



MEMORANDUM

TO: Planning Commission

FROM: Travis Parker, Director, Planning Department

DATE: October 16, 2017

SUBJECT: Lakewood Development Dialogue

At joint study session of the Lakewood City Council and Planning Commission on August 7, 2017 Council members and Commissioners discussed areas of concern within the existing zoning ordinance and initiated a process to review and amend the ordinance. At the following Planning Commission study session on August 23, the Commission outlined the process for initial public input on the zoning code, including extensive online outreach, a new website, and a series of open houses.

The Lakewood Development Dialogue portion of the LakewoodTogether.org website went live the second week of September. Over the past month the site has had over 750 visitors and over 300 people have participated on one or more of the subject specific pages. Input from the website is discussed further below.

Three public open houses were hosted by staff and Planning Commission members between September 20 and September 27. Over 70 people attended one or more of the open houses with most providing feedback on one or more areas.

The information below is divided into the categories of discussion designed by the Planning Commission and used to organize the website and open houses. Feedback from both sources is presented within each section along with basic summaries of the input. Each section ends with general recommendations to the Planning Commission for next steps.

Based on Planning Commission guidance on October 25, staff will research changes to the code and prepare recommendations for specific changes to the zoning ordinance. Further Wednesday night study sessions are available to discuss recommendations in November and December.

Parking

Summary

Slightly more than half of the people completing the online questionnaire had concerns about development not having enough parking. However the vast majority of those stated that it was only a localized problem in specific areas. Of the specific areas identified, only two were mentioned more than once: Lakewood High School and Belmar.

Comments in this area were greatly varied and highly thoughtful, no two comments were the same. There were a couple references to needing additional parking in certain instances, but also comments about vegetation, electric vehicle parking, bicycle parking, and having a range of required spaces for flexibility.

The most unified view from all sources was the desire to include parking infrastructure for alternative transportation (e.g. bicycles and electric vehicles) in new developments. Over 85% of participants said that this is either essential or nice to have when building new parking areas.

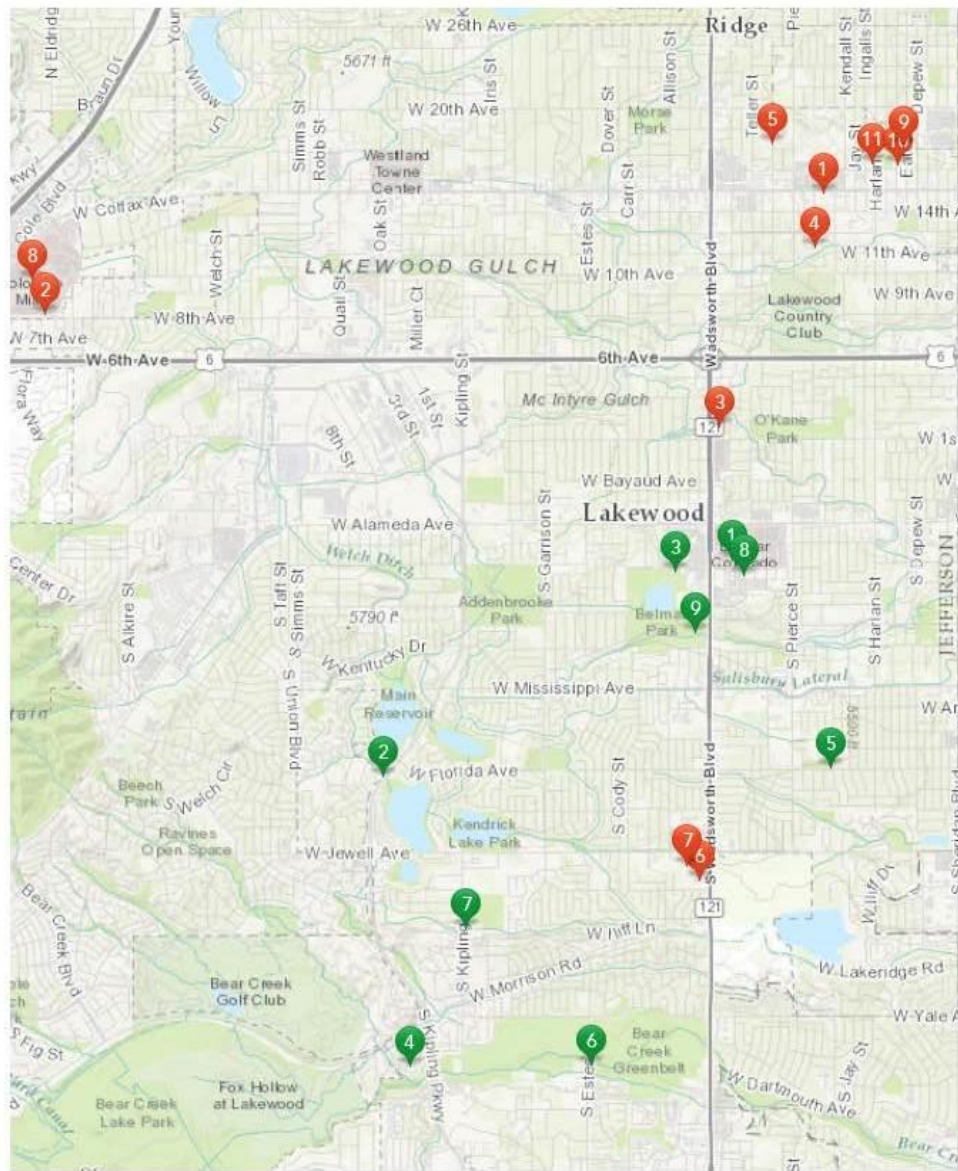
Open house comments

- I like the range (min. – max.) approach. Site design often can drive the space available for parking
- Developments that are considered “walkable” don’t have enough parking to support customers who don’t live within walking distance. Highlands is a great example. While we might like some restaurants and shops in that area, we no longer support them because of lack of parking. With high density housing and inadequate off-street parking, the streets are full. When are parking needs established? When permit is pulled, or after construction when they know how many people need parking?
- Parking considerations should be flexible enough to provide the appropriate amount of spaces for the area (neighborhood vs high density vs retail, etc.). However, consideration should also be given for light rail, bus, walkability – to reduce parking.
- TREES – save old trees – plant more – shade, peaceful – helps with pollution – improve view – makes a lovely walk around parking area!
- Screened parking – behind building
- Vegetation and open air in parking garages
- Stacked parking
- More electric vehicle stations
- Belmar parking – adequate overall, but seems like the garages on the periphery are under-utilized while surface lots near the theatre and target are full. Consider circulator shuttle bus?
- Consider separating cost of parking space from cost of building space. Paid surface – garage parking.
- Deal with multi-family parking overflow into single family R-1-6
- Infrastructure completed before large developments; make the developers help tax payers as they get the highest benefits.
- Lots with some pull thru spots help with fuel efficiency and reduce CO emissions.
- Be aggressive and future-oriented in requiring bicycle parking spaces.



Parking & Related Infrastructure

Mapped Comments



Sites I like

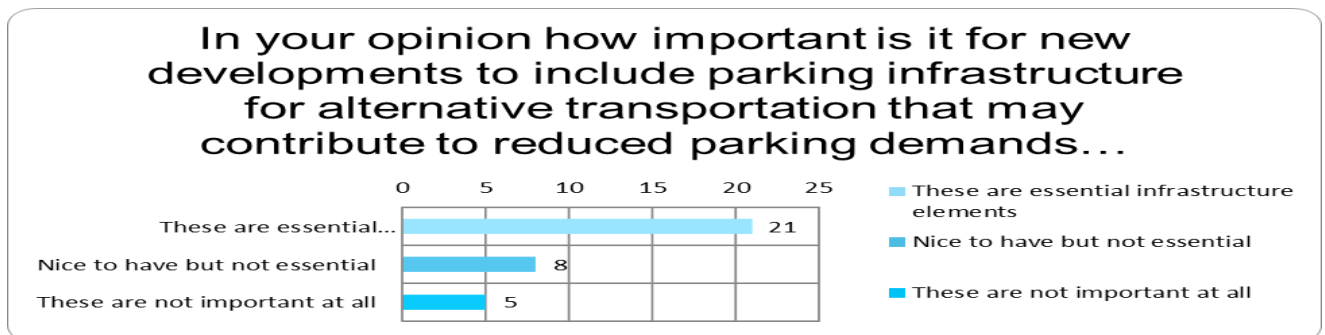
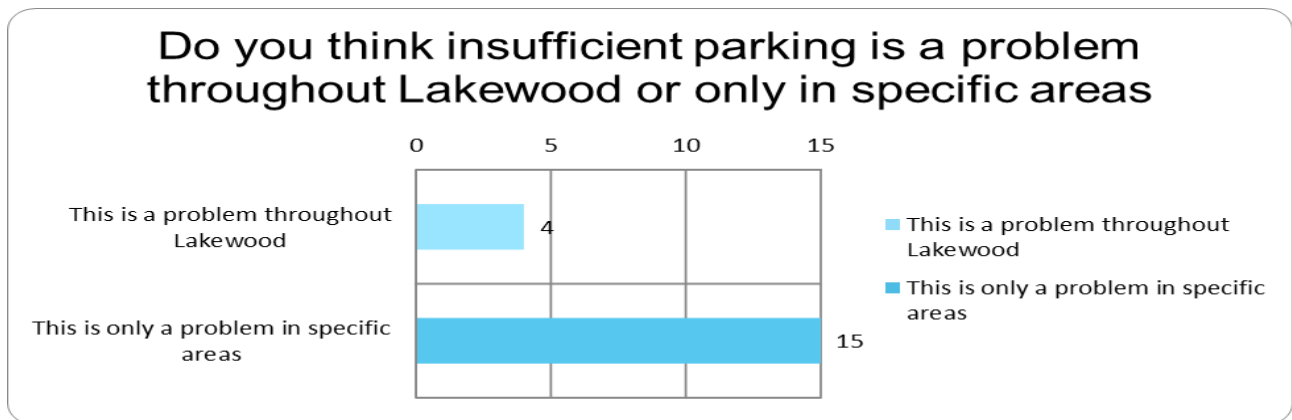
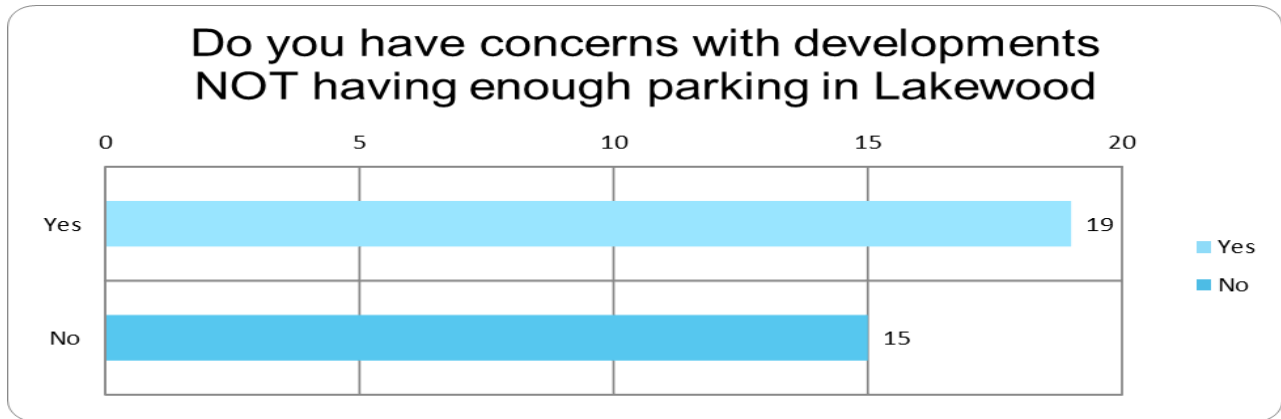
1. Belmar still has too much parking, but it is a shared resource among the different businesses.
2. Considering how busy this center is, most of the time the parking lot is full but you can find a space, even during peak evening shopping hours.
3. I like how there is underground parking at the Lakewood Cultural Center and Civic Center.
4. I used to live in this apartment complex for 2 years. Parking supply was ideal - the lots were almost always full, but you could also always find a place to park. Not too much parking, but not too little.
5. Lasley Park. I like that it has NO parking spaces at all. It makes it feel like a neighborhood scale park where the local neighbors gather. I live on Ingalls St, 4 blocks away, and bike or walk here with my kids all the time. What's also great about the parking at this park is that the only time it is ever needed or in demand is usually during summer on the weekends when people will reserve the picnic shelters for parties. At those times, there is plenty of parking at Lasley Elementary next door, because school is not in session. So we are sharing the existing parking lot of the school with the park, so that we don't have to take up precious park land with parking spaces. Sharing parking between adjacent land uses that tend to use the parking at different times of day or days of the week is something that should be encouraged and done more often.
6. Parking is sufficient for this park. It is used as a trailhead, but has adequate parking most of the time.
7. Parking seems to most of the time be ok in this area. The overflow into the neighborhood to the west occurs only on BIG swim meet/soccer game days. The additional parking added with the playground has helped as well.
8. The garage parking in Belmar is sufficient for the use, now. One thing to remember here however is that while it is intended to be a walkable/bikeable mixed use center, it is also a regional shopping center, so even if every nearby resident walked to the shops, there will still be those from other areas of Lakewood driving to shop/dine there. It cannot be a truly urban location as it is within a suburban context and will need parking for those driving to it as a regional destination.
9. there is sufficient parking in the Cultural Center, Heritage Center, Library area. The parking gets crazy for big events, but considering that is only a few times a year, it is adequate for most needs in this area.

Sites I don't like

1. Another strip mall with lots of empty asphalt. Tear this place down and repeat the Belmar model.
2. Colorado Mills is like most suburban malls - WAY too much parking. You have to cross an ocean of asphalt that isn't even close to full during Christmas shopping season to get to the building itself. If you take the bus to this mall, you have to walk forever across empty parking lots to get to stores. Many shopping centers around the mall also have too much parking.
3. Every time I drive by this Walmart, the parking lot is barely half full.
4. Parking spaces for the Newland Park tend to become overflow parking for the adjoining townhomes. Also, stalls get used for auto repair and overnight sleepers.
5. The DMV parking is inadequate. A parking garage or something might be a better solution.
6. There is not enough parking for a grocery user in this shopping center. Plus, not using the light pole areas for shopping cart corrals and requiring separate areas for those takes up needed parking spaces.
7. There is too much parking lot in this shopping center. Additional buildings (pad lots) near Jewell would be appropriate here.
8. Too much parking around the mall and the pedestrian crossings from the ring road/other shops to the mall is not intuitive and in some cases not safe.
9. more town homes no off street parking not sure this in lakewood or edgewater same area.
10. same as my comment on Harlan parking the streets are packed they are no longer two way streets.
11. they are building 21 town homes in here Harlan has no off street parking and the traffic that Harlan carries since the city moved the light from Kendall to Harlan is gone unbelievable were are these people parking the current buildings they built on 17th has overloaded the streets over there.



