



*Creating • Connecting • Celebrating*



# **Lamar Street Station Area Plan**

City of Lakewood  
Adopted March 2010



## Table of Contents

Vision	1
Station Area Highlights	2
Lakewood Citizen Participation	3
Reflecting the Comprehensive Plan	4
The Plan	5
West 14th Avenue	5
Connections	6
Streetscapes	8
Parking	9
Sustainability	10
Design Element	11
Land Use	12
Maps	
Street, Pedestrian and Bicycle Connections	7
Recommended Land Uses	13
Appendix A: West Corridor Light Rail Line	
Appendix B: Current Zoning	



## The Vision

**Create** place • **Connect** community • **Celebrate** history

The Lamar Street Station Area in the Two Creeks neighborhood is an eclectic and vibrant neighborhood. This dynamic community honors the history of the area while encouraging a future that supports:

- Sustainability through the integration of land use, design, transportation, and the natural environment;
- Strong connections with all communities by bike, rail, foot, and bus;
- A pedestrian-friendly environment with attractive streetscapes, inviting public spaces, and detached sidewalks;
- Housing diversity to support people of all income levels and ages; and
- Quality development with the right mix of uses to foster a thriving, creative and attractive community.





## 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 voters in 2004.
- The station is located on the 12.1-mile Regional Transportation District West Corridor light rail line that will connect Union Station in downtown Denver and the Jefferson County Government complex in Golden (see Appendix A). The line and the station are scheduled to open in 2013.
- The Lamar Street Station will be a walk-up station serving the residents and businesses in the Two Creeks and Edgewood neighborhoods. No parking facilities will be provided at this station.
- The station will be located on the northeast corner of West 13th Avenue at Lamar Street. The station is located  $\frac{1}{4}$  mile from West Colfax Avenue, and  $\frac{1}{2}$  mile from Rocky Mountain College of Art + Design.
- Approximately 3,400 people live and 2,500 people work within  $\frac{1}{2}$  mile of the station (2005 DRCOG estimates).



- The station planning area boundary – West 10th Avenue to the Colfax Mixed-Use Zone District (approximately West 14th Avenue), and Depew Street to Saulsbury Street – encompasses approximately 235 acres.



## Lakewood Citizen Participation

Eight planning workshops were held with a Planning Commission appointed Task Force. The Task Force members consisted of residents from the Two Creeks neighborhood, local businesses, a representative from the Rocky Mountain College of Art + Design, and Planning Commission and City Council representatives from Ward 2. In addition, various interested residents and parties attended a number of meetings throughout the process. The participants at the workshops developed the vision for the area, and the recommendations contained in this Plan.

As part of the public process, two community Open Houses were held. The Open Houses provided additional opportunities for input and comments regarding the final station area plan.

In total, over 90 individuals attended one or more of the meetings.





## Reflecting the Comprehensive Plan

As an Amendment to the City of Lakewood Comprehensive Plan, the Lamar Street Station Area Plan builds on the goals and policies of the Comprehensive Plan. The Comprehensive Plan is a key document that guides the development and redevelopment of the City and provides a framework for all land use decisions made by the City.

The Lamar Street Station Area Plan supports the Goals in the Comprehensive Plan in a number of ways. The Lamar Street Station Area Plan:

- Promotes community stewardship of natural and man-made resources and environments.
- Promotes infill development that interacts well with the character of adjoining neighborhoods.
- Strives to meet the housing needs of all segments of the community.
- Encourages high quality infill and redevelopment projects.
- Concentrates activities that serve the immediate neighborhood in neighborhood centers.
- Promotes an integrated land use and transportation system.
- Promotes transportation alternatives to the automobile.
- Integrates usable parks, open space, trail systems, and recreational opportunities into development and redevelopment projects.

