LINCOLN PARK NEIGHBORHOOD ASSESSMENT

JUNE 2006
# TABLE OF CONTENTS

Executive Summary ................................................................. 2
Introduction ................................................................. 2
  Purpose and Intent ................................................................. 2
Process ............................................................................ 3
Location ............................................................................ 3
History .............................................................................. 4
Existing Plans and Studies ....................................................... 5
Socio-Economic Data ............................................................. 6
  Population Characteristics .................................................. 6
  Education Level ................................................................... 9
  Economic and Employment Characteristics ......................... 10
  Comparisons by Block Group ................................................ 12
Housing ............................................................................. 15
  Housing Issues ................................................................. 17
Land Use and Zoning ............................................................ 19
  Land Use ........................................................................... 19
  Acres of Existing Land Use by Zone District ......................... 24
  Land Use Assets ............................................................... 25
  Land Use and Zoning Issues ................................................ 26
  Opportunities for Redevelopment ......................................... 28
Related Issues ....................................................................... 29
Historic Preservation and Urban Form ..................................... 29
  Historic Preservation ........................................................ 29
  Urban Form ........................................................................ 30
  La Alma/Lincoln Park Existing Character ............................... 31
  Urban Design and Historic Preservation Assets ..................... 32
  Urban Design Issues .......................................................... 33
Transportation ...................................................................... 33
  Transportation Issues ......................................................... 37
| Economic and Business Activity | 39 |
| Economic and Business Assets | 40 |
| Economic and Business Issues | 41 |
| Environment | 41 |
| Community Organizations | 42 |
| Public Safety and Health | 43 |
| Public Safety Issues | 43 |
| Community Facilities | 45 |
| Findings and Conclusions | 48 |
| Acknowledgements | 52 |

**LIST OF MAPS AND CHARTS**

- Auraria-Lincoln Park Location Map ........................................... 3
- Neighborhood Map ................................................................. 4
- Families with Children .......................................................... 7
- Household Composition ......................................................... 7
- Age Distribution ................................................................. 7
- Population by Ethnicity and Race ............................................. 8
- Census Tract 18 ................................................................. 8
- Census Tract 19 ................................................................. 9
- Education Level ................................................................. 9
- Denver Public Schools Enrollment ........................................... 10
- Employment Estimate by Industry .......................................... 11
- Employment by Industry, 2005 Estimate .................................. 11
- Census Tract Map ................................................................. 12
- Income by Census Tract ....................................................... 13
- Census Tract Comparison ...................................................... 14
- Housing Units ................................................................. 15
- Building Types ................................................................. 15
- Units by Structure Type ....................................................... 15
Average Single Family Sales Price ........................................... 17
Blueprint Denver ................................................................. 20
Existing Land Uses .................................................................. 21
Land Use Pie Chart ............................................................... 22
Land Use Table ...................................................................... 22
Zoning Map .......................................................................... 23
Acreage by Zone District and by Land Use .......................... 25
Zoning Issues Map ............................................................... 27
Blueprint Denver Street Classification ............................. 34
Bike Routes .......................................................................... 36
Sales and Use Tax ................................................................. 39
Superfund Designations ....................................................... 42
Crime Rate per 1,000 Persons ................................................ 44
Burglaries per 1,000 Persons ................................................ 44
Violent Crimes per 1,000 Persons ....................................... 45
EXECUTIVE SUMMARY

La Alma/Lincoln Park is a dynamic, mixed-use neighborhood. It benefits from its variety of housing types, diversity of land uses, historic resources, proximity to downtown, presence of a transit station, strong job base within the neighborhood and in close proximity to it, the Santa Fe Arts District, nice parks, and its broad range of cultural and public facilities. At the same time, La Alma Lincoln Park faces challenges in terms of its older housing stock, zoning in some areas that is inconsistent with the use of the land, changes in land use, low percentage of home ownership, changing demographics, considerable number of persons in poverty, limited transportation connections from the east to the west and within the industrial area, and needed improvements to the pedestrian environment. Given the range of issues, it is important that a common vision be created for La Alma/Lincoln Park.

In order to address these issues, it is recommended that a neighborhood plan be undertaken that focuses on the land use and transportation issues. Issues needing particular attention include the opportunity for redevelopment around the 10th & Osage station, the R-3 zoning in the southeast portion of the neighborhood which includes many single family homes, the future appropriate land use in the northern portion of the industrial area, and the ability of pedestrians to get around given the many arterial streets and ability to reach the transit station. In addition, it is recommended that the implementation of the adopted plan be coordinated with the Denver neighborhood revitalization strategy being developed by the Office of Economic Development. This effort has selected La Alma/Lincoln Park for comprehensive treatment and would focus on affordable housing, workforce and human capital development, business development, and quality schools.

INTRODUCTION

PURPOSE AND INTENT

This assessment documents the current conditions and trends in the La Alma/Lincoln Park neighborhood as proscribed by Denver’s Comprehensive Plan 2000 and Blueprint Denver: An Integrated Land Use and Transportation Plan. These two guiding documents have placed a priority on land use, transportation, housing, environmental sustainability and protection of Denver’s historic legacies. This document is not intended to be a
plan, but is intended to provide a foundation of data and information for future planning for the La Alma/Lincoln Park neighborhood.

**PROCESS**

This neighborhood assessment provides an overview of issues that have been identified within a short period of time from readily available data and with minimal community input. This baseline assessment can be refined and expanded as needed. As part of the anticipated neighborhood planning process, this information and the issues will be discussed with the public in order to assure that all the important planning issues have been identified and addressed. This assessment was originally developed for the former Neighborhood First Program in 2000. The data and information was partially updated late in 2004 into 2005. This final version completes the updating of the data. Some of the data and analysis of it was developed in previous versions. It needs to be carefully reviewed within the community to assure that it is accurate.

**LOCATION**

Lincoln Park, also known locally as La Alma, is one of Denver’s oldest and most complex neighborhoods. It is a mixed-use neighborhood near the Central Business District and the Auraria Higher Education Center (AHEC). Although some of the data includes the entire Auraria/Lincoln Park neighborhood, this assessment will focus on the area bounded by West Colfax Avenue on the north, Speer Boulevard on the east, West Sixth Avenue on the south and the South Platte River on the west. This area comprises census tract 18 and the southern part of census tract 19. This area will be referred to as Lincoln Park or La Alma/Lincoln Park throughout this assessment. This assessment will not focus on the Auraria Higher Education Center. AHEC includes the northern portion of census tract 19.
La Alma/Lincoln Park is among the City’s oldest neighborhoods. La Alma/Lincoln Park dates from the settlement of Auraria City, where the Auraria Higher Education Center is presently located. What is known today as the La Alma/Lincoln Park neighborhood was annexed to Auraria City (the area of the Original Congressional Grant) under the Territorial Session Laws of 1874 and 1883. Ninety-three percent of the residential blocks were half or more developed before 1900, and the remaining 7 percent developed between 1900 and 1914.
1900 and 1914. Although most of the original structures were lost to floods along Cherry Creek, the neighborhood’s character today is still shaped by the age of its homes. Many were built over 100 years ago.

