



# Garrison Street

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## STATION AREA PLAN

City of Lakewood  
Adopted March 2010







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## The Plan

The Garrison Street Station Area Plan was developed with the goal of managing and directing future land use around the Garrison Light Rail Station to be located at the corner of Garrison Street and West 13<sup>th</sup> Avenue in Lakewood's Eiber neighborhood.

The Garrison Street Station Area Plan is an element of the Lakewood Comprehensive Plan and serves as a guide for decision making with regard to future development proposals, infrastructure improvements, and design. The Plan identifies areas of the neighborhood where existing land use and zoning should be maintained in its current form, areas that may benefit from future development, and areas that are important for transitioning between different land uses. The Garrison Street Station Area Plan includes sections on sustainability, land use, design, connectivity, streetscapes, and parking.





## Station Area Highlights

- The Garrison Street Station will be located on the first light rail line to be built as part of the Regional Transportation District's FasTracks project, approved by Denver metro area voters in 2004.
- The station is located on the 12.1 mile West Corridor line that will connect Union Station in downtown Denver and the Jefferson County Government complex in Golden. The line and station are scheduled to open in 2013.
- The station will be located on the north side of West 13<sup>th</sup> Avenue at the northeast corner of the intersection with Garrison Street. It is a neighborhood walk-up station and does not include parking facilities.
- Approximately 2,900 people live and 1,900 people work within ½ mile of the station (2005 DRCOG estimates).
- The station planning area boundary – Ammons Street to Independence Street and West 10<sup>th</sup> Avenue to approximately West 14<sup>th</sup> Avenue – encompasses approximately 235 acres.





## CITIZEN PARTICIPATION

Lakewood residents and property owners within the planning area boundary were invited to attend a series of ten neighborhood planning meetings beginning in October 2008. Planning meetings provided City staff and residents with the opportunity to discuss historic preservation options for the area, identify potential land use pressures, build consensus on design and character of the neighborhood, and discuss important pedestrian and transportation connections. The ideas and consensus vision for the neighborhood is the foundation for the content of the Garrison Street Station Area Plan.

Two neighborhood open houses were held as the culmination of the public planning process to share outcomes and solicit feedback from Eiber Neighborhood residents and the Lakewood community. In total, more than 136 residents attended one or more of the public meetings.





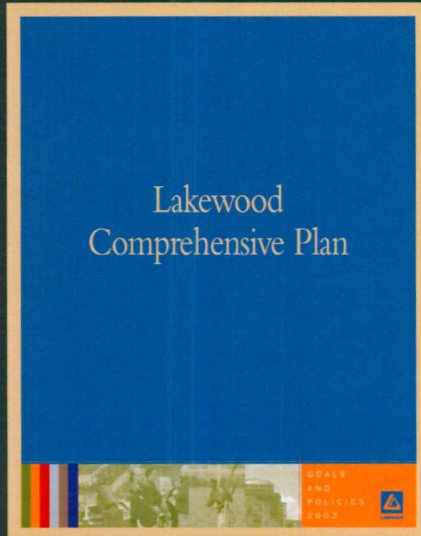
## REFLECTING THE COMPREHENSIVE PLAN

The Lakewood Comprehensive Plan is important to the citizens of Lakewood because it provides the framework for all land use decisions made by the City. The mission of the Comprehensive Plan is to “evolve a community land use framework that continually improves our quality of life in Lakewood by developing, administering, and communicating goals, policies, and actions that emphasize creativity and respect.”

The Garrison Street Station Area Plan reflects the intent of the Comprehensive Plan in the following ways:

The Garrison Street Station Area Plan will:

- Strengthen Lakewood’s image and identity with emphasis on livability and vitality.
- Plan, build, and maintain Lakewood bikeways and pedestrian pathways as attractive, accessible, safe public spaces and encourage connections with and usage of mass transit.
- Promote community stewardship of natural and man-made resources and environments.
- Promote infill development that interacts well with the character of adjoining neighborhoods.
- Strengthen and support Lakewood’s neighborhoods.
- Concentrate activities that serve the immediate neighborhood in neighborhood centers.
- Promote sustainable economic development.
- Promote an integrated land use and transportation system.
- Promote a multi-modal transportation system integrated with the regional transportation system.
- Seek to balance the impacts to the surrounding community when altering transportation systems.





## REFLECTING THE EIBER NEIGHBORHOOD PLAN

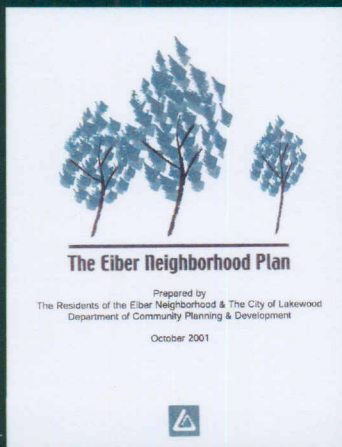
The Eiber Neighborhood Plan was adopted as a Comprehensive Plan Amendment in 2001. The Plan establishes a vision for the neighborhood and specific goals and action steps in topic areas including Land Use and Property Maintenance, 13<sup>th</sup> Avenue Corridor, Traffic and Public Works, Public Safety, and Community Resources. The Garrison Street Station Area Plan both supports the vision of the Eiber Neighborhood plan and is an implementation of action steps found within the Eiber Neighborhood Plan.

The Garrison Street Station Area Plan will:

- Preserve and strengthen low-density, 1-R and 2-R zoned residential properties within the neighborhood.
- Maintain the current residential land use along the West 13<sup>th</sup> Avenue light rail corridor.
- Promote improvement of the appearance and quality of commercial and multi-family properties.

The Garrison Street Station Area Plan is an implementation of the following goals and action steps outlined in the Eiber Neighborhood Plan:

- Consider the development and adoption of design standards for new and redeveloping properties, particularly between West 13<sup>th</sup> Avenue and West Colfax Avenue, east of Garrison Street that would complement the present residential architectural character.
- Explore the preservation of historic buildings and encourage restoration of buildings having historic and/or architectural value.
- Identify strategies to maintain the residential character of the neighborhood and guide any potential future development for the area between West 13<sup>th</sup> Avenue and West Colfax Avenue east of Garrison Street. Strategies may include, but are not limited to, design standards, buffering requirements, setback and height requirements.





