

US 6/Wadsworth



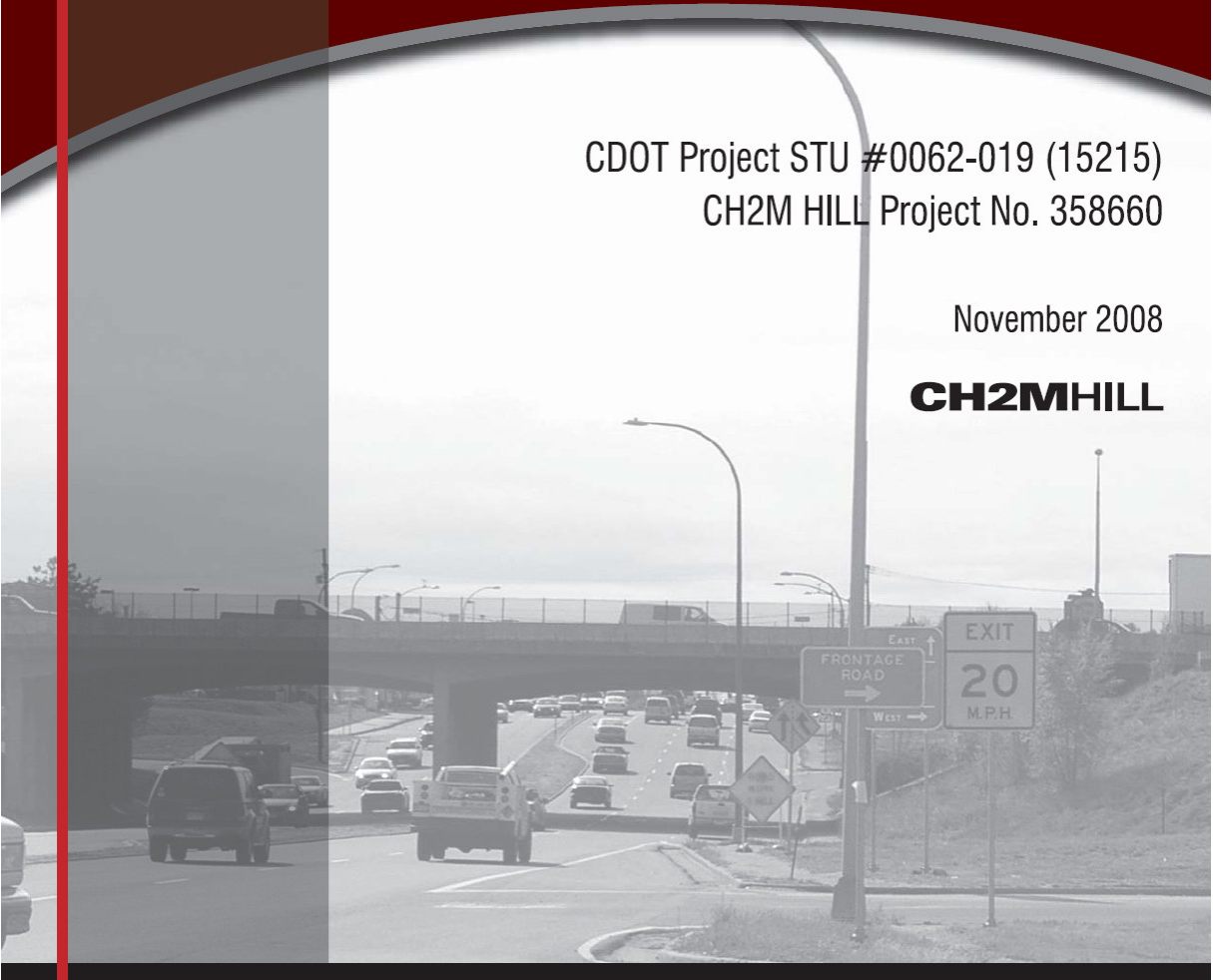
**Environmental
Assessment**

Land Use Technical Memorandum

CDOT Project STU #0062-019 (15215)
CH2M HILL Project No. 358660

November 2008

CH2MHILL



Land Use

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COPIES:

PROJECT: US 6 and Wadsworth Boulevard Interchange Environmental Assessment

DATE: November 4, 2008

Introduction

This technical memorandum presents information regarding existing and future land uses, zoning, and adopted land use plans and regulations for the study area. Additionally, it analyzes the consistency of project alternatives with current and future land uses, policies, and plans. The study area for this discussion is bounded generally north to south by Colfax Avenue and Alameda Avenue and west to east by Garrison Street and Reed Street.