Twenty structures within the neighborhood are listed in the Denver Inventory as having architectural or historical significance. Additionally, the neighborhood has a residential district, the Westside Neighborhood, on the National Register of Historic Places. That district, located on Kalamath, Lipan, and Mariposa streets between West 13th Avenue and Colfax Avenue, is an example of early Denver’s working class neighborhoods. La Alma/Lincoln Park also has one locally designated landmark, the Buckhorn Exchange Restaurant at 1000 Osage St. This Victorian commercial structure was built in 1885.

As Denver developed in the late 1880s, most construction projects focused on building homes and businesses. Prior to 1900, only a few sporadic attempts had been made to develop a park system for the growing city. A notable exception to this was the 15 acre site at West 11th Avenue and Mariposa Street which the city purchased in 1885 and named “Lincoln Park”.

Today, Lincoln Park serves as the focal point of the neighborhood. It is the site of the La Alma Recreation Center and numerous Mexican-American celebrations and festivities. “La Alma”, a Spanish word for “spirit” or “soul,” has been joined to the neighborhood’s traditional name, so that today it is commonly called “La Alma/Lincoln Park.”

As the “City Beautiful” movement caught hold in the 1920s, improvements came first to Speer Boulevard, the neighborhood’s eastern border. Mayor Robert Speer was credited with the idea of planting hundreds of trees along the boulevard that bears his name. During this era, the Denver school board also took a great interest in facility planning, and where possible located schools adjacent to parks. West High School, facing the sunken gardens of Cherry Creek and built in 1924, is a notable example of the aesthetically planned facilities which developed during this period.

**EXISTING PLANS AND STUDIES**

Denver City Council adopted the Westside Neighborhood Plan for the Lincoln Park and Baker neighborhoods in 1981 and re-adopted the plan as a supplement to the Denver Comprehensive Plan 2000. The neighborhood plan recognized Lincoln Park as a mixed-use neighborhood with distinct sub-areas of industry, single-family housing, multi-family housing of various scales, retail and healthcare uses. The neighborhood plan articulated
SOCIO-ECONOMIC DATA

the primary goals for the neighborhood as preserving and expanding the housing stock, increasing rates of home ownership, removing incompatible and non-conforming uses from the residential and industrial areas, allowing industrial expansion within existing limits, strengthening the employment base, and reconciling land use and zoning.

As part of a new La Alma/Lincoln Park Plan, the recommendations of Blueprint Denver, the citywide Industrial Land Study, and the Civic Center District Plan should be addressed. In addition, any new planning effort should be coordinated with the development of a new plan for downtown which is underway. At the present time, RTD is undertaking an environmental assessment for placing a light rail maintenance facility in the industrial portion of the La Alma/Lincoln Park neighborhood. The city is looking at options for development around the 10th and Osage rail station.

Numerous academic and private studies have looked at parts of Lincoln Park, especially the residential sub-areas. The Annie E. Casey Foundation prepared a profile of the neighborhood, Transforming Denver’s Near Westside (1999), for its community-building initiative. The University of Colorado at Denver has also conducted numerous studies: La Alma/Lincoln Park Neighborhood Analysis (1995), Strategies for Increasing Housing Opportunities in La Alma/Lincoln Park (1995), and Westside: A Vibrant Urban Latino Neighborhood (1997). In the 2005 fall semester, a CU Denver planning studio prepared Planning and Design Proposals for the La Alma/Lincoln Park neighborhood. A 10th and Osage Mercado Mixed-Use Development Feasibility Analysis was completed in the Summer of 2004 to assess potential for a successful cultural retail marketplace.

SOCIO-ECONOMIC DATA

POPULATION CHARACTERISTICS

After several decades of losing substantial population through 1980, in part due to the loss of homes related to the development of the Auraria Campus, the neighborhood increased its population due to an Urban Development Action Grant that resulted in the development of what is now Parkway, a mixed use development with 1,000 dwelling units, a supermarket and offices. The population remained virtually unchanged between 1990 and 2000.

In 2000, 26.2% of the households consisted of families with children, 18.5% consisted of families without children, and 55.2% consisted of non-family households. In 1980, before Parkway was built (1981 and 1982), about 50% of the households were families with children. By 1990, the percent with children had dropped to
33% and dropped further in 2000 to 26.2%. At the same time, the percentage of households consisting of families without children and non-family households increased.

The chart below indicates that Lincoln Park had a slightly younger population than the city as a whole in 2000. Lincoln Park and the city showed a decline in the percent of children less than 18 between 1990 and 2000.
Some of this may be attributed to changes at North Lincoln Park Homes where the homes were replaced with less units and a campus of learners format established.

According to the 2000 U.S. Census, 52.5% of Lincoln Park’s residents are Hispanic, 32.4% are Anglo, 7.2% are African-American, and 7.9% are other. As the chart shows, there is a significantly higher percentage of the population which is Hispanic. However, between 1990 and 2000, the Hispanic population decreased in Lincoln Park from 58% to 52.5% while it increased in Denver from 23% to 31.7%. At the same time, the percentage of Latino births and the percentage of DPS Latino students was slightly lower in 2003 and 2004 than the average over the last ten years. Specifically, the percentage of Latino births was 72.8% in 2003 and 70.9% in 2002 compared to a 10 year average of 74.8%. In terms of Latino DPS students, the percentage was 70.7% in 2004 compared to a 10 year average of 76.3%. However, the percentage of non-Latino White students did not show a change.

<table>
<thead>
<tr>
<th>Census Tract 18</th>
<th>1990</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>% of Total Population</td>
</tr>
<tr>
<td>White Non-Hispanic</td>
<td>43</td>
<td>9.6%</td>
</tr>
<tr>
<td>All Ages</td>
<td>1,463</td>
<td>44.6%</td>
</tr>
<tr>
<td>Total Population</td>
<td>450</td>
<td>5-17 Years Old All Ages</td>
</tr>
<tr>
<td></td>
<td>3,277</td>
<td>3,532</td>
</tr>
</tbody>
</table>
The table above shows that the white, non-hispanic population of Lincoln Park increased by 50 persons from 1990 to 2000 in Census Tract 18 and by in excess of 222 persons in Census Tract 19 (see note above).

The 2003 birth rate for teens aged 15-19 was 109.1 births per 1,000, compared to 75.7 births per 1,000 for Denver as a whole. The 109 births per thousand in 2003 is somewhat below the 10 year average of 130 births per thousand. Unwed mothers accounted for 56.5% of neighborhood births, compared to 33.6% in Denver.