Lakewood  
Comprehensive Plan



## The Plan

The Lamar Street Station Area Plan provides the vision and guidance for future development and redevelopment in the vicinity of the Lamar Street Station. The key elements of the Plan are divided into seven categories: *West 14th Avenue, Connections, Streetscapes, Parking, Sustainability, Design Elements and Land Use.*

### West 14th Avenue

West 14th Avenue should be a vibrant, active, and pedestrian-friendly avenue. It should serve as a welcoming connection between the Sheridan Boulevard and Wadsworth Boulevard stations and complement West Colfax Avenue. West 14th Avenue should be a place for people to live, work, shop, and congregate.

#### Recommendations:

- Existing buildings and structures should be utilized and revitalized where feasible and practical to support an eclectic mix of buildings.
- Land uses should include residential; live-work; limited office; neighborhood serving retail; and art, dance, and music studios.
- Streetscapes should include benches, banners, art work, trees, flowers, and pedestrian lighting to create a vibrant pedestrian area.
- Overhead utilities along West 14th Avenue should be placed underground when redevelopment occurs.





## Connections

The Lamar Street Station Area should connect with many destinations in the neighborhood and surrounding community. Key connections include West Colfax Avenue, Rocky Mountain College of Art + Design, Molholm Elementary School, Mountair Park, and the Two Creeks and Edgewood neighborhoods.

### Recommendations:

- Pedestrian and bicycle connections to the light rail station and throughout the neighborhood should be clearly marked, well lighted, safe and attractive for people of all ages and abilities.
- Lamar and Kendall streets should serve as the main pedestrian connections from the Lamar Street Station to West Colfax Avenue, Rocky Mountain College of Art + Design, and the Edgewood neighborhood.
- Mountair Park should be connected to the neighborhood and easily accessible. New development adjacent to the park should provide street and/or pedestrian access to the park.
- Pedestrian and bicycle connections along North Dry Gulch and Dry Gulch should be provided.
- Comprehensive street connectivity should be established to the greatest extent possible with redevelopment.
- The recommendations contained in the Lakewood Bicycle System Master Plan should be implemented for West 14th Avenue, West 13th Avenue, Lamar Street, Harlan Street, Pierce Street and West 10th Avenue.
- Pedestrian crosswalks at Lamar Street and West 13th and West 14th avenues should be well lighted and clearly marked.







## Streetscapes

Streetscapes should be visually appealing, pedestrian and bicycle-friendly, and provide a unique sense of place.

### Recommendations:

- Detached sidewalks, trees, and attractive landscaping should be incorporated with development.
- Bricks and brick pavers should be included in the sidewalk design to create interest and pattern, and to reflect the past industrial history of the area.
- Buildings should be located close to the sidewalk and designed so entrances are easily accessible, inviting, and clearly visible from the sidewalk.
- Pedestrian seating areas and public spaces are encouraged to provide for pedestrian amenities and activity.
- Way-finding signs, banners, art, pedestrian lighting, and planters should be incorporated along West 14th Avenue, Lamar and Kendall streets.
- Bike facilities should be provided with all public and private developments.





# Parking

## Parking for New Developments:

Parking should not be the dominant feature of development.

### Recommendations:

- Parking for new developments should be structured, placed below grade or to the rear of the buildings.
- Parking requirements for residential units within  $\frac{1}{4}$  mile of the light rail station should be decreased.
- Parking should be designed to minimize its impact on adjacent uses, pedestrian areas, and streets.
- Landscaping and the creative use of fencing, low walls, berms, or decorative items should be used to buffer parking areas from pedestrian areas.

## Parking in Residential Areas:

Light rail associated parking should not substantially impact the residential neighborhood.

### Recommendation:

- Monitor on-street parking in the neighborhood. If street parking becomes excessive, a parking management program should be considered.

## Parking Districts/Shared Parking:

Alternative parking solutions should be supported throughout the area and with new development.

### Recommendations:

- Support the goals contained in the West Colfax Action Plan to support parking districts or shared parking along the West Colfax Avenue corridor.
- Allow for, and promote, shared parking with new development.





## Sustainability

The Lamar Street Station Area should be a model for sustainability. Development and redevelopment should support the Community Sustainability Goals in the City's Comprehensive Plan, and incorporate sustainable building practices.

