

Mississippi Avenue Strategic Plan



City of Lakewood, Colorado
Comprehensive Plan Amendment
Community Planning & Development
Strategic Planning Division

A RESOLUTION

APPROVING THE MISSISSIPPI AVENUE STRATEGIC PLAN AS AN AMENDMENT TO THE LAKEWOOD COMPREHENSIVE PLAN

WHEREAS, the City of Lakewood Planning Commission adopted the Lakewood Comprehensive Plan on February 25, 1987; and,

WHEREAS, the City of Lakewood City Council approved the Lakewood Comprehensive Plan on March 9, 1987; and,

WHEREAS, the Lakewood Comprehensive Plan includes planning for major travel corridors as a major concept of the Plan, stating that the City will "prepare plans for the redevelopment of corridors and special study areas with the aim of concentrating commercial uses in commercial nodes and breaking up the strips with new multi-family, office, and service uses" (page 34); and

WHEREAS, The Lakewood Comprehensive Plan provides goals pertaining to the following: "provide a highly effective and efficient transportation system" (page 55), "encourage the use of mass transit" (page 56), and "develop and maintain a coordinated pedestrian and bicycle system as a recreational amenity as well as an alternative transportation mode" (page 57); and,

WHEREAS, citizens, property owners, business owners, and others participated in the development of the Mississippi Avenue Strategic Plan by identifying issues of concern, goals, a vision statement, and action steps to address concerns; and

WHEREAS, the Planning Commission conducted a public hearing on the Mississippi Avenue Strategic Plan on June 20, 2001, with notice made to residents, businesses, and property owners in the Mississippi Avenue study area and published in the Lakewood Sentinel; and,

WHEREAS, The Planning Commission has considered the public testimony received and the staff report and recommendations; and,

WHEREAS, the City Council has considered the public testimony received and the staff report and recommendation; and,

WHEREAS, the City Council has conducted a public hearing on the Mississippi Avenue Strategic Plan, with notice made to residents and property owners in the Mississippi Avenue area; and,

WHEREAS, the City Council has considered the public testimony received, the action of the Planning Commission, and the staff report and recommendation.

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

that:

SECTION 1. The Mississippi Avenue Strategic Plan, as presented to City Council and dated June 20, 2001, is hereby approved as an amendment to the Lakewood Comprehensive Plan.

SECTION 2. The Mayor and City Clerk are hereby authorized and directed to affix their signatures on this Resolution and on the Mississippi Avenue Strategic Plan as evidence of the approval and adoption of the same by the City Council.

INTRODUCED, READ AND ADOPTED by the vote of 11 for and 0 against at a regular meeting of the City Council on July 23, 2001, at 7 o'clock p.m., at the Lakewood Municipal Center, 480 South Allison Parkway, Lakewood, Colorado.

ATTEST:



Margy Greer
Margy Greer, City Clerk

Stephen A. Burkholder
Stephen A. Burkholder, Mayor

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RESOLUTION OF CITY OF LAKEWOOD PLANNING COMMISSION

On June 20, 2001 the Lakewood Planning Commission reviewed Case No. PL-01-002 for the proposed Mississippi Avenue Strategic Plan.

The Planning Commission of the City of Lakewood approved, and recommended to the Lakewood City Council adoption of the Mississippi Avenue Strategic Plan, as part of the Lakewood Comprehensive Plan, by a vote of 5 to 0. The roll having been called, the vote of the Lakewood Planning Commission was as follows:

Kenneth Lloyd	Aye
Ed Peterson	Aye
Tom Quinn	Aye
Charles Choi	Aye
Wilmae "Bunny" Malm	Aye

FINDINGS OF FACT AND CONCLUSIONS

WE FIND THAT:

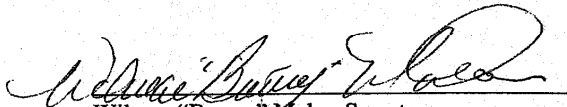
1. The City of Lakewood Planning Commission adopted the Lakewood Comprehensive Plan on February 25, 1987; and,
2. The City of Lakewood City Council approved the Lakewood Comprehensive Plan on March 9, 1987; and,
3. The Lakewood Comprehensive Plan includes neighborhood protection as a major concept of the plan, stating that "Neighborhoods are seen as essential elements of a city. The intent of the Plan is to protect viable neighborhoods from any inappropriate intrusion and to revitalize troubled neighborhood areas. This would encourage enhancement of unique characteristics of neighborhoods, build neighborhood identity, and result in an overall sense of community" (p. 5) and "The important aspects of neighborhoods should be recognized and protected. Development in or near neighborhoods must be accomplished in a sensitive manner so that neighborhoods remain vital and dynamic" (p. 9); and,
4. Residents in the Mississippi Avenue neighborhood area worked with staff from the City of Lakewood to prepare a plan for the area to address four issue areas: land use and property maintenance, community resources, community safety and traffic, and public works; and
5. Citizens—residents, property owners, and others—participated in the neighborhood meetings to identify issues of concern to the area, alternative ways to address these issues, and to develop and review goals and strategies to be included in the plan; and,
6. The Planning Commission conducted a public hearing on the proposed Mississippi Avenue Strategic Plan, with notice made to residents, businesses and property owners in the Mississippi Avenue area and published in the Jefferson Sentinel and the High Timber Times; and,

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June 20, 2001
Page 2

7. The Planning Commission has considered the public testimony received and the staff report and recommendation.

ACTION

NOW, THEREFORE, BE IT RESOLVED, by the Lakewood Planning Commission on the basis of the evidence presented to it and the findings and conclusions stated herein this 20th day of June, 2001, that Planning Case No. PL-01-002 is hereby recommended for APPROVAL.

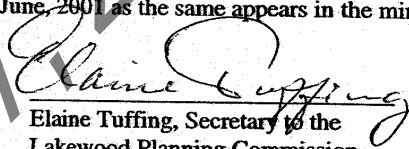

Wilmae "Bunny" Malm, Secretary


Edward Peterson, Chairman

CERTIFICATION

I, ELAINE TUFFING, Secretary to the City of Lakewood Planning Commission, do hereby certify that the foregoing is a true copy of a resolution duly adopted by the Lakewood Planning Commission at a Public Hearing held in Lakewood, Colorado, on the 20th day of June, 2001 as the same appears in the minutes of said meeting.

6/20/01
Date approved


Elaine Tuffing, Secretary to the
Lakewood Planning Commission

Prepared by the City of Lakewood Strategic Planning Division

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I. Executive Summary

Mississippi Avenue links the foothills to Denver through Lakewood. This road functions as an east-west major collector linking Sheridan Boulevard to Wadsworth Boulevard within Lakewood. Land uses represented along the corridor include a mixture of residential and commercial uses interspersed with larger lots on the north side of Mississippi. Mississippi Avenue was originally known as Morrison Road and served as an integral transportation route linking rural residents of Jefferson County with the City of Denver. Historic landmark properties along Mississippi include Harts Corner, Bancroft Fire Station and the Bancroft School. These landmark properties still exist today and are an important reminder of the past.

The majority of commercial activity is focused at the intersections of Pierce Street and Mississippi Avenue, and Sheridan Boulevard and Mississippi Avenue. These properties are slowly changing from residential uses to service businesses that utilize existing homes as office space. Given the mixture of uses along the corridor, planning now for future development will enable Mississippi to develop in a manner that is consistent with the present and future needs of both residents and businesses currently established along the corridor.

A community based planning process was utilized to identify key issues, formulate goals and action steps to implement the plan. Main issues included upgrading the appearance of residential and business properties along the corridor and preserving the rural character of Mississippi Avenue. A vision statement was also developed during the planning process.