Project Description

The Colorado Department of Transportation (CDOT) proposes to reconstruct the interchange of US 6 and Wadsworth Boulevard and widen Wadsworth Boulevard between 4th and 14th Avenues in Jefferson County, Colorado. The purpose of the US 6 and Wadsworth Boulevard project is to improve traffic flow and safety for motorists, pedestrians, and bicyclists; accommodate high traffic volumes; and increase multi-modal travel options and connections at the US 6 and Wadsworth Boulevard interchange and along Wadsworth Boulevard between 4th Avenue and 14th Avenue. The existing design and configuration of the interchange and roadway within the project limits have not kept pace with traffic and multi-modal travel demands. CDOT, the Federal Highway Administration (FHWA), City of Lakewood, area residents, businesses, and commuters have prioritized making improvements to correct the transportation problems in the project area through previous planning efforts.

Methods and Assumptions

The alternatives are analyzed for compatibility with existing and future planned land use and for consistency with local plans and policies. The City of Lakewood's online mapping tool, *EZ Maps*, was used to identify existing zoning for parcels located within the project area. The existing land use was analyzed using the Jefferson County Assessor's parcel data. Each of the adopted land use plans relevant to the study area was obtained, and the project alternatives were evaluated for consistency with plan goals and objectives.

Affected Environment

Existing Land Use

Land use is defined as the way in which a parcel of land is put to use, and land use planning in the study area is the responsibility of the City of Lakewood. Wadsworth Boulevard within the study area is a developed urban corridor, marked by commercial and industrial uses and surrounded by residential uses. US 6 within the study area is surrounded by primarily residential uses with some commercial and industrial development surrounding the interchange at Wadsworth Boulevard. Exhibit 1 illustrates existing land use in the study area.

Wadsworth: Colfax-US 6

Immediately adjacent to Wadsworth Boulevard, commercial, office, and light industrial land uses comprise the majority of existing uses, producing both regional and neighborhood draws. The land uses along Wadsworth Boulevard include restaurants, professional offices, personal services, light industrial, financial institutions, large and small-scale retail, schools, lawn and garden centers, and auto-oriented businesses, including gas stations, car washes, car rentals, and window tinting. Because the majority of the businesses along this corridor are accessed by automobiles, there is also a great deal of land use dedicated to surface parking. These businesses serve to buffer residences to the east and west, which range from semi-rural single family properties to higher density multi-family residences, from the traffic activity of the arterial roadway.

Wadsworth: US 6-Alameda Blvd

Commercial and office land uses continue on Wadsworth Boulevard south of US 6. Along this portion of Wadsworth, land uses include large-scale retail, strip retail with pad site development, financial institutions, restaurants, gas stations, and some professional offices. In this section of the corridor, there is also a great deal of land dedicated to surface parking. There are low density residences abutting the businesses along Wadsworth Boulevard to the east and west with higher density multi-family residences located near the interchange. Belmar, located at the intersection of Alameda Avenue and Wadsworth Boulevard, serves as a major urban center and Lakewood's downtown, combining retail, office, and residential uses together in the location of the former Villa Italia shopping mall.

US 6: Garrison Street-Reed Street

Land uses adjacent to US 6 closest to the interchange are commercial, including restaurants, a financial institution, office, and storage facility. Progressing farther from the interchange, land use changes to principally residential. The majority of residences in the southeast quadrant are multifamily, while the majority of residences along the remainder of US 6 are single family.

Existing Zoning

Zoning is a method of regulating the land uses that may be developed on a property. In this study area, in most cases, existing land use matches existing zoning, and nearly every zone district is represented within the study area boundaries.

A city-initiated zoning amendment in 2007 resulted in a newly created zone district, termed Transit Mixed-Use (TMU), encompassing the proposed RTD Light Rail station at Wadsworth Boulevard and 13th Avenue and surrounding areas. This zone district encourages higher density residential development with a complementary mixture of transit and pedestrian oriented uses. The change in zoning may serve as the impetus for rapid economic and physical development in conjunction with the construction of the West Corridor light rail line.

The remaining parcels on Wadsworth in the study area consist of a mixture of mostly commercial zone districts, including 1-C, 2-C, 3-C, and 5-C. Additionally, there are several parcels zoned OF (Office) and PD (Planned Development). Residences to the east and west of Wadsworth Boulevard range from low density, single family residences (1R and 2R) to higher density multi-family units (4R and 5R). Exhibit 2 illustrates zoning districts in the study area.

Future Land Uses

The northern portion of the study area has been identified by the City as an area that will undergo significant change in character and land use as a result of recent zoning changes and in anticipation of the West Corridor Light Rail line. This change will likely be spurred by redevelopment projects north and south of the study area (Creekside and Belmar, respectively) and the transit station at 13th Avenue. Additionally, the city is considering rezoning Colfax Avenue to encourage pedestrian-oriented development, which may have a spill over effect along Wadsworth.