### THE PLAN

#### Community Sustainability:

The Garrison Street Station Area should be a model for community sustainability and should enhance the goals in the Community Sustainability section of the Lakewood Comprehensive Plan. Building on the neighborhood's agricultural heritage, multi-modal transportation options, and proximity to services and amenities, the Garrison Street Station Area Plan promotes community sustainability through:

- Integration of land use and multi-modal transportation;
- Development of a vibrant neighborhood economic and social environment;
- Preservation of the neighborhood heritage;
- Stewardship and protection of the natural environment;
- Sustainable building practices and design; and
- Support for an inclusive community that encourages communication and cooperation.

#### Future Land Use:

The Garrison Street Station Area Plan identifies five distinct neighborhood sub-areas based on existing character, zoning, density, and potential development opportunities. The neighborhood sub-areas are not targeted for rezoning as part of the Garrison Street Station Area Plan, but rather serve as a guide expressing the neighborhood's desired future character and design. In some cases, the neighborhood sub-area boundaries are clearly defined, as in the case of the *Area of Stability*. In other instances, the boundaries are not clearly defined, as is the case between the *Area of Change* and the *Areas of Transition*. This is intended to allow creativity in development while buffering varying types of land use in the neighborhood.

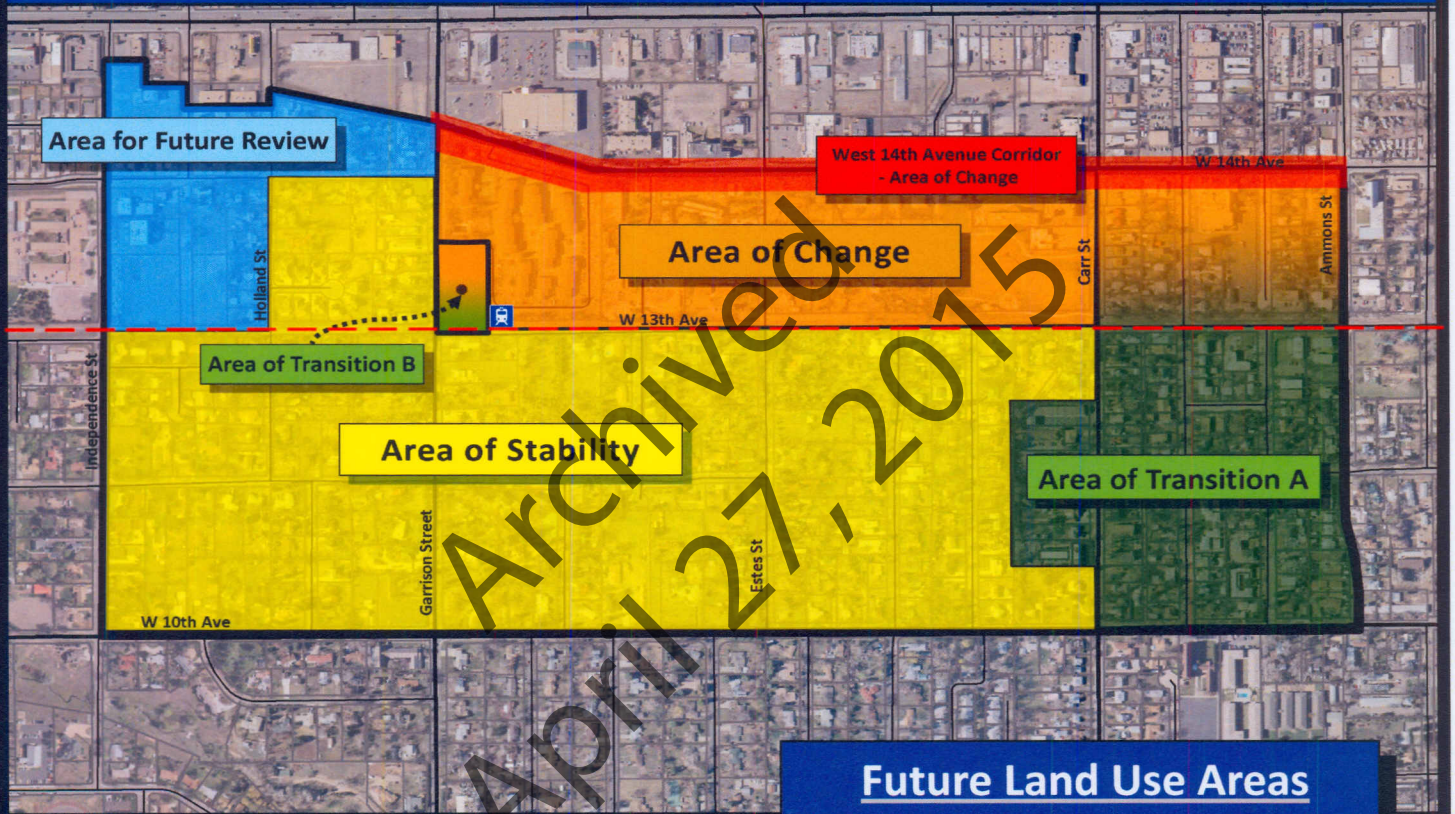
The five neighborhood sub-areas are:

- Area of Stability;
- Area of Change;
- West 14<sup>th</sup> Avenue;
- Areas of Transition; and
- Area for Future Review.





## Garrison Street Station Area Plan: Future Land Use



### Future Land Use Areas

- Area of Stability
- Area of Change
- West 14<sup>th</sup> Avenue Corridor
- Area of Transition
- Area for Future Review



### Area of Stability:

The *Area of Stability* (denoted in yellow on the Future Land Use Map) encompasses a significant portion of the planning area, stretching from Independence Street on the west to approximately Carr Street on the east, and from West 10<sup>th</sup> Avenue north to West 13<sup>th</sup> Avenue. This area also includes the portion of the planning area between Holland Street and Garrison Street and from West 13<sup>th</sup> Avenue north to West 14<sup>th</sup> Avenue.

The *Area of Stability* is composed primarily of single-family homes on 1-R and 2-R zoned lots. The area is consistent in its character and is described by residents as “rural” due to the area’s large lots, mature vegetation, the presence of gulches and ditches, and streets that, with a few exceptions, do not have curb, gutter or sidewalks.

### Key Principles for Area of Stability:

- Zoning and land use should remain consistent with the existing single-family neighborhood.
- Properties within this area should not be rezoned to allow an increase in density.
- Any rezoning of properties to higher density residential uses along Carr Street should require the support of neighboring property owners.
- Local streets should maintain their rural character and remain without curb, gutter, and sidewalks except where identified in this Plan or as required by City policy.