Vision Statement

Mississippi Avenue is an essential and convenient east/west travel corridor that links residential neighborhoods with major transportation corridors such as Sheridan Boulevard, Wadsworth Boulevard and Kipling Parkway. Mississippi Avenue should be attractive, functional, and safe for pedestrians, bikes and automobiles

Key Action Steps

Members of the Action Committee and Technical Analysis Team identified many strategies to achieve the Vision for the area. Key Action Steps include:

- Improve Mississippi to include a center left-turn lane and provide curb, gutter, and sidewalks on both sides of the street from Pierce to Sheridan.
- Enhance bus stop amenities.
- Assist landowners along the corridor with existing non-conforming uses and help identify solutions.
- Support redevelopment of split zoned parcels fronting Mississippi Avenue.
- Support trade and technical uses for the 1C zoned areas.
- Development of design strategies to address architecture and site layout.
- Work with property owners and business owners to proactively address building and property maintenance, and enforce codes in a proactive manner.
- Increase communication with property owners and business owners regarding City Ordinances and Programs.
- Schedule clean up days along Mississippi Avenue.
- Encourage membership in adjacent merchants' association e.g., Alameda Gateway Community Association and the Jewell/Wadsworth Area Business Association.
- Encourage participation in available grant programs to improve signage, landscaping and facades.

II. Introduction

A. Mississippi Avenue Strategic Plan Study Area

For the purpose of this plan, the boundaries are Sheridan Boulevard to the east, Brentwood Street to the west, and pertain to those properties that front Mississippi Avenue.

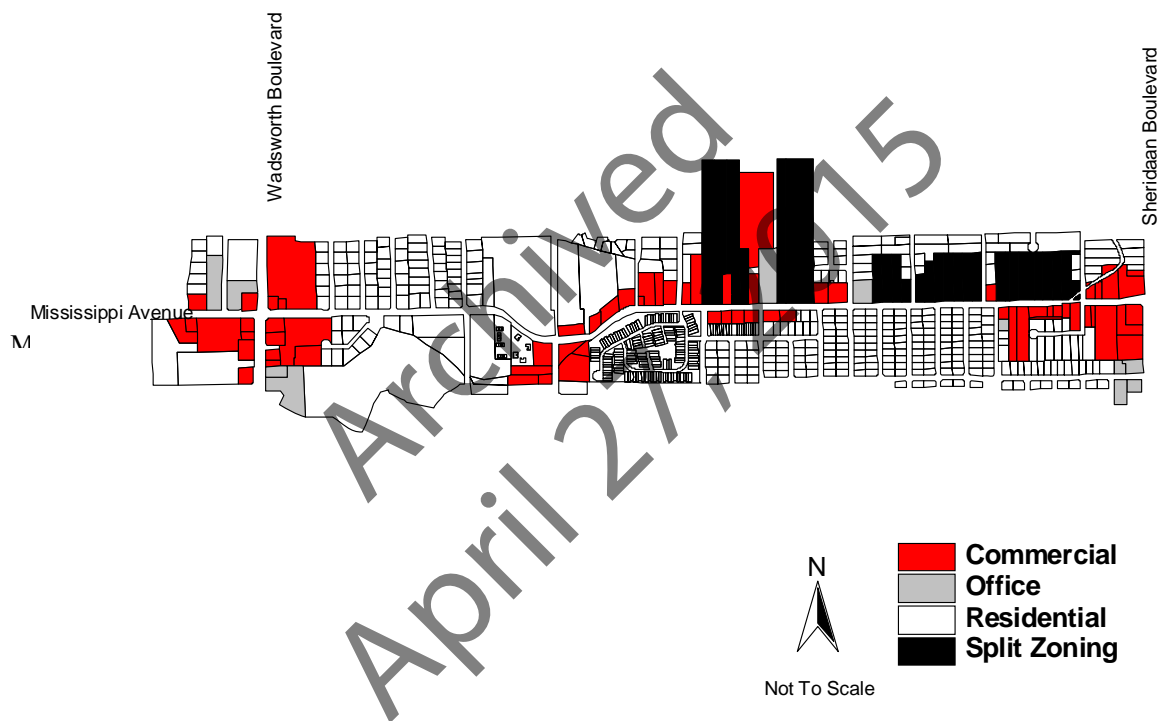


Figure 1. Mississippi Avenue Strategic Plan Study Area

B. Purpose of the Strategic Plan

The purpose of this plan is to identify strategies to improve the physical and economic environment of the corridor, making the corridor more functional, safe and aesthetically pleasing.

C. Comprehensive Plan Relationship

The City of Lakewood Comprehensive Plan was adopted in 1987. The Comprehensive Plan provides general goals and policies for development within the City of Lakewood. Strategic plans are intended to further define development goals that preserve and enhance the unique characteristics within a particular study area. The Mississippi Avenue Strategic Plan will be adopted as an amendment to the Lakewood Comprehensive Plan. As such it will be used to guide future development and redevelopment and provide a framework for enhancing the area.

The Comprehensive Plan identifies the following policies in relation to commercial corridors:

1. “promote a distinct Lakewood identity and strengthen the positive perception of the City’s image” (page 6);
2. “promote economic vitality, local employment, and revitalization of commercial and industrial areas” (page 15);
3. “Structure new commercial development, restructure existing retail strips, and preclude spread of strip development by clustering commercial uses” (page 19);
4. “concentrate needed community level commercial activities in nodes” (page 29);
5. “locate neighborhood commercial nodes convenient to the residents while minimizing their negative impacts upon the neighborhood” (page 31);
6. “Restructure existing commercial strips and preclude the development of new commercial strips” (page 32);
7. “Undertaking, in concert with property owners and the business community, redevelopment and revitalization of deteriorated commercial strips through public/private partnerships and other innovative strategies” (Page 34).

D. Existing Plans

The following plans have been adopted as amendments to the Lakewood Comprehensive Plan.

1. The Wadsworth Boulevard Strategic Plan

The Wadsworth Boulevard Strategic Plan was adopted as an amendment to the Lakewood comprehensive Plan in April 1997. Goals identified in Wadsworth Plan include:

- a “Protect and buffer neighborhoods along the corridor from encroachment and impacts associated with retail and office uses” (page 20);
- b “Enhance the physical appearance of the corridor” (page 20);
- c “Enhance the economic vitality of the corridor” (page 23);
- d “Proactively develop and redevelop vacant buildings and properties” (page 23).

2. The Sheridan Boulevard Strategic Plan

The Sheridan Boulevard Strategic Plan was adopted as an amendment to the Comprehensive Plan in August 2000. Goals identified in the Sheridan Plan include:

- a “Enhance the economic vitality of the corridor” (page 20);
- b “Proactively develop and redevelop vacant and run-down properties” (page 20);
- c “Concentrate commercial uses at existing commercial nodes: Colfax Avenue, Sixth Avenue, First Avenue, West Alameda Avenue and Mississippi Avenue” (page 17);
- d “Proactively develop and redevelop vacant and run-down buildings and properties” (page 17);
- e “Prevent additional strip commercial development along the corridor” (page 17);
- f “Protect and buffer neighborhoods along the corridor from encroachment and impacts associated with retail and offices uses” (page 17).

