



# Union Corridor

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## STATION AREA PLAN



City of Lakewood  
Adopted November, 2006



## THE VISION

The City of Lakewood's overall vision is to transform the area along the Union Boulevard and adjacent to the light rail station into a mixed-use urban corridor. The area will continue to be Lakewood's mid- and high-rise development area and one of the City's urban centers. Development that occurs along the corridor is to be urban in form, with building entrances located directly on sidewalks to allow for easy walking access. The corridor will be pedestrian-friendly with wide sidewalks and street trees planted to create a pleasant atmosphere. Multi-story office and residential buildings, with ground floor retail will be located in the blocks nearest the Denver Federal Center boundary and near the new St. Anthony's Hospital. Additional mixed-use development, with primarily office and retail uses, is anticipated in the area between Union Boulevard and Van Gordon Street, and north of Alameda Parkway.





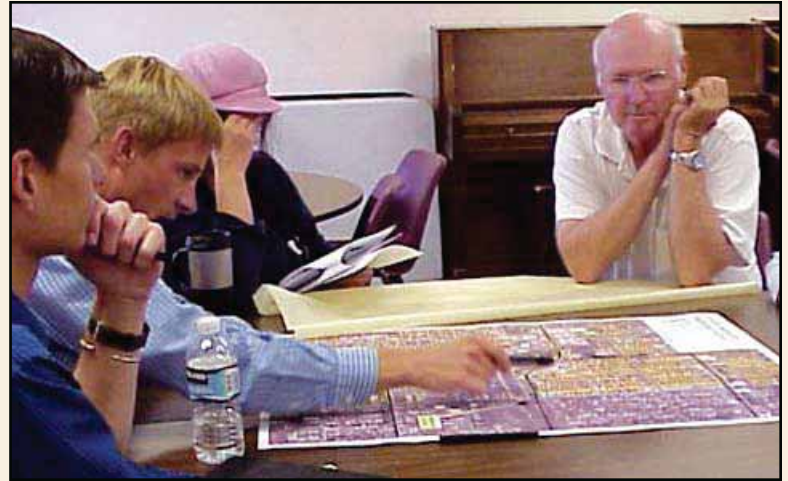
## Station Area Highlights

- The station will be located on the first light rail line to be built as part of the FasTracks project, approved by Denver metro area voters in 2004.
- The station is located on the 12.1-mile West Corridor line that will connect Union Station in downtown Denver and the Jefferson County Government complex. The line and the station are scheduled to open in 2013.
- The at-grade station will be located on the Denver Federal Center campus. A 1,000-space parking garage will also be constructed adjacent to the station.
- The station will be located approximately 1/8 mile from Union Boulevard.
- Approximately 280 people live and 7,800 people work within 1/2 mile of the station; and approximately 13,000 people live and 9,000 people work within 1 mile of the station. (2005 DRCOG estimates).
- The station area planning boundary encompasses approximately 220 acres.



## Lakewood Citizen Participation

At a series of fourteen public workshops, the citizens of Lakewood provided valuable information and ideas, which serve as a basis for the station area plans. Three of these workshops focused exclusively on the Union Corridor station area. The community participants included property owners, interested citizens, business owners, developers, RTD representatives, and public officials. The participants expressed views on a number of topics, including parking, urban design, building height, density, traffic congestion, pedestrian and bicycle circulation, station parking facilities, area amenities, lighting, and transitions between new development and existing residential neighborhoods. The views of the community participants have been incorporated into the vision statement and this station area plan.



As part of the public process, a property owner forum was also held to solicit input from those most directly affected by the station area plan.

The citizen participation effort culminated with an open house in August of 2006, during which the community has able to provide comments regarding this final station area plan.

In total, over 430 individuals attended one or more of the public meetings.