Parking questionnaire results



In which specific areas of Lakewood do you think lack of parking is a concern?

- Bear Creek Lake Park by Soda Lake Beach
- Apartment buildings do not have enough parking. Of course, there are parking issues with Lakewood High School. That is a problem that Jeffco Schools should deal with by building a parking garage. There should not be parking restrictions in the neighborhood.
- On Reed Street, across from the DMV. There also doesn't seem to be much bicycle parking and storage anywhere in Lakewood.
- Sunpoint townhomes - HOA forces residents to park on city streets taking residential parking from Lakewood Estates Filing 1
- High school parking - Alameda high.

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- Belmar housing - park in street canyons required. Applies to all new housing build south of commercial area.
- Near group homes, care facilities, and certain apartments & schools..Ca
- Businesses that have to share parking lots and have small lots on Colfax Ave.
- Belmar. You took all the parking areas and allowed more buildings to be constructed in their place. Severe lack of parking has discouraged me from visiting Belmar much anymore.
- Areas of new growth such as new apartment buildings.
- Youngfield. Abrusci's restaurant. Neighbors are irate that employees are parking in the neighborhood.
- Most of the new commercial areas, existing areas that are adding more business and not adding more parking as well as many of the new residential developments that are only allowing .75 parking spaces per residence.
- On Union between Alameda and 2nd on the east side.
- Areas around Union Blvd can be difficult in 2 ways: Insufficient parking (often due to residential parking demand combined with short term demand), and accessibility of parking (ie. it can only be accessed if you're traveling South).
- Where people get on the Bear Creek Bike trail near Fox Hollow Golf course (without using the golf course parking). For bikes, there is very little safe parking (nonmotorized bikes), such as at King Soopers grocery store at Alameda and Union, Safeway grocery store across from Green Mt. High School, Whole Foods in Belmar. Also these parking lots are somewhat unsafe for bicyclists.
- Belmar
- Union Blvd between Alameda & 6th

Can you share a specific example in Lakewood where development does NOT have enough parking?

- At the wendys, del taco, with huge apartments and hotels, and offices.
Across the street at the starbucks, Mexican place, pizza place, etc.
Any where along union.....
- Lime Apartment on Wadsworth and around 13th Avenue.
There are new developments in my neighborhood so do not know the impact of cars and parking - yet.
- Sunpoint Townhomes (Jewell Avenue and Iliff dr.) - residents forced out of private area to park along Iliff Dr. taking individual homeowners parking in front of their own homes.
Also, the parking limits are too high (7 per lot) not including street parking for the size of the lots and the frontage. The number of cars should be reduced to be the number that fits the individual property instead of a fixed number.
- Care facilities on Eastman Place east of Wadsworth blvd.
- Don't know the address specifically, trying to map but Map It tool wouldn't load.
- I have heard that new apartment buildings will have less than a single parking space for each apartment, which means a lot more cars will be parking on nearby streets. I don't have specifics. The planning department should ensure that there is adequate parking for all apartment buildings, meaning at LEAST one parking space per apartment, probably more.
- Belmar theatres, Union offices, West station park and ride, apartment complexes
- At Lamar st station apartment tenants park on private property manager will not do any thin about it even when posted this is supposed to be a walk up station but cars are still parked all around






- Colorado Mills outside restaurants
- Starbucks/Hana Matsuri/Mad Greens/Anthonys on Union. All of these shops have hardly any parking which forces people to park in some other lot illegally or go somewhere else.
- Union is getting busy with the influx of apartments. They provided some parking, but visitors and additional vehicles are often overlooked. Given light rail access, community policy can help the issue by allowing additional spaces to be purchased - but that's an example of private responsibility that can't be dictated.
- Apartments on Union.
- I am most concerned about safe parking for my bike. There is very little infrastructure for people that are trying to go green and use nonmotorized bikes for transportation and exercise. Now we have purchased a Nissan Leaf and there is very minimal charging stations (more in Golden). We can charge at Kohl's in Golden, and at Lakewood Cultural Center. It would be nice if there was a charging station at Bel Mar Library and Lakewood Library.
- Belmar-I rarely go any more.
- Along union blvd to accommodate plazas like Brueggers Bagels, Anthony's pizza - and also not enough parking in the area of 240 Union, Tuk Tuk Thai

Which specific areas of Lakewood do you think have too much parking?

- Along major commercial corridors such as Wadsworth, Kipling, Union, Colfax, and Alameda. The strip mall / "big box" type developments are a particular eyesore and wasteful use of valuable land resources.
- TOD zones
- There is too much parking at the Mills and at the the shopping center at the NW corner of Jewell & Wadsworth.
- I'll use the example of Target in Belmar as a great example of what I believe is a terrible parking concept. There are certainly plenty of spaces available, but the amount of area that it takes up, and the fact that it is private only to Target customers creates a disparity of available space for neighboring businesses and their customers. It's not fluid for the overall mixed use pattern there.
- I have heard some residents complain that their parking has been adversely affects but I have parking in my neighborhood. I am not completely familiar with the streets where people live who are impacted adversely.

Recommendations

Based on Council input and the public input above, staff recommends that Planning Commission direct staff to research the following proposals:

- ***Modified requirements for multi-family parking*** 
- ***Modified requirements for restaurant parking***  
- ***Creation of new requirements for electric vehicles***
- ***Expansion or modification of bicycle parking requirements*** 
- ***Lower maximum number of cars on single family lots*** 

Housing

Summary

A strong majority of questionnaire answers and comments express concerns about housing affordability in Lakewood. A very common theme was lack of affordability for young home buyers and lack of housing options. Nearly all thought that this issue is a problem throughout the City of Lakewood and a majority think there is a government role in ensuring housing affordability.

Many participants talked about overdevelopment or too many multi-family buildings. While this was a minority view (42% of questionnaire respondents thought this was a problem), it represents another regular theme of many citizens.

Open house comments

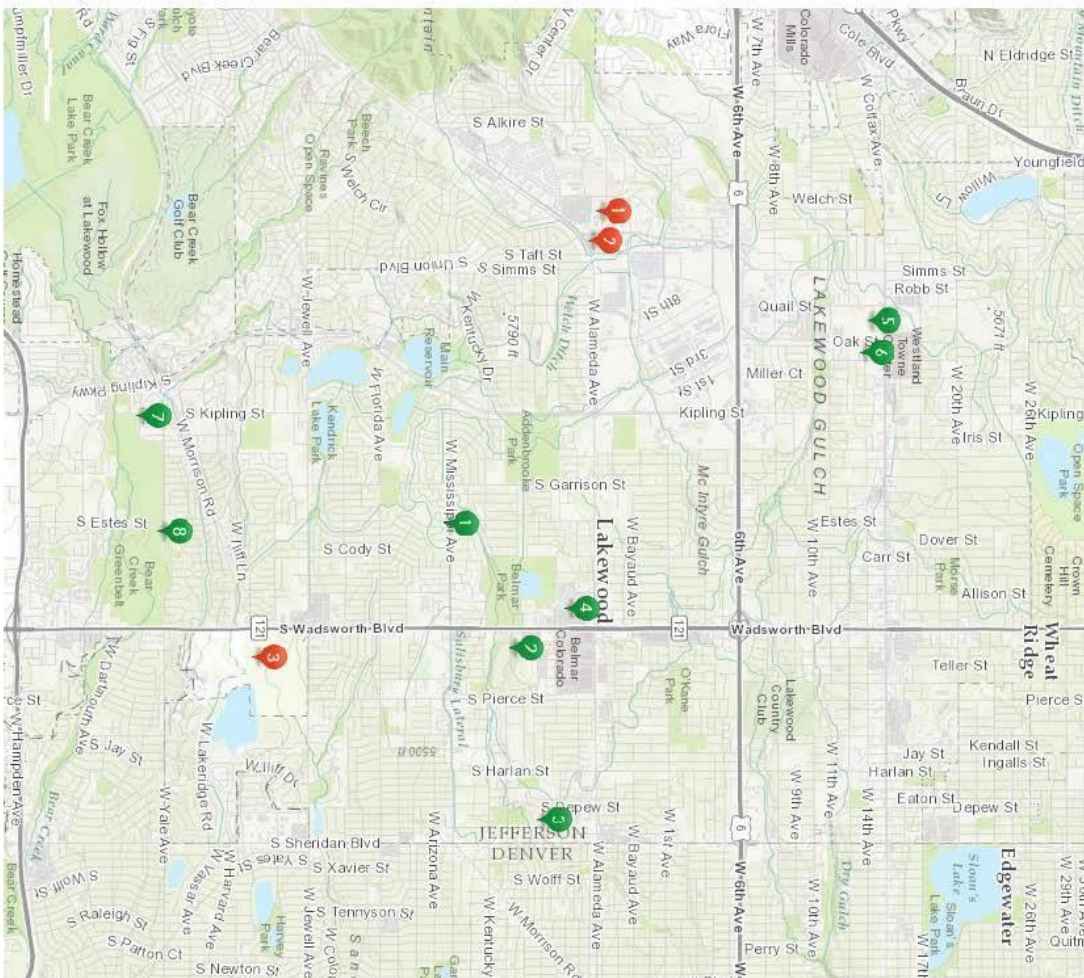
- Lakewood seems to be in favor of social engineering.
- The country sent a mandate (in the last election). (President) Trump won and Hillary (Clinton) lost
- Where are our elected officials?
- Concerns for the capacity of JeffCo schools to serve the new families moving to Lakewood.
- Thank goodness I bought my house when I did because I could not afford my home at this point
- My home value continues to increase but now I can't afford to move into a larger home within my neighborhood to accommodate my growing family. I would have to move out of the Denver Metro Area
- There are appropriate places for single-family and appropriate places for multi-family. Providing multi-family in proximity to transportation corridors reduces traffic. Access for single-family would also be good, but the spread of single-family neighborhoods makes that more difficult. Corridors=light rail, Colfax, Wadsworth, Kipling, Sheridan, Union, Hampden, Alameda.
- There is only one small development in Lakewood for seniors with ranch-style homes. (It is located) on Yale and Old Kipling (and built) in the mid to late 90s. If Lakewood wants to retain/attract seniors, we need more developments like this – smaller, one-floor, ergonomic and common sense built, LEED, affordable for the average senior with property (yard, sidewalks, streets) maintained by HOA.
- More places for seniors if they want to downsize.
- We need more “community” developments where people can share open space, community gardens, community kitchen- there is a development similar to this in Golden. They have single-family attached and detached homes, each has a kitchen, but they also have community meals which helps people who are busy/don't cook. The new apartments built in Lakewood do not encourage community. They encourage isolation.
- Lakewood has only been building expensive housing the past several years. This needs to change. However, developers make more money with that type of housing.

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- Neighbors need to be open to attainable and affordable housing within their neighborhoods instead of chasing them out. Good development fosters community. Good developments include all types of housing.
- Would like to see more condominiums, senior housing and affordable housing
- Improve development standards
- Increase front setbacks for multifamily units
- Pay attention to the aesthetics (buildings should be attractive)
- Build single family dwellings as opposed to high rises
- Variety is very important—both aesthetics and type of housing
- Universities should not be allowed to buy single-family homes and rent to students as student housing in a zone district that does not allow University uses
- Where is the number of the maximum amount of housing units allowed on this chart? That is the number that needs to be here
- I am not concerned about where other people who want to move to Lakewood will live. Lakewood needs to stop building places for them to live
- The idea that seniors aren't able to afford stable housing is very, very sad. I did not know that Lakewood seniors had problems affording their housing
- People feel unsafe when they are walking on sidewalk located between two tall buildings on either side of the street with little to no front setbacks. Also, the addition of a tree lawn helps pedestrians to feel safe when walking along busy streets
- Increase of housing (development) = More traffic. (It is) "un-manageable". Specifically Alameda/Wadsworth area
- Another attendee wrote next to the last comment about Alameda/Wadsworth area, "This area seems to be working pretty well to me"
- More density along commercial corridors
- More mixed use housing
- Build to the sidewalk