3. Jefferson Gardens Neighborhood Plan

The Jefferson Gardens Neighborhood Plan was adopted in 1995. The overall intent of this plan is to protect the existing rural character of the Jefferson Gardens neighborhood by recommending that any future development will promote a rural lifestyle, retain the neighborhood’s feeling of openness and low density, and respect its natural features. The boundaries of the Jefferson Gardens plan is roughly located in the area bounded by Sheridan Boulevard to the east, Mississippi to the south, West Kentucky to the north and Wadsworth Boulevard to the west. Goals identified in Jefferson Gardens Neighborhood Plan include:

- a "Create Special Design District for properties along Mississippi Avenue and Sheridan Boulevard which would include design standards and development restrictions for commercial development" (page 7);
 - b "Establish design standards which would apply when houses are converted to business use which will preserve front yards, and require parking to be placed on the side or to the rear of the main building. When necessary, make adjustments in parking requirements to insure front yards are not paved. Require business owners to preserve the residential appearance of the structure" (page 7);
 - c "Establish design standards for new buildings which would require them to be campus-like or residential in character, low in scale, with horizontal rather than vertical massing, and detailing such as front porches. Limit building heights to two stories or 25 feet on Mississippi Avenue, and three stories or 35 feet on Sheridan Boulevard" (page 7).
4. Lasley Neighborhood Plan
- The Lasley neighborhood plan will be adopted in the spring 2001. The boundaries for the Lasley Plan include Mississippi Avenue to the north, Jewell Avenue to the south, Wadsworth Boulevard to the west and Sheridan Boulevard to the east. Goals identified in by the Lasley neighborhood that address Mississippi Avenue include:
- a "Identify and improve street drainage problems along Mississippi Avenue between Sheridan Boulevard and Pierce Street" (page 20);
 - b "Improve pedestrian connections within the neighborhood as well as with adjoining neighborhoods and commercial districts" (page 21);
 - c "Work to improve relationships with local businesses within and adjacent to the neighborhood to encourage businesses to improve property maintenance and landscaping." (page 28);
 - d "Encourage development and redevelopment of property and land that respects the neighborhood's desire to preserve and enhance the natural environment and to maintain its residential character." (page 30).

E. Mississippi Avenue Strategic Plan - Planning Process

Mississippi Avenue Strategic Plan was developed through an interactive planning process of businesses, commercial property owners, residents and the City of Lakewood. Approximately 60 residents and business owners participated in the planning process. City staff formed a Technical Analysis Team with a variety of professional expertise. This team helped facilitate the action committee meetings. This team assisted the action committee in identifying issues and action steps and reviewed the draft plan. The planning process included:

1. Survey

In May of 2000, a survey was sent to residents and business owners in the study area. Approximately 1200 surveys were sent out, and 172 surveys returned. These surveys represent a response rate of 14 percent. The survey contained several open-ended questions designed to identify issues within the study area. The survey also contained a series of questions regarding appearance and land use along the corridor. Complete results from the survey were included in a newsletter mailed to all residents and businesses in the study area in early September 2000.

2. Open Houses

The first open house was held in September 2000 at the Lakewood Link to answer the Mississippi Avenue construction project. A second open house was held in March 2001 presenting the draft plan as well as blueprints for the preliminary construction design for Mississippi Avenue from Pierce Street to Sheridan Boulevard.

3. Action Committee Meetings

A total of 15-20 members attended a series of four meetings regarding the development of the Mississippi Strategic Plan. At each of these meetings a different topic was addressed relating to the issues identified in the survey process. The committee's meeting topics included:

- a Land use and appearance.
- b Traffic issues
- c Code Enforcement and Economic Development.
- d Design workshop.

F. Issues Identified

Several issues were identified from the survey responses, action committee meetings and technical analysis team. These issues include:

1. A need to install continuous sidewalks along Mississippi Avenue for pedestrian safety.
2. A need to enhance the appearance and of buildings within the study area.
3. A desire to limit land uses that result high traffic volumes in the study area.
4. A desire to preserve the perceived rural character of Mississippi Avenue.
5. A desire to enhance economic vitality of Mississippi Avenue.

G. Vision Statement

From the identified issues and responses to survey questions a vision statement for the area was developed. The vision statement provides the foundation for goals and action steps important to the implementation of the Mississippi Avenue Strategic Plan.

Mississippi Avenue is an essential and convenient east/west travel corridor that links residential neighborhoods with the major transportation corridors such as Sheridan Boulevard, Wadsworth Boulevard and Kipling Parkway. Mississippi Avenue should be attractive, functional, and safe for pedestrians, bikes and automobiles.

The goals and objectives contained in this strategic plan define and clarify the corridor vision statement and help establish a framework for implementing associated action steps.

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III. Transportation

A. Background

Mississippi Avenue is designated as a major collector in the City of Lakewood's Major Street Plan. Mississippi Avenue from Wadsworth Boulevard to Pierce Street consists of a three-lane roadway with curb, gutter, and sidewalk. From Pierce Street to Sheridan Boulevard, the majority of Mississippi is two-lanes without curb, gutter, and sidewalk. The Capital Improvement and Preservation Program (CIPP) provides funding for reconstruction of Mississippi Avenue to a three-lane roadway with curb, gutter, and sidewalk between Pierce Street and Sheridan Boulevard in 2002. The design of this reconstructed roadway will closely resemble the roadway built from Wadsworth Boulevard to Pierce Street.

1. Average Daily Traffic (ADT) Volumes

ADT volumes are spread out over the entire 24-hour day. Approximately 10 percent of this traffic would occur in the peak hours. Current traffic volumes along Mississippi are similar with other major collectors within the City of Lakewood, as shown in Chart 1.

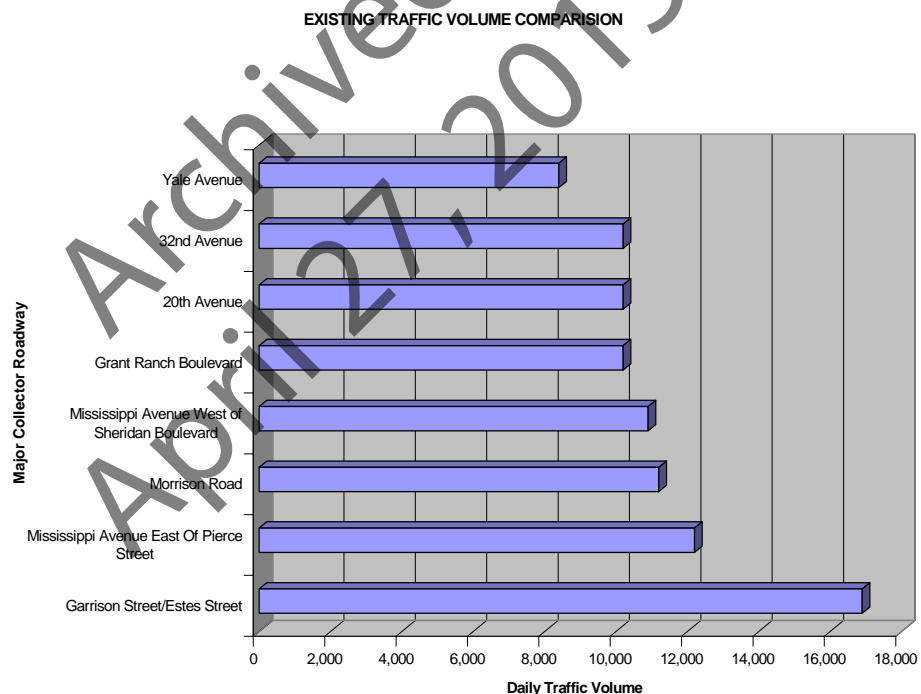


Chart 1. Existing Traffic Volume Comparison

Any growth in traffic volumes will be related to redevelopment and in-fill development. The Denver Regional Council of Governments expects the total growth within this corridor to result in less than a 15 percent increase in traffic volumes over the next 20 years, resulting in an anticipated ADT volume of 13,300. This volume is similar with other major collector roadways in the City.