**EDUCATIONAL LEVEL**

The number of persons 25 or older with college degrees increased from 20.8% to 29.4% between 1990 and 2000. This is a greater increase than in Denver but the percentage with a college degree in Denver remained higher at 39.4% in 2000.
The number of students attending Denver Public Schools increased from 1995 to 1998 but has declined ever since to 769 students in 2004. The number of students not proficient in English has dropped nearly in half from 1995 to 2004 and the 17.9% not proficient in English is below the Denver percentage of 20.9%. However, the percentage of students reading in the lowest quartile on the Iowa Test of Basic Skills was 48% in 2001 in Lincoln Park compared to 38.1% for Denver.

**Denver Public Schools Enrollment in La Alma/Lincoln Park**

![Graph showing enrollment trends from 1995 to 2004.]

**Economic and Employment Characteristics**

In terms of income, the average household income in 2000 was $38,480 for Lincoln Park compared to $55,128 for Denver as a whole. Likewise, Lincoln Park had considerably more of its population in poverty compared to the city as a whole with 37.7% of persons in poverty in 2000 for Lincoln Park compared to 14.3% for Denver. However, the percentage of persons in poverty declined more than for the city as a whole from 50.8% in 1990 to 37.7% in 2000 in Lincoln Park compared to a decrease for Denver from 17.1% in 1990 to 14.3%. The percentage of children receiving assistance under Temporary Assistance to Needy Families was 11.7% in 2002 compared to 4.6% for Denver.

In 1999, DRCOG estimated that the total number of jobs available in Lincoln Park and Auraria was 15,638. In 2005, based on data assembled for the Strategic Transportation Plan using DRCOG data, the total number of
jobs including both Lincoln Park and Auraria was 17,085 of which 9,494 were in Lincoln Park and 7,591 were in Auraria. This data indicates that Lincoln Park provides a substantial number of jobs and economic base for the Denver economy. The jobs in Lincoln Park are split out in the following table.

According to the 2000 Census which uses a different system to classify employment, services is the industry with the most employees, followed by wholesale and retail trade and construction. The following employment breakout is for Auraria and Lincoln Park combined.

### Employment Estimate By Industry

<table>
<thead>
<tr>
<th>Industry</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture*</td>
<td>0</td>
</tr>
<tr>
<td>Mining*</td>
<td>0</td>
</tr>
<tr>
<td>Construction</td>
<td>10.4</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>7.5</td>
</tr>
<tr>
<td>Transportation, Communications and Public Utilities</td>
<td>8.2</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>8.2</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>6.8</td>
</tr>
<tr>
<td>Financial, Insurance and Real Estate</td>
<td>1.2</td>
</tr>
<tr>
<td>Services</td>
<td>47.9</td>
</tr>
<tr>
<td>Government*</td>
<td>0</td>
</tr>
<tr>
<td>Military*</td>
<td>0</td>
</tr>
<tr>
<td>All Other*</td>
<td>9.8</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100</td>
</tr>
</tbody>
</table>

*In 2000 the “All Other” category includes agriculture, mining, government, and military.

---

<table>
<thead>
<tr>
<th>Industry</th>
<th>Employment</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Production</td>
<td>4,655</td>
<td>49.0</td>
</tr>
<tr>
<td>Retail</td>
<td>1,526</td>
<td>16.1</td>
</tr>
<tr>
<td>Service</td>
<td>2,228</td>
<td>24.1</td>
</tr>
<tr>
<td>Contract</td>
<td>716</td>
<td>7.5</td>
</tr>
<tr>
<td>Self</td>
<td>309</td>
<td>2.3</td>
</tr>
<tr>
<td>Military</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>9,494</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

*Denver Strategic Transportation Plan

---

Lincoln Park

Employment by Industry

2005 Estimate*

---

Boa Construction, along Osage Avenue
Comparisons by Block Group

In order to better assess the changes geographically within the neighborhood, available census data was broken out by Census Block Group. The following map identifies the areas for which information could be gathered.

Census Tracts 18 and 19 are shown above with Kalamath Street running north-south dividing the two tracts. Block group 2 of Census Tract 18, and block group 2 and 3 of Census Tract 19 correspond to the information in the following table.
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CT 18</td>
<td>3,532</td>
<td>$31,771</td>
<td>$36,711</td>
<td>$20,853</td>
<td>29.1</td>
</tr>
<tr>
<td>CT 18 BG 1</td>
<td>1,892</td>
<td>$31,381</td>
<td>$46,429</td>
<td>$28,075</td>
<td>23.5</td>
</tr>
<tr>
<td></td>
<td>includes Parkway</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CT 19</td>
<td>3,022</td>
<td>$17,257</td>
<td>$14,217</td>
<td>$10,537</td>
<td>47.7</td>
</tr>
<tr>
<td>CT 19 BG 2</td>
<td>554</td>
<td>$16,705</td>
<td>$19,808</td>
<td>$5,964</td>
<td>29.4</td>
</tr>
<tr>
<td>DHA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CT 19 BG 3</td>
<td>2,366</td>
<td>$16,000</td>
<td>$11,825</td>
<td>$8,423</td>
<td>51.8</td>
</tr>
<tr>
<td>DHA/core</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*The numbers in Census Tract 19 (554 + 2,366) do not add up to 3,022 because there is a small population attributed to the census block group that includes Auraria.*

The above table shows that the incomes are considerably higher and the extent of poverty lower in Census Tract 18 than Census Tract 19. The table below shows a significantly different resident profile in CT18 BG1 which has a much smaller percentage of minorities including Hispanics as well as a much smaller number of family households.
## Lincoln Park Neighborhood

