the proposal; and

WHEREAS, approval of this ordinance on first reading does not constitute a representation that the City Council, or any member of the City Council, supports, approves, rejects, or denies the proposal.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Lakewood, Colorado, that:

SECTION 1. The City hereby conveys an easement for electrical service and related facilities to Public Service Company of Colorado, subject to each of the following conditions:

1. Review and approval by City staff of final construction plans for all structures/infrastructure placed within the described easement;
2. All new facilities to be undergrounded to the extent possible;
3. The easement will be non-exclusive, and
4. The Public Service Company of Colorado must seek and be issued a Public Way Permit for all work on City property.

SECTION 2. The City Manager is hereby authorized and directed to execute, and the City Clerk to attest, an electrical service easement across the land described in Exhibit A, attached hereto and incorporated herein, in a form approved by the City Attorney, to Public Service Company of Colorado for the installation of an electrical service and related facilities.

SECTION 3. This Ordinance shall take effect thirty (30) days after final publication.

SECTION 4. If any provision of this Ordinance should be found by a court of competent jurisdiction to be invalid, such invalidity shall not affect the remaining portions or applications of this Ordinance that can be given effect without the invalid portion, provided that such remaining portions or application of this Ordinance are not determined by the court to be inoperable.

I hereby attest and certify that the within and foregoing ordinance was introduced and read on first reading at a hybrid regular meeting of the Lakewood City Council on the 9th day of June, 2025; published by title in the Denver Post and in full on the City of Lakewood's website, www.lakewood.org, on the 11th day of June, 2025; set for public hearing to be held on the 14th day of July, 2025, read, finally passed and adopted by the City Council on the ____ day of July, 2025 and, signed by the Mayor on the ____ day of July, 2025

Wendy Strom, Mayor

ATTEST:

Jay Robb, City Clerk

APPROVED AS TO FORM:

Alison McKenney Brown, City Attorney

EXHIBIT A

A PARCEL OF LAND BEING A PORTION OF PARCEL 2 AS SET FORTH AND DESCRIBED AT RECEPTION NO. F1156921 AS FILED IN THE JEFFERSON COUNTY CLERK AND RECORDER'S OFFICE ON DECEMBER 12, 2000, SITUATED IN THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 4 SOUTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LAKEWOOD, COUNTY OF JEFFERSON, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

THE BASIS OF BEARINGS FOR THIS DESCRIPTION IS N89°43'50"E ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 22;

COMMENCING AT THE SOUTHEAST CORNER OF SAID PARCEL 2 FROM WHICH THE SOUTH QUARTER CORNER OF SAID SECTION 22 BEARS N89°43'50"E A DISTANCE OF 937.30 FEET; THENCE N02°40'47"W, ALONG THE EAST LINE OF SAID PARCEL 2, SAID LINE ALSO BEING THE WEST LINE OF SOUTH HOYT STREET, A DISTANCE OF 309.72 FEET TO THE POINT OF BEGINNING;

THENCE S87°20'39"W A DISTANCE OF 9.42 FEET; THENCE S02°39'21"E A DISTANCE OF 3.50 FEET; THENCE S87°20'39"E A DISTANCE OF 15.00 FEET; THENCE N02°39'21"W A DISTANCE OF 15.00 FEET; THENCE N87°20'39"E A DISTANCE OF 15.00 FEET; THENCE S02°39'21"E A DISTANCE OF 3.50 FEET; THENCE N87°40'47"E A DISTANCE OF 9.41 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL 2, ALSO BEING THE WEST LINE OF SOUTH HOYT STREET; THENCE S02°20'47"E, ALONG THE EAST LINE OF SAID PARCEL 2 AND THE WEST LINE OF SOUTH HOYT STREET, A DISTANCE OF 8.00 FEET TO THE POINT OF BEGINNING.

CONTAINING: 300 SQUARE FEET, 0.0069 ACRES, MORE OR LESS.

THIS LAND DESCRIPTION WAS PREPARED BY:
DON LAMBERT, PLS 30830
FOR AND ON BEHALF OF ESI LAND SURVEYING, LLC

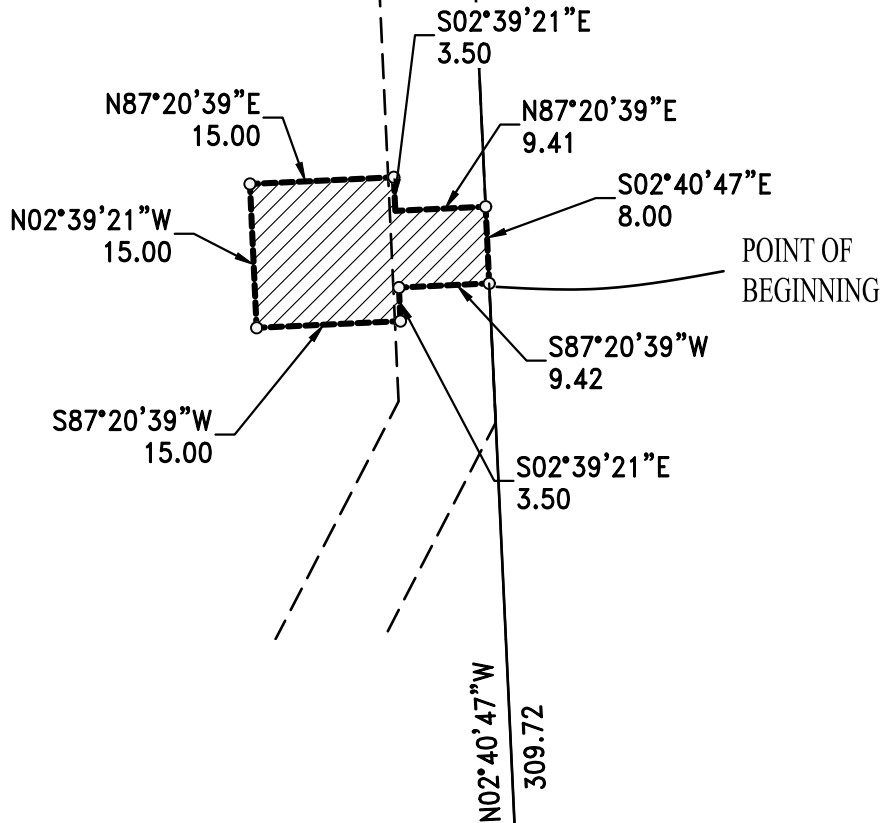
SHEET 1 OF 2

*Esi land
surveying, llc*

*3531 S. Logan St. D-324
Englewood, CO 80113
Ph: 303-340-0113*

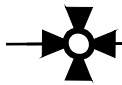
EXHIBIT A

10' BANCROFT CLOVER
WATER & SAN DIST.
EASEMENT
REC. NO. 86039754



PARCEL 2

REC. NO. F1156921



N89°43'50"E
2661.89
BASIS OF BEARINGS

WEST JEWELL AVE.

(40' PUBLIC RIGHT OF WAY)

Scale: 1" = 20'



SHEET 2 OF 2

*Esi land
surveying, llc*

3531 S. Logan St. D-324
Englewood, CO 80113
Ph: 303-340-0113

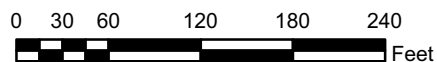


Kendrick Lake Park

Proposed Easement



Lakewood
Community Resources



STAFF MEMO

DATE OF MEETING: JUNE 9, 2025 / AGENDA ITEM NO. 6

To: Mayor and City Council

From:

Subject:

SUMMARY STATEMENT:

BACKGROUND INFORMATION:

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: None

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

STAFF MEMO

DATE OF MEETING: JUNE 9, 2025 / AGENDA ITEM NO. 6A

To: Mayor and City Council
From: Maria D'Andrea, Director of Public Works
Subject: **2025 Lakewood Bike 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: Adopt the 2025 Lakewood Bike Plan

ALTERNATIVES: Reject the plan and provide staff with an 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. Bike plan was also discussed at May 19th workshop with council.

NEXT STEPS: None

ATTACHMENTS: 1. R-2025-29
2. Bike Plan 2025 FINAL

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

R-2025-29

A RESOLUTION

ADOPTING THE 2025 LAKEWOOD BICYCLE PLAN

WHEREAS, the City of Lakewood (the “City”) is dedicated to creating a high-quality, safe, convenient, continuous, and accessible bicycle transportation system;

WHEREAS, in 2018, the City adopted the 2018 Lakewood Bicycle System Master Plan as a guide to continue the development of the City’s bicycle infrastructure;

WHEREAS, the City has created an updated Bicycle Plan (the “2025 Plan”), which incorporates lessons learned since 2018, along with guidance and input from the community;

WHEREAS, the 2025 Plan envisions a safe, comfortable, and connected bicycle network that promotes health, sustainability, and mobility in the City by supporting bicycling as an accessible mode of transportation for people of all ages and abilities; and

WHEREAS, the City Council discussed the 2025 Plan during its workshop session on May 19, 2025.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lakewood:

SECTION 1. The 2025 Lakewood Bicycle Plan, as presented to City Council on May 19, 2025, is hereby adopted.

SECTION 2. This resolution shall become effective immediately upon its adoption.

INTRODUCED, READ, AND ADOPTED by a vote of _ for and _ against at a hybrid regular meeting of the Lakewood City Council on June 9, 2025, at 7 o’clock p.m. at the Lakewood Civic Center, 480 S. Allison Parkway, Lakewood, Colorado.

Wendi Strom, Mayor

ATTEST:

Jay Robb, City Clerk

APPROVED AS TO FORM:

Alison McKenney Brown, City Attorney



LAKEWOOD **BICYCLE PLAN**

June 2025



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*

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Kelly Dunne, *Transportation Engineering Supervisor*
Mike Whiteaker, *City Transportation Engineer*

INTERNAL WORKING GROUP

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Jonathan Wachtel, *Sustainability (former)*
Kathryn Johanson, *Community Development*
Keith Goates, *Transportation Engineering*
Kyle Kammermeier, *Transportation Engineering*
Matt Duncan, *Transportation Engineering (former)*
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Terri Haley, *Traffic Signs & Markings*
Tim Dettman, *Transportation Engineering*
Toni Bishop, *Transportation Engineering*

EXTERNAL WORKING GROUP

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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!

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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.

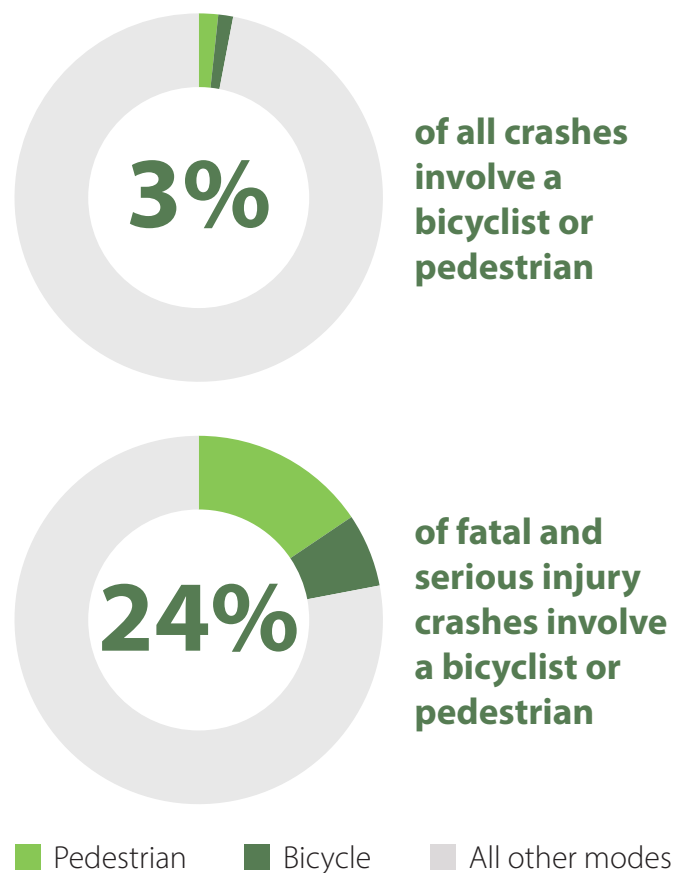


Figure 1: Percent of all crashes (top) and fatal / serious injury crashes (bottom) involving bicyclists or pedestrians in the Denver metro region from 2010-2015. Source: DRCOG Active Modes Crash Report (2023).

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.

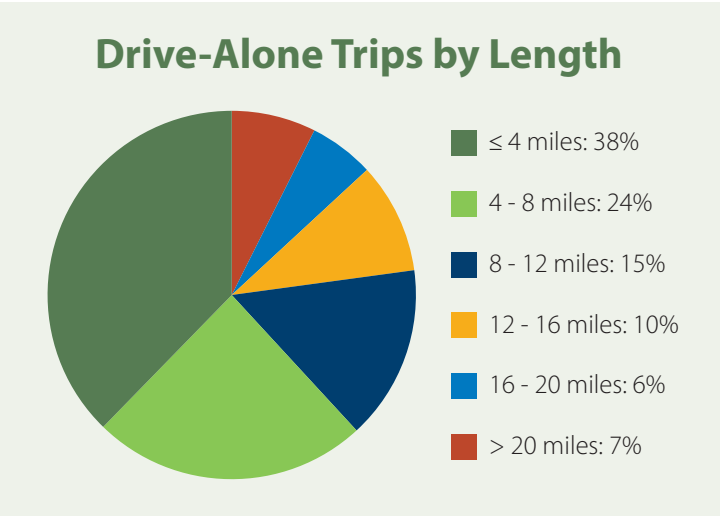
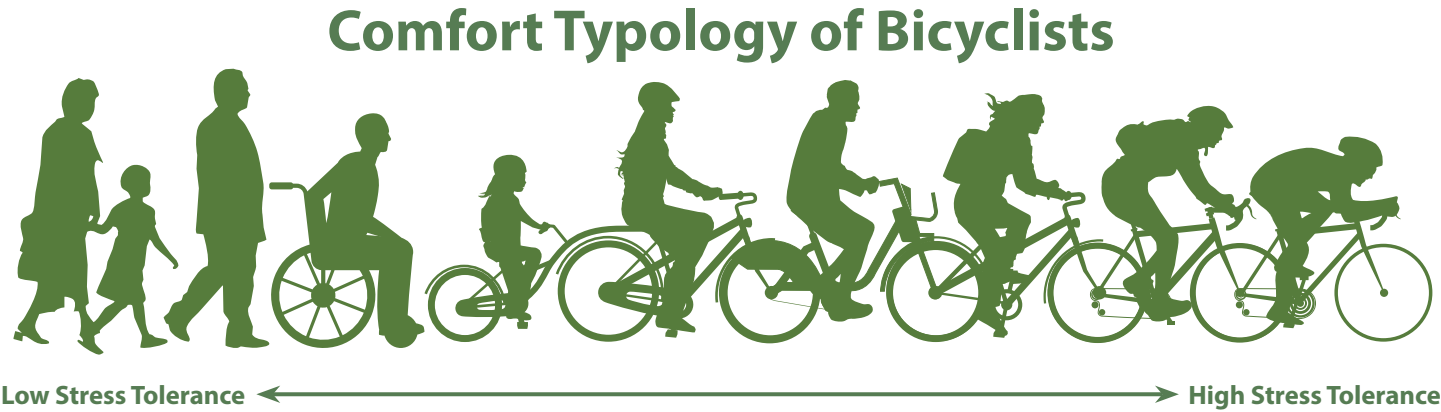


Figure 2: Distribution of drive-alone trips in the Denver metro region by trip length. Source: 2023 DRCOG travel model.



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 multimodal 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.

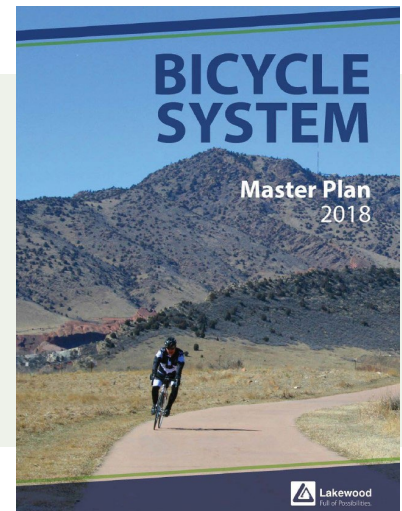


2005: Planning for Pedaling

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 three 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 that system.
Lakewood Plans	Envision Lakewood 2040 (2025)	Several goals and strategies identified by the community in this Plan are focused on multimodal 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 / 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 to all map users, and a total of 470 pins across all four categories were submitted.

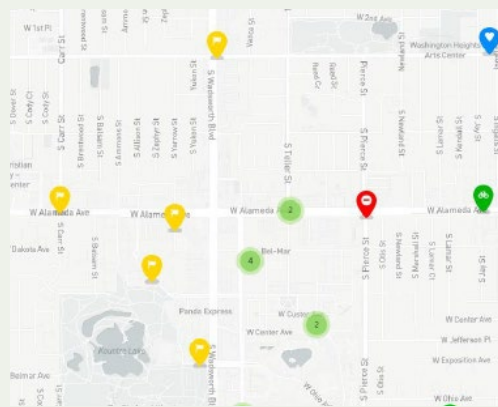


Figure 5: A screenshot of the online mapping tool with categorized pins already placed.



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.



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

Part 2: Proposed Network Review (Fall 2024)

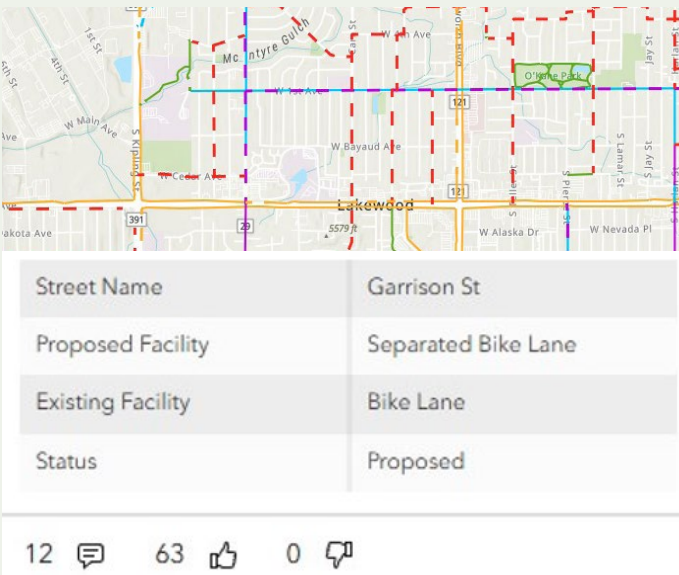


Figure 8: A screenshot of the interactive feedback map with a pop-up showing the total count of likes, dislikes, and comments for one particular recommendation.

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. The total count of likes and dislikes for each facility as well as any comments received were visible 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 the 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

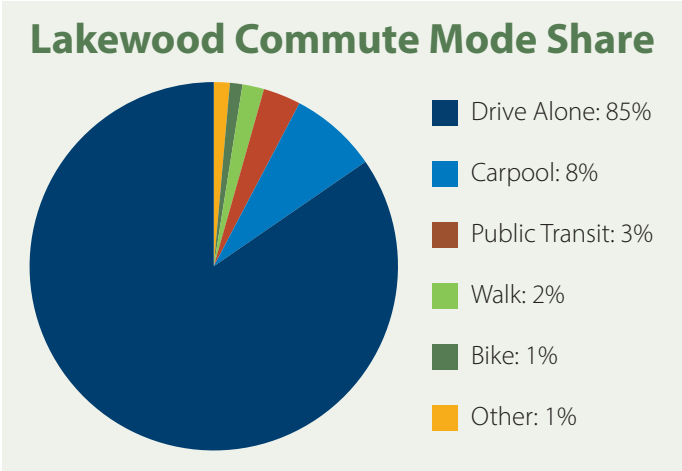


Figure 11: Lakewood mode share for non-WFH commutes. Source: US Census 2023 ACS 5-Year Estimates.

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.

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.

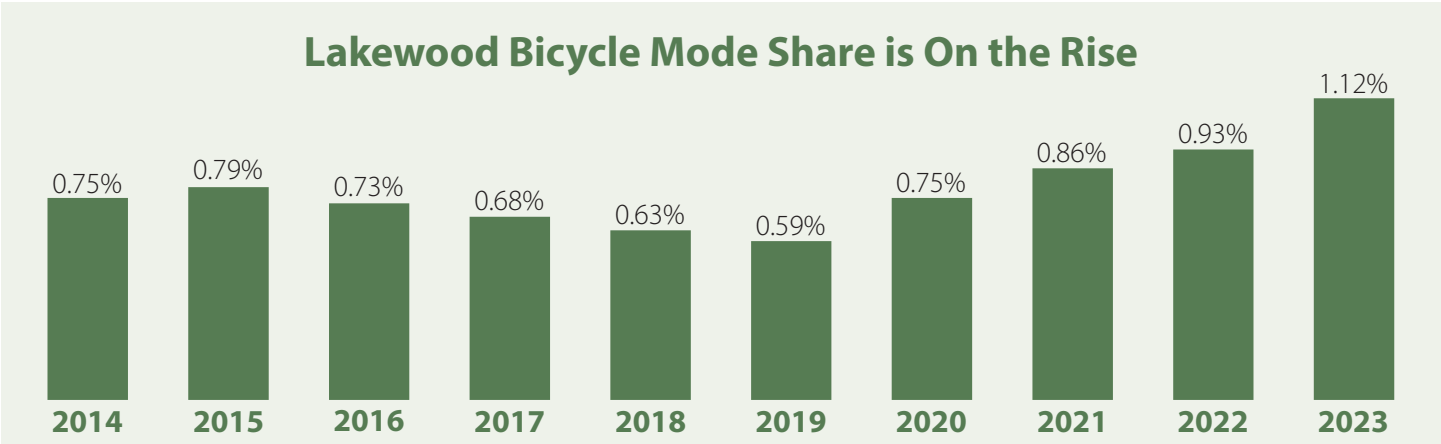


Figure 12: Lakewood bicycle mode share from 2014-2023 as a % of non-WFH commuting trips. Source: US Census ACS 5-year Estimates, 2014-2023.

EXISTING BICYCLE NETWORK

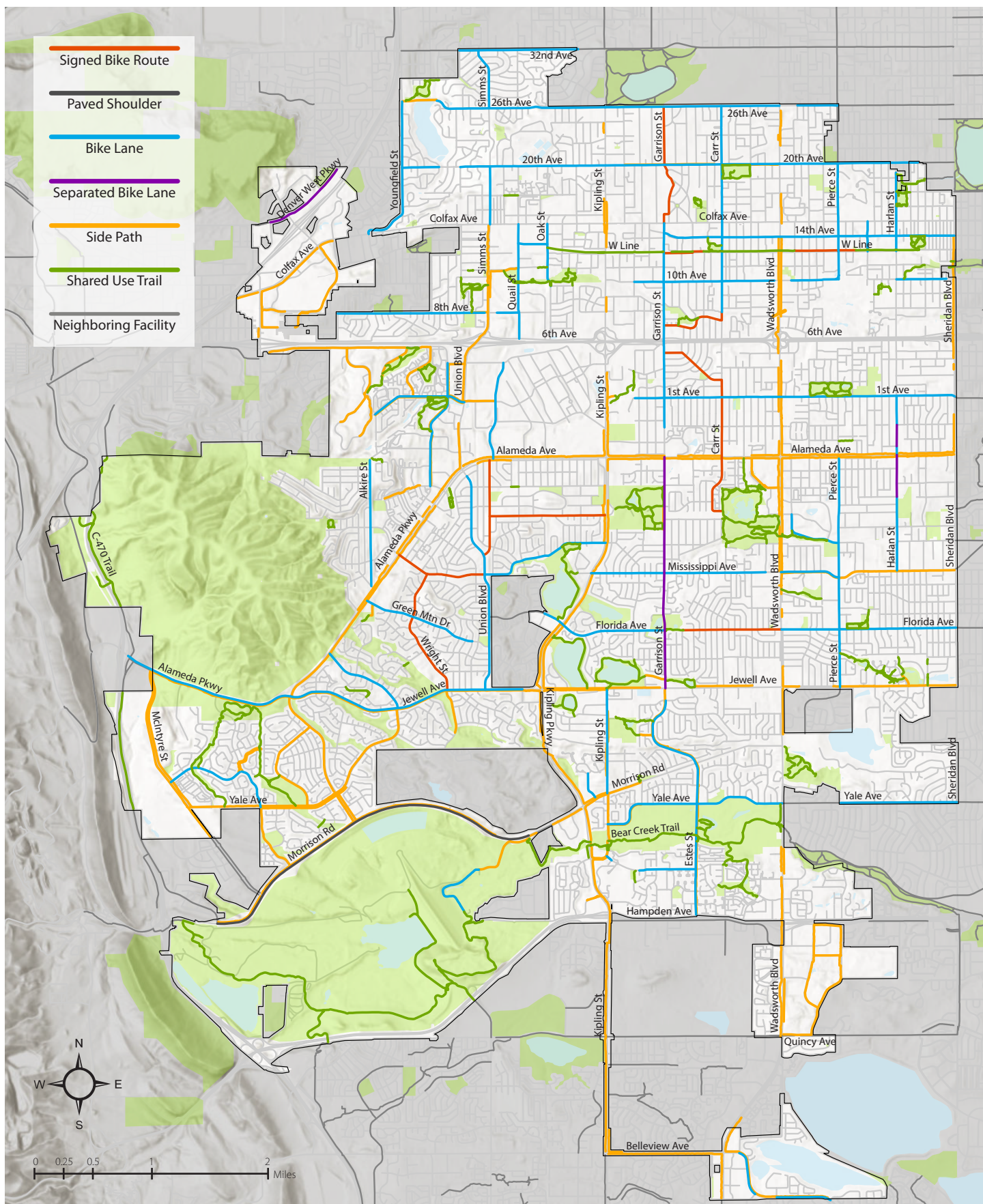


Figure 13: Map of Lakewood's existing bicycle facility network.

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 multimodal 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 2026.

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 Ave 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 Ave] 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 15), 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.

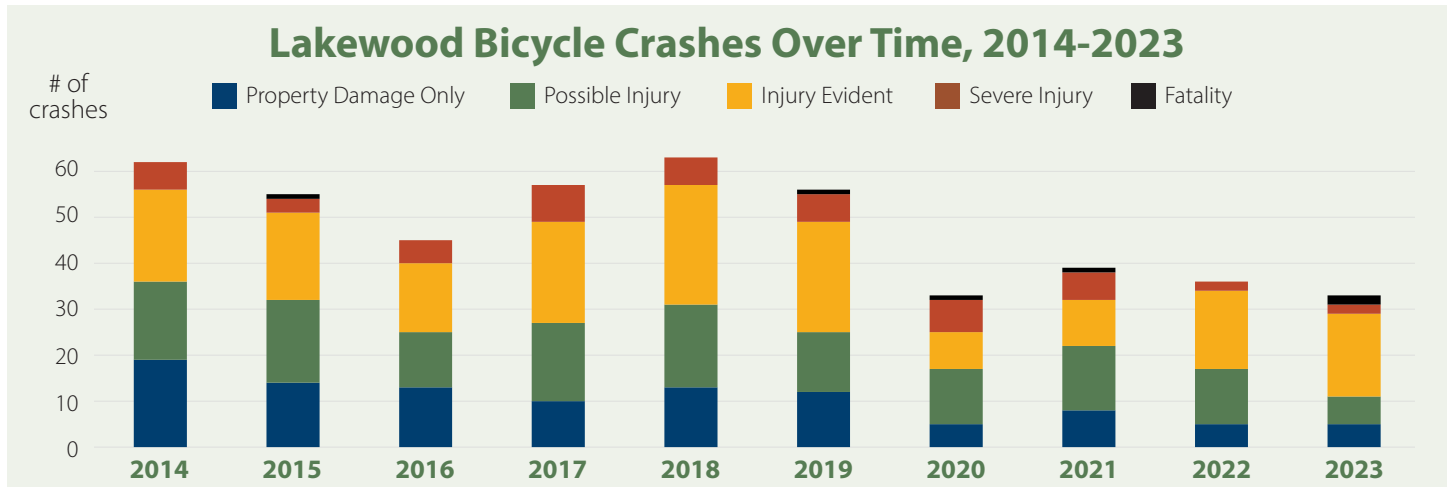


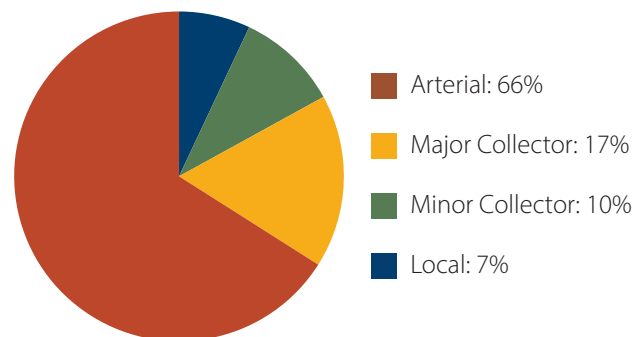
Figure 15: Lakewood bicycle crashes over time from 2014-2023, categorized by level of severity.

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 16). 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

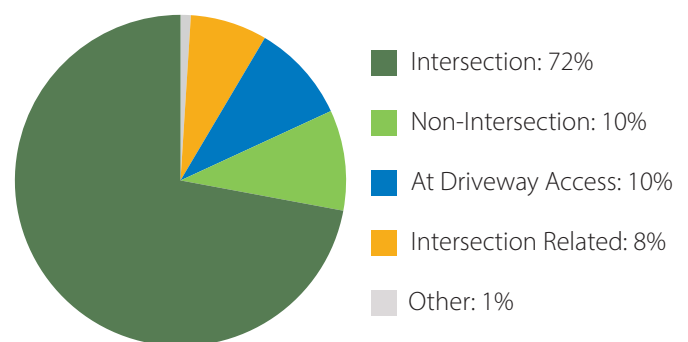


Figure 16: Lakewood bicycle crashes 2014-2023 by roadway type (top) and roadway location (bottom).

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 17). 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.

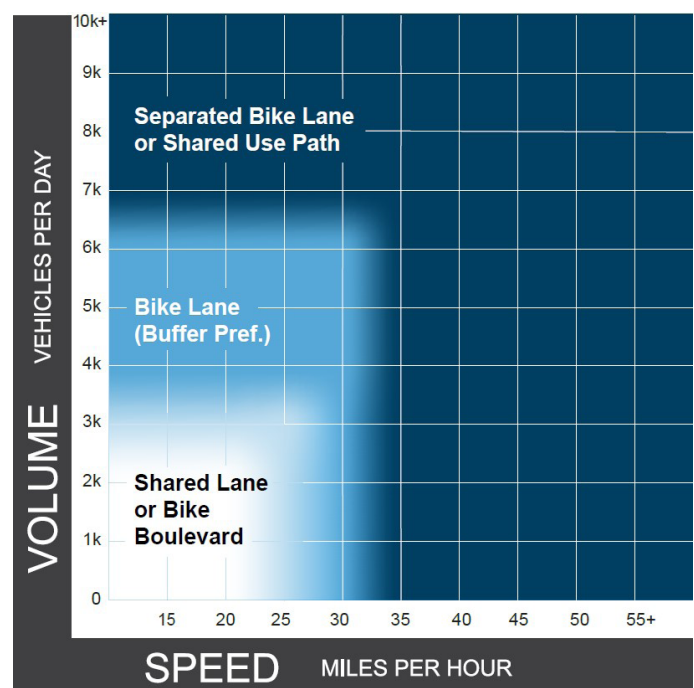


Figure 17: Preferred bikeway type for suburban contexts based on roadway volume and speed, AASHTO Guide for the Development of Bicycle Facilities (2024).

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 Ave near Hoyt St 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 St 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.

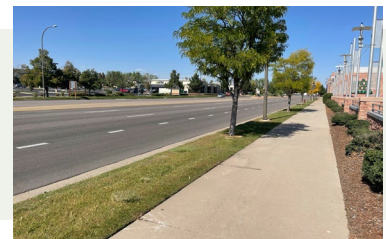
Photo example: Garrison St near Green Gables Park in Lakewood, Fall 2024



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 Rd near 35th St in Boulder, Fall 2023



Side Path

Paved 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 Blvd near Virginia Ave 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 Ave pedestrian bridge near Jefferson County Government Center in Golden

PROPOSED BICYCLE NETWORK

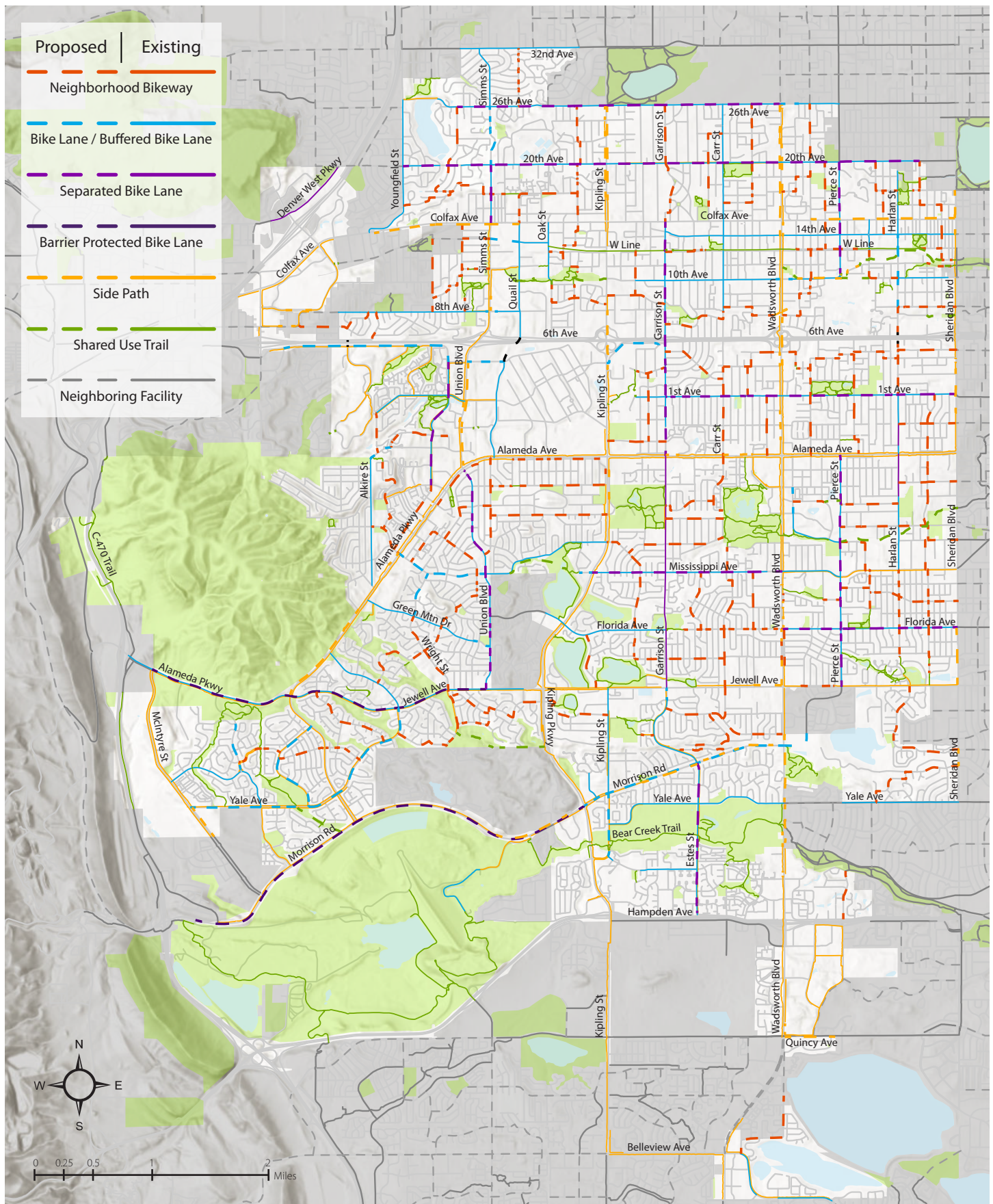


Figure 18: Map of existing and proposed bike facilities in Lakewood. See Appendix A for a larger map with project numbers and a detailed project list.

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 19). Neighborhood bikeways in particular are spaced to provide greater coverage of designated routes throughout the network.

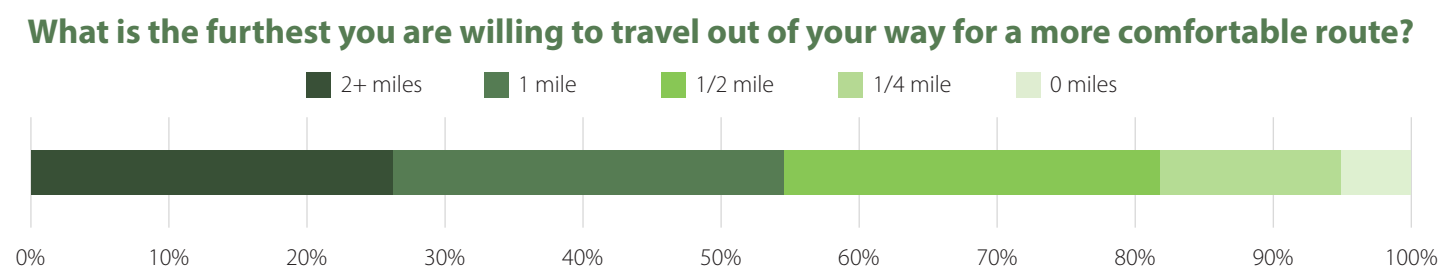


Figure 19: Survey result showing the longest distance respondents are willing to travel for a more comfortable bike route, by percentage of 194 respondents. See Appendix B for full survey results.

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 20: 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

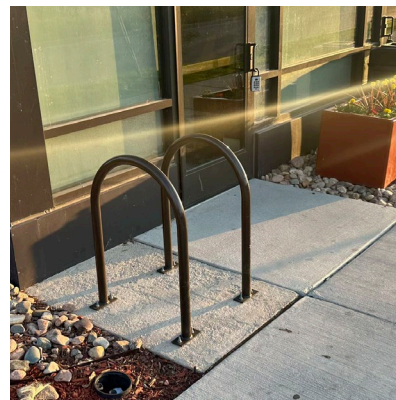


Figure 21: Inverted U style bike racks by a business entrance.

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
	Multimodal 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 significant lane reconfiguration, land acquisition, or utility relocation will likely require multiple phases of planning, design, and stakeholder 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 22: 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 winter 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 multimodal 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

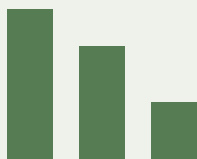
Measuring Success

While the goals established at the beginning of this plan (see page 10) 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.



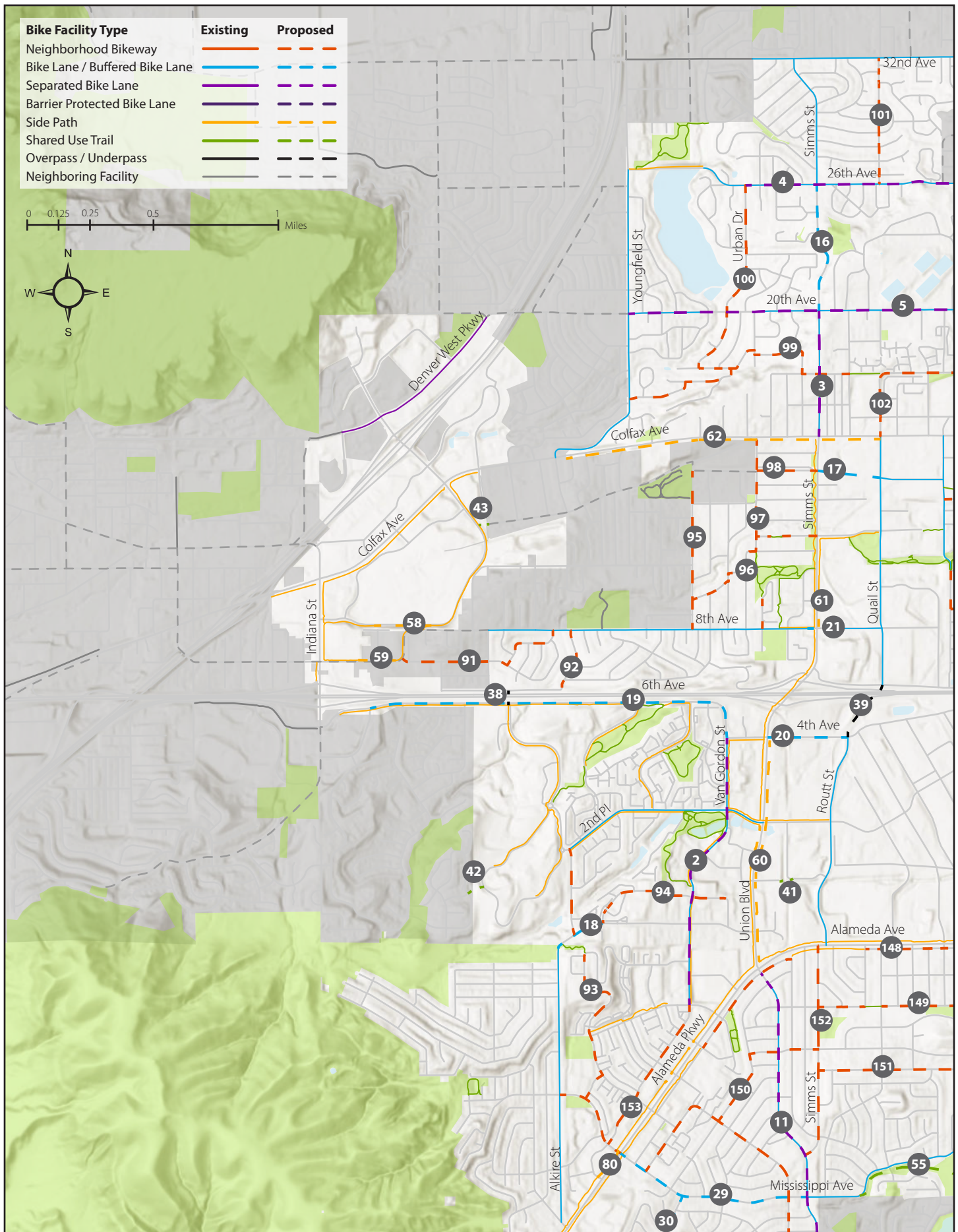
Figure 23: A Lakewood family enjoys an e-bike ride along the Bear Creek Trail.

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 multimodal 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**

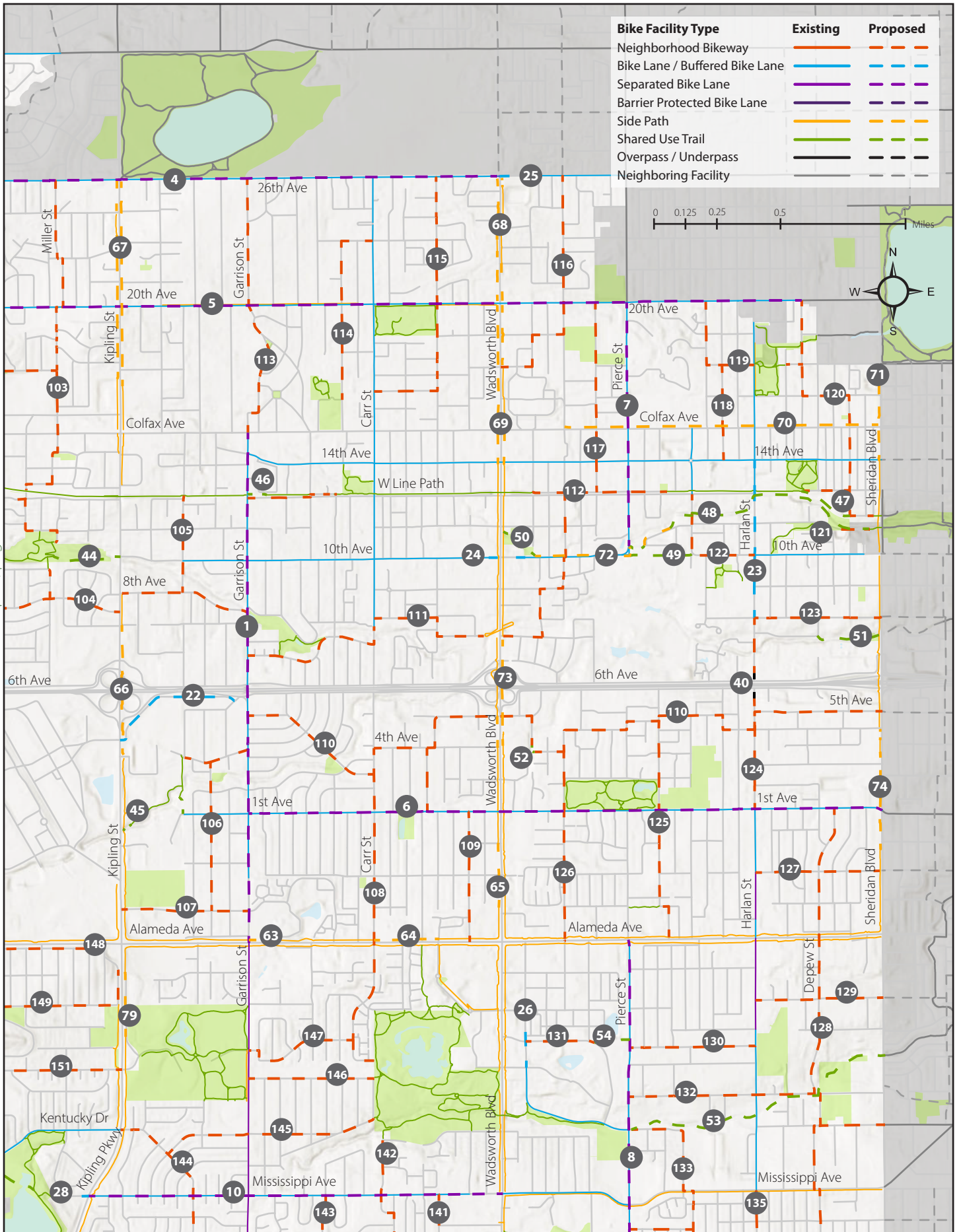


Continued on Map #2, page 39

MAP #1

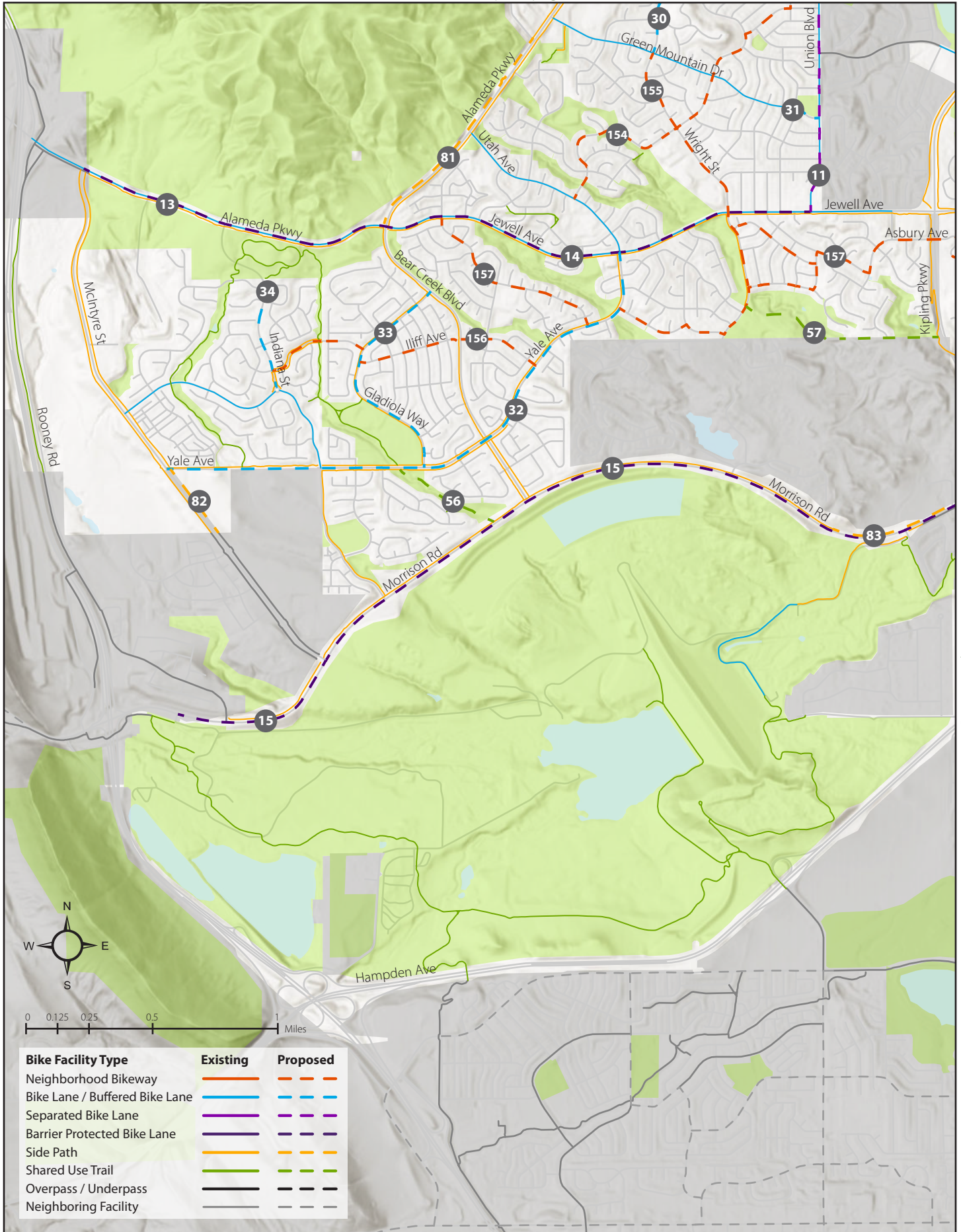
Continued on Map #3, page 40

Continued on Map #1, page 38



MAP #2

Continued on Map #4, page 41



Continued on Map #4, page 41

MAP #3



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	23	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	33	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	36	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	35	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	32	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	29	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	24	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	14	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	20	Lane reconfiguration required.
15	Morrison Rd	Kumpfmiller Dr to Kipling Pkwy	3	Barrier Protected Bike Lane	3.85	20	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	24	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	29	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	21	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	25	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	29	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	34	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	26	ROW constraints, floodplain considerations. Land acquisitions may be required.
81	Alameda Pkwy	Foothills Dr to Utah Ave	3	Side Path	0.96	20	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	19	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	24	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	27	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.

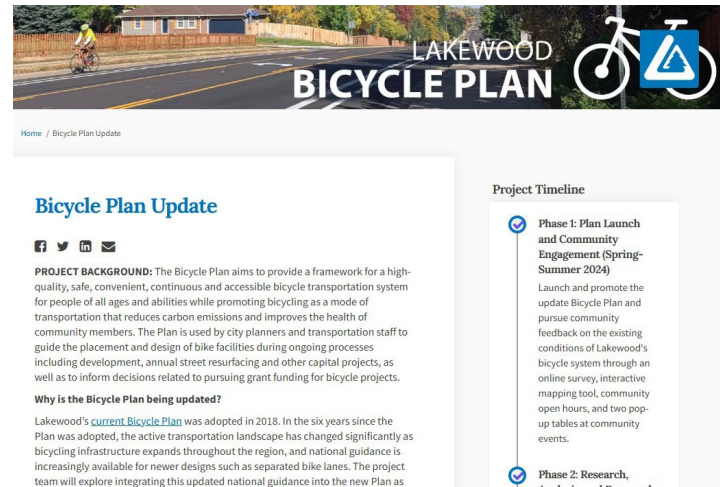


Figure B-1: Screenshot of the project website home page, Fall 2024.

Promotion & Reach

The Bicycle Plan update was promoted frequently throughout the 14-month 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 roughly 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.

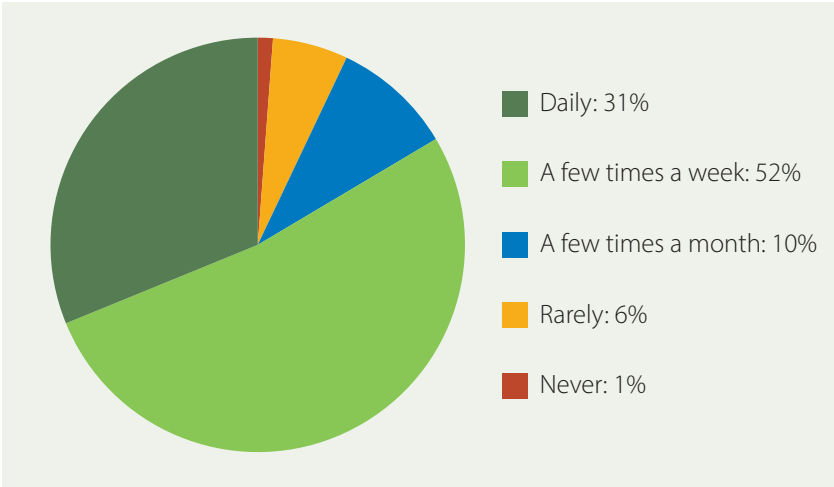


Figure B-3: Bicycling habits of 171 survey respondents.

#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.

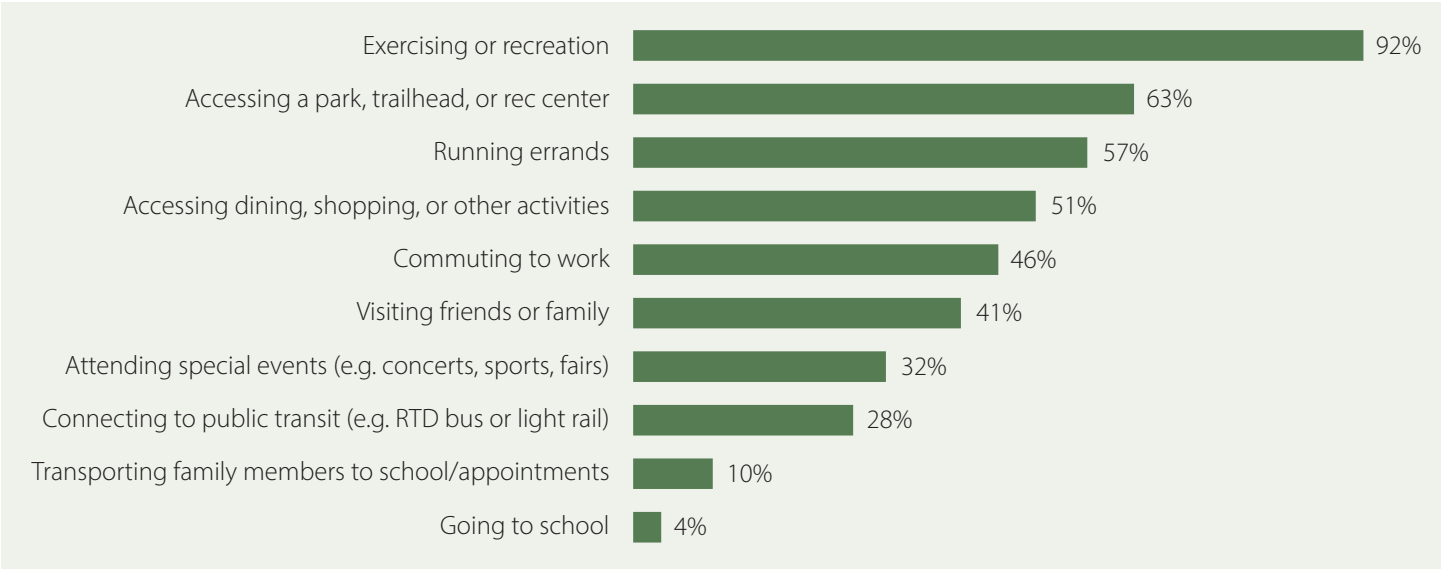


Figure B-4: Typical bicycle trip purposes (check all that apply) for 170 survey respondents who indicated that they ride a bicycle.

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

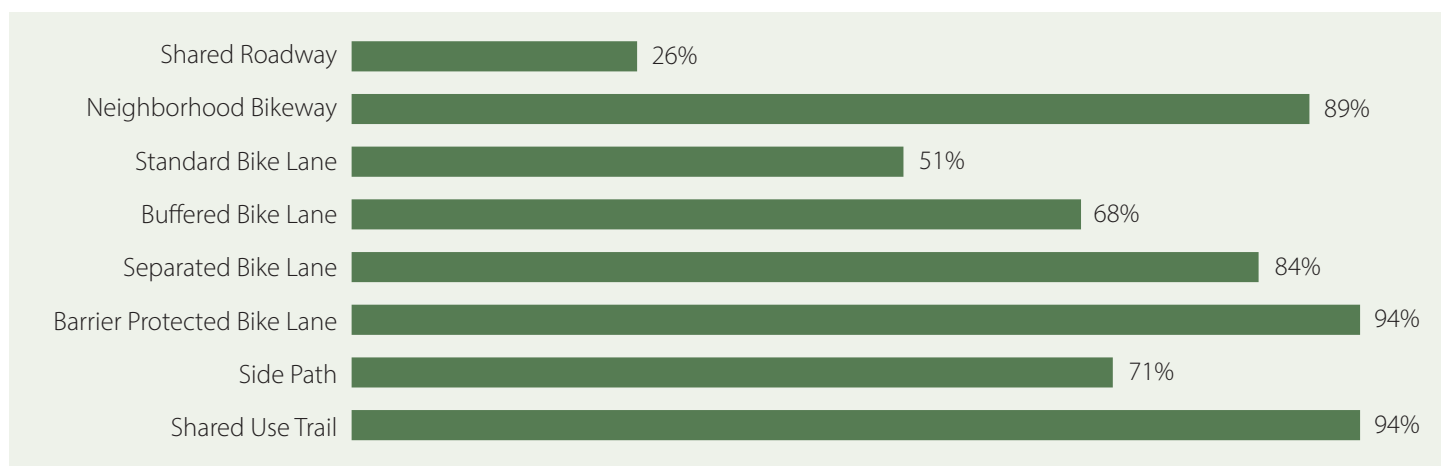


Figure B-5: Bicycle facility comfort preferences (check all that apply) of 171 survey respondents.

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?

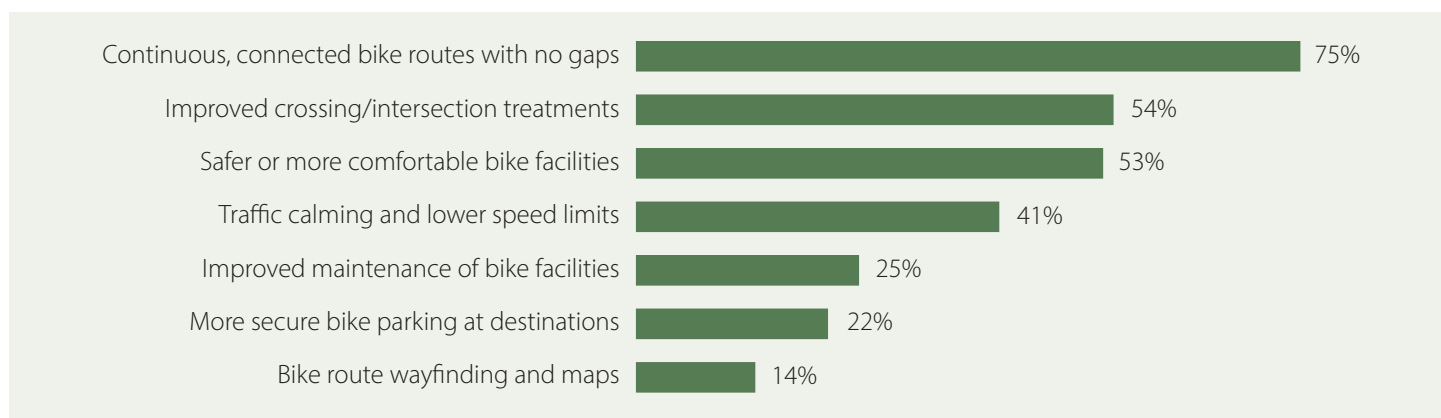


Figure B-6: Top improvements (check up to 3, unranked) to make Lakewood’s bicycle network more accessible, according to 170 respondents.

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?

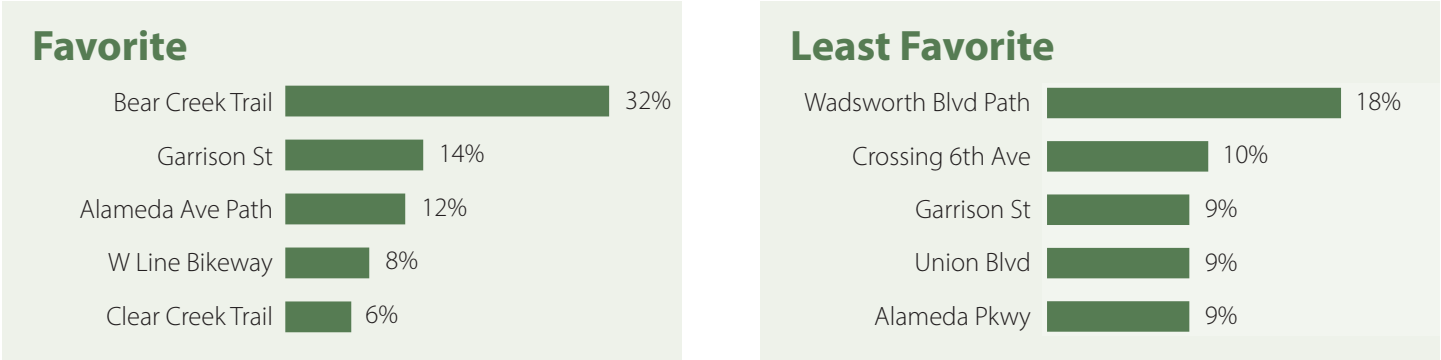


Figure B-7: Bike facilities with the most mentions for open-response questions asking respondents their favorite and least favorite places to bike.

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 St 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 Blvd, specifically near the 6th Ave 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 two pages.

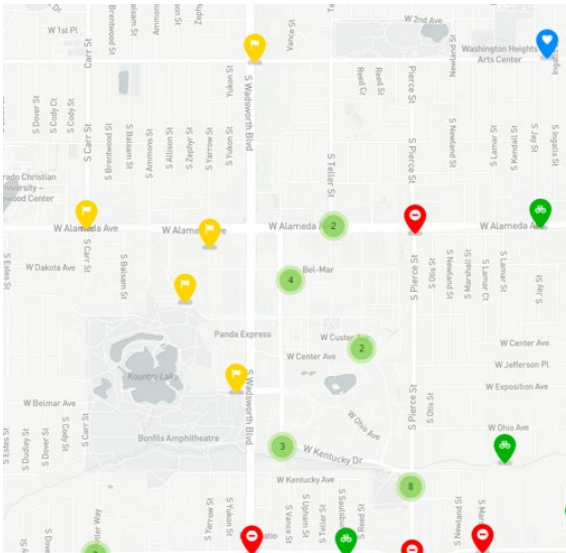


Figure B-8: Screenshot of online mapping tool in summer 2024 with many pins already placed.

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 feet. This intersection is scheduled for reconstruction in 2026 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.

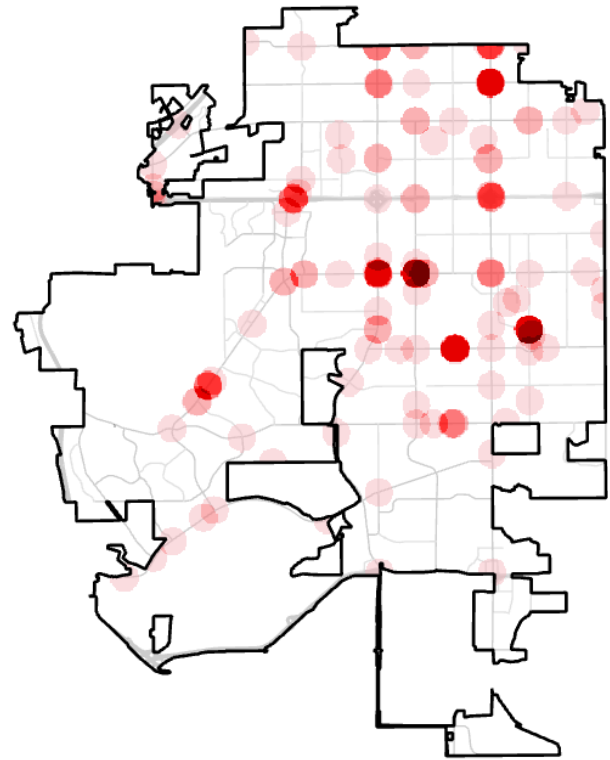


Figure B-9: Heat map of 135 “Unsafe Crossing or Intersection” pins placed on the online mapping tool.