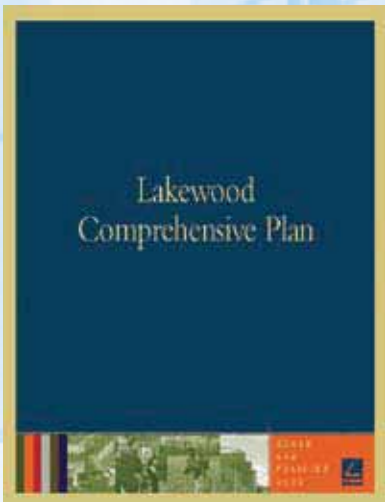
# Reflecting the Comprehensive Plan

The Union Corridor Station Area Plan builds upon the goals and policies developed as part of the City's Comprehensive Plan. The Comprehensive Plan is a key document that guides the development and redevelopment of the City. The Comprehensive Plan is important to the citizens of Lakewood because it provides a framework for all land use decisions made by the City. The Union Corridor Station Area Plan reflects the intent of the Comprehensive Plan in the following ways (Plan sections are identified in parentheses):

## The Station Area Plan:

- Will further strengthen Lakewood's image and identity with an emphasis on livability and vitality; ensure the development of projects with a high quality of design; create a framework for the development of a sustainable neighborhood as part of the community where shopping, jobs, recreation and schools are accessible by multiple modes of transportation, creating an opportunity for people to live where they work; and allow for the development of a community that promotes the convenience of mass transit, including light rail and other alternatives to the single occupant vehicle. (Community Sustainability).
- Will further the goal of directing the City's development within well defined urban growth boundaries (General Land Use).
- Will help ensure that new development within the boundary interacts well with the character of adjoining neighborhoods; and help the City meet the housing needs of all segments of the community (Residential).
- Will help strengthen the surrounding neighborhoods (Neighborhoods).
- Will provide for compact land use patterns and the development of a mixed use center; facilitate the development of high quality infill and redevelopment projects; and create a center that promotes alternative modes of transportation (Urban Centers).
- Will provide for sustainable economic development; and help create a positive business climate (Economic Development).
- Will provide for an integrated land use and transportation system; promote transportation alternatives to the automobile; and promote a transportation system than enhances the diverse land uses within the community (Transportation).

*Note: If a conflict exists between the Union Corridor Station Area Plan and any other section of the Comprehensive Plan, the Station Area Plan shall supercede the conflicting section.*



# The Plan

**The Union Corridor Station Area Plan contains three distinct sub-areas. The development characteristics of each are outlined below:**



## Station Core Sub-Area

The station core sub-area is generally bounded by Union Boulevard on the west, 6th Avenue on the north, approximately Elsworth Avenue on the south, and the Denver Federal Center on the east, but also includes the RTD light rail station and parking site. The sub-area is intended to contain the most intense development. Projects within this area will include a mix of retail, office, and multi-family residential uses. This sub-area is adjacent to the new St. Anthony's Hospital, as well as the Federal Center campus. All development will be pedestrian-friendly, with streetscapes that encourage outdoor activities, such as restaurant patios. All development will also be required to provide open space on the private property, such as courtyards or plazas to be used by residents and tenants. Wide sidewalks, with buildings located directly adjacent to the walks, will be provided in these areas. Building heights in the area will generally range from three to 12 stories. Minimum residential densities of 35 units per acre and a minimum floor area ratio of 0.65:1 will dictate the compact nature of this area.



## Commercial Sub-Area

The commercial sub-area, extending along the west side of Union Boulevard between 6th Avenue and Alameda Parkway and the east side approximately three blocks north of Alameda, will also provide for mixed-use opportunities, but is primarily intended to be retail oriented. This sub-area will allow for the concentration and densification of commercial uses along Union Boulevard. All development will be pedestrian-friendly, with streetscapes along Union, 4th Avenue, and Cedar Avenue redesigned to encourage outdoor activities. Buildings will be oriented towards the primary streets, with main entries from the streets, and parking facilities located to the side or behind buildings. Building heights in the area will generally range from two to 12 stories. Any residential development in the area will have a minimum density of 25 units per acre. A minimum floor area ratio of 0.50:1 will encourage higher density projects.





