

# NORTH WADSWORTH BOULEVARD CORRIDOR PLAN

Comprehensive Planning & Research Division  
Planning & Public Works Department  
Adopted June 2009

Archived  
April 27, 2015



# ACKNOWLEDGEMENTS



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Thank you to the many citizens, business owners, property owners, and City of Lakewood staff members who participated in and provided valuable input throughout the planning process.

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# 1. Introduction and Background

The North Wadsworth Boulevard Corridor Plan is a tool to help community leaders, decision-makers, and citizens enhance the Wadsworth Boulevard Corridor. The Plan will help ensure future development and redevelopment reflects the community's vision of a multi-modal, aesthetically pleasing, and unique corridor that is an amenity to the City of Lakewood. The Plan is not a roadway design or engineering document and is not intended to define the width of Wadsworth Boulevard or the number of traffic lanes. Wadsworth Boulevard is under the jurisdiction of the Colorado Department of Transportation (CDOT) and these design decisions are made by CDOT. Rather, this Plan is a land use document that provides guidance about the types of transportation, land use, urban design and streetscape elements that should be incorporated along Wadsworth as properties develop or redevelop or as roadway projects occur.

Lakewood's Comprehensive Plan recognizes that transportation helps shape a community and that the way a community provides for the safe and efficient movement of people and goods affects the community character and its citizens' quality of life. The Comprehensive Plan also acknowledges that neighborhood, corridor, and special area plans are adopted as amendments to the Comprehensive Plan to address specific geographic areas of the City in greater detail.

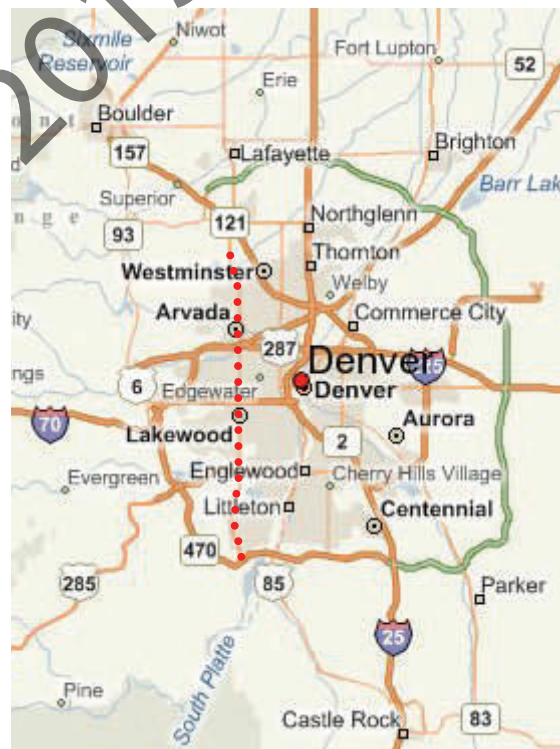
The North Wadsworth Boulevard Corridor Plan was adopted as an amendment to the City's Comprehensive Plan and replaces the 1997 Wadsworth Boulevard Strategic Plan. The Corridor Plan identifies goals and action steps and is an advisory document that will help staff and elected officials, property owners, developers, business associations, and neighborhood organizations make decisions related to land use, transportation, urban design and streetscape, and economic development as properties develop or redevelop along the Corridor.

## BACKGROUND AND PURPOSE

Wadsworth Boulevard, also Colorado State Highway 121, carries a high volume of vehicular traffic through Lakewood and the west Denver Metropolitan area. Wadsworth is indicated with a dotted line in the regional road map on the right and is a main north/south transportation corridor. Wadsworth Boulevard is currently designed primarily to carry vehicular traffic and the Corridor is lined with auto-dependent land uses. However, we are at a transition point in our dependence on non-renewable fuels and the impact that the use of non-renewable fuels has on our economy, quality of life, and environment. Therefore, it is the intent of this Corridor Plan to focus our efforts toward creating a more sustainable and multi-modal transportation system. As fuel prices increase and supplies become more limited, and as people look to more environmentally friendly travel modes, it is essential to design for and support transportation options that are convenient, economical, and viable alternatives to the single occupancy vehicle, which is the dominant form of travel in the United States and along Wadsworth Boulevard today.

To achieve a more sustainable transportation network, and to encourage an aesthetically pleasing and vibrant Corridor, this Plan outlines a community-supported vision for the Wadsworth Boulevard Corridor and establishes goals and action steps to achieve this vision.

The 1997 Wadsworth Boulevard Strategic Plan helped guide land use and transportation improvements along Wadsworth Boulevard between 26th Avenue and Mississippi Avenue. However, many changes have occurred along Wadsworth since 1997 that the Plan did not envision. Examples include the redevelopment of Villa Italia Mall as Belmar and the development of Lakewood City Commons. Together these developments, as well as the adjacent land uses, have become a focal point for the City of Lakewood. In addition, the West Corridor of the FasTracks light rail line will cross Wadsworth Boulevard at 13th Avenue. A major station will be constructed at this location and the surrounding area is zoned as Transit Mixed-Use (TMU) to allow for higher density, transit-oriented development. These significant changes along Wadsworth Boulevard provide numerous opportunities, and it is therefore important to plan for how the Corridor should look in the future in light of these opportunities.



Lakewood citizens identified the following overall opportunities throughout this planning process:

- Increase transportation options and improve the function of existing options
- Improve the aesthetics of both new and existing public and private spaces along the Corridor
- Create a sense of place along the Corridor – make Wadsworth Boulevard in Lakewood distinct from Wadsworth Boulevard north and south of Lakewood
- Continue the diversity of land uses and businesses
- Protect the character of neighborhoods near Wadsworth Boulevard and mitigate impacts from future changes as much as possible

The benefits of the North Wadsworth Boulevard Corridor Plan to Lakewood citizens are numerous. Most importantly, the Plan identifies a vision for the Corridor that was developed through community input and involvement and that will help shape the future of Wadsworth Boulevard. Interested citizens, neighborhood organizations, business associations and developers will have a guiding document they can reference to determine what types of land uses and design might be appropriate along Wadsworth as properties develop or redevelop. Similarly, the Plan provides a reference for City staff and elected officials to use as a base for decisions related to proposed projects along Wadsworth Boulevard to ensure future development and redevelopment is conducted in accordance with the community's vision for the Corridor.

## STUDY AREA

The North Wadsworth Boulevard Corridor Plan study area encompasses Wadsworth Boulevard from 26<sup>th</sup> Avenue to Yale Avenue. The focus of the Plan is primarily on the properties directly on Wadsworth, with several larger nodes that include properties not located directly on Wadsworth. The nodes are strategic locations along the Corridor where mixed-use, multi-family, and/or commercial developments are envisioned. The study area boundaries, including areas within the nodes as well as the general corridor area, are identified on the map on the following page.

Representatives from neighborhoods both east and west of Wadsworth Boulevard were involved in the planning process; however, the Plan does not directly address properties located off the Corridor. The Plan does, however, acknowledge the relationship adjacent neighborhoods have with the Corridor and includes goals and action steps that support strategies to try to mitigate negative impacts to neighborhoods that are located near Wadsworth Boulevard.

Wadsworth Boulevard from Yale Avenue to Crestline Avenue will be addressed through a separate planning process and a separate South Wadsworth Corridor Plan will be adopted as an amendment to the City's Comprehensive Plan.

Planning for properties near Wadsworth Boulevard that are not included within the study area boundaries is guided by the City of Lakewood Comprehensive Plan, and in some cases, by other special area plans such as neighborhood plans and other corridor plans.

## PLAN STRUCTURE

The North Wadsworth Boulevard Corridor Plan is organized into four main chapters that describe the community's Transportation, Land Use, Urban Design and Streetscape, and Economic Development visions for the Wadsworth Corridor. Each chapter describes existing conditions and goals and action steps that, when implemented, will help the community achieve the vision for the Corridor. The existing conditions are described by segment of the Corridor, including the area from 26<sup>th</sup> Avenue to US 6; US 6 to Kentucky Avenue; Kentucky Avenue to Iowa Drive; and Iowa Drive to Yale Avenue. Please refer to the Study Area Map for reference.

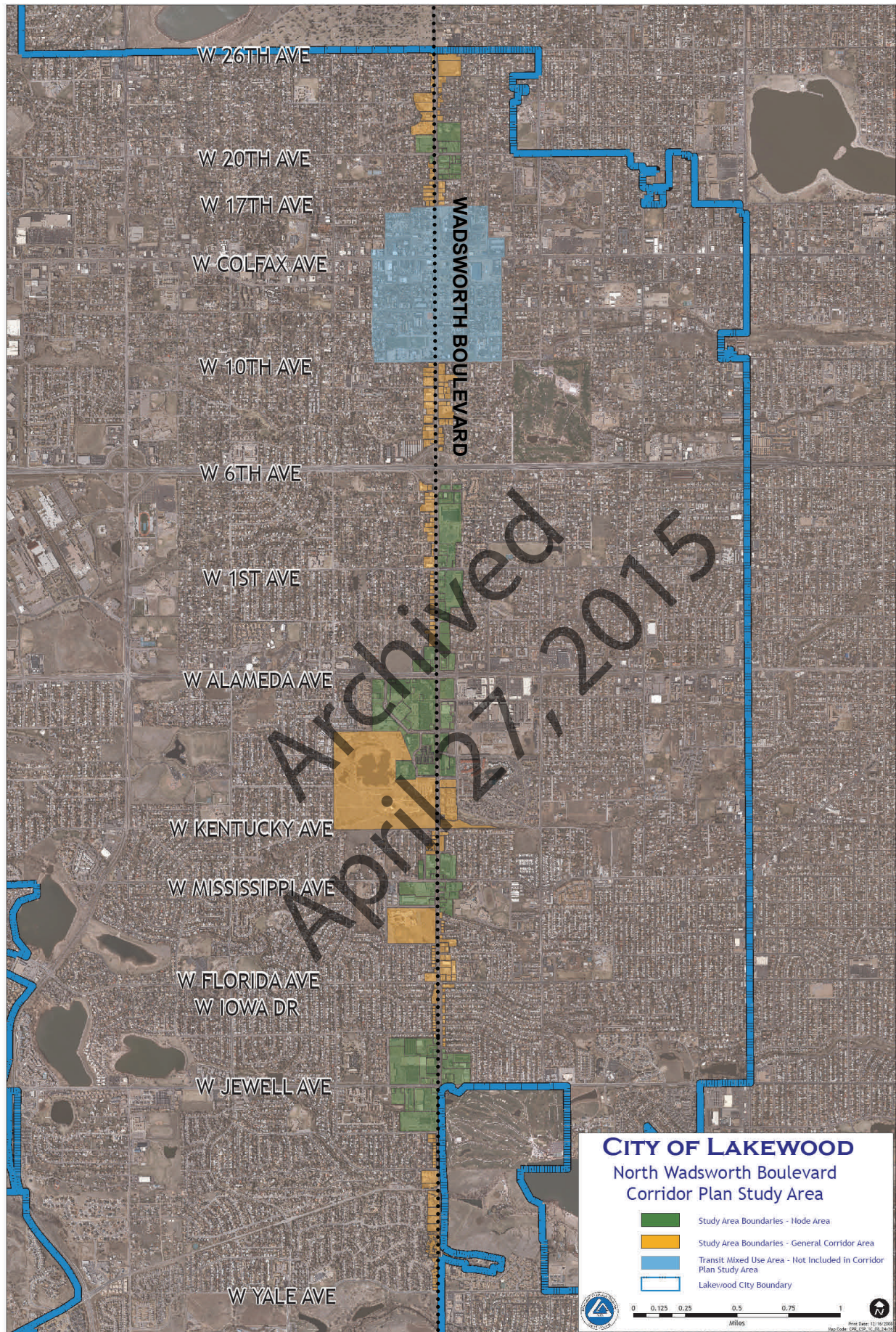
Other key chapters include:

Chapter 2, *Key Plan Terms and Concepts*, which serves as a reference to the reader to define important terms and concepts that are used throughout the document and are instrumental to the implementation of the Plan.

Chapter 3, *Wadsworth Boulevard Vision Statement*, which describes the overall community-supported vision for the Wadsworth Boulevard Corridor.

Chapter 8, *Implementation*, which identifies timeframes, strategies, and partners for implementation of each action step. The chapter also describes the Transformative Action Steps, which are high priority action steps the Advisory Committee and citizens involved in the planning process felt were important to implement first to serve as catalysts to transform the Corridor. The transformative action steps include some that may be easy to implement in the short-term, and others that may be more difficult and lengthy to implement, but are considered instrumental to the success of this Plan.







## PLANNING PROCESS

The Plan was developed through the hard work of an Advisory Committee, which consisted of Council and Planning Commission members, City Staff, representatives from neighboring jurisdictions and relevant agencies, business owners, property owners, developers, neighborhood representatives, and interested citizens. Development of the Plan would not have been possible without the input and insight from the public and stakeholders along the Corridor. This input was obtained through the following methods:

- Participation from the Citizen's Advisory Committee throughout the planning process
- Website with up-to-date information about meetings and draft documents
- 3 public open houses
- Community survey—mailed to owners and tenants along the Corridor and available online (results in the Appendix)
- Stakeholder interviews with interested property owners and tenants within the study area
- Meetings with interested neighborhood groups
- Meetings with interested business associations in the study area
- Monthly articles about meetings and the planning process in the Community Planning and Development Department's monthly newsletter (the CPD Download), articles in Looking at Lakewood, Your Hub, and the Friday Report (distributed to City Council Members and staff)
- Public hearing process for the Plan adoption

## COMPREHENSIVE PLAN RELATIONSHIP

The City of Lakewood Comprehensive Plan was adopted in April 2003. The Comprehensive Plan sets the tone for and guides the development and redevelopment of the City. The North Wadsworth Boulevard Corridor Plan addresses a specific part of the City as an extension of the Comprehensive Plan. While the Corridor Plan supports all of the goals, policies, and action steps of the Comprehensive Plan, some goals and action steps in the Comprehensive Plan are more relevant to the Wadsworth Boulevard Corridor Plan than others, including (as organized in the Comprehensive Plan):

### Community Image, Identity, Appearance and Design

- Continue to support the Lakewood City Center as a focal point for Lakewood's identity and activities (p. 7)
- Plan, build and maintain Lakewood streets, bikeways and pedestrian pathways as attractive, accessible, safe public spaces and encourage connections with and usage of public mass transit systems (p. 8)

### Community Sustainability

- Promote the development of sustainable communities and activity centers where shopping, jobs, recreation and schools are accessible by multiple modes of transportation, thereby creating opportunities for people to live where they work (p. 14)
- Plan and design communities to promote convenient mass transit, including light rail and other alternatives to single occupant vehicles (p. 14)
- Reduce vehicular emissions and pollution by promoting the use of mass transit and other transportation options such as car-and van-pooling and bicycling, and supporting mixed-use pedestrian oriented developments (p. 14)

### Residential

- Promote infill development that interacts well with the character of adjoining neighborhoods (p. 17)

### Urban Centers

- Promote compact land use patterns and the development of mixed-use centers (p. 22)
- Develop arterial corridors that promote concentrating commercial uses in appropriate centers (p. 22)
- Discourage the development of commercial areas in single story strip development configurations (p. 22)
- Encourage redevelopment of commercial areas that are under used or in economic decline (p. 23)
- Encourage projects that incorporate a mix of uses, pedestrian orientation, and access to mass transit (p. 23)
- Aggregate land parcels for redevelopment where appropriate (p. 23)
- Encourage centers that promote alternative modes of transportation (p. 23)

- Promote land use patterns that support pedestrian-oriented and mass-transit oriented development (p. 23)
- Concentrate high-density development in appropriate centers to facilitate pedestrian use and mass transit (p. 23)
- Encourage centers that promote alternative modes of transportation (p. 23)

#### Economic Development

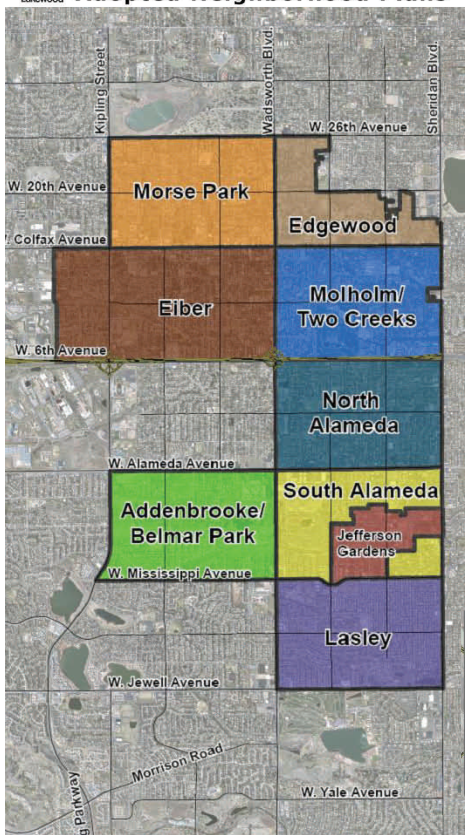
- Continue the ongoing revitalization of major commercial corridors as major economic and social links in the community (p. 28)
- Encourage improved mass transit services to primary industry corridors, retail centers, business and employment centers (p. 28)

#### Transportation

- Promote an integrated land use and transportation system (p. 29)
- Support mixed-use, pedestrian-oriented development (p. 29)
- Support mass transit-oriented development (p. 29)
- Promote a safe multi-modal transportation system (p. 30)
- Promote alternative modes of transportation to serve people of all abilities (p. 30)
- Promote transportation alternatives to the automobile (p. 30)
- Promote an efficient multi-modal system that is integrated with the regional transportation system (p. 30)
- Promote transportation options including mass transit, car- and van-pooling, bicycle, and pedestrian trail systems as transportation alternatives (p. 30)
- Consider streetscape improvements, safety, traffic calming, historic features, public art, and signage when developing transportation improvements (p. 31)

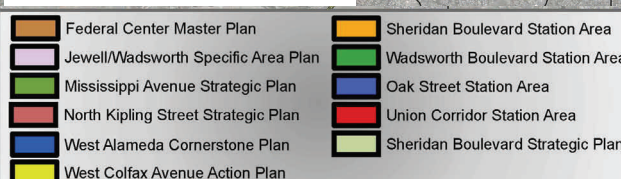
In addition to the Comprehensive Plan, several neighborhood, corridor, and special area plans overlap the North Wadsworth Boulevard Corridor Plan study area, as identified on the maps below. The goals and action steps in the North Wadsworth Boulevard Corridor Plan are supportive of the goals and action steps in these plans.

#### **City of Lakewood** Adopted Neighborhood Plans

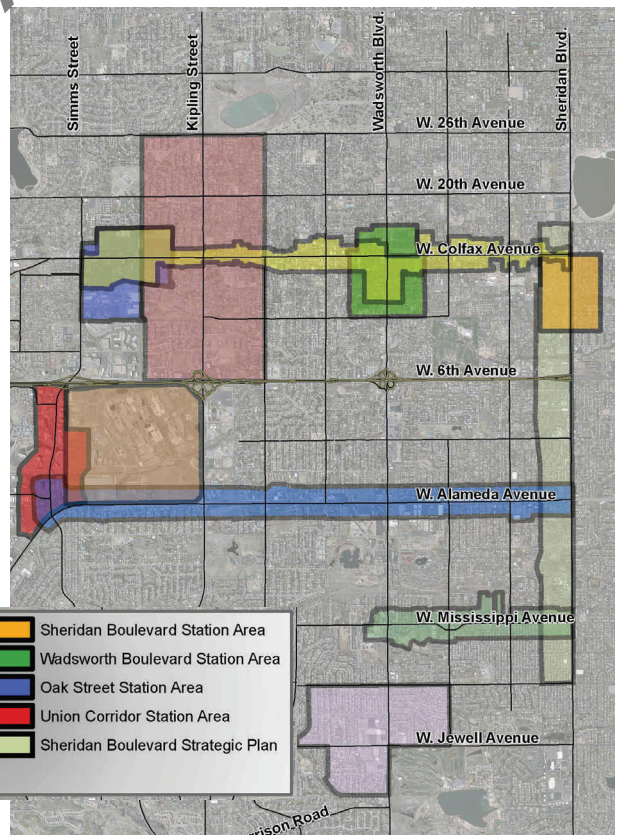


These maps depict the City of Lakewood's adopted neighborhood, corridor, and special area plans and their proximity to Wadsworth Boulevard.

*\*Note, the 1997 Wadsworth Boulevard Strategic Plan is not included on the map because the North Wadsworth Boulevard Corridor Plan supersedes that plan.*



#### **City of Lakewood** Adopted Corridor and Area Plans



## 2. Key Plan Terms and Concepts

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Throughout the North Wadsworth Boulevard Corridor Plan, a variety of terms and concepts are referenced that are instrumental to the intent and implementation of the Plan. For ease of reference, those terms and concepts are defined below. The Lakewood Comprehensive Plan also contains a Definition of Terms (on page 5 of the Plan) that defines terms that may be used within the North Wadsworth Boulevard Corridor Plan but are not listed below. The definition of these terms in the Comprehensive Plan is consistent with the meaning of the terms as used in this Plan.

### **Complete Streets**

Complete streets are streets that are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities are able to safely move along and across a complete street.

### **Free-Flow Crossing**

A traffic pattern where vehicles make right turns without a controlled access, such as a stop sign or traffic signal.

### **Grade-Separated Crossing**

A crossing that uses either an overpass (such as a pedestrian/bicycle bridge) or an underpass (tunnel) to cross a major barrier, such as Wadsworth Boulevard.

### **Lakewood Center**

Lakewood Center is referred to throughout the Plan and is defined as the 4 quadrants of the Alameda/Wadsworth intersection, including Belmar and Lakewood City Commons.

### **Land Use Report**

A biannual City report that identifies properties in Lakewood where reinvestment opportunities exist. This document is useful because it helps market properties to potential developers and also helps encourage development of vacant parcels, which in turn can help enhance the economic vitality along Wadsworth Boulevard.

### **Low Impact Development (LID)**

Low Impact Development (LID) is a term used to describe a land planning and engineering design approach to managing stormwater runoff. LID emphasizes conservation and the use of on-site natural features to protect water quality. LID practices may include the use of bio-swales, rain gardens, vegetated filter strips, and/or reduced curbs.

### **Nodes**

Nodes are strategic locations along the Corridor where higher-density, mixed-use, multi-family, and/or commercial developments are envisioned. The intent is to cluster these uses in appropriate locations that have good transit accessibility, such as at major intersections, rather than dispersing these uses along the Corridor.

Designated nodes along Wadsworth are identified on the study area boundaries map and include:

- 20<sup>th</sup> Avenue and Wadsworth Boulevard
- The east side of Wadsworth Boulevard from US 6 to Alameda Avenue, and the four quadrants of the Alameda/Wadsworth intersection to Ohio Avenue
- Mississippi Avenue and Wadsworth Boulevard
- Jewell Avenue and Wadsworth Boulevard

### **Pad Sites**

A freestanding parcel of commercial real estate located in front of a larger shopping center or strip mall.



### **Performance-Based Review Process**

The Performance-Based Review Process is a component of the Lakewood Zoning Ordinance at the time of this Plan adoption. The process is a framework for residents, property owners, planners, and developers to follow during project review. The framework is designed to promote dialogue, offer flexibility and encourage creativity to facilitate a productive development process. It is also intended to ensure the effective integration of a development or redevelopment project with the surrounding land uses and the community.