2. Crash (Accident) History

The City of Lakewood continually monitors and evaluates crashes on all streets within the City. The majority of all accidents within the City occur at intersections. Whenever an intersection experiences three or more crashes in a year, a more detailed analysis is performed to determine if the location has a problem that should be corrected. Only two locations along the Mississippi Avenue have experienced more than three accidents per year in the past three years:

- a Mississippi Avenue and Pierce Street
- b Mississippi Avenue and Sheridan Boulevard

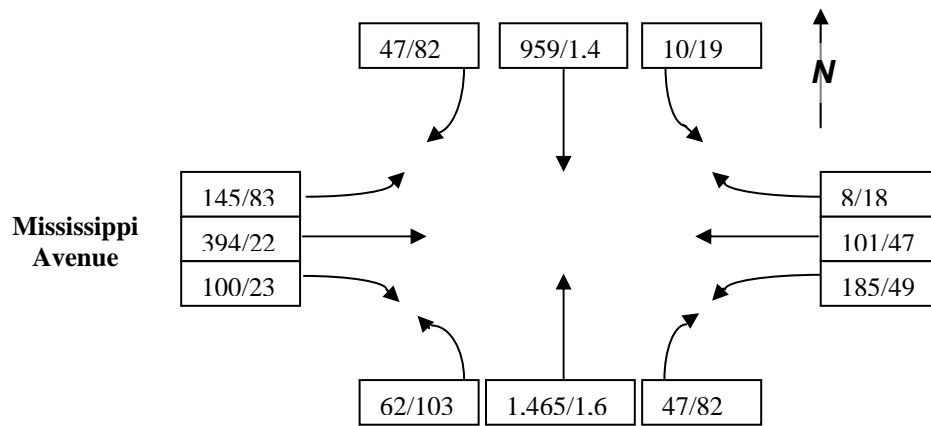
City of Lakewood's traffic engineering staff has evaluated these crashes and determined that crashes at these intersections do not indicate any trends or patterns.

3. Mississippi/Sheridan Traffic Signal

The lack of a left-turn arrow for the northbound to westbound movement at this intersection is resulting in considerable frustration for motorists in the vicinity of this intersection. The City and County of Denver controls the traffic signal at this intersection. Left-turn phases warrants (requirements) have been developed by the Colorado Department of Transportation (CDOT) and are followed by CDOT, Denver, and Lakewood. Two basic requirements, one of which must be met, for a left-turn phase to be added to a signal include:

- a. Crash history of more than four, left-turning type accidents (correctable by a left-turn phase) in a one year period and six in a two-year period.
- b. Hourly traffic volumes (for the left-turn and opposing or conflicting through movement) in excess of 100,000 (for four lane roadways) when multiplied together.

In last four years, several left-turn accidents have occurred at the intersection of Mississippi Avenue and Sheridan Boulevard, but not quite enough to meet the warrants. However, the product of the northbound left-turn and the southbound through movements far exceed the requirements (almost 149,000 for PM Peak). As a result, the City of Lakewood has recommended to Denver that this left-turn phase be installed. City staff will keep residents apprised of the progress of this project. Please refer to figure 2 on the next page.



Legend

/ # = AM/PM Peak Hour Volumes

Sheridan Boulevard

Figure 2. AM/ PM Peak Volume at Sheridan Boulevard and Mississippi Avenue intersection

4. Survey Results

Chart 2 summarizes the five issues identified by residents and businesses that completed the surveys. This information was used to establish the transportation goals and action steps.

SPECIAL PROJECTS SURVEY 2000

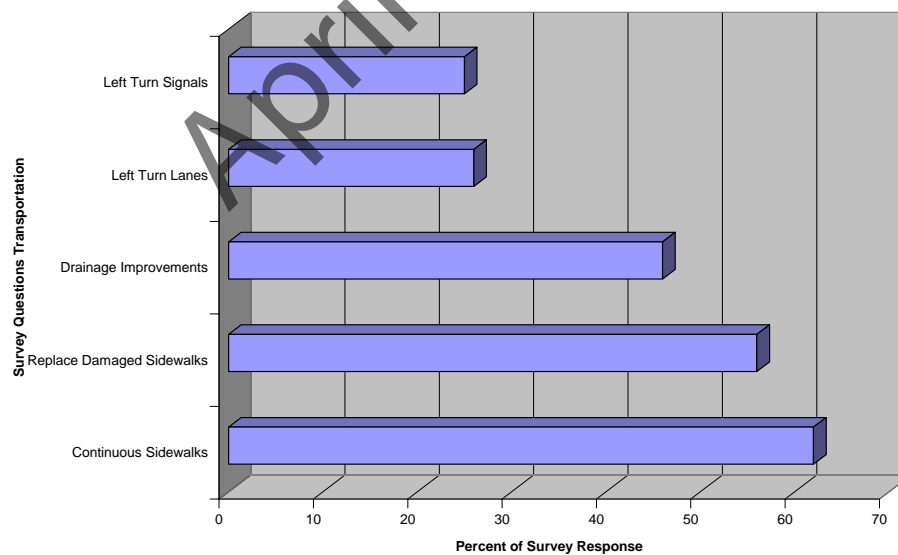


Chart 2. Survey results showing transportation priorities for Mississippi Avenue.

B. Transportation Goals

1. Improve safety of transportation operations along Mississippi Avenue.
2. Improve pedestrian safety and mobility along Mississippi Avenue.
3. Improve public transit stops along Mississippi Avenue.

C. Transportation Action Steps

1. Improve Mississippi Avenue to include a center left-turn lane and provide curb, gutter, and sidewalk on both sides of the street from Pierce Street to Sheridan Boulevard.
2. Identify areas and properties that will be affected by the 2002 Mississippi Avenue road construction from Pierce Street to Sheridan Boulevard and work with property owners as necessary.
3. To increase safety, reduce the number of curb cuts along the corridor with any new development or redevelopment.
4. Identify opportunities for joint parking for businesses along Mississippi.
5. Improve the bus/transit stops through the City's privately provided shelter program and other strategies to provide bus stop benches.
6. Continue to work with the City and County of Denver regarding a left turn arrow at West Mississippi Avenue and South Sheridan Boulevard.

IV. Land Use

A. Background

Today land uses along Mississippi Avenue represent a mix of commercial, office, and residential. Historically, Mississippi has been predominately a residential area with the exception of the intersection of Sheridan and Mississippi. This intersection is known as Hart's Corner and has been utilized in a commercial capacity since the late 1800's. For historical context of this area, please refer to the appendix A.

A major concern along the corridor is the presence of lots with split zoning. These properties are located on the north side of Mississippi Avenue between Ames Street and Newland Street. From the survey responses, the desirability of various uses along the corridor was established. Restaurants and home improvement type businesses were preferred. Auto sales and leasing were least preferred.

Chart 3 summarizes the thirteen Land Use issues identified by residents and businesses that completed the surveys. This information was used to establish the land use goals and action steps.