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.

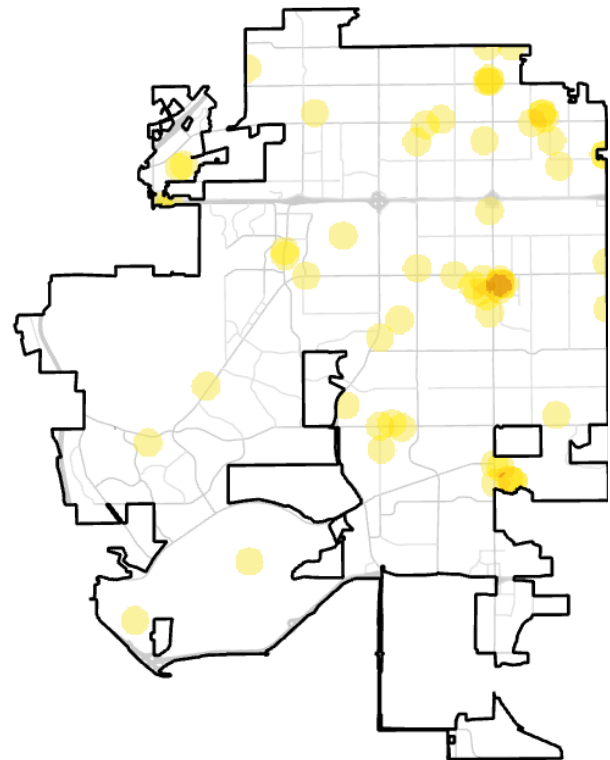


Figure B-10: Heat map of 64 “Improve Access to this Destination” pins placed on the online mapping tool.

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 proposed changes by indicating that the improvements are in line with community priorities.

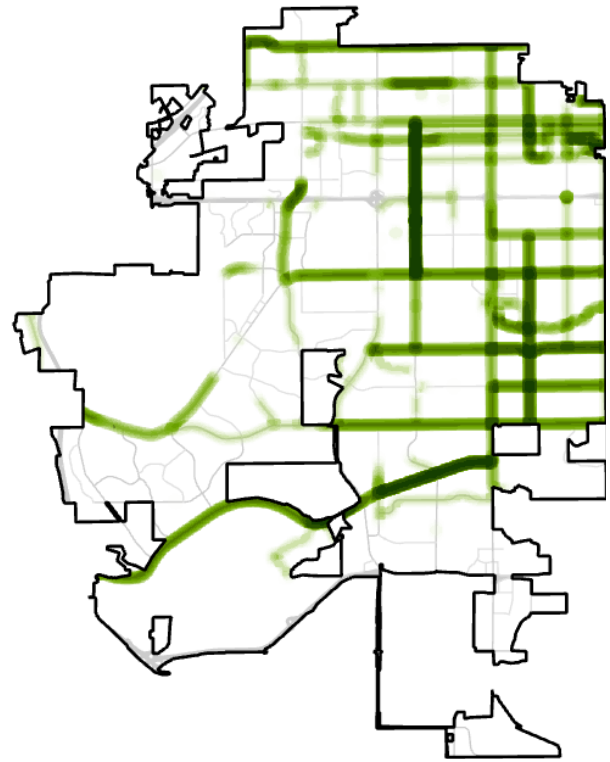


Figure B-11: Heat map of 203 “Upgrade/Improve this Bike Route” pins placed on the online mapping tool.

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.

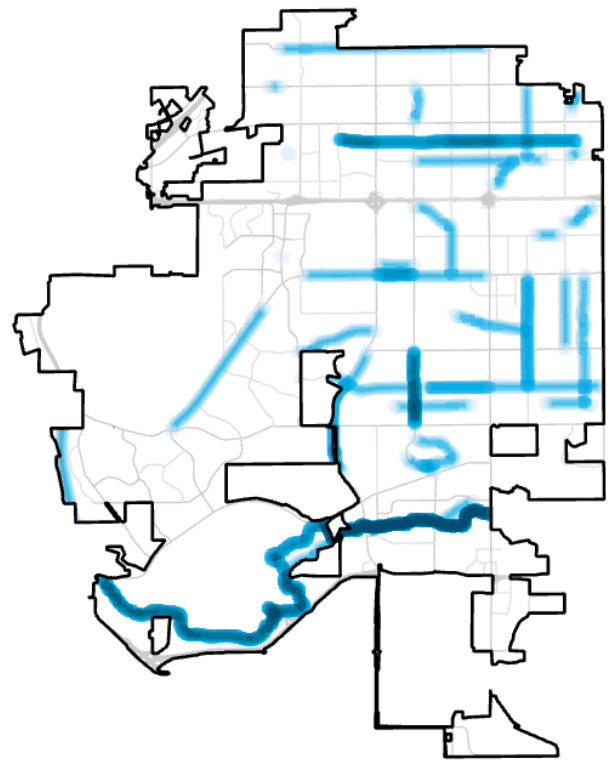


Figure B-12: Heat map of 68 “I Like this Bike Route Already” pins placed on the online mapping tool.

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.

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 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.

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 annual Earth Day Celebration was held on a snowy day in April 2024 and saw nearly 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, 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.

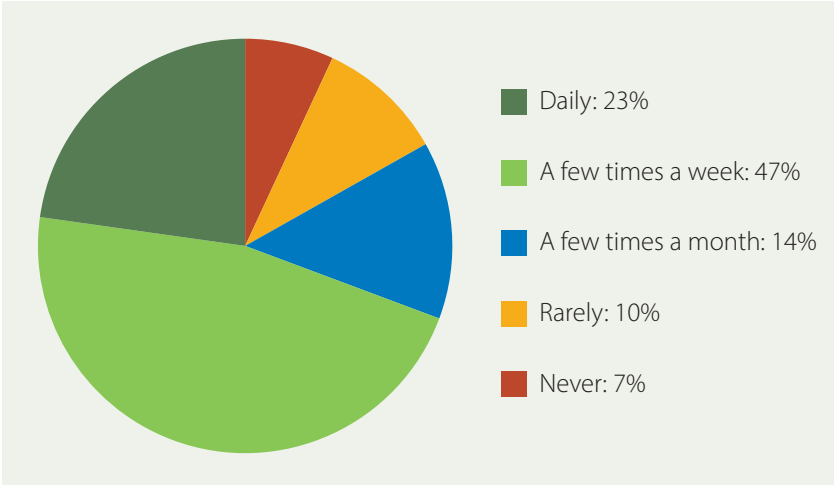


Figure B-18: Bicycling habits of 217 survey respondents.

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

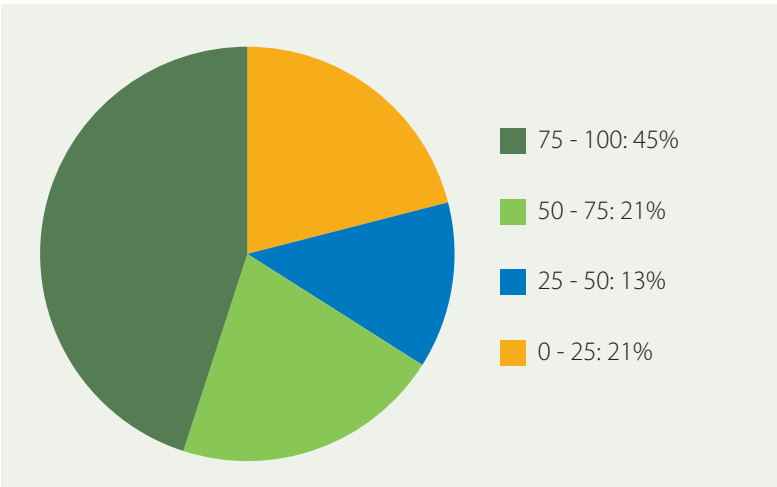


Figure B-19: Share of bicycling trips for transportation for 201 respondents who indicated that they ride a bicycle.

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.”

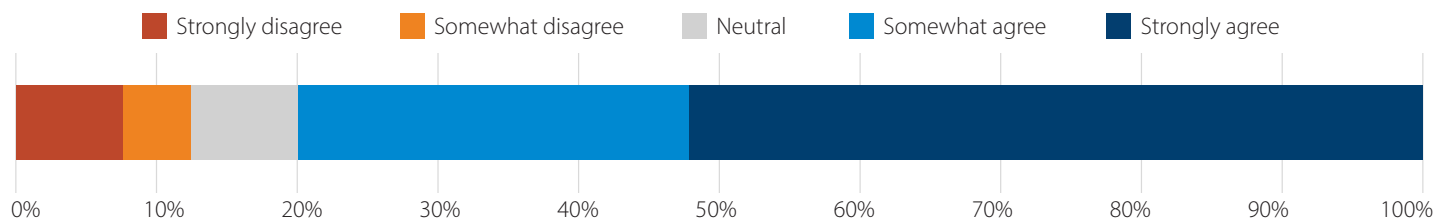


Figure B-20: Level of 209 respondents' agreement with the above statement.

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.”

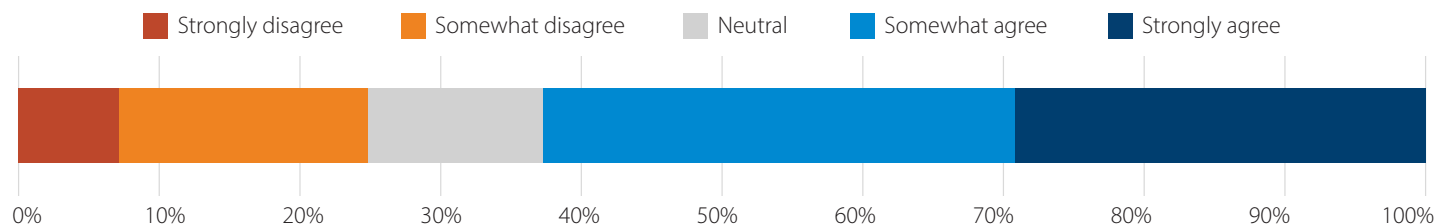


Figure B-21: Level of 209 respondents' agreement with the above statement.

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?

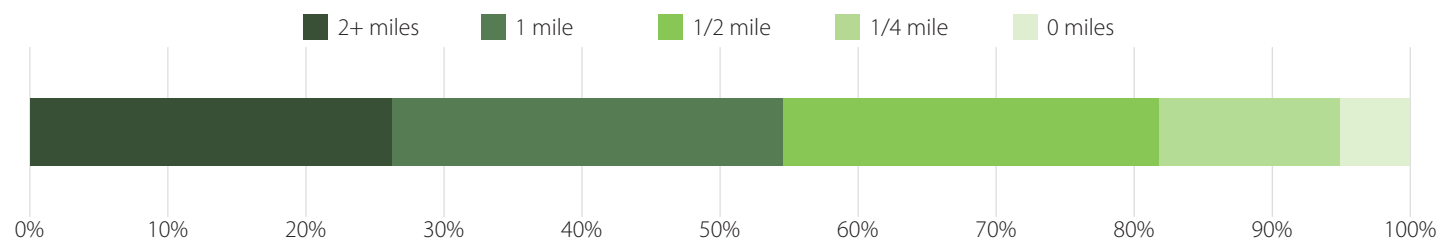


Figure B-22: Breakdown of the furthest distance 201 respondents who indicated they ride a bicycle are willing to travel for a more comfortable route.

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 five 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.

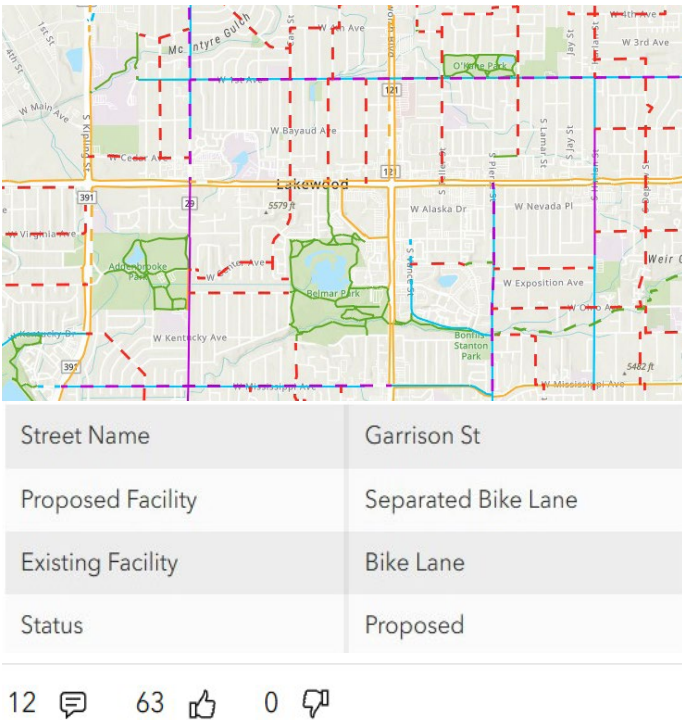


Figure B-23: A screenshot of the interactive feedback map with a pop-up showing the total count of likes, dislikes, and comments for one particular recommendation.

Most “Liked” Proposed Bike Facilities

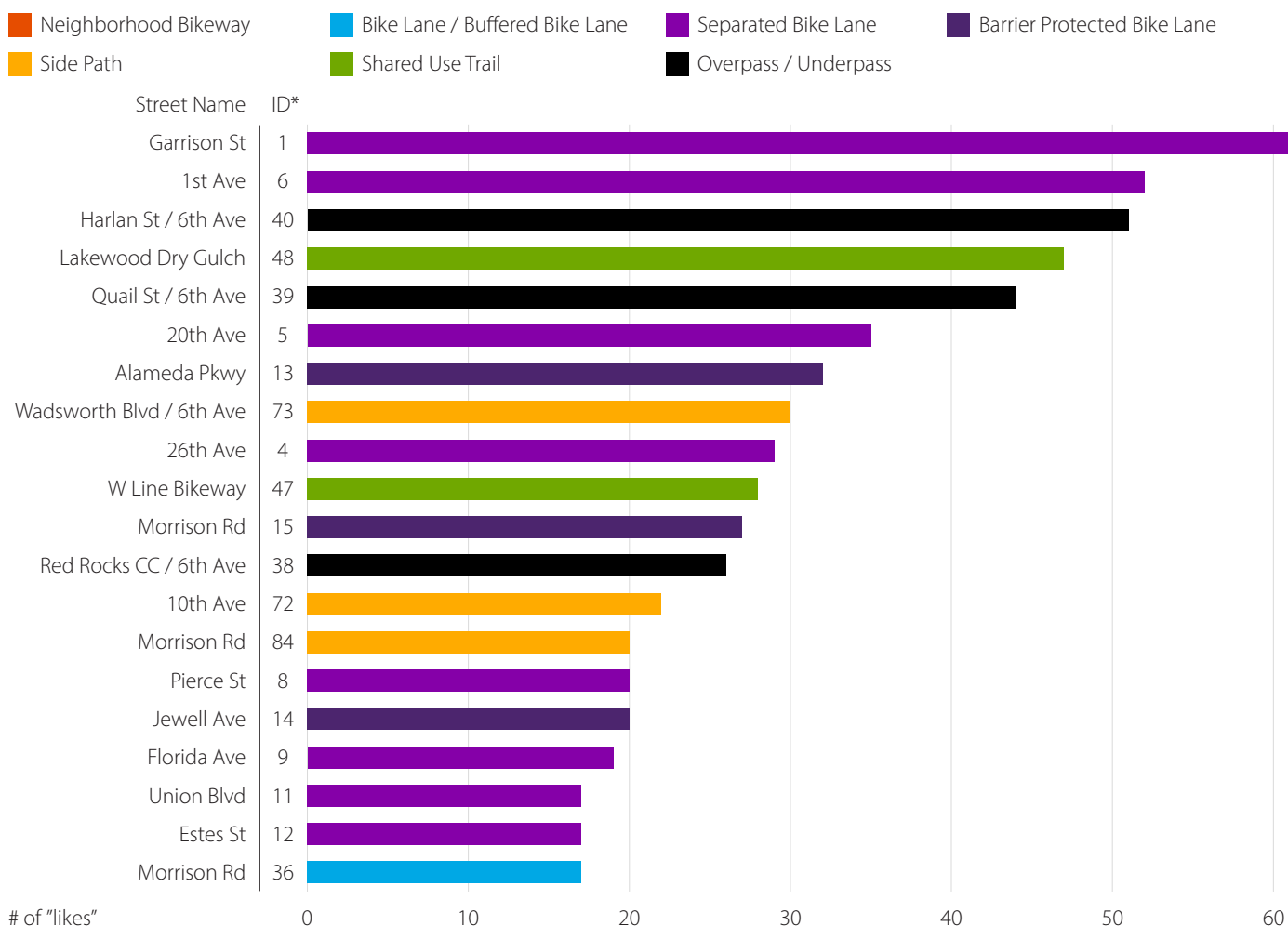


Figure B-24: Top 20 most “liked” proposed facilities on the interactive feedback map, categorized by facility type. * = project number; see Appendix A for the project limits and implementation considerations for each proposed facility.

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

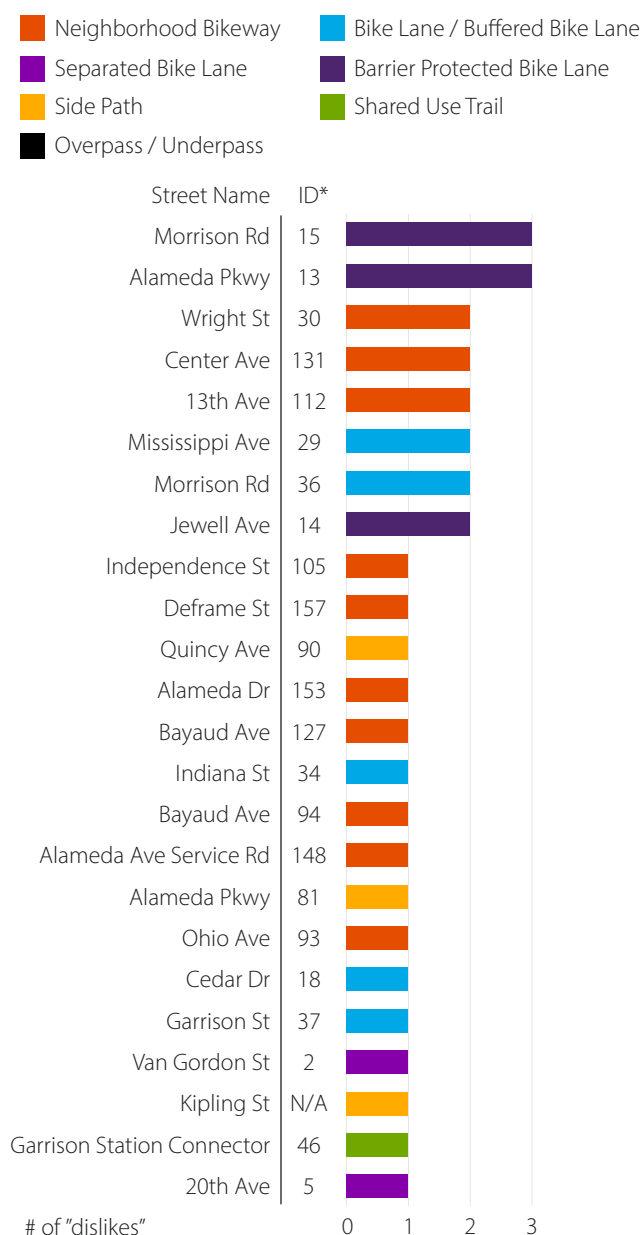


Figure B-25: All “disliked” proposed facilities on the interactive feedback map, categorized by facility type. * = project number; see Appendix A for the project limits and implementation considerations for each proposed facility.

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 for both existing and proposed facilities 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.

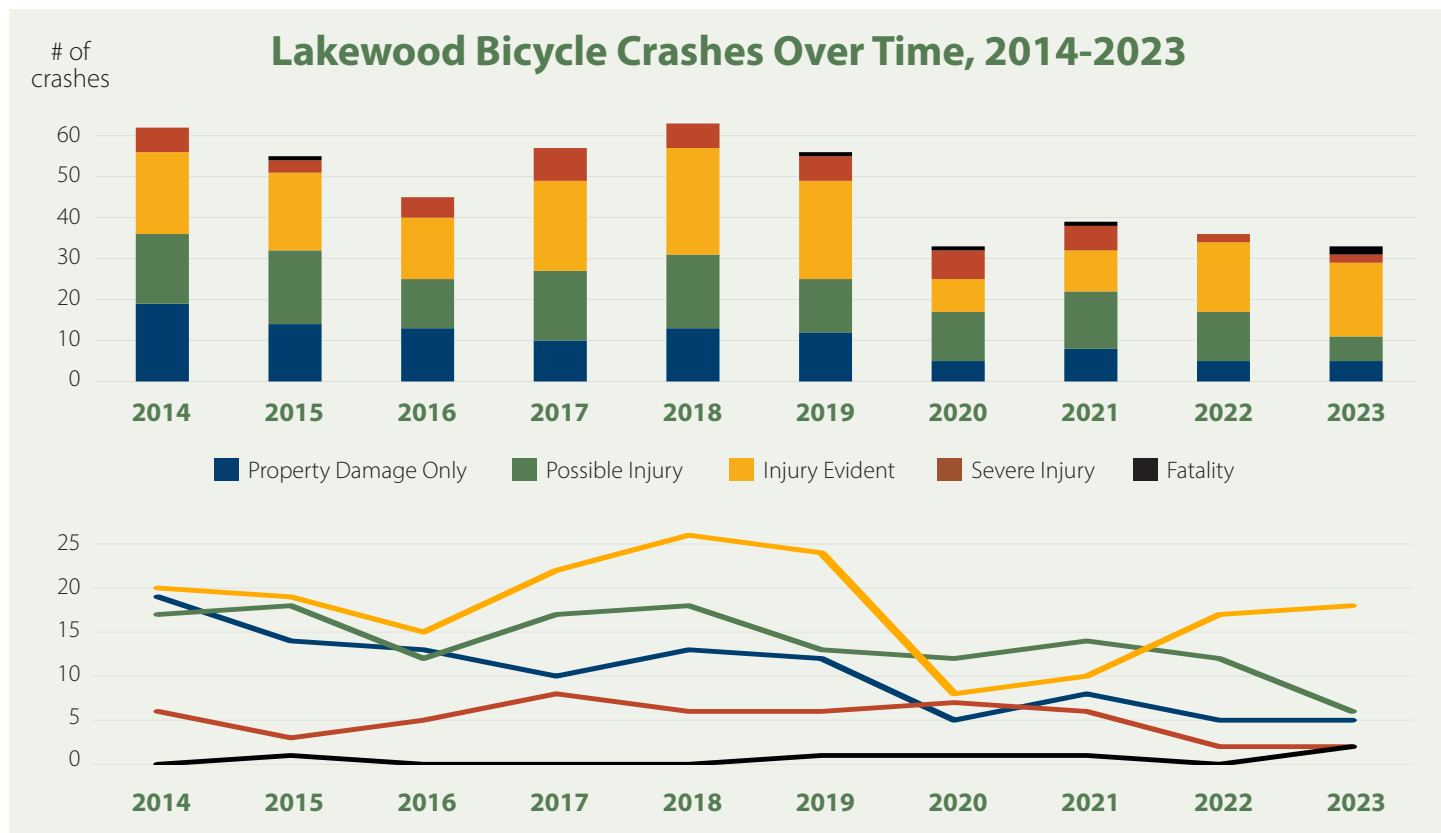


Figure C-1: Lakewood bicycle crashes over time from 2014-2023, categorized by level of severity.

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

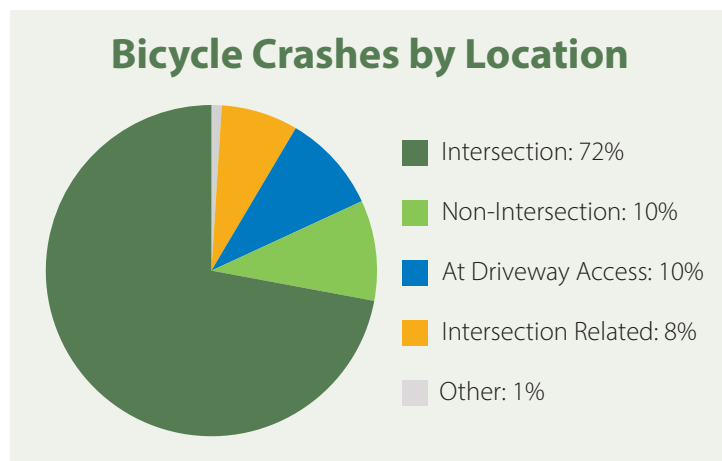


Figure C-2: Lakewood bicycle crashes 2014-2023 by roadway location.

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.

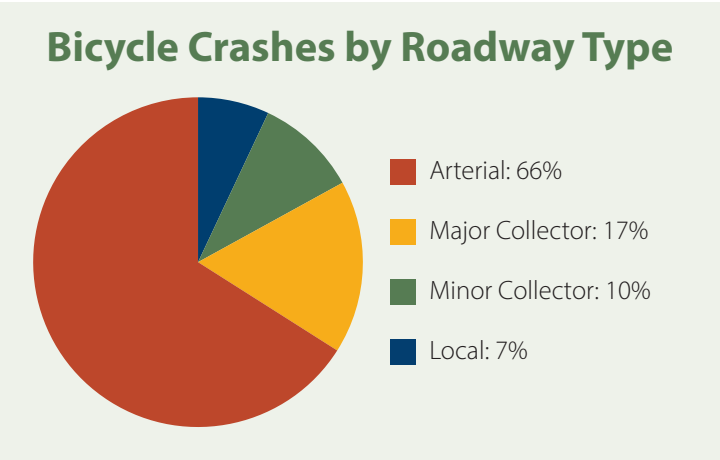


Figure C-3: Lakewood bicycle crashes 2014-2023 by roadway classification.

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.

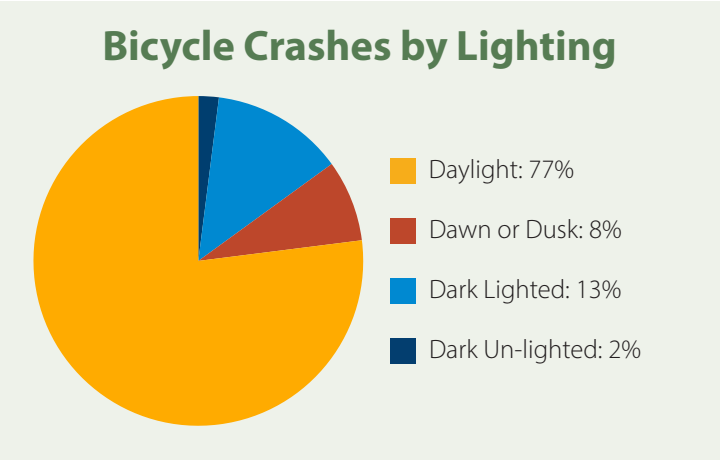


Figure C-4: Lakewood bicycle crashes 2014-2023 by lighting condition.

Crash Severity

- No Injury / Minor Injury
- Serious Injury
- Fatality

Map showing major roads and crash locations in Alameda County. Roads include Alameda Pkwy, Wadsworth Blvd, Colfax Ave, and others. Crash locations are marked with colored circles indicating severity.

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 bicyclist 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 multimodal 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.

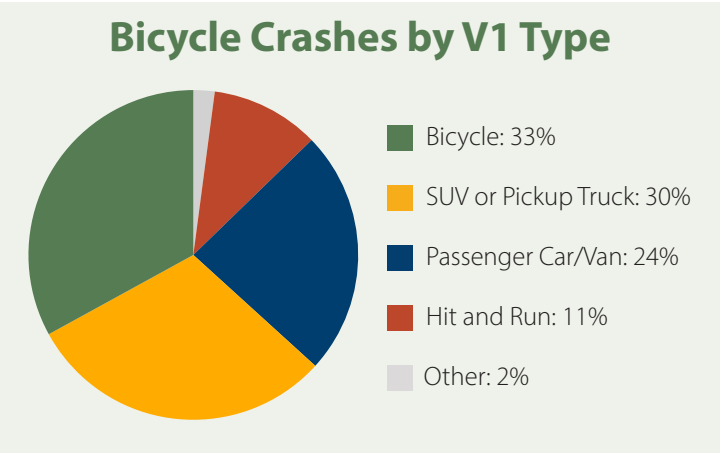


Figure C-6: Lakewood bicycle crashes 2014-2023 by reported V1 (the vehicle determined by the police to be at fault for the crash).

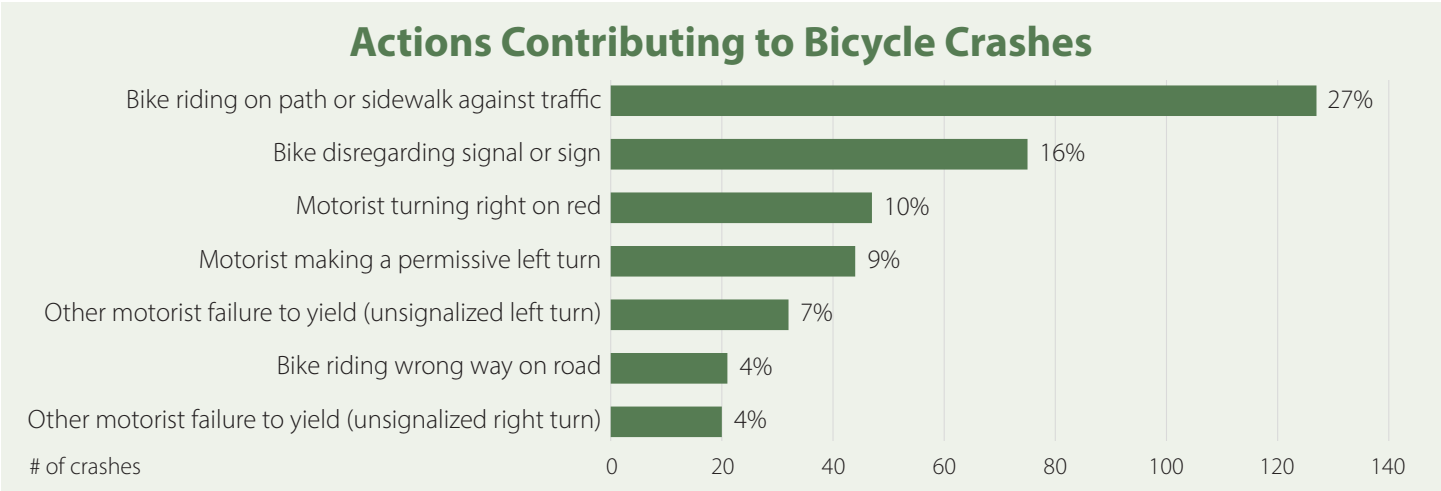


Figure C-7: Most common specific actions at the time of the crash for all Lakewood bicycle crashes 2014-2023 (regardless of vehicle reported to be at fault) as determined by an analysis of the written narratives associated with each reported crash.

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 feet 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.

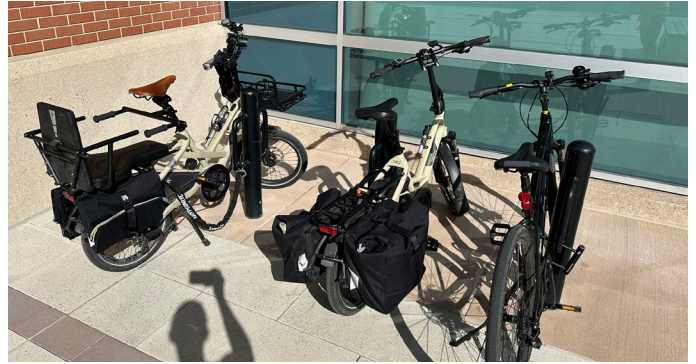


Figure D-1: E-bikes, cargo bikes, and bikes with panniers may require extra space that not all types of bike rack accommodate.

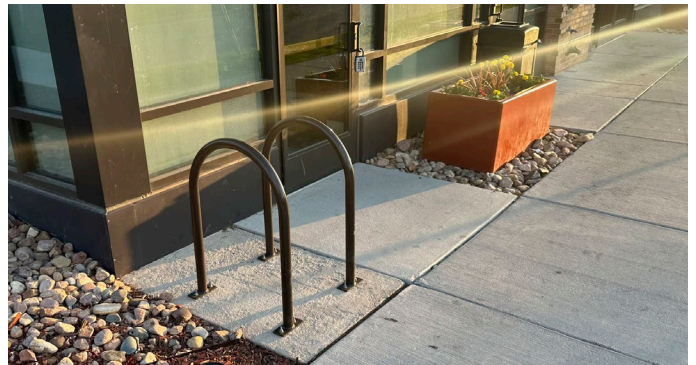


Figure D-2: Bike racks placed directly next to a business entrance are easy to find and more likely to be secure due to being in plain sight.



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.

EXISTING BIKE RACK INVENTORY

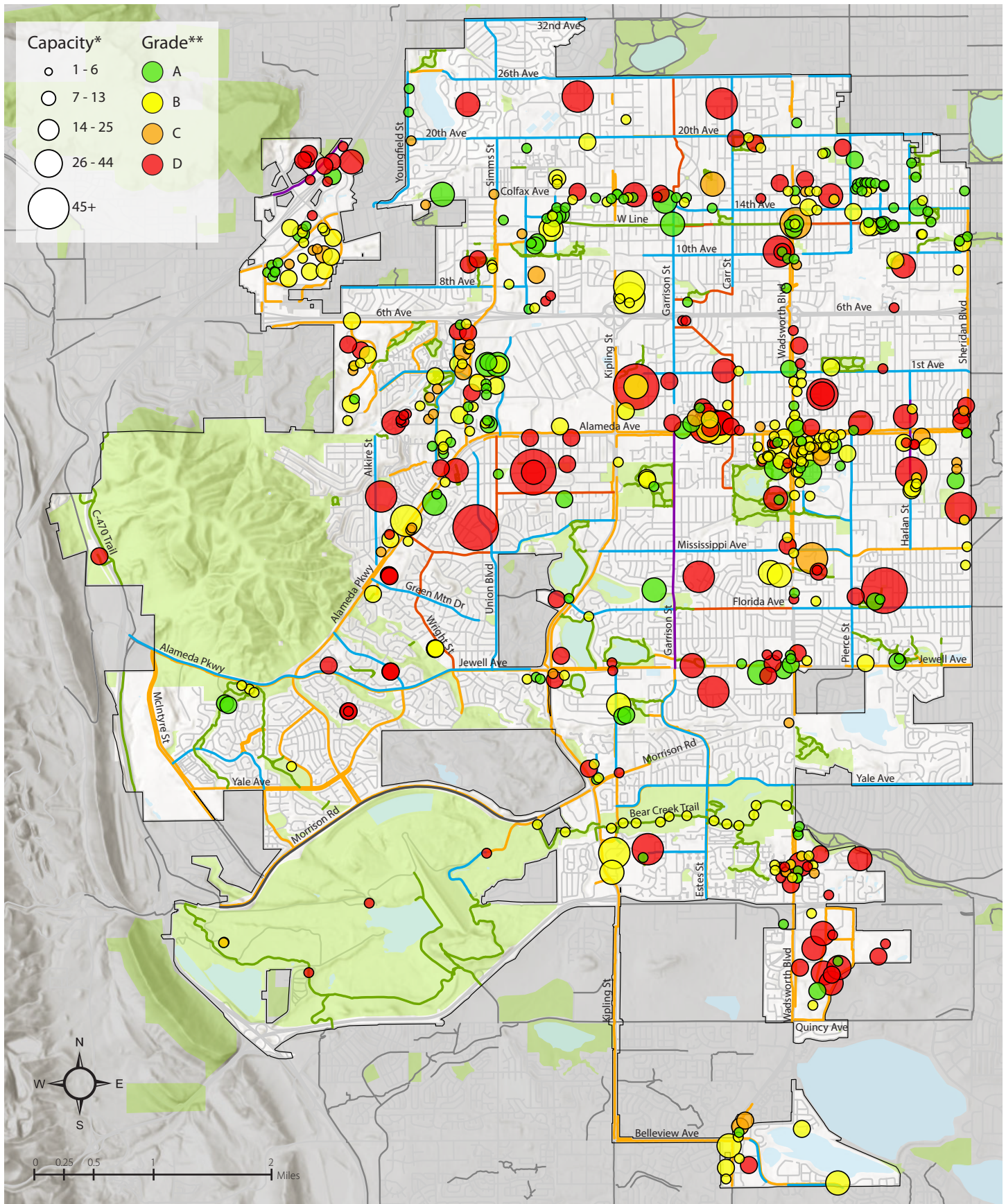


Figure D-5: Inventory of existing publicly accessible bike racks as of August 2024. * = capacity figures assume that each rack is used as intended with standard-sized bicycles and no obstruction, and may not reflect usable capacity for all racks. ** = see Table D-1 on page 72 for determination of grade.

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.

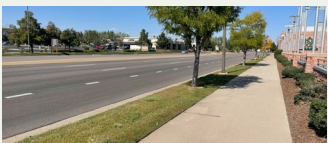
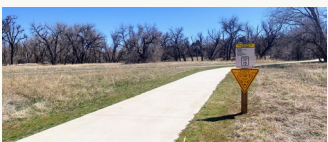
Facility Type	Typical Applications	Preferred Widths	Additional Considerations
Neighborhood Bikeway 	< 3,000 ADT < 25 mph	N/A	Traffic calming recommended where necessary to maintain target vehicle speeds
Bike Lane 	3,000 - 7,000 ADT 25 - 35 mph	5' - 7'	Green conflict markings at major intersection approaches 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.



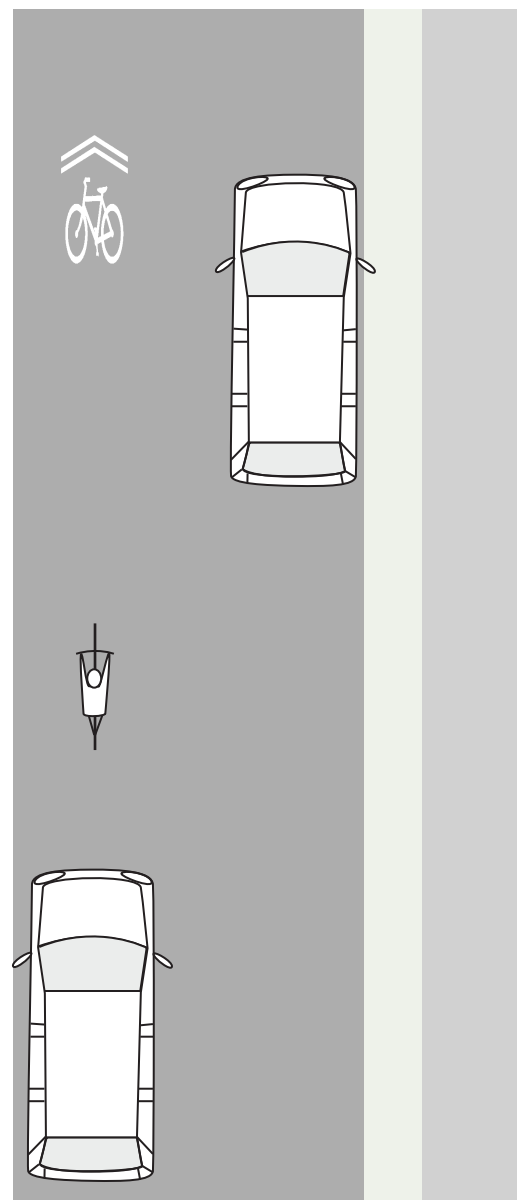
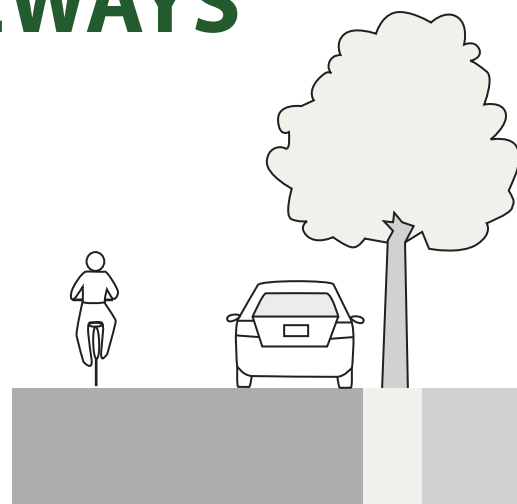
Figure E-1: Cedar Ave near Hoyt St is a proposed neighborhood bikeway with existing traffic calming, 2024.

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.

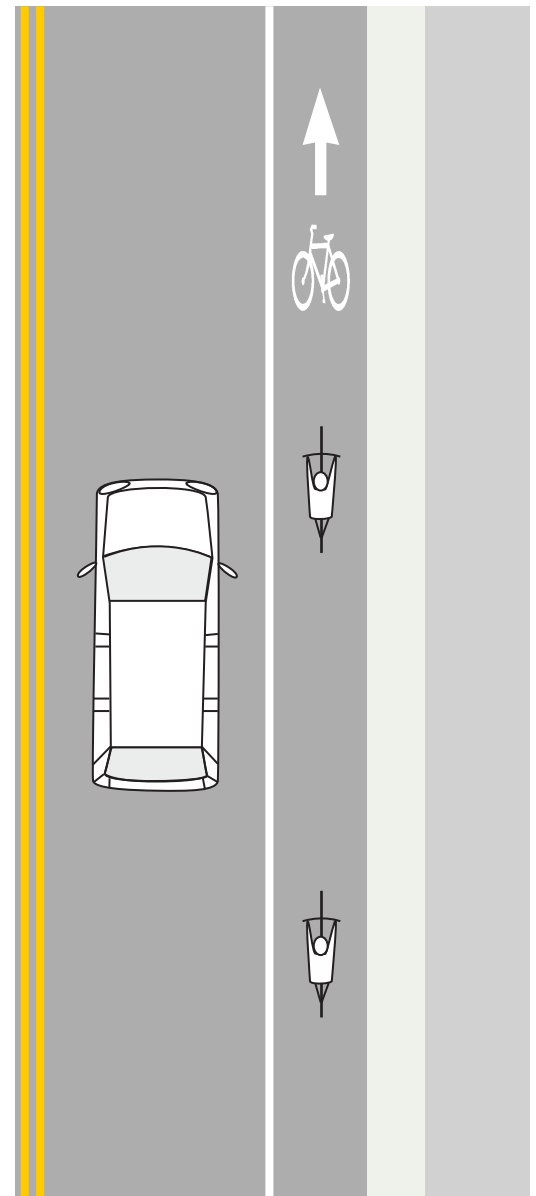


Design Requirements

- 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.



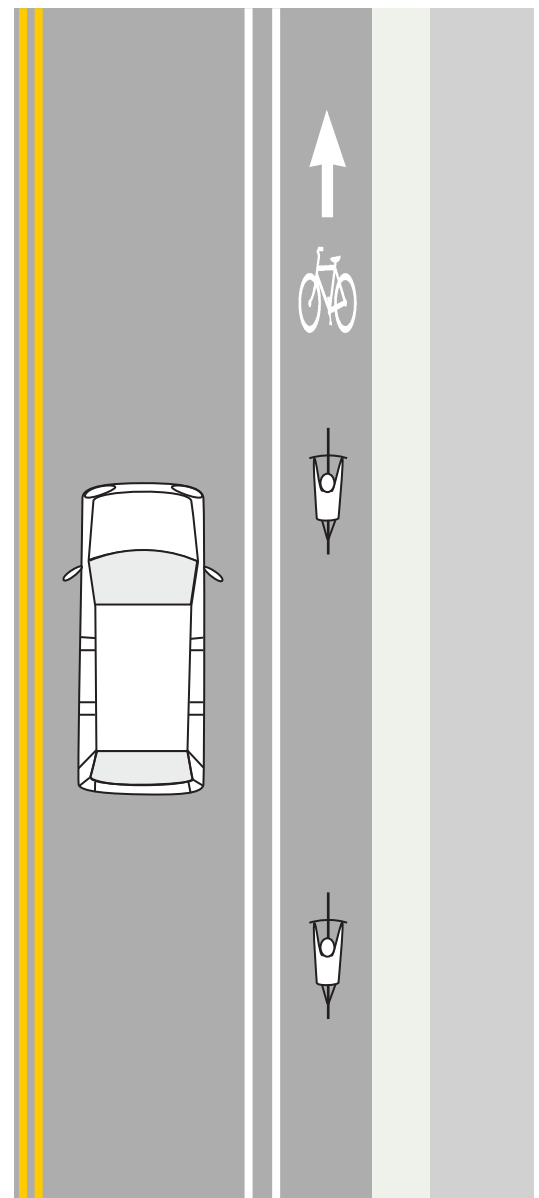
Figure E-3: A buffered bike lane on Garrison St near Green Gables Park in 2023 before it was upgraded to a separated bike lane.

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.



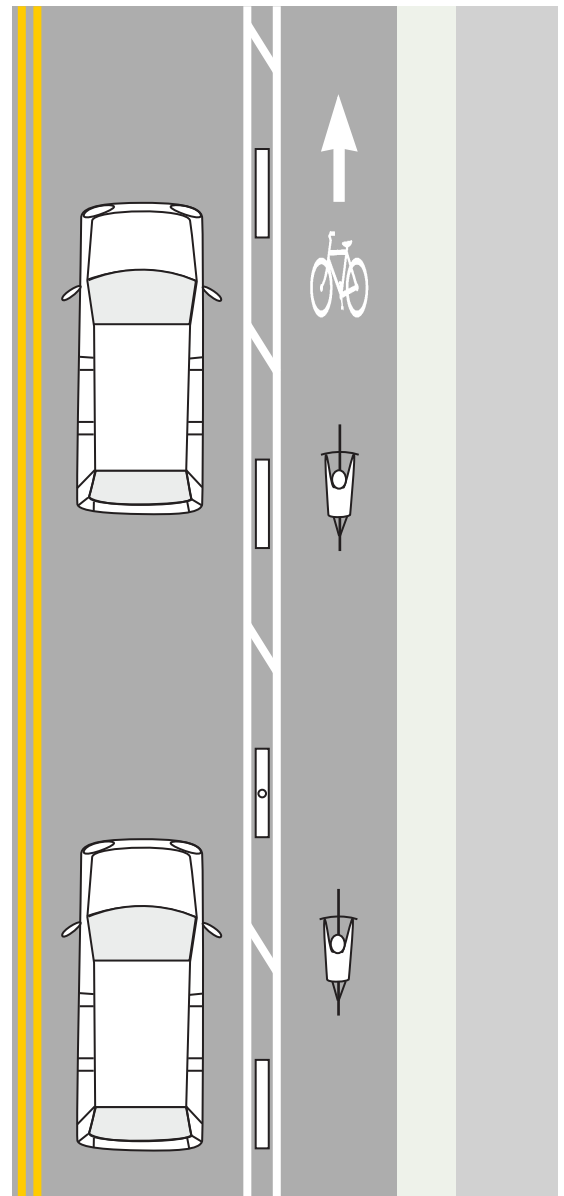
Figure E-4: Separated bike lanes constructed with plastic curbs and flexible delineator posts on Garrison St near Green Gables Park, 2024.

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:

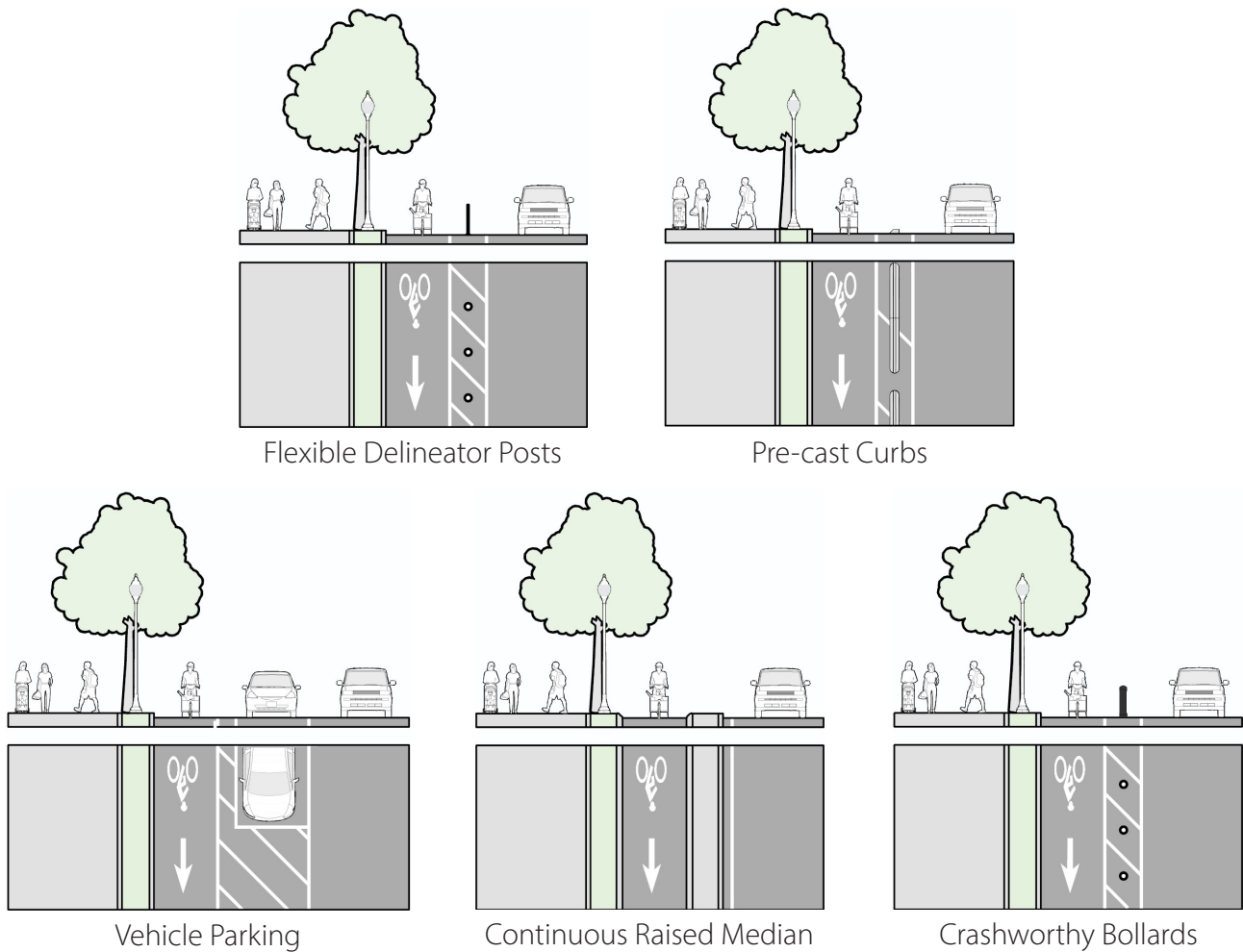


Figure E-5: Illustrations of various examples of vertical elements used for separated bike lanes, AASHTO Guide for the Development of Bicycle Facilities (2024). All AASHTO illustrations in this Plan used with permission.

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 semi-continuous tall barriers (concrete or otherwise) are considered "barrier protected bike lanes" and are discussed separately on the next page.

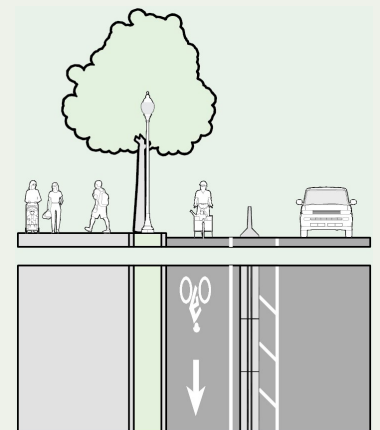


Figure E-6: Illustration of "Concrete Barriers", AASHTO Guide for the Development of Bicycle Facilities (2024).

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.



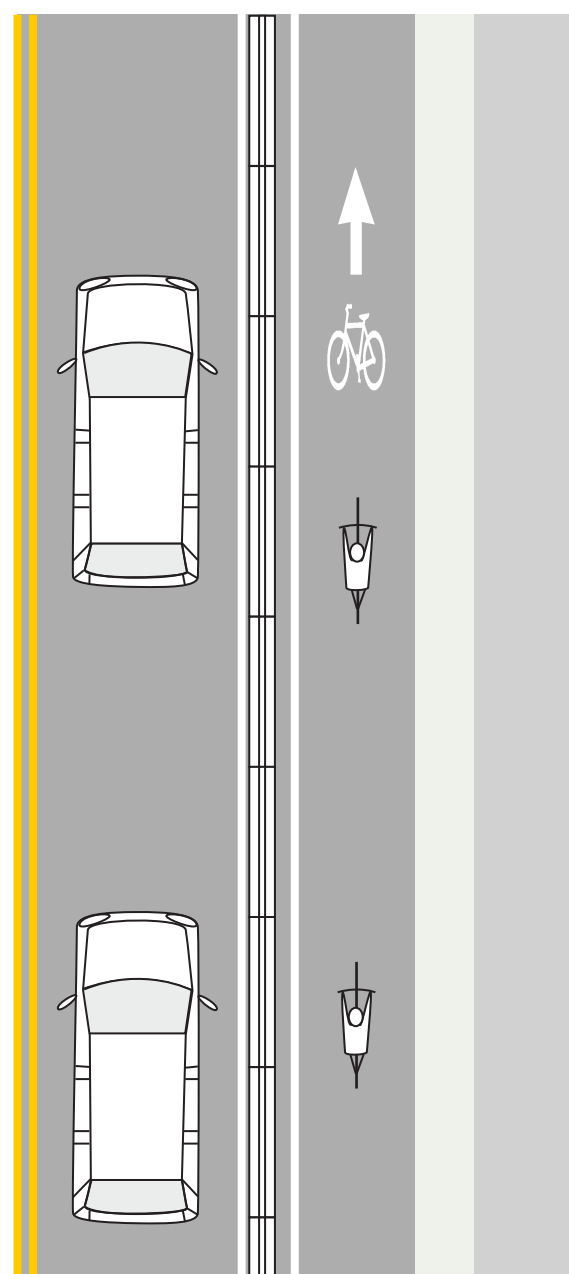
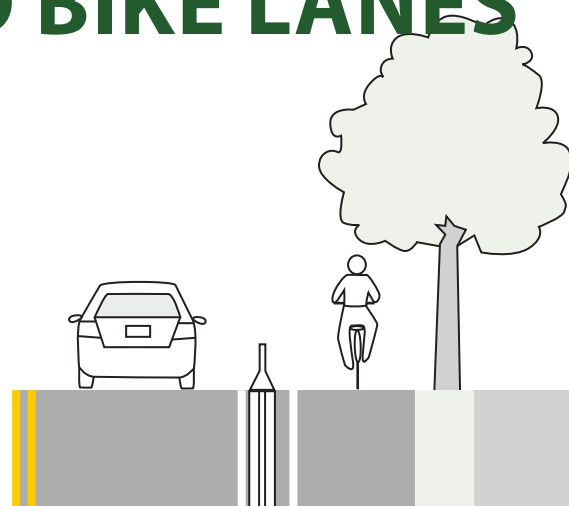
Figure E-7: A concrete barrier protected bike lane with a painted mural on Baseline Rd in Boulder, 2023.

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.



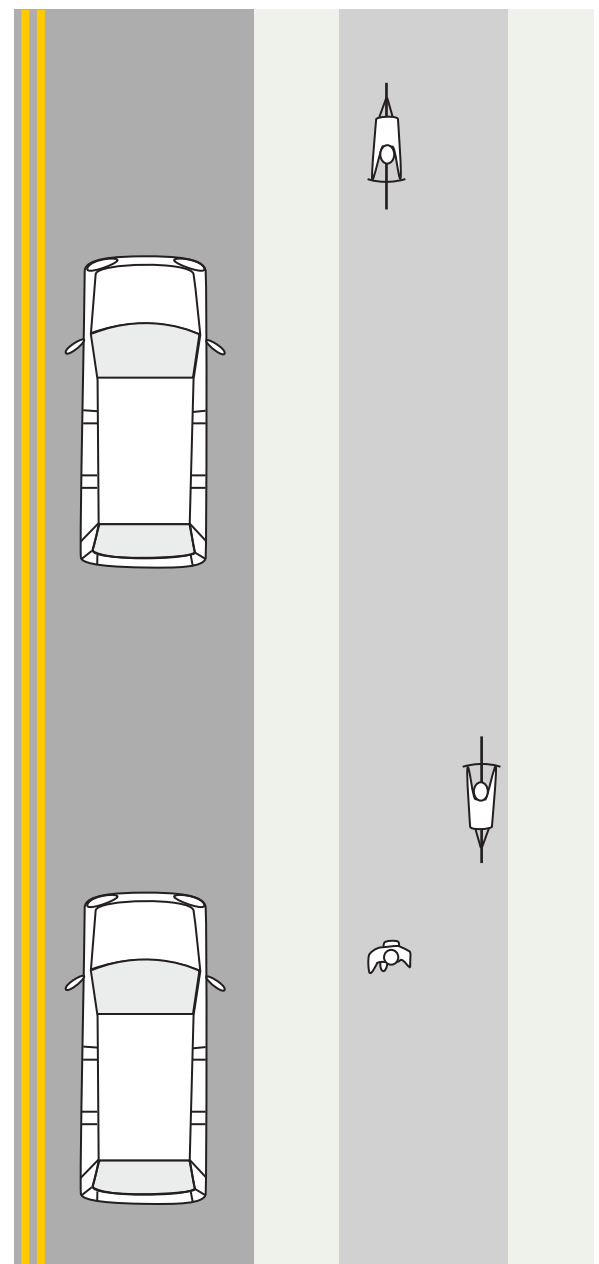
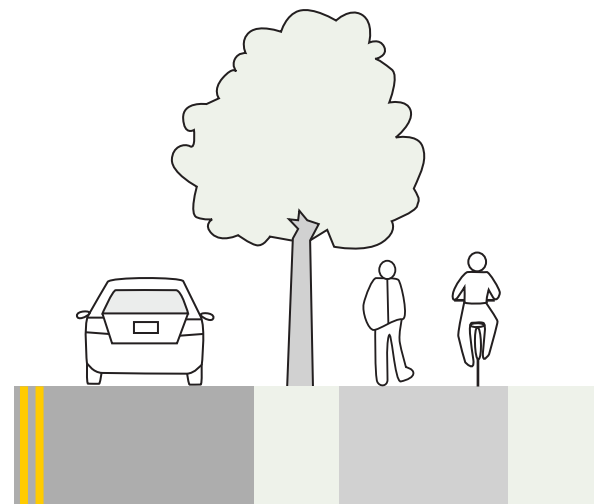
Figure E-8: A side path along Wadsworth Blvd near Virginia Ave, 2024.

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.

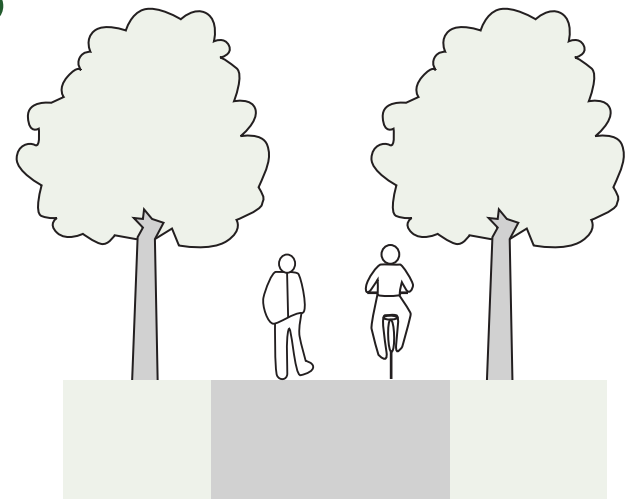


SHARED USE TRAILS

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.

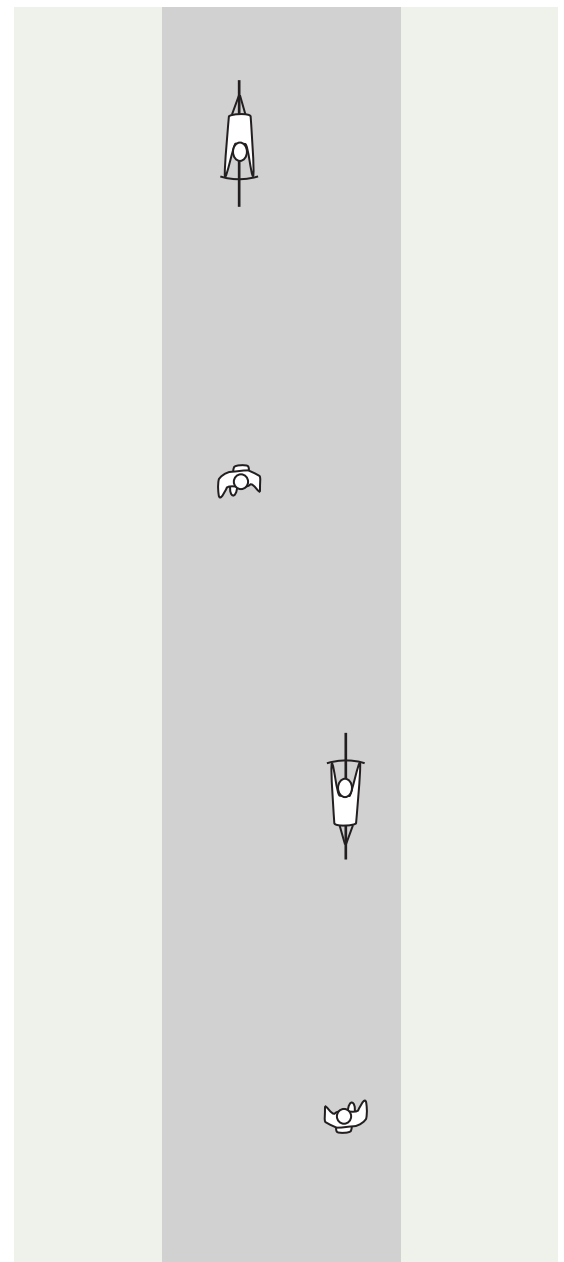


Design Requirements

- 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 RRFBs, PHBs, 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.

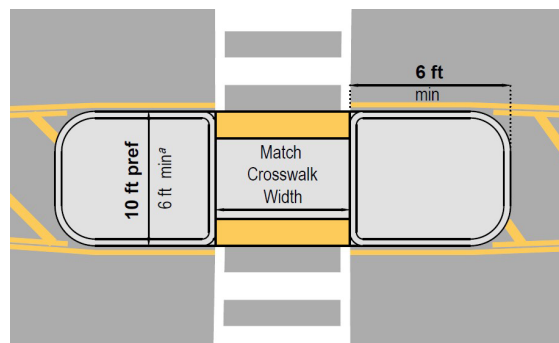


Figure E-10: Refuge island design example, AASHTO Guide for the Development of Bike Facilities (2024).

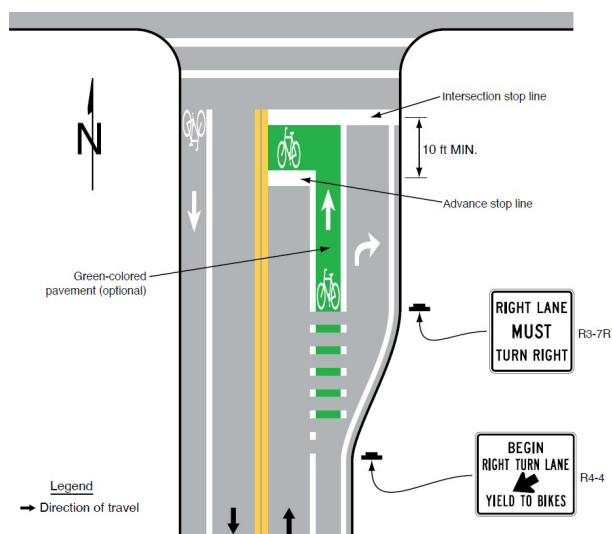


Figure E-11: Example of bike box design across one lane, MUTCD (2023).