### **Right In/Right Out**

Refers to a type of roadway intersection where the minor street approach's (or the approach from a property adjacent to the major street) ingress and egress are restricted. A right-in/right-out restriction prohibits vehicles from entering the intersection via any movement other than a right-turn. To exit, a right-in/right-out design prohibits through or left-turns.

### **Strip Commercial Development**

Commercial or retail uses, usually one-story high and one store deep, facing a major street.

### **Sustainable Building Practices**

Buildings and building sites that are designed, built, renovated, operated, or reused in an ecological and resource-efficient manner. Sustainable buildings are designed to meet certain objectives such as protecting occupant health; improving employee productivity; using energy, water, and other resources more efficiently; and reducing the overall impact to the environment. Sustainable building practices may include re-using or recycling building and/or paving materials during construction, utilizing rapidly renewable plant materials for building materials, selecting the building site and orientation to take advantage of passive solar activity and natural lighting, installing water conserving landscaping and interior fixtures, etc.

### **Transportation Demand Management (TDM)**

Transportation demand management (TDM) is the application of strategies and policies to reduce automobile travel demand, or to redistribute this demand in space or time in an effort to encourage more efficient use of transportation systems. Examples of TDM strategies include transit, improvements to pedestrian and bicycle networks, ridesharing/ carpooling, alternative work schedules, telecommuting, etc.

### **Transit Mixed Use**

The Transit Mixed Use, or TMU, Zone District is intended to create an environment for efficient and attractive transit and pedestrian oriented commercial, office, residential, research and development, and mixed-use projects at major nodes along the Regional Transportation District's (RTD's) West Corridor light rail line. The TMU zone district is intended to allow for flexibility in use mixture and building design in the eight designated sub areas. The TMU Zone District at the Wadsworth light rail station is roughly bounded by 17th Avenue, Saulsbury Street, 10th Avenue, and Ammons Street.

### **Transit Oriented Development**

Moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the automobile.



### 3. Wadsworth Boulevard Vision Statement

*The Vision Statement was developed as a means to guide the future development and redevelopment of Wadsworth Boulevard. It provides a framework for the goals and action steps related to transportation, land use, urban design and streetscape, and economic development.*

Wadsworth Boulevard will be a gateway into and an important corridor through the City of Lakewood. Wadsworth will be a unique, attractive, diverse, and convenient place to work, shop, own a business, and live. The character along the Corridor will vary and will include an integrated mix of attractive buildings and land uses. Residents will have the opportunity to live in well-established, buffered neighborhoods near the Corridor, or in lively, mixed-use pedestrian and transit-oriented communities directly on the Corridor.

Wadsworth Boulevard will be a major multi-modal transportation corridor, and will provide connections to destinations both within the City of Lakewood and to the surrounding region. Traffic will flow well, public transit will provide an efficient and convenient alternative to the automobile, and a well-connected pedestrian and bicycle network will exist.



## 4. Transportation Vision

Wadsworth Boulevard is a regionally significant state highway and is a heavily traveled north/south transportation corridor in the western portion of the Denver metropolitan area. It connects southern Jefferson County with Broomfield and passes through Lakewood, Wheat Ridge, Arvada, Westminster, the City/County of Denver, and unincorporated Jefferson County. Wadsworth has been designed primarily for the automobile user, and facilities for pedestrians, bicyclists, and transit riders in many portions of the study area are in poor condition or lacking entirely.

However, we are at a transition point locally and nationally in our transportation patterns. Increasing gas prices and rising demand for more environmentally friendly modes of transportation are causing a reduction in the number of vehicle miles traveled and an increase in transit ridership. They are also causing public demand for safe and convenient pedestrian and bicycle transportation facilities. In addition, as our population ages (Lakewood has one of the highest median ages in the Denver metropolitan area) demand for transportation alternatives to the single-occupancy vehicle will continue to increase. A 2008 poll conducted by AARP (formerly the American Association of Retired Persons) found that many older Americans are responding to high gas prices by walking, bicycling, or taking transit – but many are finding inhospitable, incomplete streets. In addition, much of our population does not drive because they are too young, too old, cannot physically do so, do not own a vehicle, or choose not to. It is therefore important to enhance our transportation opportunities and design Wadsworth Boulevard to be a “complete street”, as defined in the textbox to the right and described in the Key Plan Terms and Concepts Chapter.

Currently, short trips under three miles represent nearly half of all trips in the United States (FHWA 2006); therefore, taking transit, walking, and bicycling are viable options to the single occupancy vehicle for many errands. Streets that provide transportation choices give people the option to avoid traffic jams, and increase the overall capacity of the transportation network. Providing viable transportation alternatives to the automobile can help reduce congestion and pollution and improve traffic flow along Wadsworth Boulevard. Concerns about congestion and traffic flow have been raised by Lakewood citizens throughout this corridor planning process. Fortunately, by designing for and promoting transportation alternatives to the automobile, we can mitigate these problems while also creating a complete street that will safely and conveniently accommodate all of Lakewood’s citizens and visitors.



A complete street with transit, travel lanes, bike lanes, and sidewalks. Source: Vision Metcalf



A livable street with facilities for all modes of travel. Source: www.livingstreets.com

### Complete Streets

There is a national movement toward the concept of Complete Streets, or designing our public streets to provide safe access for all users.

The definition of a Complete Street from the National Complete Streets Coalition is:

*“Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street.”*

[www.completestreets.org](http://www.completestreets.org)

The Wadsworth Boulevard Corridor Plan anticipates the need to accommodate an increasing number of pedestrians, cyclists, and transit users along and across the Corridor and includes goals and action steps to achieve a complete street network.

### Wadsworth Boulevard Jurisdiction and Background

Wadsworth Boulevard is State Highway 121 and is a designated route on the National Highway System. As such, it is under the jurisdiction of the Colorado Department of Transportation (CDOT), which controls access permits and jointly reviews traffic impacts associated with proposed development and redevelopment along the Corridor.

Wadsworth Boulevard is classified as a Primary Regional Arterial in the Lakewood area. The classification is based on the regional and City-wide importance of Wadsworth Boulevard from a traffic operations standpoint. Wadsworth is the only north/south arterial that spans the entire west side of the Denver metropolitan area and is therefore an important link in the regional transportation system. The City of Lakewood's Functional Plan recommends expanding Wadsworth Boulevard to 6 lanes, similar to its design between US 6 and Virginia Avenue. CDOT plans and the Denver Regional Council of Governments (DRCOG) 2035 Metro Vision Plan reflect this recommended cross-section as well. Currently, most of Wadsworth Boulevard through Lakewood consists of 4 travel lanes. Generally, there is no schedule or funding for widening the highway, and most of the recommended access and roadway improvements will likely not occur until after 2035, as the Metro Vision Plan states that many of the proposed regional transportation improvements "...cannot reasonably be expected to be implemented until far beyond 2035..." . Also, right-of-way width along Wadsworth Boulevard varies significantly, and in some locations CDOT will need to purchase land from adjacent property owners to improve the roadway.

However, an area that will likely receive funding for improvements before 2035 is the area of Wadsworth Boulevard between 4<sup>th</sup> Avenue and 14<sup>th</sup> Avenue, including the US 6/Wadsworth Boulevard interchange. The interchange is a high-volume intersection with a high frequency of accidents. It was the most critical location in Lakewood for accident frequency and the second most critical location for severity in 2001 and 2003. It was also on the list in 2004 and 2005.

In 2008, CDOT initiated an Environmental Assessment (EA) study under the National Environmental Policy Act (NEPA) to look at improving the safety and capacity of Wadsworth Boulevard between 4th Avenue and 14th Avenue and the US 6 and Wadsworth interchange. The selected preferred alternative recommends 6 travel lanes with landscaped medians and detached sidewalks for Wadsworth Boulevard. The preferred alternative for the interchange is a tight diamond with a loop in the northwest quadrant.

The goals and action steps in this Plan are supportive of the EA study and encourage implementation of the improvements. As a state highway, the final design would be developed by CDOT in close consultation with the City and those most affected by the project.





### Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities along much of Wadsworth Boulevard are lacking or inadequate. This has been mentioned as a primary concern by many citizens throughout the planning process. One of the goals of this Plan is to improve Wadsworth Boulevard so that it becomes a complete street. In order to do this, provision of safe and efficient bicycle and pedestrian facilities is necessary.

The current pedestrian network consists of areas of attached, detached, and missing sidewalk segments, as described in the existing conditions section of this chapter. In general, it is difficult and uncomfortable to walk along Wadsworth Boulevard for any distance. Pedestrian countdown/walk signals exist at some signalized intersections, and the City plans to install others over time.

The Lakewood Bicycle System Master Plan, adopted by City Council in 2005, identifies Wadsworth Boulevard as a bike route with detached multi-use paths. Paths currently exist along portions of Wadsworth between Highland Drive and Arizona Avenue, but most of the system is incomplete. Several designated bicycle routes cross the north Wadsworth Boulevard Corridor at 26th Avenue, 20th Avenue, 14th Avenue, 13th Avenue, 10th Avenue, 1st Avenue, Alameda Avenue, Weir Gulch, Mississippi Avenue, and Jewell Avenue. The 13<sup>th</sup> Avenue bike route is a primary commuter and recreational route that will eventually connect Lakewood to downtown Denver. The route currently exists as an on-street facility along 13<sup>th</sup> Avenue, but much of the route will be converted to a multi-use path with grade separated crossings at Sheridan Boulevard, Wadsworth Boulevard, and Kipling Street as part of RTD's West Corridor light rail project.

One of the major deficiencies in the bicycle and pedestrian network along Wadsworth Boulevard is the north/south crossing of US 6. The sidewalk system is only partially complete and currently crosses four free-flowing ramps in locations where drivers do not expect to encounter bicycle and pedestrian activity. When the interchange is redesigned, this Plan provides action steps to encourage a safer and more comfortable crossing for pedestrians and bicyclists at this interchange. With the future light rail station at 13th and Wadsworth, pedestrian and bicyclist activity in the area will increase and it is extremely important to ensure they can reach the station safely and efficiently.

Also, numerous driveways and curb cuts along Wadsworth create conflict points between vehicles and pedestrians or bicyclists, and consolidation of these curb cuts would improve the situation. Numerous obstacles that exist in the pedestrian area along many sections of the Corridor (light poles, bus benches, newspaper stands, etc.) should be relocated and the pedestrian area should be widened to safely accommodate bicyclists and pedestrians and to allow for snow storage.

With the planned light rail station at 13<sup>th</sup> Avenue and Wadsworth Boulevard, pedestrian and bicycle activity along Wadsworth is expected to increase. Overall, the Corridor is currently designed primarily to accommodate automobiles and is generally not conducive to non-motorized travel. Therefore, in addition to acknowledging the importance of Wadsworth Boulevard as a regional automobile transportation corridor, the goals and action steps of this Plan have been developed to promote a better multi-modal transportation environment.



These images show the space utilized by the same number of people in their cars, on a bus, and walking or biking. *Source: Blueprint Denver, (photos originally from the Tampa Tribune)*

"The vitality of a city comes from its pedestrians, not its cars. Cars consume enormous amounts of space and radically change the landscape... What we call urban congestion is not too many people, but too many vehicles in too small an area."

[Jim Beamguard](#)





The West Corridor of the FasTracks rail line will cross Wadsworth Boulevard at 13th Avenue and is expected to open in 2013.



Rendering of the future light rail station platform at Wadsworth Boulevard and West 13th Avenue.

### Transit Facilities

Wadsworth Boulevard is currently an important transit corridor for buses and has the potential to greatly expand its transit capacity in the future. The RTD Route 76 operates along the entire length of Wadsworth Boulevard and has one of the highest usage rates in the region. The route provides fast and frequent regional transit service with bus service every fifteen minutes. However, bus shelters and transit amenities are lacking in many areas and this Plan recommends improvements.

The West Corridor of the FasTracks light rail line will run from downtown Denver to Golden, with several stops in Lakewood. One of the major stations will be located at 13th Avenue and Wadsworth Boulevard and it is expected to open in 2013. RTD plans to increase bus frequency between Lakewood Center and the station when it opens. It is anticipated that additional transit connections from other locations within the City will also be needed. Strong pedestrian, bicycle, and transit connections to the light rail station is something that survey respondents indicated was extremely important to them, and therefore the goals and action steps of this Plan aim to achieve a connected and inclusive transportation network. In addition, Wadsworth Boulevard is identified in the Denver Regional Council of Government's 2035 Metro Vision Regional Transportation Plan as a future potential corridor for high capacity transit and this Plan supports that vision.

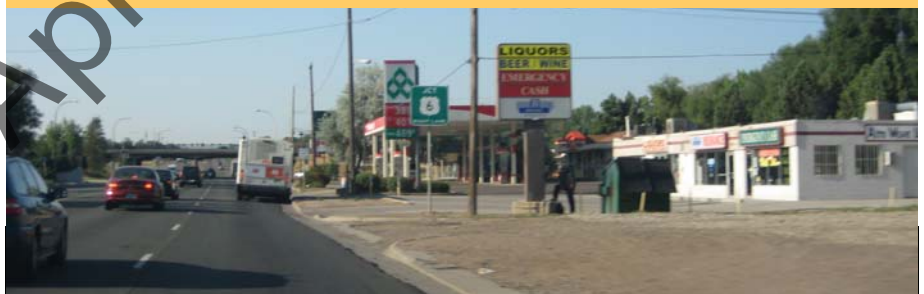
### Transportation Existing Conditions

In general, much of the Wadsworth Boulevard Corridor today consists of an automobile-dominated environment that lacks pedestrian and bicycle infrastructure in many areas. Accessibility for persons with disabilities is inadequate along most of the Corridor due to a lack of curb ramps and sidewalks.

The following images and descriptions depict the current overall transportation conditions along the Wadsworth Corridor within the study area.



#### 26<sup>th</sup> Avenue to US 6



The section of the Corridor from 26<sup>th</sup> Avenue to US 6 primarily consists of 4 travel lanes and a continuous center turn lane. Accesses are uncontrolled with numerous intersection crossings and driveways, which results in a high accident rate for this area.

Sidewalks in this area are characterized by a mixture of detached and attached walks, missing links, and various obstructions. Where the sidewalk is attached, it is often no more than 5-feet wide with no barrier to protect pedestrians from the adjacent moving traffic.

According to CDOT, in 2007 Average Daily Traffic (ADT) in this area of Wadsworth varied between 44,400 and 50,400 vehicles per day.

## US 6 to Kentucky Avenue



Most of Wadsworth Boulevard between US 6 and Kentucky Avenue consists of 6 travel lanes. Raised medians are in place, which aid in controlling access to Wadsworth Boulevard. Many accesses are shared, with the exception of the accesses along the west side of Wadsworth between US 6 and Alameda Avenue, which have been modified to right in/right out.

There is a fairly complete sidewalk network along this stretch of the Corridor with a combination of attached and detached walks and a multi-modal bike path along the east side of the street (and portions of the west side of the street). A pedestrian underpass at Weir Gulch links Belmar Park with neighborhoods to the east. An improved pedestrian connection is desired across Wadsworth Boulevard at Lakewood Center between Belmar and City Commons, and this concern was raised by citizens throughout the planning process. Currently there are at-grade pedestrian crossings at Alameda Avenue and Virginia Avenue, with a long block separating the two. Citizens indicated they would like to see a grade-separated crossing installed.

According to CDOT, in 2007 Average Daily Traffic (ADT) in this area of Wadsworth varied between 50,400 and 52,900 vehicles per day with the highest volume of traffic near the US6/Wadsworth Boulevard interchange.







### Kentucky Avenue to Iowa Avenue



Between Kentucky Avenue and Iowa Avenue there are 4 travel lanes with both raised medians and continuous center turn lanes. Some properties along this segment of the Corridor have shared accesses, while others have individual accesses off of Wadsworth.

Attached and detached intermittent sidewalks exist along this stretch of Wadsworth Boulevard and there is a high volume of pedestrian crossings at Alameda High School, near Wadsworth Boulevard and Arizona Avenue.

According to CDOT, in 2007 Average Daily Traffic (ADT) in this area of Wadsworth varied between 41,600 and 52,900 vehicles per day.

### Iowa Avenue to Yale Avenue



Between Iowa Avenue and Yale Avenue, there are 4 travel lanes with a continuous center turn lane and raised medians in a few places. Commercial properties have a mix of separate and shared access. Residential properties are separated from Wadsworth Boulevard by a frontage road, which makes access to and from these properties efficient.

Sidewalks, where they exist, are primarily attached.

According to CDOT, in 2007 Average Daily Traffic (ADT) in this area of Wadsworth varied between 41,600 and 48,200 vehicles per day.

## Transportation Goals and Action Steps

The following goals and action steps were developed to promote the enhancement of the transportation network along Wadsworth Boulevard. Highlighted action steps are considered high priority, transformative actions and are further discussed in the Implementation Chapter.

**Goal T1. Make Wadsworth Boulevard a complete street by developing a pedestrian, bicycle, and transit network that effectively transports people and goods along and across Wadsworth Boulevard.**

### *Why It's Important*

As a main north/south arterial in the west metro area Wadsworth Boulevard carries a very high volume of vehicle traffic. There is a need to improve the multi-modal nature of the Corridor to better accommodate personal and commercial vehicles, as well as transit, pedestrians, and bicyclists to ensure we are safely and efficiently moving people and goods along and across Wadsworth. As land uses and transportation patterns along the Corridor evolve, as they are anticipated to do with the advent of light rail, it is important to ensure Wadsworth Boulevard becomes a complete street.

### *Supporting Action Steps*

- T1-1:** Encourage the use of a complete streets policy along Wadsworth Boulevard to ensure the Corridor is designed for all users, including pedestrians, cyclists, children, and persons with disabilities.
- T1-2:** Complete the sidewalk network along both the east and west sides of Wadsworth Boulevard by installing sidewalks at all locations where they are missing and by repairing deteriorated sections of sidewalk.
- T1-3:** Encourage the provision of detached sidewalks, including 10-foot or wider sidewalks in higher use areas, during roadway improvement projects and through private development and redevelopment where possible given competing demands.
- T1-4:** Install pedestrian countdown signals at signalized Wadsworth crossings and crossings of arterials along Wadsworth where countdown signals currently do not exist.
- T1-5:** At the time intersections with traffic signals are improved, consider providing pedestrian refuge islands in medians to encourage safe and effective pedestrian and cycling crossings, particularly where Wadsworth Boulevard intersects the following streets:
- 10<sup>th</sup> Avenue
  - 5<sup>th</sup> Avenue
  - 1st Avenue
  - Virginia Avenue
  - Mississippi Avenue
  - Jewell Avenue



The pedestrian realm should be easy to navigate, unlike the above image.



The above images show examples of complete streets.



An intersection that has been improved for pedestrians and includes crosswalks with countdown signals and refuge islands.





A pedestrian overpass in Shoreline, WA.

It is unlikely that the intersections of Wadsworth with Colfax and Alameda Avenues will be improved during the life of this Plan, but when they are, pedestrian improvements should be included.

- T1-6: Continue to explore a grade-separated pedestrian connection at Lakewood Center between City Commons and Belmar in conjunction with new development or redevelopment.
- T1-7: Consider expanding on the Lakewood Bicycle System Master Plan by developing a walking and bicycling plan for the Wadsworth Corridor. The plan should identify specific barriers for pedestrians and bicyclists and how to overcome or mitigate those barriers. The plan could also address the type of pedestrian and bicycle environment that is desired, and consider the need for alternative routes, particularly for bicyclists.
- T1-8: Install bicycle pavement marking symbols to indicate where cyclists should stop to trigger the loop detectors at signalized Wadsworth Boulevard crossings.
- T1-9: Actively pursue federal, state, local and private funding for pedestrian, bicycle, transit, and roadway improvement projects along Wadsworth Boulevard.

**Goal T2:** Reduce congestion and pollution by supporting transit oriented development and transit enhancements that provide a viable alternative to the automobile for trips along the Wadsworth Corridor.

#### *Why It's Important*

Throughout the planning process, Lakewood citizens indicated their concern with traffic and congestion along Wadsworth Boulevard, and concerns that it would continue to worsen in the future. A cost effective and long-term solution to solving this problem is to provide a well-connected, efficient transit system with supportive densities and land uses in appropriate locations along Wadsworth Boulevard. DRCOG's Metro Vision 2035 Plan identifies Wadsworth Boulevard as a future regional high capacity transit corridor and this goal supports that vision. Future transit could involve enhanced RTD service, a circulator shuttle system, fixed rail, bus rapid transit, or other opportunities. The 2006 Lakewood Shuttle Study recommends providing shuttle service in the long-term in conjunction with light rail. Within Lakewood, it is particularly important to connect our urban centers—the Federal Center, Lakewood Center, and the light rail stations—to the rest of the community via a transit system and supportive development.

#### *Supporting Action Steps*

- T2-1: Plan for future transit along Wadsworth Boulevard for bus, fixed rail, or other transit options.
- T2-2: Encourage the Regional Transportation District (RTD) to increase bus frequency between Lakewood Center and the Wadsworth Boulevard light rail station.



The above images depict examples of transit oriented developments and transit enhancements along a major corridor that is similar in scale to Wadsworth Boulevard.

- T2-3: Explore opportunities to implement a local shuttle or circulator bus between major nodes along Wadsworth Boulevard and to other important community destinations.
- T2-4: Ensure all transit stops are connected to the pedestrian and bicycle network along Wadsworth Boulevard, e.g. connect sidewalks to transit stops where sidewalks currently do not exist.
- T2-5: Work with RTD to provide convenient, safe conditions and amenities, including bike parking where appropriate, at transit stops and transfer areas.
- T2-6: Enhance existing and create new pedestrian and transit oriented nodes that makes walking an attractive option and reduces reliance on automobiles for trips to destinations along the Corridor.
- T2-7: Explore opportunities to implement a bike loan program, with a rental hub in the light rail station area and in other nodes.



An attractive transit station/transfer area with amenities for transit users.



A hub for a bike loan program in Washington DC.



A pedestrian and bicycle underpass in Boulder, CO.



A dedicated transit lane can help reduce congestion.

### Goal T3. Improve mobility along Wadsworth Boulevard.

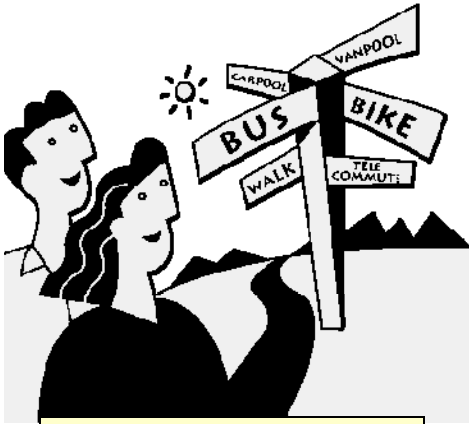
#### *Why It's Important*

Wadsworth Boulevard spans the entire west Denver metropolitan area and extends from south of C-470 to Highway 36 in the north (where it continues north to the state line as Highway 287). It is a major transportation corridor and should safely and efficiently accommodate all modes of travel.