### Recommendations:

- Design and construction of energy efficient buildings should be demonstrated. Density and/or height bonuses for developments that include sustainable practices should be considered.
- Environmentally sensitive building and landscape materials should be included with new development and redevelopment. Water-wise landscaping should be encouraged.
- The reuse and rehabilitation of existing buildings is encouraged when appropriate and feasible.
- Site layout should incorporate natural features to the maximum extent possible. North Dry Gulch and Dry Gulch should become an amenity to new development and should provide accessible open space and pedestrian and bicycle connections to activity centers, parks, and light rail stations.
- Building siting and orientation should maximize solar energy to the greatest extent possible.





## Design Elements

Development and redevelopment should incorporate quality design elements and seamlessly integrate with the surrounding area.

### Recommendations:

- The creative use of brick is encouraged in building design, plaza design or streetscape design to celebrate the industrial history of the area.
- Buildings should include varied rooflines and vertical and horizontal wall articulation.
- Developments should be of pedestrian scale. Buildings should include inviting entrances and ground floor windows.
- Buildings should include a variety of architectural detailing and features such as banding, sills, and lintels.
- Functioning porches, balconies, and courtyards should be incorporated in new residential developments.
- Developments should provide for public plazas, pocket parks, and seating areas where possible.





## Land Use

New development and redevelopment should be compatible with the surrounding neighborhood, yet create the right mix of uses and densities to support the vision of the Lamar Street Station Area. Land uses should be predominately residential, but should allow for limited office and retail, live/work units, art, dance, and music studios.

### Area A: Higher-Density Residential

#### Recommendations:

- Maximum density: 30 dwelling units per acre (du/ac)
- Allowed uses: Residential; limited mixed-use; limited office; neighborhood serving retail; live/work units; art, dance and music studios

### Area B: Medium-Density Residential

#### Recommendations:

- Maximum density: 25 dwelling units per acre (du/ac)
- Allowed uses:
  - West 14th Avenue parcels: Residential; limited mixed-use; limited office; neighborhood serving retail; live/work units; art, dance, and music studios
  - Non-West 14th Avenue facing parcels: Residential, live-work

### Area C: Colfax Mixed-Use Zone District

#### Recommendation:

- Rezone to the appropriate Colfax Mixed-Use (CMU) Zone District to support the vision for West 14th Avenue, and to provide for a cohesive transition between West Colfax Avenue and the light rail station.