<table>
<thead>
<tr>
<th></th>
<th>CT18 BG 1</th>
<th>CT 18 BG 2 core</th>
<th>CT 19 BG 2 DHA</th>
<th>CT19 BG 3 DHA/core</th>
<th>Denver 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Population</strong></td>
<td>1,892</td>
<td>1,640</td>
<td>554</td>
<td>2,366</td>
<td>554,636</td>
</tr>
<tr>
<td><strong>Med. HH Inc.</strong></td>
<td>$31,381</td>
<td>$35,156</td>
<td>$16,705</td>
<td>$16,000</td>
<td>$39,500</td>
</tr>
<tr>
<td><strong>Med. Fam. Inc.</strong></td>
<td>$46,429</td>
<td>$27,500</td>
<td>$19,808</td>
<td>$11,825</td>
<td>$48,195</td>
</tr>
<tr>
<td><strong>Per Cap. Inc.</strong></td>
<td>$28,075</td>
<td>$12,523</td>
<td>$5,964</td>
<td>$8,423</td>
<td>$24,101</td>
</tr>
<tr>
<td><strong>% Poverty</strong></td>
<td>23.5%</td>
<td>35.5%</td>
<td>29.4%</td>
<td>51.8%</td>
<td>14.3%</td>
</tr>
<tr>
<td><strong>% Minorities</strong></td>
<td>34.2%</td>
<td>81.9%</td>
<td>86.4%</td>
<td>82.6%</td>
<td>48.1%</td>
</tr>
<tr>
<td><strong>% Renters</strong></td>
<td>95.9%</td>
<td>56.8%</td>
<td>97.4%</td>
<td>70.3%</td>
<td>47.5%</td>
</tr>
<tr>
<td><strong>Median Age</strong></td>
<td>30.0</td>
<td>28.6</td>
<td>20.2</td>
<td>24.8</td>
<td>33.1</td>
</tr>
<tr>
<td><strong>% Hispanic</strong></td>
<td>23.0%</td>
<td>75.6%</td>
<td>33.8%</td>
<td>66.2%</td>
<td>31.7%</td>
</tr>
<tr>
<td><strong>% under 18</strong></td>
<td>7.2%</td>
<td>29.6%</td>
<td>47.6%</td>
<td>35.7%</td>
<td>22.0%</td>
</tr>
<tr>
<td><strong>% 65 and over</strong></td>
<td>11.3%</td>
<td>5.6%</td>
<td>13.8%</td>
<td>5.9%</td>
<td>11.3%</td>
</tr>
<tr>
<td><strong>% Family HH</strong></td>
<td>18.1%</td>
<td>63.8%</td>
<td>64.1%</td>
<td>68.8%</td>
<td>49.9%</td>
</tr>
<tr>
<td><strong>% Female HH Child</strong></td>
<td>2.2%</td>
<td>12.1%</td>
<td>48.7%</td>
<td>24.5%</td>
<td>6.4%</td>
</tr>
<tr>
<td><strong>% MC w Child</strong></td>
<td>2.8%</td>
<td>19.8%</td>
<td>7.7%</td>
<td>14.6%</td>
<td>15.0%</td>
</tr>
<tr>
<td><strong>Ave. HH size</strong></td>
<td>1.59</td>
<td>3.13</td>
<td>2.57</td>
<td>3.09</td>
<td>2.2</td>
</tr>
<tr>
<td><strong>Ave. Fam. Size</strong></td>
<td>2.62</td>
<td>3.90</td>
<td>3.38</td>
<td>3.66</td>
<td>3.14</td>
</tr>
</tbody>
</table>
HOUSING

The number of dwelling units in Auraria-Lincoln Park has swung wildly over the years. There were 4,133 units in 1950 but only 2,039 in 1980. In 2005, there were 3,056 dwelling units. Some of the actions that caused these swings are the development of the Auraria Higher Education Center in the 1970’s which removed numerous dwelling units, the Urban Development Action Grant which added about 1,000 units, and the redevelopment of North Lincoln Park Homes which replaced an older public housing project with a somewhat smaller public housing development. The percentage of dwelling units built before 1940 was 29.6% which is about 5% higher than for the city as a whole. Thus about 950 units in La Alma/Lincoln Park were built before 1940 of which at least 527 units (the year of construction on another 77 units is not available) were built before 1900. Much of the housing built before 1900 consists primarily of small single family homes and some duplexes.

One-half of the units are in buildings with nine or more units. The next largest category is single family homes which accounted for 24% of the total number of units. An analysis of the Assessor’s data indicated that slightly under 70% of the single-family detached homes had the same address for the property as for the address for the purpose of mailing out property tax statements. This is an indicator of the extent to which single-family detached homes are owner-occupied.
In 2003, there were 42 building permits for new units and 7 demolition permits. A new rental project was completed recently on Santa Fe Drive and 10th by NEWSED that includes 38 units which obtained a building permit in 2004. There was one demolition permit in 2004.

The percentage of units that are subsidized was 33.5% in 1999 compared to 6.6% in the city. Most of these units are in two large subsidized housing developments, North Lincoln Park Homes and South Lincoln Park homes. The Housing Authority of the City and County of Denver owns and manages the properties. North Lincoln Park Homes was the first of Denver’s public housing properties (built in 1940.) DHA redeveloped North Lincoln Park Homes in 1996 which consisted of 422 distressed units, and replaced them with 131 new construction family units (92 three-bedrooms and 39 four-bedroom units) and 75 one-bedroom designated senior units. The development is recognized as a National Campus of Learners development and housing is available to families on a term-limited basis. Families self-select to reside at North Lincoln Park Homes, and must commit to a 5-year upward mobility plan, family self-sufficiency counseling, education and employment with the goal of homeownership. South Lincoln Park Homes has 270 residential units that were built in 1954. This housing development is located adjacent to the 10th and Osage transit station. On a very preliminary basis, the opportunity of combining the DHA owned land with RTD and privately owned land to create transit oriented development is being considered.

The average sales price of single family homes in Lincoln Park have been increasing at about the same rate as homes in Denver from 1991 to 2003. However, subject to some data limitations, it appears that the increase in Lincoln Park from 2002 to 2003 was greater in La Alma/Lincoln Park than in Denver. In 1993, a Denver home sold for 2.5 times as much as a home in Lincoln Park. By 2003, the ratio was reduced to 1.45 times. In 2003, the average sales price of homes in Lincoln Park was $192,102 compared to $278,024 for the city. The average sales price per square foot in 2003 was $152 in Lincoln Park compared to $187 for Denver. The average size of the 22 single family homes that sold in 2003 was 1,271 square feet. There was more activity involving the sale of condominiums with a total of 123 sales in 2003. The average sales price for the condominiums was approximately $220,600 and the average sales price per square foot was $240 compared to an average sales price for Denver condos of $196,000 and $184 on a per square foot basis. Much of this sales activity involves the conversion of some Parkway buildings from apartments to condominiums.
In 2000, 19.9% of the dwelling units in Lincoln Park were owner occupied compared to 52.5% for the city. However, with the subsequent and ongoing conversion of Parkway to condominiums, the percentage of units that are owner occupied is substantially higher in 2006 than in 2000. The percent of renters paying more than 30% of their income for housing was 39.1% in 2000 which is nearly identical to the 38.6% for the city.

**HOUSING ISSUES**

The residential area of the La Alma/Lincoln Park neighborhood is a vibrant urban community. The housing stock provides diversity of size, style, and affordability. The population density allows neighborhood-serving businesses to prosper. Residents have access to public transportation, services and shopping. La Alma/Lincoln Park has an emerging identity as a historically-significant and culturally-rich neighborhood. However, some of the homes are not well maintained which could impact their long-term viability given the age of most of the homes.
These characteristics make La Alma attractive to other homeowners and the neighborhood appears to be undergoing some transition with a pattern of more affluent people moving into a traditionally lower-income neighborhood. An unscientific mechanism for judging the nature of the change relied on the surnames of buyers of single family homes in 2003. It appears that sixteen (16) of the twenty-one (21) buyers were non-Hispanic and five were Hispanic. This transition could in some cases result in bringing new resources into this older neighborhood, improving the maintenance of some homes and historic buildings, and increase the rate of homeownership. However, to the extent that owners are selling homes that have been rented to lower-income Hispanics, displacement of lower-income renters may be occurring. If this happens to a significant extent, it may create social disruption as new people move into a traditional neighborhood.
LAND USE AND ZONING

LAND USE
The La Alma/Lincoln Park neighborhood is centrally located within Denver. It is adjacent to the South Platte River and Cherry Creek, is traversed by I-25 and several railroad lines and is located near the Central Business District. Several commercial corridors cross the neighborhood. Because of the abundance of transportation corridors and city-wide and regional connections, Lincoln Park’s development followed a traditional pattern of industrial uses near the river and railroads, commercial uses along major streets and housing in the interior. However, land uses are not strictly separated: industry is found in residential blocks, housing is found in industrial zones, and mixed-use areas are scattered throughout the neighborhood. The advent of light rail with a station at 10th and Osage provides an opportunity for transit oriented development. With the completion of T-REX in November of 2006 and the voter approval of FasTracks, this station will provide an even greater opportunity because of the access it provides to an expanding transit network.
The eastern portions of Lincoln Park are generally Areas of Stability including the two primary residential enclaves (but excluding Lincoln Park Homes).