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.

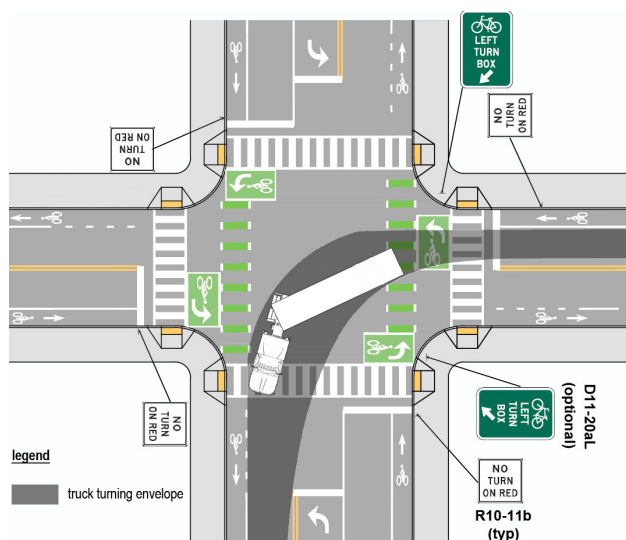


Figure E-12: Example intersection with two-stage left turn boxes, AASHTO Guide for the Development of Bike Facilities (2024).

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.

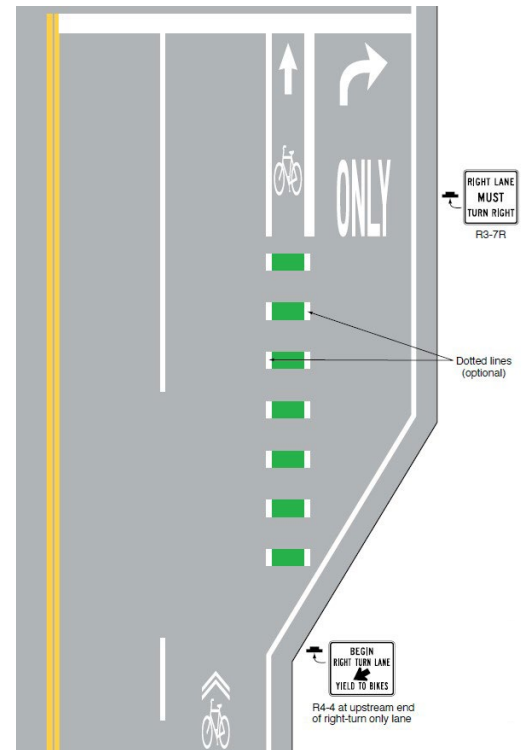


Figure E-13: Mixing zone approach for a shared lane to bike lane transition, MUTCD (2023).

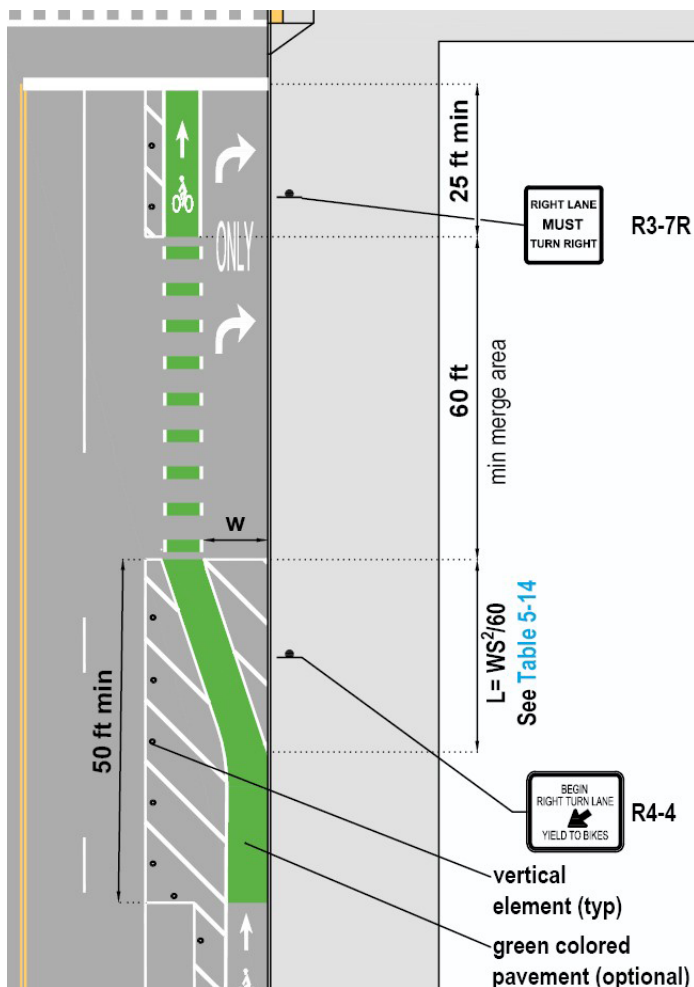


Figure E-14: Share lane mixing zone approach for a separated bike lane, AASHTO Guide for the Development of Bicycle Facilities (2024).

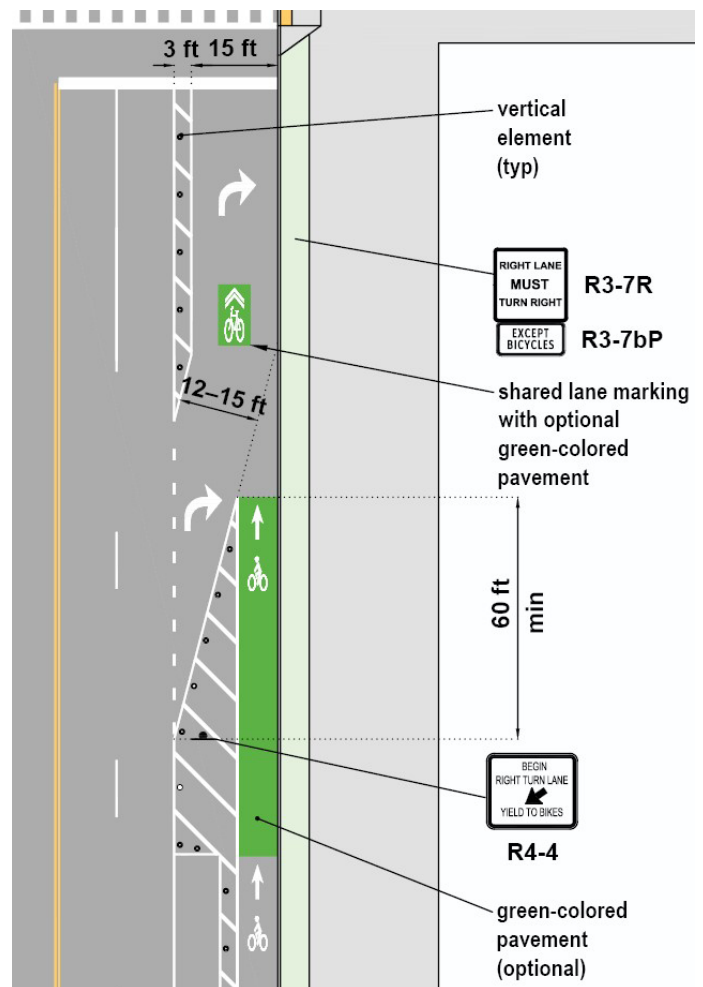


Figure E-15: Mixing zone approach for a separated bike lane, AASHTO Guide for the Development of Bicycle Facilities (2024).

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.

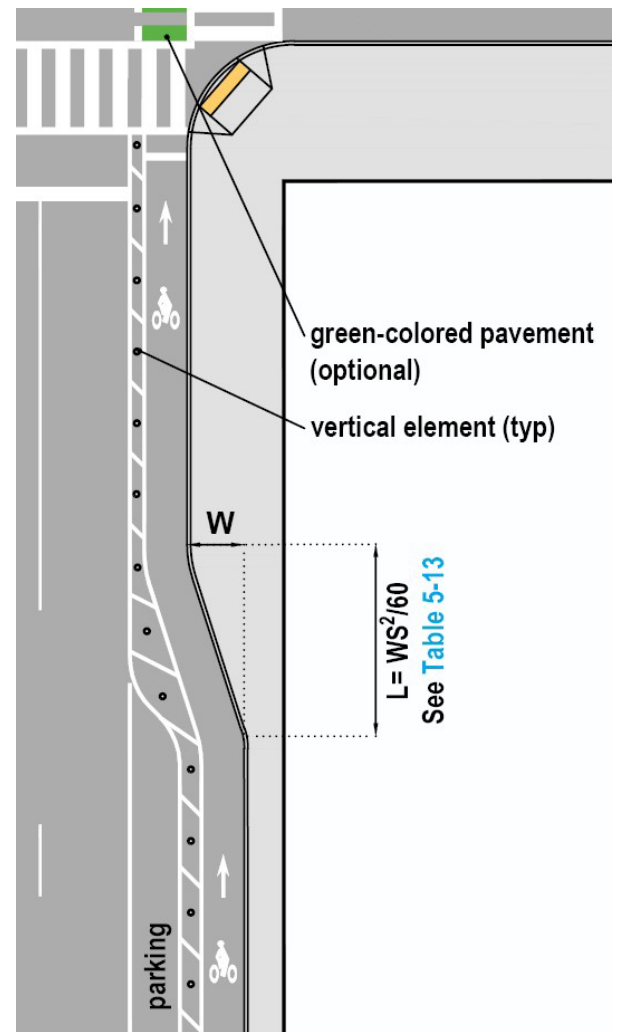


Figure E-16: Bend-in intersection approach for separated bike lanes, AASHTO Guide for the Development of Bicycle Facilities (2024).

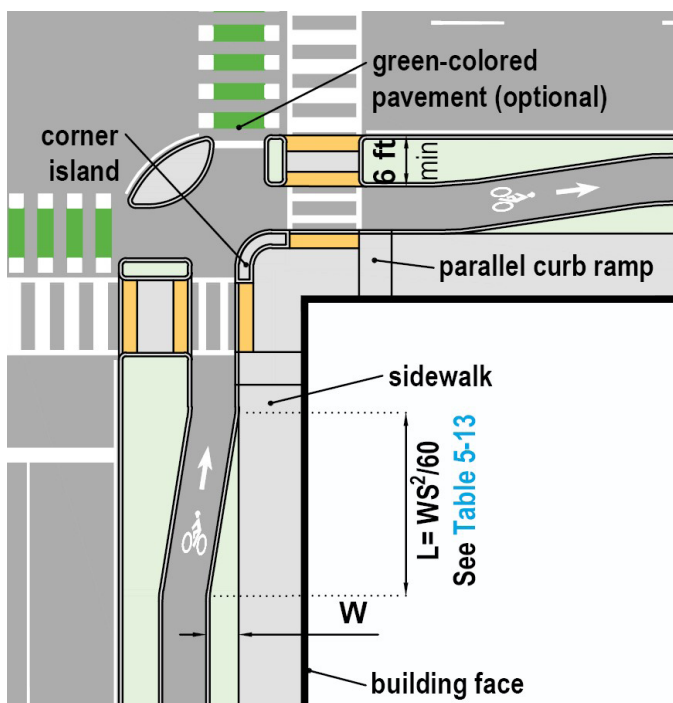


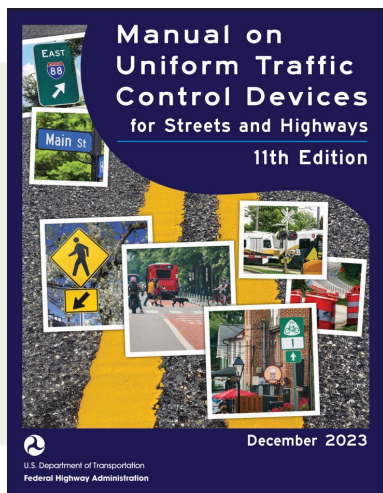
Figure E-17: Bend-out intersection approach for separated bike lanes, AASHTO Guide for the Development of Bicycle Facilities (2024).

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.

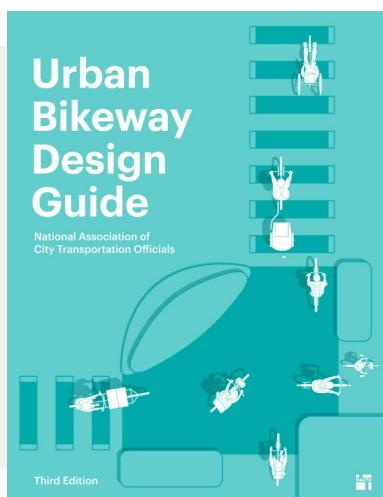
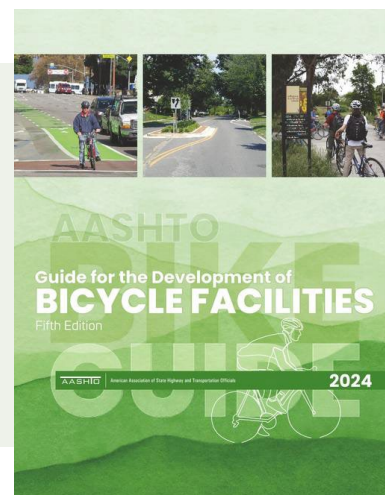


Manual on the Uniform Traffic Control Devices

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: JUNE 9, 2025 / AGENDA ITEM NO. 6B

To: Mayor and City Council
From: Maria D'Andrea, Director of Public Works
Subject: **Lead Service Line Replacement**

SUMMARY STATEMENT: This resolution authorizes staff to enter into an Intergovernmental Agreement (IGA) between the City of Lakewood and Denver Water to allow Denver Water to verify and replace lead service lines (LSLs) in the Lakewood Water Utility service area. This work supports Denver Water's EPA-approved Lead Reduction Program Plan and positions Lakewood to protect public health and replace aging infrastructure. The IGA involves no direct cost to Lakewood.

BACKGROUND INFORMATION: In 1999, Lakewood entered into a Master Meter Water Service Agreement with Denver Water, through which Lakewood purchases potable water for distribution.

In 2020, Denver Water launched its Lead Reduction Program Plan (LRPP), approved by the U.S. Environmental Protection Agency (EPA), which mandates the replacement of all known lead service lines by January 1, 2035. The EPA-mandated program includes all entities in Denver Water's service area, including master meter distributors like Lakewood.

As Lakewood considers a future transition to total service with Denver Water, aligning lead service line replacements with meter replacements and infrastructure upgrades is critical for cost efficiency and effective planning.

The proposed IGA formalizes the partnership between Lakewood and Denver Water for LSL replacements. Key provisions of the IGA include:

- **Authorization for Work:** Denver Water and its contractors are authorized to identify and replace lead service lines between the water main and the first interior fitting in homes and businesses in Lakewood's service area.
- **Coordination and Communication:** Denver Water will coordinate closely with Lakewood staff by submitting verification and construction plans for review 30 days in advance of work. Denver Water will also handle direct customer communications, obtain consents, and offer water quality testing post-installation.
- **Fiscal Responsibility:** Denver Water will directly reimburse contractors for all LSL replacement costs. Lakewood will not incur any direct monetary obligations for this program.
- **Protection of Infrastructure:** Denver Water must follow standard construction practices and provide a one-year warranty for completed work. Lakewood staff will oversee coordination to ensure minimal disruption and proper restoration.

This agreement facilitates the timely replacement of aging, potentially hazardous infrastructure in a manner that is fiscally responsible and aligned with federal mandates.

BUDGETARY IMPACTS: There is no direct budgetary impact to the City of Lakewood. All costs related to eligible LSL replacements, including labor, materials, and restoration, will be paid by Denver Water through

contractor reimbursements. Lakewood will provide replacement water meters as Denver Water's contractor replaces service lines. Replacement water meters are included in the approved 2025 City budget.

STAFF RECOMMENDATIONS: Staff recommends approval of the Intergovernmental Agreement between the City of Lakewood and Denver Water.

ALTERNATIVES: Two potential alternatives are available:

- **Do not approve the IGA:** This would delay essential public health infrastructure improvements and may hinder compliance with EPA mandates as the Lakewood Water Utility would need to develop, implement and fund its own plan to comply.
- **Request modifications:** Council could direct staff to negotiate changes, potentially delaying implementation of LSL replacements in 2025.

PUBLIC OUTREACH: Notice of this resolution has been included in the standard City Council meeting notifications. The proposed resolution and supporting materials will also be available to the public through LakewoodSpeaks.org.

NEXT STEPS: Execute the IGA and initiate the Lead Service Line Replacement Project.

ATTACHMENTS:

1. R-2025-30
2. IGA - DW and Lakewood for Lead Service Line Replacement Project

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

A RESOLUTION

APPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF LAKEWOOD AND THE BOARD OF WATER COMMISSIONERS OF THE CITY AND COUNTY OF DENVER D/B/A DENVER WATER FOR LEAD SERVICE LINE REPLACEMENTS.

WHEREAS, pursuant to C.R.S. § 29-1-203 and § 29-1-203.5, as amended, the City of Lakewood (“Lakewood”) has the authority to enter into an Intergovernmental Agreement (“IGA”) with other governmental entities;

WHEREAS, Lakewood and the Board of Water Commissioners of the City and County of Denver (“Denver Water”) desire to enter into the IGA to provide for lead service line (“LSL”) replacements within the City of Lakewood in the Lakewood Water Utility service area;

WHEREAS, the City Council finds that it is in the best interest of the residents of Lakewood to participate in this program to protect public health, replace aging infrastructure, and coordinate construction activities efficiently;

WHEREAS, the IGA establishes the responsibilities of Lakewood and Denver Water regarding construction, reimbursement, coordination, communication, and compliance related to LSL replacements for the 2024/2025 program years; and

WHEREAS, the IGA stipulates that there will be no monetary cost to the City of Lakewood for any of the eligible LSL replacements performed under this program, as Denver Water will reimburse the contractor directly.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lakewood, Colorado, that:

SECTION 1. The City Council hereby finds and determines that authorizing the City Manager or designee to enter into an IGA, attached hereto as Attachment A and incorporated herein, between the City of Lakewood and the Board of Water Commissioners of the City and County of Denver for lead service line replacements in the Lakewood Water Utility service area is in the best interest of the residents of the City.

SECTION 2. The IGA is hereby approved, and the City Manager or designee is hereby authorized to execute said agreement on behalf of the City of Lakewood.

SECTION 3. This resolution shall become effective immediately upon signature following adoption.

INTRODUCED, READ AND ADOPTED by a vote of ____ for and ____ against at a virtual regular meeting of the City Council on June 9, 2025, at 7 o'clock p.m. at Lakewood City Hall, 480 South Allison Parkway, Lakewood, Colorado.

Wendi Strom, Mayor

ATTEST:

Jay Robb, City Clerk

APPROVED AS TO FORM:

Alison McKenney Brown, City Attorney

INTER-GOVERNMENTAL AGREEMENT BETWEEN DENVER WATER AND CITY OF LAKEWOOD CONCERNING LEAD SERVICE LINE REPLACEMENTS

THIS INTER-GOVERNMENTAL (“Agreement”) is made and entered into between the CITY AND COUNTY OF DENVER, acting by and through its BOARD OF WATER COMMISSIONERS (“Denver Water”), a municipal corporation of the State of Colorado, and the CITY OF LAKEWOOD (“Lakewood”), a quasi-municipal corporation and political subdivision of the State of Colorado. Denver Water and Lakewood are referred to generally as the “Parties” or “Party.”

RECITALS

- A. Lakewood is a home rule municipal corporation created and existing under Article XX, section 6 of the Colorado State Constitution, the Charter of the City of Lakewood, and other applicable Colorado laws.
- B. Denver Water is a home rule municipal corporation created and existing under Article XX, section 1 of the Colorado State Constitution, the Charter of the City and County of Denver and other applicable Colorado law.
- C. Pursuant to its powers, Lakewood owns and operates a drinking water utility that provides water service to its customers. Lakewood is a Denver Water master meter distributor located within Denver Water’s service area. Denver Water serves water to Lakewood pursuant to a Master Meter Water Service Agreement dated May 18, 1999.
- D. Lakewood owns and is solely responsible for controlling, operating and maintaining its potable water distribution system within its service area as depicted in **Exhibit A**.
- E. Lakewood is contemplating the conversion of its May 18, 1999 Master Meter contract from a “master meter” contract to a “total service” Denver Water contract, which would entail several steps including the replacement of customer water meters throughout its service area and coordination with lead service line replacement.
- F. On November 30, 2022, the U.S. Environmental Protection Agency (“EPA”) issued a variance (“Variance”) to Denver Water from the Safe Drinking Water Act’s Lead and Copper optimal corrosion control treatment (“OCCT”) requirements.
- G. Under the Variance, Denver Water was granted leave to continue to implement its Lead Reduction Program Plan (“LRPP”) in lieu of orthophosphate treatment under the OCCT requirements. Under the LRPP, Denver Water will replace all Lead Service Lines within its service area by January 1, 2035, which includes Lakewood’s service area.
- H. The Parties believe Lakewood may have lead service lines within its service area. Before Lakewood can replace its customers’ water meters, its customers’ lead service lines must be replaced to minimize water quality impacts.
- I. To complete the requirements of the Variance, Lakewood and Denver Water desire to enter into an agreement documenting how Denver Water will conduct investigations to

verify and conduct lead service line replacements within Lakewood's service area, and communicate with Lakewood's customers about the lead service line replacements.

NOW, THEREFORE, in consideration of the premises, promises and covenants of the Parties, the Board and Lakewood agree as follows:

AGREEMENT

1. Recitals Incorporated. The recitals set forth above are incorporated herein and made a part of this Agreement.
2. Scope and Applicability of this Agreement. Lakewood authorizes Denver Water to:
 - a. conduct verification of lead service lines within Lakewood's service area, by means including but not limited to potholing on streets and with the customer's permission, enter customer properties for the purpose of potholing, conducting visual inspections, water quality tests, and other methods of lead service line verification.
 - b. conduct lead service line replacements within Lakewood's service area in response to customer leaks or as part of Denver Water's planned lead service line replacement program. Replacements include the full replacement of lead service lines from Lakewood's water mains to the first fitting in a customer's premise served. In making lead service line replacements, Denver Water is authorized to cut existing lead service line taps, and replace with new copper connections, including a new tap, set new meters and meter pits, and reconnect the premise served to the replaced service line.
 - c. communicate with Lakewood customers directly about Denver Water's planned lead service line replacements, provide water quality testing pre- and post-replacement, and obtain customer authorization to replace lead service lines.
 - d. The above authorizations apply to Denver Water and its contractors and are given with the understanding that Denver Water or its contractors will provide Lakewood notice prior to performing any activities authorized above, when reasonably practical, but in any event within a reasonable time after the performance of each such activity.
3. Process for Responding to Leaks. When Lakewood learns of a leak on a service line that is enrolled in Denver Water's Lead Reduction Program, Lakewood will be responsible for reporting the leak to Denver Water's customer care at 303-893-2444. Denver Water will confirm to Lakewood that it is responding to investigate the leak and conduct the replacement to the extent the service line is confirmed to consist of lead material.
4. Denver Water Investigations. Denver Water will provide Lakewood a description of its plans to conduct lead service line investigations within Lakewood's service area. Lakewood shall have thirty (30) days to respond with comments, recommendations, and requested modifications to the investigation plan prior to Denver Water initiating its investigation plan.

5. Lead Service Line Replacements. Denver Water will provide Lakewood with a description of its plans to conduct planned lead service line replacements within Lakewood's service area, including location of planned replacements, timing for obtaining customer consent, replacement schedule, the contractor(s) Denver Water plans to use for the replacements, and other pertinent information. Lakewood shall have thirty (30) days to provide Denver Water with comments on the replacement plan before Denver Water initiates the plan.

6. Responsibility for Cost of Investigations and Replacements. Denver Water, not Lakewood, is responsible for the cost of all lead service line investigations that it conducts within Lakewood's service area, as well as any lead service line replacements Denver Water undertakes to perform within Lakewood's service area; provided, however, Lakewood is solely responsible for the cost of replacing all water meters. This Agreement does not obligate Denver Water to replace any service lines within Lakewood's service area other than lead or galvanized service lines.

7. Liability. To the extent permitted by law and subject to all of the immunities, protections, defenses and limitations afforded Lakewood under the Colorado Governmental Immunity Act as hereinafter defined, Lakewood will hold Denver Water and its contractor(s) harmless for any damages to Lakewood's mains as a result of lead service line replacements except to the extent any such damage is a result of Denver Water's or its contractor's(s') negligence; provided, however, in no case shall Denver Water be responsible for the cost of replacement of a water main that may fail or need replacement due to its age or condition, where neither the failure or replacement is caused exclusively by the lead service line replacements by Denver Water.

8. Correction of Work. Denver Water will complete performance of any work undertaken to replace lead service lines to the satisfaction of Lakewood and will correct any defect in the work that Lakewood discovers and for which Lakewood gives Denver Water written notice within one year after the date the lead service line is replaced.

9. Insurance. Denver Water is a self-insured Article XX home-rule municipality and relies on the Colorado Governmental Immunity Act C.R.S. 24-10-101, et seq., as amended.

10. Term of Agreement. This Agreement shall extend from its Effective Date as defined below until January 31, 2026, unless extended by a written amendment mutually agreed to by the Parties. Paragraph 7 shall survive the termination of this Agreement.

11. Termination or Suspension. Denver Water and Lakewood reserve the right to terminate this Agreement by giving thirty (30) days' written notice.

12. Default. Every term and condition of this Agreement is a material element of this Agreement. In the event either Party should fail or refuse to perform according to the material terms of this Agreement, such Party may be declared in default by the other Party by a written notice.

13. Remedies. In the event a Party has been declared in default, such defaulting Party shall be allowed a period of fifteen (15) days within which to correct, or commence correcting, the default. In the event that the default has not been corrected or begun to be corrected, or the defaulting Party has ceased to pursue the correction with due diligence, the

Party declaring default may elect to (a) terminate the Agreement and seek damages; (b) seek specific performance; or (c) avail itself of any other remedy at law or equity.

14. Force Majeure. The Parties shall not be responsible for any failure or delay in the performance of any obligations under this Agreement solely caused by the following events: natural disaster, flood, fire, war, or public enemy. Events not listed in the preceding sentence, including, but not limited to, epidemics such as the current COVID-19 pandemic, economic conditions, and labor strikes, shall not be considered force majeure events. As a condition precedent to invoking this force majeure clause, the invoking Party must provide timely written notice detailing the reasons why the force majeure event has made performance under the original contract terms impossible, and the invoking party must immediately take all reasonable measures to mitigate or avoid damages to the other Party.

15. Assignment and Contracts. Neither Denver Water nor Lakewood may assign this Agreement or any right or liability of this Agreement or enter into any subcontract or amend any subcontract related to this Agreement without prior written consent of Denver Water. This Agreement shall bind and inure to the benefit of the Parties and their respective successors and assigns. This Agreement is intended to benefit only the Parties, and neither contractors of Denver Water nor customers of Lakewood nor any other person or entity is intended by the Parties to be a third-party beneficiary of this Agreement.

16. Severability. If any provision of this Agreement is determined by a court having jurisdiction to be unenforceable to any extent, the rest of that provision and the rest of this Agreement will remain enforceable to the fullest extent permitted by law.

17. Venue and Governing Law. This Agreement shall be deemed performable in the City and County of Denver, notwithstanding that the Parties may find it necessary to take some action outside the City and County. The sole venue for any dispute resulting in litigation shall be in the District Court in and for the City and County of Denver. This Agreement shall be governed by and construed under the laws of the State of Colorado.

18. Notice and Contact. The Parties shall contact the persons listed below for all matters related to administration of this Agreement. All notices required or given under this Agreement shall be in writing and shall be deemed effective: (a) when delivered personally to the other Party; or (b) seven (7) days after posting in the United States mail, first-class postage prepaid, properly addressed as follows; or (c) when sent by e-mail. If notice is provided by e-mail, the notifying Party must follow up with a hard copy of the notice sent by United States mail; however, the notice will be effective as of the original e-mail date.

If to Lakewood:

Director of Public Works
City of Lakewood
470 South Allison Pkwy., Civic Center N
Lakewood, Colorado 80226-3127
engineering@lakewood.org

With a copy to:

With a copy to:

Office of General Counsel

If to Denver Water:

Julie Bowers
Distributor Relations Manager
Denver Water
1600 West 12th Avenue
Denver, Colorado 80204
julie.Bowers@denverwater.org

Jessica R. Brody
Denver Water
1600 West 12th Avenue
Denver, Colorado 80204
jessica.brody@denverwater.org

or such other persons or addresses as the Parties may have designated in writing.

19. Charter of the City and County of Denver. This Agreement is made under and conformable to Article X of the Charter of the City and County of Denver, which controls the operation of the Denver Municipal Water System. The Charter provisions are incorporated by this reference and supersede any apparently conflicting provisions otherwise contained in this Agreement.

20. Governmental Immunity Act. The Parties understand and agree that they are both relying upon, and have not waived, the monetary limitations and all other rights, immunities and protections provided by the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, et seq., as it may be amended from time to time.

21. Entire Agreement. This Agreement constitutes the entire agreement between Denver Water and Lakewood and replaces all prior written or oral agreements and understandings with regard to the subject matter herein. This Agreement is not intended to amend or modify the May 18, 1999 Master Meter Water Service Agreement or the November 24, 2020 Integrated System Agreement between Denver Water and Lakewood. It may be altered, amended, or repealed only by a duly executed written instrument. The terms of this Agreement shall control in the event of any conflict between the terms of the Agreement and any documents or exhibits attached or incorporated into the Agreement.

22. Effective Date. This Agreement shall become effective on the date it is fully signed by the Board.

23. Electronic Signatures and Records. Lakewood consents to the use of electronic signatures by the Board. The Agreement, and any other documents requiring a signature hereunder, may be signed electronically in the manner specified by the Board. The Parties agree not to deny the legal effect or enforceability of the Agreement solely because it is in electronic form or because an electronic record was used in its formation. The Parties agree not to object to the admissibility of the Agreement in the form of an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the ground that it is an electronic record or electronic signature or that it is not in its original form or is not an original.

THEREFORE, the Parties have executed this Agreement. This Agreement must have the signature of an authorized representative of Lakewood.

[Signatures follow next page]

ATTESTED:

By: _____
Secretary

APPROVED:

By: _____
Chief Of Staff

APPROVED AS TO FORM:

By: _____
Office of General Counsel

THIS AGREEMENT IS ACCEPTED BY:

By execution, signer certifies s/he is authorized to bind the City of Lakewood to the terms of this Agreement.

Attest:

_____, City Clerk

Recommended for approval:

Ray Hill, City Engineer – Capital Projects & Utilities, Public Works Department

**CITY AND COUNTY OF DENVER,
acting by and through its
BOARD OF WATER COMMISSIONERS**

By: _____
President

DATE: _____

**REGISTERED AND COUNTERSIGNED:
CITY AND COUNTY OF DENVER**

By: _____
Timothy M. O'Brien, CPA
Auditor

CITY OF LAKEWOOD

By: _____
Maria D'Andrea, Director of Public Works

DATE: _____

Approved as to Form:

Gus Schenck, Sr Assistant City Attorney

STAFF MEMO

DATE OF MEETING: JUNE 9, 2025 / AGENDA ITEM NO. 6C

To: Mayor and City Council
From: Maria D'Andrea, Director of Public Works
Subject: **Wet Weather Monitoring**

SUMMARY STATEMENT: This resolution authorizes the City Manager to enter into an intergovernmental agreement (IGA) regarding stormwater quality efforts with the Mile High Flood District (MHFD), City and County of Denver and City of Aurora for wet weather monitoring and other Colorado Discharge Permit System (CDPS) compliance projects. To optimize opportunities for economies of scale and consistent scientific data gathering, MHFD and the three cities have entered into similar agreements annually beginning in 1993.

BACKGROUND INFORMATION: The federal Clean Water Act requires the Colorado Department of Health and Environment to implement stormwater quality regulations that affect, among other entities, Denver, Aurora, and Lakewood. A Joint Task Force (JTF) consisting of the three cities and the MHFD collaborate to ensure data gathering is compatible between the jurisdictions, and consequently more useful for analysis and comparisons, and that economies of scale are utilized when possible to reduce costs to taxpayers. Primary activities performed by the JTF include wet-weather monitoring of stormwater and cooperative development and printing of public education brochures. Adoption of the resolution would continue this collaborative relationship for another year.

BUDGETARY IMPACTS: Adequate Stormwater Management Utility funds are included in the approved 2025 budget for Lakewood's obligation pursuant to the proposed IGA. JTF funding is shared as follows: Mile High Flood District – 33.33%, Denver – 30%, Aurora – 20%, and Lakewood – 16.67%. Lakewood's funds are budgeted from the City's Stormwater Enterprise Fund in the approved 2025 City Budget.

STAFF RECOMMENDATIONS: Adoption of the resolution.

ALTERNATIVES: City Council could choose to not adopt the resolution resulting in Lakewood independently fulfilling its CDPS obligations.

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

NEXT STEPS: The IGA would be executed.

ATTACHMENTS: 1. R-2025-31
2. 2025 - IGA JTF Wet Weather

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

A RESOLUTION

APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT, THE CITY AND COUNTY OF DENVER, AND THE CITY OF AURORA FOR WET WEATHER MONITORING AND OTHER STORMWATER QUALITY PERMIT ACTIVITIES.

WHEREAS, pursuant to Colorado Revised Statutes § 29-1-203 and § 29-1-203.5, as amended, the City of Lakewood (“Lakewood”) has the authority to enter into an Intergovernmental Agreement (“IGA”) with other governmental entities;

WHEREAS, the City of Lakewood, the City and County of Denver, the City of Aurora, and the Mile High Flood District (the “Parties”) originally entered into a joint funding intergovernmental agreement in 1993 for the purposes of wet weather monitoring, other Colorado Discharge Permit System permit activities and educational outreach (the “Project”);

WHEREAS, to continue funding the Project, the Parties have annually entered into an Agreement Regarding Funding of Joint Wet Weather Monitoring and Other CDPS Permit Activities (the “Wet Weather IGA”);

WHEREAS, to continue collaborating on the Project, the Parties now seek to enter into a new Wet Weather IGA, which details each party’s responsibilities and necessary financial contributions;

WHEREAS, the terms of the proposed Wet Weather IGA call for the Parties to contribute a total of \$145,000 for the Project;

WHEREAS, the proposed Wet Weather IGA specifically requires Lakewood to contribute \$24,170.00, which represents 16.67% of the total Project cost; and

WHEREAS, Lakewood’s 16.67% contribution of \$24,170.00 was previously approved by the City Council in the 2025 Annual Budget.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lakewood, Colorado, that:

SECTION 1. The City Council hereby finds and determines that authorizing the City Manager to enter into an IGA, attached hereto as Attachment A and incorporated herein, between the Urban Drainage and Flood Control District d/b/a Mile High Flood District, the City and County of Denver, and the City of Aurora for the purposes of wet weather monitoring, other Colorado Discharge Permit System permit activities and educational outreach is and shall be in the best interest of the residents of the City of Lakewood, and

hereby authorizes the City Manager to enter into the IGA with the Mile High Flood District, the City and County of Denver, and the City of Aurora on and behalf of the City of Lakewood.

SECTION 2. Lakewood's Chief Financial Officer is hereby authorized and directed to pay amounts not to exceed twenty-four thousand one hundred and seventy dollars (\$24,170.00) for Lakewood's share of the Project cost.

SECTION 3. This resolution shall become effective immediately upon signature following adoption.

INTRODUCED, READ, AND ADOPTED by a vote of ___ for and ___ against at a hybrid regular meeting of the Lakewood City Council on June 9, 2025, at 7 o'clock p.m. at the Lakewood Civic Center, 480 S. Allison Parkway, Lakewood, Colorado.

Wendi Strom, Mayor

ATTEST:

Jay Robb, City Clerk

APPROVED AS TO FORM:

Alison McKenney Brown, City Attorney

AGREEMENT REGARDING FUNDING OF
JOINT WET WEATHER MONITORING AND
OTHER CDPS PERMIT ACTIVITIES

Agreement No. 25-02.22
Project No. 104918
Agreement Amount \$145,000

THIS AGREEMENT, by and between URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT (hereinafter called "DISTRICT") and CITY AND COUNTY OF DENVER (hereinafter called "DENVER"), CITY OF AURORA (hereinafter called "AURORA"), and CITY OF LAKEWOOD (hereinafter called "LAKEWOOD"); (hereinafter DENVER, AURORA and LAKEWOOD shall be known as "PROJECT SPONSOR(S)" and DISTRICT and PROJECT SPONSOR(S) shall be collectively known as "PARTIES");

WHEREAS, PARTIES have periodically, each year since 1993, entered into "Agreement Regarding Funding of Joint Monitoring and Other Colorado Discharge Permit System (CDPS) Permit Activities" (Agreement No. 24-01.25 and all previous agreements referenced therein); and

WHEREAS, DISTRICT has heretofore annually assisted PROJECT SPONSORS with implementation of their CDPS stormwater discharge permits (hereinafter called "PERMITS"); and

WHEREAS, DISTRICT has annually conducted a wet-weather monitoring program and assisted with development and printing of public education brochures on behalf of PROJECT SPONSORS; and

WHEREAS, PERMITS issued by the State of Colorado (hereinafter called "STATE") to PROJECT SPONSORS require the continuation of the wet-weather monitoring program and public education/outreach programs; and

WHEREAS, PARTIES have budgeted funds in 2025 for joint activities in PERMITS and now desire to commit and obligate these funds; and

WHEREAS, DISTRICT has previously established a work program for 2025 (Resolution No. 82, Series of 2024) which includes coordination and assistance to local governments in their efforts to comply with municipal NPDES stormwater discharge permits.

NOW, THEREFORE, in consideration of the mutual promises contained herein, PARTIES hereto agree as follows:

Part 1

1.01 SCOPE OF AGREEMENT

This Agreement defines the responsibilities and financial commitments of PARTIES with respect to PROJECT.

1.02 SCOPE OF PROJECT

The purpose of this joint effort is to comply with certain portions of each PROJECT SPONSOR's PERMIT issued by STATE. DISTRICT shall provide technical support and advice to PROJECT SPONSORS during the issuance period. PROJECT SPONSORS shall include DISTRICT in all discussions with STATE leading towards agreeing to conditions that may affect the jointly funded

elements of each PERMIT. The scope of joint activities covered by this Agreement includes the following activities:

- Monitoring and reporting of wet-weather stormwater runoff,
- Development of education and outreach programs and materials, and
- Development of compliance strategies for regulations as revised by STATE.

1.03 PUBLIC NECESSITY

PARTIES agree that the work performed pursuant to this Agreement is necessary for the health, safety, comfort, convenience, and welfare of all the people of the State, and is of particular benefit to the inhabitants of PARTIES and to their property therein.

1.04 PROJECT COSTS AND ALLOCATION OF COSTS

- A. PARTIES agree that for the purposes of this Agreement project costs shall consist of, and be limited to, services in support of Paragraph 1.02. SCOPE OF PROJECT and related services and contingencies mutually agreeable to PARTIES. Project costs are not to exceed \$145,000 without amendment to this Agreement, as detailed in Paragraph 5.
- B. Based on total PROJECT costs, the maximum percent and dollar contribution by each party shall be:

	<u>Percentage Share</u>	<u>Maximum Contribution</u>
DISTRICT	33.33%	\$48,330
DENVER	30.00%	\$43,500
AURORA	20.00%	\$29,000
LAKEWOOD	16.67%	\$24,170
TOTAL	100%	\$145,000

1.05 MANAGEMENT OF FINANCES

As set forth in DISTRICT policy (Resolution No. 11, Series of 1973, Resolution No. 49, Series of 1977, and Resolution No. 37, Series of 2009), the funding of a PROJECT SPONSOR's share may come from its own revenue sources or from funds received from state, federal or other sources of funding without limitation and without prior DISTRICT approval.

Payment of each party's full share (DISTRICT - \$48,330; DENVER - \$43,500; AURORA - \$29,000; and LAKEWOOD - \$24,170 shall be made to DISTRICT subsequent to execution of this Agreement and within 30 days of request for payment by DISTRICT. The payments by PARTIES shall be held by DISTRICT in a special fund to pay for increments of PROJECT as authorized by PARTIES, and as defined herein. DISTRICT shall provide accounting of PROJECT funds as well as a notification to PROJECT SPONSOR of any unpaid obligations upon request. Any interest earned by the monies contributed by PARTIES shall be accrued to the special fund established by DISTRICT for PROJECT and such interest shall be used only for PROJECT upon approval by the contracting officers (Paragraph 2.03).

Within one year of completion of PROJECT if there are monies including interest earned remaining in excess of 10,000 which are not committed, obligated, or disbursed, each party shall receive a share of such monies, which shares shall be computed as were the original shares; or, at PROJECT SPONSOR request, PROJECT SPONSOR share of remaining monies shall be transferred to another special fund held by DISTRICT.

1.06 PUBLISHED REPORTS AND PROJECT DATA

DISTRICT will provide to each SPONSOR a copy of any data and/or report that DISTRICT receives from its consultant(s) or contractor(s), or that DISTRICT collects or develops under this Agreement.

1.09 RESPONSIBILITIES OF PARTIES

DISTRICT shall be responsible for coordinating with PROJECT SPONSOR the information developed by the various consultants hired by DISTRICT and for obtaining all concurrences from PROJECT SPONSOR needed to complete PROJECT in a timely manner. PROJECT SPONSOR agrees to review all concept plans, preliminary design plans, and final plans and specifications; and to provide comments within 21 calendar days after the drafts have been provided by DISTRICT to PROJECT SPONSOR.

1.10 PUBLIC RELATIONS

It shall be at PROJECT SPONSOR's sole discretion to initiate and to carry out any public relations program to inform the residents in PROJECT area as to the purpose of PROJECT and what impact it may have on them. Technical information shall be presented to the public by the selected engineer, if requested by PROJECT SPONSOR. In any event DISTRICT shall have no responsibility for a public relations program but shall assist PROJECT SPONSOR as needed and appropriate.

1.11 EXECUTION IN COUNTERPARTS – ELECTRONIC SIGNATURES

Electronic signatures shall be permitted to bind the PARTIES to this Agreement, and all subsequent documents requiring the signatures of the PARTIES to this Agreement. Documents requiring notarization may also be notarized by electronic signatures. All use of electronic signatures shall be governed by the Uniform Electronic Transactions Act, CRS §§ 24-71.3-101 to 121. However, the PARTIES agree that only electronic signatures created by electronic signature software including but not limited to DocuSign shall be permitted.

Part 2

2.01 TERM OF AGREEMENT

The term of this Agreement shall commence upon execution and shall terminate three (3) years after the final payment is made and the final accounting of funds on deposit at DISTRICT is provided to all PARTIES pursuant to Paragraph 1.05 herein.

2.02 LIABILITY

Each party hereto shall be responsible for any suits, demands, costs or actions at law resulting from its own negligent or wrongful acts or omissions and may insure against such liabilities as appropriate.

2.03 CONTRACTING OFFICERS

- A. The contracting officer for DENVER shall be the Manager of Public Works, 201 West Colfax Avenue, Department 608, Denver, Colorado 80202.
- B. The contracting officer for AURORA shall be the General Manager of Aurora Water, 26791 E Quincy Ave Aurora, CO 80016
- C. The contracting officer for LAKEWOOD shall be the City Manager, 480 S. Allison Parkway, Lakewood, Colorado 80226.
- D. The contracting officer for DISTRICT shall be the Executive Director, 12575 West Bayaud Avenue, Lakewood, Colorado 80228.
- C. The contracting officers for PARTIES each agree to designate and assign a PROJECT representative to act on the behalf of said PARTIES in all matters related to PROJECT undertaken pursuant to this Agreement. Each representative shall coordinate all PROJECT related issues between PARTIES, shall attend all progress meetings, and shall be responsible for providing all available PROJECT-related file information to the engineer upon request by DISTRICT or PROJECT SPONSOR. Said representatives shall have the authority for all approvals, authorizations, notices or concurrences required under this Agreement. In the case of amendments to this Agreement, contracting officers shall determine which PARTIES are impacted by the amendment and ensure that such PARTIES provide their approval in writing. Unaffected PARTIES shall only be required to acknowledge the amendment in writing, and their acknowledgement shall be sufficient to meet the requirements of this Agreement.

2.04 AMENDMENTS

This Agreement contains all of the terms agreed upon by and among PARTIES. Any amendments to this Agreement shall be in writing. Amendments affecting only specific PARTIES, whether through changes in scope or additional funding contributions, shall require the written approval of the impacted PARTIES. All other PARTIES unaffected by the amendment shall acknowledge the amendment in writing, and their acknowledgement shall be sufficient to meet the requirements of this Agreement.

2.05 SEVERABILITY

If any clause or provision herein contained shall be adjudged to be invalid or unenforceable by a court of competent jurisdiction or by operation of any applicable law, such invalid or unenforceable clause or provision shall not affect the validity of the Agreement as a whole and all other clauses or provisions shall be given full force and effect.

2.06 APPLICABLE LAWS

This Agreement shall be governed by and construed in accordance with the laws of the State of Colorado. Jurisdiction for any and all legal actions regarding this Agreement shall be in the State of Colorado and venue for the same shall lie in the county where PROJECT is located.

2.07 ASSIGNABILITY

No party to this Agreement shall assign or transfer any of its rights or obligations hereunder without the prior written consent of the other party or parties to this Agreement.

2.08 BINDING EFFECT

The provisions of this Agreement shall bind and shall inure to the benefit of PARTIES hereto and to their respective successors and permitted assigns.

2.09 ENFORCEABILITY

PARTIES hereto agree and acknowledge that this Agreement may be enforced in law or in equity, by decree of specific performance or damages, or such other legal or equitable relief as may be available subject to the provisions of the laws of the State of Colorado.

2.10 TERMINATION OF AGREEMENT

This Agreement may be terminated upon thirty (30) days' written notice by any party to this Agreement, but only if there are no contingent, outstanding contracts. If there are contingent, outstanding contracts, this Agreement may only be terminated upon the cancellation of all contingent, outstanding contracts. All costs associated with the cancellation of the contingent contracts shall be shared between PARTIES in the same ratio(s) as were their contributions.

2.11 NO DISCRIMINATION IN EMPLOYMENT

In connection with the performance of work under this Agreement, PARTIES agree not to refuse to hire, discharge, promote or demote, or to discriminate in matters of compensation against any person otherwise qualified because of race, color, ancestry, creed, religion, national origin, gender, age, military status, sexual orientation, gender identity, marital status, or physical or mental disability and further agree to insert the foregoing provision in all subcontracts hereunder.

2.12 APPROPRIATIONS

Notwithstanding any other term, condition, or provision herein, each and every obligation of the PARTIES stated in this Agreement is subject to the requirement of a prior appropriation of funds therefore by the appropriate governing body of the respective PARTIES .

2.13 NO THIRD PARTY BENEFICIARIES

It is expressly understood and agreed that enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to PARTIES, and nothing contained in this Agreement shall give or allow any such claim or right of action by any other or third person on such Agreement. It is the express intention of PARTIES that any person or party other than PARTIES receiving services or benefits under this Agreement shall be deemed to be an incidental beneficiary only.

2.14 GOVERNMENTAL IMMUNITIES

PARTIES hereto intend that nothing herein shall be deemed or construed as a waiver by any party of any rights, limitations, or protections afforded to them under the Colorado Governmental Immunity Act (§ 24-10-101, *et seq.*, C.R.S.) as now or hereafter amended or otherwise available at law or equity.

2.15 INTENT OF AGREEMENT

Except as otherwise stated herein, this Agreement is intended to describe the rights and responsibilities of and between PARTIES and is not intended to and shall not be deemed to confer rights upon any person or entities not named as PARTIES, nor to limit in any way the powers and responsibilities of PROJECT SPONSOR, DISTRICT or any other entity not a party hereto.

WHEREFORE, PARTIES hereto have caused this instrument to be executed by properly authorized signatories as of the date and year first above written.

URBAN DRAINAGE AND FLOOD CONTROL
DISTRICT
D/B/A
MILE HIGH FLOOD DISTRICT

By_____

Name Laura A. Kroeger

Title Executive Director

Date_____

Checked By

CITY AND COUNTY OF DENVER SIGNATURE PAGE

CITY OF AURORA, COLORADO,
ACTING BY AND THROUGH ITS
UTILITY ENTERPRISE

Mike Coffman, Mayor

Date

ATTEST:

Kadee Rodriguez

City Clerk

Date

APPROVED AS TO FORM FOR AURORA:

Ian Best

Assistant City Attorney

Date

ACS #

STATE OF COLORADO)

) ss

COUNTY OF ARAPAHOE)

The foregoing instrument was acknowledged before me this _____ day of _____, 20____, by
Mike Coffman, Mayor, acting on behalf of the Utility Enterprise of the City of Aurora, Colorado.

Witness my hand and official seal. _____

Notary Public

My commission expires: _____

CITY OF LAKEWOOD

(SEAL)

By _____

ATTEST:

Title Kathleen E. Hodgson, City Manager

Date

Jay Robb, City Clerk

APPROVED AS TO FORM:

Gus Schenck, Sr. Assistant City Attorney

APPROVED AS TO CONTENT:

Maria D'Andrea, Director of Public Works

Holly Björklund, Chief Financial Officer

AGREEMENT REGARDING
SPECIAL PROJECTS
OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR

Agreement No. _____

Exhibit A

STAFF MEMO

DATE OF MEETING: JUNE 9, 2025 / AGENDA ITEM NO. 6D

To: Mayor and City Council
From: Mike Whiteaker, City Transportation Engineer
Subject: **CDOT IGA for Signal Operations**

SUMMARY STATEMENT: Lakewood currently operates and maintains 81 traffic signals and related markings on state highways pursuant to an Intergovernmental Agreement (“Agreement”) with the Colorado Department of Transportation (CDOT). Per the terms of the current Agreement, CDOT reimburses Lakewood at a rate of \$280 per month per signal. Per the terms of the new Agreement, CDOT will reimburse Lakewood at a rate of \$335 per month per signal for the next five years pending continued approval and budget from CDOT.

BACKGROUND INFORMATION: Lakewood has operated traffic signals on state highways for over 25 years. The proposed Agreement is not intended to fully reimburse Lakewood for all costs in operating and maintaining the signals and intersection markings. Lakewood recently estimated its signal maintenance cost escalation at approximately \$400 per month per signal based on the increases to the Denver Consumer Price Index (CPI) since 2014. Lakewood then compared approximated expenditures in 2024 at \$383,000 for maintenance of such signals and expends about \$100,000 per year on intersection crosswalks and stop bars that are included in the proposed Agreement. Thus, to fully reimburse Lakewood for the work under this Agreement, CDOT would need to reimburse Lakewood approximately \$500 per signal per month.

The proposed Agreement represents an increase in the amount CDOT is reimbursing Lakewood for traffic signal marking maintenance on state highways located within the City of Lakewood. Under the previous agreement, CDOT reimbursed Lakewood \$280 per month per signal, and the new Agreement increases this to \$335 per month per signal. In fact, the increased reimbursement amount of \$335 per month per signal represents the highest amount that CDOT is currently reimbursing any city for signal operations. Previously, only Denver was reimbursed at \$335; now Lakewood will be reimbursed at that same rate.

The operation and routine maintenance called for in the Agreement are performed by Lakewood staff in accordance with the terms of the Agreement. This includes signal timing, troubleshooting, electricity, small components, etc. A knocked-down or severely dented signal pole, for example, is not considered routine maintenance, and either the at-fault driver or CDOT is responsible for these repairs under the terms of the Agreement.

BUDGETARY IMPACTS: Lakewood will continue to perform the same traffic signal maintenance work as in prior years but would be reimbursed for such work at a slightly higher rate to offset inflation impacts, thereby reducing Lakewood's proportionate cost for signal operation and maintenance on state highways in the city.

STAFF RECOMMENDATIONS: Approve the IGA and contract with CDOT for maintenance of traffic signals and intersection markings on state highways in Lakewood.

ALTERNATIVES: Reject the contract and provide staff a different direction to proceed.

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. R-2025-32
2. IGA-Lakewood-CDOT

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

A RESOLUTION

APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE COLORADO DEPARTMENT OF TRANSPORTATION REGARDING THE CITY OF LAKEWOOD'S OPERATION AND MAINTENANCE OF TRAFFIC SIGNALS, INTERSECTION MARKINGS, AND TRAFFIC CONTROL DEVICES ON STATE HIGHWAYS WITHIN THE CITY OF LAKEWOOD

WHEREAS, pursuant to C.R.S. § 29-1-203 and § 29-1-203.5 as amended, the City of Lakewood ("Lakewood") and the Colorado Department of Transportation ("CDOT") have the authority to enter into an Intergovernmental Agreement (IGA);

WHEREAS, state law requires CDOT to maintain all traffic signals, crosswalk markings, stop bar markings, symbol markings, and traffic control devices on state highways within the City of Lakewood (the "Services");

WHEREAS, C.R.S. 43-2-103 authorizes Lakewood to contractually agree with CDOT to assume CDOT's responsibility for the Services;

WHEREAS, Lakewood's Traffic Maintenance Shop has the personnel, equipment, and expertise to assume responsibility for the Services; and

WHEREAS, CDOT shall compensate Lakewood annually in the amount of \$325,620 for Lakewood assuming responsibility for the Services for the IGA's term of five (5) years;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lakewood:

SECTION 1. The City Council hereby finds and determines that authorizing the City Manager to enter into an IGA, attached hereto as Attachment A and incorporated herein, between the City of Lakewood and the Colorado Department of Transportation for Lakewood's provision of maintenance and repair services relating to traffic signals, crosswalk markings, stop bar markings, symbol markings, and traffic control devices on state highways within the City of Lakewood is and shall be in the best interest of the residents of the City of Lakewood, and hereby authorizes the City Manager to enter into the IGA with the Colorado Department of Transportation on behalf of the City of Lakewood.

SECTION 2. This Resolution shall become effective immediately upon signature following adoption.

SECTION 3. The City Manager shall be authorized to enter into amendments of the IGA subject to this Resolution without approval of the Lakewood City Council so long as such amendments are solely related to the City of Lakewood assuming responsibility for additional traffic signals, crosswalk markings, stop bar markings, symbol markings,

and traffic control devices on state highways within the City of Lakewood for additional compensation.

INTRODUCED, READ, AND ADOPTED by a vote of ___ for and ___ against at a hybrid regular meeting of the Lakewood City Council on June 9, 2025, at 7 o'clock p.m. at the Lakewood Civic Center, 480 S. Allison Parkway, Lakewood, Colorado.

Wendi Strom, Mayor

ATTEST:

Jay Robb, City Clerk

APPROVED AS TO FORM:

Alison McKenney Brown, City Attorney

**CITY OF LAKEWOOD
STANDARD CONTRACT COVER SHEET**

Contract # 04-07013

Renewal/Extension # Amendment # 8 Task/Change Order # Execution Date 5/7/25

Title or Purpose of Contract Consolidation of CDOT Senate Bill 8 Agreements

Amount \$ Event (File) No.

Contractor/Vendor Name CDOT Vendor #

Address 2829 W Howard Place, Denver, CO 80204

Authorizing Resolution or Ordinance # Responsible Department PW

Dept. Administrator Stacey Rock Contract Originator Mike Whiteaker

Name of Reviewing Attorney Gus Schenck

Mark the Signatures Needed

Signature Received (initial & date)

☒ City Attorney
☒ Department Head
☐ Division Manager
☐ Outside Party/Parties
☐ Chief Financial Officer (\$5,000 & over)
☒ City Clerk
☒ City Manager (☐ OK to sign)

Outside Signatures Last ☒ No ☐ Yes (Requested by)

Lawful Presence Documentation – Individual Persons (Not needed for LLC's, Corporations or Partnerships)

☐ ID verified by (Employee Name)
☐ Lawful Presence Affidavit attached (**don't write personal info on the affidavit!**)
☐ Copy of ID attached

Contractor Verification re: Illegal Aliens – Entities Providing a Service (See "Lawful Presence Guide" for clarification)

☐ Form attached Comment:

Type of Agreement/Contract

☐ BAA	☐ BID	☐ COEV	☐ CONT	☐ COOP	☐ EFA	☐ ENG
☐ GRNT	☒ IGA	☐ LOAN	☐ LSE	☐ MNT	☐ MOU	☐ MSA
☐ NDA	☐ NONE	☐ OTH	☐ PAA	☐ PART	☐ PE	☐ PER
☐ PIA	☐ PIGY	☐ PROF	☐ QTS	☐ R4Q	☐ RENT	☐ REV
☐ RFI	☐ RFP	☐ RFQ	☐ RLA	☐ SAAS	☐ SNGL	☐ SOFT
☐ SOLE	☐ SPON	☐ TCE	☐ TEN	☐ USE	☐ UTIL	☐ ZERO

If "Other", explain:

Contract status review by Mike Whiteaker Next review date 6/2026
Contract Reviewer/Administrator

Contract Expiration Date , if applicable

All Departments:

☐ Yes, record with County Clerk via the CCO
☐ No, do not record

(State \$Traffic Mtce)
CITY OF LAKEWOOD

Rev 10/03
Region: R1 (DMM)

CONTRACT

THIS AGREEMENT is entered into by and between the CITY OF LAKEWOOD (hereinafter called the “Local Agency”), and the STATE OF COLORADO acting by and through the Department of Transportation (hereinafter called the “State” or “CDOT”).

RECITALS:

1. Authority exists in the law and funds have been budgeted, appropriated and otherwise made available and a sufficient uncommitted balance thereof remains available for payment of project and Local Agency costs. Total Contract Amount: \$1,628,100.00.
2. Required approval, clearance and coordination have been accomplished from and with appropriate agencies.
3. Section 43-2-102 and 103, C.R.S., require the State to maintain State highways (including where such highways extend through a city or an incorporated town), and Section 43-2-135(1)(i), C.R.S., as amended, requires the State to install, operate, maintain and control, at State expense, all traffic control devices on the State highway system within cities and incorporated towns.
4. The parties desire to enter this contract for the Local Agency to provide some or all of the certain Highway maintenance services on State highways that are the responsibility of the State under applicable law, and for the State to pay the Local Agency a reasonable negotiated fixed rate for such services.
5. The parties also intend that the Local Agency shall remain responsible to perform any services and duties on State highways that are the responsibility of the Local Agency under applicable law, at its own cost.
6. The State and the Local Agency have the authority, as provided in Sections 29-1-203, 43-1-106, 43-2-103, 43-2-104, and 43-2-144, C.R.S., as amended, and if applicable, in an ordinance or resolution duly passed and adopted by the Local Agency, to enter into contract with the Local Agency for the purpose of maintenance of traffic control devices on the State highway system as hereinafter set forth.
7. The Local Agency has adequate facilities to perform the desired maintenance services on State highways within its jurisdiction.

THE PARTIES NOW AGREE THAT:

Section 1. Scope of Work

The Local Agency shall perform all maintenance services for the specified locations located within the Local Agency's jurisdiction and described in **Exhibit A**. Such services and highways are further detailed in Section 5.

Section 2. Order of Precedence

In the event of conflicts or inconsistencies between this contract and its exhibits, such conflicts or inconsistencies shall be resolved by reference to the documents in the following order of priority:

1. Special Provisions contained in section 21 of this contract
2. This contract
3. **Exhibit A** (Scope of Work)
4. **Exhibit C** (Option Letter)
5. **Exhibit D** (Encumbrance Letter)
6. **Exhibit B** (Local Agency Resolution).

Section 3. Term

This contract shall be effective upon the date signed/approved by the State Controller, or designee, or on July 1, 2025, whichever is later. The term of this contract **ends on June 30, 2030**. Provided, however, that the State's financial obligation for each subsequent, consecutive fiscal year of that term after the first fiscal year shall be subject to and contingent upon funds for each subsequent year being appropriated, budgeted, and otherwise made available therefor.

Section 4. Project Funding and Payment Provisions

- A. The Local Agency has estimated the total cost of the work and is prepared to accept the State funding for the work, as evidenced by an appropriate ordinance or resolution duly passed and adopted by the authorized representatives of the Local Agency, which expressly authorizes the Local Agency to enter into this contract

and to complete the work under the project. A copy of any such ordinance or resolution is attached hereto and incorporated herein as **Exhibit B**.

- B. Subject to the terms of this contract, for the satisfactory performance of the maintenance services on the Highways, as described in Section 5, the State shall pay the Local Agency on a lump sum basis, payable in monthly installments, upon receipt of the Local Agency's Statements, as provided herein.
- C. The State shall pay the Local Agency for the satisfactory operation and maintenance of traffic control devices under this agreement at the rates described in **Exhibit A**.
- D. The Local Agency will provide maintenance services as described in **Exhibit A**, for a **total maximum amount of \$325,620.00 per State fiscal year, and a maximum contract total shall not exceed the cumulative five-year total of \$1,628,100.00**. The negotiated rate per location shall remain fixed for the full five-year term of the contract, unless this rate is renegotiated in accord with the procedure set forth herein in Section 17. The total payments to the Local Agency during the term of this contract shall not exceed that maximum amount, unless this contract is amended. The Local Agency will bill the State monthly and the State will pay such bills within 45 days.
- E. The Statements submitted by the Local Agency for which payment is requested shall contain an adequate description of the type(s) and the quantity(ies) of the maintenance services performed, the date(s) of that performance, and on which specific sections of the highways such services were performed, in accord with standard Local Agency billing standards.
- F. If the Local Agency fails to satisfactorily perform the maintenance services or if the Statement submitted by the Local Agency does not adequately document the payment requested, after notice thereof from the State, the State may deduct and retain a proportionate amount from the monthly payment, based on the above rate, for that segment or portion.

Section 5: State & Local Agency Commitments:

- A. The Local Agency shall perform the maintenance services for the certain State highway system locations described herein. Such services and locations are detailed in **Exhibit A**.
- B. The Local Agency shall operate and maintain the specific traffic control devices, and at the particular locations, all as listed on **Exhibit A**, in a manner that is consistent with current public safety standards on State highways within its jurisdictional limits, and in conformance with applicable portions of the "Manual on Uniform Traffic Control Devices" and the "Colorado Supplement" thereto, which are referred to collectively as the "Manual" and which are incorporated herein by reference as terms and conditions of this agreement. The Local Agency shall provide all personnel, equipment, and other services necessary to satisfactorily perform such operation and maintenance.
- C. The Parties shall have the option to add or delete, at any time during the term of this agreement and subject to §17 of this agreement, one or more specific traffic control devices to the list shown in **Exhibit A** and therefore amend the maintenance services to be performed by the Local Agency under this agreement. The State may amend **Exhibit A** by written notice to the Local Agency using an Option Letter substantially equivalent to **Exhibit C**.
- D. The Local Agency may propose, in writing, other potential specific traffic control devices to be operated and maintained by the Local Agency during the term of this agreement, based on the same rates that had been initially agreed to by the Local Agency in **Exhibit A**. If the State determines in writing that operation and maintenance of those other devices by the Local Agency is appropriate, and is desirable to the State, and if the State agrees to add such devices to this agreement, then the State shall, by written Option Letter issued to the Local Agency in a form substantially equivalent to **Exhibit C**, add such devices to this contract.
- E. The Local Agency shall perform all maintenance services on an annual basis. The Local Agency's performance of such services shall comply with the same standards that are currently used by the State for the State's performance of such services, for similar type highways with similar use, in that year, as determined by the State. The State's Regional Transportation Director, or his representative, shall determine the then current applicable maintenance standards for the maintenance services. Any standards/directions provided by the State's representative to the Local Agency concerning the maintenance services shall be in writing. The Local Agency shall contact the State Region office and obtain those standards before the Local Agency performs such services.

Section 6. Record Keeping

The Local Agency shall maintain a complete file of all records, documents, communications, and other written materials that pertain to the costs incurred under this contract. The Local Agency shall maintain such records for a period of three (3) years after the date of termination of this contract or final payment hereunder, whichever is later,

or for such further period as may be necessary to resolve any matters which may be pending. The Local Agency shall make such materials available for inspection at all reasonable times and shall permit duly authorized agents and employees of the State and, if applicable, FHWA to inspect the project and to inspect, review and audit the project records.

