



# Wadsworth Boulevard

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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 around the light rail station into a mixed-use urban village.

Development that occurs in the station area is to be urban in form, with building entrances located directly on sidewalks to allow for easy walking access. The station area will be pedestrian-friendly with wide sidewalks and street trees planted to create a pleasant atmosphere. The station area will be a lively commercial, employment, and residential district that will also serve the surrounding neighborhoods. It will be a place for people to work, live, gather, shop, and enjoy community life. Multi-story office and residential buildings, with ground floor retail will be located in the blocks nearest the station. Less dense residential will be located near existing residential neighborhoods on the perimeter of the station area. The new development will compliment and connect to the improvements already made in the vicinity of Colfax Avenue and Wadsworth.





## 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.
- An elevated platform structure will be located over Wadsworth Boulevard at 13th Avenue. One or more parking structures containing 1,000 spaces will be constructed near the platform. The station is located 1/4 mile from Colfax Avenue.
- Approximately 4,700 people live and 2,600 people work within 1/2 mile of the station (2005 DRCOG estimates).
- The station planning area boundary — 10th Avenue to 17th Avenue, and Ammons Street to Saulsbury Street — encompasses approximately 209 acres.



## Lakewood Citizen Participation

At a series of fourteen public workshops, the citizens of Lakewood provided valuable information and ideas, which serve as the basis for the station area plans. Four of these workshops focused exclusively on the Wadsworth Boulevard 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 land use, 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.



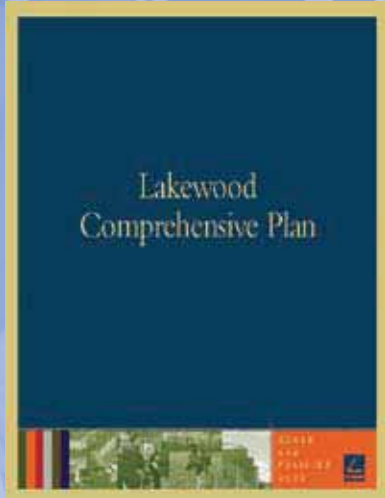
# Reflecting the Comprehensive Plan

The Wadsworth Boulevard 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 Wadsworth Boulevard 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 Wadsworth Boulevard Station Area Plan and any other section of the Comprehensive Plan, the Station Area Plan shall supercede the conflicting section.*



# The Plan

The Wadsworth Boulevard Station Area Plan contains five distinct sub-areas. The development characteristics of each are outlined below:

## Station Core Sub-Area

The station core sub-area, generally bounded by 13th Avenue, Colfax Avenue, Yarrow Street, and Vance Street, is intended to contain the most intense development. Projects within this area will include a mix of retail, office, and multi-family residential uses. Transit parking facilities will also be located within this sub-area. 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 eight 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, surrounds the Station Core sub-area and is generally bounded by 14th and 17th Avenues, Ammons Street, and Saulsbury Street, will also provide for mixed-use opportunities, but is primarily intended to be retail and office oriented. This sub-area will allow for the concentration and densification of commercial uses along Colfax Avenue and Wadsworth Boulevard. All development will be pedestrian-friendly, with streetscapes along Colfax and Wadsworth 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 six 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

### Higher Density Residential Sub-Area

An area of higher density residential, located between 12th and 13th Avenues, and Yarrow and Vance Streets, will allow for compact residential development directly south of the station platform. This sub-area will also allow for office and retail uses

to be integrated into residential projects. Development in this area will continue the pedestrian-friendly streetscapes along Wadsworth to provide direct connections to the light rail station. Building heights in the area will generally range from three to six stories. Minimum residential densities in the sub-area will be 30 units per acre.



### Medium Density Residential Sub-Area

The medium density residential sub-areas, located south of Colfax Avenue, between Ammons Street and Saulsbury Street, and in the northwest corner of the station area, are intended to act as buffers between the more intense development around the station and along Colfax, and the existing residential development in the surrounding areas. Although this sub-area also allows for a mix of uses, it is primarily intended for single-family attached and multi-family residential development although single-family detached units are also allowed. Densities will range between 5 and 25 units per acre. Building heights in the sub-area will generally range from two to four stories. Lower densities and building heights will be required adjacent to residential properties outside the station area boundary.