Blueprint Denver classifies areas as Areas of Stability and Areas of Change. The eastern portions of Lincoln Park are generally Areas of Stability including the two primary residential enclaves (but excluding Lincoln Park Homes). The western portions are generally Areas of Change. The map below shows the Blueprint Denver map including Areas of Change and desired future land uses.
The distribution of the types of land use are described in the table below and the map. Industrial and Transportation, Communication and Utilities combined represent over 51% of the 553 acres. Residential makes up about 20%.
The LaFarge plant is one of the large industrial land uses in the area.

### Lincoln Park Land Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acres</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vacant</td>
<td>29.72</td>
<td>5.37</td>
</tr>
<tr>
<td>Single Family</td>
<td>58.26</td>
<td>10.53</td>
</tr>
<tr>
<td>Multi Family</td>
<td>55.27</td>
<td>9.99</td>
</tr>
<tr>
<td>Commercial</td>
<td>20.74</td>
<td>3.75</td>
</tr>
<tr>
<td>Services (Office)</td>
<td>30.83</td>
<td>5.57</td>
</tr>
<tr>
<td>Industry</td>
<td>185.32</td>
<td>33.48</td>
</tr>
<tr>
<td>TCU</td>
<td>100.49</td>
<td>18.16</td>
</tr>
<tr>
<td>P/QP</td>
<td>43.88</td>
<td>7.93</td>
</tr>
<tr>
<td>Parks &amp; Recreation</td>
<td>28.95</td>
<td>5.23</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>553.46</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

Note: TCU is Transportation, Communications and Utilities and P/QP is Public/Quasi-Public
Most of the residential areas of the neighborhood are zoned R-2, R-3, and R-4. Residential uses are also allowed in the commercial zones. The R-2 zone is a moderate-density district which allows duplexes to be built at a density of 14.5 dwelling units per acre. R-3 is a high-density zone where the number of units is controlled by bulk standards and open space requirements. The development cannot exceed three times the site area (3:1 Floor Area Ratio). R-4 is a high density zone that allows both multi-unit residential and office. It also allows hotels. The maximum FAR is 4:1.
LAND USE AND ZONING

The industrial edge is zoned I-1 and I-2. The I-1 zone is a general industrial district while I-2 allows heavier industrial uses. Development in both zones is controlled by bulk, setback and landscaping requirements. Buildings cannot exceed twice the site area (2:1 FAR) and some uses are conditional.

The Speer Boulevard corridor along the neighborhood’s eastern edge is zoned B-8. The B-8 zone is an intensive general business/high density residential district which provides for the concentration of retail, personal and business services, as well as residential and cultural uses. Developments may be built to four times the site area (4:1 FAR) plus floor area premiums for providing specific public amenities. Parkway Center is zoned B-8 as well as the area near Broadway and Speer Boulevard. The Santa Fe/Kalamath corridor is zoned B-4, as is most of Colfax Avenue and Eighth Avenue. The B-4 zone is a medium intensity business district that encourages commercial uses adjacent to arterial streets. A wide variety of consumer and business services and retail establishments are allowed. Building floor area cannot exceed twice the site area (2:1 FAR). Main Street zone districts have recently been added to the zoning code as a tool to enhance the main street character of streets like Santa Fe.

There is one district that is zoned R-MU-30 which allows intensive residential development and a mix of other uses and another zoned R-MU-20 which allows medium intensity residential development and a mix of other uses.

H-1-B is a special hospital district that contains the principal structures and related facilities of Denver Health and Hospital Authority. There are also 4 Planned Unit Developments (PUD’s) in Lincoln Park.

ACRES OF EXISTING LAND USE BY ZONE DISTRICT

The following chart shows the acreage by zone district and by land use. The most prevalent zone districts are the I-1 and I-2 zone districts with a total of 296 acres. The most prevalent residential zone districts are the R3 zone district with 91 acres and the R-2 with 49 acres.

Approximately 12.75 acres of developed land in the neighborhood, or 2.3% of the total land area, do not conform with the underlying zone. The majority of the discrepancy is residential uses in industrial zones (4.31 acres) and commercial and industrial uses in residential zones (5.71 acres).
Lincoln Park benefits from nearby public facilities, shopping and cultural opportunities, and easy access to the entire metropolitan area.

- **Open space, parks, and recreation**: Sunken Gardens, Lincoln Park, La Alma Recreation Center, Frog Hollow Park, Platte River bike path, Cherry Creek bike path.
- **Public facilities**: Byers Library, West High School, Greenlee Elementary, Del Pueblo Elementary, Denver Health and Hospital’s main campus, Community Challenge Charter School