### Area D: No change

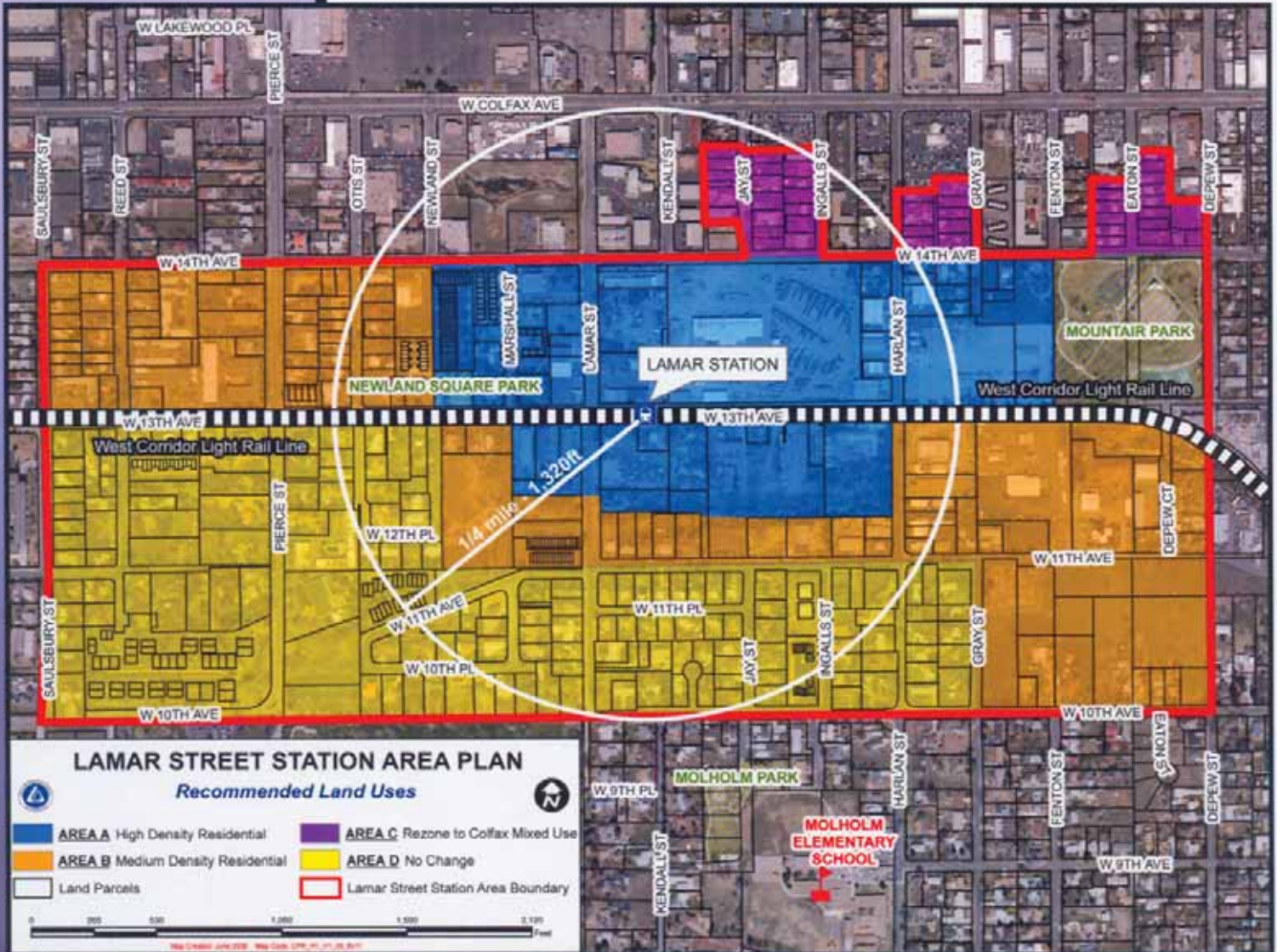
#### Recommendation:

- Retain the existing zoning in Area D (see Appendix B).