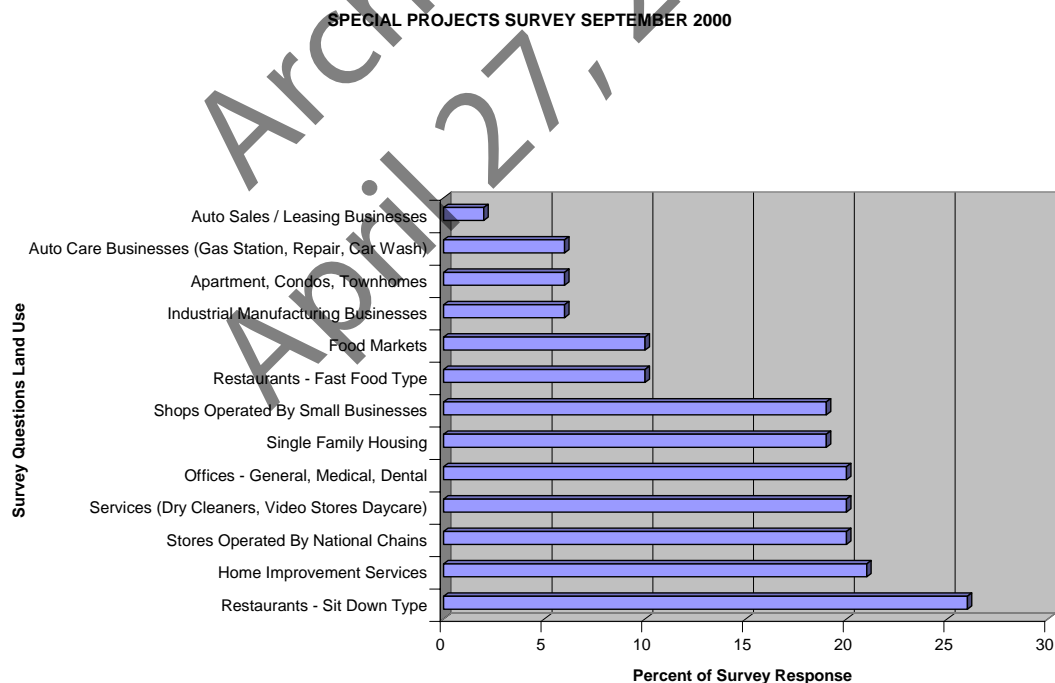


Chart 3. Survey Results Showing Land Use Priorities for Mississippi Avenue

B. Land Use Goals

1. Encourage redevelopment of split zoned parcels fronting Mississippi Avenue.
2. Buffer and integrate office, retail and residential land uses along the corridor with adjacent residential neighborhoods.
3. Limit and concentrate commercial uses to areas near Sheridan Boulevard, Pierce Street, and Lamar Street.

B. Land Use Action Steps

1. Support trade and technical uses as defined in the Lakewood Zoning Ordinance.
2. Involve local residents and business owners with proactive code enforcement activities

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V. *Economic Development*

A. *Background*

The Action Committee members and the Technical Analysis Team rated enhancing the economic vitality of Mississippi Avenue as a key issue. In order to improve existing buildings, the property owners need encouragement and incentives from the City. The property owners and the City need to work together collectively to improve the Mississippi Avenue corridor.

Chart 4 summarizes the five issues identified by residents and businesses that completed the surveys. This information was used to establish the Economic Development goals and action steps.

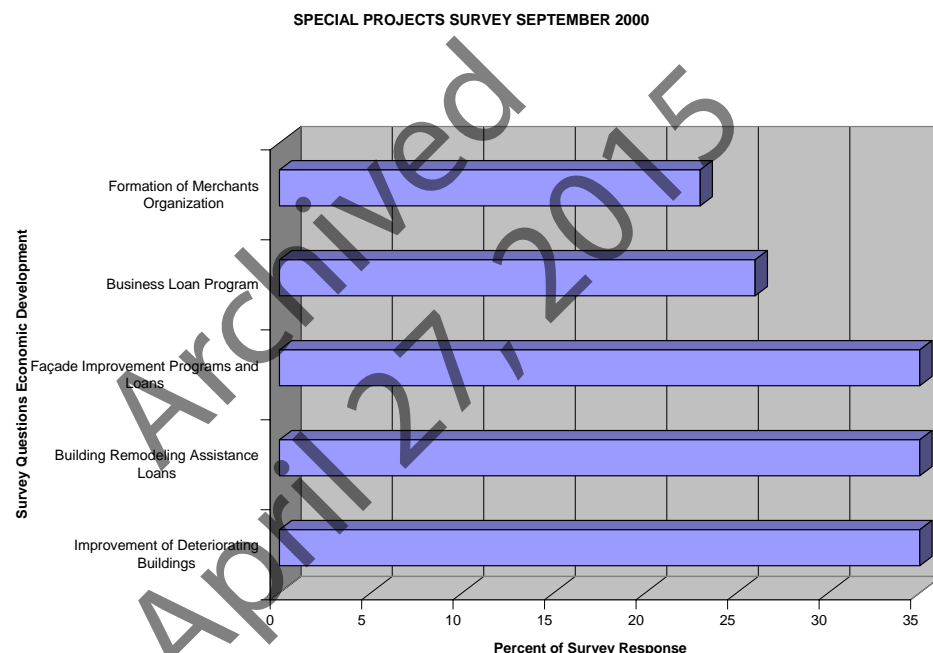


Chart 4. Survey results showing Economic Development Priorities for Mississippi Avenue

B. *Economic Development Goals*

1. Enhance the economic vitality of the properties along Mississippi Avenue.

C. *Economic Development Action Steps*

1. Actively encourage the Alameda Gateway Association and the Jewell/Wadsworth Area Business Association.
2. Actively encourage business and commercial property owner's participation in the available grant programs to improve signage, landscaping and facades.

VI. Appearance

A. Background

The appearance of Mississippi Avenue was noted as a key issue by those completing the survey, the action committee members, and members of the Technical Analysis Team. Specifically, those participating in the development of the plan were concerned with the lack of upkeep and maintenance on both residential and commercial properties along Mississippi Avenue. Code Enforcement is currently managing a significant caseload along Mississippi Avenue and anticipates resolution of many of these issues and cases by the end of 2001. It should be noted that many of the business owners who participated in the Action Committee would be more willing to make aesthetic improvements to their businesses upon the completion of the expansion of Mississippi Avenue.

Chart 5 summarizes the eight issues identified by residents and businesses that completed the surveys. This information was used to establish appearance goals and action steps.

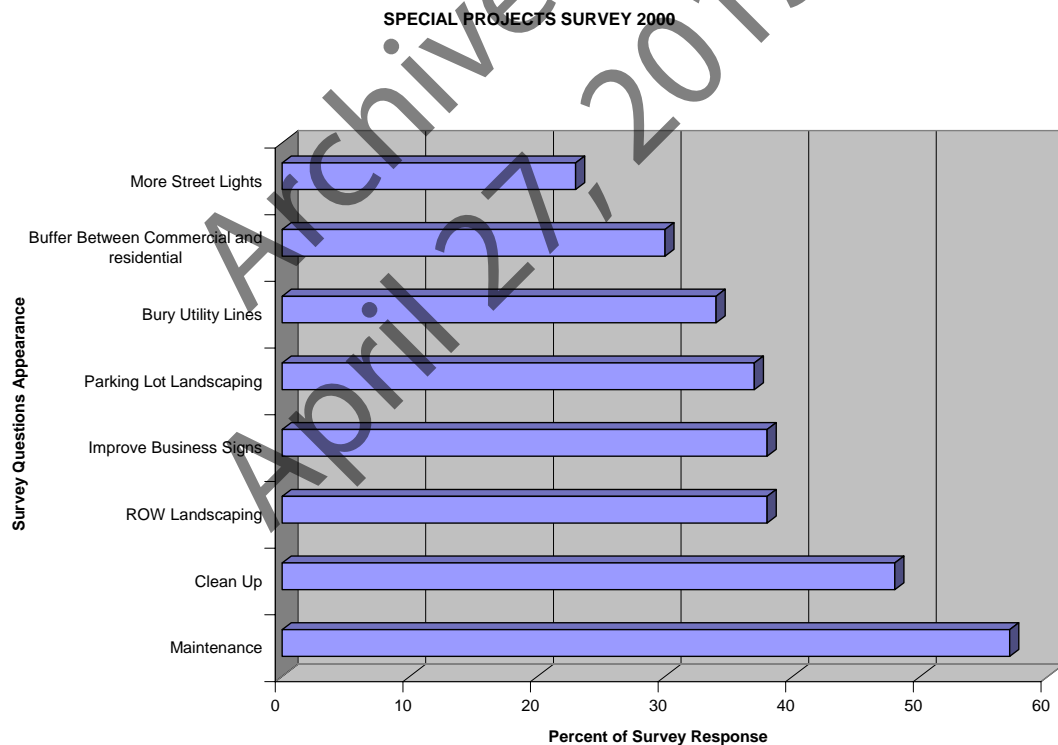


Chart 5. Survey results showing Appearance Priorities

B. Appearance Goals

1. Enhance the appearance of businesses and residences along Mississippi Avenue.
2. Enhance landscaping along Mississippi Avenue.
3. Encourage maintenance of the buildings and landscaping to enhance the appearance of the area.