### Land Use Assets

<table>
<thead>
<tr>
<th>Zone</th>
<th>Total Acres</th>
<th>Vacant</th>
<th>Single Family</th>
<th>Multi-Family</th>
<th>Commercial</th>
<th>Office</th>
<th>Industrial &amp; Utilities</th>
<th>Public &amp; Quasi-Public</th>
<th>Parks &amp; Recreation</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1</td>
<td>1.16</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>1.16</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>B2</td>
<td>0.45</td>
<td>0.00</td>
<td>0.00</td>
<td>0.14</td>
<td>0.00</td>
<td>0.08</td>
<td>0.00</td>
<td>0.23</td>
<td>0.00</td>
</tr>
<tr>
<td>B4</td>
<td>40.13</td>
<td>0.58</td>
<td>3.36</td>
<td>2.33</td>
<td>13.25</td>
<td>6.43</td>
<td>8.59</td>
<td>1.05</td>
<td>3.45</td>
</tr>
<tr>
<td>B8</td>
<td>35.32</td>
<td>1.53</td>
<td>0.69</td>
<td>15.87</td>
<td>3.22</td>
<td>8.38</td>
<td>2.73</td>
<td>2.92</td>
<td>0.00</td>
</tr>
<tr>
<td>H1B</td>
<td>16.33</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.29</td>
<td>0.00</td>
<td>0.00</td>
<td>16.05</td>
</tr>
<tr>
<td>I1</td>
<td>104.22</td>
<td>3.79</td>
<td>3.59</td>
<td>0.72</td>
<td>1.67</td>
<td>3.12</td>
<td>48.24</td>
<td>42.18</td>
<td>0.90</td>
</tr>
<tr>
<td>I2</td>
<td>191.69</td>
<td>13.51</td>
<td>0.00</td>
<td>0.00</td>
<td>0.73</td>
<td>7.22</td>
<td>117.46</td>
<td>52.78</td>
<td>0.00</td>
</tr>
<tr>
<td>P1</td>
<td>0.37</td>
<td>0.09</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.09</td>
<td>0.19</td>
<td>0.00</td>
</tr>
<tr>
<td>PRV</td>
<td>11.10</td>
<td>3.92</td>
<td>0.00</td>
<td>0.00</td>
<td>1.16</td>
<td>0.00</td>
<td>5.87</td>
<td>0.15</td>
<td>0.00</td>
</tr>
<tr>
<td>PUD</td>
<td>1.20</td>
<td>0.45</td>
<td>0.36</td>
<td>0.00</td>
<td>0.00</td>
<td>0.39</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>R2</td>
<td>49.29</td>
<td>1.40</td>
<td>32.62</td>
<td>8.28</td>
<td>0.31</td>
<td>0.98</td>
<td>0.26</td>
<td>0.13</td>
<td>5.31</td>
</tr>
<tr>
<td>R3</td>
<td>91.46</td>
<td>0.72</td>
<td>15.51</td>
<td>27.00</td>
<td>0.36</td>
<td>0.80</td>
<td>0.60</td>
<td>0.14</td>
<td>17.37</td>
</tr>
<tr>
<td>R4</td>
<td>6.97</td>
<td>1.03</td>
<td>2.12</td>
<td>0.93</td>
<td>0.00</td>
<td>1.31</td>
<td>0.10</td>
<td>0.72</td>
<td>0.76</td>
</tr>
<tr>
<td>RMU20</td>
<td>0.99</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.99</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>RMU30</td>
<td>2.70</td>
<td>2.70</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Total</td>
<td>553.39</td>
<td>29.71</td>
<td>58.26</td>
<td>55.28</td>
<td>20.69</td>
<td>30.86</td>
<td>184.22</td>
<td>100.49</td>
<td>43.84</td>
</tr>
<tr>
<td>% of total</td>
<td>5.37</td>
<td>10.53</td>
<td>9.9</td>
<td>3.74</td>
<td>5.58</td>
<td>33.29</td>
<td>18.16</td>
<td>7.92</td>
<td>5.23</td>
</tr>
</tbody>
</table>

**Land Use Assets**

Lincoln Park benefits from nearby public facilities, shopping and cultural opportunities, and easy access to the entire metropolitan area.

- **Open space, parks, and recreation**: Sunken Gardens, Lincoln Park, La Alma Recreation Center, Frog Hollow Park, Platte River bike path, Cherry Creek bike path.
- **Public facilities**: Byers Library, West High School, Greenlee Elementary, Del Pueblo Elementary, Denver Health and Hospital’s main campus, Community Challenge Charter School

*Platte River bike path*
LAND USE AND ZONING

- Cultural facilities: Denver Civic Theater, Phoenix Theater and Museo de las Americas, Aztlan Theatre, Academia Internacional de Arte
- Mix of destination and neighborhood-serving businesses: major grocery store (King Soopers), cultural and arts-related businesses, boutique and unique shopping opportunities, restaurants, and other convenience retail and services
- Employment base: businesses including commercial and industrial, Denver Health, and Auraria Higher Education Campus and downtown in close proximity
- Residential density supports shops, employment, and transit

LAND USE AND ZONING ISSUES

- Parts of the neighborhood are zoned for a different type of use or density than currently exists or that supports appropriate redevelopment.
  - The R-3 district between Inca and Delaware Streets, south of W. 9th Avenue, is comprised primarily of low-density single dwelling units and duplexes or townhouses. Blueprint Denver classifies this area as one of stability. According to the Westside Neighborhood Plan, “it is critically important that the residential portions of this subarea, currently abutted by non-residential uses, be protected from further non-residential encroachment” (p. 9). The Plan further recommends a study to determine if down-zoning to R-2 would be appropriate in some areas. In addition, there is a citywide need to create other zone districts with development intensities between that allowed in the R-2 zone district and that allowed in the R-3 zone district. Changes may need to be made to the existing R-3 language. Areas in Lincoln Park zoned R-3 should be looked at to determine the most appropriate zone district.
  - The R-4 district (West 9th Avenue to West 6th Avenue, Delaware St. to the alley between Delaware and Elati and the alley between Elati and Fox) includes single family and low-density multi-family housing, a few offices and churches. According to Blueprint Denver this is an Area of Stability. The land south of 8th and east of the alley between Delaware and Elati is considered to be part of the hospital campus. The remainder of the R-4 zoned land is shown on the Blueprint Denver map as single-family, duplex indicating that the existing zoning for this area may not be appropriate.
  - The I-1 zone district east of the railroad tracks and west of Osage Street from West Colfax to 8th Avenue, adjacent to medium-density residential development, is currently being used as office and light industrial. This area is shown as mixed-use in Blueprint Denver. This is appropriate especially given the opportunities for transit oriented development near the 10th and Osage station. A rezoning to a mixed-use district should be considered. Two parcels have already been rezoned to R-MU.
According to the Westside Neighborhood Plan, “it is critically important that the residential portions of this subarea, currently abutted by non-residential uses, be protected from further non-residential encroachment” (p. 9). The Plan further recommends a study to determine if down-zoning to R-2 would be appropriate in some areas. The map at the left illustrates R-3 lots that may be eligible for R-2 zoning.
LAND USE AND ZONING

• The industrial section west of the railroad tracks is vital and contiguous, with few nonconforming uses. However, access to and within this area is difficult because of the multiple sets of railroad tracks and several dead end streets. There is periodically some interest in changing the zoning to allow mixed-use development. Several large assemblages are located near the Auraria campus and the campus light rail train stop, and these properties have been considered for rezoning to allow residential uses. Since Blueprint Denver was approved as a Supplement to the Comprehensive Plan in 2002, an Industrial Land Study was undertaken. It concluded that the industrial land uses south of downtown were still generally viable. Consequently, the Area of Change designation for portions of the industrial area west of the mainline railroad tracks should be re-considered in a neighborhood planning process.

• Kalamath Street is an arterial street with high traffic volume and speed, but the adjacent land use is primarily residential at the north end of the neighborhood (R-2 zoning) and commercial/industrial south of W. 8th Avenue. Between 9th Avenue and 13th Avenue, the residential is largely intact. Commercial establishments have attempted to expand into the residential segment of Kalamath, especially to provide parking which would erode the residential character.