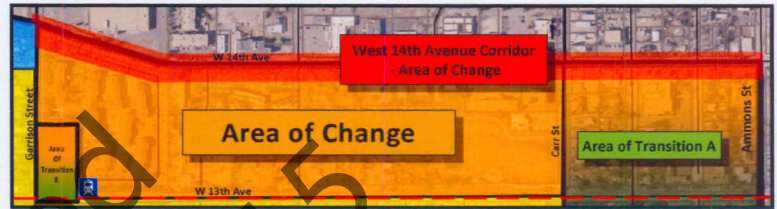




## Area of Change:

The *Area of Change* (denoted in orange on the Future Land Use Map) includes the majority of the planning area located north of West 13<sup>th</sup> Avenue and east of Garrison Street.

The area currently is composed of a variety of land uses and zone districts. Predominate uses include single and multi-family housing, offices, commercial properties, and health care and religious institutions. While there are single-family homes located within the *Area of Change*, existing residential areas are predominately zoned to allow for higher density developments.



The *Area of Change* has been identified as an area where future redevelopment is appropriate. Future development projects should capitalize on the proximity to the Garrison Street Station, respect existing residential areas of the neighborhood, and should be compatible with the West 14<sup>th</sup> Avenue vision, and the Colfax Mixed-Use Zone District north of West 14<sup>th</sup> Avenue. Within the *Area of Change*, there is support for the rezoning of property to facilitate mixed-use projects that incorporate the principles identified below. Examples of preferred design characteristics for this area are presented as part of this plan.

### Key Principles for *Areas of Change*:

Future Development projects should:

- Capitalize on the proximity to the Garrison Street Station by integrating land use and transportation by providing pedestrian routes and access between the development site and the station.
- Be compatible with and complementary to surrounding land uses, zoning, and the neighborhood vision for West 14<sup>th</sup> Avenue.
- Minimize impacts to single-family homes in the *Area of Stability* through site design, layout, and landscape buffering techniques.
- Utilize environmental design of lot layout, buildings, landscaping, and energy systems to maximize efficiency and minimize environmental impacts.
- Consider preserving and/or adapting existing buildings with historic or architectural value.
- Incorporate unique design elements and recommendations for streetscapes and parking included in this Plan.





### West 14th Avenue

The *West 14<sup>th</sup> Avenue* corridor (denoted in red on the Future Land Use Map) includes parcels with frontage along West 14<sup>th</sup> Avenue between Garrison Street and Ammons Street. The corridor has been identified as an area of opportunity for revitalization and neighborhood enhancement. The West 14<sup>th</sup> Avenue vision statement describes the character and core values as conceptualized by residents to achieve the goal of enhancing the quality of life in their neighborhood and community.

#### ***West 14<sup>th</sup> Avenue Vision:***

The *West 14<sup>th</sup> Avenue* corridor between Garrison Street and Ammons Street should be a pedestrian-friendly business district where residents can walk to specialty shops, bakeries, bookstores, medical offices, art galleries, restaurants and sidewalk cafés. The corridor should be a vibrant and diverse environment that enhances the quality of life in the Eber Neighborhood and the City of Lakewood by creating an active, spirited destination for residents, businesses, employees, and visitors.

Future land use along West 14<sup>th</sup> Avenue should seek to:

- Retain existing businesses and foster opportunities for the recruitment and expansion of new businesses along the corridor.
- Encourage two or three story commercial or mixed-use buildings that complement the scale and architecture of the residential neighborhood to the south and the West Colfax Avenue commercial corridor to the north. Buildings should be placed close to the street with parking provided in the rear.
- Encourage high quality new construction using brick and other durable materials while preserving the corridor's most significant existing structures and looking for opportunities to convert existing buildings and homes into restaurants, shops, and offices.
- Provide opportunities for public art and community gathering in order to establish the corridor as a vibrant cultural center. Such opportunities should include pocket parks, plazas, and connections to existing amenities such as James J. Richey Park.
- Feature a safe and pedestrian-friendly streetscape that includes street trees, pavers, living groundcover, benches, lighting and other unique and aesthetically pleasing elements.
- Encourage sustainability through green building design, encouraging pedestrian access, and the use of environmentally friendly technology.