C. Appearance Action Steps

1. Develop Design strategies to address rural character, architecture, site layout, street furnishings and node area development. (See edges and nodes map on page 19).
2. Utilize volunteers from neighborhood associations and local businesses to participate in annual clean ups of trash and debris along Mississippi Avenue.

D. Design Strategies

Based on the “Appearance” survey results, a design workshop was held in which all action committee members and several members from the Technical Analysis Team attended. The purpose of the design workshop was to fully explore the residents’ definitions of rural character in light of current development patterns. Additionally, all workshop participants were encouraged to think about how they wanted the area to look in the future. The following design strategies are the result of the workshop and the survey.

1. Encourage property owners adjacent to Mississippi Avenue to limit building heights to a maximum of 35 feet in order to blend with the rural character of the adjacent neighborhood.
2. Encourage the placement of buildings close to the Mississippi Avenue. Place parking behind and to the sides of the buildings facing Mississippi Avenue.
3. For historical node areas such as Hart’s Corner, and Bancroft School building, encourage the installation of street furnishings such as lantern light fixtures, clocks, kiosks, benches, and trash receptacles replicating early 20th century craftsmanship. In kiosks, encourage the display of historical information.
4. Encourage standard right-of-way street furnishing such as tree grates, benches, and trash receptacles for consistent citywide image and creation of a consistent street edge.
5. Encourage the implementation of rural character features including:
 - a Front porches.
 - b Porch swings.
 - c Flowerbeds in the front yards.
 - d Ornamentation such as birdbaths in front yards.
 - e Roof pitches of 6:12.
 - f Installation of cupolas.
 - g Installation of weather vanes.
 - h Installation of split rail fences or wrought iron style fencing.
 - i Installation of lantern style pedestrian lights.

6. Encourage “Barn” look with peaked roofs for commercial properties to enhance rural character.
7. Encourage old fashioned, swinging and hanging signs of a monument style no higher than 4 feet in height. Encourage signage to show craftsmanship incorporating the trade, logo and three-dimensional details.
8. Encourage early 20th century building style including:
 - a Use of vertical lap siding and/or brick and/or brick accents.
 - b Installation of double hung windows.
 - c Installation of lintels with flat arches and keystone details.
9. To create a consistent theme within a parcel, all new and old buildings should be the same color scheme.
10. Where possible, paint buildings white to create and enhance the farmhouse look along the corridor.

Please refer to Appendix B for a detailed description of the design strategies with pictures and graphics. Each page has related design strategy quoted on it for further explanation.

Edges and Nodes Map

Please refer to Appendix B – Design Strategy D-3

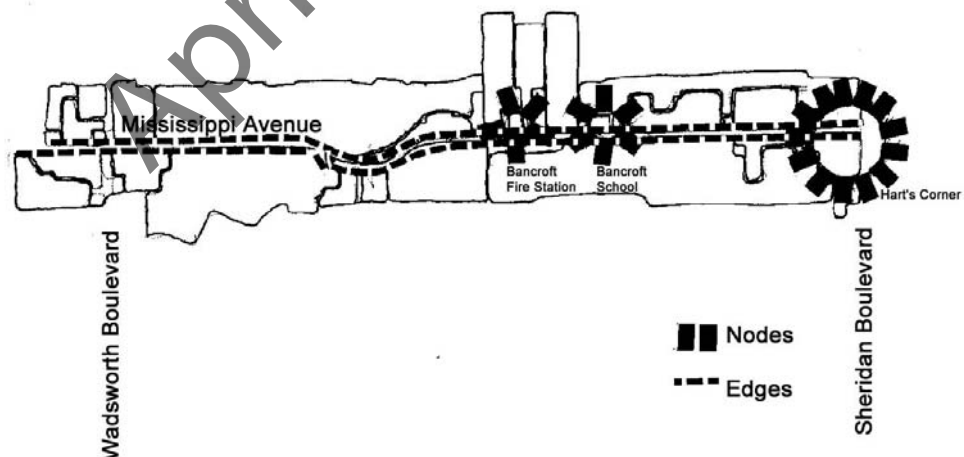


Figure 3. Edges and Nodes Map

VII. Appendix A Historical Context

In June 1866, a Connecticut Yankee arrived by stagecoach in Denver and almost became a legend overnight. He was Dr. Fredrick Bancroft, a 32 years old physician, surgeon and veteran of the civil war. He stood 6'4" and weighed almost 300 pounds. He was a brilliant and jovial man.

The same year the doctor arrived in the Wild West, he bought one square mile (640 acres) of land west of Sheridan Boulevard and south of West Mississippi Avenue, then known as Morrison Road. In 1879 he built a two-story brick home on West Mississippi near Harlan Street as a summer vacation spot for his family.

Dismayed at the high death rate at Denver hospitals, Bancroft became suspicious of the milk supplies used by hospital kitchens. He did something about it. He imported the first herd of Holsteins into the state, and built what he called Lambert's Dairy on his Jefferson County property.

Dr. Bancroft died in 1903, but the neighborhood where he owned the dairy and summerhouse has been known as the Bancroft area throughout the 20th Century. And despite the incorporation of Lakewood in the year 1969, many residents still cling to the old informal name. Bancroft had its own school, fire department, recreation district and its own water and sanitation district.

Bancroft School

In 1904 George Bancroft, the doctor's son, gave a small frame building and an acre of land to the community for a school. It originally opened in a farm building donated to school use by George Bancroft, an area pioneer. It was heated by a coal stove and had outhouses at the rear of the playground. The teachers boarded with local families.

In its early days, Bancroft school had outdoor "comfort stations" as well as stalls for the horses that both teachers and students used for transportation.

In 1919, the original school was replaced by a two-story brick structure. The second floor was designed as a "teachrage," housing for school principals and their families.

Eventually, the second story of the school was removed after being condemned by Bancroft Fire Department. Today, the building on the corner of West Mississippi and Harlan Street houses a commercial venture.



Hart's Corner Tavern



Hart's Corner Restaurant



Hart's Corner Grocery



The Bancroft School



The Bancroft Fire Station

Stagecoach Route

The stage coach lines of the old west have always held a romantic mystique for historians and preservationists. One stagecoach route was Denver to Morrison. It was created out of expediency after the South Park and Pacific Railroad reached Morrison in 1874.

Instead of sending their rugged Concord coaches to Fairplay by way of Colorado Springs, the route was changed to pass through Lakewood beginning at what is now the junction of South Sheridan Boulevard and Mississippi Avenue. A coach pulled by a team of horses once covered the 15 miles between Denver and Golden in 55 minutes.

The old Morrison Road, replaced some years ago, followed a high bluff into town. A trace of the original roadway is still visible in the area. Please refer to the picture on the front cover.

Hart's Corner

In 1924 Leo Hart, an ambulance driver, made a down payment on a plot of land at the northwest corner of what is now South Sheridan Boulevard and West Mississippi Avenue. The cost of the land was \$1,500.