EXHIBIT 1
Existing Land Use in Study Area

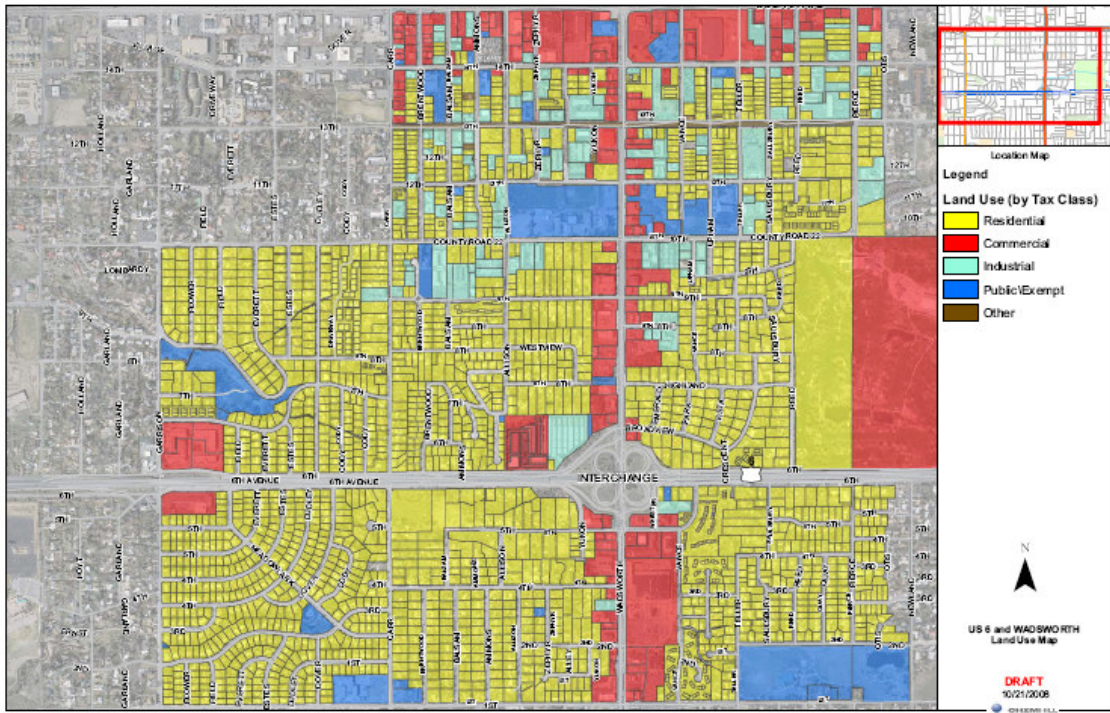
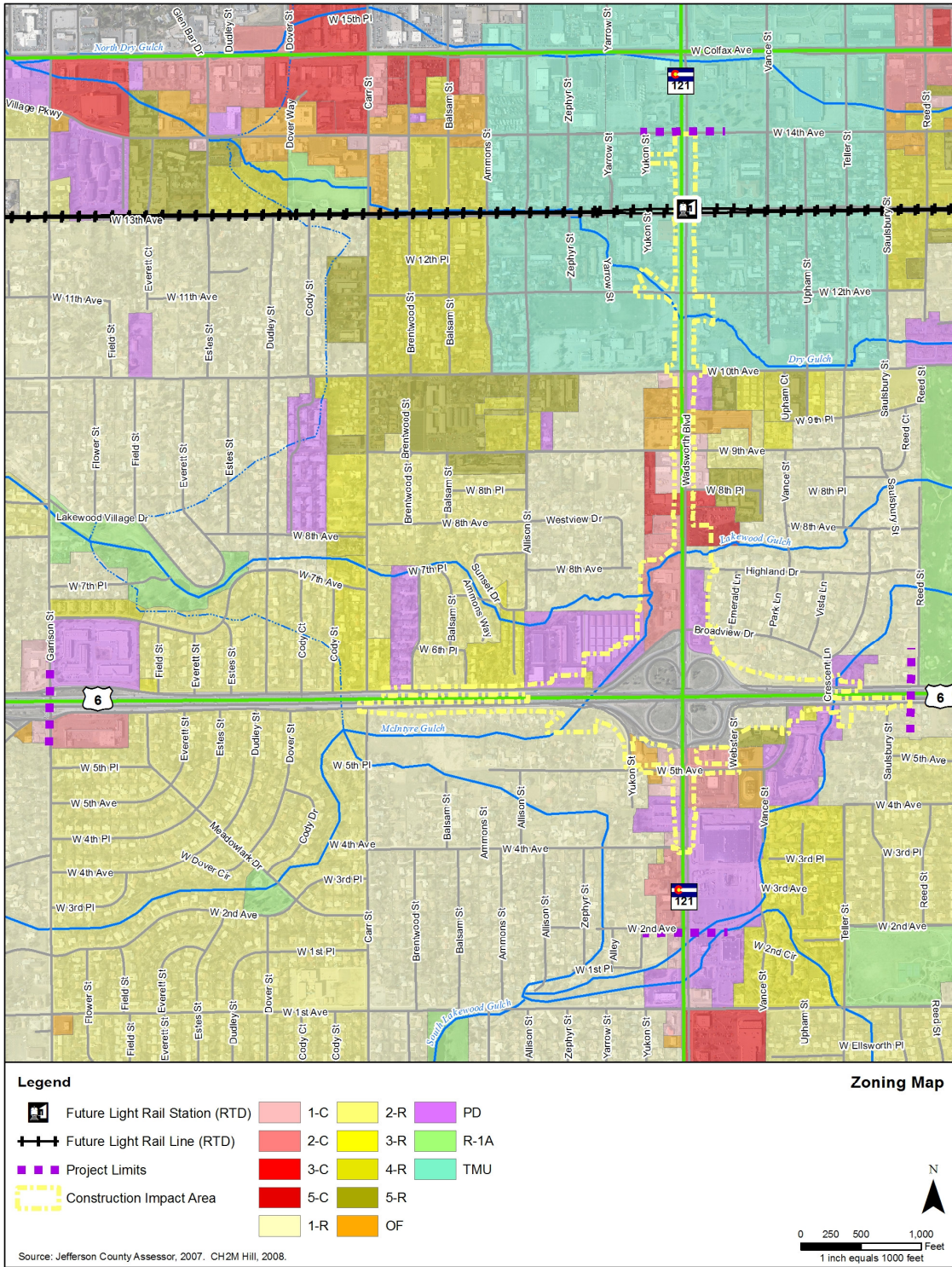