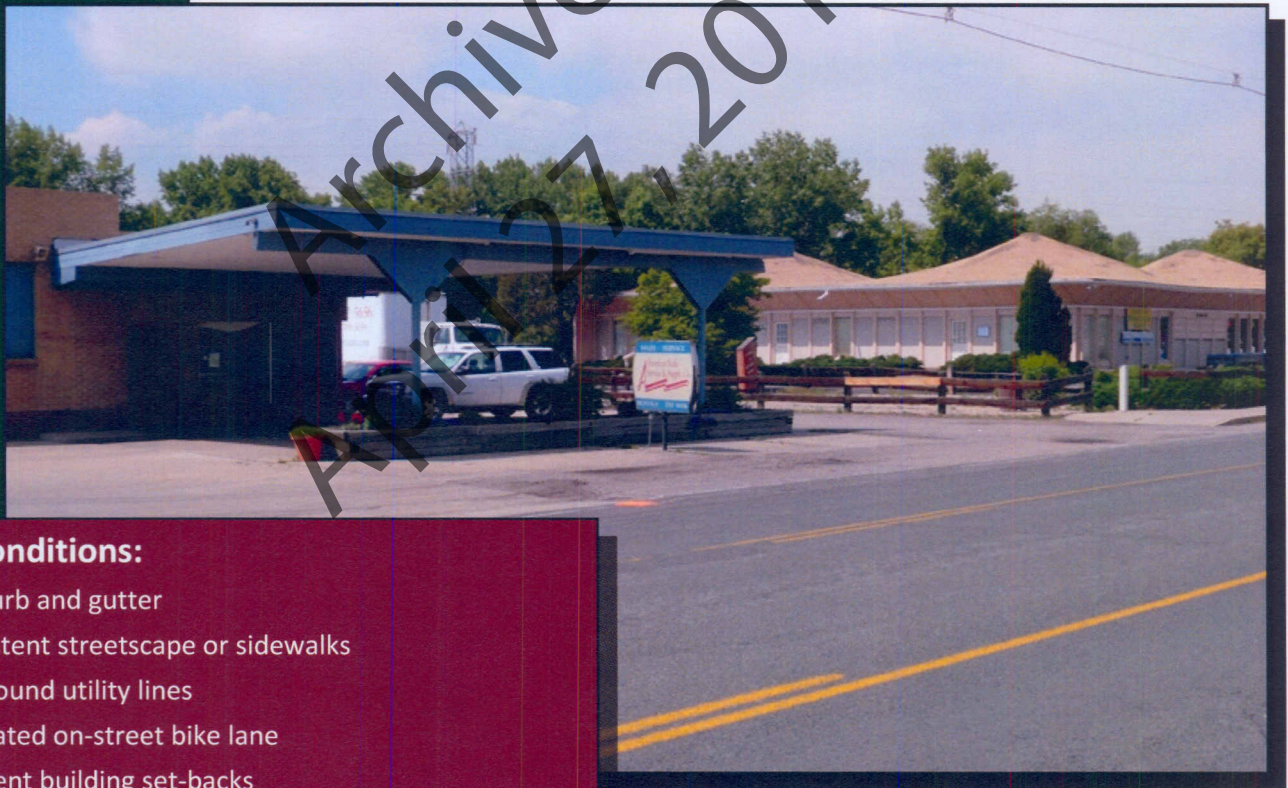




## Design Preferences: Area of Change and West 14th Avenue

The following two images illustrate how design elements can be utilized to achieve the community vision for the *Area of Change* and *West 14th Avenue*. The image below shows the existing conditions along West 14th Avenue just west of Carr Street. The image on the right depicts the same location with an improved streetscape, enhanced pedestrian and bicycle connections, the adaptive re-use of an existing building into a café with outdoor seating, and a new mixed-use building.

**Note:** This area is currently home to many successful businesses, offices, residences, and other uses. The City and the neighborhood support the continued success of these uses. These images are intended to depict potential future conditions and public improvements.

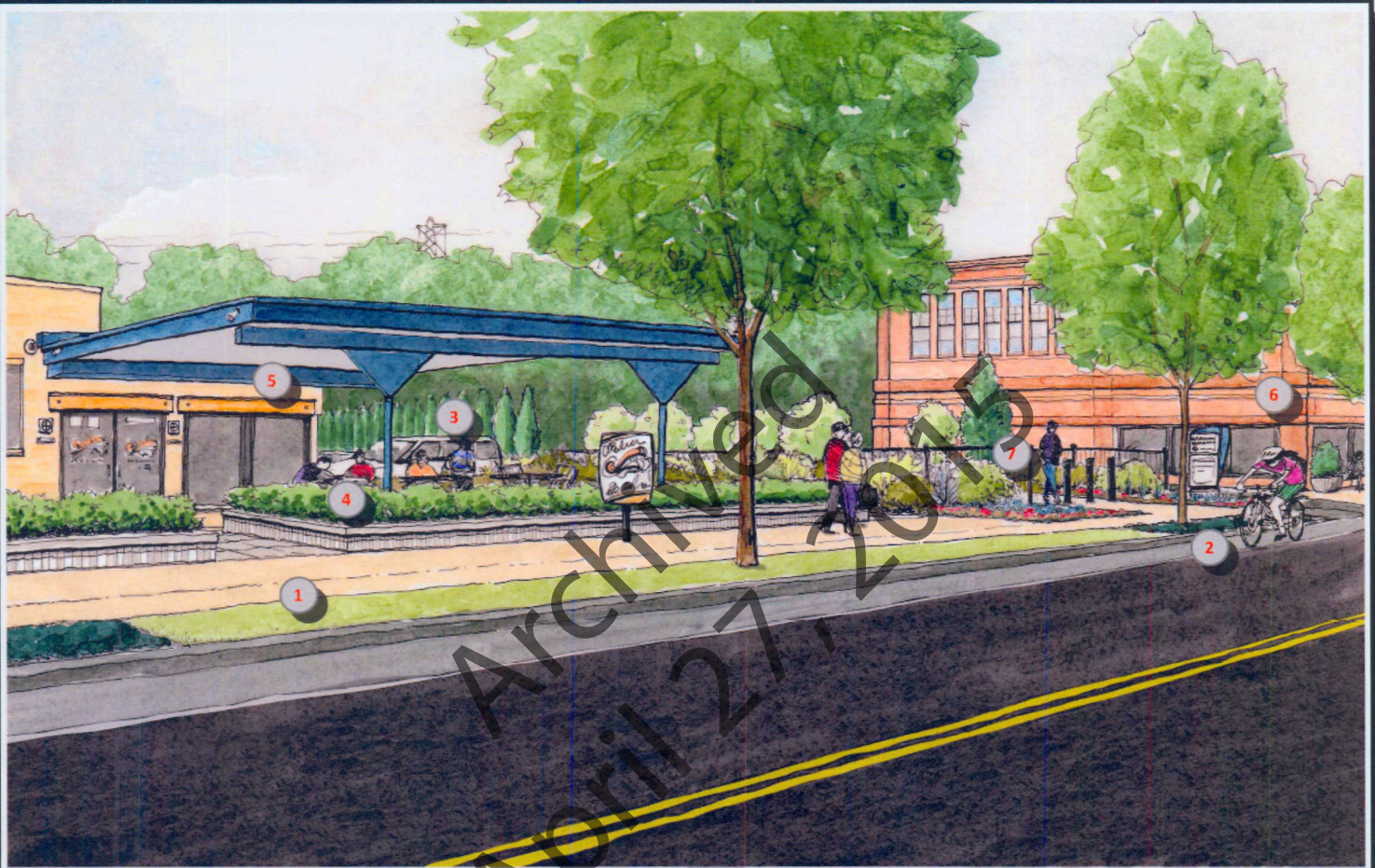


### Existing Conditions:

- Lack of curb and gutter
- No consistent streetscape or sidewalks
- Above ground utility lines
- No dedicated on-street bike lane
- Inconsistent building set-backs
- Parking often located in front of buildings along the street
- Few street trees and minimal living ground cover



## Design Preferences: Area of Change and West 14th Avenue



### Future Vision:

- 1 Consistent streetscape with curb, gutter, sidewalk and buried utility lines
- 2 Dedicated on-street bike lane
- 3 Parking located below grade or in rear of property
- 4 Street trees and living groundcover
- 5 Adaptive re-use of buildings
- 6 New mixed-use buildings with retail, office, and residential units
- 7 Connectivity to neighborhood amenities like James J. Richey Park



## Areas of Transition:

There are two *Areas of Transition* identified for the Garrison Street Station Area Plan (denoted in green on the Future Land Use Map). The *Areas of Transition* are intended to provide a buffer between higher intensity land uses, such as the transit mixed-use zoning around the Wadsworth Boulevard light rail station, and the less intense single-family land use in the *Area of Stability*.