### **Lower Density Residential Sub-Area**

The lower density residential sub-area, located in the northeast corner of the station area, is intended to act as a transition between the more intense commercial development to the south and the existing residential development to the north and east. This sub-area is intended to allow single-family detached and attached development with densities up to 10 units per acre. Building heights will range between one and two stories.

**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 are 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.



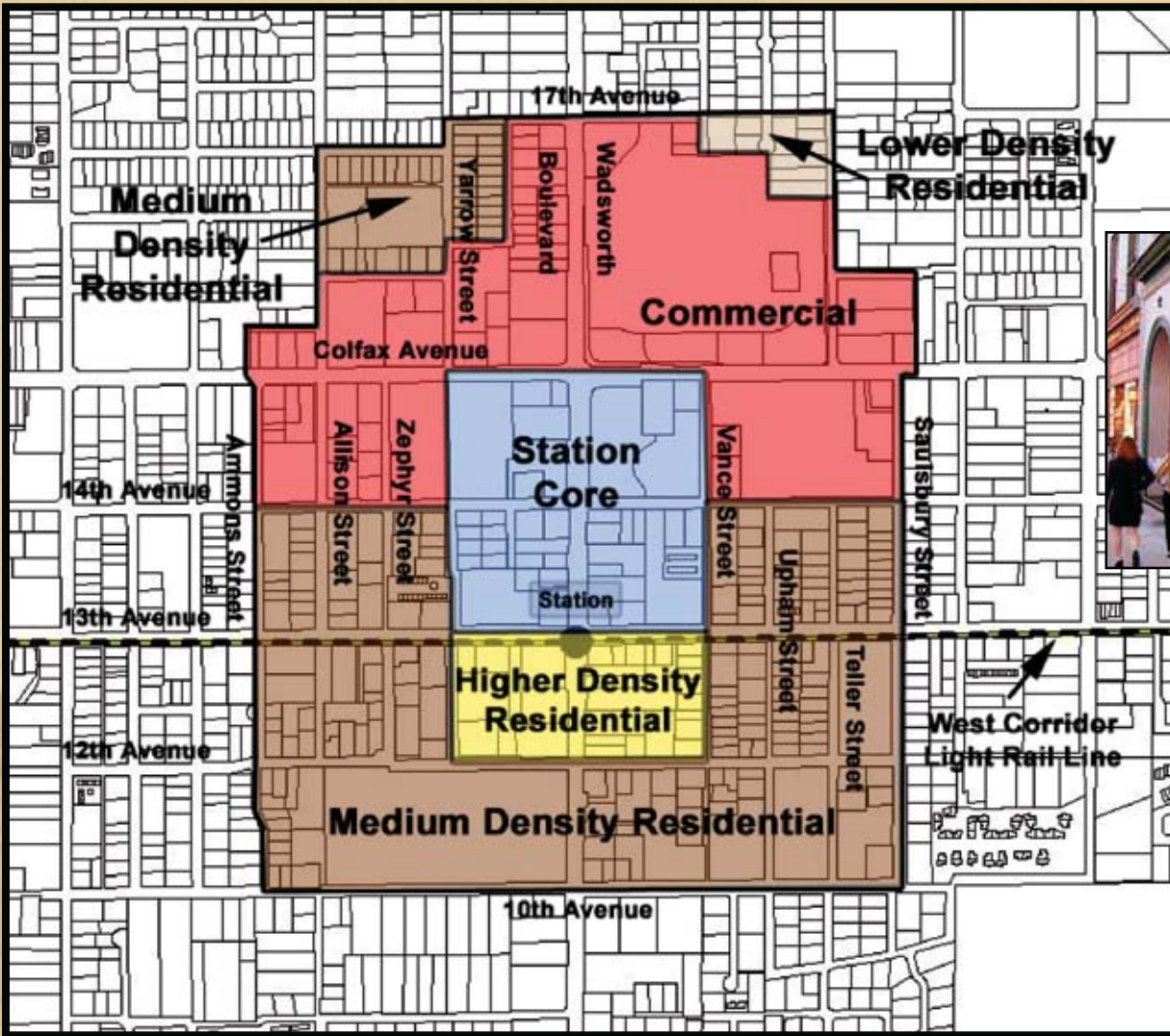
**The Plan reflects the community desire for access to the station by alternative transportation modes, and non-vehicular connections to the station area and surrounding neighborhoods:**