#### *Supporting Action Steps*

- T3-1: Continue to work with the Denver Regional Council of Governments (DRCOG) on the Traffic Signal Timing Program to ensure traffic signals are coordinated along Wadsworth Boulevard through Lakewood and with adjacent municipalities to the north and south of Lakewood.
- T3-2: Where practicable, provide grade-separated crossings for pedestrians, cyclists, and persons with disabilities at the identified nodes with future development or redevelopment.
- T3-3: Promote transit as a way to reduce the number of single occupancy automobiles, and therefore congestion, on Wadsworth Boulevard.
- T3-4: Continue aggressive access planning to ensure that for new development or redevelopment access points are reduced and combined, while still allowing for a complete circulation system:
- adjoining businesses are encouraged to share drive access in order to reduce curb cuts and access conflicts.
  - internal connectivity of private properties should be encouraged in order to promote multi-stop visits that do not involve the use of Wadsworth Boulevard.





### Transportation Demand Management (TDM)

TDM is a way to reduce automobile travel demand, or to redistribute the demand in space and time, through strategies such as transit, ridesharing, bicycling, walking, alternative work schedules, or telecommuting.



A state highway that is similar in scale to Wadsworth Boulevard with controlled access, landscaping, and pedestrian amenities in Shoreline, WA.



An urban arterial in Madison, WI with pedestrian and bicycle facilities.

T3-5: Continue to coordinate with DRCOG to promote the RideArrangers program in Lakewood as a way to help reduce traffic congestion along Wadsworth Boulevard.

T3-6: Support local businesses in efforts to implement Transportation Demand Management (TDM) strategies.

### Goal T4. Work with the Colorado Department of Transportation (CDOT) to enhance Wadsworth Boulevard for automobiles, pedestrians, bicyclists, and transit riders.

#### Why It's Important

Wadsworth Boulevard, or Highway 121, is under CDOT's jurisdiction and any improvements to the roadway are CDOT's responsibility. It is important for the City to work cooperatively with CDOT to ensure that improvements to Wadsworth meet the needs of Lakewood's citizens and visitors. In particular, in 2008 CDOT initiated an Environmental Assessment (EA) to look at improving the safety and capacity of the US6/Wadsworth Boulevard interchange and Wadsworth Boulevard between 4th and 14th Avenues. Lakewood staff is working closely with CDOT throughout the EA process to encourage improvements that will be aesthetically pleasing and will benefit not only motorists, but pedestrians, bicyclists, and transit riders as well.

#### Supporting Action Steps

T4-1: Support CDOT's efforts to construct the suggested improvements to the US 6/Wadsworth interchange and the suggested improvements along Wadsworth Boulevard

T4-2: Ensure any redevelopment of the US 6/Wadsworth Boulevard interchange and Wadsworth Boulevard includes the following:

- Adequate width under the US 6 bridge for a future dedicated transit facility.
- Safe, comfortable north/south crossings of US 6 for pedestrians and bicyclists by way of a wide sidewalk that is buffered from traffic, or a grade-separated crossing with pedestrian-scaled lighting and safety features.
- Safe east/west crossing points for pedestrians and bicyclists along Wadsworth Boulevard at and between 5<sup>th</sup> Avenue and 10<sup>th</sup> Avenue.
- Reduced free-flow crossings, which create a conflict point for pedestrians and vehicles.
- Detached sidewalks along Wadsworth Boulevard to provide a buffer between moving vehicles and pedestrians.



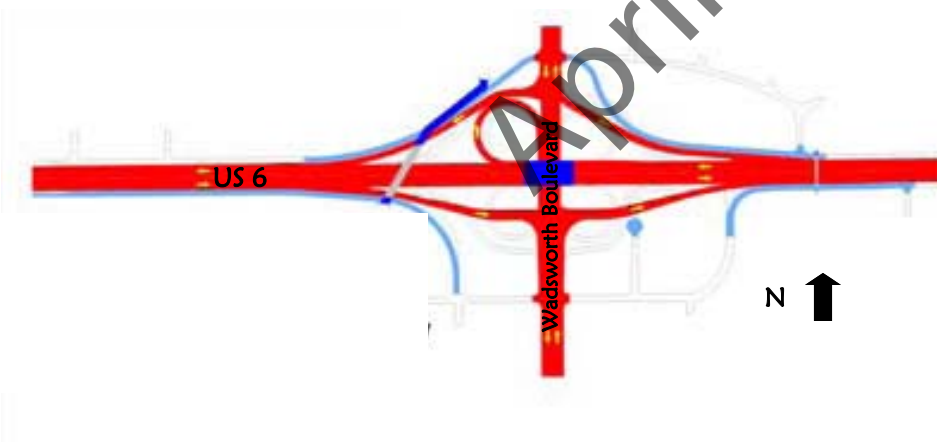
- T4-3: Work with CDOT to ensure Wadsworth functions efficiently and moves traffic well so neighborhoods near Wadsworth Boulevard are minimally impacted by traffic passing through the neighborhood to avoid congestion on Wadsworth.
- T4-4: Continue to work with CDOT to implement the City of Lakewood's Functional Plan for Wadsworth Boulevard, which was approved in 1989 and recommends 6 travel lanes. Assess the Functional Plan in relation to transit options along the Corridor to plan for a future dedicated transit facility along Wadsworth and encourage CDOT to work with adjacent property owners and tenants to mitigate impacts from any roadway projects.



An attractive design and pedestrian/bicycle facilities are features of this interchange located in Greenwood Village, CO.



CDOT's preferred alternative for Wadsworth Boulevard between 4th and 14th Avenues (above) and the preferred Tight Diamond with Loop interchange alternative (below), as identified in the 2009 US 6/Wadsworth Boulevard Environmental Assessment. The cross-section of Wadsworth Boulevard at the interchange will differ because of turn lanes for the on/off ramps.



## 5. Land Use Vision

Land use patterns along Wadsworth Boulevard shape the function and character of the Corridor. It is important to promote a variety of high-quality and diverse land uses to create places where Lakewood citizens can live, work, and play.

The land use and development patterns along much of the Wadsworth Boulevard Corridor have existed for decades. The City of Lakewood incorporated in 1969 and the automobile-oriented land uses that existed along the Corridor continued until the late 1990's and early 2000's. This development pattern, with uncoordinated land uses and retail spread in strips along the Corridor, is an inefficient pattern and one that survey respondents indicated they would like to see change. In the early 2000's the development of Lakewood Center, including Belmar and City Commons, began to change the land use character along the Corridor.

Wadsworth is a gateway into the City of Lakewood and a major thoroughfare through the City. The land uses along Wadsworth, and their design and appearance, play an important role in creating a vibrant and visually attractive community. While many of the existing land uses cater to and are designed for motorists, land use transformations have already occurred, and will continue to do so, at Lakewood Center. Also, in 2007 the area surrounding the 13th/Wadsworth future light rail station was rezoned to Transit Mixed Use to allow for higher-density, transit-oriented development that will contain a mix of uses with a focus on pedestrian and transit-friendly development.

Both Lakewood Center and the light rail station area are identified by the Denver Regional Council of Governments (DRCOG) as urban centers within the Denver metropolitan area. DRCOG describes urban centers as:

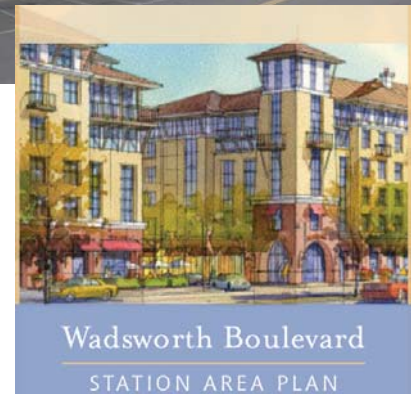
- Communities (urban villages) that are compact, have a mix of uses, and are focused on pedestrian activity. They are intended to be locations that provide a range of retail, business, civic, cultural, service, and diverse residential opportunities.
- Urban centers also serve as transit origins and destinations that are friendly to all travel modes.

The future land use and transportation connections of these two urban centers, which are located just a few miles apart along Wadsworth, will be extremely important in order to create an inviting gateway into Lakewood and create a unique sense of place. Opportunities exist to transform the strip development character along the Corridor into a re-energized gateway and to capitalize on the success of Belmar and future success of the light rail station area. This Plan recommends mixed-use development and concentrated commercial uses at designated nodes, with office and multi-family residential uses recommended between the nodes.

Implementation of this Corridor Plan will create new opportunities for vibrant land uses, enhance existing land uses, support the protection of the established single-family neighborhoods near the Corridor, and create an attractive gateway corridor through the City of Lakewood that will invite citizens and visitors to experience an attractive and vibrant community.



"If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places." (*A Citizen's Guide to Better Streets, Project for Public Spaces, Inc.*)



Strong land use and transportation connections between Lakewood Center and the Wadsworth light rail station are an important goal of this Corridor Plan.

## Land Use Existing Conditions

Land uses along the Corridor vary, with a mix of residential, commercial, office, civic, and open space uses.

The following images and descriptions depict the current overall land use conditions along the Wadsworth Corridor within the study area.

### 26<sup>th</sup> Avenue to US 6



A mix of residential, office, and commercial land uses exist between 26th Avenue and US 6. The area between 26th and 20th Avenues is characterized by single-family residential, churches, and small offices. A commercial area with strip developments exists at 20th and Wadsworth. The Colfax Avenue and Wadsworth Boulevard area is characterized by a mixture of big box retail (Walmart Supercenter) with inline retail and banks.

South of Colfax Avenue to US 6, land uses consist of small commercial and office uses, with several gas stations and fast food chains. However, the area from 17th to 10th Avenues was rezoned in 2007 to Transit Mixed Use and therefore, the land uses in this area are anticipated to change dramatically in the coming years.

A drainage/open space area at 12th Avenue has been purchased by the City of Lakewood and will be developed as Two Creeks Park in the future.

The New American School, a JeffCO charter school, and the JeffCO Open School are located at the northwest intersection of 10th and Wadsworth.



## US 6 to Kentucky Avenue



Between US 6 and Kentucky Avenue the land uses primarily consist of regional commercial uses, offices, civic buildings, mixed-use development, and open space. Major regional commercial uses include Walmart, Belmar, City Commons, and Fairfield Commons.

Belmar is a mixed-use office, commercial, and residential development that is an important local and regional land use and helps define this area of the Corridor.

Civic buildings, including City of Lakewood offices, Belmar Library, and the West Metro Fire District are located at Lakewood Center.

Belmar Park is a large community park and open space land use located along the west side of the Corridor, just north of Kentucky Avenue.

Survey respondents indicated that this part of the Corridor was one of the most recognizable and important areas along Wadsworth Boulevard, and an area that they frequent often.



## Kentucky Avenue to Iowa Avenue



Land uses between Kentucky Avenue and Iowa Avenue primarily consist of small commercial businesses, offices, single family residential, and Alameda High School.

Offices are located both in individual buildings as well as in multi-tenant office buildings, particularly near Mississippi Avenue. Many of the commercial uses are located in strip malls at Mississippi Avenue. Several gas stations and automobile-oriented land uses are located near Mississippi Avenue.

Alameda High School and its athletic fields dominate the west side of Wadsworth between Arizona Avenue and Louisiana Avenue.

Single-family residential uses are located on both sides of Wadsworth along portions of this section of the Corridor.



## Iowa Avenue to Yale Avenue



Land uses between Iowa Avenue and Yale Avenue primarily consist of office, commercial, and single-family residential.

Single-family land uses extend from Iowa to Utah Avenues, between Evans Avenue and Woodard Drive, and from South Wadsworth Circle (Forest Glen neighborhood) to Yale Avenue (the West Gate neighborhood).

The land uses surrounding the Jewell/Wadsworth intersection consist of commercial and office uses, including banks, a hardware store, a grocery store, a gas station that is currently vacant, and other small to medium size businesses. A car dealership is located on the west side of Wadsworth just north of Evans Avenue.

Multi-tenant office buildings are located on the west side of Wadsworth Boulevard at Evans Avenue and from Woodard Drive to just north of Wadsworth Circle.

The east side of Wadsworth between Jewell Avenue and Yale Avenue is located within the City of Denver and unincorporated Jefferson County. Land uses consist of the Green Gables Country Club, private open space, a small single family neighborhood (which is located in the City of Lakewood), a church, and the Molly Brown House. Many survey respondents indicated that the open space and Molly Brown House are important landmarks to protect along the Corridor.



## Land Use Goals and Action Steps

The following goals and action steps were developed to help enhance the land use conditions along Wadsworth Boulevard. Highlighted action steps are considered high priority, transformative actions and are further discussed in the Implementation Chapter.

### **Goal LU1. Cluster commercial uses at major intersections and in other designated nodes.**

#### ***Why It's Important***

Many commercial corridors, including Wadsworth Boulevard, have become elongated strips of repetitive, one-dimensional retail landscapes. These areas are oriented primarily toward the automobile and lack a “sense of place”, which is something that survey respondents indicated was important to create along Wadsworth. Development within nodes, or clustered activity centers, helps to break up this monotony and creates clear areas of activity and intensity, with lower intensity uses such as office or lower-density multi-family residential located between nodes. Node development patterns help define a hierarchy of space, land use, and urban design, which in turn creates friendly, attractive, and walkable environments with a sense of place and community.

#### ***Supporting Action Steps***

LU1-1: Commercial developments of varying character, function, and scale are appropriate at the following designated nodes:

- 20<sup>th</sup> Avenue and Wadsworth Boulevard
- The east side of Wadsworth Boulevard from US 6 to Alameda Avenue, and the four quadrants of the Alameda/Wadsworth intersection to Ohio Avenue
- Mississippi Avenue and Wadsworth Boulevard
- Jewell Avenue and Wadsworth Boulevard

LU1-2: To ensure the Corridor looks and functions better, encourage the redevelopment of strip commercial areas and scattered retail uses that are not located in identified nodes into mixed-use, office, or lower-density multi-family residential developments.

LU1-3: Encourage the use of sustainable building practices and materials, such as recycling and re-use of asphalt and construction materials, during development and redevelopment efforts.

LU1-4: Encourage office, mixed-use, and lower-density multi-family residential uses between major intersections.



Examples of types of developments that could be appropriate within the designated nodes along Wadsworth.



**Goal LU2. Direct mixed-use development to designated nodes.**



***Why It's Important***

Mixed-use development includes a combination of several types of uses such as office, residential, and commercial. It is appropriate to cluster these uses at designated nodes that can be designed cohesively to create an environment that is walkable and supported by transit. When residential uses are included within a mixed-use development, it provides an opportunity to attract a more diversified workforce and generate new economic opportunities for entertainment, shopping, and dining businesses. Also, mixed-use developments that contain office and housing uses support retail by creating more customers and supporting longer business hours.

***Supporting Action Steps***

LU2-1: Designated nodes for mixed-use developments include:

- 20<sup>th</sup> Avenue and Wadsworth Boulevard
- The east side of Wadsworth Boulevard from US 6 to Alameda Avenue, and the four quadrants of the Alameda/Wadsworth intersection to Ohio Avenue
- The Mississippi Avenue and Wadsworth Boulevard area
- The Jewell Avenue and Wadsworth Boulevard area



These images depict various types of mixed-use developments that could be appropriate within the designated nodes along Wadsworth.

LU2-2: Mixed-use development should have a combination of residential, commercial, office, and/or entertainment uses and should encourage a balance of jobs to housing.

LU2-3: Encourage property owners to assemble small parcels along Wadsworth Boulevard to allow for office, mixed-use, and multi-family residential developments.

**Goal LU3. Create strong land use and transportation connections between the light rail station area and Lakewood Center.**

***Why It's Important***

Major investments and efforts have been made to create a downtown environment at Lakewood Center, which is defined in Chapter 2, *Key Plan Terms and Concepts*. Also, efforts to plan for and rezone the area at 13th and Wadsworth to Transit Mixed Use (TMU) have set the stage for development of a vibrant transit-oriented neighborhood. Both the light rail station area and Lakewood Center are zoned for high-density, mixed-use development with buildings allowed to be built up to 8 stories in height. It is envisioned that building heights in the node area along the east side of Wadsworth Boulevard between the light rail station area and Lakewood Center would generally be 3-5 stories. It is extremely important for these two major focus areas along the Corridor, which have local and regional significance, to be well connected through multi-modal transportation options and development patterns that support these options, such as walkable neighborhoods and transit-oriented design.

***Supporting Action Steps***

- LU3-1: Promote a transit system along the Wadsworth Corridor between the light rail station area and Lakewood Center that is linked to major nodes and is well-connected to adjacent neighborhoods via pedestrian and bicycle connections.
- LU3-2: Encourage redevelopment of existing commercially zoned areas east of Wadsworth near 1<sup>st</sup> Avenue and Wadsworth Boulevard into a high-density, mixed use, and multi-family residential node.
- LU3-3: Explore the concept of a frontage road/multi-way boulevard design adjacent to the east side of Wadsworth Boulevard between 5<sup>th</sup> Avenue and Alameda Avenue as properties develop or redevelop. This design allows for parallel movement along Wadsworth Boulevard and can help create a pedestrian-oriented environment.
- LU3-4: Direct higher density, mixed-use development to nodes between, and including, the Transit Mixed Use (TMU) area and Lakewood Center. The highest densities should be in the TMU area and at Lakewood Center, as supported by the existing zoning. Pedestrian-oriented neighborhood uses should be encouraged in these areas to create an environment where people can live, work, shop, and dine.
- LU3-5: Promote a strong sense of community on Wadsworth Boulevard between the light rail station area and Lakewood Center by maintaining existing and developing new public gathering places; creating a lively environment in which to live, work, or play; and providing more convenience with a variety of desirable land uses and destinations that are accessible by foot, bicycle, transit, or automobile.
- LU3-6: Promote a continuous, coordinated streetscape along Wadsworth Boulevard between the light rail station area and Lakewood Center.



These images depict land use and transportation patterns that can help to connect important centers and create a sense of place.

**Transit Oriented Development (TOD)**

TOD is characterized by a pedestrian-oriented environment that allows people to live, work, shop and play in places accessible by transit. This is achieved by locating the development near transit, providing a mix of land uses that support transit ridership, and utilizing urban design practices that create a pedestrian friendly environment.





Examples of wall and landscaping treatments that can help mitigate the impacts of noise on residential neighborhoods located adjacent to transportation corridors..



#### **Goal LU4.**

Protect the character, use and zoning of existing single-family residential neighborhoods that are adjacent to, but may not front on, Wadsworth Boulevard by supporting mitigation efforts to ensure additional negative impacts to these neighborhoods are minimized and existing negative impacts are reduced, where possible.

#### ***Why It's Important***

Many established residential neighborhoods located near Wadsworth Boulevard benefit from their proximity to a major urban corridor and the transportation and commercial amenities it provides. However, these neighborhoods are also negatively impacted by Wadsworth Boulevard—primarily because of noise and traffic. Noise walls and landscaping improvements are in place in several areas along the Corridor to help mitigate these negative impacts. Efforts to discourage traffic from cutting through residential neighborhoods should also be encouraged. Site design also plays an important role in buffering neighborhoods. Negative impacts from future development along the Corridor, or from improvements to the roadway itself, should be mitigated to minimize disturbance to these established neighborhoods.

#### ***Supporting Action Steps***

LU4-1: Encourage neighborhood participation in the Performance-Based Review Process for applicable development proposals.

LU4-2: Coordinate with CDOT, neighborhood organizations, and HOA's on any changes to Wadsworth Boulevard, including future widening, to mitigate negative impacts to residential neighborhoods.

LU4-3: Encourage transitions between uses along Wadsworth Boulevard and the surrounding neighborhoods through building design, site layout, landscape buffers, and other screening techniques such as attractively designed and coordinated walls or fences.



**Goal LU5:** Promote the preservation of existing, and the development of new park and open space facilities.

***Why It's Important***

Parks and open spaces are important features of a livable community and are land uses that survey respondents recognized as important to protect and enhance along Wadsworth Boulevard. Large open spaces, such as Belmar Park, are unique in an urban setting and should be preserved. Opportunities to create new parks, such as Two Creeks Park, should be embraced. Also, opportunities exist to create smaller pocket parks and public gathering spaces within new developments along Wadsworth.

***Supporting Action Steps***

LU5-1: Work with the Lakewood Community Resources Department to support the development of Two Creeks Park and provide strong pedestrian and bicycle connections between the park and Wadsworth Boulevard.

LU5-2: Protect and enhance the major parks and open spaces along the Wadsworth Corridor, including Belmar Park and Bear Creek Greenbelt.

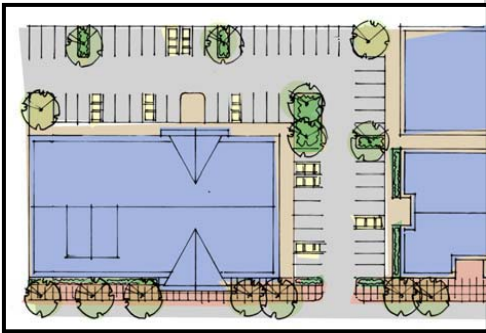
LU5-3: Encourage the development of a passive use recreation facility at the detention basin near 26<sup>th</sup> Avenue and Wadsworth Boulevard to make it an attractive entrance feature and community amenity.

LU5-4: Promote the creation of small outdoor public gathering spaces as part of any new development and redevelopment.

LU5-5: Recognize that floodplains cross the Wadsworth Corridor and that adjacent development should not negatively impact these areas with their design.



Examples of a variety of park and open space uses that are appropriate for the Wadsworth Corridor.



Examples of shared parking and consolidated access points.



### Goal LU6.

In identified locations on Wadsworth Boulevard, support the assemblage of parcels that contain single-family homes and homes that have been converted to businesses for redevelopment.

#### *Why It's Important*

Single-family residential structures that contain office or commercial uses with individual drive accesses from Wadsworth Boulevard exist along the Corridor. Survey respondents indicated concern with traffic congestion along Wadsworth Boulevard and the lack of unconsolidated access for these parcels increases the congestion problem. These parcels are often small and it is recommended that property owners assemble parcels to allow for development of office or lower-density multi-family residential uses with combined access and coordinated circulation.

#### *Supporting Action Steps*

LU6-1: Along Wadsworth, encourage owners of single family homes and homes that have been converted to businesses to consolidate accesses directly onto Wadsworth through easements, shared access, and/or coordinated parking lots between individual properties. Accesses to businesses should be encouraged to be connected so that traffic is not directed into residential neighborhoods.

LU6-2: The assemblage and redevelopment of parcels that contain single-family homes and homes converted to businesses on Wadsworth Boulevard between 26<sup>th</sup> Avenue and Mississippi Avenue by interested property owners should be encouraged.

LU6-3: South of Mississippi Avenue on Wadsworth, single-family homes and homes that have been converted to businesses, particularly where access is off of a frontage road and not directly from Wadsworth Boulevard, are desirable.

**Goal LU7. Make Lakewood Center more visible as “Downtown Lakewood.”**

***Why It's Important***

Over the last few decades, a concerted effort has been made to direct civic, cultural, office, retail, and residential uses to the Lakewood Center, which includes all 4 quadrants of the Alameda/Wadsworth intersection. In the early 2000's, the former Villa Italia mall site was redeveloped as Belmar, which serves as a downtown center for the City of Lakewood. Several adopted City plans identify this area as Downtown Lakewood and it is important to continue to expand on this momentum to ensure a vibrant center that serves Lakewood's citizens and visitors.

***Supporting Action Steps***

LU7-1: Explore the option of installing wayfinding signage along the Wadsworth Corridor to direct people to “Downtown Lakewood.”