EXHIBIT 2
Zoning in Study Area



Summary of Major Developments

A summary of the major land development projects planned or recently completed in or near the study area is shown in Exhibit 3. These developments may change existing land uses and possibly spur more changes to surrounding land uses. Projects with the greatest potential to contribute to cumulative impacts include the Creekside Shopping Center, Lakewood City Commons, Belmar, the Denver Federal Center Redevelopment, and RTD's West Corridor light rail line and transit station.

EXHIBIT 3
Summary of Major Developments

Project	Location	Status
Creekside Shopping Center	Wadsworth: Colfax	Completed
Lakewood City Commons	Alameda: Wadsworth	Completed
Belmar	Alameda: Wadsworth	Under construction
Wadsworth Light Rail Station	Wadsworth: 13 th Ave	Under construction
Federal Center Master Plan	Union Blvd-Kipling: Alameda-US 6	Pending approval

Source: City of Lakewood

Summary of Adopted Land Use Plans

There are several adopted land use plans that provide policy, goals, and visions for land use, transportation, and other planning elements within the study area. Relevant planning documents specific to the study area were reviewed by project team members and are summarized below.

DRCOG Regional Transportation Plan

The Denver Regional Council of Governments' (DRCOG) Preliminary 2035 Regional Transportation Plan (RTP) envisions Wadsworth Boulevard as a major multimodal, regional arterial facilitating longer-distance regional trips and access to adjacent establishments in the most densely developed areas. The plan calls for implementation of rapid transit stations on Wadsworth Boulevard to serve the US 36, Gold Line, and West Corridor rapid transit lines. The DRCOG Metrovision 2030 plan proposes a rapid transit line located on Wadsworth Boulevard. The US 6 bridge would be wide enough to accommodate future expansion of Wadsworth Boulevard or US 6, allowing future rapid transit on either roadway with minimal reconstruction.

City of Lakewood Comprehensive Plan

The Lakewood Comprehensive Plan, adopted in 2003, establishes a framework and a set of objectives for evaluating future growth and development within the City. The plan addresses land use, residential development, neighborhoods, transportation, and parks and recreation. An overall City goal is to promote integrated land use and transportation

systems to support mass transit and mixed land uses. The transportation chapter is pertinent to the proposed US 6/Wadsworth design alternatives, as Lakewood's vision promotes a safe multi-modal transportation system.

Wadsworth Boulevard Strategic Plan

The Wadsworth Boulevard Strategic Plan, adopted by the City in 1997, identifies Wadsworth Boulevard as a major north/south travel corridor, as well as office and retail corridor. The plan is currently being updated by the City. The vision statement for Wadsworth Boulevard is "to serve as an office and retail corridor that brings people to the heart of Lakewood. It should effectively move people and goods, serve as a vital economic corridor, provide people with vehicular and pedestrian access to retail areas, neighborhoods, and recreation, and provide visual image of the City."

The plan calls for the construction of three travel lanes in each direction to improve traffic flow. It also recommends installing or replacing sidewalks that are broken or missing or placed in areas that conflict with driveways along the corridor and to clearly delineate all pedestrian crossings. Additionally, the study proposes to implement safety improvements specifically at the Wadsworth Boulevard and US 6 interchange. Public input identified protecting and buffering the residential neighborhoods from the negative impacts associated with the businesses along the commercial corridor as a key goal. Neighbors also requested that the physical appearance of the corridor improve, including enhancing and maintaining landscaping, protecting existing trees, and providing more attractive screening of fenced areas.