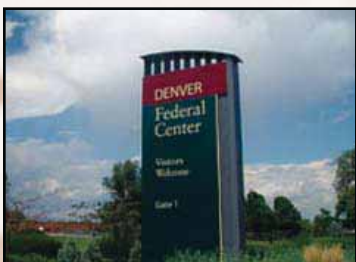
### Office Sub-Area

Two Office sub-areas are planned within the station area. One sub-area generally extends from 6th Avenue to south of Cedar Avenue, east of Van Gordon Street and is intended to allow a continuation of the mid- and high-rise office development that has occurred in the area. The second sub-area is located on, and adjacent to, the Denver Federal Center and encompasses the new St. Anthony's Hospital site. In addition to office and hospital, retail and residential uses are also permitted within the sub-areas. All development will be pedestrian-friendly, with streetscapes along Van Gordon, 2nd Avenue, and Cedar Avenue redesigned to encourage outdoor activities. Building heights in the area will generally range from two to 12 stories. Any residential development in the area will have a minimum density of 20 units per acre. A minimum floor area ratio of 0.50:1 will encourage higher density projects.



### Denver Federal Center

The Denver Federal Center, directly to the east of the station area, is currently in the process of developing a master plan for the approximately 640-acre campus. The General Services Administration (GSA) oversees planning and operations of the Federal Center. The master plan is intended to allow a host of new uses on the campus, including both private and public sector projects. Residential and mixed-use development is anticipated adjacent to the light rail station. Additional office and research space is also proposed in the vicinity of the station. The relocation of St. Anthony's Hospital to a 65-acre site on the campus will also impact the Union Corridor. Although the property is not currently located in the City, it is anticipated that the hospital parcel, and an adjacent parcel to be owned by RTD, will be annexed in the near future and therefore indicated on the sub-area map. The City of Lakewood will work closely with GSA to appropriately use the Transit Mixed Use zoning tool on the Denver Federal Center site, if and when annexation to the City occurs.



**The Plan reflects the community desire for development of pedestrian-friendly streetscapes within the station area that incorporate the following types of urban design elements:**

**Wide Sidewalks**

Sidewalks along major public streets and private streets that intersect with major public streets should be a minimum of 17 feet in width and include trees in grates or planters at the edge of the street. Sidewalks along local streets should be a minimum of five feet in width and separated from the street by a six-foot wide tree lawn. Uses on the ground floor of buildings are encouraged to use some of the sidewalk space along major streets for outdoor seating and gathering spaces. Street types are identified on the circulation plan map.



**Open Space**

All development within the station area should be required to provide open space for the enjoyment of residents and users. Open space areas associated with office or retail development is encouraged to be located adjacent to streets so that the space can be enjoyed by the general public and well as employees. Open space associated with residential projects is encouraged to be adjacent to or visible from public streets





### **On-street Parking**

On-street parking is encouraged wherever allowed by the City or the Colorado Department of Transportation. Parallel and angled parking design is appropriate. On-street parking provides a buffer zone between pedestrian on the sidewalk and the vehicles moving in the travel lanes. On-street parking also provides easy short-term access to street-front retail spaces.

### **Street Furnishings**

Street furnishings, such as benches, pedestrian-scale lighting, and trash receptacles should be provided along all public and private streets within the station area. Additionally, flower boxes and planters should be provided to add color to the streetscape. Banners that advertise community or station area events, or simply reflect the seasons, should be allowed on street light poles. Way-finding signage should also be encouraged within the station area. Similar elements should be associated with the RTD light rail station platform as well.