Section 7. Termination Provisions

This contract may be terminated as follows:

- A. This contract may be terminated by either party, but only at the end of the State fiscal year (June 30), and only upon written notice thereof sent by registered, prepaid mail and received by the non-terminating party, not later than 30 calendar days before the end of that fiscal year. In that event, the State shall be responsible to pay the Local Agency only for that portion of the highway maintenance services actually and satisfactorily performed up to the effective date of that termination, and the Local Agency shall be responsible to provide such services up to that date, and the parties shall have no other obligations or liabilities resulting from that termination.

Notwithstanding subparagraph A above, this contract may also be terminated as follows:

- B. Termination for Convenience. The State may terminate this contract at any time the State determines that the purposes of the distribution of moneys under the contract would no longer be served by completion of the project. The State shall effect such termination by giving written notice of termination to the Local Agency and specifying the effective date thereof, at least twenty (20) days before the effective date of such termination.
- C. Termination for Cause. If, through any cause, the Local Agency shall fail to fulfill, in a timely and proper manner, its obligations under this contract, or if the Local Agency shall violate any of the covenants, agreements, or stipulations of this contract, the State shall thereupon have the right to terminate this contract for cause by giving written notice to the Local Agency of its intent to terminate and at least ten (10) days opportunity to cure the default or show cause why termination is otherwise not appropriate. In the event of termination, all finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs and reports or other material prepared by the Local Agency under this contract shall, at the option of the State, become its property, and the Local Agency shall be entitled to receive just and equitable compensation for any services and supplies delivered and accepted. The Local Agency shall be obligated to return any payments advanced under the provisions of this contract.

Notwithstanding the above, the Local Agency shall not be relieved of liability to the State for any damages sustained by the State by virtue of any breach of the contract by the Local Agency, and the State may withhold payment to the Local Agency for the purposes of mitigating its damages until such time as the exact amount of damages due to the State from the Local Agency is determined.

If after such termination it is determined, for any reason, that the Local Agency was not in default or that the Local Agency's action/inaction was excusable, such termination shall be treated as a termination for convenience, and the rights and obligations of the parties shall be the same as if the contract had been terminated for convenience, as described herein.

- D. Termination Due to Loss of Funding. The parties hereto expressly recognize that the Local Agency is to be paid, reimbursed, or otherwise compensated with federal and/or State funds which are available to the State for the purposes of contracting for the project provided for herein, and therefore, the Local Agency expressly understands and agrees that all its rights, demands and claims to compensation arising under this contract are contingent upon availability of such funds to the State. In the event that such funds or any part thereof are not available to the State, the State may immediately terminate or amend this contract.

Section 8. Legal Authority

The Local Agency warrants that it possesses the legal authority to enter into this contract and that it has taken all actions required by its procedures, by-laws, and/or applicable law to exercise that authority, and to lawfully authorize its undersigned signatory to execute this contract and to bind the Local Agency to its terms. The person(s) executing this contract on behalf of the Local Agency warrants that such person(s) has full authorization to execute this contract.

Section 9. Representatives and Notice

The State will provide liaison with the Local Agency through the State's Region Director, Region R1, 2829 W Howard Pl. Said Region Director will also be responsible for coordinating the State's activities under this contract and will also issue a "Notice to Proceed" to the Local Agency for commencement of the work. All communications relating to the day-to-day activities for the work shall be exchanged between representatives of the State's Transportation Region R1 and the Local Agency. All communication, notices, and correspondence shall be

addressed to the individuals identified below. Either party may from time to time designate in writing new or substitute representatives.

If to State

CDOT Region: R1
Christopher Vokurka
Project Manager
2829 W Howard Pl
Denver, CO 80204
303-512-4058

If to the Local Agency

City of Lakewood
Mike Whiteaker
City Transportation Engineer
480 S Allison Pkwy
Lakewood, CO 80226
303-987-7981

Section 10. Successors

Except as herein otherwise provided, this contract shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns.

Section 11. Third Party Beneficiaries

It is expressly understood and agreed that the enforcement of the terms and conditions of this contract and all rights of action relating to such enforcement, shall be strictly reserved to the State and the Local Agency. Nothing contained in this contract shall give or allow any claim or right of action whatsoever by any other third person. It is the express intention of the State and the Local Agency that any such person or entity, other than the State or the Local Agency receiving services or benefits under this contract shall be deemed an incidental beneficiary only.

Section 12. Governmental Immunity

Notwithstanding any other provision of this contract to the contrary, no term or condition of this contract shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protection, or other provisions of the Colorado Governmental Immunity Act, § 24-10-101, et seq., C.R.S., as now or hereafter amended. The parties understand and agree that liability for claims for injuries to persons or property arising out of negligence of the State of Colorado, its departments, institutions, agencies, boards, officials and employees is controlled and limited by the provisions of § 24-10-101, et seq., C.R.S., as now or hereafter amended and the risk management statutes, §§ 24-30-1501, et seq., C.R.S., as now or hereafter amended.

Section 13. Severability

To the extent that this contract may be executed and performance of the obligations of the parties may be accomplished within the intent of the contract, the terms of this contract are severable, and should any term or provision hereof be declared invalid or become inoperative for any reason, such invalidity or failure shall not affect the validity of any other term or provision hereof.

Section 14. Waiver

The waiver of any breach of a term, provision, or requirement of this contract shall not be construed or deemed as a waiver of any subsequent breach of such term, provision, or requirement, or of any other term, provision or requirement.

Section 15. Entire Understanding

This contract is intended as the complete integration of all understandings between the parties. No prior or contemporaneous addition, deletion, or other amendment hereto shall have any force or effect whatsoever, unless embodied herein by writing. No subsequent novation, renewal, addition, deletion, or other amendment hereto shall have any force or effect unless embodied in a writing executed by the parties and approved pursuant to the State Fiscal Rules.

Section 16. Survival of contract Terms

Notwithstanding anything herein to the contrary, the parties understand and agree that all terms and conditions of this contract and the exhibits and attachments hereto which may require continued performance, compliance or effect beyond the termination date of the contract shall survive such termination date and shall be enforceable by the State as provided herein in the event of such failure to perform or comply by the Local Agency.

Section 17. Modification and Amendment

This contract is subject to such modifications as may be required by changes in federal or State law, or their implementing regulations. Any such required modification shall automatically be incorporated into and be part of this contract on the effective date of such change as if fully set forth herein. Except as provided above, no modification of this contract shall be effective unless agreed to in writing by both parties in an amendment to this contract that is properly executed and approved in accordance with applicable law.

A. Amendment

Either party may suggest renegotiation of the terms of this contract, provided that the contract shall not be subject to renegotiation more often than annually, and that neither party shall be required to renegotiate. If the parties agree to change the provisions of this contract, the renegotiated terms shall not be effective until this contract is amended/modified accordingly in writing. Provided, however, that the rates will be modified in accordance with applicable cost accounting principles and standards (including sections 24-107-101, et seq., C.R.S. and implementing regulations), and be based on an increase/decrease in the "allowable costs" of performing the Work. Any such proposed renegotiation shall not be effective unless agreed to in writing by both parties in an amendment to this contract that is properly executed and approved by the State Controller or delegee. Any such rate change will go into effect on the first day of the first month following the amendment execution date.

B. Option Letter

- a. The State may increase/decrease the quantity of goods/services described in **Exhibit A** at the same unit prices (rates) originally established in the contract. The State may exercise the option by written notice to the Local Agency in a form substantially equivalent to **Exhibit C**.
- b. As a result of increasing/decreasing the locations, the State may also unilaterally increase/decrease the maximum amount payable under this contract based upon the unit prices (rates) originally established in the contract and the schedule of services required, as set by the terms of this contract. The State may exercise the option by providing a fully executed option to the Local Agency, in a form substantially equivalent to **Exhibit C**, immediately upon signature of the State Controller or an authorized delegate. The Option Letter shall not be deemed valid until signed by the State Controller or an authorized delegate. Any such rate change will go into effect on the first day of the first month following the option letter execution date.

C. State Encumbrance Letter

The State may encumber the funds up to the maximum amount allowed during a given fiscal year by unilateral execution of an encumbrance letter in a form substantially equivalent to **Exhibit D**. The State shall provide a fully executed encumbrance letter to the Local Agency after execution. Delivery/performance of the goods/services shall continue at the same rate and under the same terms as established in the contract.

Section 18. Disputes

Except as otherwise provided in this contract, any dispute concerning a question of fact arising under this contract, which is not disposed of by agreement, will be decided by the Chief Engineer of the Department of Transportation. The decision of the Chief Engineer will be final and conclusive unless, within 30 calendar days after the date of receipt of a copy of such written decision, the Local Agency mails or otherwise furnishes to the State a written appeal addressed to the Executive Director of the Department of Transportation. In connection with any appeal proceeding under this clause, the Local Agency shall be afforded an opportunity to be heard and to offer evidence in support of its appeal. Pending final decision of a dispute hereunder, the Local Agency shall proceed diligently with the performance of the contract in accordance with the Chief Engineer's decision. The decision of the Executive Director or his duly authorized representative for the determination of such appeals will be final and conclusive and serve as final agency action. This dispute clause does not preclude consideration of questions of law in connection with decisions provided for herein. Nothing in this contract, however, shall be construed as making final the decision of any administrative official, representative, or board on a question of law.

Section 19. Does not supersede other agreements

This contract is not intended to supersede or affect in any way any other agreement (if any) that is currently in effect between the State and the Local Agency for other "maintenance services" on State Highway rights-of-way within the jurisdiction of the Local Agency. Also, the Local Agency shall also continue to perform, at its own expense, all such activities/duties (if any) on such State Highway rights-of-ways that the Local Agency is required by applicable law to perform.

Section 20. SubLocal Agencies

The Local Agency may subcontract for any part of the performance required under this contract, subject to the Local Agency first obtaining approval from the State for any particular subLocal Agency. The State understands that the

Local Agency may intend to perform some or all of the services required under this contract through a subLocal Agency. The Local Agency agrees not to assign rights or delegate duties under this contract [or subcontract any part of the performance required under the contract] without the express, written consent of the State, which shall not be unreasonably withheld. Except as herein otherwise provided, this agreement shall inure to the benefit of and be binding only upon the parties hereto and their respective successors and assigns.

Section 21. COLORADO SPECIAL PROVISIONS (COLORADO FISCAL RULE 3-3)

These Special Provisions apply to all contracts. Contractor refers to Local Agency and Contract refers to Agreement.

A. STATUTORY APPROVAL. §24-30-202(1), C.R.S.

This Contract shall not be valid until it has been approved by the Colorado State Controller or designee. If this Contract is for a Major Information Technology Project, as defined in §24-37.5-102(19), then this Contract shall not be valid until it has been approved by the State's Chief Information Officer or designee.

B. FUND AVAILABILITY. §24-30-202(5.5), C.R.S., applicable Local Agency law, rule or regulation

Financial obligations of the Parties payable after the current State Fiscal Year or fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

C. GOVERNMENTAL IMMUNITY.

Liability for claims for injuries to persons or property arising from the negligence of the Parties, its departments, boards, commissions committees, bureaus, offices, employees and officials shall be controlled and limited by the provisions of the Colorado Governmental Immunity Act, §24-10-101, et seq., C.R.S.; the Federal Tort Claims Act, 28 U.S.C. Pt. VI, Ch. 171 and 28 U.S.C. 1346(b), and the State's risk management statutes, §§24-30-1501, et seq. C.R.S. No term or condition of this Contract shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions, contained in these statutes.

D. INDEPENDENT CONTRACTOR

Contractor shall perform its duties hereunder as an independent contractor and not as an employee. Neither Contractor nor any agent or employee of Contractor shall be deemed to be an agent or employee of the State. Contractor shall not have authorization, express or implied, to bind the State to any agreement, liability or understanding, except as expressly set forth herein. **Contractor and its employees and agents are not entitled to unemployment insurance or workers compensation benefits through the State and the State shall not pay for or otherwise provide such coverage for Contractor or any of its agents or employees. Contractor shall pay when due all applicable employment taxes and income taxes and local head taxes incurred pursuant to this Contract. Contractor shall (i) provide and keep in force workers' compensation and unemployment compensation insurance in the amounts required by law, (ii) provide proof thereof when requested by the State, and (iii) be solely responsible for its acts and those of its employees and agents.**

E. COMPLIANCE WITH LAW.

Contractor shall comply with all applicable federal and State laws, rules, and regulations in effect or hereafter established, including, without limitation, laws applicable to discrimination and unfair employment practices.

F. CHOICE OF LAW, JURISDICTION, AND VENUE.

Colorado law, and rules and regulations issued pursuant thereto, shall be applied in the interpretation, execution, and enforcement of this Contract. Any provision included or incorporated herein by reference which conflicts with said laws, rules, and regulations shall be null and void. All suits or actions related to this Contract shall be filed and proceedings held in the State of Colorado and exclusive venue shall be in the City and County of Denver.

G. PROHIBITED TERMS.

Any term included in this Contract that requires the Parties to indemnify or hold Contractor harmless; requires the Parties to agree to binding arbitration; limits Contractor's liability for damages resulting from death, bodily injury, or damage to tangible property; or that conflicts with this provision in any way shall be void ab initio. Nothing in this Contract shall be construed as a waiver of any provision of §24-106-109 C.R.S. Any term

included in this Contract that limits Contractor's liability that is not void under this section shall apply only in excess of any insurance to be maintained under this Contract, and no insurance policy shall be interpreted as being subject to any limitations of liability of this Contract.

H. SOFTWARE PIRACY PROHIBITION.

State or other public funds payable under this Contract shall not be used for the acquisition, operation, or maintenance of computer software in violation of federal copyright laws or applicable licensing restrictions. Contractor hereby certifies and warrants that, during the term of this Contract and any extensions, Contractor has and shall maintain in place appropriate systems and controls to prevent such improper use of public funds. If the State determines that Contractor is in violation of this provision, the State may exercise any remedy available at law or in equity or under this Contract, including, without limitation, immediate termination of this Contract and any remedy consistent with federal copyright laws or applicable licensing restrictions.

I. EMPLOYEE FINANCIAL INTEREST/CONFLICT OF INTEREST. §§24-18-201 and 24-50-507, C.R.S.

The signatories aver that to their knowledge, no employee of the State has any personal or beneficial interest whatsoever in the service or property described in this Contract. Contractor has no interest and shall not acquire any interest, direct or indirect, that would conflict in any manner or degree with the performance of Contractor's services and Contractor shall not employ any person having such known interests.

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Section 22. SIGNATURE PAGE

THE PARTIES HERETO HAVE EXECUTED THIS AGREEMENT

* Persons signing for the Local Agency hereby swear and affirm that they are authorized to act on the Local Agency's behalf and acknowledge that the State is relying on their representations to that effect.

THE LOCAL AGENCY CITY OF LAKEWOOD *See Attached Signature Page*	STATE OF COLORADO Jared S. Polis Department of Transportation By _____ Keith Stefanik, P.E., Chief Engineer (For) Shoshana M. Lew, Executive Director Date: _____
	STATE OF COLORADO LEGAL REVIEW Philip J. Weiser, Attorney General By _____ Signature – Assistant Attorney General Date: _____

ALL AGREEMENTS REQUIRE APPROVAL BY THE STATE CONTROLLER

CRS §24-30-202 requires the State Controller to approve all State agreements. This agreement is not valid until signed and dated below by the State Controller or delegate. The Local Agency is not authorized to begin performance until such time. If the Local Agency begins performing prior thereto, the State of Colorado is not obligated to pay the Local Agency for such performance or for any goods and/or services provided hereunder.

STATE OF COLORADO STATE CONTROLLER Robert Jaros, CPA, MBA, JD By: _____ Colorado Department of Transportation Date: _____

EXHIBIT A - SCOPE OF WORK

City of Lakewood

Traffic Signals, Intersection Markings, and Traffic Control Devices Maintenance Scope of Work

I. General

The City shall operate and maintain as described below, the traffic signals, all crosswalk markings, stop bar markings, existing symbol markings, and traffic control devices within the intersection footprint under the responsibility of the State in accordance with CRS 43-2-135. All other traffic control devices in the State Right of Way that are installed by the City that are not the State's responsibility shall also be maintained by the City in accordance with CRS 43-2-135.

1. Operation and maintenance of identified infrastructure will include items and activities as listed under Section IV.
2. CDOT may conduct periodic, random inspections at any time of any device to ensure compliance with this contract. CDOT shall notify the City of the date and locations of inspections along with any findings.

II. Documentation and Record-Keeping

In accordance with Section IV of this contract, all maintenance, operations, and inspections as required by this contract shall be documented and submitted by October 10th annually to CDOT. All inspections shall occur in the corresponding CDOT fiscal year. City shall use required CDOT form or method agreed upon between the City and CDOT for inspection documentation. CDOT reserves the right to perform supplemental inspections to verify compliance with Section IV and of this contract, and any defects reported to the City as part of said inspections shall be addressed in manner consistent with City identified defects.

III. Control of Work in the ROW

All work as required by the contract shall meet all current CDOT and/or local requirements, standard, laws, guidelines whichever is more stringent as agreed

upon between the City and CDOT for design, construction, maintenance, operation, and repair.

Either agency making changes to traffic control devices, other than routine maintenance or upgrades to current standards, affected by this contract, or new installations of traffic control devices, shall provide adequate notification via email, (4 weeks minimum) of the changes or additions to the other agency to allow analysis, review, and approval. The CDOT Traffic Engineer shall have final approval.

CDOT and the City shall be given minimum three-day (3-day) advance notice of scheduled (planned) work related to the Intergovernmental Agreement (IGA) that may affect the traveled way of the highways. CDOT may request copies of traffic control plans, method of handling traffic, or other traffic control engineering as applicable.

The city is responsible for all traffic control for all work related to this IGA. All planned maintenance and inspection work requiring a lane closure shall follow the latest regional lane closure strategy.

IV. Traffic Signals

A. Location Listing

The following list of signalized intersections are to be maintained by the city.

US 6 (6th Avenue Freeway) at:

- Indiana St. North Ramp
- Indiana St. South Ramp
- Simms St. North Ramp
- Union Blvd. South Ramp
- Garrison St. Ramps

(5 signals)

US 6 (6th Avenue) Frontage Road at:

- Indiana St.
- Arbutus St.
- Zang St.
- Wright St.

(4 signals)

SH 8 (Morrison Road) at:

- Bear Creek Blvd.
- SH 391 (Kipling Pkwy.)
- Kipling St.
- Estes St.
- SH 121 (Wadsworth Blvd.)

(5 signals)

State Highway 40 (Colfax Avenue) at:

- I-70 West Ramp
- I-70 East Ramp
- Indiana St.
- Denver West Retail
- Denver West Colorado Mills Pkwy.
- Hawthorne St.
- Youngfield St.
- Welch St.
- Simms St.
- Robb St. Fire Signal
- Quail St.
- Oak St.
- Nelson St.
- Miller St.
- SH 391 (Kipling St.)
- Carr St.
- Garrison St.
- SH 121 (Wadsworth Blvd.)
- Teller St.
- Pierce St.
- Lamar St.
- Harlan St.

(22 signals)

State Highway 121 (Wadsworth Boulevard) at:

- Mansfield Ave.
- Jefferson Ave.
- US 285 (Hampden Ave.) South Ramp
- US 285 (Hampden Ave.) North Ramp
- Girton Ave.
- Eastman Ave.

- Yale Ave.
- Jewell Ave.
- 1850 South
- Florida Ave.
- Arizona Ave.
- Mississippi Ave.
- Ohio Ave.
- Virginia Ave.
- Alameda Ave.
- Ellsworth Pl.
- 1st Ave.
- 2nd Ave.
- 5th Ave.
- 10th Ave.
- 14th Ave.
- 20th Ave.
- 26th Ave.

(23 signals)

State Highway 391 (Kipling St. / Kipling Pkwy.) at:

- US 285 (Hampden Ave.) South Ramp
- US 285 (Hampden Ave.) North Ramp
- Girton Ave.
- Dartmouth Ave.
- Asbury Ave.
- Jewell Ave.
- Florida Ave.
- Mississippi Ave.
- Kentucky Dr.
- Exposition Ave.
- Alameda Ave.
- Federal Center Gate 1
- Federal Center Gate 2
- 6th Ave.
- 8th Pl.
- 13th Ave.
- 20th Ave.
- 26th Ave.

(18 signals)

SH 470 at:

- Alameda Pkwy. West Ramp
- Alameda Pkwy. East Ramp

(2 signals)

I 70 at:

- Denver West Colorado Mills Pkwy. West Ramp
- Denver West Colorado Mills Pkwy. East Ramp

(2 signals)

81 Total Signals

B. Periodic Preventative Maintenance Checks

The City is responsible for all routine maintenance, periodic inspection and/or testing, and replacement of all non-structural components which includes, but is not limited to, cabinet components, controllers, wiring, signal indications, detection equipment, pedestrian push buttons, pole mounted signs, software, licenses, firmware, and communication devices to keep the signal operational as described herein. The city shall be responsible for all required training as may be required for operation of all associated equipment.

- 1) The City shall maintain the traffic signals and associated pavement markings within the footprint of the intersection, including stop bars and crosswalks, at the intersection locations listed above.
- 2) Any reconstruction, modification, or improvement initiated by the City or performed as a result of a City project shall be included in the maintenance provided by the City.
- 3) Any reconstruction, modification, or improvement initiated by the State or performed as a result of a State project shall be paid for separately by the State.
- 4) Any critical defects in the items listed above found at these intersections shall be remedied within 24 hours. Defects and remediation shall be documented and kept on file at the City and copied to CDOT.

The city should adhere to the following requirements regarding certifications:

- 1) Work inside the traffic signal cabinet – Any work performed by City staff shall be under the direction of the City's Engineer of Record. Any work performed by independent contractors requires a minimum IMSA Level II certification is required or a minimum of 4 years' experience in traffic signal construction and maintenance.
- 2) Work external to the traffic signal cabinet – Any work performed by City staff shall be under the direction of the City's Engineer of Record. Any work performed by independent contractors requires a minimum IMSA Level I certification is required or, or 2 years' experience in traffic signals construction and maintenance.

The City shall perform inspections of each location, in all directions, and submit documentation to CDOT annually by October 10 for each year of this contract. Inspection shall include the

following items shall be inspected and/or tested on every signal under this contract at least annually:

- a. Conflict Monitor is tested and operating correctly
- b. Each signal head is in good condition and the backplate is attached and in good condition
- c. Each signal lens is operating and visible
- d. Detection is working and is detecting vehicles, motorcycles, bicycles, and pedestrians – applicable
- e. Structure is in good conditions – free from cracks and rust
- f. Visible portions of the caissons are free from cracks
- g. Signal Timing is operating as programmed
- h. Controller and Cabinet are clean and in good repair
- i. Communication to signal is connected and operating – where applicable
- j. Backup power is tested for proper operation – where applicable
- k. All luminaries attached to the signal are operating – where applicable
- l. Existing crosswalks and stop bars are in good condition
- m. Other Existing markings at or approaching each intersection installed by or at the request of the City are in good condition

Any critical defects found in the signal inspection shall be remedied within 24 hours and non-critical defects shall be remedied within 30 days of discovery. If the signal is not remedied within 30 working days of discovery, then the city shall incur a price reduction to the monthly compensation of (intersection monthly rate) \$335/month until the city has sent CDOT documentation and photo of the defective device being remedied. DOT will perform structural inspection of overhead signal structural elements and their supports on a cycle established by the Staff Bridge Branch Ancillary Structures Inspection Program.

CDOT will be responsible for remediation of structural defects requiring foundation, pole, or mast-arm replacement of CDOT-standard structures. The City shall be responsible for remediation of structural defects requiring foundation, pole, or mast-arm replacement of non-CDOT-standard structures installed after January 1, 2018 as well as remediation of structural defects not requiring foundation, pole, or mast-arm replacement.

C. Signal Timing

Signal timing is the responsibility of the city and should be based upon current traffic volumes and updated when significant traffic volumes impact the intersection. This may include development, change of use for a property, a new school, or any other traffic generator. Timing should meet CDOT's State Highway Access Code for Progression, CRS 42-4-602, the current State adopted version of the Manual on Uniform Traffic Control Devices, and CDOT and industry practices for performance. City shall provide CDOT the traffic signal timing upon request.

D. Emergency Maintenance and Repair

The City shall be responsible for emergency response, emergency signal operation, and repair/replace of damage to all non-structural equipment, If an unforeseen event (lightning strike, extreme power surge, vehicle crash, etc.) destroys any part of the signal pole, mast arm or cabinet and renders the signal and its components damaged beyond repair, the city shall contact CDOT immediately. The city shall partner with CDOT to get the damaged signal components replaced and the signal fully operational as quickly as possible.

The city shall provide an estimated quote (within 48 hours of the incident) using the CDOT provided form, or method agreed upon between the city and CDOT, to CDOT for the repair. CDOT shall respond to the quote (NTP, additional information needed) for the cost of the repair or replacement of the damaged non-structural equipment.

All invoices shall be submitted to CDOT within 60 calendar days of completed construction or determination of no insurance claim or other reimbursement to receive payment. Failure to comply with this procedure may result in the city funding the repair entirely.

The city shall respond to traffic signal failures and malfunctions within the following timelines:

- a. Signal power outage – immediate response and appropriate emergency operations, repair as soon as possible.
- b. Malfunctioning signal – immediate response and interim operation repair as soon as practical.
- c. Protected phases and red head outage – immediate repair, if redundant indication is not present and operating.
- d. Pedestrian heads – repair within two days.
- e. Permitted phase and non-red head outage – repair within three days.

E. Signal Modifications

The city shall be responsible for the maintenance of any signals that are reconstructed, modified, or improved by the city pursuant to a city project.

The State shall be solely responsible for the cost of any reconstruction, modification, or improvement to a signal initiated by the State or performed because of a State project.

New signal installations on any state highway within city limits shall be reviewed and approved by CDOT and shall meet all applicable CDOT and city standards and guidelines. CDOT, at its discretion, may incorporate the city standards for color and specialized equipment at the city's expense to maintain, but not obligated to these additions. A determination of who will provide labor, material, and equipment for installation will be made on a case-by-case basis between the aforementioned contract representatives. Should the representatives not agree, the CDOT Region 1 Traffic Engineer shall have final authority.

Additional signals or changes needed as a result of development, traffic volume growth, crash activity, or other safety or operational analysis or concerns along with any upgraded of the signals or its systems due to new technologies shall be submitted to CDOT via the State Highway Access Permit process. The CDOT Region 1 Traffic Engineer shall have the final authority.

F. Intersection Marking

All existing pavement markings within the highway intersection footprint and the road shall be maintained by the City. This includes, but is not limited to, crosswalks, stop bars, guidance lines, and any markings or pavement stencils associated with approaches of City owned roadways. Any markings installed by, or at the request of, the City on CDOT facilities approaching the highway shall be also maintained by the City. The Division of maintenance responsibilities of a typical intersection pavement markings are shown in Figure 1. Should the city not have markings shown, maintenance of the city's typical intersection markings shall be required.

The city shall maintain the associated stop lines and crosswalks at each signal listed in Section 4A. The cost for these markings is included in the cost of maintaining the signal and will not be accounted for separately.

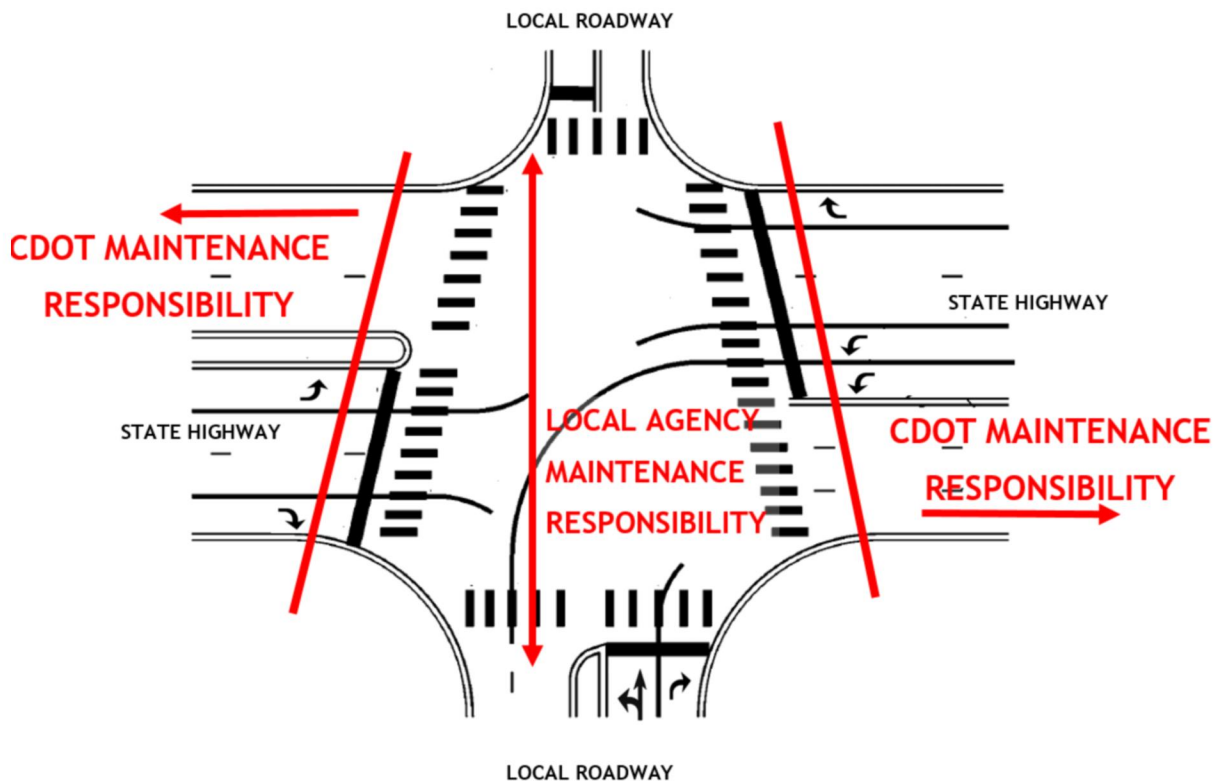


Figure 1 – Typical Division of Pavement Marking Maintenance Responsibility

Rate/Cost Schedule:

\$335.00 per signal per month (2026)

X 81 Signals = \$27,135.00 Total monthly cost to maintain signals

\$27,135.00 Total monthly payment to local agency

X 12 Months = \$325,620.00 Total Annual Not to Exceed Amount

\$325,620.00 Total annual Not to Exceed Amount

X 5 years of the contract = \$1,628,100 Total Contract Not to Exceed Amount

EXHIBIT B – LOCAL AGENCY RESOLUTION

**LOCAL AGENCY
ORDINANCE
or
RESOLUTION
(if applicable)**

EXHIBIT C - SAMPLE OPTION LETTER

SAMPLE IGA OPTION LETTER

Highway or Traffic Maintenance

(This option has been created by the Office of the State Controller for CDOT use only)

Date:	State Fiscal Year:	Option Letter No.	Routing #
-------	--------------------	-------------------	-----------

Vendor name:

1) SUBJECT:

Change in the amount of goods within current term.

2) REQUIRED PROVISIONS:

In accordance with Section 17 of contract routing number insert FY, agency code & routing #, between the State of Colorado, Department of Transportation, and insert Local Agency name the state hereby exercises the option to an increase/decrease in the amount of goods/services at the same rate(s) specified in Exhibit A.

The amount of the current Fiscal Year contract value (encumbrance) is increased/decreased by \$ amount of change to satisfy services/goods ordered under the contract for the current fiscal year insert fiscal year. The Contract Encumbrance Amount in Recital 1 is hereby modified to \$amount of new annual encumbrance, and Section 4, B, 1 shall also be modified to show the annual not to exceed amount to \$amount of new annual encumbrance and the Contract (five-year term) not to exceed amount shall be modified to \$amount of the new five-year maximum.

The total contract value to include all previous amendments, option letters, etc. is \$insert accumulated/total encumbrance amount.

3) EFFECTIVE DATE:

The effective date of this Option Letter is upon approval of the State Controller or delegate, whichever is later.

APPROVALS:

State of Colorado:

JARED S. POLIS, GOVERNOR

By: _____ Date: _____
Keith Stefanik, P.E., Chief Engineer, Colorado Department of Transportation

ALL CONTRACTS MUST BE APPROVED BY THE STATE CONTROLLER

CRS §24-30-202 requires the State Controller to approve all State Contracts. This Contract is not valid until signed and dated below by the State Controller or delegate. Local Agency is not authorized to begin performance until such time. If Local Agency begins performing prior thereto, the State of Colorado is not obligated to pay Local Agency for such performance or for any goods and/or services provided hereunder.

State Controller
Robert Jaros, CPA, MBA, JD

By: _____

Date: _____

Form date: August 16, 2013

EXHIBIT D – SAMPLE ENCUMBRANCE LETTER

ENCUMBRANCE LETTER

Date:	State Fiscal Year:	Encumbrance Letter No.	Routing #:
		Orig. IGA:	PO:

1) **Encumber fiscal year funding in the contract.**

2) **PROVISIONS:** In accordance with Section 4 and Exhibit C of the original Contract routing number Orig Routing # between the State of Colorado, Department of Transportation, and Contractor's Name, covering the term July 1, Year through June 30, Year, the State hereby encumbers funds for the goods/services specified in the contract for fiscal year .

The amount to be encumbered by this Encumbrance Letter is \$ amount of change. The Total contract (encumbrance) amount, including all previous amendments, option letters, etc. is \$ Insert New \$ Amt.

3) **EFFECTIVE DATE.** The effective date of this Encumbrance Letter is upon approval of the State Controller.

STATE OF COLORADO
Jared S. Polis, GOVERNOR
Department of Transportation

By: _____

Keith Stefanik, P.E., Chief Engineer
(For) Shoshana M. Lew, Executive Director

Date: _____

ALL CONTRACTS REQUIRE APPROVAL BY THE STATE CONTROLLER

CRS §24-30-202 requires the State Controller to approve all State Contracts. This Contract is not valid until signed and dated below by the State Controller or delegate. Contractor is not authorized to begin performance until such time. If Contractor begins performing prior thereto, the State of Colorado is not obligated to pay Contractor for such performance or for any goods and/or services provided hereunder.

STATE CONTROLLER
Robert Jaros, CPA, MBA, JD

By: _____

Department of Transportation

Date: _____

ATTEST:

CITY OF LAKEWOOD

By: _____
Jay R. Robb, City Clerk

Kathleen E. Hodgson, City Manager

Date: _____

RECOMMENDED FOR APPROVAL:

APPROVED AS TO FORM:

By: _____
Maria D'Andrea,
Public Works Director

By: _____
Gus Schenck,
Senior Assistant City Attorney

By: _____
Holly Bjorklund,
Chief Financial Officer

STAFF MEMO

DATE OF MEETING: JUNE 9, 2025 / AGENDA ITEM NO. 6E

To: Mayor and City Council
From: Jay Robb, City Clerk
Subject: **Appointing a Victim Assistance Compensation Board Member**

SUMMARY STATEMENT: Resolution 2025-25 appoints one new member of the Victim Assistance Compensation Board for a term beginning October 1, 2024, and ending September 30, 2027.

BACKGROUND INFORMATION: [Section 1.17.060 of the Lakewood Municipal Code](#) provides the authority and structure of the Victim Assistance Compensation Board. Accordingly, the board is required to consist of five members, appointed by the City Council, with the following credentials:

- One employee of the Lakewood Police Department;
- One employee of the Lakewood Municipal Court,
- One representative from a victim assistance program; and
- Two residents of the city.

The Screening Committee held interviews on May 22, 2025, and recommended Devaney Braley to serve on the Victim Assistance Compensation Board as the member representing the Lakewood Police Department.

Adoption of this resolution will officially appoint the member listed above to serve a term beginning October 1, 2024, and ending September 30, 2027.

BUDGETARY IMPACTS: None

STAFF RECOMMENDATIONS: Approval of the resolution.

ALTERNATIVES: Denial of the recommended appointment.

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

NEXT STEPS: If the resolution is adopted by the City Council, the new members will be contacted by City staff to receive orientation and begin serving on the Board.

ATTACHMENTS: 1. R-2025-33

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

R-2025-33

A RESOLUTION

APPOINTING MEMBERS OF THE VICTIM ASSISTANCE COMPENSATION BOARD

BE IT RESOLVED by the City Council of the City of Lakewood, Colorado, that:

SECTION 1. Devaney Braley, a Lakewood Police Department employee, is hereby appointed to the Victim Assistance Compensation Board to serve a three-year term that commenced on October 1, 2024, and will end September 30, 2027.

INTRODUCED, READ, AND ADOPTED by a vote of ___ for and ___ against at a hybrid regular meeting of the Lakewood City Council on June 9, 2025, at 7 o'clock p.m. at the Lakewood Civic Center, 480 S. Allison Parkway, Lakewood, Colorado.

Wendi Strom, Mayor

ATTEST:

Jay Robb, City Clerk

APPROVED AS TO FORM:

Alison McKenney Brown, City Attorney

STAFF MEMO

DATE OF MEETING: JUNE 9, 2025 / AGENDA ITEM NO. 6F

To: Mayor and City Council
From: Jay Robb, City Clerk
Subject: **Appointing Planning Commission Members**

SUMMARY STATEMENT: Resolution 2025-26 appoints two members of the Lakewood Planning Commission for partial, four-year terms that began April 1, 2025, and end March 31, 2029.

BACKGROUND INFORMATION: The Screening Committee held interviews on May 22, 2025, and recommended Elisabeth Moolenaar (at-large representative) and Brian Holman (at-large representative) to be appointed to the Lakewood Planning Commission to serve partial, four-year terms beginning April 1, 2025, and ending on March 31, 2029.

BUDGETARY IMPACTS: None

STAFF RECOMMENDATIONS: Approval of the Resolution.

ALTERNATIVES: Denial of the recommended appointment.

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

NEXT STEPS: If approved by the City Council, the new members will be contacted by City staff to receive orientation and begin serving on the Commission.

ATTACHMENTS: 1. R-2025-34

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

R-2025-34

A RESOLUTION

APPOINTING AND REAPPOINTING MEMBERS OF THE LAKEWOOD PLANNING COMMISSION

BE IT RESOLVED by the City Council of the City of Lakewood, Colorado, that:

SECTION 1. Elisabeth Moolenaar, a Lakewood resident, is hereby reappointed to represent an at-large position on the Lakewood Planning Commission, to serve a four-year term that will commence on April 1, 2025, and will end March 31, 2029.

SECTION 2. Brian Holman, a Lakewood resident, is hereby appointed to represent an at-large position on the Lakewood Planning Commission, to serve a four-year term that will commence on April 1, 2025, and will end March 31, 2029.

INTRODUCED, READ, AND ADOPTED by a vote of ___ for and ___ against at a hybrid regular meeting of the Lakewood City Council on June 9, 2025, at 7 o'clock p.m. at the Lakewood Civic Center, 480 S. Allison Parkway, Lakewood, Colorado.

Wendi Strom, Mayor

ATTEST:

Jay Robb, City Clerk

APPROVED AS TO FORM:

Alison McKenney Brown, City Attorney

STAFF MEMO

DATE OF MEETING: JUNE 9, 2025 / AGENDA ITEM NO. 6G

To: Mayor and City Council
From: Phillip Smith, Chief of Police
Subject: **IGA for Regional Criminal Justice Records Management System**

SUMMARY STATEMENT: The Police Departments in the cities of Arvada, Edgewater, Golden, Lakewood, Wheat Ridge, and the Town of Mountain View created the Regional Criminal Justice Records Management System Consortium (RMSC). The six listed agencies have been working as partner agencies since 2015 in creating and maintaining a combined records management system (RMS) that allows each of them to utilize and manage criminal justice records consistently.

The agencies in the consortium are required to provide annual contributions toward the funding of ongoing operations, including such things as software maintenance, accrual for hardware replacement, insurance, and salary for necessary personnel. This resolution is to update and extend the IGA so that the Lakewood Police Department can continue as a member of the RMSC.

BACKGROUND INFORMATION: On or around January 1, 2015, Lakewood entered into an amended and restated intergovernmental agreement to combine their Records Management System (“RMS”) with that of Arvada, Edgewater, Golden, and Wheat Ridge to standardize workflow processes, support more robust crime analysis, better identify crime trends, ensure continuity of criminal justice records management services.

BUDGETARY IMPACTS: None

STAFF RECOMMENDATIONS: Approval of the resolution authorizing the update and extension of the Intergovernmental Agreement for the use and Maintenance of a Regional Criminal Justice Records Management System Consortium (RMSC).

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. R-2025-35
2. 2nd Amended and Restated RMSC IGA
3. Original RMSC IGA

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

A RESOLUTION

APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH ARVADA,
EDGEWATER, GOLDEN, LAKEWOOD, AND WHEAT RIDGE ESTABLISHING AND
CONTINUING THE RECORDS MANAGEMENT SYSTEM CONSORTIUM

WHEREAS, C.R.S. §29-1-203, as amended, permits and encourages local governments to make the most efficient and effective use of their powers and responsibilities by cooperating and contracting with other local governments in order to provide any lawfully authorized function, service, or facility; and

WHEREAS, the City of Lakewood is authorized to establish, maintain, and provide law enforcement services, and does engage in emergency response and other public safety functions that rely on an effective and efficient criminal justice records management system; and

WHEREAS, on or about January 1, 2015, Lakewood entered into an amended and restated intergovernmental agreement to combine their Records Management System ("RMS") with that of Arvada, Edgewater, Golden, and Wheat Ridge to standardize workflow processes, support more robust crime analysis, better identify crime trends, ensure continuity of criminal justice records management services; and

WHEREAS, Lakewood and all parties to the previous intergovernmental agreement identified obsolete and incorrect language in the previous intergovernmental agreement and now desire to amend and restate the previous intergovernmental agreement in its entirety; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lakewood, Colorado, that:

SECTION 1. The Chief of Police is hereby authorized to enter into the IGA on behalf of the City.

SECTION 2. This resolution shall become effective immediately after signature upon its adoption.

INTRODUCED, READ, AND ADOPTED by a vote of ____ for and ____ against at a hybrid regular meeting of the City Council on June 9, 2025, at 7 o'clock p.m., at the Lakewood Civic Center, 480 South Allison Parkway, Lakewood, Colorado.

Wendi Strom, Mayor

ATTEST:

Jay Robb, City Clerk

APPROVED AS TO FORM:

Alison McKenney Brown, City Attorney

**SECOND AMENDED AND RESTATED INTERGOVERNMENTAL AGREEMENT
AMONG THE CITIES OF ARVADA, EDGEWATER, GOLDEN, LAKEWOOD,
WHEAT RIDGE AND THE TOWN OF MOUNTAIN VIEW FOR THE USE AND
MAINTENANCE OF A REGIONAL CRIMINAL JUSTICE RECORDS MANAGEMENT
SYSTEM**

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**SECOND AMENDED AND RESTATED INTERGOVERNMENTAL AGREEMENT
AMONG THE CITIES OF ARVADA, EDGEWATER, GOLDEN, LAKEWOOD,
WHEAT RIDGE AND THE TOWN OF MOUNTAIN VIEW FOR THE USE AND
MAINTENANCE OF A REGIONAL CRIMINAL JUSTICE RECORDS MANAGEMENT
SYSTEM**

THIS SECOND AMENDED AND RESTATED INTERGOVERNMENTAL AGREEMENT (the "Agreement"), effective as of _____ (the "Effective Date"), is entered into by and among the Cities of Arvada, Edgewater, Golden, Lakewood and Wheat Ridge and the Town of Mountain View, each of them a Colorado home rule municipal corporation, and all other entities that sign this Agreement in accordance with the requirements herein. The foregoing entities may be hereinafter referred to individually as a "Party" or collectively as the "Parties."

WITNESSETH

WHEREAS, C.R.S. §29-1-203, as amended, permits and encourages local governments to make the most efficient and effective use of their powers and responsibilities by cooperating and contracting with other local governments in order to provide any lawfully authorized function, service, or facility; and

WHEREAS, each of the Parties is authorized to establish, maintain, and provide law enforcement services; and

WHEREAS, each of the Parties is engaged in emergency response and other public safety functions that rely on an effective and efficient criminal justice records management system; and

WHEREAS, an effective criminal justice records management system functions to enhance the ability to identify and manage crime and other incidents, to streamline management of intelligence information, and to ease preparation for trials and other courtroom proceedings; and

WHEREAS, each Party previously maintained its own individual criminal justice records management system ("RMS") with facilities located in that Party's jurisdiction; and

WHEREAS, on or about January 1, 2015, the Parties entered into an amended and restated intergovernmental agreement (the "Previous Agreement") to combine their RMSs to standardize workflow processes, support more robust crime analysis, better identify crime trends, and ensure continuity of criminal justice records management services; and

WHEREAS, the Parties wish to continue to have the ability to share criminal justice records information in real time with each other; and

WHEREAS, the Parties have partnered in the creation and maintenance of a combined, or regional, RMS ("Regional RMS" as defined below) that allows each of the Operational Parties to enhance its ability to consistently utilize and manage criminal justice records; and

WHEREAS, the Parties identified and selected records management system vendor Niche Technology, Inc. to provide a Regional RMS, including records management software and related services; and

WHEREAS, the Parties desire to continue to cooperate to operate and support a robust Regional RMS; and

WHEREAS, the Parties may, in the future, wish to allow other governmental agencies or entities to join as parties to this Agreement, and to allow those other agencies or entities to use the Regional RMS under the terms and conditions set forth herein or as otherwise agreed upon; and

WHEREAS, the Parties now desire to amend and restate the Previous Agreement in its entirety.

NOW, THEREFORE, for good and valuable consideration, the receipt and adequacy of which is hereby expressly acknowledged, the Parties agree as follows:

1.0 DEFINITIONS

In addition to the terms defined elsewhere in this Agreement, the following definitions will apply:

Agency RMS Administrator means each Party's information technology employee designated by such Party to be responsible for the day-to-day maintenance and administration of such Party's individual records management system, its Party Equipment and its connection to the Regional RMS. Each Party will use its best efforts to communicate to the others the name of and contact information for its designated Agency RMS Administrator. In the event a Party fails to make such a designation, such Party's Agency RMS Administrator will be the director of that Party's information technology department or division. In the event a Party has no designated director of information technology, that Party's Agency RMS Administrator will be its Chief of Police or designee thereof.

Assigned Employee(s) means an employee of a Party designated to work exclusively on RMSC related matters under the direction of the Regional RMS Coordinator.

Criminal Justice Record or Records has the same meaning as that set forth in C.R.S. §24-72-302(4) as may from time to time be amended.

Employing Party means the Party that employs the RMSC Coordinator and/or any Assigned Employees.

Employing Party Liaison means an Employing Party supervisor to which the RMSC Coordinator and Assigned Employees report for Employing Party supervisory purposes.

Fiscal Agent means the Party that provides accounting, financial planning and payment services on behalf of the RMSC, the duties and responsibilities of which are more

particularly set forth in Section 6 herein.

Individual Party Record or Records means any Criminal Justice Record that is not placed into the Regional RMS by a Party but instead remains solely in the possession or control of that Party. As an example, an investigatory file compiled by a Party that remains solely in the possession of that Party is an "Individual Party Record."

Intelligence Information means evaluated data relevant to the identification of criminal activity engaged in by an individual or organization reasonably suspected of involvement in criminal activity that meets criminal intelligence system submission criteria as set forth in Part 23 of Title 28 of the Code of Federal Regulations. Intelligence Information is a Criminal Justice Record pursuant to C.R.S. §24-72-302(4) as may from time to time be amended.

Party Equipment means the components of each Party's individual RMS that are separately purchased, used in or maintained by such Party at that Party's expense and that are necessary to support such Party's connection to the Regional RMS.

Party Representative means the Agency RMS Administrators and Records Custodians of each Party.

Records Custodian means each Party's official custodian of Criminal Justice Records as defined in C.R.S. §24-72-302(8), as amended. Each Party will use its continuing best efforts to communicate to the others the name and contact information of its designated Records Custodian. In the event a Party fails to make such a designation, such Party's Records Custodian will be the director of that Party's police administrative or support services department or division. In the event a Party has no designated director of police administrative services, such Party's Records Custodian will be its Chief of Police. The Records Custodian functions as a Party Representative to the RMSC under this Agreement.

Regional Records Management System or Regional RMS means the integrated system of gathering and managing Criminal Justice Records of the Parties that is the subject of this Agreement and is more fully described herein. The Regional RMS will provide the functionality necessary to allow the Parties to manage their Criminal Justice Records to provide for full availability of a Party's records to that Party or to another Party's employees.

Regional RMS Equipment means the computer hardware, software, and other equipment that together provide the backbone of an integrated system for managing the sharing, security, accessibility, use and dissemination of Criminal Justice Records under this Agreement and includes any replacement equipment or new equipment or components made necessary due to technological or other advances in Criminal Justice Records system management. It also includes any other equipment, goods, or products necessary to the successful operation of the Regional RMS.

Regional RMS Coordinator or Coordinator means the person who is an employee of a

Party designated by the RMSC to coordinate the maintenance and day-to-day operations of the Regional RMS.

Regional RMS Software means any computer program licensed by Niche Technology, Inc., or any successor vendor used by the RMSC and the Parties in operating the Regional RMS along with any updates thereto or successor versions or releases thereof.

RMSC or Records Management Sharing Consortium means the consortium formed hereunder to manage the Regional RMS and to develop and implement policies to further the goals of the Regional RMS and this Agreement.

RMSC Fund means the account or accounts maintained by the Fiscal Agent as necessary to facilitate the ongoing operation and administration of the Regional RMS.

2.0 EXHIBITS

2.1 **Exhibit A:** Jefferson County Regionalized Public Safety and Technology Consortium: Law Enforcement Records Management System Project Cost Allocation.

2.2 **Exhibit A** is incorporated herein by reference for all purposes. In the event of a conflict or inconsistency between the terms of this Agreement and the terms of **Exhibit A**, the terms of this Agreement will control.

3.0 RMSC CREATION; BOARD; MEETINGS

3.1 Creation of RMSC. Pursuant to C.R.S. § 29-1-203, the Parties hereby establish a records management sharing consortium, known as the RMSC, for the purpose of establishing and managing the Regional RMS, as herein provided, and to develop and implement policies to further the goals of the Regional RMS and this Agreement, as more particularly described herein.

3.2 Intent. The Parties' intent in the creation of the RMSC is to facilitate the sharing of responsibilities and expenses related to the design, creation, maintenance and management of the Regional RMS so as to allow for efficient and effective access to, and management of, Criminal Justice Records by the Parties.

3.3 RMSC Board Membership and Number of Members. Each Party shall designate its Chief of Police, or designee thereof, as a member of the RMSC (each, a "Member", and the Members collectively, the "RMSC Board" or "Board") who will serve in such position as long as he or she holds the position of Chief. Should a Chief be unable to serve, such Party's Acting Chief or designee thereof will serve as the Member for that Party.

3.4 RMSC Board Authority. RMSC Board Members have the following responsibilities and authority:

- 3.4.1 Voting authority on any matter requiring Board approval;
 - 3.4.2 Authority to establish RMSC policies, goals, and objectives;
 - 3.4.3 Providing feedback and advice to the Party which employs any RMSC Assigned Employees and the RMSC Coordinator as to the selection, appointment, support, evaluation, discipline, retention, and other employment and assignment matters related to the RMSC Coordinator and any Assigned Employees;
 - 3.4.4 Approving expenditures requiring Board approval;
 - 3.4.5 Establishing one or more committees.
- 3.5 RMSC Officers. The RMSC Board will, on a bi-annual basis, appoint by majority vote a Chairperson (“Chair”), Co-Chairperson (“Co-Chair”), Secretary, and Treasurer. The Chair and Co-Chair shall be Members. The Secretary and the Treasurer may, but are not required to be, Members. One person may serve as both Secretary and Treasurer. Each such appointment shall be for two years.
- 3.5.1 Chair and Co-Chair Duties. The Chair shall preside at all RMSC Board meetings. The Chair or their designee may represent the RMSC at other meetings, events, or activities of interest to the RMSC. The Chair may perform and have such additional duties and authority as determined by a majority vote of the Members. The Co-Chair will perform the duties of Chair when the Chair is absent or otherwise unable to perform.
 - 3.5.2 Secretary Duties. The Secretary shall prepare and maintain RMSC Board meeting minutes, any RMSC meeting procedures or other documentation which the RMSC Board determines it should maintain, and contact information for all RMSC Board Members, the Coordinator, and Assigned Employees. The Secretary will communicate timely meeting notices to RMSC Board Members.
 - 3.5.3 Treasurer Duties. The Treasurer shall be a representative of the Fiscal Agent. The Treasurer will oversee and report to the Board on matters related to RMSC finances, expenditures, and other fiscal matters.
- 3.6 RMSC Board Meetings.
- 3.6.1 Regular Meetings; Frequency. The RMSC Board shall hold regular meetings. Unless otherwise agreed by the Board, such regular meetings shall be held at least bi-monthly. The Board may establish a regular meeting schedule by vote, or may determine the date, location, and/or manner of each meeting at the preceding meeting, with no less than 72 hours notice.

- 3.6.2 Manner; Location. Any RMSC Board meeting pursuant to this Section 3.6 may be held in-person, by telephone or virtual conference, or a hybrid of these, so long as each Member can hear and be heard by the other Members. In-person meetings may be held at a location within the jurisdiction of any Party as agreed by the Members.
- 3.6.3 Special Meetings. The Chair may call a special meeting of the RMSC Board upon no less than 72 hours notice to the other Members. The Secretary will be responsible to cause notice of a special meeting to be provided to all Members in-person or by electronic mail. Special meetings may be called to address any issue, other than an emergency, that requires additional Board work or study that cannot be adequately completed at a regular Board meeting.
- 3.6.4 Emergency Meetings. The Chair may call an emergency meeting without 72 hours prior notice in the event of an emergency that requires immediate action of the Board to ensure the continued functionality of the Regional RMS or operation of the RMSC. Either the Secretary or the Members calling an emergency meeting shall cause all RMSC Members to be notified of the meeting as soon as is possible under the circumstances. Such notice may be provided in-person or by phone or other electronic means.
- 3.6.5 Votes Taken at Emergency Meetings. Any vote taken at an emergency meeting shall be effective only until the next regular or special RMSC Board meeting. At such subsequent meeting the Board may ratify or rescind any emergency action by a majority vote.
- 3.6.6 Meeting Procedures. The Board will establish reasonable procedures for conducting all meetings. Such procedures shall not require reading of the text of meeting minutes, financial statements, or proposed Board actions. In the absence of a meeting procedure or rule, RMSC Board meetings will, to the extent practicable, follow the latest edition of *Robert's Rules of Order*.
- 3.7 Voting and Quorum. Each Member shall be entitled to one vote on any matter coming before the RMSC Board. The attendance of at least a majority of all Members shall constitute a quorum. Approval of any matter before the RMSC Board shall require the affirmative vote of a simple majority of the Members present at any meeting at which there is a quorum, except as otherwise specified in this Agreement. In the event of a tie, the matter or motion shall fail.

4.0 TERM

- 4.1 Initial Term. Unless sooner terminated as a result of non-appropriation of funds as set forth below, the initial term of this Agreement will run for five years from the Effective Date ("Initial Term"). This Agreement may be renewed for additional five-year periods ("Renewal Term(s)"). Such Renewal Terms will be automatic

unless this Agreement is terminated as herein provided.

- 4.2. Beginning and End of Terms. Unless earlier terminated as herein provided, the Initial Term shall be deemed to have begun on January 1, 2025, and shall extend through and including December 31, 2030, and the first Renewal Term will begin on January 1, 2031.

5.0 MANAGEMENT OF REGIONAL RMS; COORDINATOR AND ASSIGNED EMPLOYEES

5.1 Regional RMS Coordinator

- 5.1.1 Appointment, cooperation with Employing Party Liaison. The RMSC Board may appoint an employee of a Party as the Regional RMS Coordinator. The Regional RMS Coordinator will report directly to, and take direction from, the Board as to all RMSC matters. Such appointment will be contingent upon the approval of the Employing Party of the Coordinator. The Employing Party will designate an Employing Party Liaison who will cooperate with the RMSC Board to oversee the Coordinator as an Employing Party employee.

- 5.1.2 Coordinator's Duties Generally. The Coordinator will be responsible for the overall Regional RMS configuration and for system maintenance, security and support. The Coordinator will oversee all day-to-day operations of the Regional RMS as set forth herein. The Coordinator will undertake and execute the Board's instructions and directions. The Coordinator will have the administrative authority necessary to perform the tasks and responsibilities assigned under this Agreement. The RMSC Board may grant to the Coordinator any additional administrative authority deemed necessary by the Board and in compliance with this Agreement. The Coordinator will attend all RMSC Board meetings, unless the Board directs the Coordinator not to attend, or their attendance is excused by the Board. The Coordinator will make technical and practical recommendations to the Board about the ongoing operation of the Regional RMS. If the Coordinator is unavailable, the Board may designate an acting coordinator.

- 5.1.2.1 Cooperation with Fiscal Agent. The Coordinator will work with the Fiscal Agent to ensure financial planning duties are attended to and to assist the Fiscal Agent as set forth in Section 6 to ensure that all reasonable and necessary Regional RMS bills are timely paid.

- 5.1.2.2 Inventory Management. The Coordinator will create and maintain at all times during the Initial Term and any Renewal Terms a correct and complete inventory of all Regional RMS Equipment and furnishings. The Coordinator will work with the Fiscal Agent to establish support, maintenance and replacement accounts and schedules for all Regional RMS Equipment, including Regional

RMS Software, and any other items that are reasonably necessary for the ongoing operation of the Regional RMS.

5.1.2.3 Cooperation with the Party Representatives; Meetings. The Coordinator is responsible for collaborating and cooperating with the Party Representatives to ensure the ongoing efficient and effective operation of the RMSC as well as the security of all Criminal Justice Records that become a part of the Regional RMS. To this end, the Coordinator and Party Representatives will meet and confer no less than monthly, at mutually agreeable times and locations, and otherwise on an as-needed basis, for the purpose of reviewing and evaluating the operation of the Regional RMS. Such meetings may be held in any manner provided by Section 3.6.2.

5.1.3 Coordinate all Cross Agency Activity. The Coordinator will develop protocols that ensure consistent Criminal Justice Records management, to create standardized workflow processes to facilitate ease of use of the Regional RMS by all Parties, and to coordinate training necessary to ensure proper use of the Regional RMS by all authorized users in accordance with applicable security procedures and laws. The Coordinator may, subject to the review and approval of the RMSC Board, create any advisory, support, or implementation positions, groups or teams needed to ensure the ongoing success of the Regional RMS.

5.1.4 Job Description. In addition to the general duties set forth herein, the Regional RMS Coordinator shall be responsible to perform the duties set forth in any job description developed and approved by the RMSC Board and the Employing Party from time to time. Such job description shall be maintained by the Employing Party in accordance with its standard personnel policies and procedures.

5.1.5 Annual Evaluation of Coordinator. The Board will annually evaluate the Coordinator's work performance in writing. The Board's annual evaluation will be reviewed with the Coordinator and provided to the Employing Party Liaison. The Employing Party may incorporate and consider all or any part of the RMSC Board's evaluation as part of the Employing Party's regular employee evaluation processes.

5.1.6 Removal of Coordinator. The RMSC Board by majority vote may remove the Coordinator at any time and for any reason. If the Board votes to remove the Coordinator, the Employing Party agrees that it will remove the Coordinator from their assignment to the RMSC.

5.1.7 Recall of Coordinator. The Employing Party may recall the Coordinator at any time and for any reason upon 90 days prior written notice to the Board, unless the Party employing the Coordinator and the Board agree to other

notification requirements.

5.1.8 Conditions of Service. The Coordinator's work hours and other conditions of appointment will be as agreed by the RMSC Board and the Employing Party. For the avoidance of doubt, the Coordinator shall be an employee only of the Employing Party. All personnel policies, procedures, rules, and regulations applicable to employees of the Employing Party shall apply in all respects to the Coordinator while performing RMSC duties. Other than its obligation to remove the Coordinator, the Employing Party shall retain sole and exclusive discretion to re-assign, discipline, terminate, or exercise any other employment action whatsoever with respect to the Coordinator as an employee of the Employing Party.

5.1.9 Compensation. The Party employing the Coordinator will bear all costs associated with employing the Coordinator including, but not limited to, the Coordinator's salary and benefits. The RMSC Board shall assess an annual fee against the Parties to reimburse the Party employing the Coordinator for part or all of the costs associated with such employment.

5.2 Assigned Employees.

5.2.1 Appointment. The RMSC Board may request one or more Assigned Employee(s) from any Party. Upon request of the Board, any Party may appoint one or more Assigned Employees to work full- or part-time on behalf of the RMSC. The RMSC Board may refuse any person appointed to work as an Assigned Employee. The Employing Party Liaison will cooperate with the Board to oversee any Assigned Employees as employees of the Employing Party.

5.2.2 Work Assignments, Job descriptions. Each Assigned Employee will work under the direction of the Coordinator and will have the administrative authority necessary to undertake and execute the tasks and responsibilities assigned by the Coordinator and the Board. The Board may grant to any Assigned Employee any additional administrative authority deemed necessary by the RMSC and approved by the Employing Party. An Assigned Employee may attend Board meetings at the direction of the Coordinator if approved by the Employing Party. The Employing Party shall reasonably cooperate with the RMSC Board to develop, review, and approve any job description(s) for Assigned Employee(s). Such job description(s) shall be maintained by the Employing Party in accordance with its standard personnel policies and procedures.

5.2.3 Eligibility and Employment. Any person serving as an Assigned Employee must be an employee of a Party at all times during that person's tenure as an Assigned Employee.

- 5.2.4 Annual Evaluations. Assigned Employees will be subject to written annual performance evaluations by the Coordinator in cooperation with the Employing Party Liaison. The annual evaluation will be reviewed with the Assigned Employee. The Employing Party may incorporate or consider all or any part of the RMSC Coordinator's evaluation as part of the Employing Party's standard employee evaluation processes.
- 5.2.5 Removal. The RMSC Board by majority vote may direct the Employing Party to remove an Assigned Employee at any time and for any reason. In the event of such vote to remove an Assigned Employee, the Employing Party agrees that it will remove the Assigned Employee from their assignment to the RMSC.
- 5.2.6 Recall. The Employing Party may recall an Assigned Employee at any time and for any reason upon 90 days prior written notice to the Board, unless the Party employing the Assigned Employee and the Board agree to other notification requirements.
- 5.2.7 Conditions of Service. Assigned Employee work hours and other conditions of appointment will be as agreed by the RMSC Board and the Employing Party. For the avoidance of doubt, Assigned Employees remain employees only of the Employing Party. All personnel policies, procedures, rules, and regulations applicable to employees of the Employing Party shall apply in all respects to Assigned Employee(s) while performing RMSC duties. Other than its obligation to remove an Assigned Employee, the Employing Party shall retain sole and exclusive discretion to re-assign, discipline, terminate, or exercise any other employment action whatsoever with respect to an Assigned Employee.
- 5.2.8 Compensation. The Party employing the Assigned Employee(s) will bear all costs associated with employing the Assigned Employee(s) including, but not limited to, the Assigned Employee's salary and benefits. The RMSC Board shall assess an annual fee against the Parties to reimburse the Party employing the Assigned Employee for part or all of its costs associated with the Assigned Employee's service to the RMSC.

5.3 RMSC Party Representatives.

- 5.3.1 Designation. Each Party hereby designates its Records Custodian and Agency RMS Administrator, or designees thereof, as that Party's Representatives to the RMSC.
- 5.3.2 Duties. The Party Representatives will serve as the liaisons to the Coordinator for all day-to-day administrative, operational and technical issues as appropriate and will use their best efforts to coordinate with the Coordinator on all tasks that are necessary to the ongoing and successful

operation of the Regional RMS. RMSC Party Representatives will work with the Coordinator to develop and promulgate RMSC policies and procedures as approved by the RMSC Board. A Party Representative may attend RMSC Board meetings with approval of the Party employing the Party Representative. A Party Representative may work through the Coordinator with Niche or any successor vendor or vendors as needed to ensure the success of the Regional RMS at the agency level.