LU7-2: Plan for numerous and efficient transit connections to Lakewood Center from other parts of the City.

LU7-3: Create stronger bicycle and pedestrian connections within Lakewood Center between Belmar, City Commons, and Belmar Park to integrate the civic, commercial, residential, and open space uses.

LU7-4: Encourage the development of housing that is mixed by type, price, and style and is suitable for residents of all ages and abilities.

LU7-5: Link office and residential uses to retail and entertainment areas to encourage employees and residents to purchase goods within the area.



These images exhibit land uses and urban design elements that may be appropriate for Downtown Lakewood.



## 6. Urban Design and Streetscape Vision

The urban design and streetscape along public highways, such as Wadsworth Boulevard, greatly impacts the quality and character of the visual environment. It is estimated that approximately 1/3 of a City's land area is comprised of streets and their rights-of-way, including medians and sidewalks. Research has shown that the view from the road is the basis for much of what people know about the everyday environment in which they live, work, and travel and helps to shape their image of the urban landscape (FHWA, 1988).

Streets are quickly becoming our most valued and viewed public spaces and the look and feel of the buildings and streetscape design along our streets has a major impact on all users of the street. This is particularly relevant along Wadsworth Boulevard, which carries a high volume of local and regional traffic and is a main entry into and passageway through the City of Lakewood. The urban design and streetscape along the Wadsworth Corridor plays an important role in shaping motorist, pedestrian, bicyclist, and transit users' perceptions about Lakewood and influences whether they want to stop and visit businesses and destinations along the Corridor, or pass through to a more inviting destination.

### What is Urban Design and Streetscape?

Urban design and streetscape refer to the location, scale, form, and design of public and private buildings and open spaces and the way in which these spaces, including streets and their adjacent right-of-way, are viewed, experienced, and used by people.

Aspects of privately owned spaces, such as buildings and parking lots, strongly affect urban design through the style, height, density, and design of the buildings and the sites in which they are located as well as through the color, materials, and architecture of the buildings. The placement of buildings, including how far they are set back from the street and sidewalk, and the location of the parking lot in relation to the building greatly influence the visual character along the Wadsworth Corridor.

Public spaces and rights-of-way involve both a visual element as well as a physical element of the street. A well-designed streetscape should be attractive, easy to navigate, inviting, safe, and should help create a "sense of place". The design of such a streetscape includes many considerations, including:

- Landscaping
- Paving
- Medians
- Signage
- Lighting
- Amenities (street furniture, banners, etc.)
- Public spaces, such as plazas and parks

Street trees and landscape planting areas are a very important part of the streetscape and not only help to soften the roadway and visually define pedestrian zones, but also enhance pedestrian comfort and safety when used adjacent to curbs to separate pedestrians from vehicular traffic.



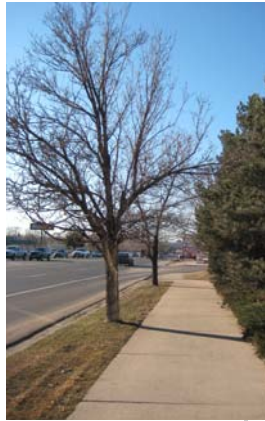
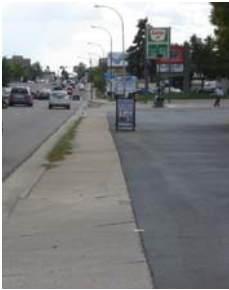
This attractive building was built close to the street with vehicular and pedestrian access through the building to a rear parking lot.



This streetscape exhibits interesting paving patterns and materials, pedestrian-scale lighting, and attractive landscaping that helps to soften the hardscape of the street and buffer pedestrians from vehicular traffic.



Rendering of a major highway corridor (that is similar in scale to Wadsworth) with streetscape enhancements. Source: City of Shoreline, WA. Aurora Corridor Project



Sidewalk conditions along Wadsworth. Clockwise from top left: attached sidewalk, detached sidewalk, footpath resulting from lack of sidewalk.

The design of the streetscape plays a critical role in how people interact with the street. If sidewalks are detached from the street with a buffer separating the pedestrian from the street, it is a safer and much more comfortable pedestrian environment than a sidewalk that is attached to the street and located directly adjacent to moving traffic.

It should be noted that streetscape improvements would occur over time in conjunction with future development or redevelopment, road improvements, or potentially through a publicly funded capital improvement project.

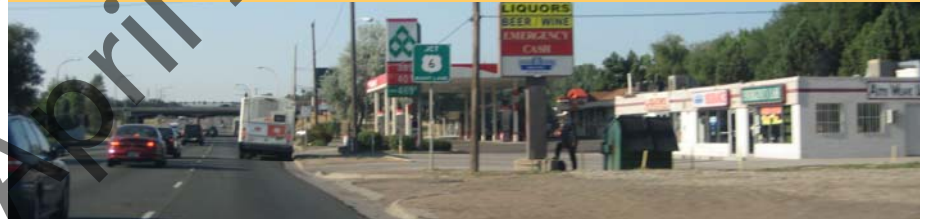
Throughout the planning process, citizens indicated their desire to improve the pedestrian, transit, and bicycle environment along Wadsworth Boulevard. Survey respondents overwhelmingly indicated their preference for detached sidewalks as opposed to attached sidewalks. Survey respondents also indicated that the design of buildings and the aesthetics along the Wadsworth Corridor was important to them (please refer to the Survey Results in the Appendix).

## Urban Design and Streetscape Existing Conditions

In general, much of the Wadsworth Boulevard Corridor today consists of automobile dominated streetscapes with inconsistent building setbacks, parking lots in front of buildings, limited pedestrian and bicycle infrastructure, and a lack of landscaping.

Several areas along the Corridor have a more established and coordinated streetscape, such as the area south of US 6, and the Lakewood Center area near Alameda Avenue and Wadsworth Boulevard. The following images and descriptions depict the current overall urban design and streetscape conditions along the Wadsworth Corridor within the study area.

### 26<sup>th</sup> Avenue to US 6



The section of the Corridor from 26<sup>th</sup> Avenue to US 6 primarily consists of intermittent attached sidewalks and footpaths where sidewalks are lacking. There are few street trees and little or no landscaping along the side of the road. Raised medians, both landscaped and hardscaped, exist in a few limited areas, but primarily this part of the Corridor consists of 4 travel lanes and a continuous center turn lane.

Buildings are primarily single story and are set back from the street with parking located in front of the buildings. Numerous curb cuts exist and few businesses have shared accesses, which results in a streetscape that is dominated by pavement.

The Creekside development, located at the intersection of Colfax and Wadsworth, exhibits newer buildings that are closer to the street with attractive landscaping. This area was mentioned by survey respondents as an attractive redevelopment along the Wadsworth Corridor.





## US 6 to Kentucky Avenue



Between US 6 and Kentucky Avenue, there is a more complete sidewalk network with both attached and detached walks. There are 6 travel lanes for most of this stretch of the Corridor with raised medians in many areas that are planted with shrubs and trees. Many businesses have shared accesses and consolidated curb cuts along the east side of Wadsworth Boulevard. The west side of the street has numerous curb cuts with few shared accesses, and many single story single-family home structures that have special use permits and have been converted to office or retail uses.

There are several big box retailers and a shopping center with large surface parking lots along this part of the Corridor, particularly along the east side.

The intersection of Alameda and Wadsworth, referred to as Lakewood Center, is a major focal point along the Corridor with a coordinated streetscape and higher density, mixed use, and civic buildings at Belmar and City Commons (the two primary developments in the Lakewood Center Area). A large expanse of open space exists at Belmar Park with views west to the mountains.

Survey respondents repeatedly acknowledged the significance of this section of the Corridor, including the importance of protecting the open space at Belmar Park and the identification of Belmar and City Commons as attractive developments that have been a positive change along the Corridor during the last 10 years.







## Kentucky Avenue to Iowa Avenue



Between Kentucky Avenue and Iowa Avenue there are attached and detached intermittent sidewalks and 4 travel lanes with both raised, landscaped medians and continuous center turn lanes. Very little landscaping exists along the side of the road.

Buildings are primarily single-story, except for taller office buildings near several major intersections. Single-family residential properties are separated from Wadsworth Boulevard by a landscaped tree-lawn on the east side of the street and a hardscaped median on the west side of the street.

A commercial node exists at Wadsworth and Mississippi Avenue and is characterized by several strip commercial developments and surface parking lots. The area does not exhibit a cohesive development pattern.

## Iowa Avenue to Yale Avenue



Between Iowa Avenue and Yale Avenue sidewalks are primarily attached and there are 4 travel lanes with a continuous center turn lane, and raised hardscaped medians in a few locations. Median and side of the road landscaping along this part of the Corridor is sparse.

There are several areas of single-family homes separated from Wadsworth Boulevard by a raised median that is landscaped along the east side of the street. A commercial node exists at the intersection of Jewell and Wadsworth with large surface parking lots, unconsolidated curb cuts, and a lack of cohesive design. South of Jewell Avenue, office buildings on the west side of the street are separated from Wadsworth Boulevard via a raised median. Single-family residential properties exist along the west side of Wadsworth near Yale Avenue and are separated from Wadsworth Boulevard by a 6' concrete wall and a very narrow sidewalk. The east side of Wadsworth between Jewell and Yale primarily consists of private open space and a golf course.

## Urban Design and Streetscape Goals and Action Steps

The following goals and action steps were developed to help enhance the urban design and streetscape along Wadsworth Boulevard. Highlighted action steps are considered high priority, transformative actions and are further discussed in the Implementation Chapter.

**Goal UDS1. Promote urban design that supports pedestrian, bicycle, and transit choices.**

### *Why It's Important*

Effective site design can enhance the attractiveness, convenience, and safety of walking, cycling, and transit use, while not compromising the efficiency of automobile travel. A goal of this Plan is for Wadsworth to become a “complete street” (as defined in Chapter 2, *Key Plan Terms and Concepts*) and proper site design will help achieve this goal.

### *Supporting Action Steps*

UDS 1-1: Pedestrian-scale architecture and site design that utilizes sustainable buildings and lighting should be encouraged where appropriate to create and enhance the pedestrian environment.

UDS 1-2: If large parcels are redeveloped in the future at locations such as 20<sup>th</sup> Avenue/Wadsworth Boulevard and Jewell Avenue/Wadsworth Boulevard, a street grid/block system should be encouraged to facilitate pedestrian and bicycle transportation connections.

UDS 1-3: Buildings should be designed to have entrances that are tied to the public and private pedestrian network (including parking lots) via well-connected interior pedestrian access ways.

UDS 1-4: Transit stops should be attractively designed with appropriate shelters and with strong connections to the pedestrian and cycling network.

UDS 1-5: Promote the public health benefits of designing the urban environment along Wadsworth Boulevard to be a friendlier place for persons of all ages and abilities to navigate via foot or bicycle.



Examples of urban design that supports multi-modal transportation choices.





Attractive streetscape elements, such as decorative fencing, landscaping, and street furniture.



**Goal UDS2.** Create a clear identity for Wadsworth Boulevard, which is a major gateway into and through the City of Lakewood, by using attractive urban design and streetscape elements.

#### *Why It's Important*

Wadsworth Boulevard extends from Highway 36 in the north to C-470 in the south and connects numerous jurisdictions throughout the west Denver metropolitan area. Survey respondents indicated the importance of creating a unique identity for Wadsworth Boulevard as it passes through Lakewood, since it is traveled by tens of thousands of people each day and influences travelers' perceptions of the City. Several action steps in this Plan recommend improving the streetscape and urban design on Wadsworth through design guidelines. Any guidelines that are created should allow for creativity and flexibility and provide general guidance, not dictate exactly what the Corridor should look like.

#### *Supporting Action Steps*

UDS 2-1: Create and implement a sign plan for Wadsworth Boulevard between Colfax Avenue and Lakewood Center to provide an integrated and unique theme for signage. Explore the possibility of overhead banners and "Welcome to Lakewood Center/Downtown" or "Welcome to Lakewood" signage as well as wayfinding signage for locations such as the Heritage Center, City Hall and the light rail station. Wayfinding signage could be located on Wadsworth Boulevard or on east/west streets where they intersect with Wadsworth.

UDS 2-2: Discourage large expanses of surface parking and encourage shared parking between adjacent, compatible uses.

UDS 2-3: Encourage the use of decorative fencing, low walls or landscaping to screen parking lots that are located in front of buildings.

UDS 2-4: Encourage a unified landscape theme with variation between different character areas along the Corridor.

UDS 2-5: Promote the use of public art as part of the streetscape where appropriate.

UDS 2-6: Work with CDOT to implement attractive landscape gateway entrance features in the public right-of-way as part of the US6/Wadsworth Boulevard improvements.

UDS 2-7: Where practical, place utility lines underground.



UDS 2-8: Encourage landscaping in the tree lawn along the west side of Wadsworth Boulevard between Iowa Avenue and Jewell Avenue to improve the aesthetics along this part of the Corridor and to screen the residential area from Wadsworth Boulevard. The landscaping should complement the landscaping that exists along the east side of the Corridor in this location.

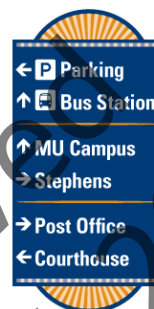
UDS 2-9: Work with Jeffco Public Schools to ensure that School District properties relate well to Wadsworth Boulevard and serve as amenities to the Corridor.

UDS 2-10: Encourage the use of attractive materials and colors for bridge treatments and other hardscaped areas along Wadsworth Boulevard.

UDS 2-11: To provide identity along the Wadsworth Corridor, create streetscape design guidelines to address street furniture and amenities, walls, fencing, lighting, landscaping, etc.



Wayfinding signage, public art, attractive landscaping, and gateway entrance features can help create identity along an urban corridor, such as Wadsworth Boulevard.



**Goal UDS3. Improve the visual character of existing buildings and properties along the Wadsworth Corridor.**

#### *Why It's Important*

Survey respondents indicated that the buildings along the Corridor should be attractively designed. They also noted that the architecture and design of many of the existing buildings and properties along the Corridor is not pleasing. Minor modifications to buildings and their sites, if the property owner chooses to do so, can vastly improve streetscape aesthetics and urban design along Wadsworth and make it a more inviting destination.

#### *Supporting Action Steps*

UDS 3-1: Create design guidelines for façade improvements.

UDS 3-2: Work with the City of Lakewood's Code Enforcement Division to be proactive in addressing code violations of properties along Wadsworth.

UDS 3-3: Promote available grant opportunities to property owners and tenants in designated grant areas.



Façade improvements at 457 Wadsworth Boulevard enhanced the aesthetics of this building.



Modern addition to an older building.

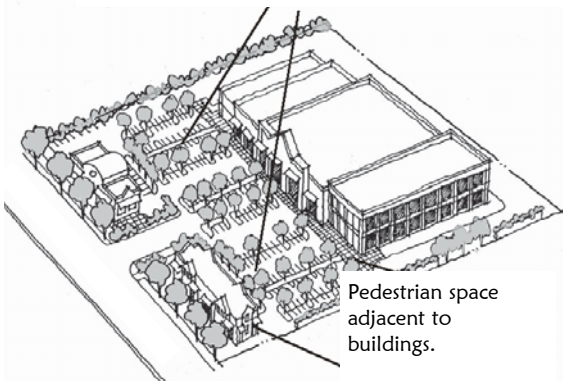


New buildings with attractive site and architectural design.

### Low Impact Development (LID)

LID comprises a set of approaches and practices that are designed to reduce runoff of water and pollutants from the site where they are generated. LID techniques help reduce the impact of development on surface and ground water and should be utilized where possible to create a more sustainable environment along Wadsworth Boulevard.

Multiple walkways through a shared parking lot and landscaping connect the site to the adjacent street(s) and create smaller parking areas in place of one large parking lot.



**Goal UDS4.** Improve the aesthetics of the Corridor by encouraging new development and redevelopment to be attractively designed through both site and architectural design, and to utilize sustainable building practices.

#### Why It's Important

Survey respondents indicated the need to improve the aesthetics along the Corridor. When new development and redevelopment occurs along Wadsworth, it is an excellent opportunity to encourage improved aesthetics through attractive design of buildings and the sites in which they are located.

#### Supporting Action Steps

UDS4-1: Create architectural and site design guidelines for the Wadsworth Corridor.

UDS 4-2: Utilize the Performance-Based Review Process as outlined in the City of Lakewood Zoning Ordinance to ensure high-quality design that is compatible with surrounding land uses and neighborhoods.

UDS 4-3: Promote a coordinated architectural style within each designated node area to provide interest and to help create a sense of place.

UDS 4-4: Encourage new development and redevelopment of transit oriented nodes to utilize sustainable building practices, techniques, and materials.

**Goal UDS5.** Within the designated nodes, help define the street through building placement, building design, and site design.

#### Why It's Important

There are several designated nodes along the Wadsworth Corridor, as defined in Chapter 2, *Key Plan Terms and Concepts*. These nodes help break the monotony, create a sense of place along the Corridor, and create unique environments where citizens can live, work, and play. Design of these nodes is important and the use of Low Impact Development techniques, as defined in Chapter 2, *Key Plan Terms and Concepts*, should be incorporated into site design where possible. Building heights within the nodes are envisioned to be taller than buildings along other parts of the Corridor. Within the TMU and Lakewood Center areas, existing zoning allows buildings up to 8 stories in height. In other nodes along the Corridor it may be appropriate for buildings to generally be 3-5 stories in height. In addition, it is important for buildings to “step down” or transition to lower heights where the node area meets an adjacent residential neighborhood.

### *Supporting Action Steps*

UDS 5-1: Promote an attractive “street wall” at designated nodes on Wadsworth by encouraging buildings to be located near the street with primary entries oriented both to the street and to parking at the sides or rear of the building.

UDS 5-2: Encourage taller buildings at designated nodes.



Examples of buildings that help define the street through their placement and design.

**Goal UDS6.** Use climate-sensitive landscaping and streetscape design to ‘soften’ the roadway and improve the pedestrian environment along the Wadsworth Corridor.

#### *Why It’s Important*

Wadsworth Boulevard is a major automobile thoroughfare. However, as land uses and transportation modes along the Corridor shift, it is important to provide a safer and more comfortable environment for pedestrians. One way to do this is by mitigating the effect of the large expanses of pavement, while being mindful of the relatively harsh conditions adjacent to the roadway and the semi-arid climate that determines the type of vegetation that should be planted along the roadway.

#### *Supporting Action Steps*

UDS 6-1: Whenever possible, protect existing mature trees along the Corridor and replace dead or removed trees with new trees.

UDS 6-2: Between the sidewalk and the road in new development or redevelopment, encourage drought tolerant and water smart landscaping that is resistant to de-icing and snow control chemicals in order to provide a buffer between moving traffic and pedestrians.

UDS 6-3: Work with the business associations to promote landscaping and sidewalk maintenance within each respective business association area.

UDS 6-4: Incorporate landscaped medians in appropriate locations.



Landscaping in the median helps mitigate large expanses of pavement.



## 7. Economic Development Vision

The Wadsworth Boulevard Corridor is not only an important transportation corridor, it is also an important service and retail corridor. Over half of the respondents to the Corridor Plan survey indicated that they frequent businesses along the Wadsworth Corridor several times each week or every day. Survey respondents also indicated that they value the variety and diversity of shops and businesses located along Wadsworth and they would like to see the diversity maintained and enhanced.

However, survey respondents also expressed concern related to properties and areas along the Corridor that appear to be losing vitality or contain undesirable or underutilized businesses. Respondents indicated that improvements should be made to ensure that the Corridor remains vital.

The type and condition of business areas along the Corridor varies. Along many areas of the Corridor, the businesses are independent retail and service providers that have been in business at their current location for many years. Some buildings are owner-occupied, while others are occupied by tenants. Many of the businesses are relatively small and generally have fewer than 10 employees. Overall, business owners consider their location in central Lakewood and being located on busy Wadsworth Boulevard as vital to attracting customers.

Most customers use an automobile to access businesses along Wadsworth. However, during stakeholder interviews and business surveys conducted by CDOT in 2008 for the US 6/Wadsworth Boulevard Environmental Assessment, most business owners indicated support for, and recognition of, the need to upgrade the pedestrian and bicycle facilities along Wadsworth Boulevard for safety reasons and to provide their customers and employees with more options to access their business.

Respondents to the Wadsworth Boulevard Corridor Plan survey indicated that in the future they would like to see the following businesses in each area:

### 26th Avenue to US 6

- Non-fast food restaurants, grocery store, book store, small businesses, clustered shopping, offices

### US 6 to Mississippi Avenue

- Book store, hotel, clustered shopping, restaurants, small businesses, offices

### Mississippi Avenue to Yale Avenue

- Restaurants, book store, hardware store, small businesses, offices



These pictures depict images of the types of businesses survey respondents indicated they would like to see along Wadsworth. Examples include hotels, restaurants, grocery stores, and book stores.



### Sales Tax Revenues Analysis

One way of analyzing the vitality of businesses along Wadsworth is to look at sales tax revenues from the commercial areas along the Corridor. Obviously, the sales tax generated along the Corridor varies significantly as some areas of the Corridor are primarily commercial, while other areas consist primarily of residential with a few commercial buildings. The graph below illustrates the sales tax revenues generated within a 1/4 mile of Wadsworth Boulevard between 1995 and 2007.

The graph shows several interesting trends. An overall trend is the upward growth in revenues after 2005. This growth is a result of the City's sales tax increase, which raised the tax on goods by 1% for most locations in the City.

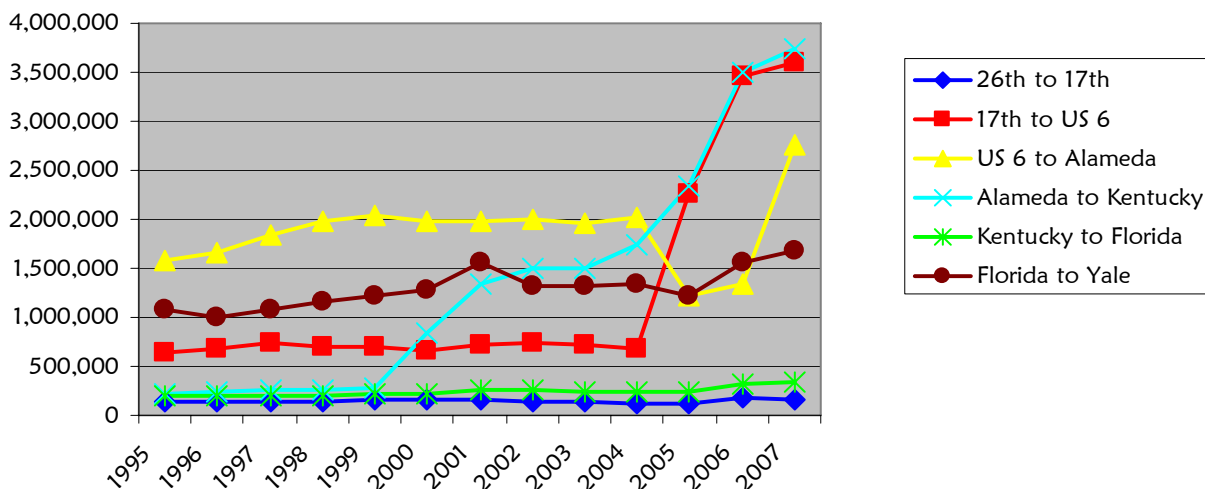
The areas of the Corridor that have seen the largest spikes in sales tax revenue since 1995 are:

- 17th Avenue to US 6 — This area had the largest increase in sales tax revenues, which can be attributed to the Creekside development, including the Wal-Mart Supercenter, at Colfax and Wadsworth.
- US 6 to Alameda Avenue — There was a slight downturn in revenues when the Wal-Mart at 440 Wadsworth closed, but since it re-opened in late 2006, sales tax revenues have steadily increased.
- Alameda Avenue to Kentucky Avenue — From 1995 to 1999, sales tax revenues were flat as Villa Italia declined. After 2000, with the opening of Lakewood City Commons and then Belmar, sales tax revenues have greatly increased.