### Area of Transition A:

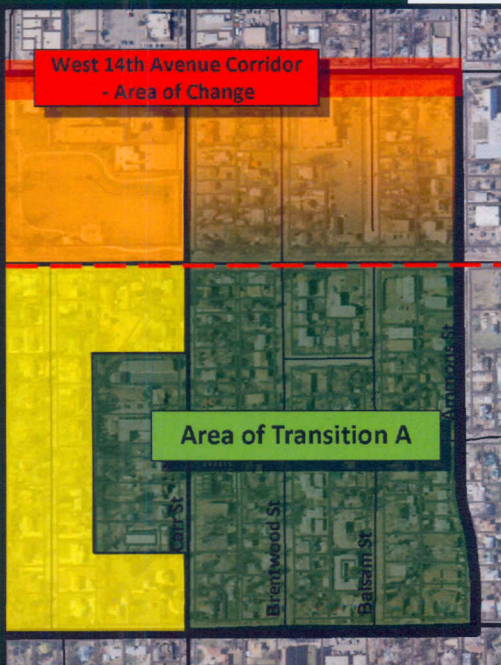
*Area of Transition A* is located east of Carr Street and north of West 10<sup>th</sup> Avenue. This area also includes a number of properties along the west side of Carr Street. The *Area of Transition A* abuts the Transit Mixed Use Zone District to the east and the *Area of Stability* and the *Area of Change* to the west.

The majority of *Area of Transition A* is zoned 4-R: Medium Density Attached Residential District. The portion of *Area of Transition A* located west of Carr Street is zoned 5-R: Higher Density Residential District. While both of these zone districts allow for multi-family dwelling units, a significant portion of the area is currently composed of single-family homes.

### Key Principles for *Area of Transition A*:

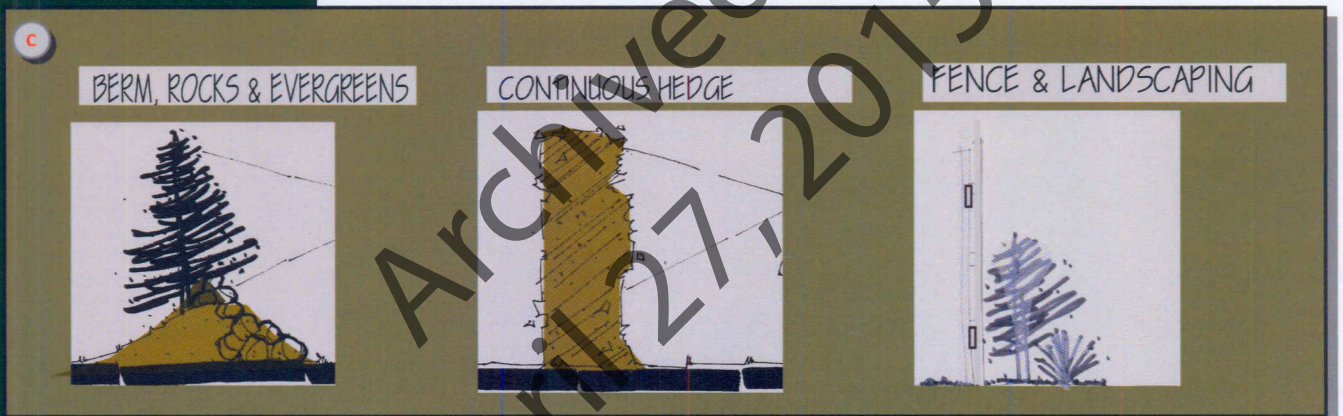
Future Development in this area should:

- Recognize this portion of the planning area as an area of transitional density between the Transit Mixed Use Zone District around the Wadsworth Boulevard light rail station and the *Area of Stability*.
- Consider site layout of new developments in order to minimize impacts on existing single-family homes in the area.
- Recognize the importance of utilizing landscaping and other buffering techniques between varying types of land use.
- Consider voluntary down zoning of the 5-R zoned properties along the west side of Carr Street.
- Preserve existing mature vegetation and incorporate landscaping and street trees into site design.
- Utilize landscaping and vegetation to improve the aesthetics and provide shading for parking areas serving multi-family developments.





## Design Preferences: Area of Transition A



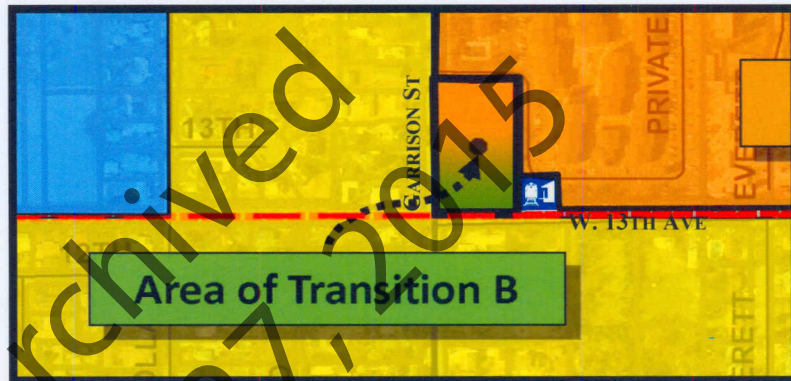
### Design Preferences:

- A** Image A is an example of an attached medium-density development with single-family residential character and architecture. This type of architectural design can serve as an appropriate transition between areas of increased density and single-family areas of the neighborhood.
- B** Image B is an example of a higher density development utilizing high quality materials, varying architectural elements, creative landscaping, public space, and either below-grade or rear-loaded parking.
- C** Image C illustrates three types of landscape buffers that can be used to reduce the impact of larger multi-family structures built adjacent to existing single-family homes.



## Area of Transition B:

*Area of Transition B* is located just north of the station at the northeast corner of Garrison Street and West 13<sup>th</sup> Avenue. *Area of Transition B* is a small area composed of three properties. Two of these properties are currently single-family homes, the third is currently in use as a church. These properties were identified as an area of transition based on their proximity to the station. Pedestrian oriented neighborhood commercial and residential uses are appropriate for this area. Development in this area should be compatible with the single-family homes on the west side of Garrison Street and should not significantly add to vehicular traffic congestion at the station.