6.0 FISCAL AGENT; GENERAL FINANCIAL TERMS AND OBLIGATIONS

- 6.1 Fiscal Agent; Duties and Responsibilities. One Party will serve as the Fiscal Agent for the Regional RMS, which will work with the Coordinator to establish an annual financial plan for presentation to and approval by the RMSC Board and to establish all accounts necessary as the RMSC Fund to facilitate the ongoing operation and administration of the Regional RMS. The Fiscal Agent shall be responsible for the payment of all reasonable and necessary Regional RMS bills approved by the RMSC Board in its annual financial plan and properly funded. The Fiscal Agent shall pay vendors using funds received from the Parties.
 - 6.1.1 Fiscal Agent as of Effective Date. As of the Effective Date of this Agreement, the City of Arvada will act as the initial Fiscal Agent for the Regional RMS. The RMSC Board may agree to appoint a successor Fiscal Agent from among the Parties or may rotate the responsibilities of the Fiscal Agent among the Parties.
- 6.2 Deposits and Expenditures. All funds of the Regional RMS will be accounted for in the Fiscal Agent's financial management system to allow for separate financial reporting and accurate accountability of all funds received and expended related to this Agreement. The Fiscal Agent's regular policies, procedures and internal controls will be followed. Additionally, no payment or withdrawals of such funds in an amount over \$5,000.00 will be allowed without prior approval of the RMSC Board. Payments or withdrawals of such funds in amounts up to and including \$5,000.00 may be authorized by the Coordinator, if included in the approved financial plan and properly funded.
 - 6.2.1 Fiscal Agent to Contract. The Fiscal Agent shall enter into such contracts and agreements necessary to procure goods and services required for operation of the Regional RMS and the RMSC, as approved by the RMSC Board in its annual financial plan and properly funded, including, but not limited to, the contract with Niche.
 - 6.2.2 Assignment or Other Action Related to Existing Contracts. In the event that the designated Fiscal Agent changes or as deemed necessary in the best interest of the RMSC, the Board will determine whether to assign any existing RMSC-related contracts from one Party to another, or to take any other action necessary to ensure that such contracts will continue in full force and effect.

- 6.3 Annual Financial Report. Unless another date is determined by the Board, the Fiscal Agent will deliver to the Coordinator, on or before February 28th of each year this Agreement is in effect, an annual financial report. The annual financial report will include an accounting of all revenues and contributions, including forfeitures, if any, and of any expenses or costs that are related to the operation and administration of the Regional RMS.
- 6.4 Monthly Financial Accounting. The Fiscal Agent will deliver to the Coordinator each month a written account of revenues and expenditures, including forfeitures, if any, received by the Fiscal Agent and invoices received and paid that month.
- 6.5 Unused Funds to Roll Over. Except as set forth in subsection 13.6, all unused funds in any Regional RMS account must be rolled over such that the funds are used to facilitate the operation, acquisition, maintenance and support, or the replacement of Regional RMS Equipment, or otherwise used to facilitate the operation and administration of the Regional RMS.
- 6.6 Invoice Procedures and Payment Terms. The Fiscal Agent will, on an annual basis, invoice the other Parties for goods, services, fees, charges or assessments related to the operation and administration of the Regional RMS. The Party receiving the invoice must pay the Fiscal Agent the invoiced amount within 30 days of receipt of the invoice. All such invoices may be transmitted electronically. Any payment dispute will be handled in accordance with subsection 15.8.
- 6.7 Access to Financial Records and Reports. All financial records and reports of the Fiscal Agent relating to the administration of this Agreement or the operation and administration of the Regional RMS will be open to inspection at reasonable times by all Parties and the public, including an authorized auditor or representative of a Party. Any Party may access and examine pertinent books, documents, papers and records of the Fiscal Agent about transactions related to this Agreement. The Fiscal Agent shall follow its own internal record retention policies and procedures with respect to such books, documents, papers and records. All records and reports shall be subject to the Colorado Open Records Act.
- 6.8 Amounts Forfeited. Should any Party terminate its participation in this Agreement, or be removed as a Party as set forth in subsection 13.4, that Party's contributions to the RMSC, including all membership, annual or other fees, charges or assessments, will be forfeited to the RMSC Fund as of the date of the Party's termination, and any such forfeited funds will be used for operation and administration of the Regional RMS.

7.0 RECORDS SHARING AND MANAGEMENT

- 7.1 Management and Use Generally. Each Party will share its Criminal Justice Records with the Regional RMS as set forth herein. Criminal Justice Records that are shared with or a part of the Regional RMS will be used for law enforcement purposes

consistent with the welfare and protection of the general public. All records that are part of the Regional RMS will be maintained and kept in accordance with the provisions of the Colorado Criminal Justice Records Act, C.R.S. 24-72-301, et. seq. as may from time to time be amended. A Party may maintain Individual Party Records as that Party sees fit.

- 7.2 Access to Records. Only the Parties' employees or employees of non-Party agencies or entities authorized by the RMSC may access Criminal Justice Records in the Regional RMS. All persons with access to the Criminal Justice Records must first pass a background screening process deemed adequate by the RMSC Board.
- 7.3 Records Security. All authorized users who have access to records that are a part of the Regional RMS will be trained in and follow the security procedures developed by the RMSC.
- 7.4 Records Custody and Control. Each Party will retain custody and control of, and will remain the official custodian of, any Criminal Justice Records it shares with the Regional RMS.
 - 7.4.1 Release of Records. Neither the RMSC nor the Coordinator will release any Criminal Justice Records pursuant to a request under Article 72 of Title 24 of the Colorado Revised Statutes. Each Party is responsible for responding to a subpoena or a court order relating to its own Criminal Justice Records.
 - 7.4.2 Sealed or Expunged Records. In the event a Party has shared a Criminal Justice Record with the Regional RMS and that record is then ordered sealed or expunged by a court of competent jurisdiction, the Party that shared the Criminal Justice Record is responsible for sealing or expunging that Record in compliance with the court order and applicable laws.
- 7.5 Sharing of Intelligence Information. No Party will be required to share Intelligence Information as that term is defined in Part 23 of Title 28 of the Code of Federal Regulations.
 - 7.5.1 Access and Dissemination. Should Intelligence Information be shared with or become a part of the Regional RMS, it will be handled and disseminated consistent with the provisions of the Code of Federal Regulations noted herein. The RMSC Board may put in place policies and procedures for the receipt, use, maintenance, security and dissemination of Intelligence Information consistent with the Code of Federal Regulations noted herein.
 - 7.5.2 Custody and Control. Each Party will retain custody of, and will remain the official custodian of, Intelligence Information. Neither the RMSC nor the Coordinator will be deemed to be the official custodian of Intelligence Information that becomes a part of the Regional RMS.

- 7.6 Multi-Jurisdictional Task Force. Where a Party also serves as the custodian of records for a multi-jurisdictional task force of which that Party is a member, the Party may opt to share Criminal Justice Records of such task force with the Regional RMS. Should these records be shared with the Regional RMS, the Party sharing the records may allow any member of such multi-jurisdictional task force access to Regional RMS records on the terms and conditions set forth herein. Under these circumstances, the multi-jurisdictional task force will not be considered a Party.

8.0 RIGHTS OF THE PARTIES

- 8.1 Financial Responsibility. The RMSC will not be required to pay any Party's costs associated with acquiring or maintaining any equipment, hardware or licensed software necessary for that Party to participate in the RMSC. The RMSC Board may agree to pay for expenses incurred by a Party that, in furtherance of the RMSC's purpose, maintains goods or facilities for use by other Parties or for use by the RMSC or that provides services to other Parties. As an example, the RMSC Board may agree to reimburse a Party for expenses related to ensuring Regional RMS Equipment or facilities used to house Regional RMS Equipment.
- 8.2 Voluntary Assumption of Obligations. A Party may voluntarily elect to be liable, in whole or in part, for any or all of the debts, liabilities or obligations of the RMSC at the sole discretion of that Party.
- 8.2.1 Voluntary Contribution of Equipment or Goods. A Party may voluntarily contribute space, equipment, or other goods needed to operate the Regional RMS. Any item contributed to the Regional RMS by a Party will be returned to that Party in accordance with Section 10.
- 8.3 Access to Administrative Reports. Each Party will have access to any RMSC administrative reports or records that may be needed to manage that Party's individual RMS or to assist in or facilitate the utilization of the Regional RMS by that Party.
- 8.4 Data Conversion. Each Party may decide how much of its existing data, or existing Individual Party Records, will be converted or transferred into the Regional RMS system. Each Party will use its best efforts to ensure that converted data is complete and accurate.

9.0 ADDITION OF NEW PARTIES

- 9.1 Reserved.
- 9.2 Eligibility. Only entities that are governmental agencies lawfully authorized to provide, establish, maintain and operate law enforcement services and create, keep and maintain Criminal Justice Records are eligible to become a Party.

9.3 Process.

9.3.1 An entity eligible under section 9.2 desiring to become a Party (an "Eligible Entity") shall submit to the RMSC Board or the Coordinator a written request to become a Party.

9.3.2 The Eligible Entity shall become a Party only upon the affirmative vote of at least 75% of the RMSC Board. The RMSC Board may impose upon the Eligible Entity such terms and conditions deemed reasonable and necessary for such approval.

9.3.3 The new Party must sign a separate signature page to this Agreement, and any amendments thereto, which states that the new Party agrees to all terms and conditions of membership in the RMSC. Upon (i) delivery of the signed signature page to the Coordinator; (ii) satisfaction of any terms and conditions imposed by the RMSC Board; and (iii) payment of any RMSC membership, annual or other fees, charges or assessments, such agency or entity will become a Party.

9.4 Status of New Parties. New Parties will share in all costs associated with the Regional RMS as of the date of the new Party's membership in the RMSC. The Regional RMS may be used by any such new Party in accordance with the terms set forth in this Agreement for existing Parties.

10.0 COST ALLOCATION, PARTY CONTRIBUTIONS AND PAYMENT TERMS

10.1. Fees, Charges and Assessments. Parties shall be assessed membership, annual or other fees, charges and assessments reasonably related to the administration and operation of the Regional RMS and the RMSC. All such costs will be allocated to each Party as a percentage of total costs based on the number of authorized sworn employees employed by that Party as set forth in **Exhibit A** or as otherwise set forth herein. These costs shall include, but are not limited to, payments to Niche or a successor vendor, costs of infrastructure and system administration, and costs associated with any Assigned Employees and the Coordinator as otherwise provided in Section 5. The estimates of the costs assessed to each original Party are set forth in **Exhibit A**. All payments will be made to the Fiscal Agent.

10.1.1. Annual Payment Allocations. The Coordinator will, after consultation with the Parties, annually reestablish the number of authorized sworn employees for each Party, and, upon approval of the RMSC Board, readjust the percentage of costs allocated to each Party, if necessary. On that basis, the Coordinator will establish the amounts due from each Party for the upcoming year.

10.1.2. Annual Invoices, Notice. The Coordinator or Fiscal Agent will invoice each Party the amount or amounts due based on the readjusted and reallocated figures for Niche support and maintenance costs, for infrastructure

sustainability costs, and for costs related to the Coordinator. To the extent practical, the Coordinator will notify the Parties of these anticipated payment obligations no fewer than 60 days before payment is due. Each Party shall pay to the Fiscal Agent the invoiced amount no fewer than 30 days after the date of the invoice to ensure the Fiscal Agent has the funds in place at the time these payments are due to Niche. This readjustment, reallocation and invoice process will continue through the Initial Term and any Renewal Term.

10.1.3. Milestone or Other Payments. To the extent practical, the Coordinator will notify the Parties of an anticipated Niche milestone event payment or other anticipated payment obligation no fewer than 60 days before the payment is due. At the time each notification is sent, the Coordinator will also invoice each Party for that portion of the Party's Niche milestone event payment or other payment obligation. Each Party will pay the invoiced amount to the Fiscal Agent no fewer than thirty (30) days after the date of the invoice to ensure the Fiscal Agent has the funds in place at the time the payment is due.

10.2 Other Fees, Charges and Assessments. The Parties agree that they while they have made every reasonable attempt to ensure that all costs necessary to operate and maintain the Regional RMS are set forth in **Exhibit A**, the Parties understand and acknowledge that there may be unanticipated costs associated with the operation and/or maintenance of the Regional RMS. The RMSC Board may assess any other fee, charge or assessment reasonably related to operating or maintaining the Regional RMS. Should this occur, the Parties will be invoiced for amounts due in the same manner as set forth in this Section 10.0 with all payments made to the Fiscal Agent.

10.3 Addition or Termination of Parties. Should a Party be added to this Agreement under section 9.0, or should a Party terminate its participation in or be terminated from this Agreement under section 13.0, the Coordinator will, after consultation with the Parties, reestablish the number of authorized sworn employees for each Party, and, with the approval of the RMSC Board, adjust the percentage of costs allocated to each Party and take any other action necessary to ensure the amounts charged to each Party after the date of such addition or termination are in conformance with this section.

10.4 Payments Nonrefundable. Except as otherwise set forth in subsection 13.5, payments made by a Party pursuant to the provisions of this Agreement are nonrefundable.

10.5 Regional RMS Equipment - Ownership and Disposition. Any Regional RMS Equipment that was contributed to the Regional RMS by a Party under subsection 8.2.1 will be returned to that Party upon termination of this Agreement or sold as surplus by the Fiscal Agent at the option of that Party, with the sale proceeds going

to the RMSC Fund. Any Regional RMS Equipment that becomes obsolete or that is no longer needed as part of the Regional RMS will be sold as surplus or otherwise disposed of in accordance with the Fiscal Agent's rules or regulations. Proceeds from sales conducted under this subsection will be placed in the replacement accounts established in subsection 5.1.2.2 of this Agreement to help pay for new Regional RMS Equipment.

- 10.6 Party Equipment. Any equipment that is necessary to maintain a Party's connection to the Regional RMS will be purchased and maintained by such Party. Such equipment will be and remain the property of the Party that purchased the equipment.
- 10.7 Costs of Data Conversion. Each Party is responsible for all costs associated with converting or transferring its existing Individual Party Records into the Regional RMS.
- 10.8 Grant Monies. If agreeable to the Fiscal Agent, the Fiscal Agent may act as the agent for a Party in making application and receiving grant monies for any costs related to the administration or operation of the Regional RMS for which federal or state grant monies are available. Any such grant monies received will be allocated between all Parties proportionally based on the number of sworn officers each Party has at the time of the receipt of the monies insofar as applicable laws or grant rules allow, or as otherwise determined by the RMSC Board.

11.0 REGIONAL RMS EQUIPMENT

- 11.1 Best Efforts. Each Party understands that an efficient and effective Regional RMS is crucial to the successful operation of a criminal justice agency and therefore agrees to use its continuing best efforts to maintain and support the Regional RMS. The Parties understand that professional and technological advances will necessitate a certain degree of flexibility by each Party in making procurement and management decisions.
- 11.2 Maintenance and Support. All Regional RMS Equipment necessary to provide the functionality set forth herein or as otherwise determined by the RMSC Board or the Coordinator will be maintained in accordance with vendor specifications and maintenance schedules, or with the specifications maintenance schedule of any successor vendor selected to provide Regional RMS Equipment.
 - 11.2.1 Scheduling of Work on Regional RMS Equipment. The Coordinator and Agency RMS Administrators will use their best efforts to schedule maintenance or other necessary support services so as to cause the least loss of functionality to and productivity of the Parties.
- 11.3 Location. The primary servers and storage necessary to support the Regional RMS will be located at the City of Lakewood or as otherwise determined by the RMSC Board. The disaster recovery site will be located at the Jefferson County JFON

network closet or as otherwise determined by the RMSC Board. The RMSC may, at any time during the Initial Term or any Renewal Term, place and maintain servers at multiple locations as determined by the RMSC Board.

11.3.1 Access to the Regional RMS and Regional RMS Equipment. Parties will remotely connect and access the Regional RMS with their own unique domain. Should a Party need physical access to Regional RMS Equipment at either the primary or back-up site, access will be coordinated with the Coordinator upon reasonable notice.

11.4 Regional RMS Software - License. Each Party will receive the appropriate Regional RMS Software licenses from Niche or any successor vendor or vendors, and each Party will be granted a non-exclusive license to use that software throughout the Initial Term and any Renewal Terms. Any agency or entity that becomes a Party after the Effective Date will also be granted a non-exclusive license to use Regional RMS Software.

11.5 Party Equipment - Conditions of Use. Each Party may use its Party Equipment as part of its individual RMS on the condition that such use does not negatively affect the capacity, or impair the functionality, of the Regional RMS.

11.5.1 Maintenance and Support of Party RMS Equipment. Each Party is responsible for maintaining and supporting its own Party Equipment and for all costs related to such maintenance and support services throughout the Initial Term and any Renewal Terms.

11.6 Connectivity between Party RMS and Regional RMS. Each Party is responsible for ensuring and maintaining fiber optic or other high-speed connectivity between its individual RMS and the Regional RMS. Each Party is responsible for all costs related to ensuring and maintaining connectivity throughout the Initial Term and any Renewal Terms.

12.0 AMENDMENTS

This Agreement may be amended only upon duly-adopted resolution of each governing body of at least seventy-five percent (75%) of the Parties approving such amendment.

13.0 TERMINATION; WINDING UP

13.1 Individual Party Termination. Any individual Party that is not the fiscal agent or the Employing Party may terminate its participation in this Agreement by giving written notice to the RMSC Board at least 30 days prior to the date of such termination, unless the RMSC Board and such Party have agreed to a different notice period.

13.2 Fiscal Agent or Employing Party Termination. Should the Party that is the Fiscal Agent or that employs the Regional RMS Coordinator and any Assigned

Employees choose to terminate its participation in this Agreement, then that Party shall give written notice to the RMSC Board at least 180 days prior to the date of such termination, unless the RMSC Board and such Party agree to a different notice period.

- 13.3 Termination for Non-Appropriation. Should any Party fail to appropriate funds sufficient to meet that Party's obligations for any fiscal year, this Agreement will, at the RMSC Board's discretion, automatically terminate as to that Party on the first day of the fiscal year for which sufficient funds have not been appropriated or upon the expiration of all appropriated funds. Should this occur, the terminating Party's Member shall give written notice of such termination to the Coordinator as soon as is reasonably practical. The Party terminating its participation in this Agreement shall have no further financial obligation under this Agreement as of the date of the termination except those financial obligations related to necessary winding-up tasks. The remaining Parties will have no further obligation to provide any license or other service to the terminating Party as of the date of termination, except those related to necessary winding-up tasks. The RMSC will use its best efforts to ensure that any data or Criminal Justice Records belonging to the terminating Party are timely transferred to the terminating Party's individual RMS at the terminating Party's expense.
- 13.4. Termination by Default. Time is of the essence. If any payment or any other condition, obligation or duty is not timely made, tendered or performed by any Party, then this Agreement, at the option of a majority of the Parties who are not in default, may be terminated as to the defaulting Party by the non-defaulting Parties. The defaulting Party shall have no further financial obligation under this Agreement as of the date of the termination except those related to necessary winding-up tasks. The remaining Parties shall have no further obligation to provide any license or other service to the Party in default as of the date of termination for default, except those related to necessary winding-up tasks. The RMSC will use its best efforts to ensure that any data or Criminal Justice Records belonging to the Party in default are timely transferred to that Party's individual RMS at that Party's expense.
- 13.5 Termination by Vote of the Members. The RMSC Board may vote to terminate this Agreement by an affirmative vote of at least 75% of the Members. In the event of an affirmative vote to terminate, each Member will, as necessary, work to terminate their Party's participation in accordance with local policies for terminating intergovernmental agreements.
- 13.6 Wind-up of Agreement. In the event of termination of this Agreement by vote of the Parties, each Party will use its best continuing efforts to wind-up in a timely manner its obligations pursuant to this Agreement and its involvement in the RMSC.
- 13.6.1 Return of Funds and Assets. If, at any time during the Initial Term or any Renewal Term, the Parties vote to terminate this Agreement, or if any time

the Parties elect to not renew this Agreement, any funds remaining in any Regional RMS account will be distributed to the then-current Parties at the time of termination or non-renewal and according to any formula deemed appropriate by the RMSC Board. The distribution will take place as soon as is practical following the termination or non-renewal. All such distributions will occur only after all debts and obligations incurred for the Regional RMS are satisfied. Any non-monetary assets of the RMSC will be distributed in accordance with subsection 10.5. The Fiscal Agent will account for these disbursements in the final annual financial report.

- 13.6.2 Final Report. Within sixty (60) days of the termination of this Agreement, or of the end of the last Renewal Term of this Agreement, the Fiscal Agent will issue a final financial report accounting for any disbursements or distributions made to any of the Parties and the disposition of Regional RMS assets, if any.

14.0 INSURANCE

Each Party agrees to maintain during the Initial Term and any Renewal Term general liability insurance, automobile liability insurance, cyber liability, crime insurance or fidelity bond, and workers' compensation insurance as to its own employees.

- 14.1 Insurance for Regional RMS Equipment. Any Party that houses any Regional RMS Equipment must insure such Regional RMS Equipment against risk of physical loss and general liability during the Initial Term and any Renewal Term for as long as such Regional RMS Equipment is housed by that Party. The costs of this insurance shall be shared among all Parties as determined by the RMSC Board.
- 14.2 Evidence of Insurance. Upon execution of this Agreement, each Party will provide evidence of its insurance coverage to the other Parties. The Parties will ensure that certificates of insurance are issued automatically on the anniversary of the Effective Date throughout the Initial Term and any Renewal Terms.
- 14.3 Requirements. The insurance coverages required hereunder shall include:
- 14.3.1 General Liability Insurance in an amount not less than \$1,000,000.00, with an annual aggregate limit of not less than \$2,000,000.00;
- 14.3.2 Cyber/Network Privacy Liability insurance in an amount not less than \$500,000.00.

15.0 GENERAL PROVISIONS

- 15.1 Previous Agreement of No Further Effect. This Agreement amends, restates, and supersedes the Previous Agreement in its entirety. Upon execution of this Agreement by all Parties, the Previous Agreement shall be of no further effect.

- 15.2 Additional Documents or Action. The Parties agree to take any additional action and execute any additional documents necessary to carry out this Agreement.
- 15.3 Assignment. This Agreement shall not be assigned by any Party.
- 15.4 Authority. The Parties each represent and warrant that they have taken all actions necessary to legally authorize the undersigned signatories to execute this Agreement on behalf of the Parties and to bind the Parties to its terms.
- 15.5 Captions; Construction and Interpretation. The Table of Contents, section headings and other captions contained in this Agreement are for convenience and reference purposes only, are not part of the understanding of the Parties and will not in any way affect the meaning or interpretation of this Agreement.
- 15.6 Claims or Suits. The Parties agree that in the event any claim or suit is brought against any Party by any third party as a result of the operation of this Agreement, the Parties will cooperate with one another and the insuring entities of all Parties in defending such claim or suit.
- 15.7 Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be considered an original, and all of which together shall constitute one and the same instrument. The signature page of any Party to any counterpart will be deemed a signature to, and may be appended to, any other counterpart.
- 15.8 Dispute Resolution. Any dispute among the Parties regarding an interpretation of this Agreement, or a dispute relating to the day-to-day operations of the Regional RMS, will be referred to the Coordinator and Party Representatives for initial resolution. The Coordinator and Party Representatives are authorized to resolve any such dispute by consensus. Any Party aggrieved by the decision of the Coordinator and Party Representatives may refer the dispute to the RMSC Board for final resolution, subject to judicial review. Each Party agrees to participate in dispute resolution processes in good faith, using its best efforts to resolve disputes in ways that are not only acceptable to the Parties involved, but that serve the public's interest in an effective and efficient Regional RMS.
- 15.9 Electronic Disposition of Agreement. The Parties acknowledge and agree that the original of this Agreement, including the signature page, may be scanned and stored in a computer database or similar device and that any printout or other output readable by sight, the reproduction of which is shown to accurately reproduce the original of this Agreement, may be used for any purpose as if it were the original, including proof of the content of the original writing.
- 15.10 Entire Agreement. This Agreement represents the entire agreement between the Parties, and there are no oral or collateral agreements or understandings. This Agreement supersedes any and all prior negotiations, or understandings of the Parties.

- 15.11 Force Majeure. Any delays in or failure of performance by any Party of its obligations under this Agreement shall be excused if such delays or failure are a result of acts of God, fires, floods, strikes, labor disputes, accidents, regulations or orders of civil or military authorities, shortages of labor or materials, or other causes, similar or dissimilar, that are beyond the control of such Party.
- 15.12 Governing Law and Venue. This Agreement shall be governed by the laws of the State of Colorado. Venue for any action arising under this Agreement or for the enforcement of this Agreement will be in the appropriate court for Jefferson County, Colorado.
- 15.13 Governmental Immunity.
- 15.13.1 Intentional acts or omissions. Each Party will be responsible for its own negligent or intentional acts or omissions, and for those of its Member, employees, officers, agents and volunteers.
- 15.13.2 No waiver. The Parties intend that nothing herein will be deemed or construed as a waiver by any Party of any rights, limitations, immunities or protections afforded to them under any federal, state or local constitutional, statutory or common law including, but not limited to, the Colorado Governmental Immunity Act (C.R.S. §§ 24-10-101 through 120), as that Act may from time to time be amended.
- 15.14 Independent Agencies. The Parties enter this Agreement as separate, independent government agencies and maintain that status throughout.
- 15.15 Necessary Personnel, Equipment and Facilities. Each Party will maintain a level of personnel, equipment and facilities necessary to meet its obligations under this Agreement. Nothing in this Agreement requires any Party to directly fund the activities of any other Party. Employees and volunteers of each Party shall remain the employees and volunteers of that Party.
- 15.16 No Third-Party Beneficiaries. Nothing in this Agreement will be deemed to create any third-party benefits or beneficiaries or create a right or cause of action for the enforcement of this Agreement's terms in any entity or person not a Party, including any Members, employees, officers, agents or volunteers of any person or entity with whom the Fiscal Agent contracts.
- 15.17 Non-Appropriation. Financial obligations of the Parties, if any, after the current year, are contingent upon funds being appropriated, planned and otherwise made available by the governing bodies of the Parties. The Parties' obligations under the Agreement shall be from year to year only and shall not constitute a multiple- fiscal-year direct or indirect debt or other financial obligation of the Parties within the meaning of Article X, Section 20 of the Colorado Constitution.

- 15.18 Notices. Any notice required or permitted by this Agreement shall be in writing and given by electronic mail, certified mail or registered mail, postage and fees prepaid, to the Board and the Coordinator at each Party's electronic or physical address as set forth herein, or at such other address as has been previously furnished to the Parties. Such notice will be deemed to have been given upon transmission as evidenced by electronic mail timestamp, or in the case of postal mail, when deposited in the United States mail.
- 15.19 Severability. If any provision of this Agreement is held invalid or unenforceable as to any Party or person by a court of competent jurisdiction, no other provision will be affected by such holding, and all remaining provisions of this Agreement will continue in full force and effect.
- 15.20 Waiver of Breach. A Party's waiver of another Party's breach of any term or provision of this Agreement will not operate or be construed as a waiver of any subsequent breach by any Party.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date.

[Remainder of Page Intentionally Blank- Signatures Follow]

CITY OF ARVADA

Lauren Simpson, Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM

Rachel A. Morris, City Attorney

By: _____

CITY OF EDGEWATER

Steve Conklin, Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM

[NAME], City Attorney

By: _____

CITY OF GOLDEN

Laura Weinberg, Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM

Sandra Llanes, City Attorney

By: _____

CITY OF LAKEWOOD

Wendi Strom, Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM

[NAME], City Attorney

By: _____

TOWN OF MOUNTAIN VIEW

Emilie Mitcham, Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM

[NAME], Town Attorney

By: _____

CITY OF WHEAT RIDGE

Bud Starker, Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM

[NAME], City Attorney

By: _____

Jefferson County Regionalized Public Safety and Technology Consortium

Law Enforcement Records Management System Project

Cost Allocation

The license cost for Niche is based on authorized sworn staff. This methodology will be used for all cost allocations for the project. Below is the latest authorized level that is used to calculate the percentage for each agency. This will be the final estimate prior to the completion of the contract unless the number of sworn changes.

Niche Methodology:

- Licenses 579 x 1400 = \$810,600
- Training = \$26,800
- Total = \$837,400
- 10% in 2014 at Contract signing
- 35% in 2015 based on milestones being met
- 55% in 2016 based on milestones being met
- 20% in 2017 ongoing maintenance costs begin based on the total cost of the licenses

Agency	Authorized Sworn	Percentage
Arvada	167	29%
Edgewater	17	3%
Golden	46	8%
Lakewood*	265	46%
Mountain View	12	2%
Wheat Ridge	72	12%
Total	579	100%

*The Lakewood Police Department sworn number includes 6 sworn positions from the Lakewood Municipal Court Marshal's Office.

These percentages will remain at this level until the project is completed (end of 2016/ beginning of 2017). At that time, the authorized strength can be readjusted to reflect the current level.

Funding Administration

The City of Lakewood will act as the fiscal agent for the consortium and be responsible for the following:

- Contract with Niche and payment of vendor invoices.
- Invoicing consortium agencies for their portion of the funding requirements.
- Paying for the RMS System Administrator.
- Payment of hardware invoices.

Exhibit "A"

Niche Funding

The Niche funding is for 579 licenses & training and is payable in milestone payments through 2016.

Resource Funding

There is a need for the consortium to fund the hiring of a dedicated RMS System Administrator to assist with system configuration, write/modify reports, create interfaces, create data extracts, assist with data conversion and perform general system administrator duties. This funding would begin in 2015 going forward.

Hardware Funding: Lakewood will be the live site and the Jefferson County Data Center will be the back-up and potential disaster recovery site.

There is a need for the consortium to fund the initial purchase of hardware (servers, storage, and switches) as well as fund sustainability on a 5 year replacement schedule. The best case infrastructure would be to have dual, redundant high availability sites by the time all 6 agencies are live. However, the initial infrastructure will have Lakewood as the live site with a back-up site located at the Jefferson County Data Center which would also act as a potential disaster recovery site. The hardware implementation will be done in two phases:

- Live site hosted at Lakewood and the back-up site at the Jefferson County Data Center; implement in 2015.
- When funding is available, expand to dual, redundant, high availability sites. (This would cost an estimated additional \$150,000 initially and increasing the replacement cost up to an estimated \$520,500)

2014 Funding Requirement

This is an initial funding milestone for Niche contract signing.*

Agency/Percentage	Niche Milestone Payment \$83,740	Total
Arvada – 29%	\$24,285	\$24,285
Edgewater – 3%	\$2,512	\$2,512
Golden – 8%	\$6,699	\$6,699
Lakewood – 46%	\$38,520	\$38,520
Mountain View- 2%	\$1,675	\$1,675
Wheat Ridge – 12%	\$10,049	\$10,049
Total	\$83,740	\$83,740

*This funding may carryover to 2015 depending on when the contract is signed.

2015 Funding Requirement

This is for Niche license milestone payments, training, infrastructure and system administrator. Implement Golden & Edgewater, prepare for other agencies.

Agency Percentage	Niche Milestone Payments \$293,090	Infrastructure Live & Backup Site \$370,500	System Administrator \$150,000	Total
Arvada – 29%	\$84,996	\$107,445	\$43,500	\$235,941
Edgewater – 3%	\$8,793	\$11,115	\$4,500	\$24,408
Golden – 8%	\$23,447	\$29,640	\$12,000	\$65,087
Lakewood – 46%	\$134,821	\$170,430	\$69,000	\$374,251
Mountain View- 2%	\$5,862	\$7,410	\$3,000	\$16,272
Wheat Ridge – 12%	\$35,171	\$44,460	\$18,000	\$97,631
Total	\$293,090	\$370,500	\$150,000	\$813,590

2016 Funding Requirement

This is for remaining Niche license milestone payments, implementation for remaining agencies, ongoing infrastructure costs, and system administrator.

Agency Percentage	Niche Milestone Payments \$460,570	Infrastructure Maintenance \$86,100	System Administrator \$150,000	Total
Arvada – 29%	\$133,565	\$24,969	\$43,500	\$202,034
Edgewater – 3%	\$13,817	\$2,583	\$4,500	\$20,900
Golden – 8%	\$36,846	\$6,888	\$12,000	\$55,734
Lakewood – 46%	\$211,862	\$39,606	\$69,000	\$320,468
Mountain View- 2%	\$9,211	\$1,722	\$3,000	\$13,933
Wheat Ridge – 12%	\$55,269	\$10,332	\$18,000	\$83,601
Total	\$460,570	\$86,100	\$150,000	\$696,670

Ongoing Funding Requirement (starting in 2017)

This is for Niche Support & Maintenance, hardware replacement, ongoing infrastructure costs, and system administrator.

Agency Percentage	Niche Support & Maintenance \$162,120	Infrastructure sustainability \$456,600/4yrs = \$114,150	System Administrator \$150,000	Total
Arvada – 29%	\$47,015	\$33,103	\$43,500	\$123,618
Edgewater – 3%	\$4,864	\$3,425	\$4,500	\$12,789
Golden – 8%	\$12,970	\$9,132	\$12,000	\$34,102
Lakewood – 46%	\$74,575	\$52,509	\$69,000	\$196,084
Mountain View- 2%	\$3,242	\$2,283	\$3,000	\$8,525
Wheat Ridge – 12%	\$19,454	\$13,698	\$18,000	\$51,152
Total	\$162,120	\$114,150	\$150,000	\$426,270

Note: Each agency will need to budget for their specific human resource needs.

**MINUTES
REGULAR MEETING OF THE CITY COUNCIL
CITY OF LAKEWOOD**

7:00 PM

February 10, 2025

Minutes are not a verbatim transcription, but rather an attempt to capture the intent of the speaker by the City Clerk.

ITEM 1 – CALL TO ORDER

Mayor Strom called the hybrid meeting to order at 7:00 p.m.

ITEM 2 – ROLL CALL

Councilors	Mayor Wendi Strom, Presiding
Present:	Councilor Sophia Mayott-Guerrero
	Councilor Dave Rein
	Councilor Jeslin Shahrezaei
	Councilor Jacob LaBure
	Councilor Roger Low
	Councilor Isabel Cruz
	Councilor Paula Nystrom
	Councilor Glenda Sinks

Absent:	None
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Others in attendance:	Kathy Hodgson, City Manager
	Alison McKenney Brown, City Attorney
	Jay Robb, City Clerk
	Bernadette Salazar, Deputy City Clerk

Full and timely notice of this City Council meeting had been given, and a quorum was present.

ITEM 3 – PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited, and the audience remained standing for a moment of silent prayer.

ITEM 4 – STATEMENT OF CONFLICT OF INTEREST

Mayor Strom read the Statement of Conflict of Interest.

ITEM 5 – FRIENDS OF PAHA CHECK PRESENTATION TO COUNCIL

Nicolette Schoenfeldt, Recreation Supervisor, introduced the Friends of Paha presentation of Camp Paha. Friends of Paha Board Member Tim Litherland highlighted the organization and presented a check to Mayor Strom.

ITEM 6 – INITIAL PUBLIC COMMENT

Brad Bruce, Ward 2, spoke to the Council about the City's compliance with House Bill 23-1110, expressed concerns about ice removal on sidewalks, and made additional requests of the Council.

David Aguirre, Ward 3, spoke to the Council on behalf of Rep. Brittany Pettersen about federal funding opportunities and housing affordability in the community.

Joan Poston, Jefferson County resident, spoke to the Council about environmental concerns over federal land contamination and the urban renewal process.

Amber Varwig, Ward 2, spoke to the Council about the importance of public education and the recognition of Black history in schools.

CONSENT AGENDA

Mayor Strom asked for any items to be removed from the Consent Agenda.

Councilor Cruz requested that Items 7A. (R-2025-7) and 7B. (R-2025-8) be removed from the Consent Agenda.

City Clerk Robb read the Consent Agenda into the record, as amended.

ITEM 7 – APPROVAL OF RESOLUTIONS ON CONSENT AGENDA

ITEM 7A – R-2025-7 – ESTABLISHING CERTAIN SEWER FEES FOR CUSTOMERS OF THE CITY OF LAKEWOOD SEWER UTILITY

(Item 7A was considered after from the Consent Agenda.)

City Clerk Robb read R-2025-7 into the record.

Councilor Cruz spoke to R-2025-7.

Mayor Pro Tem Shahrezaei motioned to adopt R-2025-7. The motion was seconded.

VOTE TO APPROVE RESOLUTION R-2025-7

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed.

ITEM 7B – R-2025-8 – ESTABLISHING CERTAIN WATER FEES FOR CUSTOMERS OF THE CITY OF LAKEWOOD WATER UTILITY

(Item 7B was considered after from the Consent Agenda)

City Clerk Robb read R-2025-8 into the record.

Mayor Pro Tem Shahrezaei motioned to adopt R-2025-8. The motion was seconded.

VOTE TO APPROVE RESOLUTION R-2025-8

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed.

ITEM 8 – APPROVAL OF ORDINANCES ON FIRST READING

ITEM 8A – O-2025-8 – ACCEPTING A DEED FROM URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT TO THE CITY OF LAKEWOOD FOR 7650 WEST 2ND AVENUE, CITY OF LAKEWOOD, COUNTY OF JEFFERSON, STATE OF COLORADO

ITEM 9 – APPROVING MINUTES OF THE CITY COUNCIL MEETINGS

SPECIAL CITY COUNCIL MEETING – NOVEMBER 4, 2024
SPECIAL CITY COUNCIL MEETING – DECEMBER 2, 2024

Public Comments received via Lakewood Speaks: 2 (see attached)

No public comments were received in person.

Mayor Pro Tem Shahrezaei motioned to approve the consent agenda, as amended.
The motion was seconded.

VOTE TO APPROVE THE CONSENT AGENDA, AS AMENDED

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed.

ITEM 10 – ORDINANCES ON SECOND READING AND PUBLIC HEARINGS

ITEM 10A – O-2025-2 – AUTHORIZING THE EXECUTION OF AN AGREEMENT FOR THE LEASE OF PROPERTY AND STRUCTURES LOCATED AT 1800 SOUTH INDIANA STREET IN THE CITY OF LAKEWOOD, COLORADO, BY AND BETWEEN AUDACY COLORADO, LLC, AND BONNEVILLE INTERNATIONAL CORPORATION, AND THE CITY OF LAKEWOOD, COLORADO

City Clerk Robb read O-2025-2 into the record.

Mayor Strom opened the public hearing at 7:32 p.m.

No public comments were received in person or on Lakewood Speaks.

Mayor Strom closed the public hearing.

Mayor Pro Tem Shahrezaei motioned to adopt O-2025-2. The motion was seconded.

VOTE TO APPROVE ORDINANCE O-2025-2

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed.

ITEM 10B – O-2025-3 – AMENDING THE LAKEWOOD MUNICIPAL CODE TO INCLUDE UPDATES TO TERMS AND PROCESSES ASSOCIATED WITH REAL PROPERTY TRANSACTIONS, INCLUDING SECTIONS 12.17.030, 12.19.020, 12.19.030, AND 14.13.060 OF THE LAKEWOOD MUNICIPAL CODE

City Clerk Robb read O-2025-3 into the record.

Mayor Strom opened the public hearing at 7:34 p.m.

No public comments were received in person or on Lakewood Speaks.

Mayor Strom closed the public hearing.

Mayor Pro Tem Shahrezaei motioned to adopt O-2025-3. The motion was seconded.

VOTE TO APPROVE ORDINANCE O-2025-3

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed.

ITEM 10C – O-2025-4 – AUTHORIZING A SUPPLEMENTAL APPROPRIATION OF CAPITAL IMPROVEMENT FUNDS TO THE 2025 ANNUAL BUDGET IN THE AMOUNT OF \$460,000.00 AND AUTHORIZING THE EXPENDITURE OF THESE FUNDS BY THE DIVISION OF PUBLIC WORKS TO PAY A CONSULTANT TO DESIGN THE CITY'S DESIRED AESTHETIC ENHANCEMENTS FOR THE US6 AND WADSWORTH INTERCHANGE

City Clerk Robb read O-2025-4 into the record.

Mayor Strom opened the public hearing at 7:36 p.m.

No public comments were received in person.

Public Comment received via Lakewood Speaks: 2 (see attached)

Mayor Strom closed the public hearing.

Council commented on O-2025-4, and Mike Whiteaker, City Transportation Engineer, responded to questions regarding the timeline of the interchange improvements.

Mayor Pro Tem Shahrezaei motioned to adopt O-2025-4. The motion was seconded.

VOTE TO APPROVE ORDINANCE O-2025-4

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed.

ITEM 10D – O-2025-5 – VACATING THE RIGHT-OF-WAY AND EASEMENT LOCATED ON THE EAST SIDE OF THE PROPERTY AT 3278 SOUTH WADSWORTH BOULEVARD

City Clerk Robb read O-2025-5 into the record.

Mayor Strom opened the public hearing at 7:44 p.m.

No public comments were received in person or on Lakewood Speaks.

Mayor Strom closed the public hearing.

Mayor Pro Tem Shahrezaei motioned to adopt O-2025-5. The motion was seconded.

VOTE TO APPROVE ORDINANCE O-2025-5

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed.

ITEM 10E – O-2025-6 – DECLARING THE INTENT OF THE CITY OF LAKEWOOD TO ACQUIRE INTEREST IN PROPERTY FOR PUBLIC PURPOSES FOR THE CONSTRUCTION OF SEPARATED BIKE LANES ON SOUTH GARRISON STREET NORTH OF WEST ALAMEDA AVENUE AND AUTHORIZING NEGOTIATIONS WITH PROPERTY OWNERS, ACCEPTANCE OF CONVEYANCE INSTRUMENTS AND CONDEMNATION OF REAL PROPERTY INTERESTS (SUBJECT TO FURTHER COUNCIL APPROVAL)

City Clerk Robb read O-2025-6 into the record.

Mayor Strom opened the public hearing at 7:47 p.m.

No public comments were received in person or on Lakewood Speaks.

Mayor Strom closed the public hearing.

Mayor Pro Tem Shahrezaei motioned to adopt O-2025-6. The motion was seconded.

VOTE TO APPROVE ORDINANCE O-2025-6

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed.

ITEM 10F – O-2025-7 – AN ORDINANCE TO REPEAL AND REPLACE (OR AMEND) LAKEWOOD MUNICIPAL CODE CHAPTER 14.16 RELATING TO PARK AND OPEN SPACE DEDICATION, INCLUDING THE OPTION FOR DEVELOPERS TO PAY A FEE IN LIEU OF PARKLAND DEDICATION, CALCULATION OF OPEN SPACE AND PARKLAND DEDICATIONS, AND VESTING OF RIGHTS/APPLICABILITY

Clerk Robb read the item into the record.

Mayor Strom opened the public hearing at 7:51 p.m. with opening comments concerning Ordinance O-2025-7, which concerns open space and parkland dedication.

Public Comment received via Lakewood Speaks: 50 (see attached)

The following individuals spoke on record:

Linda Keys, Ward 5, spoke against the ordinance and expressed concerns about the future of Belmar Park.

Lydia Frederick, Denver resident, spoke against the ordinance and expressed concerns about the future of Belmar Park.

Cindy Pedrioli, Ward 5, spoke against the ordinance and provided suggested amendments to different sections of Chapter 14.16 of the Lakewood Municipal Code.

Chuck Reid, Ward 4, representing the Jefferson County Advocacy Network, spoke in favor of amending the ordinance and highlighted the need to update Chapter 14.16.

Barbara Melman, Ward 2, spoke against the ordinance and expressed concerns about the future of Belmar Park.

Linda Stopp, Ward 4, spoke against the ordinance, emphasizing the importance of open space and parks in the community.

Lucas Hagen, Research and Policy Manager at the Neighborhood Development Collaborative, spoke in favor of the ordinance and emphasized the importance of housing and affordable housing.

Michael Payne, Ward 5, spoke in favor of the ordinance and described how Chapter 14.16 currently hinders both large and small redevelopment.

Richard Breeves, Ward 5, spoke in favor of amending the ordinance due to negative impacts from the current code.

Andrea Burns, Urban Land Conservancy, spoke in favor of the ordinance, citing barriers the current code presents to development.

Rev. Ben Hensley, Ward 1, Community Investment Alliance, spoke in favor of the ordinance and highlighted the importance of affordable housing in the community.

Sandie Weathers, Ward 3, spoke against the ordinance, referenced the 2017 moratorium, and urged the Council to focus on Chapter 14.16 over Belmar Park.

Marsha Cohen, Ward 4, spoke against the ordinance and advocated for more City Council oversight on larger developments.

Bryan Reno, Ward 5, spoke against the ordinance and expressed concerns about the future of Belmar Park and the surrounding areas.

Robin Gonzales, Ward 4, spoke against the ordinance and supporting the citizens' initiative and the handling of parkland dedication.

Joshua Comden, Ward 1, spoke in favor of the ordinance and highlighted the need for affordable housing.

Brad Bruce, Ward 2, spoke in favor of the ordinance, citing issues with the current code.

John Marcantoni, Ward 2, from Redress Movement, spoke in favor of the ordinance and talked about the national housing crisis.

Matt Frommer, Southwest Energy Efficiency Project, spoke in favor of the ordinance, citing important climate impacts from the current code.

Krista Mocco, Ward 2, spoke in favor of the ordinance and discussed personal development barriers.

Nate Wightman, Ward 5, spoke in favor of the ordinance and the need for balancing density and parkland.

Brendalee Connors, Metro West Housing Authority, spoke in favor of the ordinance and asked for affordable housing exemptions.

Mary Reevis, Ward 2, spoke in favor of the ordinance due to redevelopment issues on her parcel.

Scott Waktin, TOD Properties, spoke in favor of the ordinance and the need for housing.

Doug Lenowitz, developer representative, spoke in favor of the ordinance and stressed consistency in development rules.

Aisha Baird, Ward 3, spoke in favor of the ordinance and highlighted housing needs.

Chad Meleniks, Ward 2, with Landstamp, spoke in favor of the ordinance and thanked the Council for their work on Chapter 14.16.

Regina Hopkins, Ward 5, spoke against the ordinance, supported the citizens' initiative, and submitted visual materials (Attachment A).

Josh Clark, Ward 5, spoke against the ordinance and argued that the current code supports affordability.

Carolynne White, Counsel for Lincoln Property Co., spoke in favor of the ordinance and discussed current development barriers at the Federal Center property.

Katie Christiansen, Ward 5, spoke in favor of the ordinance, citing development delays and offering revisions.

Tony Christiansen, Ward 5, spoke in favor of the ordinance, expressing interest in redeveloping their parcel.

Jed Phillip, Ward 3, spoke in favor of the ordinance, advocating better trail and park connectivity (Attachment B).

Amber Varwig, Ward 2, Lakewood Left, spoke in favor of the ordinance and discussed housing priorities.

David Thormodsgard, Ward 1, spoke against the ordinance, supported the citizens' petition, and called for equitable development.

Mayor Strom ended public comment at 9:38 p.m.

Council and City staff, including Traci Weiland, Director of Community Resources; Alisor McKenney Brown, City Attorney; Lauren Stanek, Senior City Attorney; and Ross Williams, Land-Design-Facilities Administrator, discussed past practices by the city regarding park and open space dedication and other concerns.

Mayor Pro Tem Shahrezaei motioned to adopt Ordinance O-2025-7. The motion was seconded.

Mayor Pro Tem Shahrezaei motioned to amend Ordinance O-2025-7 with the replacement Ordinance 2025-XX (the February 7th version). The motion was seconded.

VOTE TO REPEAL AND REPLACE O-2025-7 WITH THE AMENDED VERSION OF ORDINANCE 2025-7

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed.

The Council recessed at 10:49 p.m. and reconvened at 10:58 p.m. The Council discussed the 11:00 p.m. "check-in" and agreed to continue the meeting.

The Council discussed the following amendments.

Councilor Rein motioned to amend 14.16.020 after trails to add: "connectivity to parks and open spaces". The motion was seconded.

Councilor Cruz clarified that the "drainage area park improvements" should be replaced with "connectivity to parks and open spaces." Councilor Rein accepted this change as a friendly amendment.

REIN AMENDMENT TO REPLACE "DRAINAGE AREA PARK IMPROVEMENTS" IN 14.16.020 WITH "CONNECTIVITY TO PARKS AND OPEN SPACES"

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed.

Councilor Mayott-Guerrero motioned to amend 14.16.050(b) to insert: "2. town homes = 2.08". The motion was seconded.

The Council discussed the motion.

MAYOTT-GURRERO AMENDMENT TO SECTION 14.16.050(B)

	AYES	NAYS		AYES	NAYS
STROM		X	LABURE		X
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN		X	LOW		X
SHAHREZAEI	X		CRUZ	X	
			SINKS		X
			TOTAL	4	5

Result: The motion failed 4-5.

Councilor Sinks motioned to amend section 14.16.050 (A) to add "... and/or an improvement in lieu." The motion was seconded.

COUNCILOR SINKS AMENDMENT TO SECTION 14.16.050 (A)

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed 9-0.

Councilor Low motioned to amend section 14.16.050(E) "... or improvements in lieu...". The motion was seconded.

COUNCILOR LOW AMENDMENT TO SECTION 14.16.050(E)

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed 9-0.

Councilor Mayott-Gurero motioned to amend 14.16.060(E) with language "public plazas... dedications to connective for parks and open spaces." The motion was seconded.

COUNCILOR MAYOTT-GURRERO AMENDMENT TO 14.16.060(E)

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed 9-0.

Councilor Shahrezaei motioned to amend 14.16.080(C) to insert: "any residential development... and includes more than 250 residential units."

Councilor Cruz suggested excluding transit areas by inserting: "and is not a project in any designated transit area." The motion was seconded.

Ms. Stanek updated the Council on the state's definitions of transit-oriented corridors, transit areas, optional transit areas, etc., according to House Bill 24-1313.

Councilor Rein clarified if the amendment would require the consideration of parkland dedication or only consider fee-in-lieu requests.

The Council and staff discussed the proposed amendment.

Councilor Shahrezaei withdrew her amendment but indicated that she would offer it during third reading on February 24th.

Councilor Sinks motioned to amend 14.16.080(A) to strike the words “in the same planning area” from the sentence regarding the expenditure of cash-in-lieu fees. The motion was seconded.

COUNCILOR SINKS TO AMEND 14.16.080(A)

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed 9-0

Councilor Low motioned to amend section 14.16.100(A) to include language specifying that community benefits must be demonstrated and documented before final approval of any project. The motions was seconded.

COUNCILOR LOW TO AMEND 14.16.100(A)

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed 9-0.

Councilor Low motioned to amend 14.16.100(B), after the last sentence, by inserting: "DIRECTOR SHALL PRIORITIZE.... ECOLOGICAL HABITATS AND ANNUAL REPORT." The motion was seconded.

COUNCILOR LOW TO AMEND 14.16.100(B)

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed 9-0.

Councilor Mayott-Guerrero motioned to amend 14.16.100(B) after "with an effort made" insert: "if they are spent in an area underserved by community parks..."

COUNCILOR MAYOTT-GUERRERO AMENDMENT TO 14.16.100(B) "IF THEY ARE SPENT IN AN AREA UNDERSERVED BY COMMUNITY PARKS..."

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed.

Councilor Mayott-Guerrero motioned to amend the first sentence of 14.16.110 to insert: "the provisions of this code shall be waived to exempt affordable housing as defined under Proposition 123." The motion was seconded.

The Council discussed the amendment.

COUNCILOR MAYOTT-GUERRERO AMENDMENT TO 14.16.110 TO EXEMPT AFFORDABLE HOUSING AS DEFINED UNDER PROP 123

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE		X
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	8	1

Result: The motion passed 8-1

Councilor Shahrezei moved to table O-2025-7, as amended, to the February 24th City Council meeting. The motion was seconded.

VOTE TO TABLE ORDINANCE O-2025-7, AS AMENDED, TO FEBRUARY 24TH

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
			TOTAL	9	0

Result: The motion passed 9-0.

ITEM 11 – PUBLIC COMMENT

Public Comment received via Lakewood Speaks: 2 (see attached).
No public comments were received in person.

ITEM 12 – GENERAL BUSINESS

There were no items for the Council under General Business.

ITEM 13 – MAYOR AND CITY COUNCIL REPORTS

There were no reports.

ITEM 14 – ADJOURNMENT

Seeing no further business, Mayor Strom adjourned the meeting at 12:40 a.m.

Respectfully submitted,

Jay Robb, City Clerk

Public Comments of February 10, 2025 Meeting of the Lakewood City Council

Item 7A. - Establishing Certain Sewer Fees

Brian Davis Feb 10, 2025 · 6:07 pm

While I understand the cost of doing business, an approximately 14% increase in sewer rates all at once is just an added burden to residents who are seeing double digit increases in homeowners and automobile insurance, as well as significant increases in natural gas and electric rates. I think it would be less painful for residents if you could phase in the increase over 2 or 3 years. I think there are other areas that the city could save money. For example, going to a single trash and recycle provider could reduce the # of truck trips tearing up our roads 3 or 4 times a week. The Google Fiber installation has increased the damage to asphalt in my neighborhood too! Is that impact also going to be put on taxpayers? Overall, I am pleased with the services the city of Lakewood provides especially the excellent police and fire departments. V/R, Brian

Blake Howat Feb 10, 2025 · 12:55 pm

I'm showing ~14% increase in costs. What can you say to justify this expense? When was the last sewer price increase?

Item 10C. - Aesthetic Enhancements to US 6 & Wadsworth

Robert Adams Feb 10, 2025 · 3:51 pm

I live near this interchange and I really appreciate the thoughtful work that is going into that area. Both in functionality and appearance I am glad to see improvements coming. Right now merging onto 6th can be a truly white-knuckle event, though pedestrians have it much worse. On a daily basis I see people pushing a stroller, or on a wheelchair, or simply trying to get from A to B with limited mobility as careless drivers threaten their lives. I hope those pedestrians will be taken into account as much as possible as this project moves forward.

Tom M Feb 6, 2025 · 2:38 pm

As a Lakewood resident who lives north of this interchange and uses Wadsworth as our primary access for traversing the city and into Denver this is a fantastic use of funds and I fully support all requests to add funds to this improvement. This interchange has been a major eye sore for the community since we moved here and I welcome all efforts to provide a safer and more efficient transition between 6 and Wadsworth.

Item 10E. - ROW Acquisition at Garrison St. North of Alameda

Nate Wightman Feb 11, 2025 · 9:22 am

I feel an important point about Garrison and this intersection is that this street (Garrison) is one of the only ways for bikes to safely cross 6th ave anywhere in Lakewood. Cars can use many paths to traverse North and South across 6th ave. Bicyclist really only have this one path. As someone who drives Garrison on a regular basis, I feel we should embrace the bike infrastructure to allow bikes safe passage North South thru Lakewood. Traffic calming can occur by just making drive lanes narrower, reducing the need

for policing because the speeds are slowed due to the dynamics of narrower lanes. Now, we can accomplish calming traffic as well as safer passage for bikes.

Carolyn Bergma Feb 11, 2025 · 8:48am

I want to respond to Conner Culligan's comment about the issue of drivers making left turns on to Garrison when exiting Cedar Drive. The issue of congestion and traffic flow issues in this area is not new. A traffic flow study was done many years ago by Lakewood Public Works Dept. and left turns were barred from happening during evening rush hour. A sign appears on the stop sign at Cedar Drive and Garrison that shows right turn only from 4:00 pm - 6:00pm reciprocally a similar sign is on the stop sign at Cedar Street and Garrison on the opposite side. Enforcement of this issue is the problem. The signs are there but drivers ignore them.

David Thormodsgard Feb 10, 2025 · 8:01 pm

As someone who bikes around Lakewood as my primary mode of transportation, I am very excited to see Lakewood continuing to make bold improvements to the bike network. I for one avoid this section of garrison unless absolutely necessary: I don't feel safe riding on the road and am not particularly confident that drivers will be looking out for me on the sidewalk. I feel quite comfortable on the rest of garrison, especially since it was upgraded to a separated bike lane, so I'm excited for this additional progress. What's more, if this area has a high amount of foot traffic to and from the university, I'm glad we are using our road design and not just speed enforcement to change driver's behavior and look out for our fellow neighbors who are on foot. We can use all the mechanisms available to us to ensure Lakewood reaches our vision zero goal and has safe streets for all.

Dale Trone Feb 10, 2025 · 6:52 pm

This intersection is a mess. While I completely support and want for safety: the addition of the bike lane. It needs to be noted that the current layout with walls, causes major issues for West Metro fire. This project needs to be labeled as redesigning a major problem intersection that is too narrow.

Ludmila Feb 10, 2025 · 6:18 pm

This will be a disaster waiting to happen. The traffic at this junction is extremely heavy. The gas station, village roaster, CCU, Mile High Church, The Condominiums and the Farmers market in the summer all right there. There's a lot of traffic moving east and west into these establishments. I own rental property between first and Alameda and there is rarely cyclist traveling that area of Garrison. I laughed the other day as the City was marking that area before the ordinance was even passed. It sure would be nice if the city of Lakewood would slow the traffic down on Garrison, and to do that would be just to enforce the law!

Carolyn Bergman Feb 10, 2025 · 1:08 pm

I am on the Board at Westford Condo Association and feel blindsided by Agenda Item 10E. I reached out to the Ward 1 counselors this Fall when I saw a news segment highlighting that the bike lanes on Garrison were to be extended going North of W. Alameda on Garrison. I learned that I was too late to get involved to provide feedback that I should "look for the good." This intersection (if it can be called an intersection) is narrow and very congested. Currently our owners are facing increasing difficulties entering and exiting Campus Drive on the East side of Garrison This small drive gets auto and foot traffic from CCU students as well auto traffic entering and exiting any of three entrances to Mile Hi church. As

CCU continues expanding it's footprint in this neighborhood and plans to develop their land on the West side of Garrison it will likely only increase this traffic flow issue. This area is really congested and unsafe driving in a car much less adding bicycles to the mix. The other issue of concern about this plan is that a neighborhood that is directly across the street from the bike lane plan was totally left in the dark. Lakewood did not communicate with our HOA community about the plan. Thankfully a concerned citizen informed me about this agenda item on the Council's Agenda on 2/10/25. Information that is shared by word of mouth in the community is a priceless gift.

Joshua Comden Feb 10, 2025 · 9:12 am

I believe that this is an excellent opportunity to expand the protected bike lane network, especially considering it connects to the part that was installed last year. Thanks!

Connor Culligan Feb 9, 2025 · 4:49 pm

I strongly support this ROW acquisition. With the recent installation of protected bike lanes on Garrison, it is a natural progression to continue these improvements north. I travel this section of road daily and it is dangerous for cyclists with how the existing road narrows. I look forward to improvements to provide for safety of cyclists as this is used frequently by children and college students. Currently cyclists risk it by staying on the road or try to sneak on to the sidewalk. I would recommend the future design takes a holistic look at this area, with folks coming from Colorado Christian trying to make left turns and traffic significantly backing up along Garrison in the afternoons. I would highly suggest taking a look at intersection timing at Alameda and Garrison, allocating additional green time to Alameda or shortening the green for Alameda, particularly in the afternoons.

Item 10F. - Amending Chapter 14.16 LMC - Parkland Dedication

Marcia Cohen Feb 11, 2025 · 9:50 am

I don't see this as an either for open space or against open space or for apartment buildings or against apartment buildings for affordable housing or against affordable housing. Lakewood has a need for both green/open space and for more multifamily housing. People will continue to move here. Economically future and current residents need affordable housing in addition to market rate/luxury housing. Lakewood has a need for both more affordable housing and market rate housing. The question is how to incorporate all of these aspects into an ordinance that will serve Lakewood now and in the future. The citizens initiative came about because in the past 10 plus years we have seen huge numbers of huge multifamily housing with entire lot line to lot line properties developed with market rate/luxury housing development. Affordable housing has not been included and neither has green/open space. Every apartment has been built for those who can afford market rate and above. Every inch of these properties are covered leaving no space for walking, running, sitting, walking dogs, communing with nature, wildlife, birds, insects etc. There is also insufficient parking in most of these properties for residents and none for guests. Residents and guests have to park/drive on streets that were not designed for the additional parking/traffic load. The market rate/luxury development has consumed the cities open space. The focus of the citizens initiative was to create more open space/green space and my understanding was that it was focused on multifamily and I do not know how single family properties were brought into the equation. The current trend to build without including green space nor affordable housing into the mix is changing the character of the city and there is a way to build with all aspects.

Including open space within a property or in a neighborhood and including affordable housing units for both 80% and 60% ami can be accomplished through regulation as most developers will only care about maximizing sales dollars by creating the largest # units and then many will leave the area when the property is developed and then sold. We need regulation to look at the total picture and the longevity of the character of the city. Not eliminating existing city requirements for easements, lot line requirements, saving trees and or replacing trees of similar size would go a long way to build properties that have open space. The citizens initiative was supported by many Lakewood residents as we want parks and open space, we want properties adjacent to a park such as Belmar Park to maintain the park's integrity/character. We believe it is in the best interest of the city to use fee in lieu sparingly and use those funds to build new parks and green spaces and to maintain existing parkland/open space. Please craft the ordinance to protect the current and future citizens of Lakewood as well as encourage parkland/open space, affordable housing and accessibility. Thank you, Marcia Cohen

Lenore Herskovitz Feb 11, 2025 · 9:46 am

After last night's meeting that continued well past midnight, I felt confused but also disappointed. Mayor Strom surprised the public several months ago by saying the Council was going to amend the citizen initiated SOS ordinance but not change it. Staff was not going to be involved. Then it became a repeal, reenact or amend. Last night the Ordinance was repealed and replaced by the staff proposed draft. Some of the major public concerns lacked majority support from Council members. Constituents have repeatedly expressed concern about the lack of transparency and accountability because one individual, in this case the Director of Community Resources, made discretionary decisions behind the scenes. This led to years of fee-in-lieu options being granted over land dedication. Last night, when Mayor Pro Tem Shahrezaei proposed an opportunity for oversight there was push back from Councilors Low and Cruz. She had suggested that projects of more than 250 units (which seemed too high a threshold to me) should appear before Council if they wanted to pay a fee instead of dedicating land. Councilor Low implied this was a barrier which would stop development. Why is oversight considered a barrier? It seems that there are Council members who feel that developers should have free rein to do whatever they want without any BARRIERS. Councilor Rein clearly understood the reasoning behind the Mayor Pro Tem's proposal. Deeply disappointing that more Councilors didn't rally to support public hearings before Council when a developer requested the fee-in-lieu. You repeatedly talk of the need for more transparency yet when the opportunity arises to do something you make excuses to maintain the status quo of behind the scene decision making. There was a lot of talk about the "unintended consequences" of the now repealed ordinance. One key point being that SOS had stopped all developments from moving forward. As it turns out, much to the surprise of residents the City had placed a moratorium on projects. Who made this decision and when was that instated? This City sends so many mixed messages that it makes your head spin. There was one woman who spoke last night about being willing to do whatever the City asked to get her small project completed. She offered land dedication, an easement, whatever was required and the City denied her requests. People talked of it taking years for their projects. None of this was because of the recent ordinance that you just repealed in its entirety. No one addressed the change regarding the timing surrounding the fee-in-lieu. Previously the developer was charged the fee that was in place at the time of payment. Now this ordinance says the developer pays the fee that was in existence at the time their application was submitted. If applied to the Kairoi development, who has not yet paid a fee, they would only have to pay the fee that was in place in 2021. Since the Director of Community Resources had failed for years to update this fee commensurate with fair market property value, Kairoi would only be paying half of the current (June 2024) fee. A win for Kairoi, a loss for the community. Please reconsider this part of your new ordinance.

It is my hope that the redlined draft requested by Councilor Rein will help clarify some other points that were so confusing I am unable to express them. Overall, I felt deeply discouraged that after hours of public comment so many of you still don't get it. Transparency and oversight are not hindrances. They allow the public to have a say in the future of their community. People are dissatisfied with the status quo of catering to developers over constituents. Will you allow this to change?

Lukas Hagen Feb 11, 2025 · 9:19 am

Please see attachment.

[Attachment](#)

Sandie Weathers Feb 11, 2025 · 8:58 am

I would like to comment on the survey that was presented by Regina Hopkins last night. I don't believe this survey paints an accurate picture of what the REAL IMPACT the citizens initiative has had on our community. Her survey asks if residents prefer green space to luxury and market rate apartments. When all development in the city has stopped, the results of a biased survey becomes a moot point. Regina ignored the testimony of the many that spoke before her, from affordable housing developers, to apartment dwellers, and families trying to build their dream home. All of these people have been negatively impacted, yet she refuses to accept responsibility for her role in this. On a separate note, last night we once again heard people try to pull on emotional heart strings over the birds and trees. I am going to pull on heart strings as well. I think it is unfair that we refuse to plan for future generations that will need housing, I'm afraid that when it is time for my kids to venture out on their own, they will either be forced to stay at home, or move somewhere far away where housing is more affordable. I feel that the current ordinance contradicts the city's value of embracing diversity and inclusivity as this is clearly about socioeconomic segregation. The pro ordinance people want an apartment ban. You heard it over and over again last night when people spoke about the "true intentions" of this ordinance. Do not fall for it. Restore fees in lieu. Yes they need work, but I am confident that this council can find a balanced solution.