Housing Options *Mapped Comments*



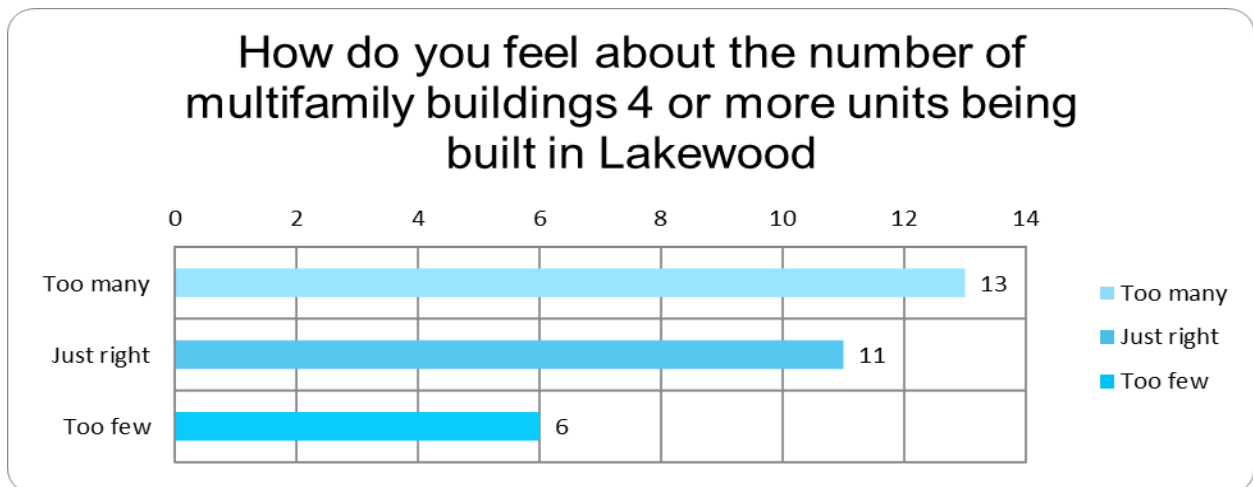
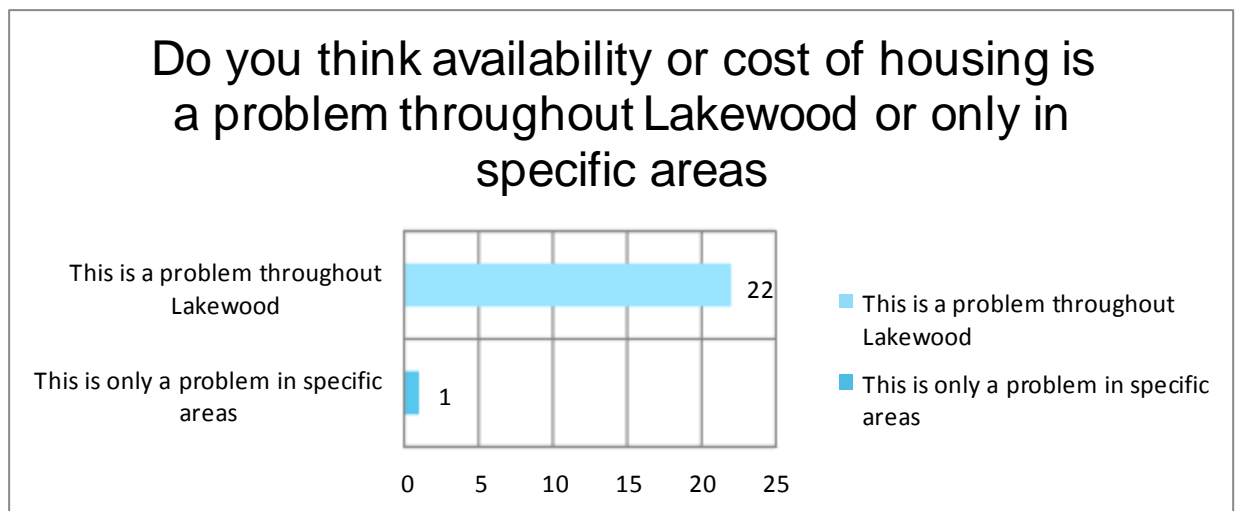
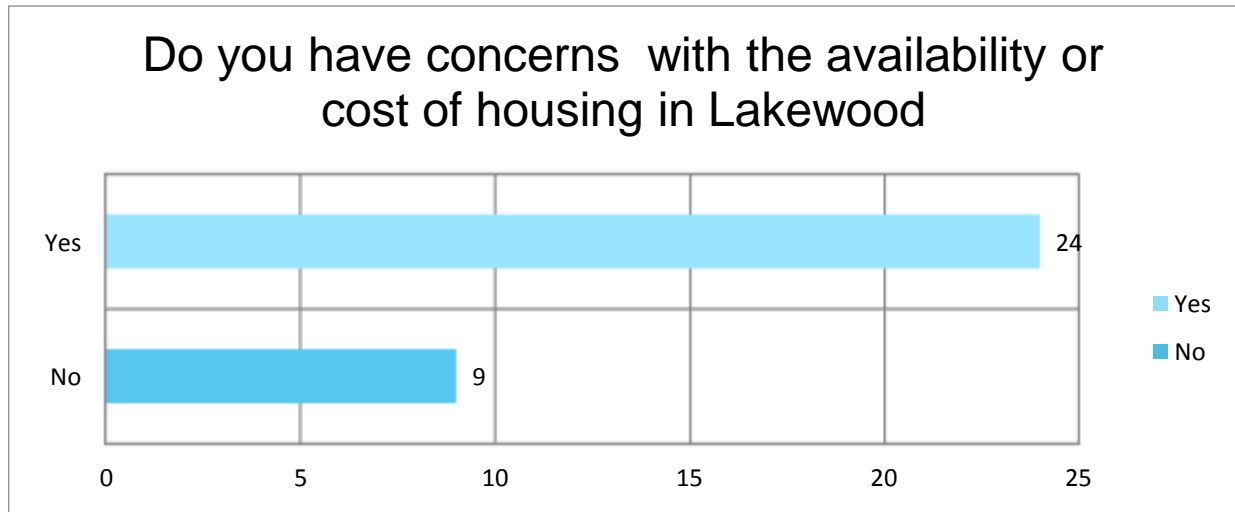
Multi-family housing example I like

1. [no comment]
2. Belmar townhomes and apartment buildings have easy access to shopping/businesses/entertainment.
3. New low-income housing complex on Alameda near the New America School/Red Rocks Church
4. New senior housing community at Wads & Alameda - near shopping, grocery, major thoroughfares, not right in the middle of a residential neighborhood.
5. Nice location near Colfax commercial district, this dense apartment complex is affordable and removed from the road enough to not effect traffic flow along our city's most important thoroughfare.
6. Oak St. Apartments.
7. green space, parking is integrated
8. parking is integrated with the housing, landscaped

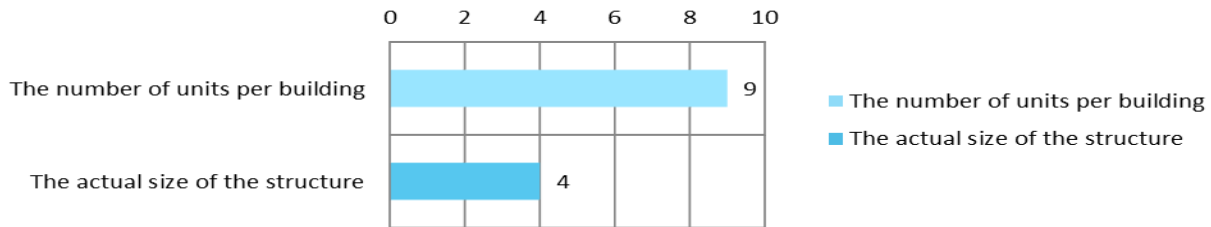
Multi-family housing example I like

1. Too close to the road, too tall
2. Way too big, too many units. Not esthetically pleasing.
3. apartment buildings in the Green Gables development.

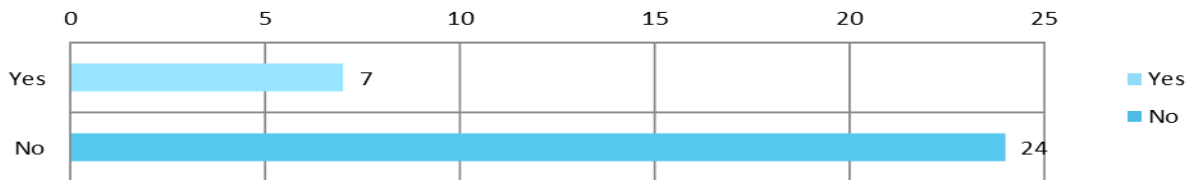
Housing questionnaire results



Are you more concerned with the number of units per building or the actual size of the structure



Do you think that Lakewood has an adequate amount of rental or forsale housing options for seniors firsttime homebuyers andor low and middleincome earners



Should the City actively encourage the preservation and production of residential housing units available at below marketrates by seniors firsttime homebuyers andor low...



Can you share a specific example of this issue that you've observed or heard about in Lakewood?

- Housing prices are going up quickly but I understand this is not just a Lakewood issue. I keep saying, "thank goodness we bought a house nearly 4 years ago, we couldn't afford to live in Lakewood now" (at least, have a yard)- so I do want folks like me and my husband (2 little kids, one full time job and one part-time) to be able to live here. I understand this means more multi-family housing as well - and I support not only multi-family but low-income subsidized housing.

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However, I am concerned that some of the current projects I see being constructed don't address the need for outdoor green/park space for their tenants. And I worry that our parks and rec system will suffer as the city allows more multi-family housing to be built without addressing the need for more amenities and addressing how that impacts traffic (possibly wider roads with more crossings for pedestrian safety, etc).

- There need to be more single family homes and far less multi-family units
- The cost of buying or renting housing is so high, and it is very difficult for a person to purchase a house, townhouse, or condo if they do not have a huge down payment available to them, or if they do not have a very high-paying job. It is nearly impossible to find housing for people working in entry level jobs and for people who do not have roommates/partners/spouses to share costs.
- As in all of Denver Metro there are issues with a lack of affordable housing
- Single-family home communities are expensive and difficult to encourage diversity into these neighborhoods
- Rents are too high for young people
- I honestly don't know how anyone can afford the prices I see housing going for these days.
- My two college aged children can't afford to move out on their own, even with roommates, in the metro area.
- The cost of housing is going beyond the general worker can afford. I live in an older neighborhood and I can see what is happening. Housing prices are going way up and apartment housing is not keeping up with the demand.
- Housing is getting too expensive and it's going to drive young people away. The city is already growing old, and with the price of housing is only going to get worse. It seems that most residents are opposed to new development, we need more affordable options so the demographics of the city are broader.
- Housing needs to have easy access to transit. Developers need to include a mixture of housing at different price points.
- Some of the areas of Lakewood you pay for one room apt the same price of a house with 4 rooms (Compare price between 1,000 to 1,500)
- I understand that many Lakewood residents are unable to find affordable housing for themselves (let's say they want to downsize) or their adult children are unable to find housing and end up moving out of Lakewood. Between the Construction Defect laws in Colorado, the 2008 economic downturn, and now this ridiculous moratorium idea and the anti-growth initiative, Lakewood will only continue to get more expensive. While some talk is made about how affordable housing will not be impacted by any potential ant-growth initiative, that won't change neighbors opinions that affordable housing is not wanted in or near their neighborhoods. There have already been great affordable housing projects rejected by various neighborhoods--sending the wrong message to developers.
- The new high density apartment buildings are not affordable and cause a lot of parking issues, block the sun and our beautiful views. They are so close to the sidewalk.
- As a single person household, there is no available options for housing within my income level. AND I MAKE DECENT MONEY, just not ENOUGH to live on. This is a problem metro/state wide. This is making big income out of towners/staters to take over normal everyday housing in the metro area, and Lakewood has always been an all-American city. I was born and raised in the

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Denver metro area; getting close to retirement, I will need to relocate out of state away from all friends and family!

- Most of the single family have become overpriced because of supply and demand. However, the answer is NOT adding high density multi-family overpriced apartments that are not affordable!
- Apartments built near my home in ward 4 are all "luxury apartments" 580sq feet for \$1300/month is not affordable.
- We bought a house that I don't love but we will never be able to afford to move. Our house, in two years, is with 100k than we paid for it. You're going to have teachers leaving their professions.
- What I see is prices are skyrocketing so that low income people can't afford simple, even 600 sq ft homes and so have to go for large structures with subsidized apartments...if you could somehow stop single family homes from getting ridiculously expensive maybe you could ameliorate this.
- I accepted a school district job in Homer, AK for two years. During that time, we rented cheaply to the daughter, son-in-law, and grandchild of a friend of mine who lives in Lakewood near the junction of Alameda and Union. The friend was happy to have her daughter and family live close by. They rented for 2 years. After that we returned to Lakewood. My friend complained that there was no place in Lakewood they could now afford to rent!! Both were employed with decent jobs, not super high paying but contributing to finding housing ironically for homeless in Denver. Both people in the couple who rented from us have college degrees, so a good contribution to Lakewood citizenry. They finally found a small affordable apartment near Garrison and 6th avenue.
- Young couple moving to Aurora to purchase first home. Too expensive in Lakewood.
- Few middle class homes available.
- Most of the new construction is for ""luxury"" apartments and townhomes.

What specific concerns do you have with multi-family buildings?

- We need developers to also create open/park space so these residents can enjoy outdoor space as well. We need to make sure recycling is provided (I've heard complaints about no recycling in apt buildings). We need to make sure that traffic issues are addressed throughout the surrounding area of a new development, especially multi-family- such as - is there now a need for additional, safer pedestrian crossings along a corridor (even a mile away) because of increased traffic to these new developments? How can we engage all the neighborhoods that might be impacted and make residents feel like their concerns are being addressed?
- They add far too many folks and tax infrastructure from roads to open space to schools. It is time to slow the over development.
- "I have a problem with them being built side by side creating canyons such as those currently being built in Green Gables - of course that's not Lakewood per se.
- I have a problem with poor design and cheaply constructed shit boxes that are going to be out of date and dilapidated in 20 years. I have a problem with them being built in neighborhoods that can't handle the amount of parking and traffic that are associated with apartments. And if they're built in areas that don't have the right amenities to support them."

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- I am a home owner and resident of Lakewood since 2005. If these multi-family buildings all actually fill up, there is not enough water resources to support such a population increase in our area. There will also be an insane increase in traffic congestion and pollution. Wow!! A dream come TRUE! - NOT! Pure Insanity and greed.
- Today with so many people commuting, once a multifamily unit is built, the surrounding areas have their street parking filled with extra cars, trailers, campers, etc from the new occupants. There is not adequate parking for most new multifamily units. and I live down the street from a number of apartments, (3 blocks) and people park the entire way down to our homes.
- TOO MANY PEOPLE IN TOO SMALL OF A SPACE!!!! Can we please get some room to breathe? Building on top of each other the way the city seems to want to do is only going to cause us to experience issues with local shopping, local transportation, and accessibility to areas. I will absolutely leave our suburb if I can't find parking spots at the local grocery stores and will head away from our city to avoid the obnoxious level of traffic we are starting to see!!!!
- "The planning and zoning dept is rubber stamping the developments.
- Also do not care for pushing the green agenda on the public with all the alternative transportation modes (emphasis on biking - not pragmatic, electric cars - charging stations - who pays for that and failure to take in cost of these vehicles end-to-end from manufacturing minerals to long term battery disposal toxicity).
- No care for project aesthetics and housing design compatibility, parking adequacy, lack of good traffic studies and traffic impacts, compatibility with neighborhood character, and expansion into areas outside of those identified for growth in the development plan. The dept makes every excuse possible to approve what the developer wants regardless of what the surrounding neighborhood wants."
- The congestion is really horrendous. My elderly neighbors have difficulty getting out to Union to go to the grocery store and doctor.
- These multi use buildings are being put in neighborhoods, ponds and lakes are being drained. One just down from my home. Open space is disappearing in favor of high density apartment buildings with not enough parking or storm water drainage causing possible flooding. Crowding more people, cars and trash in smaller spaces. Yuck!
- They do not encourage residents to stay and do not encourage home ownership. The way it is being done is only putting \$\$ in the developers pockets!
- Increased traffic flow on roads not designed for it.
- "An apartment is usually a place where a young person just starting out will live. Eventually they will want a single family home and there aren't many of those being built and existing homes that are for sale are very expensive even older homes that need a lot of work.
- The closer people live to each other increases the chances of conflict."
- Many are not affordable. Many are crammed into very tight spaces.