### **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.



**Wadsworth Boulevard 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 II: Debbie Koop  
Bob Murphy

Ward III: Sue King  
Ed Peterson

Ward IV: Doug Anderson  
Ray Elliott

Ward V: Diana Allen  
Mike Stevens

### Lakewood Planning Commission

Ward I: John Plotkin

Ward II: Tracy Sheffield

Ward III: Rich Urbanowski

Ward IV: William Marino

Ward V: George Brown III

At-Large: Wilmae "Bunny" Malm  
Michael Rohr

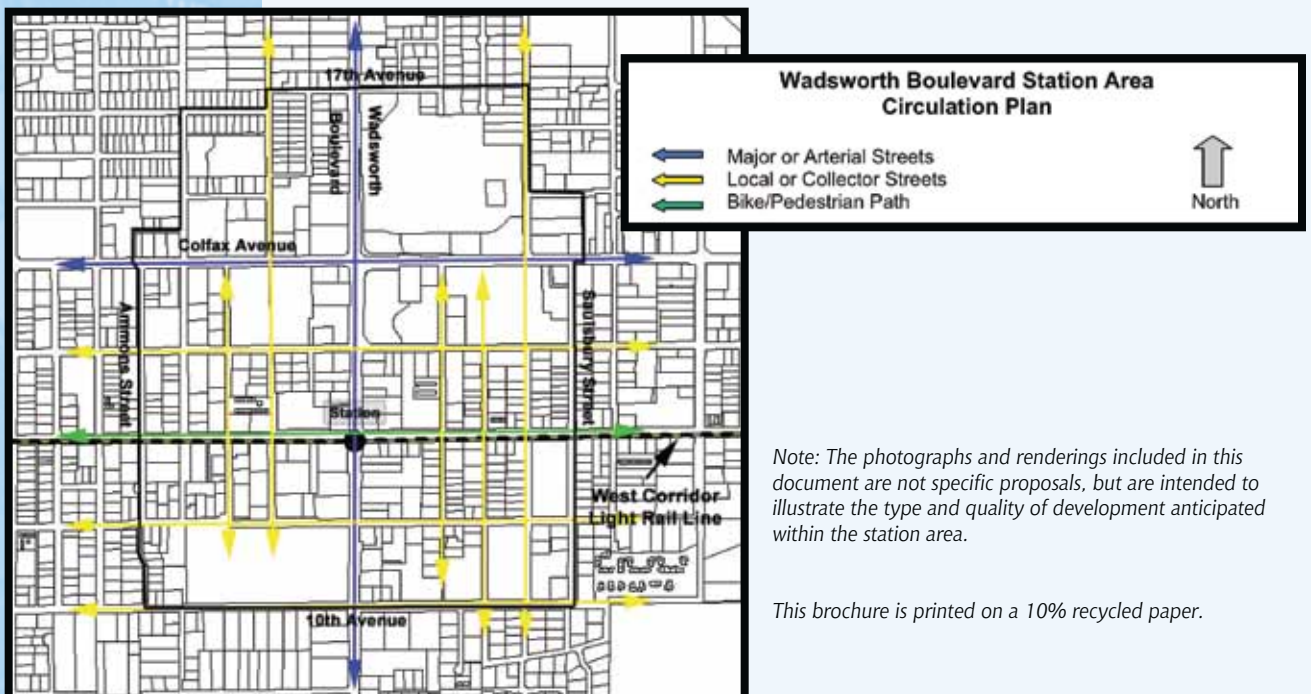
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Thank you to the many other City of Lakewood staff members that provided valuable assistance and served as technical advisors throughout the station area planning process.



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.

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