Areas along the Corridor where sales tax revenues have not substantially increased, even after the 2005 tax increase, include: the area north of 17th Avenue; the area between Kentucky and Florida, which includes the Mississippi Avenue and Wadsworth commercial node; and the area between Florida Avenue and Yale Avenue, which includes the Jewell/Wadsworth commercial node. The lack of a substantial tax revenue increase is not necessarily a problem, as many of these areas are dominated by residential uses.

This Plan provides goals and action steps to support economic development in all areas along the Corridor, including the areas where sales tax revenues have not increased in recent years.

**Wadsworth Corridor Sales Tax Revenues 1995—2007**  
(in millions \$)





## Economic Development Existing Conditions

Economic development conditions along the Corridor vary, with a mix of small, local businesses and larger, national chains.

The following images and descriptions depict the current overall economic development conditions along the Wadsworth Corridor within the study area.

### 26<sup>th</sup> Avenue to US 6



From 26th Avenue to US 6, most commercial buildings are single-tenant office and small-scale retail establishments that primarily attract local customers. Exceptions include larger strip malls at the northwest and southeast corners of 20th Avenue and Wadsworth Boulevard, and the Creekside development at Colfax and Wadsworth, which consists of a Wal-Mart Supercenter and commercial pad sites.

### US 6 to Kentucky Avenue



Between US 6 and Kentucky Avenue there are many national chains and businesses that attract customers from a regional area. A Wal-Mart Supercenter is located at 440 Wadsworth Boulevard and a small shopping center exists at Fairfield Commons, located on the east side of Wadsworth at 1st Avenue.

The west side of Wadsworth Boulevard between US 6 and Alameda Avenue consists of individual businesses on small lots and single-family homes that have special use permits to operate as office and retail businesses.

Lakewood Center, which is located at Alameda and Wadsworth, contains the Belmar and City Commons developments, which are popular regional shopping destinations. Many survey respondents identified the Lakewood Center area as one of the most important destinations along the Corridor. City offices, banks, and other office employment also exist in this area.







## Kentucky Avenue to Iowa Avenue



Between Kentucky Avenue and Iowa Avenue there is a small commercial area at the Mississippi/Wadsworth intersection with strip malls at the northwest and northeast corners, and a few stand-alone commercial and office buildings between Mississippi Avenue and Florida Avenue. Most of the businesses are smaller in scale, locally owned, and attract local customers.

## Iowa Avenue to Yale Avenue



Between Iowa Avenue and Yale Avenue, commercial businesses and offices are clustered near Jewell Avenue and along the west side of Wadsworth from Jewell Avenue to Morrison Road.

Most of the businesses in this area are small to medium in scale and primarily attract local customers. There are several strip commercial developments at the Jewell/Wadsworth intersection and stand alone office buildings near Morrison Road. A car dealership exists on the west side of Wadsworth Boulevard one block south of Jewell Avenue.

The Jewell/Wadsworth Specific Area Plan, which was adopted in 1999, recommends that the area consist of small to medium size businesses that provide specialty goods and service(s) to neighboring residents. The Plan also recommends that the area be clean, vital, well maintained, landscaped, and attractive. This Plan supports those goals. Currently, there are vacant properties in this area and survey respondents indicated concerns with the visual character and business mix of this commercial area.



## Economic Development Goals and Action Steps

The following goals and action steps were developed to help enhance the economic development conditions along Wadsworth Boulevard. Highlighted action steps are considered high priority, transformative actions and are further discussed in the Implementation Chapter.

### **Goal ED1. Improve the success of businesses along the Wadsworth Corridor.**

#### ***Why It's Important***

Many citizens and business owners rely on the vitality of Wadsworth Boulevard as a service and retail corridor. The Corridor is traveled by tens of thousands of people each day and there is great potential for businesses along the Corridor to capitalize on the high volume of potential customers.

#### ***Supporting Action Steps***

- ED1-1: The City and local businesses associations should explore developing a cohesive marketing effort that brands the Wadsworth Boulevard Corridor, including Lakewood Center, as a unique place and a great area for businesses.
- ED1-2: The City and local business associations should work together to find solutions for common problems, such as access, graffiti, and deterioration of buildings and properties.
- ED1-3: Continue to actively recruit new businesses that complement and enhance existing businesses in the Corridor.
- ED1-4: Encourage owners of business and commercial properties to participate in available grant programs to improve signage, landscaping, and facades.

### **Goal ED2. Enhance the economic vitality of the Wadsworth Corridor.**

#### ***Why It's Important***

Some survey respondents indicated concern with the condition of properties and the types of businesses along Wadsworth. Over 40,000 people travel Wadsworth Boulevard each day, and it is therefore important to enhance the existing businesses and promote diverse and high-quality future businesses to maintain and improve the economic vitality of the Corridor. The Land Use Report, identified in Action Step ED2-2, is defined in Chapter 2, *Key Plan Terms and Concepts*.

#### ***Supporting Action Steps***

- ED2-1: The City and local business associations should work with developers, property owners, and businesses to target appropriate locations for commercial and office uses to aid in their success.
- ED2-2: Use the City's biannual Land Use Report to target development and redevelopment efforts.





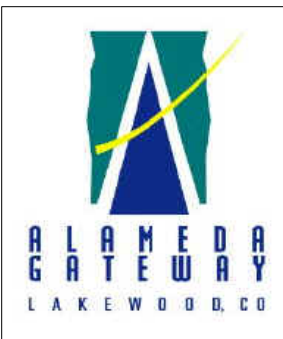


Designed To



Small Business is Big Business in Lakewood

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For more information call 303.987.7730



### **Goal ED3. Support locally owned and small businesses to enhance Wadsworth Boulevard as a unique corridor.**

#### ***Why It's Important***

Many small and locally owned businesses exist along Wadsworth Boulevard and it is an important goal of the City to support and enhance them. City of Lakewood Economic Development specialists currently conduct business visits to provide assistance and answer questions about programs and available grants. Three local business associations currently exist within the study area, the West Colfax Community Association (WCCA), the Alameda Gateway Community Association (AGCA), and the Jewell/Wadsworth Area Business Association (JWABA). These groups are instrumental in promoting and cultivating the businesses and areas in which they are located.

#### ***Supporting Action Steps***

ED3-1: Encourage small business owners to join local business associations.

ED3-2: Continue to conduct business visits to answer questions and promote resources that are available to support small business owners.

ED3-3: The City and local business associations should consider marketing strategies that will brand, and emphasize the importance of, small and locally owned businesses along the Wadsworth Corridor.

### **Goal ED4. Work with property owners and tenants to help improve identified commercial areas along the Corridor that have experienced economic decline but have the potential to remain viable.**

#### ***Why It's Important***

The sales tax revenue data indicates that many areas along the Wadsworth Corridor are performing well, but also that a few areas could possibly perform better. These areas include the portion of the Corridor between 26th Avenue and 17th Avenue, the Mississippi/Wadsworth commercial node, and the Jewell/Wadsworth commercial node. It is important to support the property owners and tenants within these areas to help create a strong commercial environment.

#### ***Supporting Action Steps***

ED4-1: Support JWABA and AGCA in outreach efforts to encourage businesses near the Mississippi Avenue/Wadsworth Boulevard area to join established business associations.

ED4-2: Work with JWABA and property owners in the Jewell/Wadsworth Area to review and possibly update the 1999 Jewell/Wadsworth Specific Area Plan.

ED4-3: Support business owners between 26th and 17th Avenues in efforts to strengthen this area, which is a gateway into the City of Lakewood, by conducting business visits, exploring the possibility of expanding the WCCA boundaries to include this area, or by pursuing other appropriate strategies.



## 8. Implementation

Implementation of all action steps within this Plan is important to the long-range function and appearance of Wadsworth Boulevard. However, implementation must be considered in light of available staff and resources, as well as market conditions. Many action steps will only be implemented through private development or redevelopment, or by CDOT during roadway improvement projects. This Plan recognizes these challenges and the importance of allowing for flexibility and working with adjacent property owners to minimize impacts to the extent possible. Because of these challenges, some action steps may not be implemented for many years to come.

To ensure the Plan vision is achieved in a timely fashion, the Advisory Committee, citizens, and staff considered the action steps and determined which they felt were most important to implement first to serve as catalysts to transform the Corridor. These high priority action steps are identified as **Transformative Action Steps** and are highlighted below. Some Transformative Action Steps may be easy to implement in the short-term, while others may be more difficult and lengthy to implement but are considered instrumental to the success of this Plan. Non-transformative action steps are also extremely important and are identified below as short-term, longer-term or ongoing action steps. **Short-term Action Steps** generally begin within two years of plan adoption; **Longer-Term Action Steps** generally begin after 2 years of plan adoption; **Ongoing Action Steps** may already be underway at the time of adoption and are expected to continue into the future. It should be noted that longer-term action steps are not lower in priority, but are expected to take longer to implement for a variety of reasons. Ongoing action steps may involve a combination of short-term planning and longer-term implementation strategies to achieve the action step.

The City departments, outside agencies, and business associations that may be involved with implementation are below:

### City of Lakewood Departments

Community Planning and Development—CPD

Public Works—PW

Community Resources—CR

Employee Relations—ER

### Agencies

Colorado Department of Transportation—CDOT

Regional Transportation District—RTD

Denver Regional Council of Governments—DRCOG

### Business Associations

Alameda Gateway Community Association—AGCA

Jewell/Wadsworth Area Business Association—JWABA

West Colfax Community Association—WCCA

**Goal T1.** Make Wadsworth Boulevard a complete street by developing a pedestrian, bicycle, and transit network that effectively transports people and goods along and across Wadsworth Boulevard.

### *Transformative Action Step*

**T1-1:** Encourage the use of a complete streets policy along Wadsworth Boulevard to ensure the Corridor is designed for all users, including pedestrians, cyclists, children, and persons with disabilities.



Action Step	Timeframe	Implementation Strategies	Partners/Coordination
T1-1: See Above.	Short-Term	Existing City staff and budget—Pursue adoption of a complete streets policy or guidelines	CPD, PW CDOT RTD DRCOG
T1-2: Complete the sidewalk network along both the east and west sides of Wadsworth Boulevard by installing sidewalks at all locations where they are missing and by repairing deteriorated sections of sidewalk.	Longer-Term	Private development/redevelopment  CDOT roadway projects  City of Lakewood—federal/state funding (e.g. Community Development Block Grants) and City funding programs	CDOT PW, CPD
T1-3: Encourage the provision of detached sidewalks, including 10-foot or wider sidewalks in higher use areas, during roadway improvement projects and through private development and redevelopment where possible given competing demands.	Ongoing	Private development/redevelopment  CDOT roadway projects	CDOT

Action Step	Timeframe	Implementation Strategies	Partners/Coordination
T1-4: Install pedestrian countdown signals at signalized Wadsworth crossings and crossings of arterials along Wadsworth where countdown signals currently do not exist.	Short-Term	City funding programs/grants	PW/ CDOT
T1-5: At the time intersections with traffic signals are improved, consider providing pedestrian refuge islands in medians to encourage safe and effective pedestrian and cycling crossings, particularly where Wadsworth Boulevard intersects the following streets: <ul style="list-style-type: none"> <li>10<sup>th</sup> Avenue</li> <li>5<sup>th</sup> Avenue</li> <li>1st Avenue</li> <li>Virginia Avenue</li> <li>Mississippi Avenue</li> <li>Jewell Avenue</li> </ul> <p>It is unlikely that the intersections of Wadsworth with Colfax and Alameda Avenues will be improved during the life of this Plan, but when they are, pedestrian improvements should be included.</p>	Longer-Term	CDOT roadway projects  City funding programs /grants	CDOT PW
T1-6: Continue to explore a grade-separated pedestrian connection at Lakewood Center between City Commons and Belmar in conjunction with new development or redevelopment.	Longer-Term	Private development/redevelopment  CDOT  Grants	CDOT CPD, PW
T1-7: Consider expanding on the Lakewood Bicycle System Master Plan by developing a walking and bicycling plan for the Wadsworth Corridor. The plan should identify specific barriers for pedestrians and bicyclists and how to overcome or mitigate those barriers. The plan could also address the type of pedestrian and bicycle environment that is desired, and consider the need for alternative routes, particularly for bicyclists.	Short-Term	Existing City staff and budget	PW, CPD, CR
T1-8: Install bicycle pavement marking symbols to indicate where cyclists should stop to trigger the loop detectors at signalized Wadsworth Boulevard crossings.	Short-Term	Existing City staff and budget	PW
T1-9: Actively pursue federal, state, local and private funding for pedestrian, bicycle, transit, and roadway improvement projects along Wadsworth Boulevard.	Ongoing	Existing City staff and budget– Pursue and apply for funding.	PW, CPD



**Goal T2.** Reduce congestion and pollution by supporting transit oriented development and transit enhancements that provide a viable alternative to the automobile for trips along the Wadsworth Corridor.

**Transformative Action Step**

**T2-1:** Plan for future transit along Wadsworth Boulevard for bus, fixed rail, or other transit options.

Action Step	Timeframe	Implementation Strategies	Partners/Coordination
T2-1: See Above.	Ongoing	Short-term—Plan for future transit  Longer-term—Pursue funding opportunities to implement transit	CPD, PW CDOT  RTD DRCOG
T2-2: Encourage the Regional Transportation District (RTD) to increase bus frequency between Lakewood Center and the Wadsworth Boulevard light rail station.	Longer-Term	Short-term—Plan for increased frequency  Longer-term—Implement with light rail	PW, CPD RTD
T2-3: Explore opportunities to implement a local shuttle or circulator bus between major nodes along Wadsworth Boulevard and to other important community destinations.	Ongoing	Short-term—Use existing staff to study opportunities and needs, as well as potential funding mechanisms  Longer-term—Implement the program	CPD, PW Business Associations



Action Step	Timeframe	Implementation Strategies	Partners/Coordination
T2-4: Ensure all transit stops are connected to the pedestrian and bicycle network along Wadsworth Boulevard, e.g. connect sidewalks to transit stops where sidewalks currently do not exist.	Ongoing	City funding programs, grants RTD	CPD, PW CDOT RTD
T2-5: Work with RTD to provide convenient, safe conditions and amenities, including bike parking where appropriate, at transit stops and transfer areas.	Ongoing	RTD City funding programs, grants Business Associations	CPD, PW RTD
T2-6: Enhance existing and create new pedestrian and transit oriented nodes that makes walking an attractive option and reduces reliance on automobiles for trips to destinations along the Corridor.	Ongoing	Development Review staff should implement during applicant meetings Incorporate into any new zoning	CPD
T2-7: Explore opportunities to implement a bike loan program, with a rental hub in the light rail station area and in other nodes.	Ongoing	Short-term—Use existing PW/CPD staff to research and plan for program Longer-term—Implement with light rail	CPD, PW RTD

**Goal T3. Improve mobility along Wadsworth Boulevard.**

**Transformative Action Step**

T3-1: Continue to work with the Denver Regional Council of Governments (DRCOG) on the Traffic Signal Timing Program to ensure traffic signals are coordinated along Wadsworth Boulevard through Lakewood and with adjacent municipalities to the north and south of Lakewood.



Action Step	Timeframe	Implementation Strategies	Partners/Coordination
T3-1: See Above.	Ongoing	Existing City staff and budget	PW/ DRCOG
T3-2: Where practicable, provide grade-separated crossings for pedestrians, cyclists, and persons with disabilities at the identified nodes with future development or redevelopment.	Longer-Term	Private development/redevelopment Existing City staff and budget— Research potential grants or other funding opportunities	CPD, PW CDOT
T3-3: Promote transit as a way to reduce the number of single occupancy automobiles, and therefore congestion, on Wadsworth Boulevard.	Ongoing	Existing City staff and budget	PW, CPD RTD DRCOG
T3-4: Continue aggressive access planning to ensure that for new development or redevelopment access points are reduced and combined, while still allowing for a complete circulation system: <ul style="list-style-type: none"> <li>• adjoining businesses are encouraged to share drive access in order to reduce curb cuts and access conflicts.</li> <li>• internal connectivity of private properties should be encouraged in order to promote multi-stop visits that do not involve the use of Wadsworth Boulevard.</li> </ul>	Ongoing	Existing City staff and budget— Continue to implement the City's access management program  Development Review staff should work with property owners to implement with new development or redevelopment	PW, CPD
T3-5: Continue to coordinate with DRCOG to promote the RideArrangers program in Lakewood as a way to help reduce traffic congestion along Wadsworth Boulevard.	Ongoing	Existing City staff and budget	PW, CPD, ER DRCOG
T3-6: Support local businesses in efforts to implement Transportation Demand Management (TDM) strategies.	Ongoing	Existing City staff and budget— Provide educational and technical assistance as appropriate	CPD, PW, ER DRCOG

**Goal T4.** Work with the Colorado Department of Transportation (CDOT) to enhance Wadsworth Boulevard for automobiles, pedestrians, bicyclists, and transit riders.

*Transformative Action Step*



- T4-2:** Ensure any redevelopment of the US 6/Wadsworth Boulevard interchange and Wadsworth Boulevard includes the following:
- Adequate width under the US 6 bridge for a future dedicated transit facility.
  - Safe, comfortable north/south crossings of US 6 for pedestrians and bicyclists by way of a wide sidewalk that is buffered from traffic, or a grade-separated crossing with pedestrian-scaled lighting and safety features.
  - Safe east/west crossing points for pedestrians and bicyclists along Wadsworth Boulevard at and between 5<sup>th</sup> Avenue and 10<sup>th</sup> Avenue.
  - Reduced free-flow crossings, which create a conflict point for pedestrians and vehicles.
  - Detached sidewalks along Wadsworth Boulevard to provide a buffer between moving vehicles and pedestrians.

Action Step	Timeframe	Implementation Strategies	Partners/Coordination
T4-1: Support CDOT's efforts to construct the suggested improvements to the US 6/Wadsworth interchange and the suggested improvements along Wadsworth Boulevard between 4 <sup>th</sup> Avenue and 14 <sup>th</sup> Avenue.	Short-Term	Existing City staff and budget—Continue to stay involved in meetings related to the study and potential project	PW, CPD CDOT
T4-2: See Above.	Short-Term	Existing City staff and budget—Continue to stay involved in meetings related to the study and potential project	PW, CPD CDOT
T4-3: Work with CDOT to ensure Wadsworth functions efficiently and moves traffic well so neighborhoods near Wadsworth Boulevard are minimally impacted by traffic passing through the neighborhood to avoid congestion on Wadsworth.	Ongoing	Existing City staff and budget	PW CDOT
T4-4: Continue to work with CDOT to implement the City of Lakewood's Functional Plan for Wadsworth Boulevard, which was approved in 1989 and recommends 6 travel lanes. Assess the Functional Plan in relation to transit options along the Corridor to plan for a future dedicated transit facility along Wadsworth and encourage CDOT to work with adjacent property owners and tenants to mitigate impacts from any roadway projects.	Ongoing	Existing City staff and budget	PW, CPD CDOT

## Land Use Implementation

**Goal LU1:** Cluster commercial uses at major intersections and in other designated nodes.

### Transformative Action Step

LU1-1: Commercial developments of varying character, function, and scale are appropriate at the following designated nodes:

- 20<sup>th</sup> Avenue and Wadsworth Boulevard
- The east side of Wadsworth Boulevard from US 6 to Alameda Avenue, and the four quadrants of the Alameda/Wadsworth intersection to Ohio Avenue
- Mississippi Avenue and Wadsworth Boulevard
- Jewell Avenue and Wadsworth Boulevard



Action Step	Timeframe	Implementation Strategies	Partners/Coordination
LU1-1: See Above.	Short-Term	Existing City staff and budget—Establish appropriate zone districts and rezone applicable properties through a public process	CPD
LU1-2: To ensure the Corridor looks and functions better, encourage the redevelopment of strip commercial areas and scattered retail uses that are not located in identified nodes into mixed-use, office, or lower-density multi-family residential developments.	Short-Term	Existing City staff and budget—Establish appropriate zone districts and rezone applicable properties through a public process	CPD
LU1-3: Encourage the use of sustainable building practices and materials, such as recycling and re-use of asphalt and construction materials, during development and redevelopment efforts.	Ongoing	Existing City staff and budget—through development review process Consider creating handout/guidelines	CPD, PW
LU1-4: Encourage office, mixed-use, and lower-density multi-family residential uses between major intersections.	Ongoing	Existing City staff and budget— Rezone to encourage vacant parcels along Wadsworth to be developed appropriately. Existing zoning of many parcels on Wadsworth is not compatible with surrounding land uses.	CPD

**Goal LU2:** Direct mixed-use development to designated nodes.

### Transformative Action Step

LU2-1: Designated nodes for mixed-use developments include:

- 20<sup>th</sup> Avenue and Wadsworth Boulevard
- The east side of Wadsworth Boulevard from US 6 to Alameda Avenue, and the four quadrants of the Alameda/Wadsworth intersection to Ohio Avenue
- Mississippi Avenue and Wadsworth Boulevard
- Jewell Avenue and Wadsworth Boulevard



Action Step	Timeframe	Implementation Strategies	Partners/Coordination
LU2-1: See Above.	Short-Term	Existing City staff and budget—Rezone through public process to allow mixed-use Private development/redevelopment	CPD
LU2-2: Mixed-use development should have a combination of residential, commercial, office, and/or entertainment uses and should encourage a balance of jobs to housing.	Ongoing	Existing City staff and budget— Incorporate into new zoning Private/development/redevelopment	CPD
LU2-3: Encourage property owners to assemble small parcels along Wadsworth Boulevard to allow for office, mixed-use, and multi-family residential developments.	Ongoing	Private development/redevelopment Development Review staff should encourage during applicant meetings	CPD



**Goal LU3.****Create strong land use and transportation connections between the light rail station area and Lakewood Center.****Transformative Action Step**

**LU3-1:** Promote a transit system along the Wadsworth Corridor between the light rail station area and Lakewood Center that is linked to major nodes and is well-connected to adjacent neighborhoods via pedestrian and bicycle connections.