• Denver Health and Hospital anchors the southeast corner of the neighborhood and provides a vital regional, city-wide and neighborhood service. The campus is currently undergoing a renovation of facilities and infrastructure and has expanded south of W. 6th Avenue. Denver Health is also developing to the west, across Delaware Street, where it owns property. Across the alley is a cohesive neighborhood of single-family older homes that should be protected from further institutional expansion.

OPPORTUNITIES FOR REDEVELOPMENT

Several large vacant or underutilized lots are present in Lincoln Park. These sites provide opportunities for redevelopment that could provide neighborhood-serving facilities, housing opportunities, employment opportunities, and overall economic development.

- **1111 Osage Street** has been rezoned to allow a mix of uses including light industrial, artist studios and offices. Employees are able to use the nearby rail stop.

- **West 10th Avenue and Osage Street** has a light rail station. There is nearby vacant and underutilized land that is appropriate for housing and retail. Any redevelopment should maximize the opportunities for transit and pedestrian use. A work-sell concept is being explored for this or another appropriate location.

- **Ice and Cold Storage** site, at the Colfax viaduct and Shoshone Street, is in the heavy industrial area. The appropriateness of this site for mixed-use and an employment center that could take advantage of
the light rail train stop on the Auraria Campus should be evaluated.

- Industrial and auto-related businesses in the B-4 zone district on Santa Fe Drive, Inca Street, Galapago Street, provide neighborhood services but do not reinforce the potential of the street. Retail and office, especially arts and culture-related businesses, along with opportunities for mixed-use developments with ground-floor retail and residential above should be considered.

RELATED ISSUES

- High percentage of absentee landowners and a correspondingly low rate of owner-occupancy leads to inconsistent maintenance of properties.
- Residents are caught between the conflicting goals of maintaining affordable housing, whether for rent or sale, and wanting improved maintenance and livability. Neighborhood improvements could make housing more costly which might make the neighborhood unaffordable for some current residents. Many residents want the neighborhood to be stable, without extreme density, use or price changes, yet they would also like the neighborhood to be cleaned up, become safer, and have improved facilities.
- La Alma is served by a plethora of non-profit public organizations and governmental agencies that address equity issues, affordable housing, business improvement/economic development, public safety, and other social issues. However, in the past, these organizations have not had a history of coordinating their efforts or working towards common goals. The neighborhood associations have lacked a credible, consistent grassroots voice to represent neighborhood concerns to the City and there has been mistrust between the neighborhood associations and City agencies.
- The neighborhood also has a history of poor relations and resentment toward the Auraria campus, and it fears campus expansion across Colfax Avenue and erosion of the community. Neighborhood activists oppose any move by Auraria to expand into the neighborhood.

HISTORIC PRESERVATIONS AND URBAN FORM

HISTORIC PRESERVATION

La Alma/Lincoln Park contains four Denver Historic Landmark structures and a designated Historic Parkway:

- Buckhorn Exchange, 1000 Osage Street (also on the National Register of Historic Places)
- Byers Library, 675 Santa Fe Drive
- West High School, 951 Elati Street
Westside Court Building, 924 W. Colfax Avenue (also on the National Register of Historic Places)

Speer Boulevard

The Westside neighborhood District is on the National Register of Historic Places and is an example of a middle class Victorian neighborhood. The Westside District includes approximately the blocks from West Colfax Avenue south to West 13th Avenue and Kalamath Street west to Mariposa Street. The Sunken Gardens, bounded by Speer Blvd., W. 8th Ave., Delaware and Elati Streets is a neighborhood park and embellishment for Speer Blvd. that is on the National Register of Historic Places.

Historic building surveys of the neighborhood have shown that other sections of the neighborhood are historically significant and eligible for local or national historic district designation:

- The area immediately south of the National Register District, from West 13th Avenue to West 8th Avenue and Kalamath Street west to Mariposa Street.
- South of 9th Avenue, between Delaware Street and Santa Fe Drive.
- The west side of the 800 block of Delaware Street which demonstrates significant modern architecture from the 1950s and 1960s.

In addition to these potential historic districts, there are several individual buildings that may be eligible for local historic landmark designation, including:

- Denver Inner City Parish/Smith’s Chapel, 910 Galapago Street (pre-1887)
- 841 Galapago Street (1891)
- 705 W. 8th Avenue (1900)
- 1021 W. 8th Avenue (1939)
- Operating Engineers Local #9, 990 Kalamath Street (1951)
- Laborer’s International Union, Local 720, 875 Elati Street (1957)

**URBAN FORM**

**Corridors**

The major corridors of the Lincoln Park neighborhood are Speer Boulevard, Santa Fe Drive, West Colfax Avenue, Kalamath Street, and West Sixth Avenue. Each has a distinctive character.

- **Speer Boulevard** is a designated historic parkway, protected by both the Parks Department and the Landmark Preservation Commission (LPC). Speer is unusual in Denver for its diagonal configuration,
paralleling Cherry Creek. Speer is a green belt of trees and landscaping and includes a recreational path adjacent to the creek. All changes to the right of way, including curb cuts, must be reviewed by the LPC.

- **Kalamath Street** is the south-bound street of a one-way couplet with Santa Fe Drive. Between Colfax and 9th Avenue, the adjacent land use is primarily low-density housing and an elementary school. Sidewalks and street trees enhance the pedestrian environment.

- **West Colfax Avenue** from Speer to Osage Street is a commercial corridor with a mixture of historic buildings including the Westside Court building and newer, auto-related businesses. There is a light rail stop that serves the Auraria campus and North Lincoln Park Homes.

- **West Sixth Avenue** is a primary entrance to Denver from the west. The Sixth Avenue Freeway becomes West Sixth Avenue as it enters the residential neighborhood. The street is marked by neighborhood-serving retail businesses and public and quasi-public facilities such as churches, community centers, schools and the hospital. The sidewalk is narrow and there are few street trees to buffer pedestrians from the heavy traffic.

- **Santa Fe Drive** is a commercial retail corridor that has become an arts and cultural district. It includes the Museo de las Americas, Denver Civic Theater/Arts Center of the West, The Phoenix Theater, the Byers branch of the Denver Public Library, the Aztlan Theatre and Academia Internacionale de Arte, and the Chicano Humanities and Arts Council. The southwestern-style architecture reflects the area’s Hispanic heritage and the street’s history as part of the trail to Santa Fe, New Mexico. Development along Santa Fe Drive reflects historic development patterns of 2-3 story buildings facing on the corridor, a consistent build-to line with no setback from the property line, and display windows and transparent storefronts to enliven the pedestrian experience. Street improvements to the public right of way include street trees, benches, distinctive paving patterns, on-street parking, corner bulb-outs for shorter pedestrian crossing distances, and pedestrian lights. Curb cuts are unusual and discouraged.