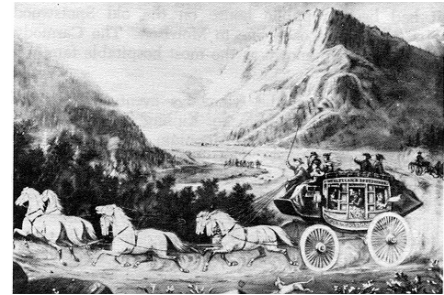
The Harts lived in Englewood where Leo ran a bicycle repair shop to augment his hospital salary. But he saw possibilities in his newly acquired property which had a round wooden barrel-like structure that once had been an A&W root beer stand.

On a financial shoestring he opened the store to sell various flavors of pop, little later, hot dogs and burgers were added to the bill of fare. He proudly and whimsically named the circular building "Hart's Corner".

The location had promise, although Sheridan Boulevard was little more than a dirt road and farmlands stretched as far as eye could see.

But Morrison Road, as it was known until 1960, was another matter. Concrete paving on the two-lane street had begun in the year 1899. The roadway had been designated as Highway 8.

In 1930, Morrison Road became US 285, taking tourists to Morrison and beyond. There were a few spots to obtain refreshments between Denver and Morrison.



Painting of Stagecoach



Hart's Corner Cabin



Hart's Corner Hardware



Hart's Corner 1925



Hart's Corner 1933

Within two years, the road barrel became a large rectangle structure, with room in the back to house the Hart family and a space out front for gas pumps.

Seventy years later, Hart's corner is still there in top-notch condition. It's only one of the few neighborhood taverns left where all the patrons seem to know each other and the owners know the patrons. Their sign is entwined in a large neon heart.

Pattern of Development

- 1866 Dr. Fredrick Bancroft bought one square mile of land southwest of Mississippi and Sheridan.
- 1874 The stage coach line route from Denver to Morrison was created which went through Sheridan and Mississippi (The intersection of what was to become Morrison Road) stop.
- 1879 Two-story summer home was built for Dr Fredrick Bancroft at Harlan and Mississippi.
- 1899 Morrison Road was designated as Highway 8.
- 1903 Dr. Bancroft passed away. He already had developed dairy, school, fire department, recreation district and sanitation district.
- 1904 George Bancroft, son of Dr Bancroft gave an acre of land and small frame building to community for school.
- 1919 Original school was replaced by two-story brick structure. Second story was housing for staff.
- 1924 Leo Hart bought a plot on the northwest corner of Sheridan and Mississippi. He converted the barrel like wood structure into a soda stand and later added hot dogs and burgers.
- 1930 Morrison Road became US 285 taking tourists to Morrison and beyond.
- 1932 Barrel like structure converted into large rectangle structure with room to house Hart family and front space for gas pumps.
- 1937 Bancroft Fire Station was built

VIII. Appendix B

Build -To Zone

Design Strategy (D-2): “Encourage the placement of buildings close to the Mississippi Avenue. Place parking behind and to the sides of the buildings facing Mississippi Avenue.”

New construction will create a strong and attractive street edge close to sidewalk on Mississippi Avenue. Encourage parking behind or the side of the buildings facing Mississippi Avenue.

The front setback is between 20 to 50 feet from the front property line in 1C and OF zoning classifications for buildings smaller than 10,000 square feet, as per Lakewood Zoning regulations.

Encourage the 65% of the building façade line within this build- to- zone. If the building does not occupy 65% of the zone lot width, the build-to-zone requirement may be met with the use of fence or other landscaping elements.

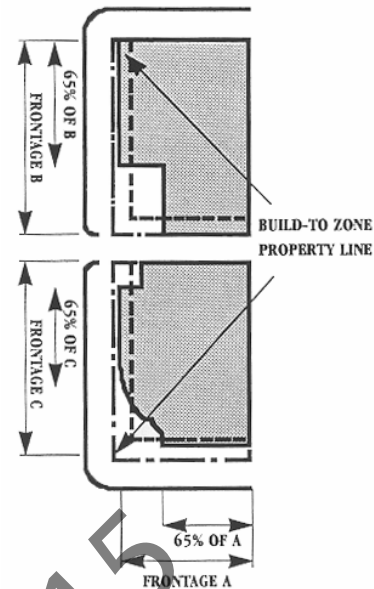


Illustration of the requirement for placing 65% of the building façade at the built-to-line

Edge Treatment

Three Rail Fence

- Use three rail fences and plantings to define property lines
- Consider fences to define yard edges in residential areas.
- Walks and fences may have modest appearance to support sense of natural setting.
- Wood three rail fences are also appropriate for residential areas.

Metal Fence

Metal fences with skillful design and superior craftsmanship will add beauty to the architectural design of commercial properties in the study area.

Substitutions of similar style may be approved for the fences shown on this page.

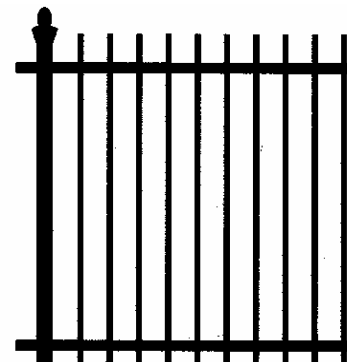
Edge Treatments

Create edge to the Mississippi Avenue by using following elements and techniques:

- Fence
- Placement of new buildings
- Parking orientation
- Sidewalks
- Landscaping
- Consistent street furnishings



Ranch PVC Rail by Legend Master Halco Inc.



Two horizontal rails with flat top pickets by Monument Iron Works

Node Are Street Furnishings

Design Strategy (D-3): “For historical node areas such as Hart’s Corner, and Bancroft School building, encourage the installation of street furnishings such as lantern light fixtures, clocks, kiosks, benches, and trash receptacles replicating early 20th century craftsmanship. In kiosks, encourage the display of historical information.”

These are suggested street furnishings for “Nodes” areas. For explanation of “Nodes” area, please refer to the Edges and Nodes Map on page 19.

Trash Receptacle and Bench

Arts and Crafts inspired, the exclusive Artisan portrays stately design and simple defined structure. These designs reflect the early 20th century for restoration and workman integrity with the “Artisan Series, Keystone Ridge”. These designs capture yesterday’s craftsmanship in today’s contemporary form. Diamond shapes allude to a stained glass window appearance.

Light Fixture

This style of fixture has functional reality and historical charm. It has optional banner arms or flower baskets. There are various options available for base and pole design. This model # is VR 507 by “Lumac”.

Kiosk

Custom-made kiosk will provide a good place for of historic information as well as news updates display from adjacent community news.

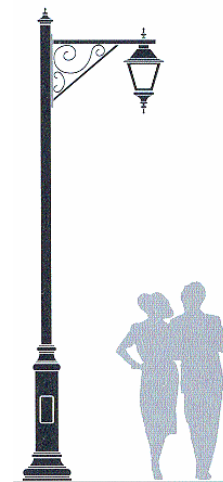
Substitutions of similar style may be approved for the site furnishings shown on this page.