Regina Hopkins Feb 11, 2025 · 1:50 am

Most people arguing against the new ordinance O-2024-28 seem to be focused on how it affects homeowners and affordable housing, and while those are important, they're not the whole picture. As it's my 1st amendment constitutional right to petition the government for laws I'd like to see changed, I personally spent six months of my life volunteering for this citizen led initiative to gather signatures. Every day after work I rode my bicycle to parks and shopping areas to gather signatures until it was too dark to see. Why did I spend so much of my personal time on this effort? Because I care about Lakewood, and my elected officials weren't listening to me! I am tired of seeing Lakewood overrun with massive apartment building after massive apartment building built out to the edge of lot lines. That's what this ordinance was designed to help stop. I'm asking you to do the bare minimum by upholding the democratic process which you were sworn in to do by your constituents and defend this ordinance. So far, the city has made zero attempts to defend it, and as a law-abiding citizen, I find that unacceptable. As Lakewood is a home-rule city, the state cannot legislate local land-use matters. Lakewood has a constitutional right to govern their own land use and zoning. If you're concerned about the "unintended consequences" of this ordinance affecting single family homeowners you could still keep this ordinance perfectly legal - by clarifying the language of the ordinance to exclude the of homes with more than 3 or 5 units on it, for example. Or clarify the language to differentiate multifamily properties vs. single family

properties – which was its original intent. The rest of the ordinance can remain intact, with the most important part of this ordinance being - removing the option for developers to always buy out of parkland dedication. What is not fair about this whole situation is that while we were out gathering signatures, a last-minute amendment to HB 24-1313 was slipped into a late-night Senate committee meeting in April 2024—with no debate and no formal vote. This one-size-fits-all provision created a statewide fee-in-lieu option, undermining local control just as Save Open Space Lakewood was gaining massive momentum and widespread support. This overreach threatens that right, stripping cities of their ability to protect open spaces and serve the public interest. By allowing developers to bypass parkland dedication requirements, this sets a dangerous precedent—one that will erode our remaining natural spaces and alter the character of communities across Colorado. Lakewood has already suffered from years of unchecked development. Over 6,000 voices—10% of Lakewood voters—have spoken and support this ordinance. That is statistically significant. Beyond that, an informal Nextdoor poll I conducted shows overwhelming support (88%) for keeping this ordinance. And let's not forget, this isn't the first time Lakewood residents have fought against unchecked development—what happened to the 1% strategic growth initiative? If you choose to repeal and replace this ordinance, you will be disregarding the voices of thousands. My request is to stop sidestepping the people who are trying to protect our environment, clean air, and trees—not just for us, but for all organisms. This conversation cannot be solely about human convenience while ignoring biodiversity, which is essential for all life.

Donna Hopkins Feb 10, 2025 · 11:02 pm

I have been listening for the duration of this City Council meeting and I do realize the complexity of this parkland dedication issue, but Paula Nystrom brought up a significant point. And that is that a City Manager is essentially the ONLY one who gets to make final decisions regarding fees in lieu without ANY OVERSIGHT. All evening I have been seeing the City Council essentially being "figure heads" only without any real powers. They continually have been deferring to the City Staff for guidance. We have puppets in the majority on the City Council who have no real power. Kathy Hodgson is not only the City Manager, but she is the one pulling the strings of all the puppets. Good luck to the residents of the city to have a voice in this city because their elected representatives have no real authority.

Connie Williams Feb 10, 2025 · 9:54 pm

This is not a battle between development and open space. If done responsibly, we can have both. Yes, affordable housing should be given exemption. As should single family dwellings and smaller multi-family units. What should be held accountable are the huge lot line to lot line developments. Modify the ordinance, but keep the intention and that is to not let large developers buy their way out of ensuring our open spaces continue to grow and thrive as Lakewood grows.

Cindy Pedrioli Feb 10, 2025 · 8:25 pm

I spoke at the hearing this evening but ran out of time in my analysis. Two other points: A question about Section .110 and affordable/income-restricted housing. Is there a hurdle for these projects to pay in-lieu fees? Or is this intended to make affordable housing more appealing for development by not having to pay or provide land? Does this cause equity issues by not providing/requiring park land in proximity to our affordable housing? In closing, I also wanted to mention that while the park dedication section isn't quite the right place for it, consider adding something in another section of the code that evaluates or changes setbacks or buffers for parcels adjacent to existing parkland or sensitive habitats. That would have addressed many of the concerns on the Belmar Park project early in design and City

review. If it doesn't get codified, adjacent existing uses should always be a consideration. Early in the design and review of a project.

Carol Kesselman Feb 10, 2025 · 8:19 pm

I am writing to support the fee in Lieu of parkland. Making the fee fair and not excessive. If the area proposed for development is lacking parkland assuring that will be provided. Regarding the Belmar project, I believe the structures will shield the park from the noise and pollution from Wadsworth. Thank you Carol Kesselman

Gary Harty Feb 10, 2025 · 8:11 pm

Belmar Park is a beautiful oasis in the heart of Lakewood, there is no question about that. The Iron Gate office park, which is private property not owned by the city, has existed as a buffer between the park and Wadsworth Blvd for several years. To have housing replace the office park that has outlived its useful life will still provide a buffer between Wadsworth and Belmar Park. For folks concerned about wildlife habitat I would like to point out that the high speed, high volume traffic on Wadsworth has a more concerning effect on wildlife because of noise and pollution than housing would be. I would also like to point out that a housing option in that location is an opportunity to add needed housing with many car-light options to shopping, restaurants, the cultural center, heritage center, and also the transit center. I wish the housing included an ownership option, as well as some affordable options, but at this time we still need to fix the builders' defect that hinders the building of condominiums in Colorado. Thank you.

Gail Hamilton Feb 10, 2025 · 7:44 pm

This proposed Ordinance 2025-XX has many problems of which the residents may not be aware and which does not resolve or address their repeated concerns. (1) The City is proposing to waive land dedication requirements on developments with 20% of units at 80% of Area Median Income. In Jeffco 2024, the AMI is \$91,300 for 1 person, for example, per CHFA. Lakewood would not be much different. Talking about affordable as 80% of that (\$73,000) or 90% of that (over \$82,000) for 1 person is not "affordable" housing, it's just housing. Small percentages of "affordable" units in high-density developments should NOT exclude these properties. Many of Lakewood's developments in recent years have not included affordable units and the new units are mostly at market rents. But, this is a way for the City to exclude most projects, and once again, not be transparent. This is not acceptable. (2) This should not be a black or white issue, meaning land dedication vs. fee in lieu instead. There could be a common sense mix of both depending on the circumstances of the site and the proposed density. (3) This does not consider adverse impacts to the surrounding properties, the neighborhoods, and the residents, i.e. quality of life, mental health, parking, traffic, noise, waste and other factors. (4) This does not consider special circumstances or site/location considerations regarding environmental impacts and elimination of mature trees (thereby increasing carbon footprint). (5) Since many of these newer developments have no setbacks (0 lot line), there should be land dedication on-site or nearby, and not allow all fees in lieu going to off-site green spaces at the City's discretion. (6) There is no review process for City Council or the Planning Commission consider special circumstances, add easements, setbacks, and buffers where needed, and accessibility to public use properties. Nor is there a review process for high-density properties. Lakewood's calculation of population for multi-family density is 1.68 people per unit: 400 units would add 672 people and that could mean almost 3,700 car trips per day are added on average to the neighborhood (5.5 times). To be consistent, we should be discussing the number of

added people and not just the number of units. However, it goes without saying that this amount of increase to many neighborhoods on side streets are adversely impacted, even more so than the nearby collectors and arterial streets. (7) The Lakewood residents and communities require that the City include them in the pre-planning process of nearby proposed impactful developments. This should especially apply if there are 150 population or 100 units being added and these larger, high-density developments should also have eyes on it by the City Council with resident input BEFORE a site plan is finalized. Residents have been demanding that the City listen to their concerns for at least 16 months, but more so with the many thousands of signatures obtained by the Save Open Space Lakewood Ordinance O-2025-28. (8) How did we get here? City Council and their Legal Dept could have worked with residents and Save Open Space Lakewood over the last year to provide needed oversight on the new developments regardless of 'market rate' units or "affordable" housing projects. The City should have been listening to all of the many suggestions and ideas from the residents and they should have been willing to make some of the most important and needed modifications to the existing parkland dedication ordinances and provisions. It was never acceptable that the City staff had full discretion in decision making over final site plan approvals or in City approvals which dismissed any land dedication for fees or improvements in lieu instead.

Dale Trone Feb 10, 2025 · 7:00 pm

Lets be clear over 6000 people signed SOS but how many thousands of people, like me, looked at the petition for less than a minute and said "you got to be kidding there is no way I would sign this"

Mark Smith Feb 10, 2025 · 6:58 pm

City Council & Interested Citizens, CC: please re-read, and other parties read my 1/9/25 Open Letter Sent to Council and others. It is attached below. Best, Mark Smith, Ward 3 Concerned Citizen

Ryan Leong Feb 10, 2025 · 6:57 pm

I am in support of repealing Ordinance O-2024-28, given how much it restricts the development of affordable housing. As someone who still lives with their family in Lakewood due to high rent prices, it is a shame that I am unable to find my own space to live while also being closer to my family, especially as they are getting older. It would be amazing to have the opportunity to be able to have my own place in Lakewood instead of having to find a place way farther where I would not be able to help take care of my family.

Chantelle Feb 10, 2025 · 6:52 pm

I support to revise the Parkland Ordinance. I agree with the majority of people here that the ordinance has been detrimental in so many ways. We want our community to thrive and through Parkland it has halted success for homeowners, renters, businesses, park and open Spaces to name a few. Lakewood is desperate for affordable housing for everyday working people, most like you and me. It is possible to have thriving Open Spaces and Parks while simultaneously providing solutions for the entities that contribute to the community simply through their hard working tax dollars, to more personal to those who love and care for Lakewood and what becomes of it in the future.

Jeri Coffey Feb 10, 2025 · 6:44 pm

In Lakewood over the past 12 years "fee in lieu" has always been the option developers chose. Park land dedication was never chosen . The fee became so common place within the culture that the planner of

the day simply signed off on the paperwork. Discretion was disregarded. The citizens who signed the initiative are asking for responsible, thoughtful growth. When citizens are not heard by their elected officials the next step in the democratic process is an initiative. I encourage you to invite Cathy Kentner to the table to talk about making acceptable changes to the initiative. A very big concern is park land dedication as it relates to Belmar. Why not plan to save a decade old tree canopy? Why not allow the rising morning sun to shine on the lake's habitat? Would it be so impossible to tone-down the height of the building? Would it be so impossible to tone down the footprint of the building? There is a crown jewel in the heart of Lakewood. It is a beautiful, natural, God-given placemaker. Will we let it be destroyed for luxury apartments. Important to note: No one wants the city mistreating single family homeowners or others and blaming the initiative. This so-called unintended consequence of the initiative is truly fabricated.

Kelsey Krebsbach Feb 10, 2025 · 6:36 pm

I understand both perspectives on the issue, and agree the ordinance is far from perfect. There is no debate that affordable housing is a necessity, but this particular measure arose from a failure to protect Lakewood's cherished parkland and wildlife from unchecked high-density luxury condo development. Residents voiced concerns, only to be met with dismissive responses from city officials who claimed zoning laws left them powerless. We must re-examine these zoning laws, recognizing that land and open space are finite resources that require thoughtful stewardship. Parks and green spaces are not luxuries—they are essential to the well-being of a community. A fee-in-lieu system offers only a temporary fix, failing to replace what is truly lost. If we continue down this path, we risk erasing the very nature that makes Lakewood special. Instead of prioritizing relentless development in the name of affordable housing, we should balance a commitment to sustainable planning that ensures future generations can enjoy the same natural beauty we cherish today. Again, this ordinance only exists because the people of Lakewood were left with no other choice to stop high-density luxury apartment development adjacent to Belmar park. The Save Belmar group is tired of being told "there's nothing we can do" by City Council. Please, please listen and advocate for the community the way we have asked you to.

Valerie L Passerini Feb 10, 2025 · 6:30 pm

What I know to be true. Lakewood has a lot of parks - over 114 parks, which total more than 7,400 acres of open space. The city also has over 240 miles of trails. I love our parks. It's one of the best reasons to live here. Along with being close to the foothills. And the local farms too! You know what else we need so more people can enjoy living here? People who may have found out about Lakewood say after 2012? More affordable housing. We can have both. I started a project and I began at 20th and Wadsworth taking photos of abandoned buildings and even lots where abandoned buildings have been torn down and not redeveloped into anything that houses or brings anyone into our city (the old bowling alley near Mississippi and Wads anyone) or the shopping center that was at 10th and Sheridan just for starters. I bet that if I got a buck for every abandoned or unoccupied commercial space in Lakewood that I capture with my cell phone camera, I would have at least \$400. Any takers? Who wants to bet me? Let's do this. Let's do the money in lieu of dedicating parkland. We're certainly not going to raise too much in our coffers with all of these empty buildings and derelict landlords. There was a recent fire at a gas station in my Ward where people were just trying to stay warm. In the richest country in the world. Disgusting.

Joseph Truong Feb 10, 2025 · 6:26 pm

I am deeply concerned about the proposed park dedication ordinance's impact on my current 29-unit redevelopment project, which has already been in planning for three and a half years with over \$100,000 invested. While I support ensuring adequate park space for Lakewood residents, this ordinance would force me to significantly reduce the number of units, making my project financially unfeasible and wasting years of city staff time on planning. This ordinance will inevitably discourage developers from pursuing projects in Lakewood, severely limiting our ability to address the critical need for affordable housing in our community. I urge the council to consider modifications like grandfathering existing projects and creating scaled requirements for developments, which would allow us to maintain park space while supporting the thoughtful housing development our community desperately needs.

Joe T Feb 10, 2025 · 6:22 pm

I am deeply concerned about the proposed park dedication ordinance's impact on my current 29-unit redevelopment project, which has already been in planning for three and a half years with (also) over \$100,000 invested. While I support ensuring adequate park space for Lakewood residents, this ordinance would force me to significantly reduce the number of units, making my project financially unfeasible and wasting years of city staff time on planning. I urge the council to consider modifications like grandfathering existing projects and creating scaled requirements for developments, which would allow us to maintain park space while supporting the thoughtful housing development our community needs.

CARRIE SONNEBORN Feb 10, 2025 · 6:16 pm

Dear Councillors, There should be situations in which a fee in lieu is not possible. There must be the ability to create an exception to the rule. Developments bordering on properties that are significant for the character of our city and for the preservation of urban wildlife should not be subjected to a blind, rigid rule. Belmar Park IS such a place. It is essentially an unprotected bird sanctuary as well as a property of historical significance. It is the crown jewel of Lakewood Parks, second only to Bear Creek Lake Park. I urge you to create a LEGAL exception to fee in lieu. There must be a way. Be bold and creative!

Rich Urbanowski Feb 10, 2025 · 5:41 pm

I urge the City to repeal the recent ordinance removing the fees-in-lieu-of requirement. It was badly written, badly planned, and has unforeseen effects. The authors could have chosen to just remove the fee-in-lieu-of requirement and set a reasonable size limit. But they thought, erroneously, that they were clever and could ALSO make it retroactive AND double the open space required AND expand its reach. Then they marketed it without actually explaining its impacts. A mere 6200 residents fell for their bad marketing, barely 9% more than is required, and now the City has a bad law in place. It failed the immediate court case that fought it. Get rid of it and let knowledgeable people draft the rules, then have public discussion, such as takes place with zoning re-writes.

Candace Taylor Feb 10, 2025 · 5:29 pm

I live just west of the proposed Metro West development on W Dakota near Estes St. It will provide 40 to 60 units of affordable housing for seniors 62+, which is an excellent use of the current site. With the ordinance as it is almost certain this development will not go forward which would be a loss to Lakewood and the people served by Metro West Housing. I believe this is just one of a number of pieces

of property in limbo because of the uncertainty of the fees-in-lieu ordinance. Council and the Mayor have the opportunity to remedy this situation. Please do so.

michael gower Feb 10, 2025 · 4:44 pm

I want to add my voice to the many residents of Lakewood who support repealing the harmful Ordinance O-2024-28. We need affordable housing in the area, we don't need exorbitant extra cost to development (passed on to residents) and stifling of all new housing. Please repeal or amend Ordinance O-2024-28 to allow fee in lieu of parkland designation.

Eve Simpson Feb 10, 2025 · 4:40 pm

Many long-time Lakewood residents believe that City Council needs to do more to preserve the wildlife that depend on our lakes and wetlands for survival. The front range supplies an important route for migratory birds from thousands of miles away. They rely on us to preserve the natural areas of our city that provide sustenance for them. Pollinators and mammals that have always lived here also rely on us. We have been poor stewards of our lands. The City Council should have recognized the need to preserve some open space and parklands as development occurs. If they had, there would not have been a need for an ordinance to prevent the clear-cutting, paving and polluting of our lands. If the Council does not like the Ordinance, why don't you propose a better one? At present there are very few guard rails to prevent developers from doing whatever is most profitable for them. Developers should be responsive to the citizens of Lakewood. We do not need to cave to their corporate greed. The Council should realize that responsible growth includes retaining the best natural features of Lakewood. If the Council does not like the citizens' ordinances, they should come up with a few of their own ideas. Regarding Belmar Lake: We need rules that prevent the developer from polluting the wetlands and lakes with runoff from fertilizers, herbicides, pesticides and building materials. We need rules to prevent light, noise, air and traffic pollution. The huge building that is proposed obviously will obstruct migratory birds. Many cities, as a minor compromise, require smaller buildings with opaque windows that do not cause predictable bird strikes. Foxes, raccoons, skunks, chipmunks and other native mammals will die from the high volume of traffic brought to the Belmar area. And building tenants will use up Belmar's existing parking spaces. Other cities have passed regulations. What regulations can the Council Pass? Will the Council continue to say, "We never thought of that" or "It's not our problem"? Or worse, "We have no power to govern properly"? We moved to Lakewood to enjoy its natural beauty. Why did the Council members move to Lakewood? Eve Simpson, a 33-year resident of 80215.

Jansen Tidmore Feb 10, 2025 · 3:28 pm

Jeffco EDC's Develop Jeffco committee supports changes and revisions to the ordinance that is more cohesive with the larger community goals and balance. Please see attached letter for more details. Thank you.

[Attachment](#)

Hasan Al-Mabuk Feb 10, 2025 · 3:23 pm

I own a property in Lakewood that I am redeveloping which has been in the planning department for over 3 years. This ordinance came as a very big shock and will have a tragic impact on this project. The current structure is a duplex in very poor shape and I am proposing 6-units under the use by right the zone district allows. As reckless as I find this ordinance, I find it even more damaging that projects that were already submitted to the city weren't grandfathered in from any new ordinance. I have already

spent over \$100k on entitlements, holding costs, and maintenance expenses on the existing structure. Under this ordinance, I would have to start all over and would have to eliminate 2 of the 6 units proposed. This modification makes this project not feasible and I would therefore lose the \$100k+ already spent. The project I am proposing is in a path of progress with lots of nearby development in an area that needs more housing. Whether you are pro or anti development, this ordinance takes away property rights that will impact each and every person in Lakewood. This illegal ordinance is very damaging not only to myself but all others with projects currently in planning. City employees have wasted years on projects currently in the city that would also have to start over. This ordinance destroys any future development within the city and will destroy property values for those with land that they currently hold. I strongly urge the council to take into account the large impact this has not just on big developers but small family-business developers like myself that are passionate about our projects and the impact they have.

Robert Adams Feb 10, 2025 · 3:15 pm

We all cherish parks and open space. We all claim to believe in sensible growth, development, and housing affordability. We can have both, but this misleading ordinance as initially crafted weaponized one goal against another. I am thankful that council is taking steps to rectify this mistake and open the door back up to serious conversations about how to improve housing affordability in Lakewood. However, this ordinance is barely a first step in addressing the ongoing housing crisis and I hope council will keep that in mind as this ordinance gets discussed and re-worked. Please think long-term in setting up affordability for success. The ten acre threshold for triggering review and approval by council is one noteworthy issue. That will at best bog down modestly-sized affordable housing developments and at worst it will result in people not bothering with them at all. Please consider any other ways you can to exclude or otherwise streamline affordable housing work. Lakewood consists of about 42% renters and those are the people who primarily suffer from the housing crisis. Stable, dignified, affordable housing is a human necessity and striving to provide that to all people in Lakewood should be the north star of our city planning conversations. Around that we can accommodate appropriate open space, public transportation, walkability, cycling, climate considerations, and all of the other things that make a city great.

Donna Wickens Feb 10, 2025 · 3:13 pm

As I have stated previously, this ordinance should be a “wake-up call” to all with the power to make change within Lakewood. Collecting over 8000 signatures from only Lakewood residents, should mean something. We are tired of seeing all the apartment buildings, gas stations and car washes going up without any green space. As a resident of our beautiful city, I am asking you to not repeal this ordinance but to work with the creators of it and make the amendments that will satisfy developers as well as the residents of Lakewood. Citizens need to know that their voices are being heard, please do the right thing.

Nate Wightman Feb 10, 2025 · 3:09 pm

25% of Lakewood is park land. We all love parks. Sharing additional support against the "SOS" ordinance and in support of Council to change it. Much of Lakewood has been harmed by this ordinance. Read and share. Thanks for staying involved Lakewood. <https://www.change.org/Restore14-16-Helpstopthedamage>

Charles Allison-Godfrey on behalf of Stefka Fanchi Feb 10, 2025 · 2:54 pm

Dear Lakewood City Council Members: My name is Stefka Fanchi, President & CEO for Elevation Community Land Trust (ECLT) and resident of Ward 5. ECLT creates affordable homeownership opportunities for low- and moderate-income Coloradoans. ECLT urges you to vote to amend the Parkland Dedication law to exempt affordable projects from its provisions. The households ECLT serves could have purchased market rate homes in decades past, but the rapid increase in the Colorado real estate market made it impossible for them to do so. The organization therefore creates a steppingstone to market rate homeownership, where renters can transition to entry level homes, gain access to the benefits homeownership provides, and then consider purchasing a home on the private market. ECLT is working to bring these affordable homeownership opportunities to Lakewood, but the Parkland Dedication Ordinance adopted by Lakewood City Council on November 4, 2024, will make it impossible for the organization to do so. One project in ECLT's pipeline is instructive – it will involve 9 townhomes constructed in on a 6,633 square feet infill lot in Molholm/Two Creeks. These homes will be affordable to households at or below 80% of Lakewood's Area Median Income. Under the recently adopted ordinance, this 6,633 square foot project would be responsible for providing 6,176 square feet of dedicated parkland. With this insurmountable burden, the project cannot simply proceed, and ECLT will be unable to bring affordable homeownership opportunities to Lakewood. Furthermore, the ordinance in its previous form created a burden for affordable housing developers by adding additional fees to projects that provide a social benefit to Lakewood's low- and moderate-income residents. The ordinance reduces the availability of affordable housing overall, and, as a result, the community's economic vitality. ECLT urges you to exempt projects that are 100% affordable from both the parkland dedication ordinance and the fee-in-lieu requirement. Thank you for your consideration. Please contact me with any questions.

[Attachment](#)

Brendalee Connors Feb 10, 2025 · 2:13 pm

Metro West Housing Solutions (MWHS) appreciates the inclusion of affordable housing as a specific focus in this draft ordinance. The included potential exemption, if approved, will help enable MWHS, as the city's housing authority, to continue developing much-needed affordable housing in Lakewood. However, we strongly urge you to remove the requirement of Director's approval for the affordable housing waiver. By placing the decision with the Director, it creates uncertainty for funding agencies like CHFA, thereby making it less likely they will fund developments in Lakewood. It also places the city and the Director in an unnecessary and challenging position, especially if a project becomes controversial. We recommend the ordinance clearly state that affordable housing (as defined) is exempt from this ordinance. Unlike design standards that require a Director's professional review and approval, this is a fee and does not impact site design or function. Eliminating this step is a simple yet impactful way to advance the strategic housing plan by reducing barriers and incentivizing affordable housing.

JONATHAN Marcantoni Feb 10, 2025 · 1:46 pm

This ordinance, as many have already mentioned, is extremely counterproductive. Just as popping up buildings without a clear initiative or plan leads to problems, so does designating green space at a rate so ridiculous it prevents development. We all love green space, and I have seen in other cities much better utilization of green space and urban vegetation than we do here in Colorado. There should be more trees, more urban gardens, more varied plant life that helps air quality and the greater ecosystem, which can be done side by side with housing development. The motivations of this ordinance are clear to anyone who has been paying attention to the NIMBY narrative of zero growth. Zero growth is not the

reality we live in. The population is growing and we have a housing crisis, one which largely affects poor and minority communities who are unable to pay skyrocketing rents and mortgages. My organization, The Redress Movement, supports the outlines of the Comprehensive Plan to address the city's development needs in an inclusive and thoughtful manner. This ordinance goes entirely against the vision of Lakewood 2040, and must be altered or stopped altogether. We believe that access to greenspace is important for communities, but it is not the only consideration one should have, nor should it just be designated for "parks". We hope the city will correct this error and be able to move forward with inclusionary zoning, greater food access, and affordable housing for vibrant and diverse communities, which is the future Lakewood deserves.

Richard Greene Feb 10, 2025 · 1:38 pm

Please vote no on the proposed Parkland Dedication ordinance. The requirements it requires would make it highly impractical to build new housing in Lakewood at a time when we need more to meet rising demand. We've all experienced the results of the limited housing supply in the area with rising rents and tax assessments. Making it harder to build would only increase costs further. Lakewood has beautiful parks that should be preserved, but the way to do that is not by preventing any new housing. Lakewood should continue to be a welcoming place to people who want to enjoy those parks.

Cathy Kentner Feb 10, 2025 · 1:16 pm

Dear Mayor and Council, Thank you for your thoughtful, high-level conversations during last week's workshop. I think many felt hopeful afterward. As you move on to put those aspirational ideas in to ordinance, let's please use factual statements and not the F.E.A.R. (False Evidence Appearing Real) statements that are still occurring and serving only to divide our community. First, the initiative has not stopped all development. The fact that no residential building permits have been given out recently is as likely to be due to the season. In fact no residential building permits were issued in December 2022, January 2023, or January 2024. One project on the "3-page list" (7500 W. Mississippi) is ready to donate .347 acres for a park and continue development as planned. The larger projects on the list provided require redesign - not stopping the development altogether. As stated by Judge Russell Klein in the recent CCU v. City of Lakewood ruling, "The due process and just compensation clauses of the Colorado Constitution does not require that zoning ordinances permit a landowner to make the most profitable use of his property or be held to be unconstitutional in their operation." Second is the F.E.A.R. statement that people didn't know what they were signing or that the petitioners were less than wholly truthful. Following the rules, citizens submitted an ordinance and a summary was then written by the City of Lakewood Attorney's Office. If that summary is not reflective of the current implementation then direction should be given to staff to make it comply with the summary or, as I believe is happening now, make clarifying amendments. A citizen initiative is a unique opportunity. The petitioners do not get enough credit for their historic achievement. (Is this why we were ignored? Did you not think they would be successful?) Rather than the special interest group initiatives with paid circulators that we are all used to seeing en masse, the Save Open Space Green Initiative was a true grass-roots effort with all volunteers. Regular people wanting a voice with their elected officials. When you began this process of amending the citizen initiative the mayor stated that you would be amending without changing. Please honor that and what thousands of your constituents have requested. It is very unfortunate that some on council have misconstrued a petition requesting oversight of our codes as "anti-growth." We are not "anti-growth." We are asking for growth that is balanced and respects sustainability and our natural environment. In front of you tonight are two choices moving forward. The citizen initiative which can easily be modified to better clarify what should happen when land dedication is under 1/3 of an acre.

Because, as we deal in facts, it seems that is where the angst or “mess” lies. In my opinion it is caused by a gross misinterpretation of the ordinance and/or a specific attempt at interpretive gymnastics to cause division and scape goat people just because they are not in an economic class to be able to pay for lawyers and paid signature gatherers. Last week I sent a suggested change to clarify single family home and duplex homes meet land dedication at the time of subdivision or platting. Similar language is in the staff draft O-2025-XX 080.A. That language could easily be added to the citizen initiative. Should you choose to further O-2025-XX then it must be modified to meet the aspirational goals mentioned at last week’s workshop. As currently written, O-2025-XX puts the decision making back behind closed doors with only one side being heard - the developer. Last week Council discussed “flexible” options in lieu of parkland that sounds great. But who will be making that decision? If a developer desires to pay a fee or any other “option” other than land dedication, then they should be required to appear before City Council at a public hearing. We know what will happen if decisions go back to being made with only one side being heard. We will continue to build a concrete jungle that is unsustainable. As an infill city, accepting land dedication is imperative. We have monies for parks and open space not only in our regular budget but in a TABOR budget also. The land dedication ordinance is a mechanism to create the “pocket parks” that are so wanted and needed. What got us to this point? Years of behind-the-scenes decision making without oversight. What can move us forward in a positive direction? A responsive city council willing to listen and act on constituent concerns. It is regrettable that nobody took the opportunity to do this earlier but it is never too late to do the right thing. The recent ruling granting Kairoi an injunction is a great example of what happens when only one side is heard. The statements made by the court indicating Kairoi is likely to win on merits were predictable because no opposition had been presented. How many people have been misled to believe that the decision was made based on an objective ruling after hearing from both sides? The reality is probably closer to what was recently reported in the Denver Post, “Colorado Municipal League Executive Director Kevin Bommer said Kairoi’s legal case against Lakewood was ‘standing on wobbly legs.’” Currently, the court is waiting to see what council does. So far the court has only heard from the developer. Will you adopt O-2025-XX as written tonight, giving Kairoi and all developers carte-blanche, mooted the lawsuit? Or will you support reasonable development with oversight?

Jason Dunn Feb 10, 2025 · 11:55 am

Please see attached comment letter submitted by Kairoi Properties LLC.

[Attachment](#)

Kathryn Christensen Feb 10, 2025 · 11:44 am

In April 2023, my husband and I purchased a horse property in Lakewood to be our forever home. We wanted to renovate, but the building code Lakewood has adopted made that financially impossible. We still loved the property, though, so we decided to rebuild. One of the things we loved the most about the property--and how we found it to start--was it was so close to all the amenities at Carmody Park, a park where our two young boys love to play for hours on end. Now, it is walking distance to our home. But we aren't living there yet, because the City is refusing to issue any building permits while this O24-28 is still on the books--forcing us to drain our savings paying rent+mortgage, double utilities, double insurance--and not to mention living out of boxes and dedicating time and mental space to this Ordinance that did not exist when we bought or applied for our permit. The Ordinance is riddled with unintended consequences. Consequences like requiring individual homeowners like us to dedicate nearly 1400 SF of land (that's just a few hundred SF short of the average size of a home in Lakewood)

back to the City just to get the permit to build our forever home--without any compensation to us. Consequences like applying laws to citizens ex post facto--AFTER we had applied for our permit and relied on the current code requirements. Consequences like requiring us to submit our site plan under protest as part of "intake" just to even have the City start reviewing it. Consequences like the City ignoring a Court order by stating that the Ordinance still applied to us despite an injunction. The Ordinance is making it so we don't even want to live in Lakewood anymore, as we don't feel safe on our own property. Lakewood police have already been called multiple times to the open space just to the south of our street, due to campers on that property. But that open space is owned by the HOA to the south of us, so the HOA was able to have the trespassers removed. Now, with the Ordinance and the requirement that we dedicate our land to the City for parks and open space, we could not evict such campers even if we wanted to. With that, I don't feel safe letting my boys play outside in their own backyard. The City has attempted to amend the Ordinance to appease various interest groups, but, I, as an individual homeowner, feel ignored. Section 14.16.80 is what City Staff is pointing to, to say our Lot Line Adjustment (which requires a site plan) and our Building Permit (which requires a site plan) is excluded. But what if the current Director and City Staff change? Will that be the same interpretation? We need clear language that indicates a rebuild of single family home is excluded from this Ordinance. Otherwise, God forbid another fire like the Superior fire rips through Lakewood--is every single family homeowner seeking to rebuild their burned down home prepared to have to dedicate land to the City and feel like me, unsafe in their own backyards?

Kristine Disney Feb 10, 2025 · 10:50 am

I have attached a document for your perusal.

[Attachment](#)

Tom Quinn Feb 10, 2025 · 10:38 am

The revised ordinance is a significant improvement from the earlier adopted version. Realizing the discussion on this ordinance is a work in progress, I have a few general comments on the revised ordinance based on the discussion at the Feb 3 council study session. • Parks and open space are extremely important to the citizens of Lakewood. At the same time, we need to carefully balance other factors- the need for affordable housing, private property rights, and vital redevelopment of land on urban corridors. • Fees in lieu of parkland dedication are an important tool for acquiring and improving parks and open space. Dedication of parkland for small development projects can make development impracticable. ○ Fees in lieu should be used for both acquisition and improvements. and should be kept in the districts where they are collected. ○ The amount of the fees in lieu should be adjusted periodically as proposed. • The final ordinance must not impede construction of much needed affordable housing. Thank you,

Mike Bruce Feb 10, 2025 · 10:34 am

Lakewood is facing a housing affordability crisis, and this ordinance that is ultimately halting all development and adding more burdens to new development will exacerbate the issue and harm the community in the long run. While parks and open spaces are essential to a thriving community, the current ordinances' unintended consequences are, ultimately, at the expense of current Lakewood residents. Housing is a human right, and Lakewood residents who wish to buy in the future will suffer due to the lack of availability and affordability. Planned growth that stimulates the economy, increases the tax base, provides places to live and work, and offers opportunities to current Lakewood residents is

how great communities are sustained. Smart development that already includes green space, sustainability, and community benefits without making housing more expensive should be the solution. If we want Lakewood to remain an inclusive and economically strong city, we must remove barriers to housing and investment, not create new ones.

Chad Mulliniks Feb 10, 2025 · 10:01 am

I appreciate the work of the City Council and support many of the commonsense updates outlined in the draft revised ordinance. Specifically, I would ask the City Council to consider a larger range of affordable housing AMI's for exception, at least up to 80%, as many middle-income housing needs are becoming more and more apparent in the widening housing gap that exists in Lakewood. It also appears that City Council is trying to ensure Lakewood is amending and implementing the revised land dedication policies in accordance with longstanding state legal precedence on the topic. Because these recent outcomes being realized from the implementation of the citizen ordinance, as originally submitted, which are resulting in unreasonable and impractical manifestations, the citizen ordinance ends up having the appearance as being anti-development or anti-growth disguised as a desire for more parkland space. It seems obvious that if you put in a significant number of new tiny public open spaces each year with each new development that are strewn throughout the city with no thoughtful community use or benefit, you actually end up with an unreasonable number of useless parks that can't be maintained and become a far larger burden on the community and City of Lakewood. Can you imagine 12 tiny parks in your neighborhood? First stop, Bill's yard where I can throw the frisbee 8 ft to my dog, who keeps running into Bill's yard and finds a beautiful lilac bush to relieve himself on, but that activity lasts three minutes because my dog hates it, and then we go over 6 blocks to Sally's yard, where my kid can spin on the one activity, and that last three minutes because my kid is now bored out of his mind, and then 9 blocks over to Doug's yard, where the port-o-pot is at, of which we go ahead and do our morning business (Sorry Doug, we ate spicy Mexican last night), and then head 7 blocks to Gina's yard, where we play a little baseball, but little Jimmy accidentally hits the ball through Gina's window because its only 14 feet away from our new 72 sq/ft park and I wasn't aware until this moment that little Jimmy is on track to play for the Rockies, and then left 4 blocks, right 19 blocks, and 7 hours and 14 minutes later we have been able to "enjoy" our neighborhood parkland space. Interestingly, the fee-in-lieu model is actually the common strategy of parkland advocates who are attempting to ensure sufficient funding can be gathered over the course of time to purchase larger land spaces, provide more comprehensive parkland offerings to their community, and think strategically over a longer-term period. Only in Lakewood Colorado are "parkland advocates" attempting to implement policy that vastly reduces usable and desirable open space opportunities. Of course, for those of us who can remember another similar citizen ordinance; the growth ordinance, that has now been deemed illegal under state law(s) and is being sunset, it is important for the community and the City Council to consider how can such a small group of people continue to wreak havoc on the basic functions and departments of the City of Lakewood. Are there some fundamental changes that would be needed to Lakewood's base-level framework or policy making principals that should be dusted off, reviewed by Lakewood City Council, and revised to ensure that the loudest Karen voice is not able to turn the City upside down, but instead we can ensure the much more reasonable collective and majority voice is driving the community direction. And more directly, we need to continue forward with incentives and strategies to provide more housing that can meet the needs of the vulnerable and those long-standing and hardworking community members who can no longer afford to live in Lakewood. It's a fallacy to think this is an either / or decision. We can have great parkland, we can have safe communities, we can have diverse housing, we can do smart development, and we can

implement community focused policies that consider many divergent views and ideas. Thanks for your consideration.

Mindy Mohr Feb 10, 2025 · 9:51 am

I am asking that the fee-in-lieu to be reinstated, and the land dedication amount be lowered to a feasible amount so that developers can resume contributing to new parks and existing park maintenance. This is critical to allow Lakewood to continue to meet its Proposition 123 commitments to developing affordable housing, encourage higher density near transit, and make other housing types more affordable for your residents.

Joshua Comden Feb 10, 2025 · 9:19 am

The proposed "Ordinance O-2025-XX (revised 020725)" is a major improvement from the existing code. However, I have a couple of issues with it. In 14.16.010 Purpose, it says "...that existing residents should not bear the entire burden of establishing the additional park and open space areas to meet the needs created by such increase in residential development...require new developments to pay a proportionate share of the costs of accommodating park demand created by adding new residents to the City." This is a weird twist of logic considering that existing residents are not bearing any of the burden or sharing in the costs of establishing additional park space; unless, the ordinance was requiring them to dedicate land or pay extra money, but it is not. It is only the new residents that will pay this cost and bear this burden through increased development costs. There could only be a stretch to that conclusion if it was the perspective of the city that only previously existing residents have an inherent right to access the parks, and so expansion of those rights to new residents would be the "cost" or "burden" they would be paying. The second issue I have is with 14.16.080.C where it says "Any residential development or redevelopment project for which an initial calculation of parkland dedication meets or exceeds ten acres shall be subject to review and approval by Resolution of the City Council." Based on recent history of the requirement that any development with 40 or more units needing to come in front of council, this 10-acre threshold will become a de facto ban on developments greater than 10 acres since developers will not risk losing an investment based on the political whims of city council. This requirement could be softened if instead of having a normal review and approval resolution from council that is open-ended, it has to go through a quasi-judicial hearing such that the decision of land dedication vs. fee-in-lieu has to align with the comprehensive plan.

S Farthing Feb 10, 2025 · 8:38am

Mayor Strom stated: "I believe it would have been wasteful to spend anywhere from \$175,000 to \$350,000 of taxpayer's funds on a special election when the outcome will ultimately end up being decided in court". Why would the Mayor be so confident that the matter would end up in court? If the voters were allowed to weigh in and rejected the proposal, who has the money to pursue this in court to try and overturn that result? Certainly not the barely funded supporters of the citizen initiative. Obviously, if the voters rejected the proposal, that would be the end of the road for the citizen initiative as written. What the Mayor is really saying is that she knows, and likely everyone on city council knows, that if the voters were allowed to weigh in, the proposal would be easily approved by the voters and THEN 'ultimately' the developer would challenge it in court. The Mayor knows that mailing a special ballot to every voter would raise the visibility of the open open space issue and would only increase the support for it. 6,000 voters signed the initiative petition. In addition, almost 7,000 have also signed the change.org petition that asks for a buffer zone at 777 S Yarrow and asks that the Fort Collins buffer zone

ordinance be adopted by Lakewood. That is 13,000 citizens! THAT is what city council is afraid of. Public opinion is so strong for parks and open space that even city council's pro-development PR machine cannot shut it down. But council can at least prevent the people from voting on it. So preventing the people from voting was their solution. Their ONLY solution. It is time for city council to take a vacation from performative politics and actually work for the people.

James Kinney Feb 10, 2025 · 1:25 am

I believe it's likely no resident knew in December of 2012, when the City Council passed the revised zoning rules to greatly densify the residential areas of our community, in the process shouting out to real estate speculators and developers there were big bucks to be made, that a monstrosity of an apartment building now could be built directly against and despoil our treasured Belmar Park. If the people who had assembled the new zoning plan didn't know they were failing to protect the Park, they should have. From what I have gathered so far from research and interviews, there were many residents at that City Council meeting, too many to fit in Council chambers, and a letter was presented to Council, a letter signed by many different Lakewood HOA presidents. The letter stated that it was believed by these respectable City organizations representatives that the residents of Lakewood did not realize the serious and weighty impacts the new zoning rules would have on their community. The letter requested that the vote on the new zoning be postponed until February, to allow efforts to take place to educate residents as to the far-reaching impact the new zoning was going to have on our City and our residents, Mayor Bob Murphy denied the request. Sometime later I was curious and requested all the official records of information and data that was collected by the City during the development of the new zoning rules to indicate residents' opinions, and how those citizens' desires and thoughts were recognized and incorporated into the zoning rules. I received about 300 pages, in 4 files, of unorganized, unexplained papers. As I reviewed the pile I found nothing that described the design of a program to collect data and input from residents that stated how data was representatively sampled and collected to be able to statistically analyze the 300 pages to make valid, verifiable, science-based, representative conclusions, no compiled records of collected data, and no reports or discussion of statistical analysis or development of conclusions. I then requested records of reports or other documents including the collation and review of the residents' data and any conclusions that were drawn, and how they were arrived at and supported. I was told by records personnel I had already been given all the records on the subject. I asked a City planner who had been involved how they knew what the residents' desires and opinions were without a designed, representative, science based data collection program and a subsequent review and statistical analysis of data on which scientific and valid conclusions could be made? She stated they developed their opinions as they were writing the new zoning rules. I asked her how they conveyed their opinions of residents' opinions and desires to the City Councilors and she said it was too long ago to remember. It is my opinion from reviewing records and talking to residents present at the December 2012 Council Meeting, that there was no valid, scientifically conducted process designed and followed to collect representative data from residents. There was no information available to anyone to be able to make a statement that an appropriate ample of representative residents had provided data that could be analyzed to allow a statement to be made by anyone that "the citizens" had been involved in developing or approving the new zoning rules. I suspect including residents as primary stakeholders in the development process would have prevented many of the issues and divisive confrontations that have manifested over this last decade. Democracy is designed to serve the people. I'm an advocate of continuous improvement. However well we are doing today we can do better tomorrow and it is hard work. 6200+ voter signatures is real valid and verified data and should be

honored as powerful and valuable. Where is other data to prove the beliefs and desires others in the community?

James Kinney Feb 9, 2025 · 10:30pm

Affordable housing shows up as a frequent subject that is part of this larger discussion of parkland dedication. My opinion is that the vast majority of adult residents and registered voters living in Lakewood are in favor of significant numbers of affordable housing becoming available in our community. However, it is also my opinion members of the community have a wide variety of ideas about what that affordable housing should look like when in place on the subject of affordable. We desperately need a thorough and transparent discussion on the subject of affordable housing. FIRST STEP: What is the official definition of affordable housing? SECOND STEP; Councilor Sophia Mayott-Guerrero requested the City Manager provide her with a list of all the affordable housing that has become available in Lakewood between 2012 and now. This request was made at the City Council meeting at which City Council passed the Citizens' Ordinance and it became law. That list of new affordable housing in Lakewood between 2012 and 2024 needs to be made available to the public. That data needs to be reviewed and analyzed and discussed at an overdue Study Session, perhaps titled: Why hasn't more affordable Housing become available in Lakewood since 2012 and what is being done now to increase affordable housing in our community. As a reminder, when voters in Lakewood passed the Strategic Growth Initiative, affordable housing was never included in calculations for numbers of building permits that could be issued. There was NO LIMIT on the number of affordable housing units that could be built in Lakewood in any year, year after year. THIRD STEP: Conduct the Study Session: Why hasn't more affordable housing becoming available in Lakewood since 2012 and what is being done to increase the total number of affordable housing units in our community? This Study session should review what affordable housing has come into the City since 2012. The Study Session should include a comprehensive analysis to determine what have been the barriers preventing and slowing more affordable housing units from becoming available in our Community. City staff needs to present an analysis explaining why large numbers of high density luxury apartments have been built, and if that plan can at least partially explain why more affordable housing units have not been built. Conclusions should be made to outline what changes need to be made by the City to ensure more affordable housing will become available.

Lenore Herskovitz Feb 9, 2025 · 10:09 pm

After the Feb. 3 workshop, there was a feeling of optimism because it seemed City Council members were actually paying attention to the concerns expressed by citizens regarding parkland dedication and fee-in-lieu policies. Then the revised emergency ordinance was posted in advance of the Feb.10 meeting. While this included many of Council's recommendations, it also reflected staff's priorities. The Director of Community Resources would continue to exercise discretionary powers in spite of history teaching us that decisions made at the discretion of one individual leads to problems such as lack of transparency and accountability resulting in community distrust. I am confused because Mayor Strom had told the public that staff would not be involved in the "repeal and replace or amend" process yet here they are inserting their contributions to this new "emergency" draft. Councilor Rein had requested to see an earlier draft that had been prepared by staff between 2023 and extending into 2024, but this is not what is presented in this meeting's packet. When Council members relate the events leading up to the Kairoi lawsuit and the necessity of this "emergency" ordinance, they consistently omit a significant portion of the timeline. They acknowledge that in 2023 the City began working with a consulting firm to draft an ordinance pertaining to parkland dedication and fee-in-lieu policies. However, this was done

behind the scenes leaving the public unaware of what was happening until a Study Session in mid April, 2024. By then, the SOS initiative had been launched and signature gathering had begun. At that time, no legal violation existed. Somehow in the last week of the legislative session at the state house, an amendment was added to HB24-1313 which required a fee-in-lieu option (this had been removed as part of the SOS initiative because for over a decade developers had been paying a fee rather than dedicating land). Most likely members of our own legislative committee were influential in bringing this to the attention of the state legislators. With the amended bill's passage the likelihood of a legal challenge to the initiative became a reality. Now we approach the part of the timeline that is forgotten. City Council knew at the end of the legislative session that a problem existed which could potentially lead to a lawsuit. They were aware of the contents of the initiative but they decided to do nothing and remain silent for 5 months. An emergency could have easily been averted by meeting with community members, revealing the problem and collaborating to find a workable solution. On Nov. 4, Councilors rallied against the proposed ordinance, offering harsh criticism of its content. Councilor Stewart (who sat on our legislative committee) expressed concern about the legality of the ordinance in light of recent legislation. Where was this concern 5 months earlier? Why didn't anyone try to fix the ordinance while it was in the early stages of signature gathering and avoid the place we find ourselves in today? Who benefited from this 5 month delay? All unanswered questions but rather than accept responsibility for the chaos created by this lapse in action, the City and council members have scapegoated the petition supporters labeling them "anti-growth". Claiming the SOS Initiative advocates are anti-growth is like claiming Pro Choice advocates are anti-life. Citizens who champion smart growth should not be vilified because they don't want limitless development that fails to meet the needs of the community. So how can we best balance strategic growth with parkland and open space dedication? Looking at the most recent "emergency" draft ordinance several issues should be addressed: 1. Too much discretion is given to the Director of Community Resources. Our elected officials need to be more involved in decision making which would lead to greater transparency in the form of public hearings. Constituents can then determine if their councilors are supporting their policy wishes. The community outcry over the Belmar park project resulted from behind the scene decisions made at the discretion of one individual. This is unacceptable. The fee-in-lieu option is too accessible. If a developer wants to choose that option an appearance before Council should be required to justify that choice. This would add a guardrail to prevent the constant flow of fees-in-lieu as opposed to the alternative. If Council wants to grant the fee option they are free to do so in a public hearing. 2. Procedure and fee determination 14.16.080 Staff has suggested a policy change making "The amount of the fee to be paid in lieu of land dedication shall be the fee in effect at the time of formal project submittal. The Director may delay collection of fees to the time of building permit issuance". Is this intended to be retroactive? If so, this certainly would bolster Kairoi's position in their lawsuit. Petition supporters already feel that the City has failed them by not defending their ordinance and now staff is pulling a bait and switch. Prior to this proposed change, the fee to be paid was the one in effect at the time of payment. Since Kairoi has not yet paid the fee they would be subjected to the fee increase that was approved in June, 2024. However, if staff's suggested adjustment is approved, Kairoi would only be required to pay approximately half that amount. This certainly would not reflect the fair market value of their property today. Quite a victory for the wealthy developer and quite a loss for the community. It is my hope that in moving forward, the changes that Council chooses to make will reflect the requests from the public. Over 6000 people signed their names to a petition because they were dissatisfied with the limitless growth without regard for the environmental impacts. They want everyone, no matter where they live in the city, to have access to green space, parks, tree canopies, and the joys of nature. Hopefully you will find a way to fulfill those wishes.

Connor Culligan Feb 9, 2025 · 5:03 pm

I look forward to the evolution of this revised ordinance and appreciate council's more collaborative approach to re-writing it. As demonstrated by others (through actual examples) land dedication cannot be the only way to meet this requirement. I do like putting some teeth behind providing land first or some other sort of amenity. It seems like council is taking some spirit from the current ordinance without trying to just stop development. Lakewood is a diverse city, from huge single family detached homes to the super dense developments. The ordinance needs to respect both instead of only listening to those who do not want any density. Based on listening to the council discussion last week, it seems like there probably need to be more time spent discussing the nuances of this ordinance versus treating this as a first reading. Lakewood must be a city prepared to grow, welcoming density and diversity. Updating the fee yearly makes a lot of sense. Please stay away from making each developer perform it's own fee-in-lieu study as other jurisdictions have done. I want to avoid council hearings for every single development - going through this in other jurisdictions is really cumbersome (for council agendas especially) and makes the development approval process less certain for developers. We need to encourage growth in Lakewood, eventually getting rid of the anti-growth ordinance, per state statute. Also, while I love trees, we cannot let canopy stand in the way of development. Protecting trees in the ROW makes sense in most situation but trees on private land shouldn't be a deciding factor over whether someone can develop land their own. Look forward to making much needed corrections to the current ordinance!

sari besu Feb 9, 2025 · 3:09 pm

In terms of the challenges that the ordinance has brought up for homeowners and others, are we to understand that this initiative was not analyzed and put through a model whereby the council's wealth of knowledge and experience did not predict or project these challenges which surfaced less than a month after it passed? Was there a bypassing of this standard type of analysis? Why was there no court response, is the council on board to take it fully in hand? It is and has been a complex and layered issue with many dynamics, related to the initial unilateral decisions which now hamstring some transparency, and contribute to this twisty process. Perhaps an acid taste is left behind. Despite all that's occurred to this point, the issue is still alive and we ask to work together, to embrace this as learning how our current community can work together in the future, collaboratively, in good faith and respect. Can we model for the community how to get a new perspective and implement creative problem solving strategies. Act as if our parents are observing, and our children are observing. How do we wish this part of our city's history to be told? I believe it is worth taking the time to preserve rights of homeowners, developers, building residents AND the incredible gift of natural habitat and wildlife that Lakewood is home to.

Sarah Claus Feb 9, 2025 · 9:16 am

This ordinance is not a solution—only a source of problems. It's not helping our environment—it's simply halting accessibility to create community. I liked the comment below about having a "common-sense fee-in-lieu option." The idea that the current dedication requirement actually helps the environment is misleading. We are better than this. Maybe it was made in earnest, but recognize a mistake when it's been made. In the concise NRPA article, "The Trend of Expanding the Scope of Parkland Dedication Ordinances" (December 16, 2021 by John L. Crompton, Ph.D.), Crompton explains the various fees. It seems like it's best practice and it's simply prudent to allow for fee-in-lieu for quite a few development projects and that a reasonable parkland dedication should only be required of *very*

large projects. It seems reasonable that we can look at what potential projects would look like in Lakewood, what the logical workarounds would be (could someone for example simply have two adjacent projects to avoid this fee?), and what is being done in neighboring metro areas. First and foremost, I ask for the council to step away from this prohibitive ordinance and to recognize the lack of foresight that it holds. Source: <https://ezine.nrpa.org/nrpa/ParksRecreationMagazine/january-2022/index.php#/p/18>

Eric D Feb 8, 2025 · 8:13 pm

This is NIMBY-ism in its highest form. It is entirely infeasible to build any type of housing with these requirements in place. Rent and housing prices will only go up as no new housing can be built.

Steve Bosshart Feb 8, 2025 · 7:55 pm

I support the revise and replace parkland ordinance to fix the problem with the current ordinance. I agree we need more parkland but not every development can properly support a park. Having numerous tiny parks is not practical. The city staff is in the best position to make the determination if parkland should be dedicated or a fee in lieu paid to best support the overall goal of having great parks in Lakewood.

Krista N Macco Feb 8, 2025 · 1:46 pm

I'm writing as a Lakewood resident (Ward 5), a mother of two, and a small-scale developer who has spent the last several years working to bring affordable, transit-oriented housing to our community. In 2017, I purchased the property at 1230-1232 Benton shortly after it was rezoned M-R-T to promote high-density development near transit. This rezoning eliminated the option for smaller-scale housing like duplexes, triplexes, and quads, pushing us toward a multi-family development approach. To make this project viable, I partnered with the longtime owner of 1236 Benton and later we jointly purchased 1240 Benton, creating a 20,000 sq. ft. site just 100 feet from the Light Rail. We spent over two years navigating permitting and invested \$500,000 (\$250,000 each) before shifting focus to affordable housing (70-90% AMI) with a Prop 123 funding partner. This was on track to become Lakewood's first Prop 123-funded project, providing much-needed workforce housing near transit with a 30-year commitment to stay affordable. Unfortunately, the new parkland dedication ordinance has made this project financially infeasible. We are already required to provide significant on-site parking and a large fire access road to comply with building code. Now, with the parkland dedication requirement, we must allocate 7,840 square feet (nearly 40% of our site) for parkland—on top of parking and everything else. This simply isn't feasible. The ordinance effectively kills our project and results in the site staying exactly as it is today—a neglected, blighted property with deteriorating duplexes and vacant land that has become a magnet for squatters and public safety issues. Lakewood police have already been involved multiple times. Our site is located at 12th and Benton, just steps from the Lakewood Dry Gulch Trail, which already provides abundant open space and parkland. Instead of requiring land dedication, transit-oriented projects like ours were previously allowed to pay fees in lieu of parkland dedication. Reinstating this option or granting flexibility for this project would allow us to move forward while still contributing to parkland funding. I urge the City Council to reconsider this ordinance or grant flexibility for transit-accessible, affordable housing projects like ours. This is exactly the type of project Lakewood should be encouraging, not making impossible to build. I would also encourage the council to consider not only the blended average of AMI percentage and the number of units (or residents) but also the duration for which an affordable housing project remains contractually committed. Projects serving households at

50-60% AMI require a significantly different level of support and services. While we are unable to commit to that specific income level, we are addressing another underserved demographic—primarily workforce housing—while also committing to a longer affordability period than some other projects. Thank you for your time and consideration. I would be happy to provide additional details or answer any questions after I speak at the council meeting on Monday. Sincerely, Krista Macco

Carolynne White Feb 8, 2025 · 11:28 am

See attached.

[Attachment](#)

George Petro Feb 7, 2025 · 9:21 pm

There has to be a way to strike some balance. Lakewood is in urgent need of more affordable homes. According to the city's own strategic housing plan, approximately 60% of renters spend more than 30% of their income on housing, a level considered unaffordable by federal standards. This puts financial strain on families, limits economic mobility, and makes it harder for local businesses to retain workers. Unfortunately, the city's open space ordinance is making it nearly impossible to build the housing Lakewood desperately needs. The requirement to dedicate 10.5 acres of parkland for every 1,000 expected residents is an unrealistic and counterproductive mandate. Instead of fostering smart growth and community benefit, it creates a lose-lose scenario—no housing, no parks, no progress. I urge the City Council to reconsider this policy and adopt a more balanced approach, such as a fee-in-lieu option. Lakewood needs both housing and green space, but this rigid requirement is blocking critical development and worsening an already difficult housing crisis.

Glen Newell Feb 7, 2025 · 10:57am

Just a couple reminders, since we still seem to be seeing misinformation as a leading cause of the manufactured outrage at City Council actually trying to do it's job. ONE: 6000 is nowhere near a majority in Lakewood TWO: 'Soviet-Style' apartment blocks are not a thing in Lakewood. THREE: It is clear in even a casual reading of the ballot initiative brought by Stop Open Space and Cathy 'say anything to get attention' Kentner that it is very much NOT what was presented to folks who would sign it, and the more educated and aware of my neighbors would certainly see through it and vote it down (and I for one BEGGED for the opportunity to challenge this on the ballot). Furthermore, Councilor Paula Nystrom continues to echo the talking points and disinformation fed to her by Cathy Kentner and is clearly in a conflicted interest regarding this item as well as the questions of development of affordable housing, so again I call for her to recuse on this topic.

Nate Wightman Feb 7, 2025 · 7:50am

As we see with the affordable builders this ordinance will harm our residents who work here and just need some relief against rents. By stopping all residential housing construction we also harm the 60,000 or so renters in Lakewood by not relieving the supply/demand economics. Our local economy and our local workforce that gets a financial boom when construction happens nearby they are harmed. When residents move into our new housing our local economy benefits and commercial ventures move in and support our tax base. We are all harmed by this type of damage to our economy. Evidence shows that dollars spent in a local economy multiply over and over. Property rights have been taken from every property owner in Lakewood. Business owners have been harmed. Lakewood's economic corridors like Alameda, Colfax, Union and Wadsworth have been harmed and again this harms us all. Boarded up and

blighted areas will not see commercial interest if we as a city choose to put up, the do not enter signs or go away, as this ordinance does. This ordinance as it stands removes a source of monies to build parks in parts of Lakewood that do not have access to a park. It requires Lakewood keep park land dedications greater than 0.3 acres which are very expensive to maintain. Some cities refuse ANY land dedication if they are smaller than 3-5 acres (9 to 15 times larger than 0.3) because of these costs. If that isn't enough? Every one of us in Lakewood has been harmed by this ordinance! All of us! Then we have the petition process that is holding our Council hostage with a petition that was advertised to those that signed it as a wonderful "save open space and remove fees in lieu" but added the words "on site" and upped the acreage knowing that it would make any higher densities financially unbuildable or physically impossible. The authors of this petition are telling us that the Council should fix all these "unintended consequences" and then yell at the city for not "defending vigorously" in court. How can you have a terribly written ambiguous document that you beg the Council to fix and at the same time say it should be "defended vigorously" in court? As a CITY we need to have a conversation on if this petition was misleading and if so, does this petition now ordinance deserve ANY LEGAL AUTHORITY. If the petition which never shared what 14.16 was that it was removing, (A hypothetical WHAT IF in 14.16 there was a protection to use natural gas stoves in Lakewood and it was removed and now we couldn't use them? Would that go over well? Would that be perceived as misleading? You wouldn't have known because they never showed you the 14.16 document being removed in the petition.) HOW CAN AN ORDINANCE that everyone claims is ambiguous and, in some cases, maybe illegal have been understood by the potentially well intentioned misled residents who signed it. LET'S HAVE THIS CONVERSATION. We have stopped all residential housing in Lakewood because of this now ordinance. By stopping everything we have created zero (0) park land. We have collected zero (0) fees in lieu to decrease our tax burden. Please consider the damage to our entire city and every resident before giving this document the authority I believe it does not merit.

Celia Greenman Feb 7, 2025 · 5:49am

We read in the documents associated with the February 3 meeting about the issues associated with O-2024-28, and that every day more and more people are reporting to the City about problems associated with this ordinance. This gives the impression that a major portion of Lakewood residents reject the requirements of this ordinance, but we really will never know, as the city refused to send the initiative to the people for a vote. You cannot dismiss the possibility that more people would have supported the initiative than not. It has been said that Ordinance O-2024-28 will stunt development, and that a city must continue to grow to be vibrant. To me, there is nothing vibrant about the mega apartment buildings that have sprung up in Lakewood, on West Colfax, near Union Blvd, and on Wadsworth Blvd. If anything, they are soul-stunting and traffic snarling because roads cannot accommodate the new population. The traffic studies that say otherwise go against common sense. Draft ordinance O-2025-07 is based on the Norris report, which was prepared in 2023-24. NOWHERE in the report is there mention of environmental considerations, which is at the heart of the outrage over building a 6-story luxury apartment complex directly adjacent to Belmar Park, and which actually provoked the citizen-led initiative for more parkland. Allowing a private enterprise to use a public park as an amenity is disgraceful. On January 27, Council heard a presentation on plans for Bear Creek Lake Park. There was much discussion from members who all appreciate BCLP and consider it a valuable resource to the community. What would be the feeling if a six-story apartment complex were proposed adjacent to that park? Why is there no respect for the natural area that Belmar Park provides to the community? It appears that when Norris engaged "resident stakeholders" they omitted people with concerns for the environment. O-2024-28 was about preserving green space. At the February 3 meeting we heard from

Kathy Hodgson about the tree canopy program and Travis Parker cited the Lakewood tree ordinance, with the first option as planting new trees on site. THIS IS WRONG. The first option should be for staff to instruct developers that they should make their development designs compatible with existing mature trees on site. This could have occurred at 777 S. Yarrow site, where mature trees mostly stand on the perimeter of the property. To equate the canopy and environmental benefits of a mature tree with one with a 2-inch diameter is truly a bait and switch perpetuated by City staff and Council. Also, many of these young trees will die and need to be replaced and will require maintenance for years--not a good trade-off. In a draft resolution brought by the Planning Commission on August 28 and September 4, 2024, Option 2 c stated, "the Planning Commission recommends that in reviewing a major site plan application, the ordinance require the evaluation of the potential effects of a park adjacent development on habitats within the park, including any demonstrable effects on park flora and fauna". Commissioner Kolkmeier referenced 13 pages of code from Fort Collins that deals with environmental assessment of properties to be developed. There is no need to reinvent the wheel. However, with no understanding of the Fort Collins regulations and no wish to consider if they might work for Lakewood, the Commission voted to extract this paragraph from the resolution (a resolution that appears never to have made its way to City Council anyway). I STRONGLY URGE Council to include such a provision in evaluating major site plans.

Christy Gabrielson Feb 6, 2025 · 8:11 pm

Lakewood is in urgent need of more affordable homes. According to the city's own strategic housing plan, approximately 60% of renters spend more than 30% of their income on housing, a level considered unaffordable by federal standards. This puts financial strain on families, limits economic mobility, and makes it harder for local businesses to retain workers. Unfortunately, the city's open space ordinance is making it nearly impossible to build the housing Lakewood desperately needs. The requirement to dedicate 10.5 acres of parkland for every 1,000 expected residents is an unrealistic and counterproductive mandate. Instead of fostering smart growth and community benefit, it creates a lose-lose scenario—no housing, no parks, no progress. I urge the City Council to reconsider this policy and adopt a more balanced approach. Lakewood needs both housing and green space, but this rigid requirement is blocking critical development and worsening an already difficult housing crisis.