Can you share a specific example in Lakewood that illustrates your concern with multi-family housing?

- "I understand Green Gables by Wadsworth and Jewell is technically unincorporated JeffCo but it's smack in the middle of Lakewood and will impact Lakewood traffic and Lakewood

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residences...(why can't the city annex it?)...so I think of it often when I think of development issues with Lakewood.

- I live a couple miles north of the area and am already seeing an increase in traffic along Pierce St. We currently can't cross the street to get out of our neighborhood (and onto a path that leads to Belmar park) by foot during rush hours - at all. Way too dangerous. People speed and now the volume is greater. I have almost gotten hit too many times (with my baby in a stroller). I have contacted the city numerous times about the possibility of a crosswalk there, or a sign, or speed abatement of some sort, to no success. The response I get is ""residents would need to pay for a speed monitoring sign"", or ""this is not a priority area"". Why should I, when I already pay taxes, pay money out of my own pocket to try to abate traffic issues that will only worsen due to a new residential (including multi-family) development??! So folks in Green Gables get to avoid paying city taxes but I am supposed to pay for a speed monitoring sign in my neighborhood because of increased traffic and speeding by folks who are on their way to their homes the Green Gables area? It's ridiculous.
- It makes me wonder if the city has the time and manpower and money to deal with ALL the impacts of the various new multi-family developments throughout town. While I'm not someone who would typically vote for a cap on growth in the city because I think affordable housing is an important community asset and I generally don't support such one-size-fits-all ballot initiatives, the fact that the concerns of myself and my neighbors are already not being heard make me wonder if this is happening in other areas as well, and maybe we do need some kind of development moratorium until the city deals with issues that are arising from CURRENT new projects. When our own safety is at stake, this is a problem. "
- Yes --- the number of apartments built between Union and Van Gordon between 6th and Alameda -- far too many housing units on far too small plots of land.
- See Green Gables above
- Rooney Valley planning and zoning
- Union Blvd - it's the scale of that one that is just out of control"
- Union Blvd between 6th and Alameda for example will be insane traffic congestion when (or if) the two MFB's fill up.
- Apartments behind Natural Grocers off of Alameda, west of Dakota. Now there are 30 more units being built in the same area. There is no more street parking.
- Try driving down Wadsworth on a weekday at 5:00 p.m... Perfect example!
- Belmar housing south of commercial area has inadequate parking - most all cars forced onto streets. Handicap parking is totally inadequate in this area.
- The apartment complexes near our home have very transitory populations. They don't stay.
- On Union a new apartment build has been build right next to the street. Where is the parking? 1 per apartment, no storm runoff drainage pond, no grass or trees, blocks the view of the mountains and makes Union very dark. Winter time will produce a lot of icy conditions. Why?
- The new apartment development on Union and Cedar looks awful and is way too close to the street, is not consistent with our building style and is way overpriced. Also what is the deal with only .75 cars per resident? I don't like the high density apartments going in by Foothills Elem or on Dakota near Vitamin Cottage. And the high density in Green Gables has completely ruined Lakewood. Where are the schools going to come from? And what about the parks? We do not have the infrastructure to handle this kind of density!

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- Union.
- There are many multi-family projects being built in Lakewood. Many are 300 or more units. Many of these developments are in areas that used to have commercial uses, such as behind Wendy's on Union Blvd., where the old Target was on Colfax. This puts more and more people with less services and less commercial options.
- The monstrosity under construction on Union Blvd. Union Blvd traffic is increasingly problematic. Parking is already a problem for business on the blvd.

Can you provide an example of a multi-family building or project that you think fits well in Lakewood?

- This is still being built - but I think the new low-income housing complex on Alameda near Harlan (by the New America School and Red Rocks Church) is a GREAT use of an EXISTING building - turning a high-rise that's already there and was dilapidated into something really useful and needed in our community. It's already along a street that can handle the extra traffic so there will be limited impact traffic-wise on the neighborhood, and from the renderings I saw of the grounds, it looks like trees will be planted and there will be a small park in what now is just a big parking lot. It's not built yet so I don't know if things will change, but the plans looked really interesting and it's a great use of existing infrastructure. I support low-income housing options in Lakewood for our families and seniors!
- NOPE -- and I am concerned about both the number of units per building and the size of the structures -- and the lack of parking and the lack of front yards ---
- Belmar
- I like some of them in Belmar, can't name specifics
- Nope, can't say that I can.
- the new places near Lamar Station are great
- None that today I would compliment.
- For sale town homes and condos. Transit oriented and business-corridor-oriented for sale town homes and condos.
- There are lots... the oldies on the hill from Van Gordan and 2nd up to Red Rocks campus. There are a ton of units there but the public is only complaining about the new builds. Even the older units at Mississippi and Kipling. They are low scale and blend in with the surrounding SFR.
- Metro West Housing on 13th Avenue is a good example of multi-family housing. Many of the smaller apartment building are upgrading but I don't know if they are also "upgrading" their rents.
- The HOME properties already in existence.
- I think the Belmar area is a good start, but it is too expensive. I think we need more affordable simpler housing so you don't need to make \$200,000 to be able to live in the city.
- Waterside
- Oak. St. Station. Apartments around Westland.
- "In the new Green Gables reserve (jeffco), the Vanguard apts are well designed, laid out and with adequate parking for the units.
- The older apt units just south of the new Belmar housing area east of Wadsworth and north of Ohio Ave."

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- Lamar Station Crossing, WestLine Flats.
- There is one in Ward 2 near the light rail
- Belmar
- Multi-family projects that are done along the major roads in the city (Wads, Sheridan, Kipling, Colfax) fit best with the character of Lakewood. The neighborhoods should be reserved for single family or other lower density housing options to preserve the feel many of us moved here for.
- Union, Belmar, Green Gables!
- Westgate at Yale and Estes
- Owner occupied condos and townhouses are great, Cubbie style apartments are not healthy for anyone.
- The units on corner of Florida and Kipling and many more like them. Or the units built in late 70s or early 80s up the hill from Van Gordon St where the new apartment complex is.
- Along light rail @ Lamar
- I like them. I would actually like to live in one. I would like to see more patio homes, row houses and small house communities. The house we live in is too big for us. I like the little houses with little yards like neighborhoods in Denver have.
- NUMBER isn't the problem; where they are built is the problem. I'd like to see more, but not if they eradicate single family home neighborhoods. There are lots of empty open commercial spaces. Use those.
- Old Kipling and Jewell, there are townhomes there built about 10 years ago that are nice and not enormous. I am sure they went quickly when they were first completed, they are near facilities such as Carmody Rec Center and also shopping.
- "Condos on Estes and Alameda (370 S Estes).
- Apartments on Owens St and Florida (1502 S Owens St)

Please share any additional thoughts, ideas, or concerns related to housing in Lakewood.

- Seriously, stop the over development - it is time to return to the slower growth rates of a few years ago -- we need infrastructure investments first -
- I like the idea I have heard about developing additional housing options with easy access to the light rail/public transportation options, and with easy nearby walking/biking access to shopping, dining, entertainment, and businesses. Along those lines, when developing new projects, I think it is important for the plans to include biking, walking, and wheelchair use (wide sidewalks, dedicated bike lanes, etc.)
- As the apartments down the street from me became low income, the crime in my area has increased substantially. My wife won't even walk the neighborhood alone anymore without friends or one of our dogs. We can't even leave our garage door up while in the back yard as homeless wander up and down our street each day. That is sad. I have lived in Green Mtn since I was 8 years old and it has deteriorated greatly over the last 5 years. I don't recognize my own home town.
- "I have concerns about Lakewood becoming the go-to option for low income housing. Many of the cities around Denver Metro have much more room for low-income and attainable housing. Lakewood does not need more low cost housing. Lakewood needs to focus on

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maintaining/increasing property values, attracting high paying employers, and increasing the quality of the schools. The infill development near Sheridan, Wadsworth, and Colfax should be high quality and owner occupied. Finally, the open space and parks should be maintained and increased if possible.

- It seems like the City has become obsessed with low income and affordable housing. I understand these types of developments are necessary, but Lakewood has seen a significant increase in these types of developments, especially with the Martichang shopping center redevelopment.
- As a business owner in the city it is important to me to see Lakewood maintain its unique character without sacrificing home values, school quality, and the general level of income in the city. Let's get the high income earners who are moving to Colorado to find an exciting place to live in Lakewood. We have a unique opportunity right now with an unprecedented transfer of educated and high income earning residents to the area. It would be a shame if Lakewood did not take advantage of that opportunity. "
- We have to find a way to educate the general public on who the people are that need affordable housing. They are educated people making \$60,000 a year that can't afford a home in the safe neighborhoods we grew up in. There are too many misconceptions regarding AH and it's frustrating that little can't be done to help honest, hard working people out because of those biases.
- At the pace Lakewood is going, the costs of living here are going to reduce the number of people moving here. We lose the diversity leaving only the rich living here. As a "senior" moving is out of the question. I could sell my house for a lot of money but where would I go? The initiative that could be voted on by the citizens will make housing more expensive.
- One of the charms of Lakewood is the "breathability" of our existence. By allowing thousands more to camp out, one on top of the other in new apartment/condo buildings, you are taking away from the joy of our city!
- I think that every neighborhood should have a well-thought mix of all sorts of housing: bigger, smaller, single family, multifamily, rental and owned. I think that the current systems promotes socioeconomic segregation and makes life very difficult for lower income families to live where they work, and for business owners to hire employees who don't need to commute several hours to get to work.
- Separate vehicle storage from the housing. A person who chooses to not own a car should not have to pay for vehicle storage.
- Want to be sure Lakewood is an inclusive community that values its residents.
- Between the City's Comprehensive Plan, zoning rewrite, and the various station area/neighborhood plans, the single-family neighborhoods are already protected. Growth is happening the corridors where growth was deemed appropriate by prior citizen driven committees and City Councils.
- Why have you done this mixed zoning anyway? If one wanted to, one could build a porn shop next to a day care.
- I recently bought in Lakewood because the city is already an attainable housing option compared to all surrounding neighborhoods (Golden, Wheat Ridge, Highlands, etc.). I fear that when the city tries to more heavily manage the type of growth that occurs, there will be unintended consequences that effect the city's character.

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- High density apartment buildings are not the answer for Lakewood. Sure, apartments are necessary and can work well like w Alameda on Green mtn. There is space, limited height and affordable.
- I am concerned because CCU, a college/university, is buying private residential homes in zoning that clearly does not allow college /university use with the stated intention of using these residential homes as a part of their campus for student living units.
- It is not acceptable for businesses such as this university to scavenge housing from our zone protected neighborhood. The city is the responsible zoning authority and has a duty to enforce the zoning.
- I just feel really sad that the inflation of this whole area has pushed out seniors/single household residents out of the homes we have known since childhood. Due to economic hardships, divorce, death of a spouse/SO, single income people really are facing a hardship in this area.
- People were not meant to be in cubbie style apartment living, we need some outdoor space to enjoy and be responsible for- a small yard. There are no options available for 50+ single income residents. New development across the street from me STARTING in the HIGH \$300k !? Really? This is ridiculous and not acceptable without a REALISTIC cost of living option. "
- The Strategic Growth Initiative is right for the city. Get the mayor on board and rest of the city council now and get out of the developers pockets that do not care about our city.
- I would like to see better apartment building being built. The newest ones are ugly and have crappy landscaping. They look like they belong in the Soviet Union. My friend used to live in a building that was built around a courtyard for the residents to enjoy, it was lovely. That is what I would like to see, more beauty.
- Lakewood should continue with the comprehensive planning that has been process for past 10 years fight against limited growth and increased costs that will occur with this motion
- Unbridled growth ruined the historical ambience of Sloans/Highlands. Let's learn from their mistakes and keep large parts of Lakewood uncompromised. Lakewood is huge and has space to respect single-home/yard neighborhoods and at the same time build multi-family and senior residences on other land.
- Some people are moving out of Lakewood/Green Mountain area b/c of the traffic and to get a nicer quality of life. Our home is worth about \$450,000. Our neighbors recently sold their home to a couple who has no children yet and three dogs. The couple who had lived there since the home was new, 25 years, moved to Castle Rock to get a newer ranch style home and good medical facilities and shopping up there but less traffic and people. The home next to that one just sold too (this all within the last 4 months, both homes). This couple sold their home within 2 days of it being listed. This couple is moving to Granby where there will be open space and less traffic, slower pace of life. Another friend, a retired couple, living in the Hutchinson Elem. neighborhood, just sold their lovely home and moved to FLA. We are losing people b/c of the quality of life: the traffic, the lack of planning to some extent, and also what homes go for here as opposed to other places.
- It would be helpful with all the growth in motion to receive information about how the other infrastructure is keeping up with the growth e.g., fire, police, schools etc
- People who work in Lakewood should be able to afford to live here.

Where is attainable housing needed and why?

- I'd mix it throughout Lakewood - otherwise you create areas that not inclusive
- Seems like we should not force all the attainable house to less desirable parts of town like busy thoroughfares and unpleasant places. How can we better achieve integration of attainable housing?
- everywhere, because everyone needs a place to live - even poor people!
- this seems like a dumb question, to be honest..."
- Mostly transit oriented areas near the light rail or bus routes and in mixed use areas so residents can walk to wear they need to go. Everyone should have the right to be able to live in a safe environment, close to amenities the need access to.
- Most places in Lakewood need affordable housing. People should be able to live near where they work. This would reduce traffic. Having to live outside the city limits increases traffic.
- It is ok to have luxury housing, but the people working retail, or restaurants or day care of the residents of the luxury housing, or the maids in the hotels on Union should live in the city too, and not have to commute 2 hours to come to work in Lakewood.
- Close to transit
- Price is a function of market forces. When things crash, as they have 2X in the last 30 years, the prices will drop and foreclosures will force price changes. International building code of Lakewood for Builders makes requirements for design and materials have higher costs. Land costs are at a premium.
- Don't think it is the city's business to fund or be involved in the development of low income affordable housing."
- All over the City. To help young adults set roots in Lakewood, we have to have housing that they can afford to rent and buy. On the flip side, we also need to have housing stock that will allow seniors to remain in the City where they raised their children, ran their businesses, and would like to remain.
- Right near Sheridan Blvd, at 17th Avenue and Lake Shore Place. There is a horrible trailer park right next to Edgewater. I have not seen anything worse. Not even the Bugs Bunny Motel on Colfax.
- Attainable housing is needed along light rail so that residents have easy access to transportation.
- Lakewood is already a hub of attainable housing on the West side of Denver, and the natural development going on near transit hubs does not need more city intervention to be successful.
- Colfax, get rid of the gross motels, create parks, family areas, safe space for pets, then small business would actually feel safe opening there. But the gangs, crime and filth drive the grocery store and business away.
- This is such a complex issue. My comment may be offensive to some people but it is truth I have learned through living.
- First of all our nation is still recovering nationally from the great recession of 2008. It's important to remember that one of the biggest factor in this crash was that many people who had been given the opportunity to buy homes did not make payments or even show good faith on their loans. Millions of people ended up just walking away from these properties but often not before ripping out light fixtures, stair bannisters, cabinets, bathroom sinks, doors and pouring paint over the floors. I toured some of these foreclosed homes in Lakewood and it was

appalling! I have even talked with a few people who bragged about getting away with living “free” for multiple years before the “evil banks” foreclosed on them.