### Key principles for *Area of Transition B*:

Future development in this area should:

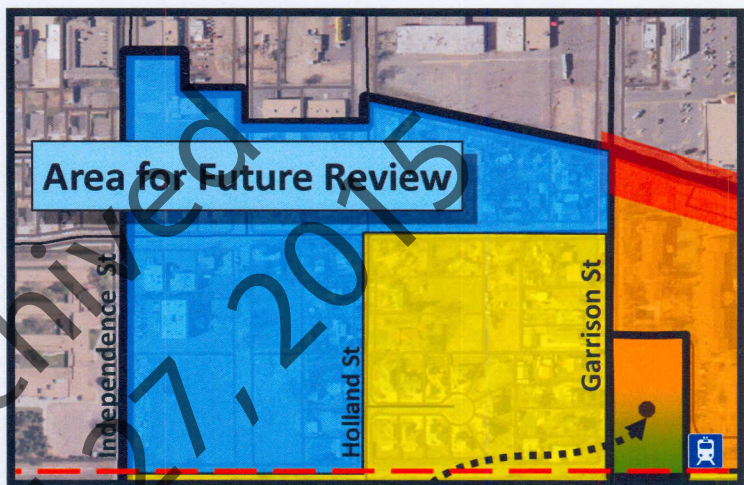
- Capitalize on the proximity to the Garrison Street Station by providing either pedestrian-oriented neighborhood commercial uses or medium-density residential units.
- Be compatible with the existing single-family residential land use on the west side of Garrison Street.
- Minimize increases to existing automobile traffic along Garrison Street.
- Enhance pedestrian access to the Garrison Street Station.
- Consider opportunities to incorporate the existing Planned Development, located directly to the east, into a larger development that would provide connectivity between the Garrison Street Station and the West 14<sup>th</sup> Avenue Corridor and would provide residential and neighborhood serving commercial uses.





## Area for Future Review

An additional sub-area identified on the Future Land Use Map is referred to as the *Area for Future Review*. It is recommended that projects in this area are reviewed on an individual case basis utilizing performance-based standards consistent with the General Land Use section of Lakewood's Comprehensive Plan.





## CONNECTIVITY

The Garrison Street Station is a neighborhood walk-up station intended for use by neighborhood residents. The primary form of access to the station will be by foot, bicycle or other non-motorized means. In order to provide safe access to and from the station, and to provide safe connections from the station area to key neighborhood destinations, this Plan identifies priority areas for sidewalk and other street improvements.

Additionally, neighborhood residents are concerned about the volume of traffic along neighborhood streets, including Garrison Street, due to planned street closures and the frequent light rail crossings.

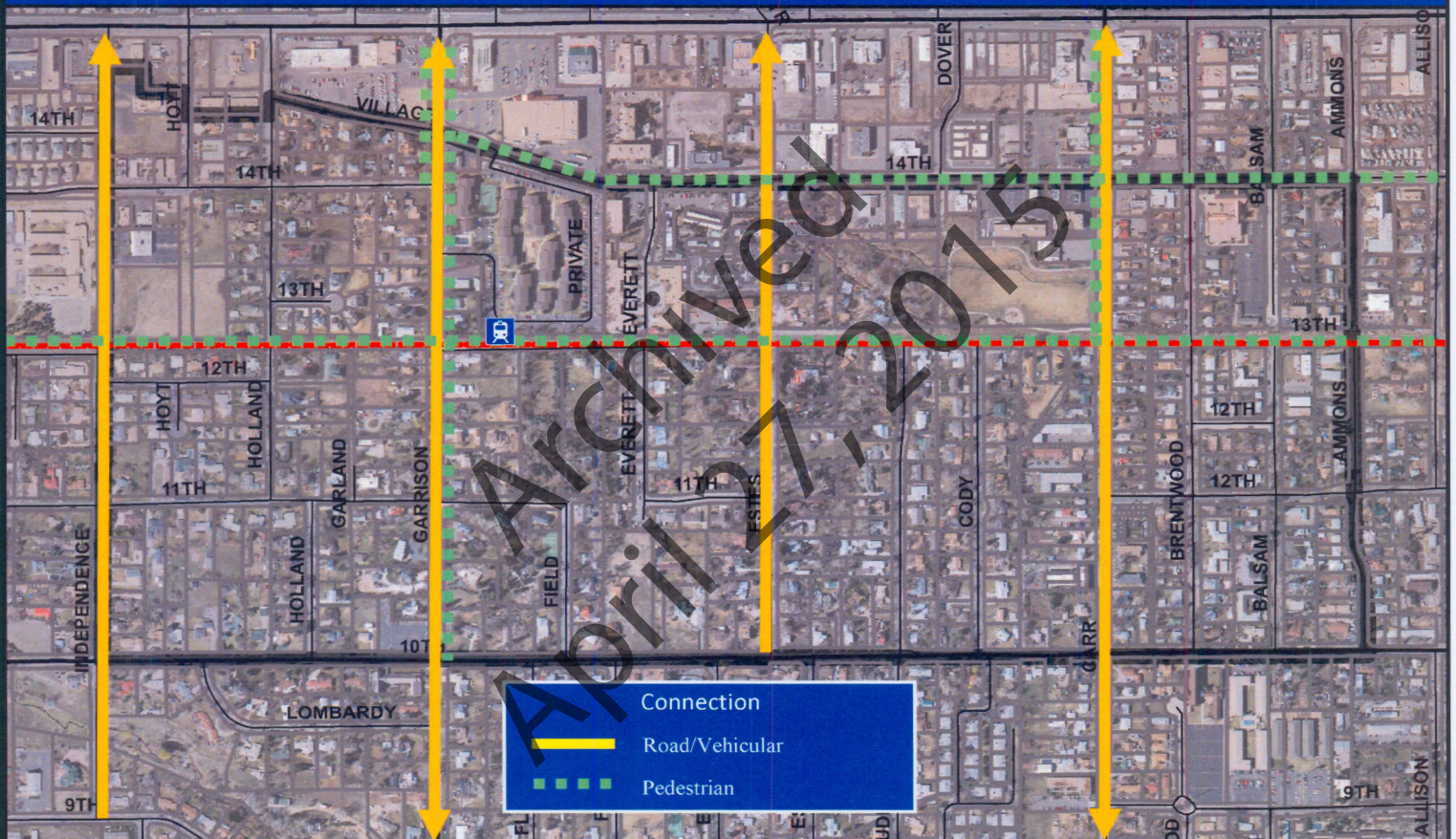
### Recommendations:

- Pedestrian and bicycle connections to the light rail station should be clearly marked, well lighted, safe, and attractive for people of all ages and abilities.
- Pedestrian crosswalks should be provided at Garrison Street and West 13<sup>th</sup> Avenue to provide safe access to the station and for bicycle traffic along the West 13<sup>th</sup> Avenue bike lane and path.
- Pedestrian and bicycle connections should be constructed along Garrison Street from the station area north to West Colfax Avenue and south to West 10<sup>th</sup> Avenue, in order to provide safe access to the surrounding neighborhood and RTD bus stops.
- Continuous sidewalks should be provided along West 14<sup>th</sup> Avenue and Carr Street in order to achieve the West 14<sup>th</sup> Avenue vision and to provide a safe and inviting connection from the station area to neighborhood commercial and activity centers.
- The recommendations contained in the Lakewood Bicycle System Master Plan should be implemented for West 14<sup>th</sup> Avenue, West 13<sup>th</sup> Avenue, and Carr Street.
- The City should work with RTD to coordinate rail crossing signalization and traffic light timing along Garrison Street.
- Neighborhood residents should communicate any unanticipated future traffic concerns to the City.





## Garrison Station Area Plan: Connectivity





## STREETSCAPE

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

### Recommendations:

- Detached sidewalks, tree lawns, and attractive landscaping should be incorporated with development.
- Pedestrian seating areas and public spaces are encouraged to provide pedestrian amenities and activity.
- Street furnishings including pedestrian lighting, benches, planters, and public art should be incorporated along West 14<sup>th</sup> Avenue and along Garrison Street between West 14<sup>th</sup> Avenue and the station to provide a consistent and inviting connection.
- Bike facilities should be provided with all public and private developments.

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## PARKING

### Parking for new developments:

Parking should not be the dominant feature of development.

#### Recommendations:

- Parking for new developments should be placed below grade or to the rear of buildings.
- Parking should be designed to minimize its impact on adjacent uses and pedestrian areas.
- Landscaping and creative use of fencing or decorative items should be used to buffer parking areas from pedestrian areas.



### Parking in residential areas:

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

#### Recommendation:

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

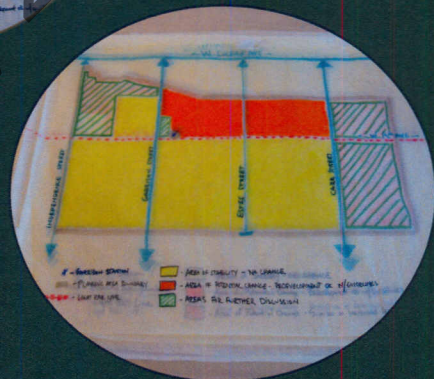
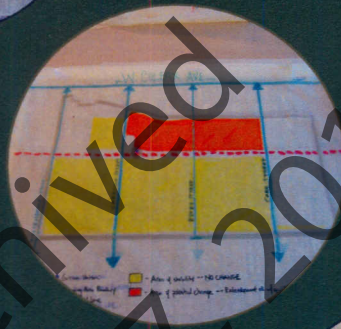
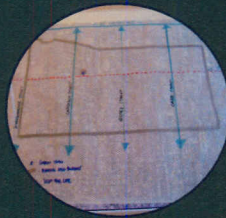


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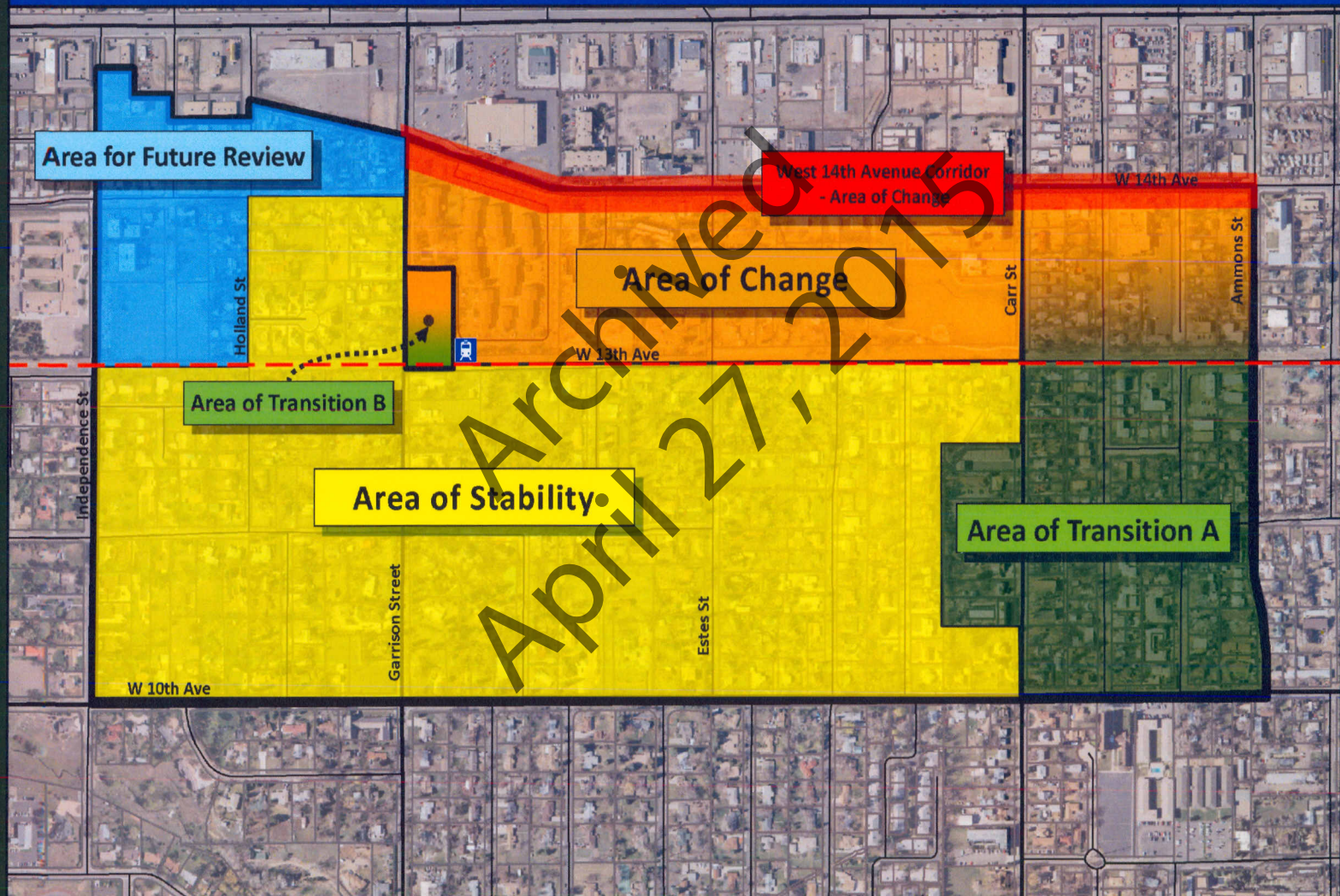