Andrea Burns Feb 6, 2025 · 4:34 pm

Urban Land Conservancy (ULC) is a local nonprofit real estate organization that for 21 years has stewarded permanently affordable real estate for community benefit. ULC has worked with municipalities in the metro area in many ways in pursuit of shared goals – in particular around economic development and workforce housing. As you know, Lakewood is in extreme need of affordable homes. According to the City of Lakewood's own strategic housing plan, about 60% of all Lakewood renters are spending more than 30% of their annual income on housing costs, which is considered unaffordable by the U.S Department of Housing and Urban Development. ULC owns three properties in Lakewood, including an income-qualified, 100-unit apartment complex, and two office buildings that lease to local nonprofits at affordable rates. ULC intends to redevelop one office building near Gold Crown into workforce housing. In 2024 we secured a loan from the Colorado Gives Foundation to help make this possible. However, Lakewood's open space ordinance has made it impossible to bring needed housing to this site. ULC owns a one-acre site, but would be expected to dedicate two acres of parkland — an obvious non-starter. A Lakewood city planner explained recently via email: "Using your figures for the 1.25 acre development: 150 new attached units x 1.5 persons per unit x 10.5 park acres per 1000 persons = 2.3625 park acres to be dedicated. In this example the only ways to satisfy the requirements

would be: 1. Not develop; 2. Find some other property to satisfy the dedication requirement for the parcel being developed.” Simply put, this misguided regulation prevents the development of housing in the city. It is a lose-lose scenario for Lakewood residents, in that it provides neither the housing that is desperately needed, nor the open space it purports to deliver. Until repealed or amended to include a common-sense fee-in-lieu option, it will have a paralyzing effect on housing and economic development in Lakewood. Aaron Miripol, president and CEO, Urban Land Conservancy Andrea Burns, VP of impact and engagement, Urban Land Conservancy

Andrea Duby Feb 5, 2025 · 9:28 pm

I feel conflicted about this issue, but ultimately I believe that something has to be re-worked in order to strike a better balance. I love our public parks and spaces in Lakewood. I think it’s what makes our City unique and the amazing place it is to live. I encourage us to hold developers to contribute to that - especially when they stand to profit from it. But I don’t think the fee in lieu of the commitment will accomplish that. With that said, I also see how this could be a hinderance to more affordable housing options that are desperately needed.

Brian Holman Feb 5, 2025 · 2:08 pm

The reason this developer wanted to build here is because the zoning code allowed for it. Maybe we should consider upzoning other areas of the city, or allowing any R1 zoned property to also have the rights of R2. More housing supply would create less of an economic incentive to build large buildings near our parks. The places that developers can build are limited, so whenever there is an opportunity, the floodgates release and they maximize what they build based on the maximum of what zoning allows. A more gradual increase in property rights like allowing R2 to exist everywhere R1 currently exists would result in smaller scale development that is less noticeable and intrusive, while also giving additional property rights to property owners. Also, removing minimum parking requirements seems like a great way to preserve open space, yet Save Open Space has not mentioned that once. That would be a great solution to preserving green space while also removing land use restrictions that lead to increased pollution, a larger heat island, increased housing costs, and additional transportation options to driving.

Jen Shay Feb 4, 2025 · 7:09 pm

Open space should be a required part of every project/development undertaken in any commercial project. The payment option that has been taken by developers in many, if not most, recent Lakewood projects is not nearly enough. The current requirement to pay in lieu of open space appears to be a nominal fee. If Lakewood retains this option then the opt out fee from providing Open Space should at least be an amount of money that is equivalent to the market value to purchase "like" land for open space. Letting developers skip contributing to open space in the City of Lakewood is another way Lakewood citizens subsidize these developments that in the long run negatively impact our own quality of life. The Belmar project comes to mind. As more people move to Lakewood the amount of open space AND Recreation Center space should also be increasing commensurately. That being said requiring individual citizens to adhere to this requirement when making improvements on their property makes absolutely no sense.

Linnea Hauser Feb 4, 2025 · 10:09 am

Please respect the wishes of the majority of Lakewood citizens who voted for the Parkland dedication initiative. It does not need to be a "one size fits all" measure; through open communication and cooperation between citizens and council members the measure can become a win/win. Vote your support!

John Claus Feb 4, 2025 · 8:39 am

Please do everything you can as a Council to undo this broken, anti-property rights ordinance. This was written under the guise of saving parks, when in fact it is diametrically opposed to that very outcome. It's my opinion that the ordinance creator, Cathy Kentner, wrote this with the full intention of reanimating her previously failed monstrosity, SGI. Lastly, given Councilor Nystrom's obvious ties with Cathy Kentner, I believe she should recuse herself from any official decisions on this matter and future land use decisions. I've also noticed that someone in Nystrom's camp changed the DNS records for her campaign site, so I took it upon myself to publishing my receipt for her blunder at paulanystrom.com.

Michael Payne Feb 3, 2025 · 4:53 pm

High interest in this subject. Regarding the duplex project on Van Gordon St. This is sufficient hardship that the project may not go through, and there is a loan on the work (demo) that has taken place. So a housing unit has been removed from the Lakewood offering. And delay is keeping 2 units off the market.

Item 11 - Public Comment

Dale Trone Feb 10, 2025 · 7:32 pm

During the first 10 comments a non Lakewood resident was allowed to speak prior to a Lakewood resident. Since this is a Lakewood meeting and general public is for Items not on the agenda I believe the rules on first 10 for general public comment should be restricted only to Lakewood residents. If a non resident want to comment on non agenda items that should be after Lakewood business is completed.

Dale Trone Feb 10, 2025 · 6:29 pm

With the extreme increase in egg prices Lakewood should immediately increase the number of chickens (ie egg laying hens) residents are allowed to have within the city limits.

Nate Wightman Feb 10, 2025 · 3:00 pm

I am hoping a link will work here. I am sharing a petition to raise awareness and gather support for affordable housing, walkable neighborhoods and transit oriented housing and development. I also hope to create a conversation on how petitions are good and how they can be, in some cases, perceived as misleading. Should a misleading petition of any sort carry the legal ability to effect change? We as a city should be having this discussion also. Please read this non legal and only supportive petition and if you agree then sign it and you can use links in the petition to share it. Thanks for being involved.
<https://www.change.org/Restore14-16-Helpstopthedamage>

**MINUTES
REGULAR MEETING OF THE CITY COUNCIL
CITY OF LAKEWOOD**

7:00 PM

February 24, 2025

Minutes are not a verbatim transcription, but rather an attempt to capture the intent of the speaker by the City Clerk.

ITEM 1 – CALL TO ORDER

Mayor Strom called the hybrid meeting to order at 7:03 p.m.

ITEM 2 – ROLL CALL

Councilors	Mayor Wendi Strom, Presiding
Present:	Councilor Sophia Mayott-Guerrero
	Councilor Dave Rein
	Councilor Jeslin Shahrezaei
	Councilor Jacob LaBure (Virtual)
	Councilor Roger Low
	Councilor Isabel Cruz
	Councilor Paula Nystrom

Absent:	Councilor Glenda Sinks
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Others in attendance:	Kathy Hodgson, City Manager
	Ben Goldstein, Deputy City Manager
	Alison McKenney Brown, City Attorney
	Jay Robb, City Clerk

Full and timely notice of this City Council meeting had been given, and a quorum was present.

ITEM 3 – PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited, and the audience remained standing for a moment of silent prayer.

ITEM 4 – STATEMENT OF CONFLICT OF INTEREST

Mayor Strom read the Statement of Conflict of Interest.

ITEM 5 – INITIAL PUBLIC COMMENT

The following individuals spoke under initial public comment:

Cathy Kentner, Ward 1, spoke to the Council about harmful public comments on Lakewood Speaks and what is and is not protected under the First Amendment.

Chantelle DeLa Cruz, Ward 1, spoke to the Council about the impact of federal layoffs on the Union Square neighborhood and other Lakewood federal workers.

Patrick Fos, Ward 2, spoke to the Council about issues of power and greed in government.

Linda Badwan, Ward 5, spoke to the Council about the significance of Ramadan and upcoming observance dates.

Cheryl Ramirez, Ward 4, spoke to the Council about the importance of preserving parks and natural areas.

Alex Fernandez, Ward 2, spoke to the Council about fentanyl and drug overdose issues, and also announced his candidacy for Ward 2.

Brad Bruce, Ward 2, spoke to the Council about opposing federal deportation efforts and layoffs, and urged a resolution opposing the Israeli invasion of the West Bank.

Nicholas Munden, Ward 4, spoke to the Council about the Comprehensive Plan and offered suggestions for improvements.

Joshua Comden, Ward 1, spoke to the Council about aligning the City's ordinances with state law and upholding voter intent.

CONSENT AGENDA ORDINANCES ON FIRST READING

ITEM 6 – R-2025-10 – APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE CITY OF EDGEWATER REGARDING THE CITY OF LAKEWOOD'S MAINTENANCE AND REPAIR OF THE CITY OF EDGEWATER'S TRAFFIC EQUIPMENT

ITEM 7 – R-2025-11

APPOINTING A MEMBER TO THE BUDGET AND AUDIT BOARD

ITEM 8 – O-2025-9 – REPEALING AND REPLACING TITLE 4 OF THE LAKEWOOD MUNICIPAL CODE REGARDING THE PERSONNEL POLICIES CODE FOR THE CITY OF LAKEWOOD, COLORADO

ITEM 9 – O-2025-10 – AUTHORIZING AN INTERNAL LOAN AGREEMENT IN THE FORM OF A TRANSFER OF GENERAL FUNDS IN THE AMOUNT OF \$19,682,727 TO THE STORMWATER ENTERPRISE FUND AND AUTHORIZING THE EXPENDITURE OF THESE FUNDS BY THE DIVISION OF PUBLIC WORKS VIA THE MILE HIGH FLOOD DISTRICT

FOR MAJOR DRAINAGEWAY IMPROVEMENTS OF THE NORTH DRY
GULCH AREA OF LAKEWOOD

**ITEM 10 – O-2025-11 – AMENDING TITLE 10 OF THE MUNICIPAL CODE TO ALIGN
WITH RECENT STATE LEGISLATION ON USE OF ELECTRONIC
MOBILE DEVICES AND CHILD RESTRAINT SYSTEMS**

ITEM 11 – APPROVING CITY COUNCIL MINUTES

REGULAR COUNCIL MEETING MINUTES – DECEMBER 9, 2024

ITEM 12 – REQUEST FOR 2025 SPECIAL CITY COUNCIL MEETINGS

END OF CONSENT AGENDA

City Clerk Robb read the Consent Agenda into the record.

No public comments were received in person or on Lakewood Speaks.

Mayor Pro Tem Shahrezaei made a motion to approve the consent agenda. The
motion was seconded.

VOTE TO ADOPT THE CONSENT AGENDA

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS		ABSENT
TOTAL				8	0

Result: The motion passed.

**ORDINANCES ON SECOND READING
AND PUBLIC HEARINGS**

**ITEM 13 – O-2025-8 – ACCEPTING A DEED FROM URBAN DRAINAGE AND
FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT TO
THE CITY OF LAKEWOOD FOR 7650 WEST 2ND AVENUE, CITY OF
LAKEWOOD, COUNTY OF JEFFERSON, STATE OF COLORADO**

City Clerk Robb read Ordinance O-2025-8 into the record.

Mayor Strom opened the public hearing at 7:40 p.m.

No public comments were received in person or on Lakewood Speaks.

Mayor Pro Tem Shahrezaei made a motion to adopt Ordinance O-2025-8. The motion was seconded.

Mayor Strom closed the public hearing.

VOTE TO ADOPT ORDINANCE O-2025-8

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS		ABSENT
TOTAL				8	0

Result: The motion passed.

ITEM 14 – O-2025-7 – AN EMERGENCY ORDINANCE REPEALING AND REENACTING IN ITS ENTIRETY CHAPTER 16 OF TITLE 14 OF THE LAKEWOOD MUNICIPAL CODE RELATING TO REQUIREMENTS FOR PARK AND OPEN SPACE DEDICATION AND FEES IN LIEU THEREOF

City Clerk Robb read Ordinance O-2025-7 into the record.

Mayor Strom reopened the public hearing at 7:43 p.m.

Public comment received via Lakewood Speaks: 71 (see attached).

Public comment received in person:

Tom Dearth, Ward 3, talked about being a petitioner for the citizens' initiative that implemented the current language in Chapter 16.14 of the Lakewood Municipal Code. Mr. Dearth talked about safety and traffic issues with proposed developments at 777 S. Wadsworth and 777 S. Yarrow.

Cathy Kentner, Ward 1, spoke about the right of citizen initiatives provided by the Colorado Constitution, the history of parks and open space dedication in Lakewood under Chapter 16.14, and the reason citizens felt compelled to circulate and sign a petition implementing the current language in Chapter 16.14. Ms. Kentner criticized the process by the City to amend Chapter 16.14 through Ordinance O-2025-7 and suggested specific changes to the Ordinance.

Connie Williams, Ward 3, discussed her disappointment with the process to amend Chapter 16.14 through Ordinance O-2025-7 and suggested specific changes to the Ordinance for responsible growth

Andrea Burns, Denver, Urban Land Conservancy (ULC), spoke to the need for a fee-in-lieu option and exemption for affordable housing.

Lukas Hagen, Research and Policy Manager from the Neighborhood and Development Collaborative, raised concerns about the current code created by Ordinance O-2024-28, spoke in support of the need for a fee-in-lieu option and exemption for affordable housing, and suggested other changes to Ordinance O-2025-7.

Nate Wightman, Ward 5, raised concerns about the current code created by Ordinance O-2024-28 and spoke in support of the need for a fee-in-lieu option and exemption for affordable housing (check this public comment).

Brad Bruce, Ward 2, raised concerns about the current code created by Ordinance O-2024-28, spoke in support of changes to Ordinance O-2025-7 to address the housing shortages in the Denver Metro area.

Amy Cesario, regional relator, discussed the need for housing in the area, spoke in support of the need for a fee-in-lieu option and exemption for affordable housing, and suggested other, specific changes to Ordinance O-2025-7.

Patricia Mellen, legal counsel representing Save Belmar Park, discussed concerns about the development of 777 S. Yarrow Street and... (see her exact comments on LWS)

Lanay James, Ward 5, discussed concerns about developments in Lakewood eliminating parkland and open space.

Brendalee Connors, Metro West Housing Solution, spoke in support of O-2025-7, specifically the current exemption for affordable housing, and talked about the decreasing amount of affordable housing being built in the community.

Marcia Cohen, Ward 4, requested changes to Ordinance O-2025-7 to change how developments are evaluated and possibly be considered by the Planning Commission or the City Council.

David Thormodsgard, Ward 1, spoke against the citizens' initiative that implemented the current code created by Ordinance O-2024-28 and referred to sections of the 2015 Comprehensive Plan was

Barbara Millman, spoke to defend some of the common arguments against the group Save Open Space (SOS) Lakewood who circulated the citizens' initiative.

Joshua Comden, Ward 1, spoke in support of the fee-in-lieu option and the exemption for affordable housing in Ordinance O-2025-7.

Asa Farrer, Ward 3, raised concerns about the current code created by Ordinance O-

2024-28 and talked about the need for dense, urban development in Lakewood.

Gail Haliburton, Ward 3, discussed her disappointment with the city implementing parkland dedication under Chapter 14.16 and suggested code changes for smart growth and oversight of site plans for developments in the community.

Regina Hopkins, Ward 5, spoke in support of the citizens' initiative that created the current Chapter 14.16 LMC and asked the Council to defend the current code.

Katie Christensen, Ward 5, spoke about the negative consequences of the current Chapter 14.16 LMC which is hindering her ability for a lot-line readjustment to redevelop her parcel zoned for a single-family home.

Lynnda Gies, Ward 5, discussed her disappointment with the city implementing parkland dedication under Chapter 14.16 and talked about the importance of preserving Belmar Park.

Amber Varwig, Ward 2, thanked City staff and the Council for their efforts to develop affordable housing while trying to preserve parkland and open space in the community.

Jacob Lujan, Ward 5, discussed the strong need for affordable housing in the community and voiced his support for the fee-in-lieu option and exemption for affordable housing in Ordinance O-2025-7.

Scarlet Chavez, Ward 5, discussed the strong need for affordable housing in the community while still prioritizing parks and density housing in Lakewood.

Gregg Hartmann, Ward 5, spoke about the different developments he has helped build in Lakewood, talked about the negative impacts of the current Chapter 14.16 LMC, and requested that the Council exclude single-family homes.

Mayor Strom closed the public hearing at 9:13 p.m. and asked for a motion.

Mayor Pro Tem Shahrezaei made a motion to adopt Ordinance O-2025-7, as amended. The motion was seconded.

Discussion ensued between the City Council and City staff, including Traci Weiland, Director of Community Resources, Alison McKenney Brown, City Attorney, and Travis Parker, Chief of Sustainability and Community Development, and Ross Williams, Land-Design-Facilities Administrator, concerning specific language in the revised version of Ordinance O-2025-7.

Councilor Mayott-Guerrero made a motion to amend Ordinance O-2025-7. The motion was seconded.

COUNCILOR MAYOTT-GUERRERO AMENDMENT TO 14.16.110 "100% AFFORDABLE PURSUANT TO PROPOSITION 123"

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS		ABSENT
TOTAL				8	0

Result: The motion passed.

Councilor Rein made a motion to amend Ordinance O-2025-7. The motion was seconded.

Councilor Nystrom requested to amend Councilor Rein's amendment to increase? the notice radius to residents within a 500 ft distance instead of 250 ft distance. The amendment was accepted as a friendly amendment by Councilor Rein.

Councilor Mayott-Guerrero made a motion to amend Councilor Rein's amendment to add "or an improvement in lieu" under 14.16.060. The amendment was accepted as a friendly amendment by Councilor Rein.

Councilor Mayott-Guerrero made a substitute motion to amend Councilor Rein's amendment as: "density greater than 50 residents and are requesting up to a 50 percent as a fee in lieu." The amendment was accepted as a friendly amendment by Councilor Rein.

Councilor Low made a substitute amendment to Councilor Mayott-Guerrero's language to read: "in the case of developments or redevelopment projects, where more than half of the land dedication is a fee in lieu, the BOA will review the Director's decision."

Discussion ensued among the Council concerning the percentage of fee in lieu and parkland dedication.

Councilor Mayott-Guerrero clarified her motion and requested a vote on her amendment.

COUNCILOR MAYOTT-GUERRERO AMENDMENT TO THE AMENDMENT: "WITHIN THE 30 DAYS OF PUBLICATION, AND IF THE DEVELOPMENT HAS 100% FEE IN LIEU."

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM		X
REIN		X	LOW	X	
SHAHREZAEI	X		CRUZ	X	

			SINKS		ABSENT
			TOTAL	6	2

Result: The motion passed.

Councilor Low made an amendment to the Rein to "PROVIDE HOUSING TO MORE THAN 50 RESIDENTS". The amendment was accepted as a friendly amendment by Councilor Rein.

Councilor Low made an amendment to the Rein amendment: "NOT WITHSTANDING ANY OTHER PROVISION..."

Discussion ensued concerning Councilor Low's amendment. Councilor Low withdrew his amendment.

COUNCILOR REIN AMENDMENT, AS AMENDED, TO 14.16.080 ADDING BOARD OF ADJUSTMENT REVIEW AND RECOMMENDATION TO THE DIRECTOR OF COMMUNITY RESOURCES

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS		ABSENT
			TOTAL	8	0

Result: The motion passed.

Councilor Nystrom made a motion to 14.16.080. The motion was seconded.

COUNCILOR NYSTROM MOTION TO AMEND 14.16.080 TO STRIKE "GENERALLY" FROM "FEES SHALL GENERALLY NOT BE USED FOR ROUTINE MAINTENANCE OF PARK."

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS		ABSENT
			TOTAL	8	0

Result: The motion passed.

Mayor Pro Tem Shahrezaei requested a 1-year look back after the Ordinance becomes effective. The City Manager agreed that there could be a 1-year look back.

Councilor Nystrom raised the question about striking 14.16.080(C). Councilor Mayott-Guerrero made the motion. The motion was seconded.

COUNCILOR MAYOTT-GUERRERO MOVED TO STRIKE SECTION 14.16.080(C)

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS		ABSENT
			TOTAL	8	0

Result: The motion passed.

VOTE TO ADOPT ORDINANCE O-2025-7, AS AMENDED

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
REIN	X		LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS		ABSENT
			TOTAL	8	0

Result: The motion passed.

ITEM 15 – GENERAL PUBLIC COMMENT

Anyone who would like to address the Council on any matter other than an agenda item will be given the opportunity. Speakers should limit their comments to three minutes.

There were no in-person public comments.

Public comment received via Lakewood Speaks: 12 (see attached)

ITEM 16 – GENERAL BUSINESS

There was no General Business.

ITEM 17 – MAYOR AND CITY COUNCIL REPORTS

There were no reports from the Mayor or Council Members.

ITEM 18 – ADJOURNMENT

Seeing no further business, Mayor Strom adjourned the meeting at 11:12 p.m.

Respectfully submitted,

Jay Robb, City Clerk

Public Comments of February 24, 2025 Meeting of the Lakewood City Council

CONSENT AGENDA

Gary Harty · Feb 24, 2025 · 7:47pm

I agree with Brian Holman. I would love to see some roundabouts like the ones in Edgewater (they have 3 - 2 on W 20th Ave and 1 on Pierce St). They are a great way to calm traffic and provide refuges for pedestrians to cross the streets. Both W 20th Ave in Lakewood and Pierce Street in Lakewood show drivers regularly exceeding the speed limit and running the red lights. The roundabouts really help to bring the speed down to a safe level and eliminate the need for expensive traffic signals.

Brian Holman · Feb 17, 2025 · 9:15am

As someone that lives right near the border of Lakewood and Edgewater. I appreciate Lakewood working with Edgewater to maintain their traffic devices. An interesting thing I've noticed is that Edgewater has been building more roundabouts. I wonder if it would make sense to install some more of these in Ward 2 where applicable, so that we could reduce the lifetime cost of our infrastructure. Thanks for making our streets safer.

ITEM 10E. - O-2025-6 – DECLARING THE INTENT OF THE CITY OF LAKEWOOD TO ACQUIRE INTEREST IN PROPERTY FOR PUBLIC PURPOSES FOR THE CONSTRUCTION OF SEPARATED BIKE LANES ON SOUTH GARRISON STREET NORTH OF WEST ALAMEDA AVENUE AND AUTHORIZING NEGOTIATIONS WITH PROPERTY OWNERS, ACCEPTANCE OF CONVEYANCE INSTRUMENTS AND CONDEMNATION OF REAL PROPERTY INTERESTS (SUBJECT TO FURTHER COUNCIL APPROVAL)

Nate Wightman · Feb 11, 2025 · 9:22am

I feel an important point about Garrison and this intersection is that this street (Garrison) is one of the only ways for bikes to safely cross 6th ave anywhere in Lakewood. Cars can use many paths to traverse North and South across 6th ave. Bicyclist really only have this one path. As someone who drives Garrison on a regular basis, I feel we should embrace the bike infrastructure to allow bikes safe passage North South thru Lakewood. Traffic calming can occur by just making drive lanes narrower, reducing the need for policing because the speeds are slowed due to the dynamics of narrower lanes. Now, we can accomplish calming traffic as well as safer passage for bikes.

Carolyn Bergman · Feb 11, 2025 · 8:48am

I want to respond to Conner Culligan's comment about the issue of drivers making left turns on to Garrison when exiting Cedar Drive. The issue of congestion and traffic flow issues in this area is not new. A traffic flow study was done many years ago by Lakewood Public Works Dept. and left turns were barred from happening during evening rush hour. A sign appears on the stop sign at Cedar Drive and Garrison that shows right turn only from 4:00 pm - 6:00pm reciprocally a similar sign is on the stop sign at Cedar Street and Garrison on the opposite side. Enforcement of this issue is the problem. The signs are there but drivers ignore them.

David Thormodsgard · Feb 10, 2025 · 8:01pm

As someone who bikes around Lakewood as my primary mode of transportation, I am very excited to see Lakewood continuing to make bold improvements to the bike network. I for one avoid this section of garrison unless absolutely necessary: I don't feel safe riding on the road and am not particularly confident that drivers will be looking out for me on the sidewalk. I feel quite comfortable on the rest of garrison, especially since it was upgraded to a separated bike lane, so I'm excited for this additional progress. What's more, if this area has a high amount of foot traffic to and from the university, I'm glad we are using our road design and not just speed enforcement to change driver's behavior and look out for our fellow neighbors who are on foot. We can use all the mechanisms available to us to ensure Lakewood reaches our vision zero goal and has safe streets for all.

Dale Trone · Feb 10, 2025 · 6:52pm

This intersection is a mess. While I completely support and want for safety: the addition of the bike lane. It needs to be noted that the current layout with walls, causes major issues for West Metro fire. This project needs to be labeled as redesigning a major problem intersection that is too narrow.

Ludmila · Feb 10, 2025 · 6:18pm

This will be a disaster waiting to happen. The traffic at this junction is extremely heavy. The gas station, village roaster, CCU, Mile High Church, The Condominiums and the Farmers market in

the summer all right there. There's a lot of traffic moving east and west into these establishments. I own rental property between first and Alameda and there is rarely cyclist traveling that area of Garrison. I laughed the other day as the City was marking that area before the ordinance was even passed. It sure would be nice if the city of Lakewood would slow the traffic down on Garrison, and to do that would be just to enforce the law!

Carolyn Bergman · Feb 10, 2025 · 1:08pm

I am on the Board at Westford Condo Association and feel blindsided by Agenda Item 10E. I reached out to the Ward 1 counselors this Fall when I saw a news segment highlighting that the bike lanes on Garrison were to be extended going North of W. Alameda on Garrison. I learned that I was too late to get involved to provide feedback that I should "look for the good." This intersection (if it can be called an intersection) is narrow and very congested. Currently our owners are facing increasing difficulties entering and exiting Campus Drive on the East side of Garrison. This small drive gets auto and foot traffic from CCU students as well auto traffic entering and exiting any of three entrances to Mile Hi church. As CCU continues expanding its footprint in this neighborhood and plans to develop their land on the West side of Garrison it will likely only increase this traffic flow issue. This area is really congested and unsafe driving in a car much less adding bicycles to the mix. The other issue of concern about this plan is that a neighborhood that is directly across the street from the bike lane plan was totally left in the dark. Lakewood did not communicate with our HOA community about the plan. Thankfully a concerned citizen informed me about this agenda item on the Council's Agenda on 2/10/25. Information that is shared by word of mouth in the community is a priceless gift.

Joshua Comden · Feb 10, 2025 · 9:12am

I believe that this is an excellent opportunity to expand the protected bike lane network, especially considering it connects to the part that was installed last year. Thanks!

Connor Culligan · Feb 9, 2025 · 4:49pm

I strongly support this ROW acquisition. With the recent installation of protected bike lanes on Garrison, it is a natural progression to continue these improvements north. I travel this section of road daily and it is dangerous for cyclists with how the existing road narrows. I look forward to improvements to provide for safety of cyclists as this is used frequently by children and college students. Currently cyclists risk it by staying on the road or try to sneak on to the sidewalk. I would recommend the future design takes a holistic look at this area, with folks coming from Colorado Christian trying to make left turns and traffic significantly backing up along Garrison in the afternoons. I would highly suggest taking a look at intersection timing at Alameda and Garrison, allocating additional green time to Alameda or shortening the green for Alameda, particularly in the afternoons.

ITEM 10F. - O-2025-7 – AN ORDINANCE TO REPEAL AND REPLACE (OR AMEND) LAKEWOOD MUNICIPAL CODE CHAPTER 14.16 RELATING TO PARK AND OPEN SPACE DEDICATION INCLUDING THE OPTION FOR DEVELOPERS TO PAY A FEE IN LIEU OF PARKLAND DEDICATION, CALCULATION OF OPEN SPACE AND PARKLAND DEDICATIONS, AND VESTING OF RIGHTS/APPLICABILITY

Marcia Cohen · Feb 11, 2025 · 9:50am

I don't see this as an either for open space or against open space or for apartment buildings or against apartment buildings for affordable housing or against affordable housing. Lakewood has a need for both green/open space and for more multifamily housing. People will continue to move here. Economically future and current residents need affordable housing in addition to market rate/luxury housing. Lakewood has a need for both more affordable housing and market rate housing. The question is how to incorporate all of these aspects into an ordinance that will serve Lakewood now and in the future. The citizens initiative came about because in the past 10 plus years we have seen huge numbers of huge multifamily housing with entire lot line to lot line properties developed with market rate/luxury housing development. Affordable housing has not been included and neither has green/open space. Every apartment has been built for those who can afford market rate and above. Every inch of these properties are covered leaving no space for walking, running, sitting, walking dogs, communing with nature, wildlife, birds, insects etc. There is also insufficient parking in most of these properties for residents and none for guests. Residents and guests have to park/drive on streets that were not designed for the additional parking/traffic load. The market rate/luxury development has consumed the cities open space. The focus of the citizens initiative was to create more open space/green space and my understanding was that it was focused on multifamily and I do not know how single family properties were brought into the equation. The current trend to build without including green space nor affordable housing into the mix is changing the character of the city and there is a way to build with all aspects. Including open space within a property or in a neighborhood and including affordable housing units for both 80% and 60% ami can be accomplished through regulation as most developers will only care about maximizing sales dollars by creating the largest # units and then many will leave the area when the property is developed and then sold. We need regulation to look at the total picture and the longevity of the character of the city. Not eliminating existing city requirements for easements, lot line requirements, saving trees and or replacing trees of similar size would go a long way to build properties that have open space. The citizens initiative was supported by many Lakewood residents as we want parks and open space, we want properties adjacent to a park such as Belmar Park to maintain the park's integrity/character. We believe it is in the best interest of the city to use fee in lieu sparingly and use those funds to build new parks and green spaces and to maintain existing parkland/open space. Please craft the ordinance to protect the current and future citizens of Lakewood as well as encourage parkland/open space, affordable housing and accessibility. Thank you, Marcia Cohen

Lenore Herskovit · Feb 11, 2025 · 9:46am

After last night's meeting that continued well past midnight, I felt confused but also disappointed. Mayor Strom surprised the public several months ago by saying the Council was going to amend the citizen initiated SOS ordinance but not change it. Staff was not going to be involved. Then it became a repeal, reenact or amend. Last night the Ordinance was repealed and replaced by the staff proposed draft. Some of the major public concerns lacked majority support from Council members. Constituents have repeatedly expressed concern about the lack of transparency and accountability because one individual, in this case the Director of Community Resources, made discretionary decisions behind the

scenes. This led to years of fee-in-lieu options being granted over land dedication. Last night, when Mayor Pro Tem Shahrezaei proposed an opportunity for oversight there was push back from Councilors Low and Cruz. She had suggested that projects of more than 250 units (which seemed too high a threshold to me) should appear before Council if they wanted to pay a fee instead of dedicating land. Councilor Low implied this was a barrier which would stop development. Why is oversight considered a barrier? It seems that there are Council members who feel that developers should have free rein to do whatever they want without any BARRIERS. Councilor Rein clearly understood the reasoning behind the Mayor Pro Tem's proposal. Deeply disappointing that more Councilors didn't rally to support public hearings before Council when a developer requested the fee-in-lieu. You repeatedly talk of the need for more transparency yet when the opportunity arises to do something you make excuses to maintain the status quo of behind the scene decision making. There was a lot of talk about the "unintended consequences" of the now repealed ordinance. One key point being that SOS had stopped all developments from moving forward. As it turns out, much to the surprise of residents the City had placed a moratorium on projects. Who made this decision and when was that instated? This City sends so many mixed messages that it makes your head spin. There was one woman who spoke last night about being willing to do whatever the City asked to get her small project completed. She offered land dedication, an easement, whatever was required and the City denied her requests. People talked of it taking years for their projects. None of this was because of the recent ordinance that you just repealed in its entirety. No one addressed the change regarding the timing surrounding the fee-in-lieu. Previously the developer was charged the fee that was in place at the time of payment. Now this ordinance says the developer pays the fee that was in existence at the time their application was submitted. If applied to the Kairoi development, who has not yet paid a fee, they would only have to pay the fee that was in place in 2021. Since the Director of Community Resources had failed for years to update this fee commensurate with fair market property value, Kairoi would only be paying half of the current (June 2024) fee. A win for Kairoi, a loss for the community. Please reconsider this part of your new ordinance. It is my hope that the redlined draft requested by Councilor Rein will help clarify some other points that were so confusing I am unable to express them. Overall, I felt deeply discouraged that after hours of public comment so many of you still don't get it. Transparency and oversight are not hindrances. They allow the public to have a say in the future of their community. People are dissatisfied with the status quo of catering to developers over constituents. Will you allow this to change?

Lukas Hagen · Feb 11, 2025 · 9:19am

Please see attachment.

[Attachment](#)

Sandie Weathers · Feb 11, 2025 · 8:58am

I would like to comment on the survey that was presented by Regina Hopkins last night. I don't believe this survey paints an accurate picture of what the REAL IMPACT the citizens initiative has had on our community. Her survey asks if residents prefer green space to luxury and market rate apartments. When all development in the city has stopped, the results of a biased survey becomes a moot point. Regina ignored the testimony of the many that spoke before her, from affordable housing developers, to apartment dwellers, and families trying to build their dream home. All of these people have been negatively impacted, yet she refuses to accept responsibility for her role in this. On a separate note, last night we once again heard people try to pull on emotional heart strings over the birds and trees. I am

going to pull on heart strings as well. I think it is unfair that we refuse to plan for future generations that will need housing, I'm afraid that when it is time for my kids to venture out on their own, they will either be forced to stay at home, or move somewhere far away where housing is more affordable. I feel that the current ordinance contradicts the city's value of embracing diversity and inclusivity as this is clearly about socioeconomic segregation. The pro ordinance people want an apartment ban. You heard it over and over again last night when people spoke about the "true intentions" of this ordinance. Do not fall for it. Restore fees in lieu. Yes they need work, but I am confident that this council can find a balanced solution.

Regina Hopkins · Feb 11, 2025 · 1:50am

Most people arguing against the new ordinance O-2024-28 seem to be focused on how it affects homeowners and affordable housing, and while those are important, they're not the whole picture. As it's my 1st amendment constitutional right to petition the government for laws I'd like to see changed, I personally spent six months of my life volunteering for this citizen led initiative to gather signatures. Every day after work I rode my bicycle to parks and shopping areas to gather signatures until it was too dark to see. Why did I spend so much of my personal time on this effort? Because I care about Lakewood, and my elected officials weren't listening to me! I am tired of seeing Lakewood overrun with massive apartment building after massive apartment building built out to the edge of lot lines. That's what this ordinance was designed to help stop. I'm asking you to do the bare minimum by upholding the democratic process which you were sworn in to do by your constituents and defend this ordinance. So far, the city has made zero attempts to defend it, and as a law-abiding citizen, I find that unacceptable. As Lakewood is a home-rule city, the state cannot legislate local land-use matters. Lakewood has a constitutional right to govern their own land use and zoning. If you're concerned about the "unintended consequences" of this ordinance affecting single family homeowners you could still keep this ordinance perfectly legal - by clarifying the language of the ordinance to exclude the of homes with more than 3 or 5 units on it, for example. Or clarify the language to differentiate multifamily properties vs. single family properties – which was its original intent. The rest of the ordinance can remain intact, with the most important part of this ordinance being - removing the option for developers to always buy out of parkland dedication. What is not fair about this whole situation is that while we were out gathering signatures, a last-minute amendment to HB 24-1313 was slipped into a late-night Senate committee meeting in April 2024—with no debate and no formal vote. This one-size-fits-all provision created a statewide fee-in-lieu option, undermining local control just as Save Open Space Lakewood was gaining massive momentum and widespread support. This overreach threatens that right, stripping cities of their ability to protect open spaces and serve the public interest. By allowing developers to bypass parkland dedication requirements, this sets a dangerous precedent—one that will erode our remaining natural spaces and alter the character of communities across Colorado. Lakewood has already suffered from years of unchecked development. Over 6,000 voices—10% of Lakewood voters—have spoken and support this ordinance. That is statistically significant. Beyond that, an informal Nextdoor poll I conducted shows overwhelming support (88%) for keeping this ordinance. And let's not forget, this isn't the first time Lakewood residents have fought against unchecked development—what happened to the 1% strategic growth initiative? If you choose to repeal and replace this ordinance, you will be disregarding the voices of thousands. My request is to stop sidestepping the people who are trying to protect our environment, clean air, and trees—not just for us, but for all organisms. This conversation cannot be solely about human convenience while ignoring biodiversity, which is essential for all life.

Donna Hopkins · Feb 10, 2025 · 11:02pm

I have been listening for the duration of this City Council meeting and I do realize the complexity of this parkland dedication issue, but Paula Nystrom brought up a significant point. And that is that a City Manager is essentially the ONLY one who gets to make final decisions regarding fees in lieu without ANY OVERSIGHT. All evening I have been seeing the City Council essentially being "figure heads" only without any real powers. They continually have been deferring to the City Staff for guidance. We have puppets in the majority on the City Council who have no real power. Kathy Hodgson is not only the City Manager, but she is the one pulling the strings of all the puppets. Good luck to the residents of the city to have a voice in this city because their elected representatives have no real authority.

Connie Williams · Feb 10, 2025 · 9:54pm

This is not a battle between development and open space. If done responsibly, we can have both. Yes, affordable housing should be given exemption. As should single family dwellings and smaller multi-family units. What should be held accountable are the huge lot line to lot line developments. Modify the ordinance, but keep the intention and that is to not let large developers buy their way out of ensuring our open spaces continue to grow and thrive as Lakewood grows.

Cindy Pedrioli · Feb 10, 2025 · 8:25pm

I spoke at the hearing this evening but ran out of time in my analysis. Two other points: A question about Section .110 and affordable/income-restricted housing. Is there a hurdle for these projects to pay in-lieu fees? Or is this intended to make affordable housing more appealing for development by not having to pay or provide land? Does this cause equity issues by not providing/requiring park land in proximity to our affordable housing? In closing, I also wanted to mention that while the park dedication section isn't quite the right place for it, consider adding something in another section of the code that evaluates or changes setbacks or buffers for parcels adjacent to existing parkland or sensitive habitats. That would have addressed many of the concerns on the Belmar Park project early in design and City review. If it doesn't get codified, adjacent existing uses should always be a consideration. Early in the design and review of a project.

Carol Kesselman · Feb 10, 2025 · 8:19pm

I am writing to support the fee in Lieu of parkland. Making the fee fair and not excessive. If the area proposed for development is lacking parkland assuring that will be provided. Regarding the Belmar project, I believe the structures will shield the park from the noise and pollution from Wadsworth. Thank you Carol Kesselman

Gary Harty · Feb 10, 2025 · 8:11pm

Belmar Park is a beautiful oasis in the heart of Lakewood, there is no question about that. The Iron Gate office park, which is private property not owned by the city, has existed as a buffer between the park and Wadsworth Blvd for several years. To have housing replace the office park that has outlived its useful life will still provide a buffer between Wadsworth and Belmar Park. For folks concerned about wildlife habitat I would like to point out that the high speed, high volume traffic on Wadsworth has a more concerning effect on wildlife because of noise and pollution than housing would be. I would also like to point out that a housing option in that location is an opportunity to add needed housing with many car-light options to shopping, restaurants, the cultural center, heritage center, and also the transit

center. I wish the housing included an ownership option, as well as some affordable options, but at this time we still need to fix the builders' defect that hinders the building of condominiums in Colorado. Thank you.

Gail Hamilton · Feb 10, 2025 · 7:44pm

This proposed Ordinance 2025-XX has many problems of which the residents may not be aware and which does not resolve or address their repeated concerns. (1) The City is proposing to waive land dedication requirements on developments with 20% of units at 80% of Area Median Income. In Jeffco 2024, the AMI is \$91,300 for 1 person, for example, per CHFA. Lakewood would not be much different. Talking about affordable as 80% of that (\$73,000) or 90% of that (over \$82,000) for 1 person is not "affordable" housing, it's just housing. Small percentages of "affordable" units in high-density developments should NOT exclude these properties. Many of Lakewood's developments in recent years have not included affordable units and the new units are mostly at market rents. But, this is a way for the City to exclude most projects, and once again, not be transparent. This is not acceptable. (2) This should not be a black or white issue, meaning land dedication vs. fee in lieu instead. There could be a common sense mix of both depending on the circumstances of the site and the proposed density. (3) This does not consider adverse impacts to the surrounding properties, the neighborhoods, and the residents, i.e. quality of life, mental health, parking, traffic, noise, waste and other factors. (4) This does not consider special circumstances or site/location considerations regarding environmental impacts and elimination of mature trees (thereby increasing carbon footprint). (5) Since many of these newer developments have no setbacks (0 lot line), there should be land dedication on-site or nearby, and not allow all fees in lieu going to off-site green spaces at the City's discretion. (6) There is no review process for City Council or the Planning Commission consider special circumstances, add easements, setbacks, and buffers where needed, and accessibility to public use properties. Nor is there a review process for high-density properties. Lakewood's calculation of population for multi-family density is 1.68 people per unit: 400 units would add 672 people and that could mean almost 3,700 car trips per day are added on average to the neighborhood (5.5 times). To be consistent, we should be discussing the number of added people and not just the number of units. However, it goes without saying that this amount of increase to many neighborhoods on side streets are adversely impacted, even more so than the nearby collectors and arterial streets. (7) The Lakewood residents and communities require that the City include them in the pre-planning process of nearby proposed impactful developments. This should especially apply if there are 150 population or 100 units being added and these larger, high-density developments should also have eyes on it by the City Council with resident input BEFORE a site plan is finalized. Residents have been demanding that the City listen to their concerns for at least 16 months, but more so with the many thousands of signatures obtained by the Save Open Space Lakewood Ordinance O-2025-28. (8) How did we get here? City Council and their Legal Dept could have worked with residents and Save Open Space Lakewood over the last year to provide needed oversight on the new developments regardless of 'market rate' units or "affordable" housing projects. The City should have been listening to all of the many suggestions and ideas from the residents and they should have been willing to make some of the most important and needed modifications to the existing parkland dedication ordinances and provisions. It was never acceptable that the City staff had full discretion in decision making over final site plan approvals or in City approvals which dismissed any land dedication for fees or improvements in lieu instead.

Dale Trone · Feb 10, 2025 · 7:00pm

Lets be clear over 6000 people signed SOS but how many thousands of people, like me, looked at the petition for less than a minute and said "you got to be kidding there is no way I would sign this"

Mark Smith · Feb 10, 2025 · 6:58pm

City Council & Interested Citizens, CC: please re-read, and other parties read my 1/9/25 Open Letter Sent to Council and others. It is attached below. Best, Mark Smith, Ward 3 Concerned Citizen

Ryan Leong · Feb 10, 2025 · 6:57pm

I am in support of repealing Ordinance O-2024-28, given how much it restricts the development of affordable housing. As someone who still lives with their family in Lakewood due to high rent prices, it is a shame that I am unable to find my own space to live while also being closer to my family, especially as they are getting older. It would be amazing to have the opportunity to be able to have my own place in Lakewood instead of having to find a place way farther where I would not be able to help take care of my family.

Chantelle · Feb 10, 2025 · 6:52pm

I support to revise the Parkland Ordinance. I agree with the majority of people here that the ordinance has been detrimental in so many ways. We want our community to thrive and through Parkland it has halted success for homeowners, renters, businesses, park and open Spaces to name a few. Lakewood is desperate for affordable housing for everyday working people, most like you and me. It is possible to have thriving Open Spaces and Parks while simultaneously providing solutions for the entities that contribute to the community simply through their hard working tax dollars, to more personal to those who love and care for Lakewood and what becomes of it in the future.

Jeri Coffey · Feb 10, 2025 · 6:44pm

In Lakewood over the past 12 years "fee in lieu" has always been the option developers chose. Park land dedication was never chosen . The fee became so common place within the culture that the planner of the day simply signed off on the paperwork. Discretion was disregarded. The citizens who signed the initiative are asking for responsible, thoughtful growth. When citizens are not heard by their elected officials the next step in the democratic process is an initiative. I encourage you to invite Cathy Kentner to the table to talk about making acceptable changes to the initiative. A very big concern is park land dedication as it relates to Belmar. Why not plan to save a decade old tree canopy? Why not allow the rising morning sun to shine on the lake's habitat? Would it be so impossible to tone-down the height of the building? Would it be so impossible to tone down the footprint of the building? There is a crown jewel in the heart of Lakewood. It is a beautiful, natural, God-given placemaker. Will we let it be destroyed for luxury apartments. Important to note: No one wants the city mistreating single family homeowners or others and blaming the initiative. This so-called unintended consequence of the initiative is truly fabricated.

Kelsey Krebsbach · Feb 10, 2025 · 6:36pm

I understand both perspectives on the issue, and agree the ordinance is far from perfect. There is no debate that affordable housing is a necessity, but this particular measure arose from a failure to protect Lakewood's cherished parkland and wildlife from unchecked high-density luxury condo development. Residents voiced concerns, only to be met with dismissive responses from city officials who claimed

zoning laws left them powerless. We must re-examine these zoning laws, recognizing that land and open space are finite resources that require thoughtful stewardship. Parks and green spaces are not luxuries—they are essential to the well-being of a community. A fee-in-lieu system offers only a temporary fix, failing to replace what is truly lost. If we continue down this path, we risk erasing the very nature that makes Lakewood special. Instead of prioritizing relentless development in the name of affordable housing, we should balance a commitment to sustainable planning that ensures future generations can enjoy the same natural beauty we cherish today. Again, this ordinance only exists because the people of Lakewood were left with no other choice to stop high-density luxury apartment development adjacent to Belmar park. The Save Belmar group is tired of being told "there's nothing we can do" by City Council. Please, please listen and advocate for the community the way we have asked you to.

Valerie L Passerini · Feb 10, 2025 · 6:30pm

What I know to be true. Lakewood has a lot of parks - over 114 parks, which total more than 7,400 acres of open space. The city also has over 240 miles of trails. I love our parks. It's one of the best reasons to live here. Along with being close to the foothills. And the local farms too! You know what else we need so more people can enjoy living here? People who may have found out about Lakewood say after 2012? More affordable housing. We can have both. I started a project and I began at 20th and Wadsworth taking photos of abandoned buildings and even lots where abandoned buildings have been torn down and not redeveloped into anything that houses or brings anyone into our city (the old bowling alley near Mississippi and Wads anyone) or the shopping center that was at 10th and Sheridan just for starters. I bet that if I got a buck for every abandoned or unoccupied commercial space in Lakewood that I capture with my cell phone camera, I would have at least \$400. Any takers? Who wants to bet me? Let's do this. Let's do the money in lieu of dedicating parkland. We're certainly not going to raise too much in our coffers with all of these empty buildings and derelict landlords. There was a recent fire at a gas station in my Ward where people were just trying to stay warm. In the richest country in the world. Disgusting.

Joseph Truong · Feb 10, 2025 · 6:26pm

I am deeply concerned about the proposed park dedication ordinance's impact on my current 29-unit redevelopment project, which has already been in planning for three and a half years with over \$100,000 invested. While I support ensuring adequate park space for Lakewood residents, this ordinance would force me to significantly reduce the number of units, making my project financially unfeasible and wasting years of city staff time on planning. This ordinance will inevitably discourage developers from pursuing projects in Lakewood, severely limiting our ability to address the critical need for affordable housing in our community. I urge the council to consider modifications like grandfathering existing projects and creating scaled requirements for developments, which would allow us to maintain park space while supporting the thoughtful housing development our community desperately needs.

Joe T · Feb 10, 2025 · 6:22pm

I am deeply concerned about the proposed park dedication ordinance's impact on my current 29-unit redevelopment project, which has already been in planning for three and a half years with (also) over \$100,000 invested. While I support ensuring adequate park space for Lakewood residents, this ordinance would force me to significantly reduce the number of units, making my project financially unfeasible and wasting years of city staff time on planning. I urge the council to consider modifications

like grandfathering existing projects and creating scaled requirements for developments, which would allow us to maintain park space while supporting the thoughtful housing development our community needs.

CARRIE SONNEBORN · Feb 10, 2025 · 6:16pm

Dear Councillors, There should be situations in which a fee in lieu is not possible. There must be the ability to create an exception to the rule. Developments bordering on properties that are significant for the character of our city and for the preservation of urban wildlife should not be subjected to a blind, rigid rule. Belmar Park IS such a place. It is essentially an unprotected bird sanctuary as well as a property of historical significance. It is the crown jewel of Lakewood Parks, second only to Bear Creek Lake Park. I urge you to create a LEGAL exception to fee in lieu. There must be a way. Be bold and creative!

Rich Urbanowski · Feb 10, 2025 · 5:41pm

I urge the City to repeal the recent ordinance removing the fees-in-lieu-of requirement. It was badly written, badly planned, and has unforeseen effects. The authors could have chosen to just remove the fee-in-lieu-of requirement and set a reasonable size limit. But they thought, erroneously, that they were clever and could ALSO make it retroactive AND double the open space required AND expand its reach. Then they marketed it without actually explaining its impacts. A mere 6200 residents fell for their bad marketing, barely 9% more than is required, and now the City has a bad law in place. It failed the immediate court case that fought it. Get rid of it and let knowledgeable people draft the rules, then have public discussion, such as takes place with zoning re-writes.

Candace Taylor · Feb 10, 2025 · 5:29pm

I live just west of the proposed Metro West development on W Dakota near Estes St. It will provide 40 to 60 units of affordable housing for seniors 62+, which is an excellent use of the current site. With the ordinance as is it's almost certain this development will not go forward which would be a loss to Lakewood and the people served by Metro West Housing. I believe this is just one of a number of pieces of property in limbo because of the uncertainty of the fees-in-lieu ordinance. Council and the Mayor have the opportunity to remedy this situation. Please do so.

michael gower · Feb 10, 2025 · 4:44pm

I want to add my voice to the many residents of Lakewood who support repealing the harmful Ordinance O-2024-28. We need affordable housing in the area, we don't need exorbitant extra cost to development (passed on to residents) and stifling of all new housing. Please repeal or amend Ordinance O-2024-28 to allow fee in lieu of parkland designation.

Eve Simpson · Feb 10, 2025 · 4:40pm

Many long-time Lakewood residents believe that City Council needs to do more to preserve the wildlife that depend on our lakes and wetlands for survival. The front range supplies an important route for migratory birds from thousands of miles away. They rely on us to preserve the natural areas of our city that provide sustenance for them. Pollinators and mammals that have always lived here also rely on us. We have been poor stewards of our lands. The City Council should have recognized the need to preserve some open space and parklands as development occurs. If they had, there would not have been a need

for an ordinance to prevent the clear-cutting, paving and polluting of our lands. If the Council does not like the Ordinance, why don't you propose a better one? At present there are very few guard rails to prevent developers from doing whatever is most profitable for them. Developers should be responsive to the citizens of Lakewood. We do not need to cave to their corporate greed. The Council should realize that responsible growth includes retaining the best natural features of Lakewood. If the Council does not like the citizens' ordinances, they should come up with a few of their own ideas. Regarding Belmar Lake: We need rules that prevent the developer from polluting the wetlands and lakes with runoff from fertilizers, herbicides, pesticides and building materials. We need rules to prevent light, noise, air and traffic pollution. The huge building that is proposed obviously will obstruct migratory birds. Many cities, as a minor compromise, require smaller buildings with opaque windows that do not cause predictable bird strikes. Foxes, raccoons, skunks, chipmunks and other native mammals will die from the high volume of traffic brought to the Belmar area. And building tenants will use up Belmar's existing parking spaces. Other cities have passed regulations. What regulations can the Council Pass? Will the Council continue to say, "We never thought of that" or "It's not our problem"? Or worse, "We have no power to govern properly"? We moved to Lakewood to enjoy its natural beauty. Why did the Council members move to Lakewood? Eve Simpson, a 33-year resident of 80215.

Jansen Tidmore · Feb 10, 2025 · 3:28pm

Jeffco EDC's Develop Jeffco committee supports changes and revisions to the ordinance that is more cohesive with the larger community goals and balance. Please see attached letter for more details. Thank you.

[Attachment](#)

Hasan Al-Mabuk · Feb 10, 2025 · 3:23pm

I own a property in Lakewood that I am redeveloping which has been in the planning department for over 3 years. This ordinance came as a very big shock and will have a tragic impact on this project. The current structure is a duplex in very poor shape and I am proposing 6-units under the use by right the zone district allows. As reckless as I find this ordinance, I find it even more damaging that projects that were already submitted to the city weren't grandfathered in from any new ordinance. I have already spent over \$100k on entitlements, holding costs, and maintenance expenses on the existing structure. Under this ordinance, I would have to start all over and would have to eliminate 2 of the 6 units proposed. This modification makes this project not feasible and I would therefore lose the \$100k+ already spent. The project I am proposing is in a path of progress with lots of nearby development in an area that needs more housing. Whether you are pro or anti development, this ordinance takes away property rights that will impact each and every person in Lakewood. This illegal ordinance is very damaging not only to myself but all others with projects currently in planning. City employees have wasted years on projects currently in the city that would also have to start over. This ordinance destroys any future development within the city and will destroy property values for those with land that they currently hold. I strongly urge the council to take into account the large impact this has not just on big developers but small family-business developers like myself that are passionate about our projects and the impact they have.

Robert Adams · Feb 10, 2025 · 3:15pm

We all cherish parks and open space. We all claim to believe in sensible growth, development, and housing affordability. We can have both, but this misleading ordinance as initially crafted weaponized one goal against another. I am thankful that council is taking steps to rectify this mistake and open the door back up to serious conversations about how to improve housing affordability in Lakewood. However, this ordinance is barely a first step in addressing the ongoing housing crisis and I hope council will keep that in mind as this ordinance gets discussed and re-worked. Please think long-term in setting up affordability for success. The ten acre threshold for triggering review and approval by council is one noteworthy issue. That will at best bog down modestly-sized affordable housing developments and at worst it will result in people not bothering with them at all. Please consider any other ways you can to exclude or otherwise streamline affordable housing work. Lakewood consists of about 42% renters and those are the people who primarily suffer from the housing crisis. Stable, dignified, affordable housing is a human necessity and striving to provide that to all people in Lakewood should be the north star of our city planning conversations. Around that we can accommodate appropriate open space, public transportation, walkability, cycling, climate considerations, and all of the other things that make a city great.

Donna Wickens · Feb 10, 2025 · 3:13pm

As I have stated previously, this ordinance should be a “wake-up call” to all with the power to make change within Lakewood. Collecting over 8000 signatures from only Lakewood residents, should mean something. We are tired of seeing all the apartment buildings, gas stations and car washes going up without any green space. As a resident of our beautiful city, I am asking you to not repeal this ordinance but to work with the creators of it and make the amendments that will satisfy developers as well as the residents of Lakewood. Citizens need to know that their voices are being heard, please do the right thing.

Nate Wightman · Feb 10, 2025 · 3:09pm

25% of Lakewood is park land. We all love parks. Sharing additional support against the "SOS" ordinance and in support of Council to change it. Much of Lakewood has been harmed by this ordinance. Read and share. Thanks for staying involved Lakewood. <https://www.change.org/Restore14-16-Helpstopthedamage>

Charles Allison-Godfrey on behalf of Stefka Fanchi · Feb 10, 2025 · 2:54pm

Dear Lakewood City Council Members: My name is Stefka Fanchi, President & CEO for Elevation Community Land Trust (ECLT) and resident of Ward 5. ECLT creates affordable homeownership opportunities for low- and moderate-income Coloradoans. ECLT urges you to vote to amend the Parkland Dedication law to exempt affordable projects from its provisions. The households ECLT serves could have purchased market rate homes in decades past, but the rapid increase in the Colorado real estate market made it impossible for them to do so. The organization therefore creates a steppingstone to market rate homeownership, where renters can transition to entry level homes, gain access to the benefits homeownership provides, and then consider purchasing a home on the private market. ECLT is working to bring these affordable homeownership opportunities to Lakewood, but the Parkland Dedication Ordinance adopted by Lakewood City Council on November 4, 2024, will make it impossible for the organization to do so. One project in ECLT’s pipeline is instructive – it will involve 9 townhomes constructed in on a 6,633 square feet infill lot in Molholm/Two Creeks. These homes will be affordable

to households at or below 80% of Lakewood's Area Median Income. Under the recently adopted ordinance, this 6,633 square foot project would be responsible for providing 6,176 square feet of dedicated parkland. With this insurmountable burden, the project cannot simply proceed, and ECLT will be unable to bring affordable homeownership opportunities to Lakewood. Furthermore, the ordinance in its previous form created a burden for affordable housing developers by adding additional fees to projects that provide a social benefit to Lakewood's low- and moderate-income residents. The ordinance reduces the availability of affordable housing overall, and, as a result, the community's economic vitality. ECLT urges you to exempt projects that are 100% affordable from both the parkland dedication ordinance and the fee-in-lieu requirement. Thank you for your consideration. Please contact me with any questions.

[Attachment](#)

Brendalee Connors · Feb 10, 2025 · 2:13pm

Metro West Housing Solutions (MWHS) appreciates the inclusion of affordable housing as a specific focus in this draft ordinance. The included potential exemption, if approved, will help enable MWHS, as the city's housing authority, to continue developing much-needed affordable housing in Lakewood. However, we strongly urge you to remove the requirement of Director's approval for the affordable housing waiver. By placing the decision with the Director, it creates uncertainty for funding agencies like CHFA, thereby making it less likely they will fund developments in Lakewood. It also places the city and the Director in an unnecessary and challenging position, especially if a project becomes controversial. We recommend the ordinance clearly state that affordable housing (as defined) is exempt from this ordinance. Unlike design standards that require a Director's professional review and approval, this is a fee and does not impact site design or function. Eliminating this step is a simple yet impactful way to advance the strategic housing plan by reducing barriers and incentivizing affordable housing.

JONATHAN Marcantoni · Feb 10, 2025 · 1:46pm

This ordinance, as many have already mentioned, is extremely counterproductive. Just as popping up buildings without a clear initiative or plan leads to problems, so does designating green space at a rate so ridiculous it prevents development. We all love green space, and I have seen in other cities much better utilization of green space and urban vegetation than we do here in Colorado. There should be more trees, more urban gardens, more varied plant life that helps air quality and the greater ecosystem, which can be done side by side with housing development. The motivations of this ordinance are clear to anyone who has been paying attention to the NIMBY narrative of zero growth. Zero growth is not the reality we live in. The population is growing and we have a housing crisis, one which largely affects poor and minority communities who are unable to pay skyrocketing rents and mortgages. My organization, The Redress Movement, supports the outlines of the Comprehensive Plan to address the city's development needs in an inclusive and thoughtful manner. This ordinance goes entirely against the vision of Lakewood 2040, and must be altered or stopped altogether. We believe that access to greenspace is important for communities, but it is not the only consideration one should have, nor should it just be designated for "parks". We hope the city will correct this error and be able to move forward with inclusionary zoning, greater food access, and affordable housing for vibrant and diverse communities, which is the future Lakewood deserves.

Richard Greene · Feb 10, 2025 · 1:38pm

Please vote no on the proposed Parkland Dedication ordinance. The requirements it requires would make it highly impractical to build new housing in Lakewood at a time when we need more to meet rising demand. We've all experienced the results of the limited housing supply in the area with rising rents and tax assessments. Making it harder to build would only increase costs further. Lakewood has beautiful parks that should be preserved, but the way to do that is not by preventing any new housing. Lakewood should continue to be a welcoming place to people who want to enjoy those parks.

Cathy Kentner · Feb 10, 2025 · 1:16pm

Dear Mayor and Council, Thank you for your thoughtful, high-level conversations during last week's workshop. I think many felt hopeful afterward. As you move on to put those aspirational ideas in to ordinance, let's please use factual statements and not the F.E.A.R. (False Evidence Appearing Real) statements that are still occurring and serving only to divide our community. First, the initiative has not stopped all development. The fact that no residential building permits have been given out recently is as likely to be due to the season. In fact no residential building permits were issued in December 2022, January 2023, or January 2024. One project on the "3-page list" (7500 W. Mississippi) is ready to donate .347 acres for a park and continue development as planned. The larger projects on the list provided require redesign - not stopping the development altogether. As stated by Judge Russell Klein in the recent CCU v. City of Lakewood ruling, "The due process and just compensation clauses of the Colorado Constitution does not require that zoning ordinances permit a landowner to make the most profitable use of his property or be held to be unconstitutional in their operation." Second is the F.E.A.R. statement that people didn't know what they were signing or that the petitioners were less than wholly truthful. Following the rules, citizens submitted an ordinance and a summary was then written by the City of Lakewood Attorney's Office. If that summary is not reflective of the current implementation then direction should be given to staff to make it comply with the summary or, as I believe is happening now, make clarifying amendments. A citizen initiative is a unique opportunity. The petitioners do not get enough credit for their historic achievement. (Is this why we were ignored? Did you not think they would be successful?) Rather than the special interest group initiatives with paid circulators that we are all used to seeing en masse, the Save Open Space Green Initiative was a true grass-roots effort with all volunteers. Regular people wanting a voice with their elected officials. When you began this process of amending the citizen initiative the mayor stated that you would be amending without changing. Please honor that and what thousands of your constituents have requested. It is very unfortunate that some on council have misconstrued a petition requesting oversight of our codes as "anti-growth." We are not "anti-growth." We are asking for growth that is balanced and respects sustainability and our natural environment. In front of you tonight are two choices moving forward. The citizen initiative which can easily be modified to better clarify what should happen when land dedication is under 1/3 of an acre. Because, as we deal in facts, it seems that is where the angst or "mess" lies. In my opinion it is caused by a gross misinterpretation of the ordinance and/or a specific attempt at interpretive gymnastics to cause division and scape goat people just because they are not in an economic class to be able to pay for lawyers and paid signature gatherers. Last week I sent a suggested change to clarify single family home and duplex homes meet land dedication at the time of subdivision or platting. Similar language is in the staff draft O-2025-XX 080.A. That language could easily be added to the citizen initiative. Should you choose to further O-2025-XX then it must be modified to meet the aspirational goals mentioned at last week's workshop. As currently written, O-2025-XX puts the decision making back behind closed doors with only one side being heard - the developer. Last week Council discussed "flexible" options in lieu of parkland that sounds great. But who will be making that decision? If a developer desires to pay a fee or

any other “option” other than land dedication, then they should be required to appear before City Council at a public hearing. We know what will happen if decisions go back to being made with only one side being heard. We will continue to build a concrete jungle that is unsustainable. As an infill city, accepting land dedication is imperative. We have monies for parks and open space not only in our regular budget but in a TABOR budget also. The land dedication ordinance is a mechanism to create the “pocket parks” that are so wanted and needed. What got us to this point? Years of behind-the-scenes decision making without oversight. What can move us forward in a positive direction? A responsive city council willing to listen and act on constituent concerns. It is regrettable that nobody took the opportunity to do this earlier but it is never too late to do the right thing. The recent ruling granting Kairoi an injunction is a great example of what happens when only one side is heard. The statements made by the court indicating Kairoi is likely to win on merits were predictable because no opposition had been presented. How many people have been misled to believe that the decision was made based on an objective ruling after hearing from both sides? The reality is probably closer to what was recently reported in the Denver Post, “Colorado Municipal League Executive Director Kevin Bommer said Kairoi’s legal case against Lakewood was ‘standing on wobbly legs.’” Currently, the court is waiting to see what council does. So far the court has only heard from the developer. Will you adopt O-2025-XX as written tonight, giving Kairoi and all developers carte-blanche, mooted the lawsuit? Or will you support reasonable development with oversight?

Jason Dunn · Feb 10, 2025 · 11:55am

Please see attached comment letter submitted by Kairoi Properties LLC.

[Attachment](#)

Kathryn Christensen · Feb 10, 2025 · 11:44am

In April 2023, my husband and I purchased a horse property in Lakewood to be our forever home. We wanted to renovate, but the building code Lakewood has adopted made that financially impossible. We still loved the property, though, so we decided to rebuild. One of the things we loved the most about the property--and how we found it to start--was it was so close to all the amenities at Carmody Park, a park where our two young boys love to play for hours on end. Now, it is walking distance to our home. But we aren't living there yet, because the City is refusing to issue any building permits while this O24-28 is still on the books--forcing us to drain our savings paying rent+mortgage, double utilities, double insurance--and not to mention living out of boxes and dedicating time and mental space to this Ordinance that did not exist when we bought or applied for our permit. The Ordinance is riddled with unintended consequences. Consequences like requiring individual homeowners like us to dedicate nearly 1400 SF of land (that's just a few hundred SF short of the average size of a home in Lakewood) back to the City just to get the permit to build our forever home--without any compensation to us. Consequences like applying laws to citizens ex post facto--AFTER we had applied for our permit and relied on the current code requirements. Consequences like requiring us to submit our site plan under protest as part of "intake" just to even have the City start reviewing it. Consequences like the City ignoring a Court order by stating that the Ordinance still applied to us despite an injunction. The Ordinance is making it so we don't even want to live in Lakewood anymore, as we don't feel safe on our own property. Lakewood police have already been called multiple times to the open space just to the south of our street, due to campers on that property. But that open space is owned by the HOA to the south of us, so the HOA was able to have the trespassers removed. Now, with the Ordinance and the

requirement that we dedicate our land to the City for parks and open space, we could not evict such campers even if we wanted to. With that, I don't feel safe letting my boys play outside in their own backyard. The City has attempted to amend the Ordinance to appease various interest groups, but, I, as an individual homeowner, feel ignored. Section 14.16.80 is what City Staff is pointing to, to say our Lot Line Adjustment (which requires a site plan) and our Building Permit (which requires a site plan) is excluded. But what if the current Director and City Staff change? Will that be the same interpretation? We need clear language that indicates a rebuild of single family home is excluded from this Ordinance. Otherwise, God forbid another fire like the Superior fire rips through Lakewood--is every single family homeowner seeking to rebuild their burned down home prepared to have to dedicate land to the City and feel like me, unsafe in their own backyards?