- My point is that while affordability is important, I think the city of Lakewood might want to put thought into what type of economic culture they want to cultivate and attract. As I said earlier this is a complex issue and this is just a comment for thought.
- One other point is that the affordability hysteria is viewed differently through the lenses of a 64 year old as opposed to a 27 year old. A first time home buyer or renter in 1981 (myself at age 27) paid mortgage interest rates of 18.5%!!! Do the math. Mortgage payments were sky-high even though housing prices were low! I sacrificed luxuries to get into my home...no cable TV , no microwave, no vacations, no stereo, all old furniture, goodwill clothing, a used car, limited groceries, and made it on a modest salary as a single Mom with two children! Making that next house payment was paramount and at times it felt like it could crush me. But living by good economic principles, saving in spite of barely any money, investing even a very little , holding back unnecessary spending and working hard without ceasing does eventually pay off. Today I have many, many luxuries, a well maintained home (the same one!), and never worry about money. This isn't about tooting my own horn. It is truth I have learned and feel impassioned to share here."
- Everywhere! Lakewood Planning needs to not only cater to big money, but also designate for single income 50+yo housing for owner occupant with small yards. Who in the world can afford \$400,000 for a place to live? But everywhere you look, that's the rate. I make \$40,000 a year and cannot afford to live here anymore. The attitude that I've come across is, "So, go live elsewhere." Which is not the attitude of a true Coloradan, but a big money heartless person.
- For whom, I think is the question. Teachers!!!!
- I suppose that the Sheridan corridor would be one area. I worked at Lasley Elementary, also at Schmitt Elem (Denver schools) and both are near to the border where people sometimes move at certain times of year and displace children in their school year to go to a different school. I also worked at Edgewater Elementary and Lumborg Elementary; both had kids suffering in their education b/c the parents moved around (maybe getting evicted I don't know). Sad.

Recommendations

Based on Council input and the public input above, staff recommends that Planning Commission direct staff to research the following proposals:

- ***Research ways to encourage or require affordable housing throughout Lakewood***
- ***Examine issue of unit limits on residential use***
- ***Ensure that zoning ordinance encourages a variety of housing options including condos, townhouses, patio homes, tiny homes, etc.***
- ***Ensure that zone districts allowing multi-family housing coordinate with approved growth areas in the Comprehensive Plan and do not extend into single family areas***
- ***Clarify issue of university housing located in single family areas***
- ***Review school dedication requirements and process***

Mixed Use

Summary:

The vast majority of participants like mixed use areas and have good things to say about them. While there are a variety of visions for what makes a mixed use area successful, Belmar appears in the results dozens of times as a successful mixed use area.

Open House Comments:

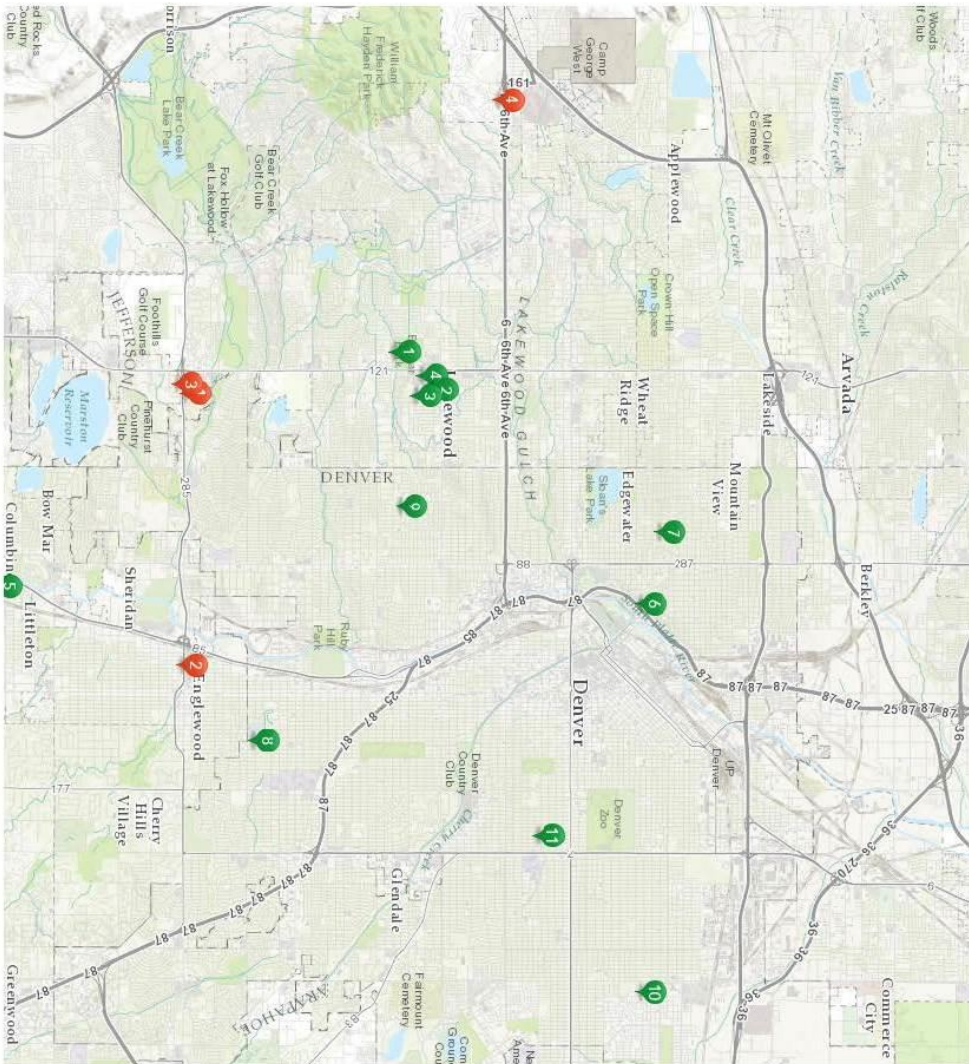
- Buildings are placed too close to the street. Need tree lawn (comment added “Disagree”) between building and street, in suburban areas (comment added “Not in mixed use areas”). Belmar is fine (comment added “Agree.”)
- Multiple access point to surrounding neighborhood.
- The large apartment building on Union that comes right up to the sidewalk – it is built in a mixed-use area – but is all residential. No green space (only 15% not 30% required for residential). And not enough parking in the area that already has limited parking. Build parking into apartment buildings (re: Union Blvd. project). This also does not allow for expansion of Union or sidewalks. I am not sure these apartments are even affordable.
- Trees are filters to deal with dust & noise.
- I like mixed use.
- I have concerns about CCU going beyond their present boundaries and moving further east. This is a low density neighborhood with duplexes & single family homes. We want to maintain this as a neighborhood with R2 zoning prohibiting univ/school uses & student living units.
- Change use table – Most “P’s” in mixed use should be changed to “L” & reference other section of the zoning ordinance so mixed use is mixed use where it’s envisioned and required.
- You must build green space into large apartment areas and build parking within the buildings.
- Clarify definitions of single family/duplex housing and uses. Clarify definitions of university/colleges.
- When building single use residential multifamily in mixed use require some open space requirements as same project in R-MF.
- Yes to mixed use! More ADUs too. (Added comment: “Agree! X2”).
- Love mixed use areas – they are a live & active.
- I like mixed use options that include park & plaza areas & lots of greenery.
- Mixed use is a somewhat new & fluid zone. Please use it for more innovative, even edgy excellent design.
- Mixed use is residential& commercial side by side. Shops on first floor, apartments above makes for a more sustainable community. – “Agree” added by comment.
- Why are single-use/residential only buildings going up in mixed use zones? Not having employment opportunities, retail, commercial on the 1st floor & only high density apartments is not sustainable. Especially when built in a residential neighborhood nowhere near light rail, zero public transportation. The mixed use developers are great along major roadways (Colfax, Wads) & near light rail stations (within 6 blocks). – “Disagree” added by comment.
- Belmar is a great example of mixed use
- Putting single use on a mixed use parcel violates code. 100% residential on a MES parcel is not mixed use. Elevating ancillary permitted use to a primary use is a violation of code. The code re-write was a public process. Please honor it and follow the law.
- Put senior housing by Colorado Mills – walking distance.

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- Our definition of mixed use is appropriate. You can have a single use, a combo of 2 uses or a combo of 3 – all are allowed under the definition. Retail will follow once there are heads in beds.
- Belmar is a good example of a mixed-use development that has been sustainable & has grown over the years to meet the demands.
- Mixed use development is vital for an infill community like Lakewood. We should always consider the context in which the development occurs. A single use apartment complex in an area by retail and office turns the area into mixed use.
- Require some percentage mixed-use in MU district or call the (MU) district something else
- Revisit decisions such as building storage units on foot path to light rail (Colfax near light rail). This is not sustainable.



Mixed-Use *Mapped Comments*



Mixed-use areas I like

1. Again, this is wonderful but needs a bike trail tie in to get to the platte trail system or the bear creek trail system.
2. Belmar
3. Belmar is working
4. Belmar provides a variety of uses, adequate parking, and the traffic grid doesn't make you curse. Even at higher useage times, I can move through the area quickly, I can park once, for free, and visit many businesses.
5. Downtown Littleton businesses are finally able to sustain themselves. There is some threshold that has been achieved with nearby residential and demand that allows the area to be busy at all times of day and days of the week. The light rail also assists in this. However, this wasn't the case until recently, despite having the commercial corridor and the light rail combo for the last 15-20 years.
6. Highland
7. Highlands Square is easily accessible from adjacent residential and not too big
8. Hospital, residential, restaurants, shops
9. Morrison Rd.
10. One picture could not represent this area fairly. You need to spend some time there looking around and asking questions.
11. This small commercial area surrounded by residential is not too big, has services/businesses that are convenient for nearby residents to walk to for a quick trip.

Mixed-use areas I don't like

1. Bear valley
2. Developers here did it wrong. Failure as mixed use. The presence of Walmart has driven other, smaller businesses away.
3. I want this to work, I see the potential of it, but something is off. Is it the massing of the buildings? That light rail parking is on the back, creating a heavily used roadway in an area that was supposed to be more pedestrian friendly? It does not embrace the light rail stop as well as it could (different levels maybe?) and the large sea of Wal-Mart parking on the east end cuts it off from downtown Englewood. It does provide internal lingering spaces, instead of on loud Hampden, but they are not busy or used often.
4. The Mills mall itself is too spread out. I can't just run in and get what I need, quickly. I find myself entering one anchor store and then driving to another one. The outer strip buildings are a drivers nightmare. The circulation is tough and causes stacking. Often, everyone is just stopped because cars can't pull into lots, thru traffic gets stopped, and then you throw in the pedestrians who are trying to cut from one parking lot to get to a store in another lot and it all just halts. There is no running in and out of those locations, I always try to go at off times, meaning an early lunch or a late dinner.

Mixed Use questionnaire results

Can you provide an example of an area with successful mixed-use?

- Belmar (I live about a mile away in large-lot residential but I love having Belmar so close as it's a great asset).
- Nope
- Belmar
- Union blvd.....that is an abortion. Too much housing, with not enough parking, access, too much traffic.
- Allowing all open land to be infilled with apartments, condos....even in purely residential neighborhoods. You are allowing way to many units on way to small of plots of land.
- We need to slow growth down and do it responsibly.....look at Golden and Boulder, they both limit growth and they have better towns for it.
- Belmar
- Belmar
- The Belmar area.
- Belmar, Highland, S. Pearl St, Cherry Creek, Capitol Hill
- None
- Belmar
- "Belmar
- Downtown Littleton
- The small neighborhood commercial centers in the older parts of Denver
- NO, I look at that hideous monstrosity at Union where Kobe An used to be. It is an architectural obscenity.
- Stapleton
- The area near Alameda and Union.
- Yes, look at the 10th and Mariposa area in Denver. Not only is it a mixed use area, but an intentionally mixed income area. We need to revitalize some areas of Lakewood without pushing lower income people out. Look to the Denver Housing Authority for advice, please.
- Belmar
- Belmar
- 1st and Wadsworth has business, restaurants and housing. Buildings are well off the edge of the stree and it doesn't feel crowded or blocks the mountain views.
- Older areas before the huge sell out for Green Gables that is set to destroy our previous quality of life and completely ruin any success for auto commuting in Lakewood because it's too massive in size and our roads are already at a standstill in the most important times of the day. Where on earth are the new hundreds of occupants going to shop at as the surrounding infrastructure cannot even handle what it currently is attempting to support?
- Right in our backyard. Belmar wouldn't be alive without its mixed use concepts. The quality and variety of development there overcome its logistics challenges, and surrounding demographic challenges. As a whole, it has sustained jobs and investment quite well, even through challenging economic and housing pressures.
- I used to live in the Baker neighborhood in Denver and I really liked it. It was mixed use with a variety of housing options and very walkable.

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- I used to live near Frisco Colorado and Main Street Frisco seemed like a good example. Shops and restaurants on lower levels and condos up top.
- I used to live near Frisco Colorado and Main Street Frisco seemed like a good example. Shops and restaurants on lower levels and condos up top.
- Two Creeks Neighborhood. We have the Lakewood Country Club on the west and Colfax Motels on the North, rural areas in the middle with low income to middle income and high income. We have a lot of rentals as well as homes that are owned. I would call our area very eclectic and I like it that way.
- Bel Mar library area (partially successful). Community access, clean, educational, serving a variety of ages and peoples. Has walking trails nearby and is accessible somewhat by bike (green). Has a nearby plug in for people with electric (no pollution) cars. Used to have a coffee shop inside, not now. Has rooms for community use and a good children's section and activities in Spanish once a week for bilingual or Spanish speaking children/families.
- Belmar

West Colfax Avenue and Union Boulevard are two areas of Lakewood that have been identified as future mixed-use areas in the Lakewood Comprehensive Plan. What characteristics or uses are needed in these areas to achieve successful mixed-use?