Action Step	Timeframe	Implementation Strategies	Partners/Coordination
LU3-1: See Above.	Ongoing	Short-term—Plan for future transit  Longer-term—Implement with light rail	CPD, PW/ RTD DRCOG Business Associations
LU3-2: Encourage redevelopment of existing commercially zoned areas east of Wadsworth near 1 <sup>st</sup> Avenue and Wadsworth Boulevard into a high-density, mixed use, and multi-family residential node.	Short-Term	Existing City staff and budget—Rezone through public process to allow for mixed-use  Private development/redevelopment  Development Review staff should encourage during applicant meetings	CPD
LU3-3: Explore the concept of a frontage road/ multi-way boulevard design adjacent to the east side of Wadsworth Boulevard between 5 <sup>th</sup> Avenue and Alameda Avenue as properties develop or redevelop. This design allows for parallel movement along Wadsworth Boulevard and can help create a pedestrian-oriented environment.	Longer-Term	Existing City staff and budget  Private development/redevelopment  Development Review and Public Works staff should encourage during applicant meetings	PW, CPD
LU3-4: Direct higher density, mixed-use development to the designated nodes between, and including, the Transit Mixed Use (TMU) area and Lakewood Center. The highest densities should be in the TMU area and at Lakewood Center, as supported by the existing zoning. Pedestrian-oriented neighborhood uses should be encouraged in these areas to create an environment where people can live, work, shop, and dine.	Ongoing	Existing City staff and budget—Existing zoning  Private development/redevelopment	CPD
LU3-5: Promote a strong sense of community on Wadsworth Boulevard between the light rail station area and Lakewood Center by maintaining existing and developing new public gathering places; creating a lively environment in which to live, work, or play; and providing more convenience with a variety of desirable land uses and destinations that are accessible by foot, bicycle, transit, or automobile.	Longer-Term	Existing City staff and budget—Develop Two Creeks Park, incorporate this concept into any new zoning  Private development/redevelopment	CPD, CR
LU3-6: Promote a continuous, coordinated streetscape along Wadsworth Boulevard between the light rail station area and Lakewood Center.	Ongoing	Existing City staff and budget—Create flexible Design Guidelines  Private development/redevelopment  CDOT roadway projects  City funding programs /grants	CPD, PW, CR CDOT

**Goal LU4:** Protect the character, use and zoning of existing single-family residential neighborhoods that are adjacent to, but may not front on, Wadsworth Boulevard by supporting mitigation efforts to ensure additional negative impacts to these neighborhoods are minimized and existing negative impacts are reduced, where possible.

**Transformative Action Step**

LU4-1: Encourage neighborhood participation in the Performance-Based Review Process for applicable development proposals.



Action Step	Timeframe	Implementation Strategies	Partners/Coordination
LU4-1: See Above.	Ongoing	Existing City staff and budget	CPD
LU4-2: Coordinate with CDOT, neighborhood organizations, and HOA's on any changes to Wadsworth Boulevard, including future widening, to mitigate negative impacts to residential neighborhoods.	Ongoing	Existing City staff and budget– Maintain close contact with CDOT and designate City staff to coordinate with the public	PW, CPD CDOT
LU4-3: Encourage transitions between uses along Wadsworth Boulevard and the surrounding neighborhoods through building design, site layout, landscape buffers, and other screening techniques such as attractively designed and coordinated walls or fences.	Ongoing	Existing City staff and budget—Create flexible Design Guidelines  Development Review staff should encourage during applicant meetings and implement through Performance-Based Review Process	CPD

**Goal LU5.** Promote the preservation of existing, and the development of new park and open space facilities.

**Transformative Action Step**

LU5-1: Work with the Lakewood Community Resources Department to support the development of Two Creeks Park and provide strong pedestrian and bicycle connections between the park and Wadsworth Boulevard.



Action Step	Timeframe	Implementation Strategies	Partners/Coordination
LU5-1: See Above.	Short-Term	Existing City staff and budget—Consider creating a master plan for the park. Coordinate with CDOT efforts for a potential water detention feature adjacent to the park so the area can be planned cohesively.	CR, CPD CDOT
LU5-2: Protect and enhance the major parks and open spaces along the Wadsworth Corridor, including Belmar Park and Bear Creek Greenbelt.	Ongoing	Existing City staff and budget	CPD, CR
LU5-3: Encourage the development of a passive use recreation facility at the detention basin near 26 <sup>th</sup> Avenue and Wadsworth Boulevard to make it an attractive entrance feature and community amenity.	Short-Term	Existing City staff and budget  Partnerships with neighboring jurisdictions  Private development/redevelopment of adjacent sites	CR, CPD City of Wheat Ridge Jefferson County
LU5-4: Promote the creation of small outdoor public gathering spaces as part of any new development and redevelopment.	Ongoing	Private development/redevelopment  Existing City staff and budget— Development Review staff should encourage during applicant meetings	CPD
LU5-5: Recognize that floodplains cross the Wadsworth Corridor and that adjacent development should not negatively impact these areas with their design.	Ongoing	Existing City staff and budget— Implement existing programs and procedures.	PW, CPD

**Goal LU6.**

In identified locations on Wadsworth Boulevard, support the assemblage of parcels that contain single-family homes and homes that have been converted to businesses for redevelopment.

**Transformative Action Step**

LU6-1: Along Wadsworth, encourage owners of single family homes and homes that have been converted to businesses to consolidate accesses directly onto Wadsworth through easements, shared access, and/or coordinated parking lots between individual properties. Accesses to businesses should be encouraged to be connected so that traffic is not directed into residential neighborhoods.

Action Step	Timeframe	Implementation Strategies	Partners/Coordination
LU6-1: See Above.	Ongoing	Private development/redevelopment  Development Review staff should encourage during applicant meetings	CPD, PW
LU6-2: The assemblage and redevelopment of parcels that contain single-family homes and homes converted to businesses along Wadsworth Boulevard between 26 <sup>th</sup> Avenue and Mississippi Avenue by interested property owners should be encouraged.	Ongoing	Private development/redevelopment  Development Review staff should encourage during applicant meetings	CPD
LU6-3: South of Mississippi Avenue on Wadsworth, single-family homes and homes that have been converted to businesses, particularly where access is off of a frontage road and not directly from Wadsworth Boulevard, are desirable.	Ongoing	Existing City staff and budget—Ensure any future zoning is consistent with this Plan	CPD

**Goal LU7.**

Make Lakewood Center more visible as “Downtown Lakewood.”

**Transformative Action Step**

LU7-1: Explore the option of installing wayfinding signage along the Wadsworth Corridor to direct people to “Downtown Lakewood.”

Action Step	Timeframe	Implementation Strategies	Partners/Coordination
LU7-1: See Above.	Short-Term	Existing City staff and budget—Consider creating a sign plan for Wadsworth	PW, CPD, CR CDOT
LU7-2: Plan for numerous and efficient transit connections to Lakewood Center from other parts of the City.	Short-Term	Existing City staff and budget—Analyze existing transit deficiencies and plan for improvements	PW, CPD RTD
LU7-3: Create stronger bicycle and pedestrian connections within Lakewood Center between Belmar, City Commons, and Belmar Park to integrate the civic, commercial, residential, and open space uses.	Ongoing	Existing City staff and budget—Consider creating a bike/ped plan for this area  Private development/redevelopment	CPD, PW
LU7-4: Encourage the development of housing that is mixed by type, price, and style and is suitable for residents of all ages and abilities.	Ongoing	Existing City staff and budget—Ensure zoning allows for these housing opportunities  Private development/redevelopment	CPD
LU7-5: Link office and residential uses to retail and entertainment areas to encourage employees and residents to purchase goods within the area.	Ongoing	Existing City staff and budget  Private development/redevelopment	CPD



## Urban Design and Streetscape Implementation

**Goal UDS1.** Promote urban design that supports pedestrian, bicycle, and transit choices.

### Transformative Action Step

UDS1-1: Pedestrian-scale architecture and site design that utilizes sustainable buildings and lighting should be encouraged where appropriate to create and enhance the pedestrian environment.



Action Step	Timeframe	Implementation Strategies	Partners/Coordination
UDS1-1: See Above.	Ongoing	Existing City staff and budget—Create flexible Design Guidelines Private development/redevelopment	CPD
UDS1-2: If large parcels are redeveloped in the future at locations such as 20 <sup>th</sup> Avenue/Wadsworth Boulevard and Jewell Avenue/Wadsworth Boulevard, a street grid/block system should be encouraged to facilitate pedestrian and bicycle transportation connections.	Long-Term	Private development/redevelopment Development Review and Public Works staff should encourage during applicant meetings	CPD, PW
UDS1-3: Buildings should be designed to have entrances that are tied to the public and private pedestrian network (including parking lots) via well-connected interior pedestrian access ways.	Ongoing	Existing City staff and budget—Create flexible Design Guidelines Private development/redevelopment	CPD
UDS1-4: Transit stops should be attractively designed with appropriate shelters and with strong connections to the pedestrian and cycling network.	Ongoing	Existing City staff and budget—Create flexible Design Guidelines	CPD, RTD
UDS1-5: Promote the public health benefits of designing the urban environment along Wadsworth Boulevard to be a friendlier place for persons of all ages and abilities to navigate via foot or bicycle.	Short-Term	Existing City staff and budget—Pursue adoption of a complete streets policy or guidelines and incorporate relevant educational materials.	CPD, PW

**Goal UDS2.** Create a clear identity for Wadsworth Boulevard, which is a major gateway into and through the City of Lakewood, by using attractive urban design and streetscape elements.

### Transformative Action Step

UDS2-1: Create and implement a sign plan for Wadsworth Boulevard between Colfax Avenue and Lakewood Center to provide an integrated and unique theme for signage. Explore the possibility of overhead banners and “Welcome to Lakewood Center/Downtown” or “Welcome to Lakewood” signage as well as wayfinding signage for locations such as the Heritage Center, City Hall and the light rail station. Wayfinding signage could be located on Wadsworth Boulevard or on east/west streets where they intersect with Wadsworth.



Action Step	Timeframe	Implementation Strategies	Partners/Coordination
UDS2-1: See Above.	Short-Term	Short-term—Use existing staff to create plan Longer-term—Implement through grants, City programs	CPD, CR, PW CDOT
UDS2-2: Discourage large expanses of surface parking and encourage shared parking between adjacent, compatible uses.	Short-Term	Existing City staff and budget—Create flexible Design Guidelines Private development/redevelopment	CPD, PW

Action Step	Timeframe	Implementation Strategies	Partners/Coordination
UDS2-3: Encourage the use of decorative fencing, low walls or landscaping to screen parking lots that are located in front of buildings.	Short-Term	Existing City staff and budget—Create flexible Design Guidelines  Private development/redevelopment	CPD, PW
UDS2-4: Encourage a unified landscape theme with variation between different character areas along the Corridor.	Short-Term	Existing City staff and budget—Create flexible Design Guidelines  CDOT roadway projects  Private development/redevelopment	CPD, PW CDOT
UDS2-5: Promote the use of public art as part of the streetscape where appropriate.	Short-Term	Existing City staff and budget—Create flexible Design Guidelines and pursue grants	CPD, PW, CR CDOT Business Associations
UDS2-6: Work with CDOT to implement attractive landscape gateway entrance features in the public right-of-way as part of the US6/Wadsworth Boulevard improvements.	Short-Term	CDOT roadway projects—US/6 Wadsworth improvements	PW, CPD, CR CDOT
UDS2-7: Where practical, place utility lines underground.	Long-Term	Private development/redevelopment  CDOT roadway projects	PW, CPD CDOT Utility Companies Property Owners
UDS2-8: Encourage landscaping in the tree lawn along the west side of Wadsworth Boulevard between Iowa Avenue and Jewell Avenue to improve the aesthetics along this part of the Corridor and to screen the residential area from Wadsworth Boulevard. The landscaping should complement the landscaping that exists along the east side of the Corridor in this location.	Short-Term	Existing City staff—pursue funding opportunities such as Community Development Block Grants	PW, CR, CPD
UDS2-9: Work with Jeffco Public Schools to ensure that School District properties relate well to Wadsworth Boulevard and serve as amenities to the Corridor.	Ongoing	Existing City staff—Evaluate school property development proposals to encourage conformance with this Plan	CPD Jeffco Public Schools
UDS2-10: Encourage the use of attractive materials and colors for bridge treatments and other hardscaped areas along Wadsworth Boulevard.	Short-Term	Existing City staff and budget—Create flexible Design Guidelines  CDOT roadway projects	CPD, PW CDOT
UDS2-11: To provide identity along the Wadsworth Corridor, create streetscape design guidelines to address street furniture and amenities, walls, fencing, lighting, landscaping, etc.	Short-Term	Existing City staff and budget—Create flexible Design Guidelines	CPD, CR, PW

**Goal UDS3.** Improve the visual character of existing buildings and properties along the Wadsworth Corridor.



#### **Transformative Action Step**

UDS3-1: Create design guidelines for façade improvements.

Action Step	Timeframe	Implementation Strategies	Partners/Coordination
UDS3-1: See Above.	Short-Term	Existing City staff and budget—Create flexible Design Guidelines	CPD
UDS3-2: Work with the City of Lakewood's Code Enforcement Division to be proactive in addressing code violations of properties on Wadsworth.	Ongoing	Existing City staff and budget	CPD (Code Enforcement)
UDS3-3: Promote available grant opportunities to property owners and tenants in designated grant areas.	Short-Term	Existing City staff and budget—Distribute grant program information to properties within available grant areas	CPD

**Goal UDS4.** Improve the aesthetics of the Corridor by encouraging new development and redevelopment to be attractively designed through both site and architectural design, and to utilize sustainable building practices.

**Transformative Action Step**

UDS4-1: Create architectural and site design guidelines for the Wadsworth Corridor.



Action Step	Timeframe	Implementation Strategies	Partners/Coordination
UDS4-1: See Above.	Short-Term	Existing City staff and budget—Create flexible Design Guidelines	CPD
UDS4-2: Utilize the Performance-Based Review Process as outlined in the City of Lakewood Zoning Ordinance to ensure high-quality design that is compatible with surrounding land uses and neighborhoods.	Ongoing	Existing City staff and budget	CPD
UDS4-3: Promote a coordinated architectural style within each designated node area to provide interest and to help create a sense of place.	Short-Term	Existing City staff and budget—Create flexible Design Guidelines Private development/redevelopment	CPD
UDS4-4: Encourage new development and redevelopment of transit oriented nodes to utilize sustainable building practices, techniques, and materials.	Ongoing	Existing City staff and budget—Create flexible Design Guidelines Private development/redevelopment	CPD

**Goal UDS5.** Within the designated nodes, help define the street through building placement, building design, and site design.

**Transformative Action Step**

UDS5-1: Promote an attractive “street wall” at designated nodes on Wadsworth by encouraging buildings to be located near the street with primary entries oriented both to the street and to parking at the sides or rear of the building.



Action Step	Timeframe	Implementation Strategies	Partners/Coordination
UDS5-1: See Above.	Short-Term	Existing City staff and budget—Create flexible Design Guidelines Ensure this concept is incorporated into any new zoning Private development/redevelopment	CPD
UDS5-2: Encourage taller buildings at designated nodes.	Short-Term	Existing City staff and budget—Create flexible Design Guidelines Ensure this concept is incorporated into any new zoning Private development/redevelopment	CPD



**Goal UDS6.**

Use climate-sensitive landscaping and streetscape design to 'soften' the roadway and improve the pedestrian environment along the Wadsworth Corridor.

**Transformative Action Step**

UDS6-1: Whenever possible, protect existing mature trees along the Corridor and replace dead or removed trees with new trees.

Action Step	Timeframe	Implementation Strategies	Partners/Coordination
UDS6-1: See Above.	Ongoing	Existing City staff and budget—Consider identifying important trees to protect	CPD, PW, CR CDOT
UDS6-2: Between the sidewalk and the road in new development or redevelopment, encourage drought tolerant and water smart landscaping that is resistant to de-icing and snow control chemicals in order to provide a buffer between moving traffic and pedestrians.	Ongoing	Existing City staff and budget—Create flexible Design Guidelines and planting list  Private development/redevelopment  CDOT roadway projects	CPD, PW, CR
UDS 6-3: Work with the business associations to promote landscaping and sidewalk maintenance within each respective business association area.	Ongoing	Existing City staff and budget—Provide staff assistance and educational materials as appropriate	CPD
UDS6-4: Incorporate landscaped medians in appropriate locations.	Ongoing	CDOT roadway projects	PW/ CDOT

**Economic Development Implementation****Goal ED1. Improve the success of businesses along the Wadsworth Corridor.****Transformative Action Step**

ED1-1: The City and local businesses associations should explore developing a cohesive marketing effort that brands the Wadsworth Boulevard Corridor, including Lakewood Center, as a unique place and a great area for businesses.

Action Step	Timeframe	Implementation Strategies	Partners/Coordination
ED1-1: See Above.	Short-Term	Existing City staff and budget—Consider creating a task force with staff and business association representatives to create a marketing plan	CPD (Economic Development Staff) Business Associations
ED1-2: The City and local business associations should work together to find solutions for common problems, such as access, graffiti, and deterioration of buildings and properties.	Ongoing	Existing City staff and budget—Consider creating a task force with staff and business association representatives to identify problem areas and explore solutions	CPD Business Associations
ED1-3: Continue to actively recruit new businesses that complement and enhance existing businesses in the Corridor.	Ongoing	Existing City staff and budget—Consider a business retention/expansion effort, maintain the Economic Development website with relevant information and resources	CPD (Economic Development Staff)
ED1-4: Encourage owners of business and commercial properties to participate in available grant programs to improve signage, landscaping, and facades.	Ongoing	Existing City staff and budget—Distribute grant program information to properties within available grant areas	CPD

**Goal ED2. Enhance the economic vitality of the Wadsworth Corridor.**

**Transformative Action Step**

ED2-1: The City and local business associations should work with developers, property owners, and businesses to target appropriate locations for commercial and office uses to aid in their success.



Action Step	Timeframe	Implementation Strategies	Partners/Coordination
ED2-1: See Above.	Ongoing	Existing City staff and budget	CPD Business Associations
ED2-2: Use the City's biannual Land Use Report to target development and redevelopment efforts.	Ongoing	Existing City staff and budget—Continue to update this report and market it to prospective developers. Consider including this information on the City's Economic Development website.	CPD

**Goal ED3. Support locally owned and small businesses to enhance Wadsworth Boulevard as a unique corridor.**

**Transformative Action Step**

ED3-1: Encourage small business owners to join local business associations.



Designed To



Small Business is Big Business in Lakewood

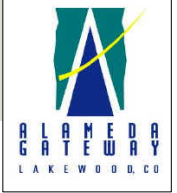
www.Lakewood-Colorado.org  
For more information call 303.987.7730

Action Step	Timeframe	Implementation Strategies	Partners/Coordination
ED3-1: See Above.	Ongoing	Existing City staff and budget—Support business associations in outreach efforts as appropriate	CPD (Economic Development Staff) Business Associations
ED3-2: Continue to conduct business visits to answer questions and promote resources that are available to support small business owners.	Ongoing	Existing City staff and budget	CPD (Economic Development Staff)
ED3-3: The City and local business associations should consider marketing strategies that will brand, and emphasize the importance of, small and locally owned businesses along the Wadsworth Corridor.	Short-Term	Existing City staff and budget—Consider conducting mini economic development seminars and grant presentations to business associations	CPD (Economic Development Staff)

**Goal ED4.** Work with property owners and tenants to help improve identified commercial areas along the Corridor that have experienced economic decline but have the potential to remain viable.

**Transformative Action Step**

ED4-1: Support JWABA and AGCA in outreach efforts to encourage businesses near the Mississippi Avenue/Wadsworth Boulevard area to join established business associations.



Action Step	Timeframe	Implementation Strategies	Partners/Coordination
ED4-1: See Above.	Ongoing	Existing City staff and budget—Provide staff assistance and educational materials as appropriate	CPD JWABA AGCA
ED4-2: Work with JWABA and property owners in the Jewell/Wadsworth Area to review and possibly update the 1999 Jewell/Wadsworth Specific Area Plan.	Short-Term	Existing City staff and budget—Continue to attend JWABA meetings. Develop a program to review and discuss the Specific Area Plan with JWABA.	CPD JWABA
ED4-3: Support business owners between 26th and 17th Avenues in efforts to strengthen this area, which is a gateway into the City of Lakewood, by conducting business visits, exploring the possibility of expanding the WCCA boundaries to include this area, or by pursuing other appropriate strategies.	Short-Term	Existing City staff and budget—Provide assistance as appropriate	CPD WCCA

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APPENDIX

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*SURVEY RESULTS SUMMARY*

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# **Wadsworth Boulevard Corridor Plan**

## **Spring 2008**

### **Survey Summary—North of Yale Survey Results**

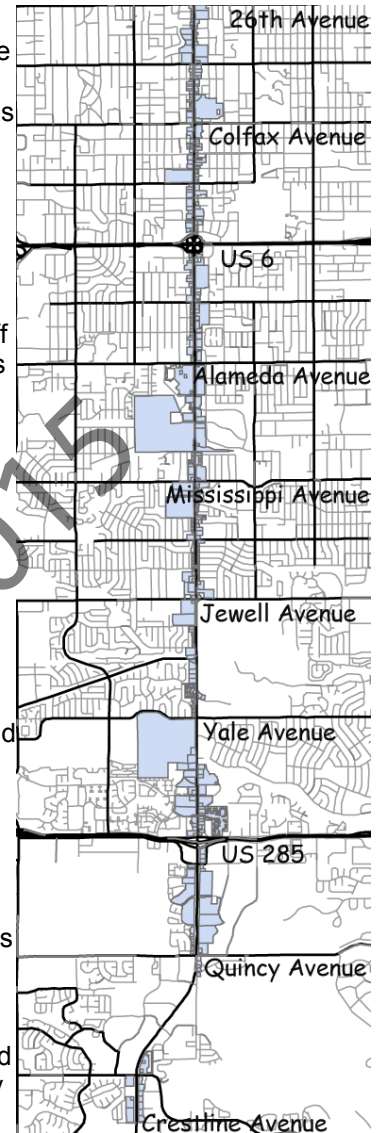
In 1997, the City of Lakewood adopted the Wadsworth Boulevard Strategic Plan as an amendment to the City's Comprehensive Plan. The Strategic Plan focused on transportation, economic development, and land use along Wadsworth Boulevard north of Mississippi Avenue. It has now been a decade since the Wadsworth Plan was adopted, and the City is revisiting the Plan to address changing conditions along the Corridor and to look at the Corridor south of Mississippi Avenue.

The Corridor Plan will be an advisory document that will be adopted as an amendment to the City's Comprehensive Plan. The Plan will be a vision for what Wadsworth could look like in the future and will help staff and elected officials make decisions, based on what the community has said they desire for the Corridor, as properties develop or redevelop.

The Wadsworth Boulevard Corridor Plan boundaries extend from 26th Avenue in the north to Crestline Avenue in the south and primarily include the properties that front onto Wadsworth Boulevard. The map depicts the Plan Boundaries.

Public involvement is a key part of creating the Corridor Plan, with a survey, stakeholder interviews, open houses, and a public hearing process for the Plan adoption. This document summarizes the Wadsworth Boulevard Corridor Plan Survey, which was the first step in the public input process. The survey was mailed to property owners and tenants along the Corridor in mid-March and responses were collected through April 9, 2008. In addition to the paper survey, the survey was also available online.