## APPENDIX: MAPS





# Garrison Street Station Area Plan: Future Land Use





# Garrison Station Area Plan: Zoning Map



Zone Districts	
<b>RIA:</b> Residential One Acre	<b>4-R:</b> Medium Density Attached Residential
<b>1-R:</b> Large Lot Residential	<b>5-R:</b> Higher Density Residential
<b>2-R:</b> One Family Small Lot Residential	<b>OF:</b> Office
	<b>1-C:</b> Convenience Commercial
	<b>2-C:</b> Neighborhood Commercial
	<b>PD:</b> Planned Development

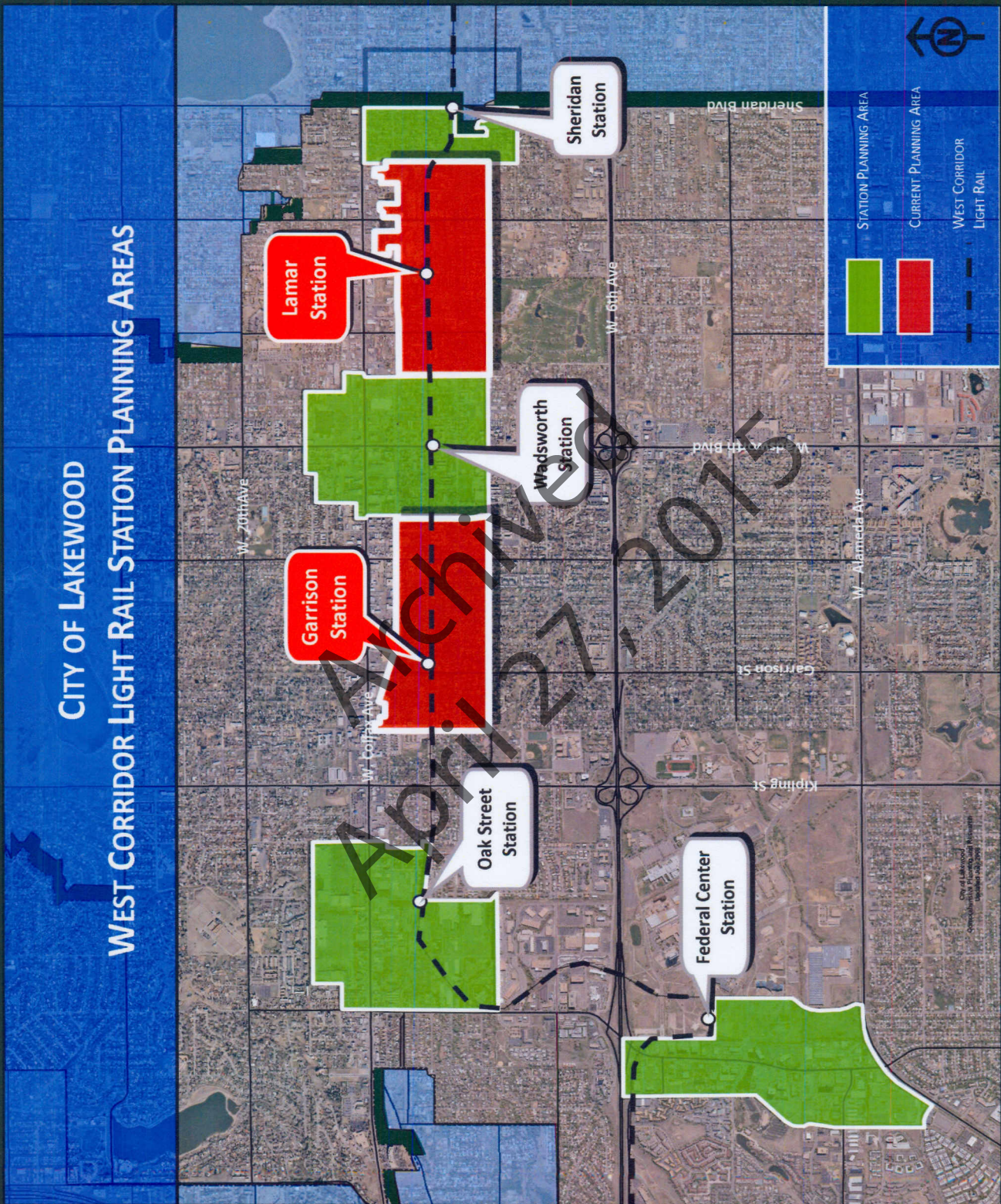


# Garrison Station Area Plan: Connectivity





# CITY OF LAKEWOOD WEST CORRIDOR LIGHT RAIL STATION PLANNING AREAS





## Acknowledgements

### ***Lakewood Mayor and City Council***

Mayor: Bob Murphy

Ward I: Vicki Stack  
Karen Kellen

Ward III: Sue King  
Ed Peterson

Ward V: Diana Allen  
Tom Quinn

Ward II: Cindy Baroway  
Scott Koop

Ward IV: Adam Paul  
Dave Wiechman

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Ward II: Julia Burroughs

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

Recognition goes to the residents, property owners, and business owners who participated in the development of the Garrison Street Station Area Plan.

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



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### Cover Photo

The No. 24 car pulls into the Smith Station near the intersection of Garrison and West 13th Ave. The No. 24 provided passenger service between downtown Denver and Golden over the Denver Tramway Company's 13 mile standard gauge line.

The Denver, Lakewood & Golden rail line was constructed in 1892. In 1914 the line was acquired by the Denver Tramway Company which operated Denver's Streetcar System until the early 1950s when it replaced its trolley cars with buses that ran down West Colfax Avenue. In 1953 the line was purchased by Associated Railways, which ran limited service to the Denver Federal Center until the last train was operated in October 1988.

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