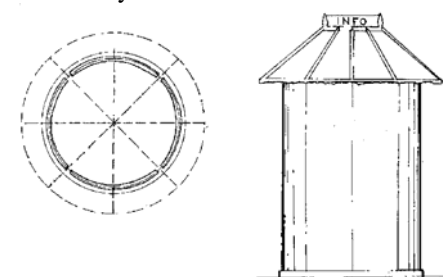
ARC-32 by Keystone Ridge



AR26 by Keystone Ridge



VR 507 by Lumac



Custom Kiosk by Robinson Iron Works

Street Furnishings for Citywide Corridors

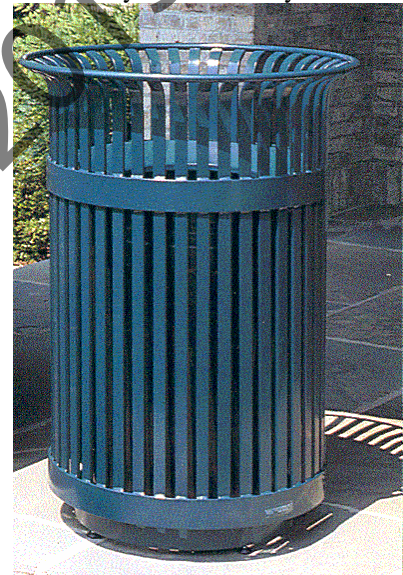
Design Strategy (D-4): “Encourage standard right-of-way street furnishing such as tree grates, benches, and trash receptacles for consistent citywide image and creation of a consistent street edge.”

These are suggested styles of street furnishings to help define the “edges” in the plan area. For explanation of “edges”, please refer to Edges and Nodes map. The bench, trash receptacles and tree grates will match citywide street furnishings for corridors.

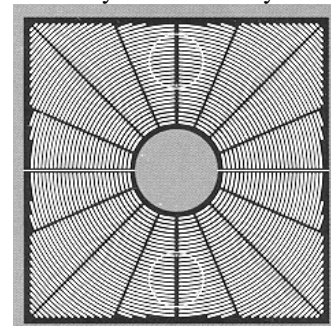
Substitutions, which provide similar style, may be approved for the site furnishings shown on this page.



RB – 28 by Victor Stanley



S – 42 by Victor Stanley



Radii, 5 by Art Forms for public spaces

Examples of Rural Signage

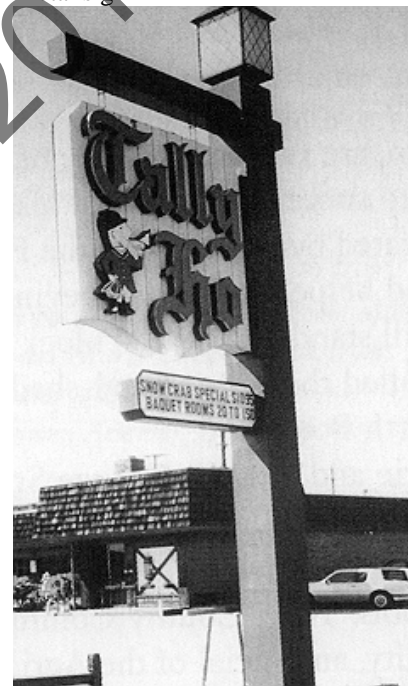
Design Strategy (D-7): “Encourage old-fashioned swinging and hanging signs of a monument style no higher than 4 feet in height.

Encourage signage to show craftsmanship incorporating trade, logo, and three-dimensional details.”

Please refer to examples on this page.



Metal sign



Wooden sign

Examples of Rural Architecture

Design Strategy (D-8): “Encourage early 20th century building style including:

- Use of vertical lap siding and/or brick and/or brick accents.
- Installation of double hung windows.
- Installation of lintels with flat arches and keystone details.”

New construction near the historically significant areas should respect the general characteristics of the historic buildings. It is best when the basic scale, form and materials are compatible. New building will be distinguishable from the older structures in the area. There is a fine line in implying historic context and not replicating the historic details.

Radically contemporary buildings that deviate from the context in materials, form, and other generic features are clearly inappropriate in this area.

Elements of Rural Character

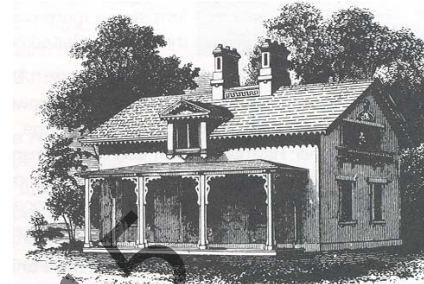
Design Strategy (D-5): “Encourage the implementation of rural character features including:

- Front porches.
- Porch swings.
- Flowerbeds in the front yards.
- Ornamentation such as birdbaths in front yards.
- Roof pitches of 6:12.
- Installation of cupolas.
- Installation of weather vanes.
- Installation of split rail fences or wrought iron style fencing.
- Installation of lantern style pedestrian lights.”

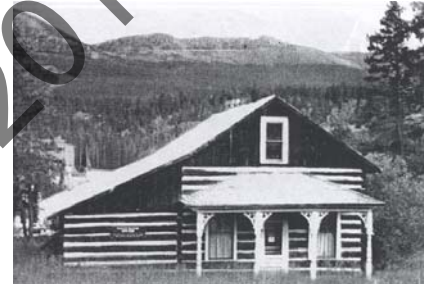
Sloping roofs, cupolas, weathervanes, and porches are some features that establish character in this area. It is preferable that the design of new buildings is similar in size, shape, and materials to those in historic context. The basic proportions of major architectural features such as porches, window openings, and 6:12 roof slope would be similar to historic buildings.



Residence 1892



Residence 1850



Residence 1875



Institutional Building 1881



Commercial Building 1870

Definitions of Rural Architectural Elements

Cupola

Cupola comes from the Latin word cupula, literally translated meaning “little tub”. In early construction it was usually round and was referred to as little bowl or cup turned upside down.

During the medieval European era, the cupolas were constructed on manor homes and chateaus for use as a chimney structure to allow smoke to escape from the central hearths located in the great halls of these buildings. This type of cupola was copied for the Georgian homes in the United States.

The early farmers and settlers used the cupolas to provide ventilation for the in New England Barns, and they are still used for that purpose today. In some instances they were used to provide interior lighting or used as lookout. An architectural definition of this type of structure is a small lantern. Small lantern type structures of cupolas were added to the tops of domes, similar to that on the United States Capitol in Washington D.C.

The cupola could be designed to be a working cupola or be used as ornamentation on roof.

Weather Vanes

The early American farmers added weathervanes to cupolas, as it was necessary for them to know about the changes in the weather. A weathervane on a barn was not a decoration, but rather a functional piece of equipment to predict changes in weather by noting the changes in wind direction. The cupola gave very desirable place for the weathervane to be set.

While most weathervane art in America is typically American, using everything from famous American trotting horse to Indians. However many weathervanes were brought here from Europe and they influenced American Architecture.

Most weathervanes reflect the character of the people who bought them, symbolizing their trades, hobbies, sports, and even their zodiac symbols. Weathervanes are made of wrought iron, copper, steel and treated aluminum and usually are black.

The taller the weathervane the heavier the shaft must be. All shafts must go through the roof and be fastened to a collar beam, or some other cross structural members underneath.



Cupola



Cupola



Weathervanes

IX Appendix C:

Resources

History information was assembled from following resources

- Lakewood – Colorado, An Illustrated Biography, Limited 25th Birthday Edition
Published by Lakewood 25th Year Commission
PP 47 to 54
- Alameda AveNews
Published by City of Lakewood, May 1999 –
Article - Hart's Corner
- Alameda AveNews
Published by City of Lakewood, September 1998
Article - Bancroft School
- Alameda AveNews
Published by City of Lakewood, March 1999 –
Article -Stagecoach Route

Rural Architecture Excerpts from:

- Cottage Residences, Rural Architecture and Landscape Gardening – by A.J. Downing
Lakewood – Colorado, An Illustrated Biography
Handbook of Design Standards, Breckenridge, Colorado – by Winter & Company

Rural Architecture Elements Excerpts from

- “Weathervanes Book 7274” by Kenneth Lynch

Front Cover Framed Picture from

- “76 Centennial Stories of Lakewood” by The Lakewood Centennial – Bicentennial Commission