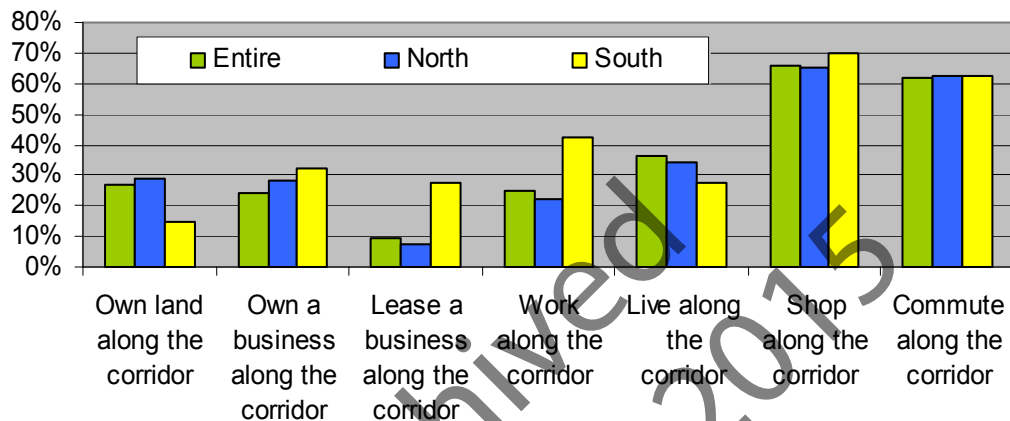
Question 2 on the survey asked respondents if they were most familiar with the Wadsworth Corridor North or South of Yale Avenue, or Both. This document summarizes North of Yale responses, but some graphics include Entire Corridor (all 354 responses), North of Yale (199 responses), and South of Yale (40 responses) responses for comparison. There were 115 survey respondents that indicated they were familiar with both the North and South portions of the Corridor, and these responses are included under Entire. The tables in this summary indicate North of Yale responses only. South of Yale responses will be summarized in a separate document.



<b>Number of Surveys Mailed</b>	<b>1273</b>
Number of Surveys Returned Undeliverable	11
Surveys Received by Stakeholders	1262
Surveys Completed (both online and mailed in)	354
<b>Response Rate (for all surveys)</b>	<b>28%</b>
Surveys Completed by Mail Only	151
<b>Response Rate (for mailed-in surveys only)</b>	<b>12%</b>

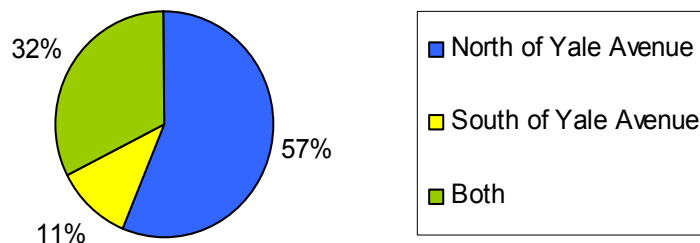
**Question 1: With regard to the Wadsworth Boulevard Corridor Plan, do you (please check all that apply):**

Answer Options	Response Percent	Response Count
Own land along the corridor	28.8%	57
Own a business along the corridor	28.3%	56
Lease a business along the corridor	7.6%	15
Work along the corridor	22.2%	44
Live along the corridor	34.3%	68
Shop along the corridor	65.2%	129
Commute along the corridor	62.6%	124
None of the above	2.5%	5



**Question 2: Along Wadsworth Boulevard, do you spend most of your time living, shopping, working, etc. primarily:**

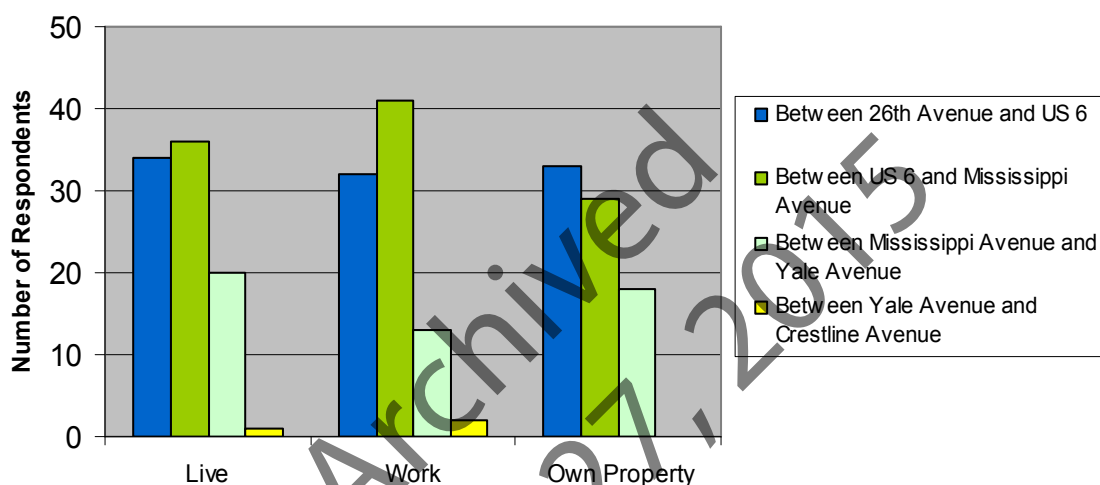
Answer Options	Response Percent	Response Count
North of Yale Avenue	56.2%	199
South of Yale Avenue	11.3%	40
Both	32.5%	115
answered question		354
skipped question		0



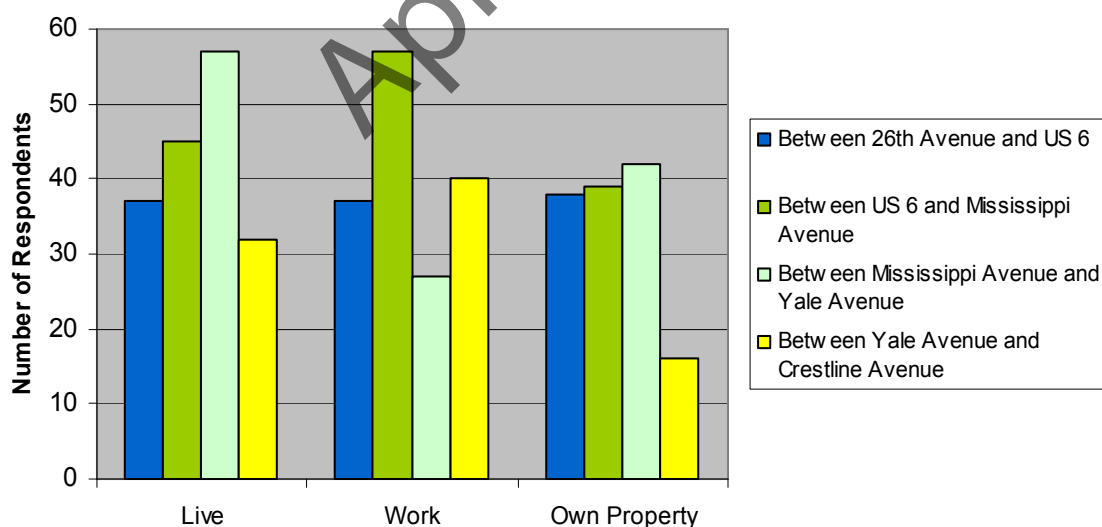
**Question 3: Please indicate where along Wadsworth Boulevard you live, work, or own property (please skip to Question 4 if this question is not applicable to you):**

Answer Options	Live	Work	Own Property	Response Count
Between 26th Avenue and US 6	34	32	33	64
Between US 6 and Mississippi Avenue	36	41	29	72
Between Mississippi Avenue and Yale Avenue	20	13	18	32
Between Yale Avenue and Crestline Avenue	1	2	0	3

**Question 3: Survey Responses - North of Yale Boulevard**



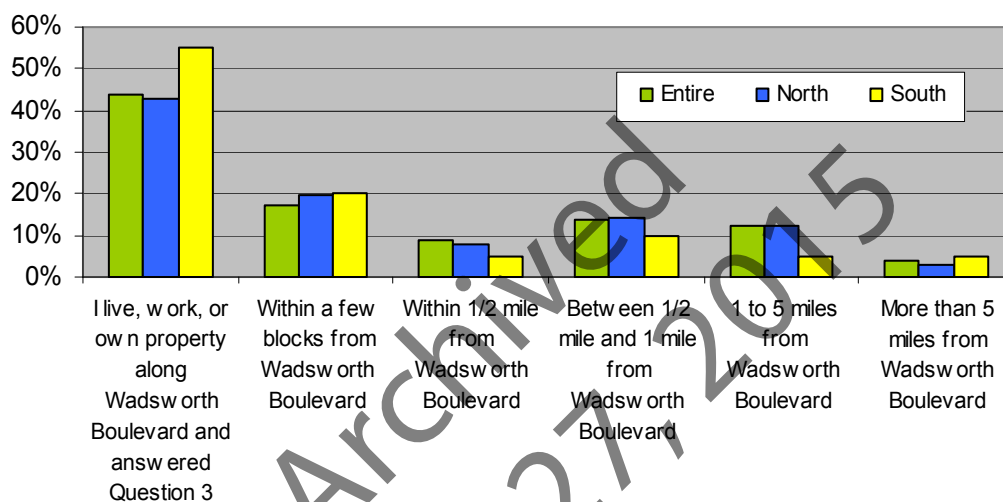
**Question 3: Survey Responses - Entire Corridor**





**Question 4: How far away from Wadsworth Boulevard do you live, work, or own property?**

Answer Options	Response Percent	Response Count
I live, work, or own property along Wadsworth Boulevard and answered Question 3	42.9%	85
Within a few blocks from Wadsworth Boulevard	19.7%	39
Within 1/2 mile from Wadsworth Boulevard	8.1%	16
Between 1/2 mile and 1 mile from Wadsworth Boulevard	14.1%	28
1 to 5 miles from Wadsworth Boulevard	12.1%	24
More than 5 miles from Wadsworth Boulevard	3.0%	6



**Question 5: What do you LIKE about the Wadsworth Corridor?**

Listed in order of Frequency of Responses:

- Access/Convenience
- Business/Commercial (including variety of businesses, shopping, and small businesses)
- Traffic/Road Design (including high traffic volume for businesses, good traffic flow, number and width of lanes, and turn lanes)
- Aesthetics and Quality of New Development (general)
- Belmar
- Nothing
- Belmar Park/Library
- Open Space

**Question 6: What do you DISLIKE about the Wadsworth Corridor?**

Listed in order of Frequency of Responses:

- Traffic/Congestion
- Road Design/Road Maintenance
- Aesthetics (including rundown areas, vacant buildings, lack of landscaping/streetscape, and building setbacks)
- Land Uses (obsolete, inappropriate, Walmart/big boxes)
- Poor pedestrian, bicycle, transit environment (auto dominated development)
- Timing and Close Spacing of Traffic Lights
- Too Narrow
- Noise
- Speeding and Running Red Lights
- US 6/Wadsworth Interchange
- Graffiti and Crime
- Fear of Impacts to Property
- Nothing (no dislikes)

**Question 7: What is the most POSITIVE change you've seen occur along the Wadsworth Corridor in the past 10 years?**

Listed in order of Frequency of Responses:

- Belmar
- New Development/Redevelopment in General (including improved aesthetics of some businesses and landscaping)
- Colfax and Wadsworth Improvements
- Transportation Improvements (including better traffic flow, timing of lights, turn lanes, and road maintenance)
- City Commons
- Nothing
- Light Rail

**Question 8: What is the most NEGATIVE change you've seen occur along the Wadsworth Corridor in the past 10 years?**

Listed in order of Frequency of Responses:

- Traffic/Congestion
- Rundown/Deteriorating Properties and Decline of Businesses (including vacant properties)
- Land Uses (particularly the Walmarts)
- Graffiti, Trash, and Crime
- Road and Median Conditions
- Nothing (no negative changes)
- Poor Pedestrian, Bicycle, Transit Environment

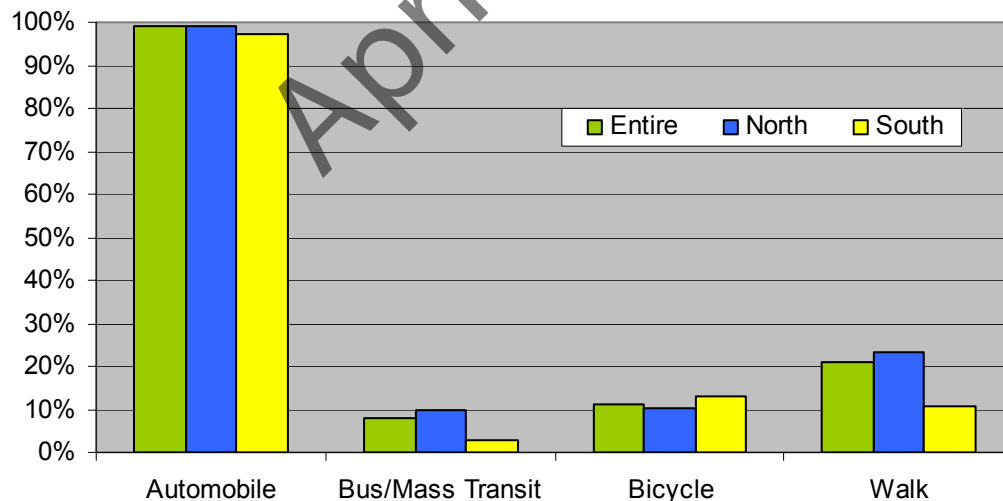
**Question 9: What is your biggest concern about the Wadsworth Corridor as it relates to Lakewood?**

Most Frequent Responses:

- Managing Traffic and Congestion—including comments related to widening as well as the need to balance increased traffic with maintaining business vitality and quality neighborhoods so that Wadsworth does not become a congested, suburban corridor without its own unique identity.
- Accommodating Pedestrians and Bicyclists with high Automobile Traffic—particularly with regard to the redeveloped area at Alameda/Wadsworth and the Light Rail Station area and the need for strong connections between these areas, as well as the need for an improved pedestrian connection between Belmar and City Commons.
- Character and Aesthetics of the Wadsworth Corridor—as a main entry into and focal point through Lakewood, many survey respondents commented that they would like to see older, rundown buildings and areas cleaned up and revitalized. Also, many respondents noted the need for improved landscaping and visual character along the corridor.

**Question 10: How do you and your family currently travel to destinations along the Wadsworth Corridor? (check all that apply)**

Answer Options	Response Percent	Response Count
Automobile	99.0%	193
Bus/Mass Transit	9.7%	19
Bicycle	10.3%	20
Walk	23.1%	45



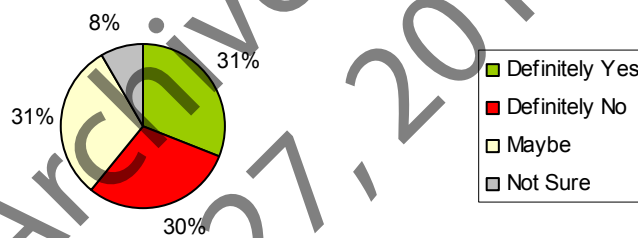


**Question 11: If conditions were improved for bicycling, walking, or transit along Wadsworth Boulevard (better sidewalks, bikepaths, more frequent bus service and/or stops, etc) would you be more inclined to use these transportation options?**

Answer	Definitely Yes		Definitely No		Maybe		Not Sure		Response Count
	Number of Responses	%	Number of Responses	%	Number of Responses	%	Number of Responses	%	
Bus/Mass Transit	52	31.0%	50	29.8%	52	31.0%	14	8.3%	168
Bicycle	69	40.6%	49	28.8%	39	22.9%	13	7.6%	170
Walk	70	42.2%	41	24.7%	45	27.1%	10	6.0%	166

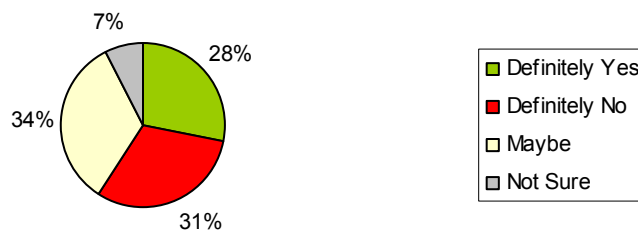
**Question 11: Survey Responses—North of Yale Boulevard**

If conditions were improved for **bus/mass transit** along Wadsworth Boulevard (more frequent bus service and/or stops, etc) would you be more inclined to use **bus/mass transit**?



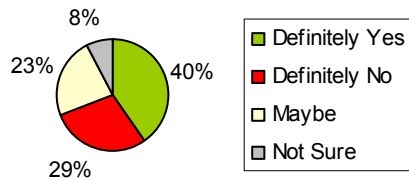
**Question 11: Survey Responses—Entire Corridor**

If conditions were improved for **bus/mass transit** along Wadsworth Boulevard (more frequent bus service and/or stops, etc) would you be more inclined to use **bus/mass transit**?



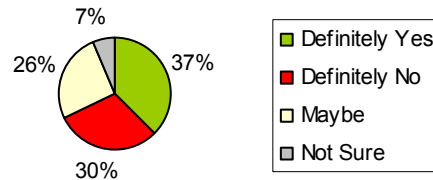
**Question 11:**  
**Survey Responses —North of Yale Boulevard**

If conditions were improved for **bicycling** along Wadsworth Boulevard (better sidewalks, bikepaths, etc) would you be more inclined to **bicycle**?

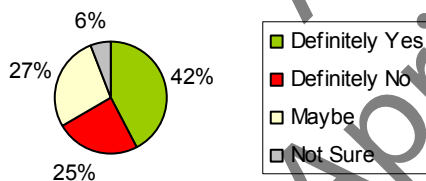


**Question 11:**  
**Survey Responses —Entire Corridor**

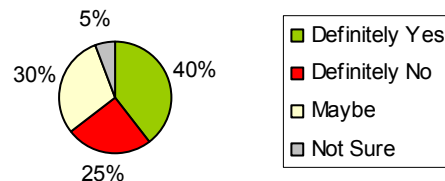
If conditions were improved for **bicycling** along Wadsworth Boulevard (better sidewalks, bikepaths, etc) would you be more inclined to **bicycle**?



If conditions were improved for **walking** along Wadsworth Boulevard (better sidewalks, etc) would you be more inclined to **walk**?



If conditions were improved for **walking** along Wadsworth Boulevard (better sidewalks, etc) would you be more inclined to **walk**?

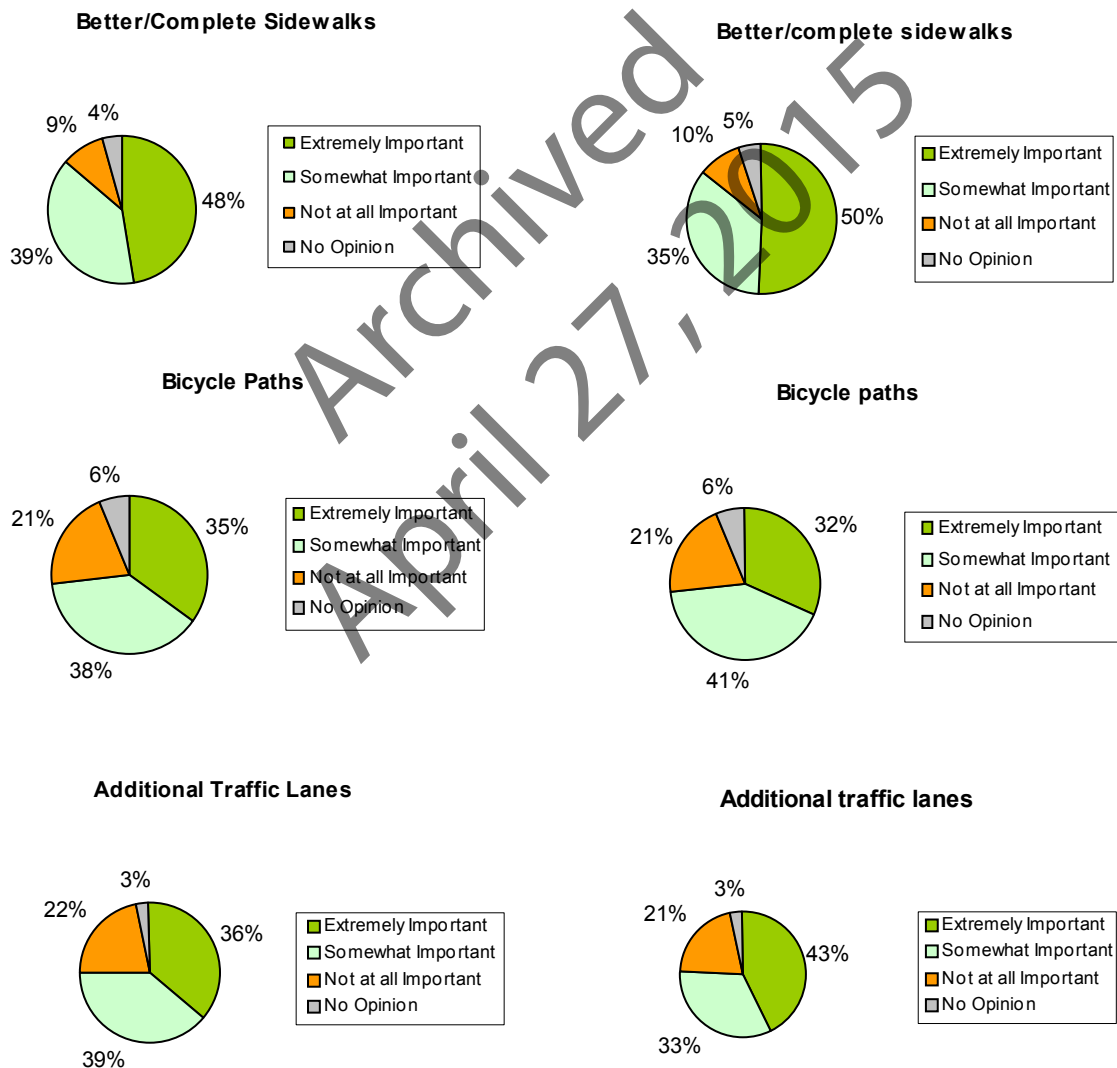


**Question 12: These transportation improvements are important to me:**

Answer Options	Extremely Important		Somewhat Important		Not at all Important		No Opinion	
	# Responses	%	# Responses	%	# Responses	%	# Responses	%
Better/complete sidewalks	87	47.5%	71	38.8%	17	9.3%	8	4.4%
Bicycle paths	63	35.2%	68	38.0%	37	20.7%	11	6.1%
Additional traffic lanes	61	36.1%	65	38.5%	38	22.5%	5	3.0%
More frequent bus/transit service	34	20.5%	60	36.1%	49	29.5%	23	13.9%
Dedicated transit (bus, etc.) lanes	30	17.9%	58	34.5%	60	35.7%	20	11.9%
Strong pedestrian, bicycle, and transit connections to the future light rail station at 13th and Wadsworth	116	63.0%	44	23.9%	17	9.2%	7	3.8%

**Question 12:  
Survey Responses —North of Yale Boulevard**

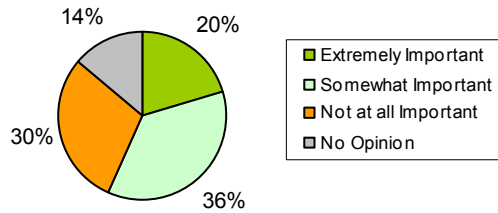
**Question 12:  
Survey Responses —Entire Corridor**