- Safety, cleanliness, a mix of studio (smaller) apartments and townhomes and businesses, with a park/open space, a playground, good public transportation options and bike lanes and pedestrian safety.
- It needs to be changed - there is already too much traffic in the Union corridor - stop the over development
- Clean designs, trees planted early, restaurants and a tie in to a bike trail system!
- Quit building, there are not large enough roads to handle the current traffic, let alone as more people move in. They are not all going to ride the bus or bicycle everywhere, that is unrealistic.
- Affordable housing, restaurant, retail, and entertainment venues.
- They need good walkability. Future development near the Federal Center light rail station along Union Blvd should include a grid of pedestrian friendly low speed streets to create an inviting walking environment between the mixed uses and the rail station.
- It is also very important that the zoning code require mixed use development, and not allow a developer to build a project that contains only a single use within a mixed use zone. That defeats the point of the mixed use zoning and makes people upset that they are getting something different from what was envisioned."
- I am referring to West Colfax (I don't know enough about Union). Mix-use will allow small businesses and housing to co-mingle. There is a need for more and better shopping along the corridor. There is a mix-use project - Archway on WC and Gray) but it is not completed at this time. There is need for housing where employment and transportation is available.
- To be successful, they can't be just an enclave like Belmar (you can walk within Belmar, but to get in or out you need a car), they need to connect with the existing traditional neighborhoods in the City, maybe with public transportation within the city of Lakewood, bike paths, sidewalks, trails, etc.
- Eliminate minimum parking requirements. Density. No super blocks. Human scale.

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- None. This model is anti-residential in feel. We are not Denver, nor the big cities of the coasts. Can't stand the look and feel as it is decidedly industrial and the antithesis of the suburban history of Lakewood.
- West Colfax Avenue has a 2040 Vision Plan as well as other area plans that the city and citizens spent many years developing. Look to those first for ideas/suggestions. Allowing residential development on Colfax was a great move by prior City Councilors. However, until we fix the stormwater/flood plain issue, we will not see much development along Colfax. Once that is corrected, would love to see residential condos/lofts along Colfax. If the density would then support retail, would be great to have retail establishments on the first floors of those future high density residential developments. This would help to make Colfax a walkable community, similar to Belmar. It's basic economics--without the people, retailers and other ancillary businesses aren't going to come to Colfax no matter how much residents want to have a local coffee shop or local restaurant and boutique shops.
- A stronger multi-modal transportation system. Both of these corridors have large volumes of vehicular traffic that discourage access, use and lingering by pedestrians and bikes. However, putting plazas and parks near the street will not necessarily encourage pedestrian use and lingering because of the noise/volume of traffic. There needs to be a way to mitigate the effects of the traffic to get pedestrians to use the space (either walking through or staying for a bit). The success of Belmar is the lingering spaces are internal to the site and not adjacent to Wadsworth and Alameda, on slower streets.
- Consideration needs to be given to the differences between developing large and small lots/projects. The basis of multi-use success is often in the larger development that happens to create the structure/infrastructure, but the smaller lots are also important, as they come in as the market dictates (again, think of Belmar, smaller projects filling in now). How can the MU standards be addressed by both sizes of development without impacting quality design and viability of a project? Plazas and park spaces (lingering spaces) should be planned at a larger regional/corridor level instead of requiring every project to place pedestrians near the street for the sake of meeting the requirement. Encourage patios on side streets or central to the site (for projects of all sizes) instead of on Colfax or Union, in addition to the corridor-level open spaces that have been built into the plan. These corridors for the foreseeable future are major transportation links for automobiles. When/if they become quieter or more pedestrian-driven, then the market will determine the desire/need for plazas and lingering spaces to occur facing the corridors, and it is an easier change that can happen in the future if the site design doesn't necessarily demand it now but accommodates the possibility with setbacks that may be bigger than currently allowed, and flexibility in design.
- Proper Zoning.
- Unfortunately, here is a big storage unit building already going up (big mistake) near Colfax and Garrison. It takes a massive footprint, occupies frontage along Colfax and takes away land that is within walking distance of public transit. (light rail) It is right next to a newly built office building that does not appear occupied yet. This downgrades the office building's desirability. There needs to be a flow of use (e.g. a bistro near an office building) and a physical connection between buildings (e.g. landscaped, lighted foot paths). If you must have storage units, they could be hidden within the high density housing complexes. In Seattle the apartment there have multi-level, secure, lighted and clean underground parking and various sized storages "cages" are located on one of the levels.

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- Ensure that there is sufficient parking at the businesses and the residences. If there's not enough parking at businesses, people won't come here and spend money. If there's not enough parking for residents, then they will have to park further away from home and walk, which would be unsafe for people who work later shifts and have to walk home from their car in the dark.
- Mixed socio-economic housing. The poorest pay what they can, then have a second tier for working class and a high tier of rent for market rate.
- One characteristic is to make future areas more bike-friendly. (Belmar could be more bike-friendly.)
- Smaller markets in the Union Boulevard area would be helpful.
- Trail system, good access to public transportation. As this community gets more crowded you have to allow people access to open space and the ability to not rely on cars. There's not enough land for sufficient parking if you're building apartments. Create a good public transport plan now before the masses move in and it's harder to implement later.
- Stop build right next to the street! Dark, sunblock corridors are not Lakewood. We like buildings set back, not so tall that you block the mountain view. Affordable housing mixed with luxury housing mixed with business.
- Traffic challenges for both. They will both require incredibly detailed ingress and egress requirements to accommodate what is already typically heavy traffic volume. Pedestrian crossings that don't impede traffic, bike and pedestrian friendly entrances. Curb cuts and setbacks will be challenging to accommodate. Turn lanes are not cheap, but they'll be necessary. Traffic won't adjust to pressure in these areas as it might in others, due to logistical aspects of the bordering areas. Colfax has many narrow streets that are non-continuous and serve only local residential. Union is challenged by bordering both the Federal Center and 6th Ave. They're both funnels - critical for traffic planning above all else.
- Parking! Then businesses with apartments over the top. This is only good for these two neighborhoods. I won't go there because I would have to drive. I go to Belmar at because there is parking and I can walk and do all my errands.
- Have some respect for those of us already in the area in single family homes--don't force us out, crowd us out--use commercial spaces, don't invade our neighborhoods.
- Need for destination activities along the Colfax Corridor
- Better access to grocery stores within walking distance of homes and apartment s in the area."
- Safety for bikes (when riding on Union I would not use the road, too scary). Sidewalks are dangerous b/c they cross driveways/ramps for gas stations and other byways where cars are turning fast and drivers don't look. There is lots of land in the Federal Center which could be developed for biking through-way. I would ride my bike from The Summit neighborhood to the light rail at the Federal Center more often if I didn't have to navigate Union. There are other options past the Veterans Administration building and down onto 1st I think it is to the light rail but 1st is also unsafe for bikers at this time. I would have to use sidewalks and then cross Union which again is dangerous for bikes.
- Shopping, educational, cultural facilities within walking distance, free parking, parks-green space, proximity to light rail, energy efficient , bike paths, affordability, community garden, solar garden if possible

Recommendations

Based on Council input and the public input above, staff recommends that Planning Commission direct staff to research the following proposals:

- ***Remove discrepancies between descriptions and regulations of mixed use zones.***
- ***Review mixed use standards and propose changes for mixed use zones to ensure successful use mix***

Site Design

Summary:

While there is a general sense of concern with site design by participants, there is little or no consistency in what aspects of site design are concerning. Some like urban design with buildings on the street, others emphatically do not. Some believe there is too much surface parking, others prefer suburban design. Building height, building design, and relationship to the street are all concerns.

One area of consistency is the desire for more sustainable site features and resource efficiency.

Open House Comments:

- Concern regarding creating “building canyons” with lack of sun
- Mixed use and large massing works well in an urban context and is appropriate for the areas of the city slated for higher density—transit stop areas specifically. Lakewood residents however are used to the suburban visual, so buildings close to the street, tall buildings in areas without those previously, can be shocking. To me, the taller buildings make sense along Colfax, near light rail, but different setbacks and massing (even a step back) may be more appropriate along South Wadsworth (Mississippi, Jewell, Hampden) instead of a more urban design.
- Urban/transit zone requirements make sense for larger properties, but individual property owners and lots less than 2 acres cannot improve or redevelop their properties at this time. 2 stories, build-tos site access are cost prohibitive on a 1 acre lot. This may actually be creating blight along Colfax, Sheridan and Wadsworth (near Mississippi specifically) when many small lots are not under the same ownership. Consider how a zone requirement applies to a whole block versus a 1 acre lot, there are different constraints and opportunities (Pin in map near Mississippi)
- Lakewood is looking at development in a silo. There are several large apartment buildings going up on Wadsworth, south of Jewell. This will add to the stress on our infrastructure and needs to be included in analysis of traffic, water, sewer, electricity, schools, police, fire, etc. If Lakewood wants to add population numbers, then annex Green Gables and any other property surrounded by, but not in, our city boundaries
- We need accurate impact studies before construction starts on any new projects, instead of trying to fix all the problems after it’s done.
- Improve and increase building design in code and/or include architectural design review boards in key corridors
- Be sure to require latest energy efficiency standards in building code/consistence with sustainability plan
- Consider building design as part of planning-quality projects
- Include trees and usable public open space along street rights of way to create a “park” along street
- Need bulk plane setbacks from busy streets
- Front porches- encourage
- Lots of landscaping in parking areas to make it an amenity –(multi-use)
- Protected shade structures for pedestrians are needed

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- Site design—must address reasonable # of dwellings within an area—you should not try to add very dense housing next to single family homes. Green space must be included in any apartment complex
- Urban architecture—setbacks and design—works very well in Belmar. It does not work everywhere, e.g. Union Blvd apartment building
- Pay attention to site design. It is evident that site design was not considered when the huge buildings on Union and Van Gordon were constructed
- Reinstitute setback for the front of buildings
- Consider aesthetics, ensure buildings and their surroundings are attractive
- Consider the surrounding area before approving permits to ensure compatibility with neighborhood
- Building Setbacks—minimal appropriate in walking districts (Belmar) NOT appropriate on corridors (Union)
- Good design—Belmar, Lamar Street Crossing, Varies
- Bad design—Belmar is claustrophobic, boxy buildings with no cohesive design (W. Colfax)
- Lighting is an issue for walkability (Lamar Station)
- Pocket park/green spaces help walkability, buffer traffic and buildings
- Cohesive design is inviting, attractive
- Right turn lanes! Especially at 4-way intersections (Namely Alameda-Bear Creek and Jewell)
- Traffic light timing study on Union
- Blinking yellow left arrows—EVERYWHERE!
- Build to SW façade to street
- Road diet streets too wide—unsafe! (Vance, 1 block east of Wadsworth)
- Pierce and 11th new townhomes—good design
- Lamar and 18th units—1950s salt box—need material texture change
- More flexibility with grey water systems, composting toilets, rain collection, etc.
- Wish setbacks on Union Blvd were further back! i.e. 1st Bank & new apartment by Wendy's
- Bldg. close to road tends to slow traffic down; Good thing in Belmar, NOT a good thing on Union as it creates more traffic
- Flexible space for tenant uses (commercial) for mixed use buildings
- Good communication is critical in designing quality buildings and site design
- More ways for early involvement by the community
- As a pedestrian, you experience the first floor level, if that is done well, the height of the buildings doesn't matter
- It can be art
- How do we balance the landscaping between high density and "small footprint" large lots in multi-use districts?
- How do we translate from SFLL (▲) to high density safely?
- Add multifamily to (75') transition that's required for mixed use to residential
- Put in charge station and require them as part of development/redevelopment of sites
- Context sensitive development—arch. Style, sense of place
- Respect history
- Transition zone between MF and SFH—scale
 - Sunlight/solar rights
 - Privacy (backyard)
- Incentivize retaining historic structures into newer development

Site Design & Community Context

Mapped Comments



Well Designed Sites

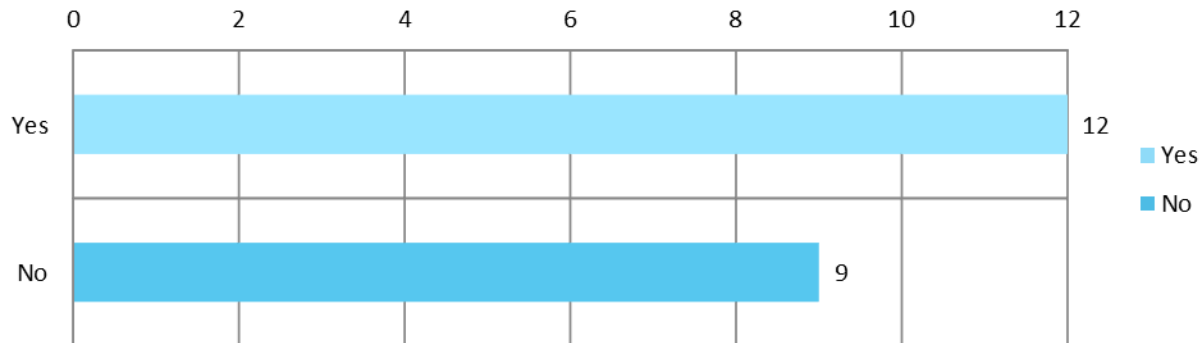
1. Belmar has good amenities
2. We really enjoy Belmar Park and the fact that it has the Heritage Center, nearby library, trails AND open space for wildlife. Really a community asset and done well!
3. We really like the new Carmody playground. Just wish there was a bit more shade. :) But that area (the rec center and playground) was designed well.