Kristine Disney · Feb 10, 2025 · 10:50am

I have attached a document for your perusal.

[Attachment](#)

Tom Quinn · Feb 10, 2025 · 10:38am

The revised ordinance is a significant improvement from the earlier adopted version. Realizing the discussion on this ordinance is a work in progress, I have a few general comments on the revised ordinance based on the discussion at the Feb 3 council study session. • Parks and open space are extremely important to the citizens of Lakewood. At the same time, we need to carefully balance other factors- the need for affordable housing, private property rights, and vital redevelopment of land on urban corridors. • Fees in lieu of parkland dedication are an important tool for acquiring and improving parks and open space. Dedication of parkland for small development projects can make development impracticable. ○ Fees in lieu should be used for both acquisition and improvements. and should be kept in the districts where they are collected. ○ The amount of the fees in lieu should be adjusted periodically as proposed. • The final ordinance must not impede construction of much needed affordable housing. Thank you,

Mike Bruce · Feb 10, 2025 · 10:34am

Lakewood is facing a housing affordability crisis, and this ordinance that is ultimately halting all development and adding more burdens to new development will exacerbate the issue and harm the community in the long run. While parks and open spaces are essential to a thriving community, the current ordinances' unintended consequences are, ultimately, at the expense of current Lakewood residents. Housing is a human right, and Lakewood residents who wish to buy in the future will suffer due to the lack of availability and affordability. Planned growth that stimulates the economy, increases the tax base, provides places to live and work, and offers opportunities to current Lakewood residents is how great communities are sustained. Smart development that already includes green space, sustainability, and community benefits without making housing more expensive should be the solution. If we want Lakewood to remain an inclusive and economically strong city, we must remove barriers to housing and investment, not create new ones.

Chad Mulliniks · Feb 10, 2025 · 10:01am

I appreciate the work of the City Council and support many of the commonsense updates outlined in the draft revised ordinance. Specifically, I would ask the City Council to consider a larger range of affordable

housing AMI's for exception, at least up to 80%, as many middle-income housing needs are becoming more and more apparent in the widening housing gap that exists in Lakewood. It also appears that City Council is trying to ensure Lakewood is amending and implementing the revised land dedication policies in accordance with longstanding state legal precedence on the topic. Because these recent outcomes being realized from the implementation of the citizen ordinance, as originally submitted, which are resulting in unreasonable and impractical manifestations, the citizen ordinance ends up having the appearance as being anti-development or anti-growth disguised as a desire for more parkland space. It seems obvious that if you put in a significant number of new tiny public open spaces each year with each new development that are strewn throughout the city with no thoughtful community use or benefit, you actually end up with an unreasonable number of useless parks that can't be maintained and become a far larger burden on the community and City of Lakewood. Can you imagine 12 tiny parks in your neighborhood? First stop, Bill's yard where I can throw the frisbee 8 ft to my dog, who keeps running into Bill's yard and finds a beautiful lilac bush to relieve himself on, but that activity lasts three minutes because my dog hates it, and then we go over 6 blocks to Sally's yard, where my kid can spin on the one activity, and that last three minutes because my kid is now bored out of his mind, and then 9 blocks over to Doug's yard, where the port-o-pot is at, of which we go ahead and do our morning business (Sorry Doug, we ate spicy Mexican last night), and then head 7 blocks to Gina's yard, where we play a little baseball, but little Jimmy accidentally hits the ball through Gina's window because its only 14 feet away from our new 72 sq/ft park and I wasn't aware until this moment that little Jimmy is on track to play for the Rockies, and then left 4 blocks, right 19 blocks, and 7 hours and 14 minutes later we have been able to "enjoy" our neighborhood parkland space. Interestingly, the fee-in-lieu model is actually the common strategy of parkland advocates who are attempting to ensure sufficient funding can be gathered over the course of time to purchase larger land spaces, provide more comprehensive parkland offerings to their community, and think strategically over a longer-term period. Only in Lakewood Colorado are "parkland advocates" attempting to implement policy that vastly reduces usable and desirable open space opportunities. Of course, for those of us who can remember another similar citizen ordinance; the growth ordinance, that has now been deemed illegal under state law(s) and is being sunset, it is important for the community and the City Council to consider how can such a small group of people continue to wreak havoc on the basic functions and departments of the City of Lakewood. Are there some fundamental changes that would be needed to Lakewood's base-level framework or policy making principals that should be dusted off, reviewed by Lakewood City Council, and revised to ensure that the loudest Karen voice is not able to turn the City upside down, but instead we can ensure the much more reasonable collective and majority voice is driving the community direction. And more directly, we need to continue forward with incentives and strategies to provide more housing that can meet the needs of the vulnerable and those long-standing and hardworking community members who can no longer afford to live in Lakewood. It's a fallacy to think this is an either / or decision. We can have great parkland, we can have safe communities, we can have diverse housing, we can do smart development, and we can implement community focused policies that consider many divergent views and ideas. Thanks for your consideration.

Mindy Mohr · Feb 10, 2025 · 9:51am

I am asking that the fee-in-lieu to be reinstated, and the land dedication amount be lowered to a feasible amount so that developers can resume contributing to new parks and existing park maintenance. This is critical to allow Lakewood to continue to meet its Proposition 123 commitments to

developing affordable housing, encourage higher density near transit, and make other housing types more affordable for your residents.

Joshua Comden · Feb 10, 2025 · 9:19am

The proposed "Ordinance O-2025-XX (revised 020725)" is a major improvement from the existing code. However, I have a couple of issues with it. In 14.16.010 Purpose, it says "...that existing residents should not bear the entire burden of establishing the additional park and open space areas to meet the needs created by such increase in residential development...require new developments to pay a proportionate share of the costs of accommodating park demand created by adding new residents to the City." This is a weird twist of logic considering that existing residents are not bearing any of the burden or sharing in the costs of establishing additional park space; unless, the ordinance was requiring them to dedicate land or pay extra money, but it is not. It is only the new residents that will pay this cost and bear this burden through increased development costs. There could only be a stretch to that conclusion if it was the perspective of the city that only previously existing residents have an inherent right to access the parks, and so expansion of those rights to new residents would be the "cost" or "burden" they would be paying. The second issue I have is with 14.16.080.C where it says "Any residential development or redevelopment project for which an initial calculation of parkland dedication meets or exceeds ten acres shall be subject to review and approval by Resolution of the City Council." Based on recent history of the requirement that any development with 40 or more units needing to come in front of council, this 10-acre threshold will become a de facto ban on developments greater than 10 acres since developers will not risk losing an investment based on the political whims of city council. This requirement could be softened if instead of having a normal review and approval resolution from council that is open-ended, it has to go through a quasi-judicial hearing such that the decision of land dedication vs. fee-in-lieu has to align with the comprehensive plan.

S Farthing · Feb 10, 2025 · 8:38am

Mayor Strom stated: "I believe it would have been wasteful to spend anywhere from \$175,000 to \$350,000 of taxpayer's funds on a special election when the outcome will ultimately end up being decided in court". Why would the Mayor be so confident that the matter would end up in court? If the voters were allowed to weigh in and rejected the proposal, who has the money to pursue this in court to try and overturn that result? Certainly not the barely funded supporters of the citizen initiative. Obviously, if the voters rejected the proposal, that would be the end of the road for the citizen initiative as written. What the Mayor is really saying is that she knows, and likely everyone on city council knows, that if the voters were allowed to weigh in, the proposal would be easily approved by the voters and THEN 'ultimately' the developer would challenge it in court. The Mayor knows that mailing a special ballot to every voter would raise the visibility of the open open space issue and would only increase the support for it. 6,000 voters signed the initiative petition. In addition, almost 7,000 have also signed the change.org petition that asks for a buffer zone at 777 S Yarrow and asks that the Fort Collins buffer zone ordinance be adopted by Lakewood. That is 13,000 citizens! THAT is what city council is afraid of. Public opinion is so strong for parks and open space that even city council's pro-development PR machine cannot shut it down. But council can at least prevent the people from voting on it. So preventing the people from voting was their solution. Their ONLY solution. It is time for city council to take a vacation from performative politics and actually work for the people.

James Kinney · Feb 10, 2025 · 1:25am

I believe it's likely no resident knew in December of 2012, when the City Council passed the revised zoning rules to greatly densify the residential areas of our community, in the process shouting out to real estate speculators and developers there were big bucks to be made, that a monstrosity of an apartment building now could be built directly against and despoil our treasured Belmar Park. If the people who had assembled the new zoning plan didn't know they were failing to protect the Park, they should have. From what I have gathered so far from research and interviews, there were many residents at that City Council meeting, too many to fit in Council chambers, and a letter was presented to Council, a letter signed by many different Lakewood HOA presidents. The letter stated that it was believed by these respectable City organizations representatives that the residents of Lakewood did not realize the serious and weighty impacts the new zoning rules would have on their community. The letter requested that the vote on the new zoning be postponed until February, to allow efforts to take place to educate residents as to the far-reaching impact the new zoning was going to have on our City and our residents, Mayor Bob Murphy denied the request. Sometime later I was curious and requested all the official records of information and data that was collected by the City during the development of the new zoning rules to indicate residents' opinions, and how those citizens' desires and thoughts were recognized and incorporated into the zoning rules. I received about 300 pages, in 4 files, of unorganized, unexplained papers. As I reviewed the pile I found nothing that described the design of a program to collect data and input from residents that stated how data was representatively sampled and collected to be able to statistically analyze the 300 pages to make valid, verifiable, science-based, representative conclusions, no compiled records of collected data, and no reports or discussion of statistical analysis or development of conclusions. I then requested records of reports or other documents including the collation and review of the residents' data and any conclusions that were drawn, and how they were arrived at and supported. I was told by records personnel I had already been given all the records on the subject. I asked a City planner who had been involved how they knew what the residents' desires and opinions were without a designed, representative, science based data collection program and a subsequent review and statistical analysis of data on which scientific and valid conclusions could be made? She stated they developed their opinions as they were writing the new zoning rules. I asked her how they conveyed their opinions of residents' opinions and desires to the City Councilors and she said it was too long ago to remember. It is my opinion from reviewing records and talking to residents present at the December 2012 Council Meeting, that there was no valid, scientifically conducted process designed and followed to collect representative data from residents. There was no information available to anyone to be able to make a statement that an appropriate ample of representative residents had provided data that could be analyzed to allow a statement to be made by anyone that "the citizens" had been involved in developing or approving the new zoning rules. I suspect including residents as primary stakeholders in the development process would have prevented many of the issues and divisive confrontations that have manifested over this last decade. Democracy is designed to serve the people. I'm an advocate of continuous improvement. However well we are doing today we can do better tomorrow and is is hard work. 6200+ voter signatures is real valid and verified data and should be honored as powerful and valuable. Where is other data to prove the beliefs and desires others in the community?

James Kinney · Feb 9, 2025 · 10:30pm

Affordable housing shows up as a frequent subject that is part of this larger discussion of parkland dedication. My opinion is that the vast majority of adult residents and registered voters living in Lakewood are in favor of significant numbers of affordable housing becoming available in our

community. However, it is also my opinion members of the community have a wide variety of ideas about what that affordable housing should look like when in place on the subject of affordable. We desperately need a thorough and transparent discussion on the subject of affordable housing. FIRST STEP: What is the official definition of affordable housing? SECOND STEP; Councilor Sophia Mayott-Guerrero requested the City Manager provide her with a list of all the affordable housing that has become available in Lakewood between 2012 and now. This request was made at the City Council meeting at which City Council passed the Citizens' Ordinance and it became law. That list of new affordable housing in Lakewood between 2012 and 2024 needs to be made available to the public. That data needs to be reviewed and analyzed and discussed at an overdue Study Session, perhaps titled: Why hasn't more affordable Housing become available in Lakewood since 2012 and what is being done now to increase affordable housing in our community. As a reminder, when voters in Lakewood passed the Strategic Growth Initiative, affordable housing was never included in calculations for numbers of building permits that could be issued. There was NO LIMIT on the number of affordable housing units that could be built in Lakewood in any year, year after year. THIRD STEP: Conduct the Study Session: Why hasn't more affordable housing becoming available in Lakewood since 2012 and what is being done to increase the total number of affordable housing units in our community? This Study session should review what affordable housing has come into the City since 2012. The Study Session should include a comprehensive analysis to determine what have been the barriers preventing and slowing more affordable housing units from becoming available in our Community. City staff needs to present an analysis explaining why large numbers of high density luxury apartments have been built, and if that plan can at least partially explain why more affordable housing units have not been built. Conclusions should be made to outline what changes need to be made by the City to ensure more affordable housing will become available.

Lenore Herskovitz · Feb 9, 2025 · 10:09pm

After the Feb. 3 workshop, there was a feeling of optimism because it seemed City Council members were actually paying attention to the concerns expressed by citizens regarding parkland dedication and fee-in-lieu policies. Then the revised emergency ordinance was posted in advance of the Feb.10 meeting. While this included many of Council's recommendations, it also reflected staff's priorities. The Director of Community Resources would continue to exercise discretionary powers in spite of history teaching us that decisions made at the discretion of one individual leads to problems such as lack of transparency and accountability resulting in community distrust. I am confused because Mayor Strom had told the public that staff would not be involved in the "repeal and replace or amend" process yet here they are inserting their contributions to this new "emergency" draft. Councilor Rein had requested to see an earlier draft that had been prepared by staff between 2023 and extending into 2024, but this is not what is presented in this meeting's packet. When Council members relate the events leading up to the Kairoi lawsuit and the necessity of this "emergency" ordinance, they consistently omit a significant portion of the timeline. They acknowledge that in 2023 the City began working with a consulting firm to draft an ordinance pertaining to parkland dedication and fee-in-lieu policies. However, this was done behind the scenes leaving the public unaware of what was happening until a Study Session in mid April, 2024. By then, the SOS initiative had been launched and signature gathering had begun. At that time, no legal violation existed. Somehow in the last week of the legislative session at the state house, an amendment was added to HB24-1313 which required a fee-in-lieu option (this had been removed as part of the SOS initiative because for over a decade developers had been paying a fee rather than dedicating land). Most likely members of our own legislative committee were influential in bringing this

to the attention of the state legislators. With the amended bill's passage the likelihood of a legal challenge to the initiative became a reality. Now we approach the part of the timeline that is forgotten. City Council knew at the end of the legislative session that a problem existed which could potentially lead to a lawsuit. They were aware of the contents of the initiative but they decided to do nothing and remain silent for 5 months. An emergency could have easily been averted by meeting with community members, revealing the problem and collaborating to find a workable solution. On Nov. 4, Councilors railed against the proposed ordinance, offering harsh criticism of its content. Councilor Stewart (who sat on our legislative committee) expressed concern about the legality of the ordinance in light of recent legislation. Where was this concern 5 months earlier? Why didn't anyone try to fix the ordinance while it was in the early stages of signature gathering and avoid the place we find ourselves in today? Who benefited from this 5 month delay? All unanswered questions but rather than accept responsibility for the chaos created by this lapse in action, the City and council members have scapegoated the petition supporters labeling them "anti-growth". Claiming the SOS Initiative advocates are anti-growth is like claiming Pro Choice advocates are anti-life. Citizens who champion smart growth should not be vilified because they don't want limitless development that fails to meet the needs of the community. So how can we best balance strategic growth with parkland and open space dedication? Looking at the most recent "emergency" draft ordinance several issues should be addressed: 1. Too much discretion is given to the Director of Community Resources. Our elected officials need to be more involved in decision making which would lead to greater transparency in the form of public hearings. Constituents can then determine if their councilors are supporting their policy wishes. The community outcry over the Belmar park project resulted from behind the scene decisions made at the discretion of one individual. This is unacceptable. The fee-in-lieu option is too accessible. If a developer wants to choose that option an appearance before Council should be required to justify that choice. This would add a guardrail to prevent the constant flow of fees-in-lieu as opposed to the alternative. If Council wants to grant the fee option they are free to do so in a public hearing. 2. Procedure and fee determination 14.16.080 Staff has suggested a policy change making "The amount of the fee to be paid in lieu of land dedication shall be the fee in effect at the time of formal project submittal. The Director may delay collection of fees to the time of building permit issuance". Is this intended to be retroactive? If so, this certainly would bolster Kairoi's position in their lawsuit. Petition supporters already feel that the City has failed them by not defending their ordinance and now staff is pulling a bait and switch. Prior to this proposed change, the fee to be paid was the one in effect at the time of payment. Since Kairoi has not yet paid the fee they would be subjected to the fee increase that was approved in June, 2024. However, if staff's suggested adjustment is approved, Kairoi would only be required to pay approximately half that amount. This certainly would not reflect the fair market value of their property today. Quite a victory for the wealthy developer and quite a loss for the community. It is my hope that in moving forward, the changes that Council chooses to make will reflect the requests from the public. Over 6000 people signed their names to a petition because they were dissatisfied with the limitless growth without regard for the environmental impacts. They want everyone, no matter where they live in the city, to have access to green space, parks, tree canopies, and the joys of nature. Hopefully you will find a way to fulfill those wishes.

Connor Culligan · Feb 9, 2025 · 5:03pm

I look forward to the evolution of this revised ordinance and appreciate council's more collaborative approach to re-writing it. As demonstrated by others (through actual examples) land dedication cannot be the only way to meet this requirement. I do like putting some teeth behind providing land first or

some other sort of amenity. It seems like council is taking some spirit from the current ordinance without trying to just stop development. Lakewood is a diverse city, from huge single family detached homes to the super dense developments. The ordinance needs to respect both instead of only listening to those who do not want any density. Based on listening to the council discussion last week, it seems like there probably need to be more time spent discussing the nuances of this ordinance versus treating this as a first reading. Lakewood must be a city prepared to grow, welcoming density and diversity. Updating the fee yearly makes a lot of sense. Please stay away from making each developer perform it's own fee-in-lieu study as other jurisdictions have done. I want to avoid council hearings for every single development - going through this in other jurisdictions is really cumbersome (for council agendas especially) and makes the development approval process less certain for developers. We need to encourage growth in Lakewood, eventually getting rid of the anti-growth ordinance, per state statute. Also, while I love trees, we cannot let canopy stand in the way of development. Protecting trees in the ROW makes sense in most situation but trees on private land shouldn't be a deciding factor over whether someone can develop land their own. Look forward to making much needed corrections to the current ordinance!

sari besu · Feb 9, 2025 · 3:09pm

In terms of the challenges that the ordinance has brought up for homeowners and others, are we to understand that this initiative was not analyzed and put through a model whereby the council's wealth of knowledge and experience did not predict or project these challenges which surfaced less than a month after it passed? Was there a bypassing of this standard type of analysis? Why was there no court response, is the council on board to take it fully in hand? It is and has been a complex and layered issue with many dynamics, related to the initial unilateral decisions which now hamstringing some transparency, and contribute to this twisty process. Perhaps an acid taste is left behind. Despite all that's occurred to this point, the issue is still alive and we ask to work together, to embrace this as learning how our current community can work together in the future, collaboratively, in good faith and respect. Can we model for the community how to get a new perspective and implement creative problem solving strategies. Act as if our parents are observing, and our children are observing. How do we wish this part of our city's history to be told? I believe it is worth taking the time to preserve rights of homeowners, developers, building residents AND the incredible gift of natural habitat and wildlife that Lakewood is home to.

-Sarah Claus · Feb 9, 2025 · 9:16am

This ordinance is not a solution—only a source of problems. It's not helping our environment—it's simply halting accessibility to create community. I liked the comment below about having a "common-sense fee-in-lieu option." The idea that the current dedication requirement actually helps the environment is misleading. We are better than this. Maybe it was made in earnest, but recognize a mistake when it's been made. In the concise NRPA article, "The Trend of Expanding the Scope of Parkland Dedication Ordinances" (December 16, 2021 by John L. Crompton, Ph.D.), Crompton explains the various fees. It seems like it's best practice and it's simply prudent to allow for fee-in-lieu for quite a few development projects and that a reasonable parkland dedication should only be required of *very* large projects. It seems reasonable that we can look at what potential projects would look like in Lakewood, what the logical workarounds would be (could someone for example simply have two adjacent projects to avoid this fee?), and what is being done in neighboring metro areas. First and foremost, I ask for the council to step away from this prohibitive ordinance and to recognize the lack of

foresight that it holds. Source: <https://ezine.nrpa.org/nrpa/ParksRecreationMagazine/january-2022/index.php#/p/18>

Eric D · Feb 8, 2025 · 8:13pm

This is NIMBY-ism in its highest form. It is entirely infeasible to build any type of housing with these requirements in place. Rent and housing prices will only go up as no new housing can be built.

Steve Bosshart · Feb 8, 2025 · 7:55pm

I support the revise and replace parkland ordinance to fix the problem with the current ordinance. I agree we need more parkland but not every development can properly support a park. Having numerous tiny parks is not practical. The city staff is in the best position to make the determination if parkland should be dedicated or a fee in lieu paid to best support the overall goal of having great parks in Lakewood.

Krista N Macco · Feb 8, 2025 · 1:46pm

I'm writing as a Lakewood resident (Ward 5), a mother of two, and a small-scale developer who has spent the last several years working to bring affordable, transit-oriented housing to our community. In 2017, I purchased the property at 1230-1232 Benton shortly after it was rezoned M-R-T to promote high-density development near transit. This rezoning eliminated the option for smaller-scale housing like duplexes, triplexes, and quads, pushing us toward a multi-family development approach. To make this project viable, I partnered with the longtime owner of 1236 Benton and later we jointly purchased 1240 Benton, creating a 20,000 sq. ft. site just 100 feet from the Light Rail. We spent over two years navigating permitting and invested \$500,000 (\$250,000 each) before shifting focus to affordable housing (70-90% AMI) with a Prop 123 funding partner. This was on track to become Lakewood's first Prop 123-funded project, providing much-needed workforce housing near transit with a 30-year commitment to stay affordable. Unfortunately, the new parkland dedication ordinance has made this project financially infeasible. We are already required to provide significant on-site parking and a large fire access road to comply with building code. Now, with the parkland dedication requirement, we must allocate 7,840 square feet (nearly 40% of our site) for parkland—on top of parking and everything else. This simply isn't feasible. The ordinance effectively kills our project and results in the site staying exactly as it is today—a neglected, blighted property with deteriorating duplexes and vacant land that has become a magnet for squatters and public safety issues. Lakewood police have already been involved multiple times. Our site is located at 12th and Benton, just steps from the Lakewood Dry Gulch Trail, which already provides abundant open space and parkland. Instead of requiring land dedication, transit-oriented projects like ours were previously allowed to pay fees in lieu of parkland dedication. Reinstating this option or granting flexibility for this project would allow us to move forward while still contributing to parkland funding. I urge the City Council to reconsider this ordinance or grant flexibility for transit-accessible, affordable housing projects like ours. This is exactly the type of project Lakewood should be encouraging, not making impossible to build. I would also encourage the council to consider not only the blended average of AMI percentage and the number of units (or residents) but also the duration for which an affordable housing project remains contractually committed. Projects serving households at 50-60% AMI require a significantly different level of support and services. While we are unable to commit to that specific income level, we are addressing another underserved demographic—primarily workforce housing—while also committing to a longer affordability period than some other projects.

Thank you for your time and consideration. I would be happy to provide additional details or answer any questions after I speak at the council meeting on Monday. Sincerely, Krista Macco

Carolynne White · Feb 8, 2025 · 11:28am

See attached.

[Attachment](#)

George Petro · Feb 7, 2025 · 9:21pm

There has to be a way to strike some balance. Lakewood is in urgent need of more affordable homes. According to the city's own strategic housing plan, approximately 60% of renters spend more than 30% of their income on housing, a level considered unaffordable by federal standards. This puts financial strain on families, limits economic mobility, and makes it harder for local businesses to retain workers. Unfortunately, the city's open space ordinance is making it nearly impossible to build the housing Lakewood desperately needs. The requirement to dedicate 10.5 acres of parkland for every 1,000 expected residents is an unrealistic and counterproductive mandate. Instead of fostering smart growth and community benefit, it creates a lose-lose scenario—no housing, no parks, no progress. I urge the City Council to reconsider this policy and adopt a more balanced approach, such as a fee-in-lieu option. Lakewood needs both housing and green space, but this rigid requirement is blocking critical development and worsening an already difficult housing crisis.

Glen Newell · Feb 7, 2025 · 10:57am

Just a couple reminders, since we still seem to be seeing misinformation as a leading cause of the manufactured outrage at City Council actually trying to do it's job. ONE: 6000 is nowhere near a majority in Lakewood TWO: 'Soviet-Style' apartment blocks are not a thing in Lakewood. THREE: It is clear in even a casual reading of the ballot initiative brought by Stop Open Space and Cathy 'say anything to get attention' Kentner that it is very much NOT what was presented to folks who would sign it, and the more educated and aware of my neighbors would certainly see through it and vote it down (and I for one BEGGED for the opportunity to challenge this on the ballot). Furthermore, Councilor Paula Nystrom continues to echo the talking points and disinformation fed to her by Cathy Kentner and is clearly in a conflicted interest regarding this item as well as the questions of development of affordable housing, so again I call for her to recuse on this topic.

Nate Wightman · Feb 7, 2025 · 7:50am

As we see with the affordable builders this ordinance will harm our residents who work here and just need some relief against rents. By stopping all residential housing construction we also harm the 60,000 or so renters in Lakewood by not relieving the supply/demand economics. Our local economy and our local workforce that gets a financial boom when construction happens nearby they are harmed. When residents move into our new housing our local economy benefits and commercial ventures move in and support our tax base. We are all harmed by this type of damage to our economy. Evidence shows that dollars spent in a local economy multiply over and over. Property rights have been taken from every property owner in Lakewood. Business owners have been harmed. Lakewood's economic corridors like Alameda, Colfax, Union and Wadsworth have been harmed and again this harms us all. Boarded up and blighted areas will not see commercial interest if we as a city choose to put up, the do not enter signs or go away, as this ordinance does. This ordinance as it stands removes a source of monies to build parks

in parts of Lakewood that do not have access to a park. It requires Lakewood keep park land dedications greater than 0.3 acres which are very expensive to maintain. Some cities refuse ANY land dedication if they are smaller than 3-5 acres (9 to 15 times larger than 0.3) because of these costs. If that isn't enough? Every one of us in Lakewood has been harmed by this ordinance! All of us! Then we have the petition process that is holding our Council hostage with a petition that was advertised to those that signed it as a wonderful "save open space and remove fees in lieu" but added the words "on site" and upped the acreage knowing that it would make any higher densities financially unbuildable or physically impossible. The authors of this petition are telling us that the Council should fix all these "unintended consequences" and then yell at the city for not "defending vigorously" in court. How can you have a terribly written ambiguous document that you beg the Council to fix and at the same time say it should be "defended vigorously" in court? As a CITY we need to have a conversation on if this petition was misleading and if so, does this petition now ordinance deserve ANY LEGAL AUTHORITY. If the petition which never shared what 14.16 was that it was removing, (A hypothetical WHAT IF in 14.16 there was a protection to use natural gas stoves in Lakewood and it was removed and now we couldn't use them? Would that go over well? Would that be perceived as misleading? You wouldn't have known because they never showed you the 14.16 document being removed in the petition.) HOW CAN AN ORDINANCE that everyone claims is ambiguous and, in some cases, maybe illegal have been understood by the potentially well intentioned misled residents who signed it. LET'S HAVE THIS CONVERSATION. We have stopped all residential housing in Lakewood because of this now ordinance. By stopping everything we have created zero (0) park land. We have collected zero (0) fees in lieu to decrease our tax burden. Please consider the damage to our entire city and every resident before giving this document the authority I believe it does not merit.

Celia Greenman · Feb 7, 2025 · 5:49am

We read in the documents associated with the February 3 meeting about the issues associated with O-2024-28, and that every day more and more people are reporting to the City about problems associated with this ordinance. This gives the impression that a major portion of Lakewood residents reject the requirements of this ordinance, but we really will never know, as the city refused to send the initiative to the people for a vote. You cannot dismiss the possibility that more people would have supported the initiative than not. It has been said that Ordinance O-2024-28 will stunt development, and that a city must continue to grow to be vibrant. To me, there is nothing vibrant about the mega apartment buildings that have sprung up in Lakewood, on West Colfax, near Union Blvd, and on Wadsworth Blvd. If anything, they are soul-stunting and traffic snarling because roads cannot accommodate the new population. The traffic studies that say otherwise go against common sense. Draft ordinance O-2025-07 is based on the Norris report, which was prepared in 2023-24. NOWHERE in the report is there mention of environmental considerations, which is at the heart of the outrage over building a 6-story luxury apartment complex directly adjacent to Belmar Park, and which actually provoked the citizen-led initiative for more parkland. Allowing a private enterprise to use a public park as an amenity is disgraceful. On January 27, Council heard a presentation on plans for Bear Creek Lake Park. There was much discussion from members who all appreciate BCLP and consider it a valuable resource to the community. What would be the feeling if a six-story apartment complex were proposed adjacent to that park? Why is there no respect for the natural area that Belmar Park provides to the community? It appears that when Norris engaged "resident stakeholders" they omitted people with concerns for the environment. O-2024-28 was about preserving green space. At the February 3 meeting we heard from Kathy Hodgson about the tree canopy program and Travis Parker cited the Lakewood tree ordinance,

with the first option as planting new trees on site. THIS IS WRONG. The first option should be for staff to instruct developers that they should make their development designs compatible with existing mature trees on site. This could have occurred at 777 S. Yarrow site, where mature trees mostly stand on the perimeter of the property. To equate the canopy and environmental benefits of a mature tree with one with a 2-inch diameter is truly a bait and switch perpetuated by City staff and Council. Also, many of these young trees will die and need to be replaced and will require maintenance for years--not a good trade-off. In a draft resolution brought by the Planning Commission on August 28 and September 4, 2024, Option 2 c stated, "the Planning Commission recommends that in reviewing a major site plan application, the ordinance require the evaluation of the potential effects of a park adjacent development on habitats within the park, including any demonstrable effects on park flora and fauna". Commissioner Kolkmeier referenced 13 pages of code from Fort Collins that deals with environmental assessment of properties to be developed. There is no need to reinvent the wheel. However, with no understanding of the Fort Collins regulations and no wish to consider if they might work for Lakewood, the Commission voted to extract this paragraph from the resolution (a resolution that appears never to have made its way to City Council anyway). I STRONGLY URGE Council to include such a provision in evaluating major site plans.

Christy Gabrielson · Feb 6, 2025 · 8:11pm

Lakewood is in urgent need of more affordable homes. According to the city's own strategic housing plan, approximately 60% of renters spend more than 30% of their income on housing, a level considered unaffordable by federal standards. This puts financial strain on families, limits economic mobility, and makes it harder for local businesses to retain workers. Unfortunately, the city's open space ordinance is making it nearly impossible to build the housing Lakewood desperately needs. The requirement to dedicate 10.5 acres of parkland for every 1,000 expected residents is an unrealistic and counterproductive mandate. Instead of fostering smart growth and community benefit, it creates a lose-lose scenario—no housing, no parks, no progress. I urge the City Council to reconsider this policy and adopt a more balanced approach. Lakewood needs both housing and green space, but this rigid requirement is blocking critical development and worsening an already difficult housing crisis.

Andrea Burns · Feb 6, 2025 · 4:34pm

Urban Land Conservancy (ULC) is a local nonprofit real estate organization that for 21 years has stewarded permanently affordable real estate for community benefit. ULC has worked with municipalities in the metro area in many ways in pursuit of shared goals – in particular around economic development and workforce housing. As you know, Lakewood is in extreme need of affordable homes. According to the City of Lakewood's own strategic housing plan, about 60% of all Lakewood renters are spending more than 30% of their annual income on housing costs, which is considered unaffordable by the U.S Department of Housing and Urban Development. ULC owns three properties in Lakewood, including an income-qualified, 100-unit apartment complex, and two office buildings that lease to local nonprofits at affordable rates. ULC intends to redevelop one office building near Gold Crown into workforce housing. In 2024 we secured a loan from the Colorado Gives Foundation to help make this possible. However, Lakewood's open space ordinance has made it impossible to bring needed housing to this site. ULC owns a one-acre site, but would be expected to dedicate two acres of parkland — an obvious non-starter. A Lakewood city planner explained recently via email: "Using your figures for the 1.25 acre development: 150 new attached units x 1.5 persons per unit x 10.5 park acres per 1000 persons = 2.3625 park acres to be dedicated. In this example the only ways to satisfy the requirements

would be: 1. Not develop; 2. Find some other property to satisfy the dedication requirement for the parcel being developed.” Simply put, this misguided regulation prevents the development of housing in the city. It is a lose-lose scenario for Lakewood residents, in that it provides neither the housing that is desperately needed, nor the open space it purports to deliver. Until repealed or amended to include a common-sense fee-in-lieu option, it will have a paralyzing effect on housing and economic development in Lakewood. Aaron Miripol, president and CEO, Urban Land Conservancy Andrea Burns, VP of impact and engagement, Urban Land Conservancy

Andrea Duby · Feb 5, 2025 · 9:28pm

I feel conflicted about this issue, but ultimately I believe that something has to be re-worked in order to strike a better balance. I love our public parks and spaces in Lakewood. I think it’s what makes our City unique and the amazing place it is to live. I encourage us to hold developers to contribute to that - especially when they stand to profit from it. But I don’t think the fee in lieu of the commitment will accomplish that. With that said, I also see how this could be a hinderance to more affordable housing options that are desperately needed.

Brian Holman · Feb 5, 2025 · 2:08pm

The reason this developer wanted to build here is because the zoning code allowed for it. Maybe we should consider upzoning other areas of the city, or allowing any R1 zoned property to also have the rights of R2. More housing supply would create less of an economic incentive to build large buildings near our parks. The places that developers can build are limited, so whenever there is an opportunity, the floodgates release and they maximize what they build based on the maximum of what zoning allows. A more gradual increase in property rights like allowing R2 to exist everywhere R1 currently exists would result in smaller scale development that is less noticeable and intrusive, while also giving additional property rights to property owners. Also, removing minimum parking requirements seems like a great way to preserve open space, yet Save Open Space has not mentioned that once. That would be a great solution to preserving green space while also removing land use restrictions that lead to increased pollution, a larger heat island, increased housing costs, and additional transportation options to driving.

Jen Shay · Feb 4, 2025 · 7:09pm

Open space should be a required part of every project/development undertaken in any commercial project. The payment option that has been taken by developers in many, if not most, recent Lakewood projects is not nearly enough. The current requirement to pay in lieu of open space appears to be a nominal fee. If Lakewood retains this option then the opt out fee from providing Open Space should at least be an amount of money that is equivalent to the market value to purchase "like" land for open space. Letting developers skip contributing to open space in the City of Lakewood is another way Lakewood citizens subsidize these developments that in the long run negatively impact our own quality of life. The Belmar project comes to mind. As more people move to Lakewood the amount of open space AND Recreation Center space should also be increasing commensurately. That being said requiring individual citizens to adhere to this requirement when making improvements on their property makes absolutely no sense.

Linnea Hauser · Feb 4, 2025 · 10:09am

Please respect the wishes of the majority of Lkwd citizens who voted for the Parkland dedication initiative. It does not need to be a “one size fits all” measure; through open communication and cooperation between citizens and council members the measure can become a win/win. Vote your support!

John Claus · Feb 4, 2025 · 8:39am

Please do everything you can as a Council to undo this broken, anti-property rights ordinance. This was written under the guise of saving parks, when in fact it is diametrically opposed to that very outcome. It's my opinion that the ordinance creator, Cathy Kentner, wrote this with the full intention of reanimating her previously failed monstrosity, SGI. Lastly, given Councilor Nystrom's obvious ties with Cathy Kentner, I believe she should recuse herself from any official decisions on this matter and future land use decisions. I've also noticed that someone in Nystrom's camp changed the DNS records for her campaign site, so I took it upon myself to publishing my receipt for her blunder at paulanystrom.com.

Michael Payne · Feb 3, 2025 · 4:53pm

High interest in this subject. Regarding the duplex project on Van Gordon St. This is sufficient hardship that the project may not go through, and there is a loan on the work (demo) that has taken place. So a housing unit has been removed from the Lakewood offering. And delay is keeping 2 units off the market.

ITEM 11 – PUBLIC COMMENT

Dale Trone · Feb 10, 2025 · 7:32pm

During the first 10 comments a non Lakewood resident was allowed to speak prior to a Lakewood resident. Since this is a Lakewood meeting and general public is for Items not on the agenda I believe the rules on first 10 for general public comment should be restricted only to Lakewood residents. If a non resident wants to comment on non agenda items that should be after Lakewood business is completed.

Dale Trone · Feb 10, 2025 · 6:29pm

With the extreme increase in egg prices Lakewood should immediately increase the number of chickens (ie egg laying hens) residents are allowed to have within the city limits.

Nate Wightman · Feb 10, 2025 · 3:00pm

I am hoping a link will work here. I am sharing a petition to raise awareness and gather support for affordable housing, walkable neighborhoods and transit oriented housing and development. I also hope to create a conversation on how petitions are good and how they can be, in some cases, perceived as misleading. Should a misleading petition of any sort carry the legal ability to effect change? We as a city should be having this discussion also. Please read this non legal and only supportive petition and if you agree then sign it and you can use links in the petition to share it. Thanks for being involved.
<https://www.change.org/Restore14-16-Helpstopthedamage>



**MINUTES
REGULAR MEETING OF THE CITY COUNCIL
CITY OF LAKEWOOD**

7:00 PM

March 24, 2025

Minutes are not a verbatim transcription, but rather an attempt to capture the intent of the speaker by the City Clerk.

ITEM 1 – CALL TO ORDER

Mayor Strom called the HYBRID meeting to order at 7:17 p.m.

ITEM 2 – ROLL CALL

Councilors Present:	Mayor Wendi Strom, Presiding
	Councilor Jeslin Shahrezaei
	Councilor Jacob LaBure
	Councilor Roger Low
	Councilor Isabel Cruz
	Councilor Paula Nystrom
	Councilor Glenda Sinks

Absent:	Councilor Sophia Mayott-Guerrero
	Councilor Dave Rein

Others in attendance:	Ben Goldstein, Deputy City Manager
	Alison McKenney Brown, City Attorney
	Jay Robb, City Clerk

Full and timely notice of this City Council meeting had been given and a quorum was present.

ITEM 3 – PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited, and the audience remained standing for a moment of silent prayer.

ITEM 4 – STATEMENT OF CONFLICT OF INTEREST

Mayor Strom read the Statement of Conflict of Interest.

ITEM 5 – PROCLAMATION CELEBRATING NOWRUZ DAY

Mayor Pro Tem Shahrezaei read the proclamation, and Mayor Strom presented it to Shirin Lankarani and Nush Farjadi who spoke about the meaning and importance of Nowrus.

ITEM 6 – INITIAL PUBLIC COMMENT

The following individualS spoke under initial public comment:

Brad Bruce, Ward 2, spoke about the end of a recent ceasefire in Gaza and asked the Council to adopt a resolution condemning the use of weapons provided by the United States in Gaza and spoke against the Trump Administration.

ITEM 7 – R-2025-12 – ADOPTING THE CONNECT. DISCOVER. CREATE LAKEWOOD PUBLIC ART PLAN

City Clerk Robb read Resolution 2025-12 into the record.

Mayor Strom introduced Michelle Nierling, Heritage, Culture and Arts Manager, who introduced the topic, then introduced the following presenters: Lane Godsey, Arts Programming Curator, Alexis Moore, Principal Planner, and Jill Stilwell and Kendall Peterson, from ThereSquared Consulting.

VOTE TO ADOPT RESOLUTION R-2025-12

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO		ABSENT	NYSTROM	X	
REIN		ABSENT	LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
TOTAL				7	0

Result: The motion passed.

**CONSENT AGENDA
ORDINANCES ON FIRST READING**

City Clerk Robb read the Consent Agenda into the record.

ITEM 8 – R-2025-13 – APPROVING AN AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT WITH THE COLORADO DEPARTMENT OF TRANSPORTATION FOR THE COLFAX TRANSPORTATION SAFETY PROJECT

ITEM 9 – R-2025-14 – APPOINTING MEMBERS OF THE VICTIM ASSISTANCE COMPENSATION BOARD

ITEM 10 – R-2024-15 – REAPPOINTING MEMBERS OF THE LAKEWOOD ADVISORY COMMISSION

**ITEM 11 – R-2025-16 – REAPPOINTING A MEMBER OF THE LAKEWOOD
HISTORIC PRESERVATION COMMISSION**

**ITEM 12 – R-2025-17 – APPOINTING AND REAPPOINTING MEMBERS OF THE
LAKEWOOD PLANNING COMMISSION**

END OF CONSENT AGENDA

**ORDINANCES ON SECOND READING
AND PUBLIC HEARINGS**

**ITEM 13 – O-2025-9 – REPEALING AND REPLACING TITLE 4 OF THE LAKEWOOD
MUNICIPAL CODE REGARDING THE PERSONNEL POLICIES CODE
FOR THE CITY OF LAKEWOOD, COLORADO**

City Clerk Robb read Ordinance O-2025-9 into the record.

Mayor Strom opened the public hearing.

There were public comments received via Lakewood Speaks: 2 (see attached).

The following individual provided public comments in person.

Brad Bruce, Ward 2, commented to emphasize the importance of family medical leave.

Mayor Strom closed the public hearing and asked for a motion.

Mayor Pro Tem Shahrezaei made a motion to adopt Ordinance O-2025-9. The motion was seconded.

VOTE TO ADOPT ORDINANCE O-2025-9

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE		X
MAYOTT-GUERRERO		ABSENT	NYSTROM	X	
REIN		ABSENT	LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
TOTAL				6	1

Result: The motion passed.

ITEM 14 – O-2025-10 – AUTHORIZING AN INTERNAL LOAN AGREEMENT IN THE FORM OF A TRANSFER OF GENERAL FUNDS IN THE AMOUNT OF \$19,682,727 TO THE STORMWATER ENTERPRISE FUND AND AUTHORIZING THE EXPENDITURE OF THESE FUNDS BY THE DIVISION OF PUBLIC WORKS VIA THE MILE HIGH FLOOD DISTRICT FOR MAJOR DRAINAGEWAY IMPROVEMENTS OF THE NORTH DRY GULCH AREA OF LAKEWOOD

City Clerk Robb read Ordinance O-2025-10 into the record.

Mayor Strom opened the public hearing.

Mayor Pro Tem Shahrezaei made a motion to adopt Ordinance O-2025-10. The motion was seconded.

There were no public comments received via Lakewood Speaks.

Max Kirshbaum, Public Works Director, introduced the topic, then introduced Ray Hill, City Engineer, to provide the full presentation.

Mayor Strom opened the public hearing at 8:17 p.m.

The following individual provided public comments in person.

Brad Bruce, Ward 2, spoke in support of the North Dry Gulch Drainage Project.

Director Kirschbaum and Mr. Hill responded to questions from the Council.

Mayor Strom closed the public hearing.

VOTE TO ADOPT ORDINANCE O-2025-10

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO		ABSENT	NYSTROM	X	
REIN		ABSENT	LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
TOTAL				7	0

Result: The motion passed.

ITEM 15 – O-2025-11 – AMENDING TITLE 10 OF THE MUNICIPAL CODE TO ALIGN WITH RECENT STATE LEGISLATION ON USE OF ELECTRONIC MOBILE DEVICES AND CHILD RESTRAINT SYSTEMS

City Clerk Robb read Ordinance O-2025-11 into the record.

Mayor Strom opened the public hearing.

Mayor Strom deferred to Patrick Freeman, Sr. Assistant City Attorney, who responded to questions from the Council.

No public comments were received in person or on Lakewood Speaks.

Mayor Strom closed the public hearing and asked for a motion.

Mayor Pro Tem Shahrezaei made a motion to adopt Ordinance O-2025-11. The motion was seconded.

VOTE TO ADOPT ORDINANCE O-2025-11

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
MAYOTT-GUERRERO		ABSENT	NYSTROM	X	
REIN		ABSENT	LOW	X	
SHAHREZAEI	X		CRUZ	X	
			SINKS	X	
TOTAL				7	0

Result: The motion passed.

ITEM 16 – GENERAL PUBLIC COMMENT

Anyone who would like to address the Council on any matter other than an agenda item will be given the opportunity. Speakers should limit their comments to three minutes.

Public Comment received via Lakewood Speaks: 3 (see attached).

John Hunter, Ward 1, asked the Council about various housing developments in the City.

ITEM 17 – GENERAL BUSINESS

There was no general business.

ITEM 18 – MAYOR AND CITY COUNCIL REPORTS

The Councilors and Mayor Strom provided updates regarding upcoming Ward meetings and other events in the community.

A. COUNCIL MEMBERS BY WARD

B. MAYOR

ITEM 19 – ADJOURNMENT

Seeing no further business, Mayor Strom adjourned the meeting at 8:38 p.m.

Respectfully submitted,

Jay Robb, City Clerk



**MINUTES
REGULAR MEETING OF THE CITY COUNCIL
CITY OF LAKEWOOD**

7:00 PM

April 14, 2025

Minutes are not a verbatim transcription, but rather an attempt to capture the intent of the speaker by the City Clerk.

ITEM 1 – CALL TO ORDER

Mayor Strom called the hybrid meeting to order at 7:07 p.m.

ITEM 2 – ROLL CALL

Councilors	Mayor Wendi Strom, Presiding
Present:	Councilor Sophia Mayott-Guerrero
	Councilor Dave Rein
	Councilor Jeslin Shahrezaei
	Councilor Jacob LaBure
	Councilor Roger Low
	Councilor Isabel Cruz
	Councilor Paula Nystrom
	Councilor Glenda Sinks

Absent:	None
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Others in	Kathy Hodgson, City Manager
attendance:	Ben Goldstein, Deputy City Manager
	Alison McKenney Brown, City Attorney
	Jay Robb, City Clerk

Full and timely notice of this City Council meeting had been given, and a quorum was present.

ITEM 3 – PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited, and the audience remained standing for a moment of silent prayer.

ITEM 4 – STATEMENT OF CONFLICT OF INTEREST

Mayor Strom read the Statement of Conflict of Interest.

ITEM 5 – INDUCTION CEREMONY – FOR NEWLY ELECTED WARD 3 AND WARD 4 CITY COUNCIL MEMBERS

Judge Nicole Bozarth, Presiding Municipal Judge, administered the oaths of office to the newly elected Councilors Bill Furman (Ward 4) and Ken Cruz (Ward 3).

ITEM 6 – RECEPTION

Mayor Strom asked for a motion to go into recess to welcome the new Council Members.

At 7:15 p.m., Mayor Pro Tem Shahrezaei made a motion for a brief recess. The motion was seconded and passed without objection.

Mayor Strom called the meeting back to order at 7:35 p.m.

ITEM 7 – PROCLAMATION - EARTH WEEK 2025

Mayor Strom read the proclamation and briefly discussed the importance of Arbor Day and Earth Day.

ITEM 8 – INITIAL PUBLIC COMMENT

The following individuals spoke under initial public comment:

Amster Howard, Ward 4, spoke to the Council about his personal fire mitigation near his home and how his methods are out of compliance with the City's Open Space Fire Mitigation Plan.

Shawn Hegarty, Ward 2, thanked the Council for the City's recent work on crime reduction in the Severe Enforcement Zone surrounding the Recovery Center on Colfax.

**CONSENT AGENDA
ORDINANCES ON FIRST READING**

Mayor Pro Tem Shahrezaei requested that Item 10 be removed from the Consent Agenda. The item was removed without objection.

City Clerk Robb read the Consent Agenda into the record (as amended).

No public comments were received in person or on Lakewood Speaks.

Mayor Pro Tem Shahrezaei made a motion to approve the consent agenda. The motion was seconded.

VOTE TO APPROVE THE CONSENT AGENDA

	AYES	NAYS		AYES	NAYS
STROM	X		LABURE	X	
CRUZ K.	X		NYSTROM	X	
MAYOTT-GUERRERO	X		LOW	X	
FURMAN	X		CRUZ I.	X	
REIN	X		SINKS	X	
SHAHREZAEI	X				
TOTAL				11	0

Result: The motion passed.

ITEM 9 – O-2025-14 – AUTHORIZING THE PURCHASE OF REAL PROPERTY LOCATED AT 1275 S. TELLER ST., LAKEWOOD, COLORADO FOR MUNICIPAL PURPOSES, INCLUDING ACCEPTANCE OF A DEED THEREFOR

ITEM 10 – O-2025-15 – AUTHORIZING THE PURCHASE OF REAL PROPERTY LOCATED AT 10500 W. 25TH AVE, LAKEWOOD, COLORADO FOR OPEN SPACE AND PARK PURPOSES, INCLUDING ACCEPTANCE OF A DEED THEREFOR

ITEM 11 – REQUEST FOR SPECIAL CITY COUNCIL MEETINGS

END OF CONSENT AGENDA

ITEM 12 – GENERAL PUBLIC COMMENT

Brad Bruce, Ward 2, spoke about the use of tax dollars paying for weapons being used for death and destruction in Gaza.

Ernie Carter, Ward 3, spoke about political prisoners being jailed outside the United States and in Israel and asked for the release of hostages by Israel.

Dr. Mohamed Kuziez, a local esthetician, spoke about his time volunteering in Gaza and summarized numerous slides and short videos depicting the destruction and loss of life in Gaza.

Eric Gross, Golden resident, spoke about losing an acquaintance in Gaza and spoke about the destruction and loss of life in Gaza.

Sandie Weathers, Ward 3, welcomed the new Councilors, Ken Cruz and Bill Furman, then spoke about the use of tax dollars paying for weapons being used for the war in Gaza.

ITEM 13 – GENERAL BUSINESS

There was no general business.

ITEM 14 – MAYOR AND CITY COUNCIL REPORTS

The Councilors and Mayor Strom provided updates regarding upcoming Ward meetings and other events in the community.

ITEM 15 – ADJOURNMENT

Seeing no further business, Mayor Strom adjourned the meeting at 8:26 p.m.

Respectfully submitted,

Jay Robb, City Clerk



**MINUTES
REGULAR MEETING OF THE CITY COUNCIL
CITY OF LAKEWOOD**

7:00 PM

April 28, 2025

Minutes are not a verbatim transcription, but rather an attempt to capture the intent of the speaker by the City Clerk.

ITEM 1 – CALL TO ORDER

Mayor Strom called the hybrid meeting to order at 7:11 p.m.

ITEM 2 – ROLL CALL

Councilors	Mayor Wendi Strom, Presiding
Present:	Councilor Dave Rein (Virtual)
	Councilor Ken Cruz
	Councilor Sophia Mayott-Guerrero (Virtual)
	Councilor Jeslin Shahrezaei
	Councilor Glenda Sinks
	Councilor Isabel Cruz
	Councilor Roger Low
	Councilor Bill Furman
	Councilor Paula Nystrom

Absent:	Councilor Jacob LaBure
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Others in attendance:	Kathy Hodgson, City Manager
	Ben Goldstein, Deputy City Manager
	Alison McKenney Brown, City Attorney
	Jay Robb, City Clerk

Full and timely notice of this City Council meeting had been given, and a quorum was present.

ITEM 3 – PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited, and the audience remained standing for a moment of silent prayer / reflection.

ITEM 4 – STATEMENT OF CONFLICT OF INTEREST

Mayor Strom read the Statement of Conflict of Interest.

ITEM 5 – PROCLAMATION - FAIR HOUSING MONTH

Mayor Strom read and presented the proclamation to the following members of Metro

West Housing: Brendalee Connors, Chief Real Estate Officer; Daniela Dillon, Resident Manager; and Maleny Diaz, Marketing Specialist.

Ms. Connors thanked the Council for the proclamation, spoke about the history of Metro West and the importance of affordable housing in the Lakewood community.

ITEM 6 – INITIAL PUBLIC COMMENT

Councilor Mayott-Guerrero joined the meeting, virtually.

The following individuals spoke under initial public comment:

Clint Atkinson, Ward 1, spoke against some specific proposed zoning changes in the Eiber Neighborhood.

Brad Bruce, Ward 2, updated the Council about ongoing violence and destruction in Gaza and asked the Council to adopt a resolution condemning the Israeli aggression in Gaza.

Lauren Scanlon, Ward 1, spoke against some specific proposed zoning changes in the Eiber Neighborhood.

ITEM 7–APPROVAL OF RESOLUTIONS ON CONSENT AGENDA

CONSENT AGENDA ORDINANCES ON FIRST READING

Mayor Strom removed item 7C. from the consent agenda.

City Clerk Robb read the Consent Agenda into the record, as amended.

No public comments were received in person or on Lakewood Speaks.

Mayor Pro Tem Shahrezaei made a motion to approve the consent agenda. The motion was seconded.

VOTE TO APPROVE THE CONSENT AGENDA

	AYES	NAYS		AYES	NAYS
STROM	X		SINKS	X	
LABURE		ABSENT	CRUZ I.	X	
REIN	X		LOW	X	
CRUZ K.	X		FURMAN	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
SHAHREZAEI	X				
TOTAL				10	0

Result: The motion passed.

ITEM 7A – R-2025-18 – APPOINTING MEMBERS TO THE LAKEWOOD ADVISORY COMMISSION

ITEM 7B – R-2025-19 – APPOINTING A MEMBER TO THE NOXIOUS WEED LOCAL ADVISORY BOARD

ITEM 7C – R-2025-20 – APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE COLORADO DEPARTMENT OF TRANSPORTATION REGARDING THE CITY OF LAKEWOOD'S OPERATION AND MAINTENANCE OF TRAFFIC SIGNALS, INTERSECTION MARKINGS, AND TRAFFIC CONTROL DEVICES ON STATE HIGHWAYS WITHIN THE CITY OF LAKEWOOD

(Item 7C. was removed from the Consent Agenda.)

ITEM 8 – APPROVAL OF ORDINANCES ON FIRST READING

ITEM 8A – O-2025-16 – DECLARING THE INTENT OF THE CITY OF LAKEWOOD TO ACQUIRE INTEREST IN PROPERTY FOR PUBLIC PURPOSES FOR THE CONSTRUCTION OF PEDESTRIAN IMPROVEMENTS ALONG SHERIDAN BOULEVARD BETWEEN JEWELL AVENUE AND FLORIDA AVENUE AND AUTHORIZING NEGOTIATIONS WITH PROPERTY OWNERS, ACCEPTANCE OF CONVEYANCE INSTRUMENTS AND CONDEMNATION OF REAL PROPERTY INTERESTS (SUBJECT TO FURTHER COUNCIL APPROVAL)

ITEM 8B – O-2025-17 – AUTHORIZING A SUPPLEMENTAL APPROPRIATION TO THE 2025 ANNUAL BUDGET IN THE AMOUNT OF \$180,000 FROM THE FEDERAL SEIZURE FUNDS FOR VEHICLE PURCHASES AND EQUIPMENT

ITEM 8C – ORDINANCE O-2024-13 – SETTING THE SALARIES OF MUNICIPAL COURT JUDGES

**ITEM 9 – APPROVING MINUTES OF THE CITY COUNCIL MEETINGS
SPECIAL CITY COUNCIL MEETING – SEPTEMBER 19, 2024
SPECIAL CITY COUNCIL MEETING – JANUARY 6, 2025
REGULAR CITY COUNCIL MEETING – JANUARY 13, 2025
REGULAR CITY COUNCIL MEETING – JANUARY 27, 2025
SPECIAL CITY COUNCIL MEETING – FEBRUARY 3, 2025**

END OF CONSENT AGENDA

No public comments were received in person or on Lakewood Speaks.

Mayor Pro Tem Shahrezaei motioned to approve the consent agenda, as amended.
The motion was seconded.

VOTE TO APPROVE THE CONSENT AGENDA, AS AMENDED

	AYES	NAYS		AYES	NAYS
STROM	X		SINKS	X	
LABURE		ABSENT	CRUZ I.	X	
REIN	X		LOW	X	
CRUZ K.	X		FURMAN	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
SHAHREZAEI	X				
TOTAL				10	0

Result: The motion passed.

**ORDINANCES ON SECOND READING
AND PUBLIC HEARINGS**

ITEM 10 – O-2025-12 – DECLARING THE INTENT OF THE CITY OF LAKEWOOD TO ACQUIRE INTEREST IN PROPERTY FOR PUBLIC PURPOSES FOR THE CONSTRUCTION OF THE W 1ST AVENUE AND DEPEW STREET LOCAL DRAINAGE PROJECT AND AUTHORIZING NEGOTIATIONS WITH PROPERTY OWNERS, ACCEPTANCE OF CONVEYANCE INSTRUMENTS AND CONDEMNATION OF REAL PROPERTY INTERESTS (SUBJECT TO FURTHER COUNCIL APPROVAL)

City Clerk Robb read Ordinance O-2025-12 into the record.

Mayor Strom opened the public hearing at 7:35 p.m.

Mayor Pro Tem Shahrezaei made a motion to adopt Ordinance O-2025-12. The motion was seconded.

No public comments were received in person or on Lakewood Speaks.

Mayor Strom closed the public hearing.

VOTE TO ADOPT ORDINANCE O-2025-12

	AYES	NAYS		AYES	NAYS
STROM	X		SINKS	X	
LABURE		ABSENT	CRUZ I.	X	
REIN	X		LOW	X	
CRUZ K.	X		FURMAN	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
SHAHREZAEI	X				
TOTAL				10	0

Result: The motion passed.

ITEM 11 – O-2025-13 – DECLARING THE INTENT OF THE CITY OF LAKEWOOD TO ACQUIRE INTEREST IN PROPERTY FOR PUBLIC PURPOSES FOR THE CONSTRUCTION OF THE W 3RD AVENUE LOCAL DRAINAGE PROJECT AND AUTHORIZING NEGOTIATIONS WITH PROPERTY OWNERS, ACCEPTANCE OF CONVEYANCE INSTRUMENTS AND CONDEMNATION OF REAL PROPERTY INTERESTS (SUBJECT TO FURTHER COUNCIL APPROVAL)

City Clerk Robb read Ordinance O-2025-13 into the record.

Mayor Strom opened the public hearing at 7:37 p.m.

Mayor Pro Tem Shahrezaei made a motion to adopt Ordinance O-2025-13. The motion was seconded.

No public comments were received in person or on Lakewood Speaks.

Mayor Strom closed the public hearing.

VOTE TO ADOPT ORDINANCE O-2025-13

	AYES	NAYS		AYES	NAYS
STROM	X		SINKS	X	
LABURE		ABSENT	CRUZ I.	X	
REIN	X		LOW	X	
CRUZ K.	X		FURMAN	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
SHAHREZAEI	X				
TOTAL				10	0

Result: The motion passed.

ITEM 12 – O-2025-14 – AUTHORIZING THE PURCHASE OF REAL PROPERTY LOCATED AT 1275 S. TELLER ST., LAKEWOOD, COLORADO FOR MUNICIPAL PURPOSES, INCLUDING ACCEPTANCE OF A DEED THEREFOR

City Clerk Robb read Ordinance O-2025-14 into the record.

Mayor Strom opened the public hearing at 7:38 p.m.

Travis Parker, Chief of the Sustainability & Community Development Branch, provided a brief presentation and Mr. Parker and John VanLandschoot, Senior Assistant City Attorney, responded to questions from the Council regarding the purchase of property at 1275 S. Teller Street.

Public comments received via Lakewood Speaks: 20 (see attached).

The following individuals testified on Ordinance O-2025-14:

Asa Farrer, Ward 3, spoke in favor of the Ordinance and the plan to allow the Action Center to relocate to 1275 S. Teller Street.

Doug Schmaus, Ward 3, raised concerns about allowing the Action Center to relocate to 1275 S. Teller Street.

Caroline Pardoe, Ward 3, raised concerns about allowing the Action Center to relocate to 1275 S. Teller Street.

Derek Smith, Ward 3, raised concerns about allowing the Action Center to relocate to 1275 S. Teller Street.

Isabel Smith, Ward 3, raised concerns about allowing the Action Center to relocate to 1275 S. Teller Street.

Marvin Johnston, Ward 4, explained he has a business near 1275 S. Teller Street and raised concerns about allowing the Action Center to relocate to that area of the city.

Michael Allen, Ward 3, raised concerns about allowing the Action Center to relocate to 1275 S. Teller Street.

Brad Bruce, Ward 2, spoke in favor of the Ordinance and the plan to allow the Action Center to relocate to 1275 S. Teller Street.

Merlynn Bender, Ward 3, raised concerns about allowing the Action Center to relocate to 1275 S. Teller Street.

Nancy Pallozzi, Jefferson County resident, spoke about the City's plan to relocate the Action Center to 1275 S. Teller Street.

Mike Muller, Ward 4, raised concerns about allowing the Action Center to relocate to 1275 S. Teller Street.

Shawn Hegarty, Ward 2, raised concerns about allowing the Action Center to relocate to 1275 S. Teller Street.

Beth Erin, Ward 3, raised concerns about allowing the Action Center to relocate to 1275 S. Teller Street.

Nicholas Munden, Ward 4, spoke about issues of homelessness and drug use in the community and testified in favor of the plan to relocate the Action Center to 1275 S. Teller Street.

Mayor Strom closed the public hearing.

Mayor Pro Tem Shahrezaei made a motion to adopt Ordinance O-2025-14. The motion was seconded.

The Councilors made closing comments regarding the Ordinance to purchase property located at 1275 S. Teller Street.

VOTE TO ADOPT ORDINANCE O-2025-14

	AYES	NAYS		AYES	NAYS
STROM	X		SINKS	X	
LABURE		ABSENT	CRUZ I.	X	
REIN	X		LOW	X	
CRUZ K.	X		FURMAN	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
SHAHREZAEI	X				
TOTAL				10	0

Result: The motion passed.

ITEM 13 – O-2025-15 – AUTHORIZING THE PURCHASE OF REAL PROPERTY LOCATED AT 10500 W. 25TH AVE, LAKEWOOD, COLORADO FOR OPEN SPACE AND PARK PURPOSES, INCLUDING ACCEPTANCE OF A DEED THEREFOR

City Clerk Robb read Ordinance O-2025-15 into the record.

Mayor Strom opened the public hearing at 9:08 p.m.

Mr. Parker provided a brief presentation and responded to questions from the Council regarding the purchase of property at 10500 W. 25th Ave.

Public comments received via Lakewood Speaks: 7 (see attached).

The following residents testified on Ordinance O-2025-15:

Chandra Shah, Ward 1, spoke in support of the City purchasing the property at 10500 W. 25th Ave.

Mayor Strom closed the public hearing.

Mayor Pro Tem Shahrezaei made a motion to adopt Ordinance O-2025-15. The motion was seconded.

The Councilors made closing comments regarding the purchase of property located at 10500 W. 25th Ave.

VOTE TO ADOPT ORDINANCE O-2025-15

	AYES	NAYS		AYES	NAYS
STROM	X		SINKS	X	
LABURE		ABSENT	CRUZ I.	X	
REIN	X		LOW	X	
CRUZ K.	X		FURMAN	X	
MAYOTT-GUERRERO	X		NYSTROM	X	
SHAHREZAEI	X				
TOTAL				10	0

Result: The motion passed.

ITEM 14 – GENERAL PUBLIC COMMENT

The following individual spoke under general public comment:

Shawn Hegarty, Ward 2, asked for clarification regarding plans for private rights-of-way to be used to improve the sidewalk and roadway along Sheridan between Florida and Jewell.

ITEM 15 – GENERAL BUSINESS

There was no general business.

ITEM 16 – MAYOR AND CITY COUNCIL REPORTS

Mayor Strom and the Councilors provided updates regarding upcoming Ward meetings and other events in the community.

ITEM 17 – ADJOURNMENT

Seeing no further business, Mayor Strom adjourned the meeting at 9:36 p.m.

Respectfully submitted,

Jay Robb, City Clerk

STAFF MEMO

DATE OF MEETING: JUNE 9, 2025 / AGENDA ITEM NO. 10

To: Mayor and City Council

From:

Subject:

SUMMARY STATEMENT:

BACKGROUND INFORMATION:

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: None

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