**The Plan reflects the community desire for access to the station by alternative transportation modes, and non-vehicular connections to the station area and surrounding neighborhoods:**

### **Bike and Pedestrian Path**

A bike and pedestrian path should be provided along the light rail corridor to provide connections between the various portions of the station area, and adjacent neighborhoods, to the station platform. The bike and pedestrian path should also provide a continuous connection to other stations along the West Corridor Light Rail Line. The conceptual location for the path is indicated on the circulation plan map.

### **Bike Parking**

All public and private development within the station area should include bicycle parking facilities. The parking options could include racks or storage boxes located convenient to building entrances, or private indoor parking facilities.



**Union Corridor Station Plan  
Transit Mixed Use District  
Sub-Areas**

Adopted - November 13, 2006

  
**North**

*Note: These Station Plan maps and Transit Mixed-Use District maps in the Lakewood Zoning Ordinance may differ.*

## Acknowledgements

### Lakewood Mayor and City Council

Mayor: Stephen A. Burkholder

Ward I: Vicki Stack  
Cheryl Wise

Ward III: Sue King  
Ed Peterson

Ward V: Diana Allen  
Mike Stevens

Ward II: Debbie Koop  
Bob Murphy

Ward IV: Doug Anderson  
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### Lakewood Planning Commission

Ward I: John Plotkin

Ward III: Rich Urbanowski

Ward V: George Brown III

Ward II: Tracy Sheffield

Ward IV: William Marino

At-Large: Wilmae "Bunny" Malm  
Michael Rohr

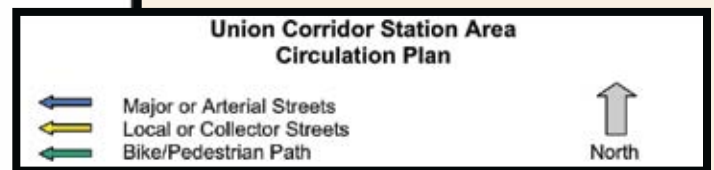
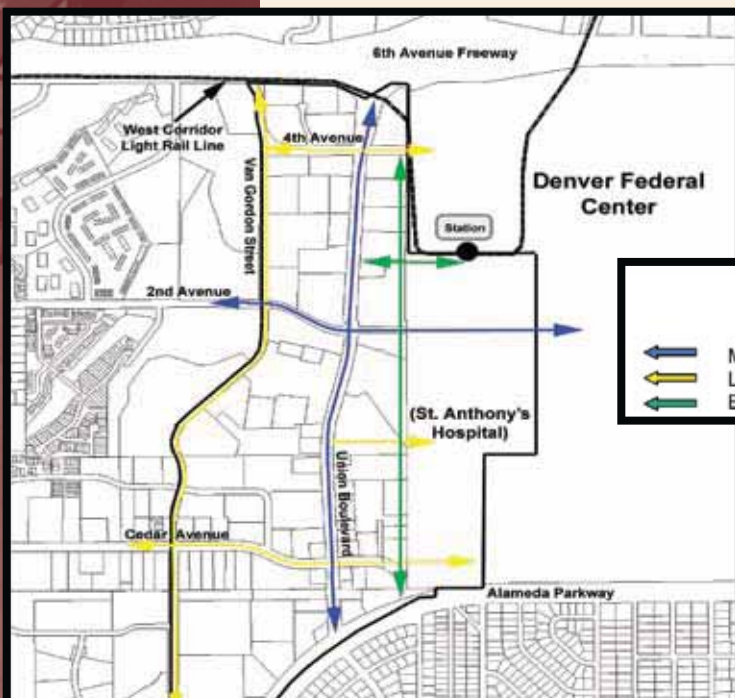
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Thank you to the many other City of Lakewood staff members that provided valuable assistance and served as technical advisors throughout the station area planning process.



*Note: The photographs and renderings included in this document are not specific proposals, but are intended to illustrate the type and quality of development anticipated within the station area.*

*This brochure is printed on a 10% recycled paper.*



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