Poorly Designed Sites

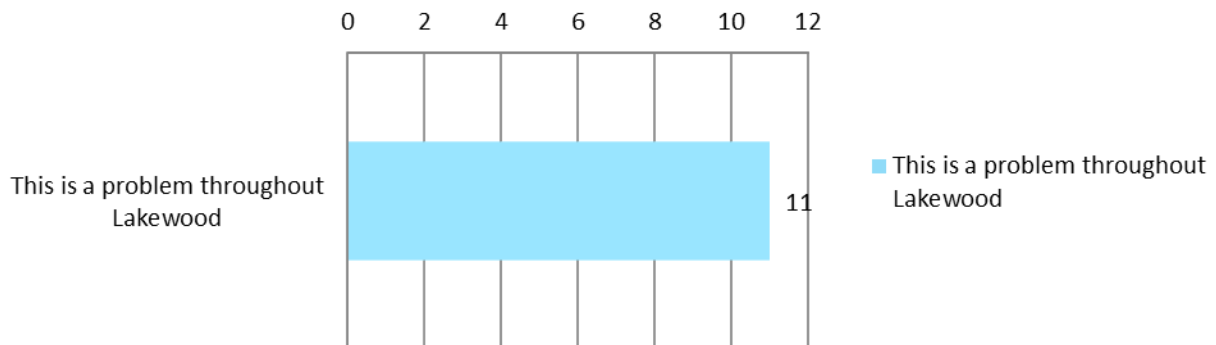
1. Poorly designed big box site
2. The Green Gables development does not seem to include a park (playground/dog park, etc) - just a "green belt". I realize this is JeffCo but it SHOULD be part of the city when it is right in the middle of the city and surrounded by the city. Its residents should have to pay taxes to enjoy the city amenities they will be using since there are no parks planned for the new development. The development will also greatly impact our roads - and that will create unsafe traffic conditions in neighboring residential neighborhoods (like Jefferson Gardens along Pierce, where I live).
3. This is 85 Union, aka Beacon85 apartment complex. Totally out of place and too high density for the area. The building is too close to street, no amenities- that benefit the community are noted on their website, the rental prices are not affordable.
4. Totally too high density for the area infrastructure. I realize his is Jefferson County; however Lakewood should not emulate this style of development.

Site Design questionnaire results

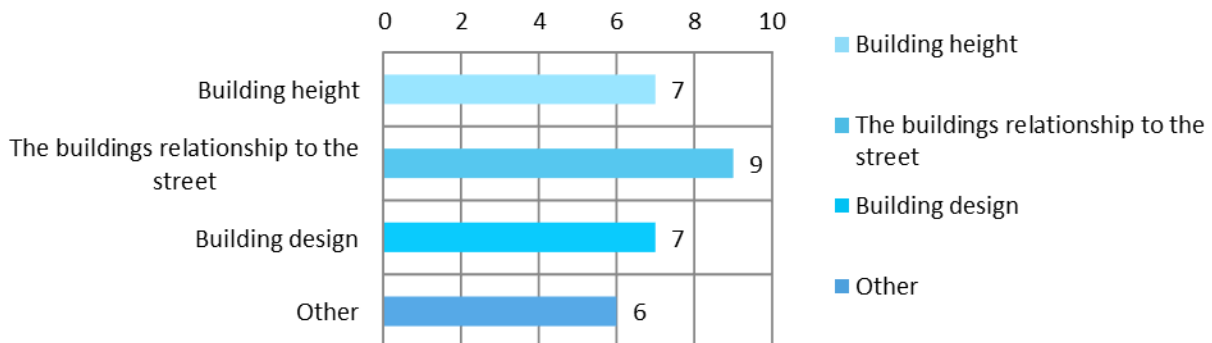
Do you have concerns with the site design for large buildings in Lakewood



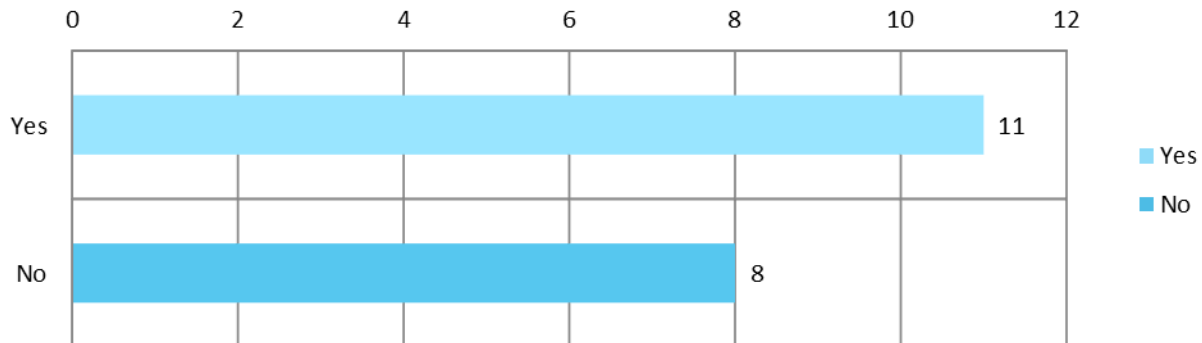
Do you think site design is a problem throughout Lakewood or only in specific areas



Which of these specific concerns do you have select all that apply

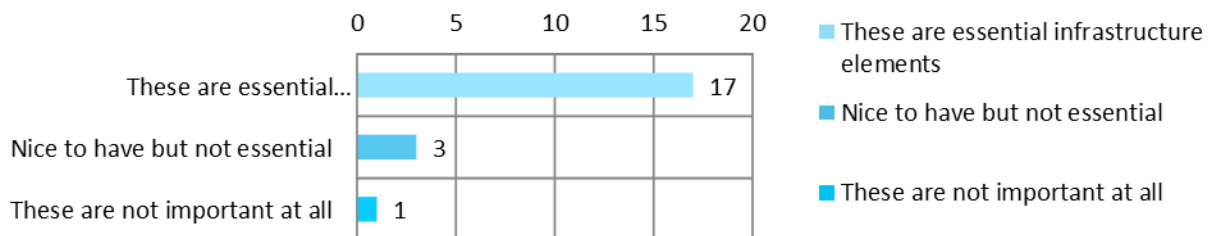


Do you have concerns with large buildings within certain areas of Lakewood



In your opinion how important is it that new sites are designed to be resource efficient and sustainable

Examples solar access recycling...



Can you share a specific example in Lakewood that illustrates your concern?

- Building are being built right up to the street or sidewalk -- we live in a suburb not an urban center --
- Allowing tall, many floors buildings to be built when we have views that should be preserved but with all the building are taking them away all over Lakewood. Dinosaur Ridge, what it was zoned for is what should be built there. Lower story buildings so residents can still see the hogbacks.
- I can't answer the question regarding design problems in any specific area. My opinion of what is good looking in a building is different from someone else. Making the city look all the same would make Lakewood boring.
- It seems that most big buildings in Lakewood follow the model of asphalt parking lots surrounding them (the exception would be Belmar and Union and 6th area). I like the new 1st bank headquarters because the building seems to be designed with the idea of turning Colfax into a real urban corridors (buildings at the edge of the street with sidewalks along it, and parking in the back) without neglecting parking (like it is happening in the city of Denver).

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- The "Big Box" building model with the very large building and even larger parking lot has inflicted much damage on the community. It is not just an eyesore, but is also unsustainable. When the building occupant moves out, the community is saddled with a building for which it is difficult to find a new tenant.
- The new housing at Belmar (south of the commercial area).
- The apartment building on Union that is ugly, looks cheap, and does not provide adequate parking. Basically I am highly suspicious of all construction in the Denver metro area because I think it is poorly done and will begin to have serious issues in about 10 years.
- The apartments Beacon85 at 85 Union Blvd.
- One concern is the density of buildings on Union between Alameda and 6th Ave. It has become a traffic hazard area. Another concern is my nearby corner of Alameda Parkway and Bear Ck Blvd. For pedestrians it is unsafe to cross from my neighborhood The Summit to Hayden Green Mountain Open Space because of the speed and aggressive behavior of drivers. Even when the pedestrian light is on to cross, cars zoom into the crosswalk. And a concern also for me is biking from my neighborhood, then crossing Morrison Road to get to Bear Ck Park..... or crossing Alameda Parkway from the north side of the road to access the cloverleaf which gets me on the bike trail going around Green Mt, because I have to get to the south side of Alameda Parkway to use the cloverleaf for pedestrians and bikes.

Other:

- Allowing for far too many residential and multifamily, apartment and condos to be built in far too short of a period of time. I used to be able to drive from one end of Lakewood to the other in about 10 minutes, today it took me 35 minutes at 2pm.....SAD!
- Just asphalt around, nothing to make the parking lot areas more appealing.
- Minimum on-site parking requirements
- Lack of green space and landscaping. Creation of street canyons. This whole development creates a downtown concrete canyon effect, as opposed to more residential feel for the multi-family and townhomes. All you have to do is look at the older apt complexes south of Belmar toward Ohio Ave. to see the difference in the look and feel, the sun and green space and lush landscaping.

Can you share a specific example in Lakewood of a development that lacks amenities for the community?

- I feel like there's a lack of a requirement for parks and open space in new developments. Why did the developers of Belmar not create more than one small grassy park in that entire development? The folks living there are now aching to have a dog park...there aren't playgrounds, there's a lack of natural amenities for those residents who are now complaining about that and want the city to create those amenities nearby (such as a dog park). Taxpayers shouldn't later be subsidizing these efforts - DEVELOPERS need to be required to do so from the start. And Green Gables (which I do realize is technically unincorporated JeffCo, not Lakewood, although it's smack in the middle of Lakewood and will affect my nearby neighborhood) has only a "greenbelt" that I know of, no parks. Again - there are apartment buildings going up there. People will have dogs, people will need a place to run those dogs. Is there a playground for kids? Why was the developer allowed to get away with not putting in much green space? The residents will be using Lakewood amenities and not paying taxes for those - playgrounds, parks,

etc. It really upsets me that there don't seem to be rules for new developments when it comes to creating these amenities.

- The new development on Colfax
- Solterra, thousands of houses with one little club house and pool.....it is a joke trying to take your kids swimming there.
- The building going up on Union that is sitting right on Union is a bit over-powering. I know there are complaints about that site and I can understand why.
- All office and commercial buildings along Colfax, Wadsworth and Kipling.
- Amenities are useless if they are inaccessible by any means other than a car.
- A lot of Lakewood has strip malls with stores or restaurants where you can shop and eat, but these areas do not have places to just enjoy or stay a while or get together with people. You just park your car in a big parking lot, go in and do your shopping or eating, and leave. In these areas, it is not so much the building height that is an issue but the design of the area not to feel like much of a community area.... It could be different if there were benches or picnic tables, green places with trees and shade to hang out, safe ways to access by walking/biking, etc.
- Maybe the apartment building on Union is so new, but I hope more green area around the apartments will be installed.
- The apartments near Colfax and Miller. There is no crosswalk to get to the grocery store. And there is nothing else, just an ugly, empty strip mall nearby.
- Look at the website for beacon85. I see nothing available to the community at large.
- Our area of Green Mountain has only begun to have small businesses that work, like neighborhood coffee shops and non-chain restaurants. This is because there are areas which have developed commercially that are just chains, like Qdoba and McDonalds. Our area as opposed to say Bel mar is just unplanned and strewn around with big fast traffic streets and some crass business. Fortunately some family owned restaurants and coffee shops are starting to take hold rather than all fast food and chains.

Can you share a specific example in Lakewood of project amenities that serve as community assets?

- I don't know of any recent developments that have included amenities that are particularly notable. I enjoy the parks and recreation opportunities throughout the city.
- The plaza area in Belmar
- Heritage Center at Belmar.
- The plaza at Belmar where the ice rink is located is a great space. The problem with private projects having to create public space is that the public often doesn't know it's available to them. I've noticed throughout the metro area that these spaces are just unused. I was raised to not trespass on someone's property, so I don't see myself entering a private townhome project to eat my lunch at their gazebo. If we continue to require these "public amenities" that maybe a city wide signage plan should be created so the general public knows where they are welcome.
- Metro West building are have amenities that serve the community and their residents. West Line Flat offers many amenities for their residents.
- West Line Village (not built yet) is working with the neighborhood and the City to be an asset to the area.
- The Belmar area, the plaza in Belmar.

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- Belmar
- It is hard to think of an example of a private development or project that provides good public amenities. The only places I can think of that are good community assets are things that the city of Lakewood provides (parks, rec centers, pools, Lakewood Civic Center plaza), or Jeffco school district provides (school playgrounds and meeting spaces), or the county provides (libraries, open space parks)
- In the suburbs, I do not care for the mixed use living/retail areas. Lakewood is losing it's residential feel with these kinds of development.
- Colorado Mills; JCRS redevelopment
- Lamar Station Crossing.
- The residences in Belmar have that nice park to serve the people there.
- Belmar, although I wish there were more local businesses.
- No. They probably exist, but I do not know about them.
- Bel Mar library area and lake there, with walking trails. Green Mt (Hayden) open space. Access for bicyclists to go on Alameda Parkway over Dinosaur Ridge to Red Rocks Ampitheatre and then over to Bear Ck Lake Park. For our area I also like Golden, which is close: it has book stores that are interesting, coffee shops, and offers a small town feel. I sometimes go to Bel Mar to go out to eat too. Union I avoid with all its fast food and poor feel to the restaurants. I like that St. Anthony's has come into all that land that the Federal Center took up. I think using the Light Rail to access DIA is a great thing for our community; it saves all the hassle of Denver traffic which is all day now.

In which specific areas of Lakewood do you think this is a concern?

- All areas
- Any multi-family or office project built within an existing green space
- Union Blvd, out along C-470, but really over the entire city.
- All areas that are predominantly residential right now and along Wadsworth.
- My concerns are not with the size, my concern is that they are so ugly, just a big building without any planning for surrounding areas, and just asphalt parking lots around.
- Soltera, Alameda C-470 Intersection.
- Where existing houses will have their views blocked.
- 85 Union. Also the new development at Wadsworth and Jewell - Green Gables. The density is going to overload the streets in both areas and create additional pedestrian and traffic hazards. I realize Green Gables is Jefferson County; however, Lakewood should have mitigated the impact by controlling the connected infrastructure to force lower density development.
- Where Alameda Parkway joins C470.

Are there areas within Lakewood where large buildings are appropriate? If so, where?