Wadsworth Boulevard Station Area Plan

According to the City of Lakewood, the study area has experienced significant growth in traffic, which has prompted the creation of planning strategies for a light rail transit station as well as additional commercial and residential developments. The Wadsworth Station Area Plan, whose planning area boundary encompasses approximately 209 acres from 17th to 10th Avenues and Ammons to Saulsbury Streets, was adopted in 2006 and describes the City's vision for land redevelopment surrounding the Wadsworth Light Rail station. DRCOG estimates that approximately 4,700 people will live and 2,600 people will work within ½ mile of this station. The plan delineates five sub-areas, with the highest densities at the station core and lower densities along the peripheries. The plan calls for a "mixed-use urban village" at the station core, with compact land use patterns to allow for walkability. To facilitate walkability, the objectives of this plan include providing a minimum of 17-foot wide sidewalks with street trees along major public streets and minimum 5-foot wide sidewalks with 6-foot tree lawns on local streets. The area plan additionally envisions a bicycle and pedestrian path along 13th Avenue to parallel the Light Rail line and to connect the neighborhoods to the station. Street furniture should be provided, including benches, pedestrian-scaled lighting, trash cans, planters, and/or way-finding signage.

Bike Master Plan

Developed by the City of Lakewood Community Resources Department in 2005, the Lakewood Bike Master Plan describes the citywide bike system for existing and proposed facilities. The plan's purpose is to offer uniform, safe, and better connected bicycle routes and paths for commuting and recreation purposes. It suggests that the existing underpass

at US 6 and Wadsworth is inadequate for bike users, calling it a major barrier to connectivity and urging improvements to be made to accommodate bicyclists when improvements to the interchange are made. It also encourages safer crossings at major arterials, like Wadsworth, so that bicyclists do not have to cross at grade with traffic. Wadsworth Boulevard is identified as a minor barrier to connectivity, although Wadsworth and 13th Avenue has been identified as an “opportunity area” due to the proposed above-grade bridge for the RTD Light Rail station. The plan also calls for improvements to the existing bike route along 13th Avenue in conjunction with the construction of the Light Rail line.

Neighborhood Plans

A neighborhood plan is a planning tool adopted by a regulating body to assist a municipality to improve the quality and character of a neighborhood. The City of Lakewood has adopted plans in three of the four neighborhoods located within the study area.

North Alameda Area Plan

The planning area of the North Alameda Area Plan encompasses all properties south of US 6, north of Alameda Avenue, east of Wadsworth Boulevard, and west of Sheridan Boulevard and falls within the southeast quadrant of the project area. During the public input stage of the plan development, the greatest concerns identified by the neighbors were reducing traffic and speeding on residential streets and bicycle and pedestrian safety. The plan was adopted in 1998.

Molholm Area Plan

The Molholm Area Plan planning boundaries stretch from the west at Wadsworth Boulevard to the east at Sheridan Boulevard and from the north at Colfax Avenue to the south at US 6, encompassing the northeast section of the project area. The neighborhood is marked by its accessibility to four major transportation routes. Like all neighborhoods in this vicinity, the neighbors identified cut-through traffic and high traffic speeds on the residential streets as a threat to safety, especially in areas without sidewalks. Of particular concern is how the pedestrian and bicycle crossings will be designed along Wadsworth Boulevard and also encourages the construction of a pedestrian crossing over 6th Avenue to improve access for the neighborhoods. The plan was adopted in 1996.

Eiber Neighborhood Plan

The Eiber neighborhood is bounded by US 6 to the south, Wadsworth Boulevard to the east, Colfax Avenue to the north, and Oak Street to the west. The neighborhood is described as a “well-wooded, semi-rural residential area partly bordered by multi-family properties and commercial corridors.” This plan, adopted in 2001, envisions preserving the low-density residences yet still revitalizing the Colfax and Wadsworth corridors.

Environmental Consequences

The following section delineates the impacts to land use as a result of the project alternatives. The section also describes the consistency of the project alternatives with the land use plans and policies relevant to the study area.

No Build Alternative

The No Build Alternative would not change existing land uses or future land uses. It would not accommodate traffic volumes associated with future land use and density changes.

This alternative would be inconsistent with many of the primary goals of the land use plans relevant to the study area. It would not provide any congestion relief or improve safety or mobility for automobiles, bikes, or pedestrians. No improvements would be made to the drainageways, and no new noise mitigation would be provided. The No Build Alternative would not support the vision for these plans but would not specifically preclude future improvements that would fulfill the plans' visions.

Exhibits 3 through 7 summarize the consistency of the No Build Alternative with individual goals of the Lakewood Comprehensive Plan, Wadsworth Boulevard Strategic Plan, and the three neighborhood area plans. The No Build Alternative would be partially consistent with the DRCOG RTP, as it would not make changes to facilitate traffic flow on this regional arterial, but would not preclude improvements such as better traffic signal timing or other traffic management features in the future. The No Build Alternative would be partially consistent with the DRCOG Metrovision 2030 plan because it would provide no changes that would facilitate the implementation of rapid transit on Wadsworth in the future, but would not preclude such changes from occurring in the future.