# Recommended Land Uses



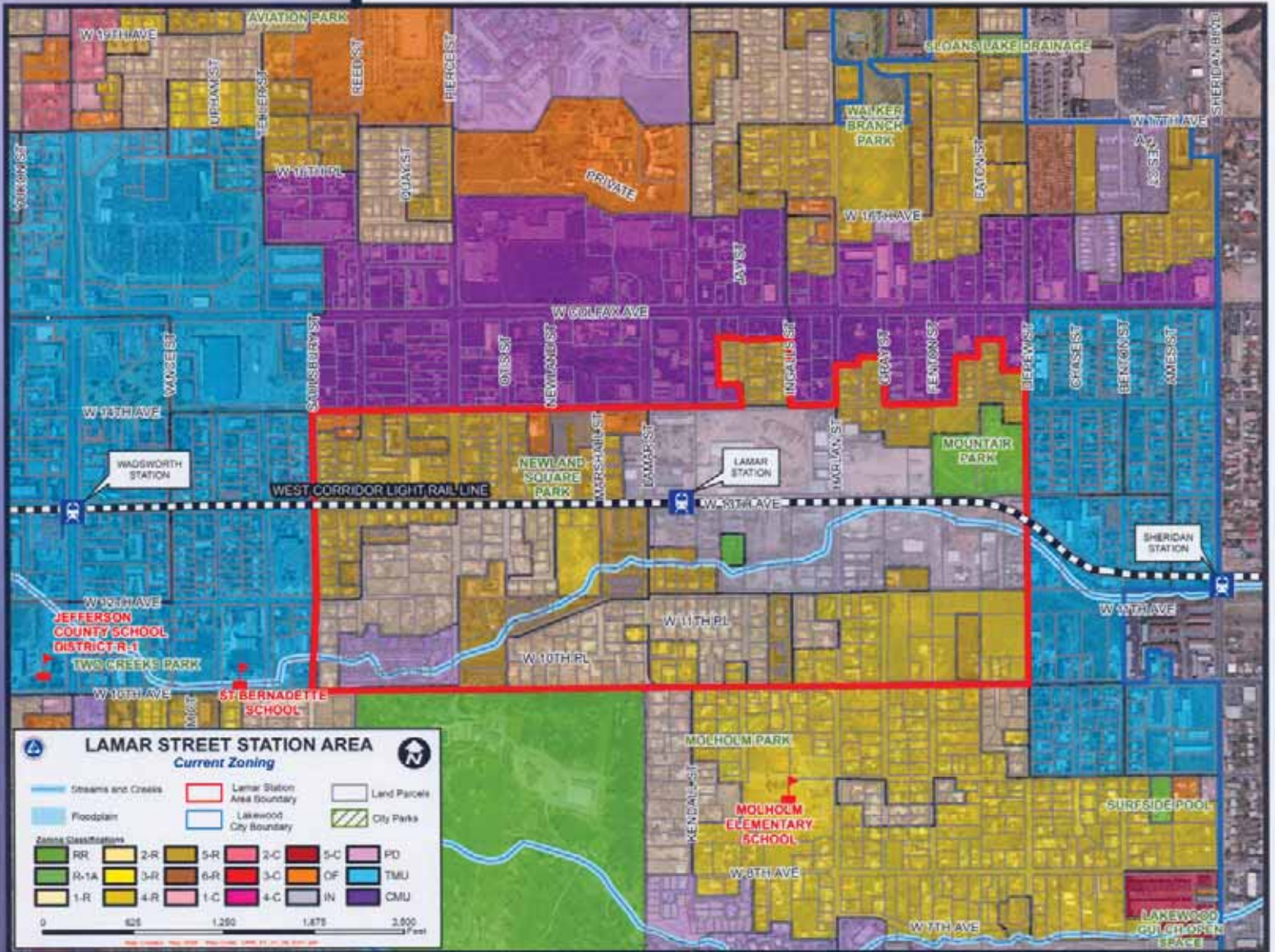


# Appendix A: West Corridor Light Rail Line





# Appendix B: Current Zoning





# Acknowledgements

## Task Force Members

John Plotkin, Chair  
Cindy Baroway  
Jeff Boyd  
Julia Burroughs  
Chris Davis  
Esther Ketterling

Skip Hayes  
Debbie Koop  
Bill Lunsford  
Jim Mercado  
Carrie Mesch

Tom Murray  
Tony Salas  
Max Tyler  
Sharon Vincent  
John Welland

## Lakewood Mayor and City Council

Mayor: Bob Murphy

Ward I: Vicki Stack  
Karen Kellen

Ward III: Sue King  
Ed Peterson

Ward V: Diana Allen  
Tom Quinn

Ward II: Cindy Baroway  
Scott Koop

Ward IV: Adam Paul  
David Weichman

## Lakewood Planning Commission

Ward I: John Plotkin  
Ward III: Rich Urbanowski, Chair  
Ward V: George Brown, III

Ward II: Julia Burroughs  
Ward IV: Vacant  
At-Large: Carrie Mesch  
Alice Nightengale-Luhan

## City of Lakewood Staff

Kathleen E. Hodgson, City Manager

## Planning and Public Works

Holly Boehm, Principal Planner  
Roger Wadnal, Comprehensive Planning and Research Manager  
Jay N. Hutchison, Planning and Public Works Director

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.*

**Create** place • **Connect** community • **Celebrate** history

City of Lakewood  
480 South Allison Parkway  
Civic Center North  
Lakewood, CO 80226-31237  
[www.lakewood.org](http://www.lakewood.org)