- In Belmar (where they currently are) - and along major thoroughfares which already have stripmall, businesses, etc - such as Alameda Pkway, Wadsworth, Kipling.
- I would not like to see large buildings in already established RESIDENTIAL neighborhoods.
- NOPE
- All along Colfax
- Union Blvd
- TOD sites

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- If you want them down by Sheridan where the City of Denver allows taller, more stories buildings, that may (not sure) be appropriate.
- The arterial streets, Union, W. Colfax, Alameda, Wadsworth, etc., but with consideration given to adjacent SFR through design guidelines. Maximum stories, step-backs, and allowable uses. Restrictions like no rooftop bars that are open til 2am that hover over a residential area. Areas like the south side of W. Alameda bear Oak. If those places were to be redeveloped they should be sensitive to the homes behind.
- I am not sure I have a concern about large buildings. The zoning codes keep large buildings out of residential neighborhood. The bigger building are being constructed in open areas along major roads - where they should be.
- Belmar. At the four corners of 285 and Wadsworth. That is it!
- The Denver West area is well planned and developed and taller and bigger buildings could go in if a good public transit system would connect them to the surrounding neighborhoods. I live at Simms and 26th, work in a Denver West building and can't only get there by car (or bike, which I don't). A bus system within the system would be ideal.
- St Anthony's Campus
- Belmar, Union Blvd.
- Yes, if we're thinking about adding more large or tall buildings, they should be placed in areas where there are already large buildings, like on Union.
- Commercial office parks are appropriate. Denver West is an example of a well done commercial area that fits with the area and is timeless looking. The new complexes won't be timeless.
- Along major corridors
- In the areas designated for high density.
- Along the light rail & other areas designated for growth in the Comprehensive Plan.
- Along the light rail
- No. The community development patterns are already established and should not be changed to mixed use, high density.
- Along the major streets like Wadsworth and Kipling and Sheridan. NOT on smaller streets that are essentially residential.
- The already existing buildings on Union between Alameda and 6th. The buildings in Bel Mar which are about 3 stories.

Recommendations

Based on Council input and the public input above, staff recommends that Planning Commission direct staff to research the following proposals:

- ***Research ways to encourage/incentivize amenities usable by pedestrians***
- ***Review and propose changes to height transition requirements***
- ***Review bulk plane and build-to requirements at street frontages***
- ***Review and propose changes to sidewalk and streetscape requirements***
- ***Research and propose sustainability requirements for site design***

Architectural Design

Summary:

There is a relative consensus of concern with the architectural design of buildings in Lakewood. Boxy, ugly, and gross are a few of the many words describing recent projects, though there were examples of differing opinions on the same building. These concerns tend to focus on larger buildings, specifically commercial and multi-family residential.

There is a clear majority of participants who support more sustainable and resource efficient building design.

Open House Comments:

- Building Setbacks—minimal appropriate in walking districts (Belmar) NOT appropriate on auto corridors (Union)
- Good design—Belmar, Lamar Street Crossing, Varies
- Bad design—Belmar is claustrophobic, boxy buildings with no cohesive design (W. Colfax)
- Lighting is an issue for walkability (Lamar Station)
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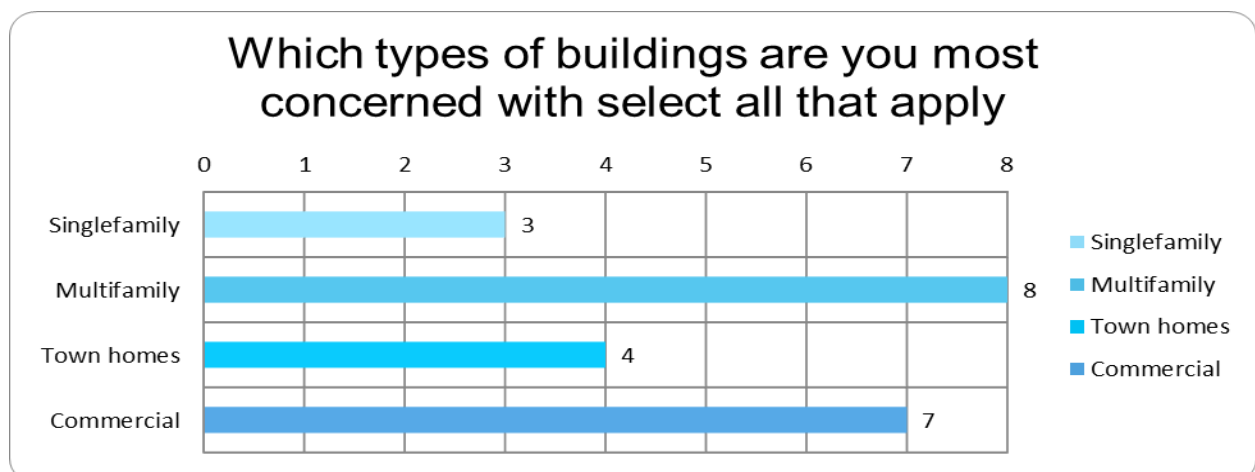
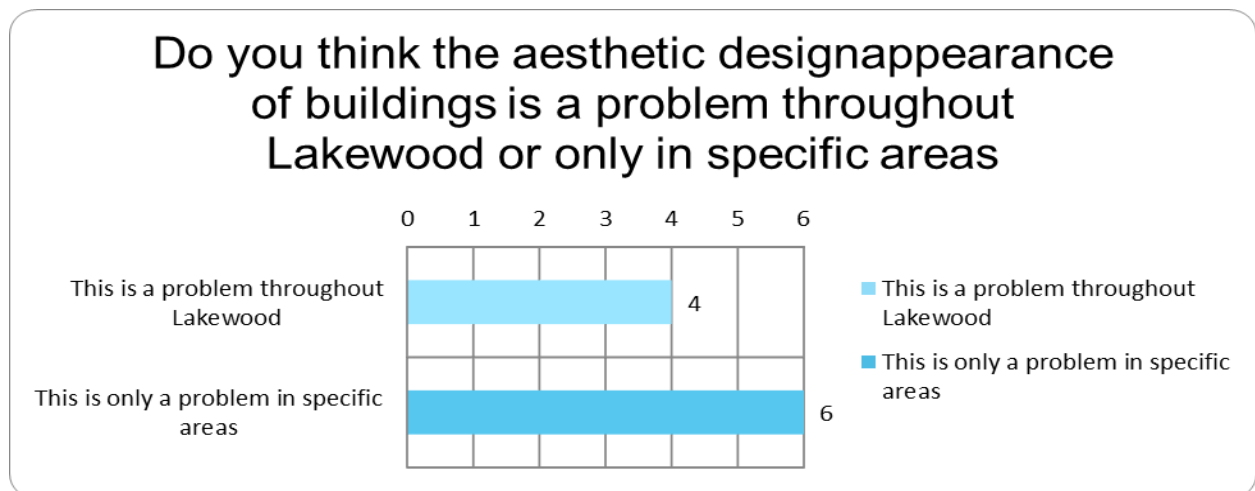
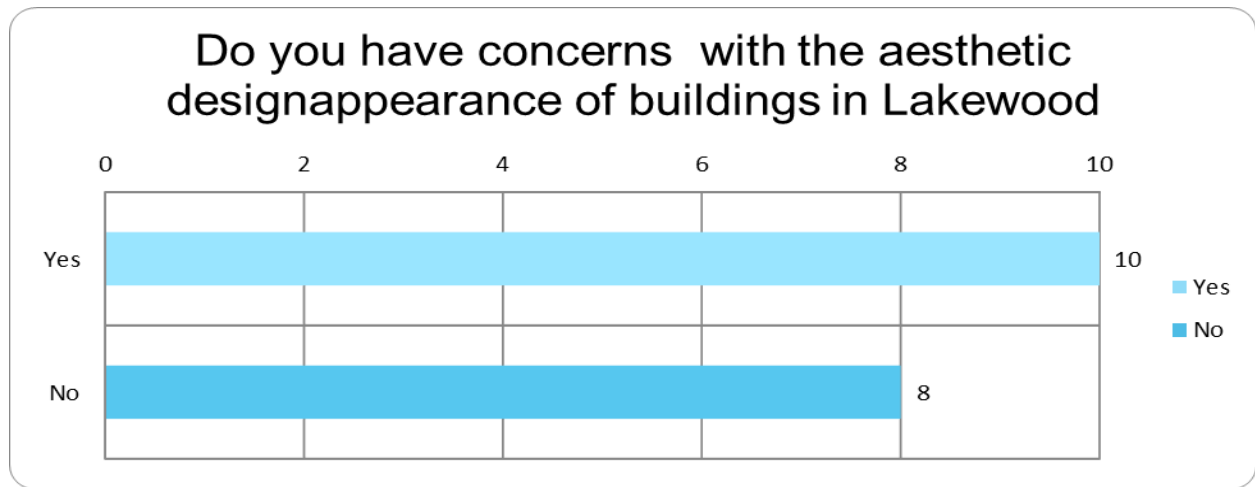
Building design I like

1. Buildings in Belmar do it right with regards to scale, massing and materials.
2. The St. Anthony complex was a great addition to the community. The lower scale buildings that blend into the surroundings are a perfect fit for this area.
3. The building addresses all sides of the street and provides a variety of neighborhood uses. It's has easy access to parking, covered and uncovered. Convenient pedestrian/bicycle access. Nice store fronts and aesthetically pleasing design.
4. The senior housing buildings are a beautiful addition. I don't understand the negative comments on Nextdoor. I find the design is a great transition between the residential neighborhood to the north and the commercial uses to the south.

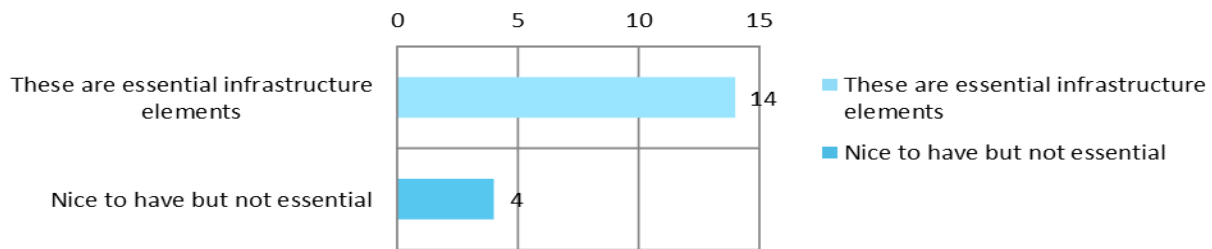
Building design I don't like

1. It's just going to take a long time for this building to fit into the area. It's not that I don't like it, it's just that the first one constructed, addressing Union so closely, catches the communities attention. As more infill happens along this stretch of ROW, I don't think the massing will be as big of an impact as people fear it is right now.
2. Ugly apartments that ruin this beautiful area.
3. boring old strip mall behind a massive parking lot. Yawn. This sort of coding needs to go away as it only demands that people drive, and is hostile to pedestrians.
4. new apt building along light rail. Doesn't mesh with neighborhood, poor landscaping, siding is flat out ugly.
5. red sided multi-family

Architectural Design questionnaire results



In your opinion how important is it that new buildings are designed to be efficient with energy water and materials



In which specific areas of Lakewood do you think this is a concern?

- I'm thinking of the strip malls by Wadsworth & Jewell and Alameda and Sheridan and Mississippi between Wads and Sheridan...some are really dilapidated (broken concrete, no greenery) and look so run-down. But I don't know if the city can do anything about that...and I would think the costs to improve such areas would be borne by the developers and tenants, not the city. I wish they'd look a bit cleaner, but I'm not sure there's money to do that.
- Union Blvd.
- Mostly along commercial streets such as Union and Kipling where large office towers and commercial strips sit behind gigantic parking lots
- Green Gables, Belmar all new apartment/condo developments
- For me in my area of town it would be Colfax.

Can you share a specific example in Lakewood that illustrates your concern?

- The huge, out of place monstrosity of a multi-family / canyon wall that was recently built on Union Blvd springs to mind. Talk about out of place! Not to mention gross.
- The new apartment building near Wendy's on Union is plain and ugly. It has no design touches. I'm also concerned about scraping of existing homes and the building of a larger house in its spot. An example of this is the house on W. 9th Ave. at Garland. It is larger than the neighboring houses and looks out of place. It also impinges on the privacy of the houses on its sides. There are many, many examples of this throughout Denver and I would hate to see this happen more in Lakewood.
- In general, buildings seem to pop up without much thought of aesthetics or surrounding-area planning, especially in the main, older North corridors, like Wadsworth and Kipling north of 6th avenue. One example is the new apartment complex in the Westlands area by King Soopers (Colfax and Oak Street). The development itself is OK, but the fact that the area surrounding it is in such a state of decay is troublesome. I feel sorry for the people who needs to live there.
- The new Walgreens at the Northeast corner of Wadsworth & Alameda gets it wrong. While the developer deserves kudos for putting the parking behind the building, it should be oriented towards the street rather than the parking.
- There are many buildings throughout the Denver metro area using a cheap looking colored tiles in order to keep from using brick. The garish colors match, so someone must be buying in bulk.
- Green buildings that use roof gardens and solar are not in evidence on these new people storage facilities, but obviously the developers come first.

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- The new apartment house along the ""W' line on 11th between Lamar and Harlan.
- The apartments on the east side of Belmar that have the red siding.
- The housing that has been built to the south of Belmar commercial that are built right up to the roads, creating canyons (no sun, iced streets).
- The majority of the new multi family units/apts look like the old soviet housing. The metal and colors are offensive . The architecture is cheap looking and doesn't fit within the existing neighborhoods."
- Apartments near colfax and miller, the new apartments on Union. They are ugly and have terrible landscaping.
- 2045 Newcombe Dr

Can you provide examples of buildings that you think are well designed?

- Belmar Library is very nice with the large windows overlooking Belmar Park. Lakewood City Commons and the city government buildings are done well - look nice, easy to get around in vehicles in that area as well. The buildings are well-lit and airy, architecturally nice. I like the plaza in between the city buildings and the City Commons shopping area.
- I think the Lakewood Govt municipal complex with the Library is nicely done and has a good user flow and aesthetic.
- Also like Block 7 in Belmar and some of the apartments along W Virginia and Reed, Quay back in there
- The Whole Foods mixed-use project at Belmar.
- I am not an expert, but the new 1st Bank headquarters on Colfax, the developments in the Belmar area and Union between Alameda and 6th Avenue seem to follow well-thought planning processes and the results are visually appealing.
- Belmar
- While not in Lakewood, the new Vanguard at Green Gables Reserve apts. are attractive with a mix of materials (brick and siding that mesh with the surrounding housing)
- Each area has its own unique feel. For example, Solterra is a suburban community with a range of housing stock and prices. However, the style of the homes are all very similar--more of your typical suburban look. Then you have Belmar with a more modern look. Within each development, the buildings have been well designed for their specific area.
- I think many of the buildings in Belmar are designed well. I think the use of 1 type of masonry when possible is best. using stone and brick together is not necessarily a good thing.
- Honestly, I love the plantings that have been done in Lakewood medians, they are beautiful. I really can't think of attractive buildings in Lakewood. I don't really even like the homes in Belmar.
- 2045 Newcombe Dr

Recommendations

Based on Council input and the public input above, staff recommends that Planning Commission direct staff to research the following proposals:

- ***Research and propose new architectural regulations or a design review process***
- ***Research and propose sustainability requirements for site design***