The No Build Alternative would be inconsistent with the Bicycle Master Plan's goal of increasing mobility and safety for bicyclists at the US 6 underpass. This alternative would be partially consistent with the goals of the Wadsworth Boulevard Station Area Plan, as it would not preclude any of the future design elements or land uses envisioned, but would not provide adequate capacity on Wadsworth to support those land uses.

Build Alternative

The Build Alternative would alter existing land uses in the project area, primarily by converting private property to transportation facilities. The widening of Wadsworth Boulevard and proposed changes to the interchange would require acquisition of several businesses and residences along the corridor, as described in Section X, Right of Way.

In several quadrants of the interchange, a number of the businesses that currently buffer the residential neighborhoods from Wadsworth and the interchange would be removed to provide sufficient right-of-way for the proposed action. This may reduce the tranquility of the residences that would be exposed, but would not be inconsistent with land use in the area, as residential uses front US 6 throughout most of the study area, and there are existing residences in several locations along Wadsworth as well. A combined sound and privacy wall in the northeast quadrant of the interchange would provide mitigation for the removal of the existing structures on Wadsworth and would provide both visual and noise screening for the newly exposed residences.

Where partial right-of-way acquisitions occur, commercial building frontages would be closer to the new edge of roadway, due to the elimination of the front row of parking along Wadsworth. In many of these instances, the properties would not meet Lakewood zoning regulations. However, it is the City's intent to allow non-conformances to remain wherever possible.

The Build Alternative would be consistent with future planned land uses. The alternative would not likely serve as an impetus for change in overall land use patterns but would accommodate future traffic volumes associated with land use changes by adding capacity to Wadsworth Boulevard and the US 6/Wadsworth interchange.

The Build Alternative generally supports the goals and objectives of the adopted land use plans from the City of Lakewood. The Build Alternative would improve mobility and safety by increasing capacity on Wadsworth, constructing a continuous bike/pedestrian facility to minimize conflicts between motorized and non-motorized users, and installing landscaped medians and eliminating several access points to minimize turbulence in traffic flow. Additionally, the Build Alternative aims to reduce cut through traffic in the residential neighborhoods. It would provide connections between alternative modes of transportation. It also would address neighborhood concerns about flooding by widening the drainageways that cross under US 6 and Wadsworth. It would also be compatible with future land uses, as the added capacity would support higher density/intensity land uses and higher traffic projections and would facilitate connections between urban centers.

Exhibits 3 through 7 summarize the consistency of the Build Alternative with individual goals of the Lakewood Comprehensive Plan, Wadsworth Boulevard Strategic Plan, and the three neighborhood area plans. The Build Alternative would be consistent with the DRCOG RTP, as it would add capacity, decrease congestion, and manage access to facilitate traffic flow on this regional arterial. The Build Alternative would be consistent with the DRCOG Metrovision 2030 plan because the US 6 bridge would be wide enough accommodate future expansion of Wadsworth Boulevard or US 6, allowing future rapid transit on either highway with minimal reconstruction. The Build Alternative would support the Bike Master Plan's goal of increasing mobility and safety for bicyclists at the US 6 underpass. This alternative would also further the goals of the Wadsworth Boulevard Station Area Plan by installing 18 foot sidewalks where this project area intersects with the station area boundaries.

EXHIBIT 3

Consistency of Alternatives with Lakewood Comprehensive Plan

Comprehensive Plan Goal	Action Step to Achieve Goal	Consistency with Goals and Action Steps	
		No Build Alternative	Build Alternative
Strengthen Lakewood's image and identity with emphasis on livability and vitality	Ensure connections to existing and future regional centers, transportation systems, and neighborhoods	Partially inconsistent—connections would not change, but the existing transportation system would be unable to accommodate future volumes and would become further congested	Consistent-- increasing capacity would facilitate connections between regional centers
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.	Encourage the development of tree-lined streets and parkways throughout the City; develop a comprehensive hierarchy of streets reflecting their public and civic functions; develop an integrated system of environmentally friendly alternative transportation options including bike paths, equestrian trails, and pedestrian pathways	Inconsistent: missing and broken sections of sidewalk and inadequate crossings under US 6 do not allow for safe pedestrian and bike mobility; inadequate transitions between transit and others modes of transportation exist	Consistent: construction of continuous bike/pedestrian facility would provide alternative transportation options and would improve connections with transit. Increased capacity would keep through traffic on the arterial and keep local traffic on local streets. Would Install street trees and landscaped medians.
Preserve the historical, cultural, architectural, and geographical resources and heritage of the Lakewood community	Support the preservation of historic structures, places, and records	Consistent – no historic structures would be affected	Partially consistent – would preserve historic structures when possible, but would not preserve all historic structures in project area.
Promote community stewardship of natural and man-made resources and environments	Respect and preserve wildlife habitat and movement corridors, watersheds, open space, and other natural areas	Partially consistent: no encroachment upon wildlife habitat but no stabilization of embankments or improvements to water quality	Consistent: would stabilize the gulches from washing out during flooding to improve water quality; Would increase capacity of gulch conveyance; Would reduce floodplain and would construct a pedestrian underpass, which would allow for wildlife movement along Lakewood Gulch under Wadsworth Boulevard.