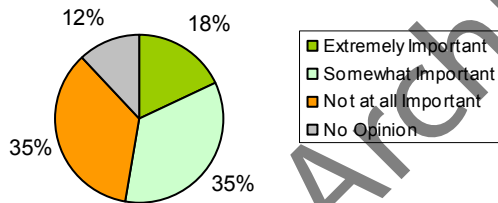


**Question 12:  
Survey Responses —North of Yale Boulevard**

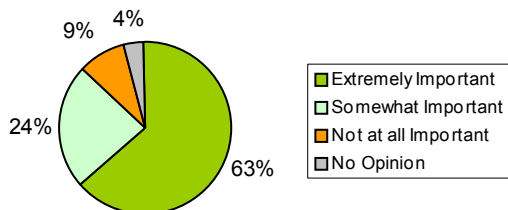
**More frequent bus/transit service**



**Dedicated transit (bus, etc.) lanes**

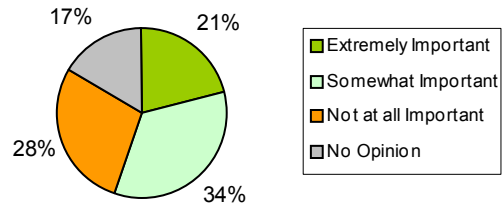


**Strong pedestrian, bicycle, and transit connections  
to the future light rail station at 13th and  
Wadsworth**

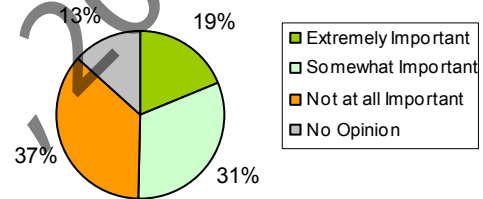


**Question 12:  
Survey Responses —Entire Corridor**

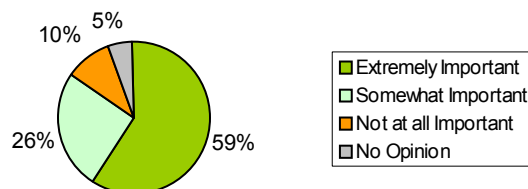
**More frequent bus/transit service**



**Dedicated transit (bus, etc.) lanes**

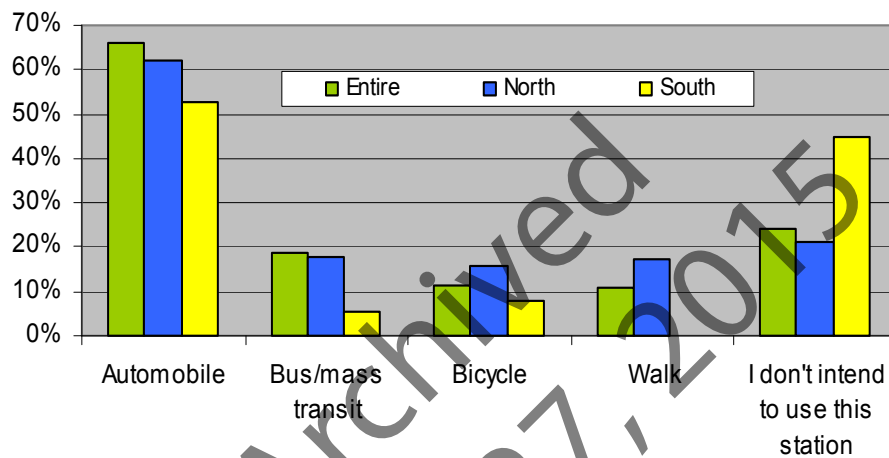


**Strong pedestrian, bicycle, and transit connections  
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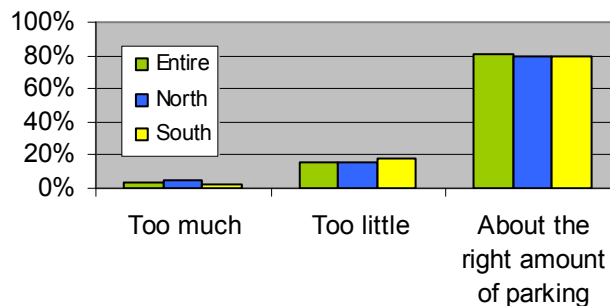
**Question 13: The Regional Transportation District's plans for the West Corridor Light Rail Line, which will run from Downtown Denver to the Jefferson County government complex with several stops in Denver, Lakewood and Jefferson County, includes a station at Wadsworth Boulevard and 13th Avenue. If you anticipate using light rail as a method of transportation, how would you access this station?**

Answer Options	Response Percent	Response Count
Automobile	62.0%	119
Bus/mass transit	17.7%	34
Bicycle	15.6%	30
Walk	17.2%	33
I don't intend to use this station	21.4%	41



**Question 14: The availability of parking for the businesses I visit along the Wadsworth Corridor is:**

Answer Options	Response Percent	Response Count
Too much	4.6%	9
Too little	16.0%	31
About the right amount of parking	79.4%	154



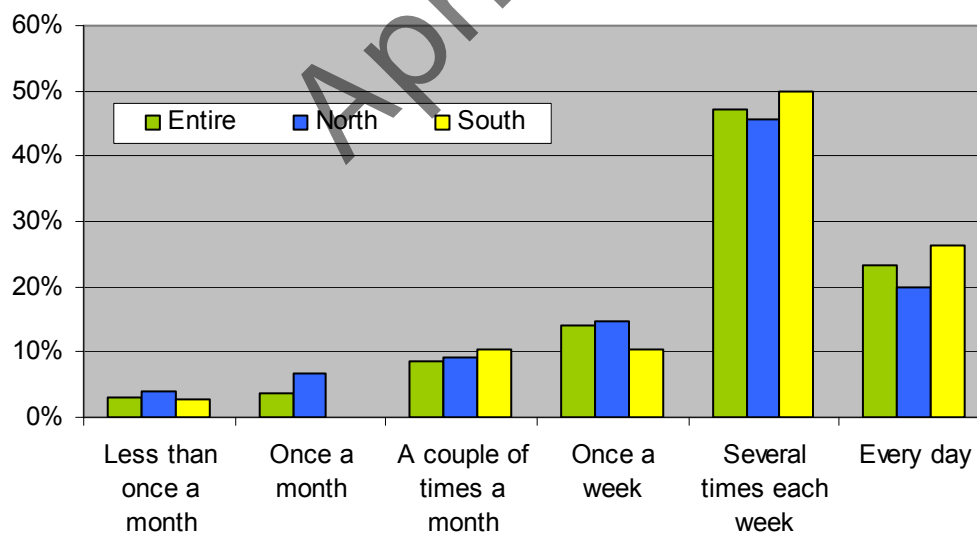
**Question 15: Along the Wadsworth Corridor, what buildings and landmarks are important to you and why? (please be as specific as possible – specific businesses, buildings, open spaces, natural features)**

Most Frequently Heard Responses in order of Frequency:

- Belmar
- Belmar Park
- Open Spaces/Parks in General
- Lakewood Cultural Center and Hertiage Park
- Molly Brown Summer House (located in Denver)
- First Banks
- Walmarts

**Question 16: Approximately how often do you frequent businesses along the Wadsworth Corridor?**

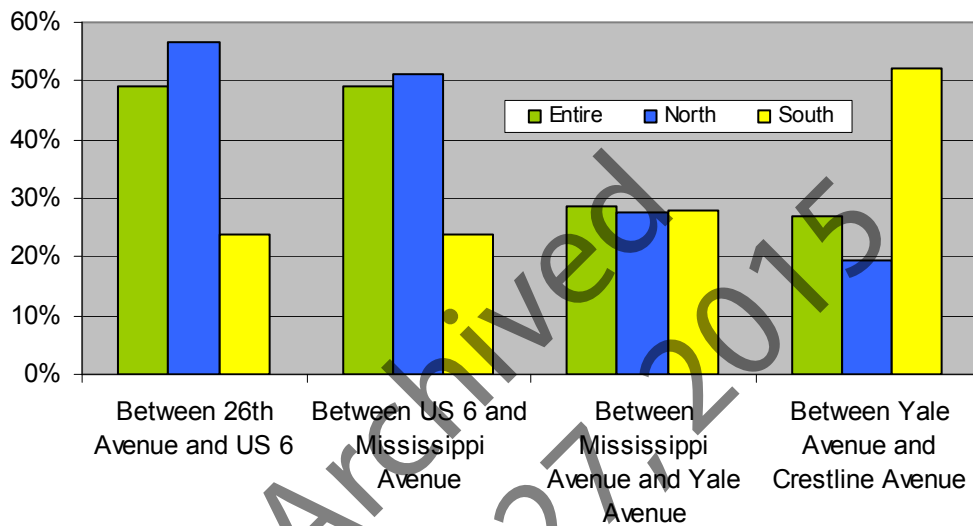
Answer Options	Response Percent	Response Count
Less than once a month	4.1%	8
Once a month	6.6%	13
A couple of times a month	9.1%	18
Once a week	14.7%	29
Several times each week	45.7%	90
Every day	19.8%	39





**Question 17: Where do you think mixed-use buildings (could include a mix of housing, retail, offices, etc.) should be located along the Wadsworth Corridor?**

Answer Options	Response Percent	Response Count
Between 26th Avenue and US 6	56.6%	82
Between US 6 and Mississippi Avenue	51.0%	74
Between Mississippi Avenue and Yale Avenue	27.6%	40
Between Yale Avenue and Crestline Avenue	19.3%	28



**Question 18: There should be more of what types of land uses in the following areas along the Corridor (listed in order of frequency of responses):**

Between 26th Avenue and US 6

- Open Space/Parks
- Business/Commercial/Retail (comments included restaurants (not fast food), grocery store, book store, small businesses, and need for grouped shopping clusters)
- Mixed Use
- Residential
- More Pedestrian/Bicycle Friendly Development
- Attractive Streetscape, Urban Design, Revitalization
- Density
- Light Rail Related Development
- Offices
- Nothing or Okay as is

Between US 6 and Mississippi Avenue

- Business/Commercial/Retail (comments include book store, hotel, clustered shopping, restaurants, small businesses)
- Mixed Use
- Open Space/Parks
- Residential
- More Pedestrian/Bicycle Friendly Development
- Offices
- Nothing or Okay as is
- Attractive Streetscape and Urban Design
- Density
- Noise Abatement

Between Mississippi Avenue and Yale Avenue

- Open Space/Parks
- Business/Commercial/Retail (comments include several for restaurants—more than in other areas, book store, hardware stores, small businesses)
- Attractive Streetscape and Urban Design
- Residential
- Mixed Use
- Nothing or Okay as is
- More Pedestrian/Bicycle Friendly Development
- Offices
- Density

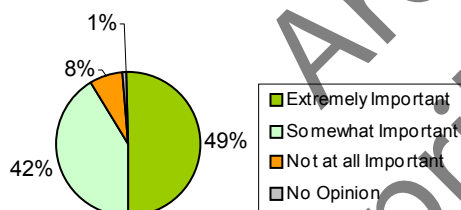
Between Yale Avenue and Crestline Avenue

- Business/Commercial/Retail (comments included grocery store, restaurants)
- Open Space/Parks
- Residential
- Nothing or Okay as is
- Mixed Use
- Offices
- Attractive Streetscape and Urban Design
- More Pedestrian/Bicycle Friendly Development
- Senior Friendly Development

<b>Question 19: How important are the following along the Wadsworth Corridor?</b>								
<b>Answer Options</b>	<b>Extremely Important</b>		<b>Somewhat Important</b>		<b>Not at all Important</b>		<b>No Opinion</b>	
	#	%	#	%	#	%	#	%
Landscaping – trees, shrubs, grasses along the SIDES of Wadsworth	92	49.7	77	41.6	14	7.6	2	1.1
Landscaping – trees, shrubs, grasses in the MEDIAN of Wadsworth	46	24.9	70	37.8	61	33.0	8	4.3
Landscaping around parking areas	64	35.4	81	44.8	30	16.6	6	3.3
Sidewalks attached directly to the street (with no landscaped buffer between traffic and the sidewalk)	16	9.9	60	37.0	64	39.5	22	13.6
Sidewalks detached from the street (with a landscaped buffer between traffic and the sidewalk)	71	38.2	71	38.2	34	18.3	10	5.4
Locating utility lines underground	85	47.5	57	31.8	20	11.2	17	9.5

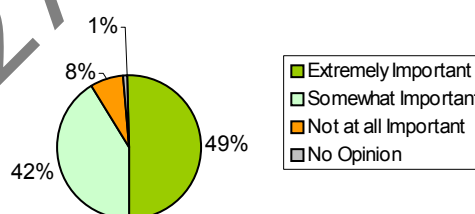
**Question 19:**  
**Survey Responses —North of Yale Boulevard**

**Landscaping – trees, shrubs, grasses along the SIDES of Wadsworth**

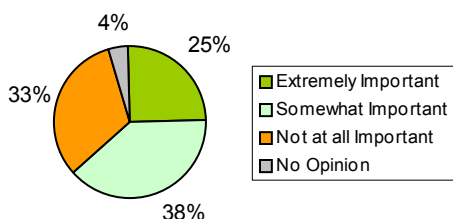


**Question 19:**  
**Survey Responses —Entire Corridor**

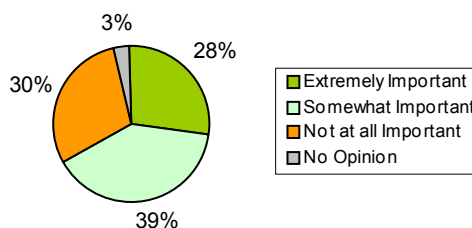
**Landscaping – trees, shrubs, grasses along the SIDES of Wadsworth**



**Landscaping – trees, shrubs, grasses in the MEDIAN of Wadsworth**



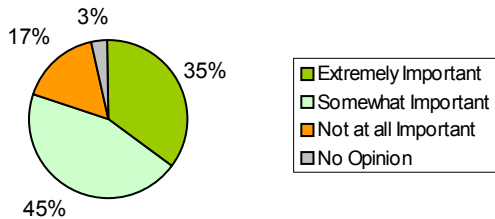
**Landscaping – trees, shrubs, grasses in the MEDIAN of Wadsworth**



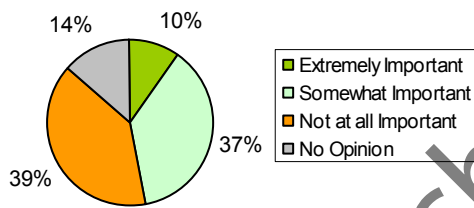


**Question 19:  
Survey Responses —North of Yale Boulevard**

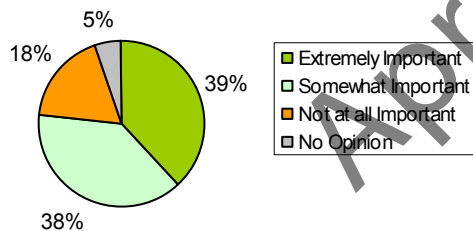
**Landscaping around parking areas**



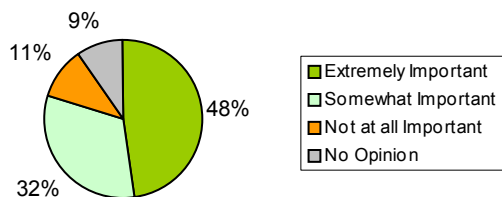
**Sidewalks attached directly to the street (with no landscaped buffer between traffic and the sidewalk)**



**Sidewalks detached from the street (with a landscaped buffer between traffic and the sidewalk)**

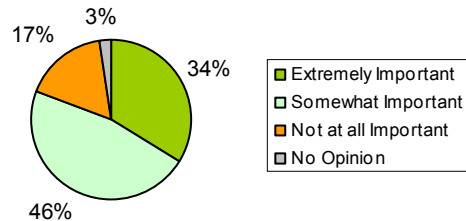


**Locating utility lines underground**

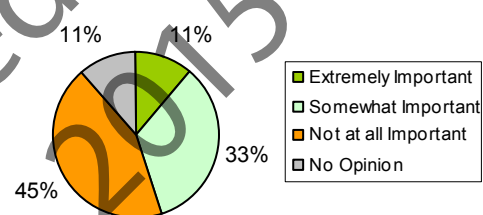


**Question 19:  
Survey Responses —Entire Corridor**

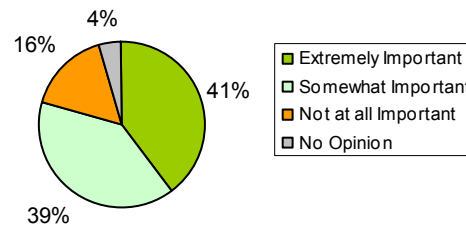
**Landscaping around parking areas**



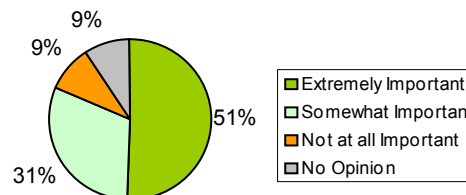
**Sidewalks attached directly to the street (with no landscaped buffer between traffic and the sidewalk)**



**Sidewalks detached from the street (with a landscaped buffer between traffic and the sidewalk)**

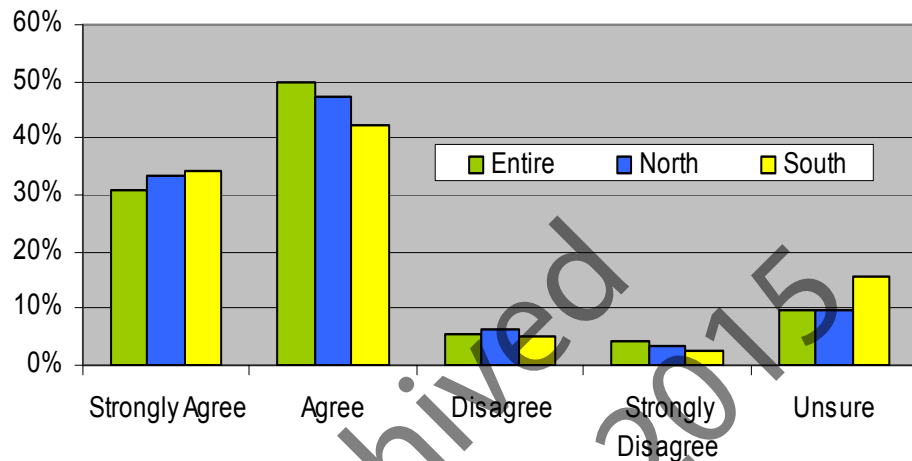


**Locating utility lines underground**



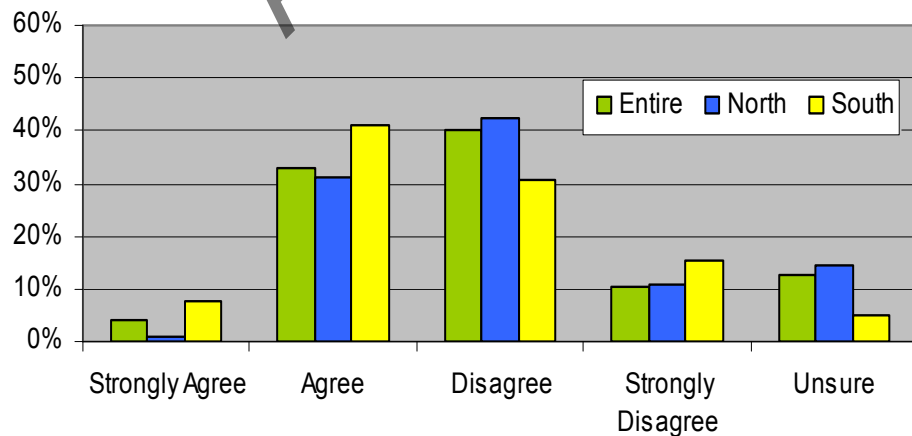
**Question 20: The design and architectural look of buildings along the Wadsworth Corridor is important to me:**

Answer Options	Response Percent	Response Count
Strongly Agree	33.5%	63
Agree	47.3%	89
Disagree	6.4%	12
Strongly Disagree	3.2%	6
Unsure	9.6%	18



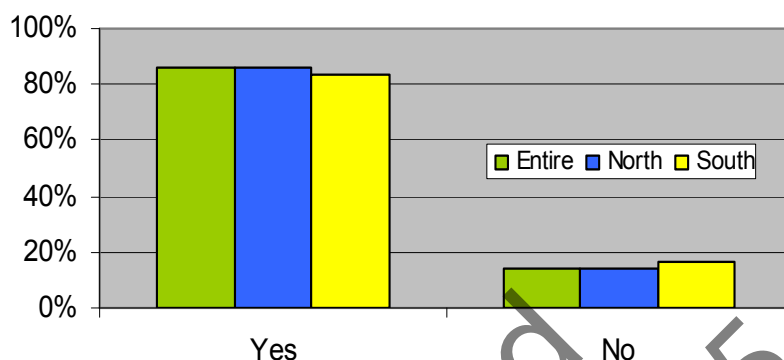
**Question 21: The overall design and architectural look of the EXISTING buildings along the Wadsworth Corridor is pleasing to me:**

Answer Options	Response Percent	Response Count
Strongly Agree	1.1%	2
Agree	31.3%	56
Disagree	42.5%	76
Strongly Disagree	10.6%	19
Unsure	14.5%	26



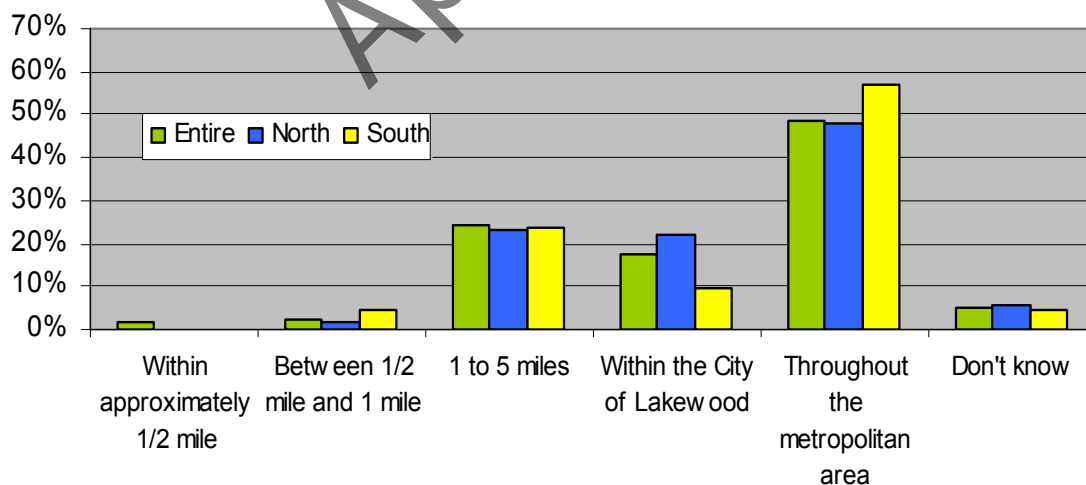
**Question 22: If you own a business along the Wadsworth Corridor, do you like the location and do you hope to be operating your business there five years from now?**

Answer Options	Response Percent	Response Count
Yes	85.9%	61
No	14.1%	10



**Question 23: If you own or operate a business along the Corridor, where do most of your customers live in relation to your business (your market area)?**

Answer Options	Response Percent	Response Count
Within 1 to 2 blocks	0.0%	0
Within approximately 1/2 mile	0.0%	0
Between 1/2 mile and 1 mile	1.4%	1
1 to 5 miles	23.2%	16
Within the City of Lakewood	21.7%	15
Throughout the metropolitan area	47.8%	33
Don't know	5.8%	4





Archived  
April 27, 2015



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