EXHIBIT 3			
Consistency of Alternatives with Lakewood Comprehensive Plan			
Comprehensive Plan Goal	Action Step to Achieve Goal	Consistency with Goals and Action Steps	
		No Build Alternative	Build Alternative
Promote an integrated land use and transportation system	Require a high degree of connectivity in the street system to allow local trips to be made on the local-collector street systems rather than on arterials	Partially consistent: no change in connectivity; increased congestion could alter traffic patterns, with an increase in through traffic using local streets for alternate routes	Consistent: would add capacity to Wadsworth Boulevard to keep regional, through-traffic off local roads; construction of a 2-way frontage road north of US 6 would increase mobility
Promote a safe multi-modal transportation system	Promote alternative modes of transportation to serve people of all abilities; identify and mitigate safety deficiencies on Lakewood's street and trail system; minimize conflicts between non-motorized and motorized transportation modes	Inconsistent: missing and broken sidewalks and inadequate crossings under US 6 do not support bike and pedestrian mobility.	Consistent: newly constructed sidewalks and crossings would minimize conflicts between bikes/pedestrians and automobiles; improvements would tie into future mass transit facilities; better transitions between transit and other modes of transportation
Promote an efficient multimodal system that is integrated with the regional transportation system	Promote a seamless transportation system that provides for efficient transitions between modes; provide vehicular capacity on arterial roadways designed to accommodate through traffic	Inconsistent – missing and substandard sidewalks and unsafe ped/bike crossing of US 6 do not allow efficient transitions between walking, biking, and transit or personal vehicles; existing four-lane section on Wadsworth and substandard design elements at interchange do not provide adequate capacity	Consistent – continuous pedestrian/bicycle facility and safe crossing of US 6 would provide efficient transitions between walking, biking, and transit or personal vehicles; six-lane section on Wadsworth and improved interchange design would provide adequate capacity
Promote transportation alternatives to the automobile	Promote transportation options including mass transit, car and van pooling, bicycle, and pedestrian trail systems as transportation alternatives	Inconsistent – missing and substandard sidewalks and unsafe ped/bike crossing of US 6 do not promote walking, biking, or easy connections to mass transit	Consistent – continuous pedestrian/bicycle facility and safe crossing of US 6 would promote walking, biking, and connections to mass transit

EXHIBIT 4

Consistency of Alternatives with Wadsworth Boulevard Strategic Plan

Strategic Plan Goal	Action Step to Achieve Goal	Consistency with Goals and Action Steps	
		No Build Alternative	Build Alternative
Preserve Wadsworth Boulevard's function as a major north/south corridor for both local and regional travel needs	Implement three travel lanes, landscaped medians, and sidewalks in each direction; decrease the number of curb cuts	Inconsistent – would not provide any of the elements listed in the action step	Consistent – would provide all elements listed in the action step
Increase safety at intersections along Wadsworth Boulevard	Implement safety improvements at intersections along Wadsworth Boulevard including West Sixth Avenue interchange	Inconsistent – would not implement any safety improvements at Wadsworth intersections or interchange	Consistent – would implement safety improvements at all Wadsworth intersections in form of increased access control and improved pedestrian/bicycle facilities; would provide significant safety improvements at interchange by replacing weave sections and substandard ramps to minimize localized safety concerns
Enhance facilities for pedestrians throughout the corridor	Install sidewalks at all locations where sidewalks are missing and repair deteriorated sections; clearly delineated pedestrian crossings	Inconsistent – would not change missing and substandard sidewalks in project area	Consistent – would provide continuous pedestrian/bicycle facility on Wadsworth and improve pedestrian crossings of Wadsworth and US 6
Enhance the physical appearance of the corridor	Protect existing trees; develop a tree planting program;	Consistent—would protect existing trees in corridor.	Partially Consistent – would remove some existing trees; would plant additional trees and the side of the roads and in medians to provide more consistent screening landscaping

EXHIBIT 5

Consistency of Alternatives with North Alameda Area Plan

Area Plan Goal	Action Step to Achieve Goal	Consistency with Goals and Action Steps	
		No Build Alternative	Build Alternative
Reduce traffic speeds on residential streets and address operational traffic problems	Support the Colorado Department of Transportation in the rebuilding of the 6 th Avenue and Wadsworth Boulevard interchange.	Inconsistent – perpetuates localized safety concerns at the interchange; would not provide adequate capacity for traffic projections	Consistent – would re-design and re-construct the US 6/Wadsworth interchange for better safety and capacity.
Improve pedestrian and bike safety throughout the community particularly around schools and other public areas	Improve pedestrian crossings by maintaining striping, and installing new crosswalks where appropriate; identify areas that lack sidewalks and are heavily used by pedestrians	Inconsistent- no improvements would be made to pedestrian crossings or to construct new sidewalks.	Consistent – would provide safer pedestrian facilities; would construct continuous sidewalks and crossings throughout project area to minimize bike/ped and automobile conflicts

EXHIBIT 6

Consistency of Alternatives with Molholm Area Plan

Area Plan Goal	Action Step to Achieve Goal	Consistency with Goals and Action Steps	
		No Build Alternative	Build Alternative
Enhance parks, open space, and recreational amenities in the area	Establish a trail system within the area. Incorporate paths for pedestrian activity along open space areas	Consistent - would not preclude any future improvements identified for trail development.	Consistent - would not preclude any future improvements identified for trail development; would provide a pedestrian underpass at the Lakewood Gulch crossing of Wadsworth; would provide a pedestrian connection between Wadsworth and future Two Creeks Park.
Create a better control of traffic flow within the area	Create a traffic plan to minimize excessive speeds and cut-through traffic, using speed humps, median treatments, diverters, or signage; minimize non-neighborhood traffic on residential streets, using signage, cul-de-sac closures or street diverters	Inconsistent – would not preclude any of these improvements in the future but would not serve to minimize cut-through traffic or high traffic speeds.	Consistent – construction of a 2-way frontage road north of US 6 would increase mobility; increased capacity and less congestion would encourage through traffic to remain on Wadsworth; construction of a median would restrict traffic movements at unsignalized intersections

EXHIBIT 7

Eiber Neighborhood Plan: Goals and Actions Steps

Neighborhood Plan Goal	Action Step to Achieve Goal	Consistency with Goals and Action Steps	
		No Build Alternative	Build Alternative
Preserve the residential character	Explore preservation of historic buildings and encourage restoration of buildings having historic and/or architectural value.	Consistent – no historic structures would be affected	Partially consistent – would preserve historic structures when possible, but would not preserve all historic structures in project area.
Promote and maintain automobile traffic volumes and speeds that are appropriate for a residential neighborhood	Enhance the traffic flow along major arterial corridors to minimize cut-through traffic. Encourage better timing of traffic signals, widening roadways, and limiting access to properties along the corridors to keep traffic moving smoothly.	Inconsistent - congestion on Wadsworth could alter traffic patterns away from the arterial roadway onto residential streets; no accesses would be removed on Wadsworth. Traffic signal timing would not be improved.	Consistent - project improvements would add capacity to Wadsworth Boulevard, from 4 lanes to 6 lanes, to minimize congestion and to keep through traffic off local roads; removal of multiple accesses along Wadsworth to minimize turbulence in traffic flow. Better traffic signal timing.
Improve and encourage safety for pedestrians and bicyclists throughout the neighborhood, especially in areas with higher traffic volumes	Improve pedestrian crosswalks near schools, parks, recreation centers and high volume bus stops. Pedestrian traffic signals are desired and warranted to promote safety for youth and senior citizens; identify and build missing sidewalk links on high volume pedestrian areas, especially along Wadsworth Blvd and west 6 th Avenue frontage road.	Inconsistent – no improvements to pedestrian crosswalks or construction of missing or broken sidewalks	Consistent – the project improvements would include construction of a continuous bike/ped facility and crosswalks to improve safety
Alleviate negative impacts from storms and drainage problems in the Eiber community	Stabilize the banks along Lakewood Gulch; Address areas where improvements to storm sewers and pipes may be an appropriate remedy to the problem of storm water run-off flowing into private ditches	Inconsistent – no stabilization of embankments or improvements to water quality	Consistent – would stabilize the gulches from washing out during high volume storms; improve water quality; increase capacity of gulch conveyances; reduce floodplains

EXHIBIT 7

Eiber Neighborhood Plan: Goals and Actions Steps

Neighborhood Plan Goal	Action Step to Achieve Goal	Consistency with Goals and Action Steps	
		No Build Alternative	Build Alternative
Alleviate negative impacts from traffic along West 6 th Avenue	Encourage use of increased vegetation and landscaped berms along West 6 th Avenue to enhance the appearance and to alleviate noise from traffic	Inconsistent – CDOT has no program to construct noise mitigation features unless those features are associated with major roadway improvements	Consistent – noise walls would be constructed in association with proposed improvements, however mitigation would not include landscaping as suggested.

Mitigation

Continued coordination with the City of Lakewood will address compatibility with land use plans and the allowance of non-conforming properties once right of way acquisition occurs. A permanent 20-foot easement will be in place from the back of the curb to the back of the sidewalk throughout the entire project area, including the TMU zone district. In areas where installation of a 17-foot sidewalk is not feasible, the permanent easement will allow for construction of a sidewalk during redevelopment of a property to come into conformance with TMU zoning requirements.

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