**LA ALMA/LINCOLN PARK EXISTING CHARACTER**

The residential character of the neighborhood is varied. There are smaller, older Victorian houses in the more northerly part, west of Santa Fe, some having porches, and many on small lots. Mid-sized two story 1930 homes were built between 8th and 11th and Kalamath and Mariposa, having larger lot sizes over all and alley access. Some have brick facades. Most housing is affordable at a variety of levels ranging from subsidized housing to middle level market rate. Redeveloped housing is single unit and multi-unit privately owned or rented condos and town homes. The Denver Housing Authority has two rental developments. High-rise apartments some of which are being converted to condominiums are located along the Cherry Creek edge of the neighborhood.
Residential sub-areas

The La Alma neighborhood includes a mix of housing types and architectural styles.

- Parkway is a mixed-use project of several 8-12 story buildings, 1-2 story townhomes, office space, a grocery store and structured parking.
- Lincoln Park North and Lincoln Park South are subsidized housing developments owned by the Denver Housing Authority. The developments include 2-story townhomes and community centers.
- Low-density detached dwelling units and duplexes throughout the neighborhood are small wood frame and brick homes on small lots.

Prominent Institutions

- Denver Health and Hospital’s main campus is located at West 8th Avenue to West 6th Avenue, Bannock St. to Delaware St. The campus covers a super block, since West 7th Avenue and Cherokee Street were vacated. This will include a new community health center replacing the Mariposa Health Clinic.
- Denver Public Schools has four schools in the neighborhood and two more schools just outside the neighborhood boundaries. West High School is a prominent landmark along Speer Boulevard and adjacent to Sunken Gardens Park.
- Auraria Higher Education Campus is adjacent to the neighborhood, north of Colfax Avenue.

Industrial Area

The industrial area covers 63% of the land in the statistical neighborhood. It is comprised of large parcels and limited streets and includes an isolated area west of I-25. The industrial district is essentially intact with few or no nonconforming uses or fragmentation. The offices and warehouses include large brick buildings. There are few sidewalks and narrow streets. Many streets do not go through. Industry has access to heavy rail and major truck routes, including I-25, Colfax and the 6th Avenue Freeway.

URBAN DESIGN AND HISTORIC PRESERVATION ASSETS

Some of the residential framework elements, which should be taken into consideration when new development is undertaken, are:

- Murals
- Sandstone sidewalks
LINCOLN PARK NEIGHBORHOOD ASSESSMENT

- Treelawns/landscaping
- Scale of housing
- Historic resources
- Santa Fe streetscape and storefronts
- Planned renovation of Sunken Gardens playground and historic resources

URBAN DESIGN ISSUES

- Few of the historically significant structures and none of the districts have local Historic Landmark designation, leaving them vulnerable to demolition and neglect. There is no design review of alterations to the structures and no tax-credits or incentive programs to maintain and preserve them. In previous neighborhood meetings, residents indicated that they valued the neighborhood’s historic and architectural heritage, but there was a lack of broad-based support for pursuing local historic district designations.
- Santa Fe Drive is a mixture of arts and cultural facilities, retail businesses, and light industry. Although a streetscaping program has been implemented and individual blocks are pleasant, the street in its entirety lacks cohesiveness. On-street parking helps buffer pedestrians from heavy traffic and the blocks with consistent development patterns and street improvements reinforce Santa Fe Drive as a pedestrian corridor, but the design elements do not run the entire length of the street (Colfax to 6th Avenue). In places, the narrow and inconsistent sidewalks, immature trees and inconsistent street wall do not maximize the pedestrian experience.

TRANSPORTATION

STREETS AND HIGHWAYS

City streets fall under one of four classifications established by the Department of Public Works: local, collector, arterial or freeway. Lincoln Park contains streets in all of these categories as represented on the map and summarized below. In addition, streets are classified in Blueprint Denver in a way that accounts not only for the function of the street but based on the appropriate adjacent land use. For instance, Santa Fe between 6th and 13th Avenue is classified as a main street arterial, whereas Santa Fe north of 13th is classified as a mixed-use arterial. Galapago is identified in the map below as a residential collector.
Local streets: Provide direct access to adjacent properties and carry low volumes of traffic within the neighborhood. Daily volumes are typically less than 2000 vehicles.

Lincoln Park local streets: Delaware, Elati, Fox, Galapago, Inca, Lipan, Navajo, Osage, Rio Ct., Quivas, Shoshone, Umatilla, 7th Ave., 9th Ave., 10th Ave., 11th Ave., and 12th Ave.
LINCOLN PARK NEIGHBORHOOD ASSESSMENT

**Collector streets:** Collect and distribute traffic between arterial and local streets within the community and link major land use elements such as residential areas and shopping facilities. Daily volumes are 5,000-20,000 vehicles.

*Lincoln Park collector streets:* Bannock St., Mariposa St., 13th Ave., 14th Ave., Zuni, Vallejo, Yuma and Wyandot.

**Arterial streets:** Permit rapid and relatively unimpeded traffic movement throughout the city and serve as primary links between communities and major land use elements. Daily volumes are 10,000 to 75,000 vehicles.

*Lincoln Park arterial streets:* Speer Blvd., Santa Fe Drive, Kalamath St., 6th Ave., 8th Ave., 13th Ave. from Speer to Kalamath, 14th Ave., and Colfax Ave.

**Freeways:** Permit traffic to flow rapidly and unimpeded through and around the metropolitan area.

*Lincoln Park freeways:* Interstate 25 and 6th Ave. Freeway

**BUS SERVICE**

Buses serving the Lincoln Park neighborhood include routes 1, 7, 9, 16, 30, 31, 36, 50, and 52.

**LIGHT RAIL SERVICE**

Stations are located at 10th Ave. and Osage St., and at Colfax and Lipan. A light rail line parallels the heavy rail tracks through the center of the Lincoln Park neighborhood. The line connects the neighborhood with downtown Denver (to Denver Union Station and along California and Stout Streets) and the southern suburbs. T-REX is slated for completion in November which will connect the neighborhood with the Denver Tech Center and other employment along I-25. FasTracks calls for the completion of the rapid transit system which will enable Lincoln Park residents to access much of the Denver Metropolitan Area.
BIKE ROUTES

Lincoln Park has bicycle routes that connect to both downtown Denver and to the South Platte River Greenway. Designated bike paths are the S. Platte River Trail, Cherry Creek bike path along Speer Boulevard, Galapago Street south of 11th Avenue, Mariposa Street from 9th to 13th Avenue, 13th Avenue (D10) west of Mariposa, and 8th Avenue (D-12) west of Mariposa. The on street bike system connects from Mariposa to the west to the South Platte River Trail via 8th and 13th Avenues and along 11th Avenue east across Speer Blvd. into the Golden Triangle.
There are two different types of railroad uses present in La Alma/Lincoln Park. One is the repair and yard facility used by the Union Pacific at the Burnham Shop and Yard. The second is the railroad mainline that exists along Umatilla Street and the spur line that feeds the Burnham Yard. RTD is exploring this area for locating a light rail maintenance facility.

The City of Denver has designated four routes in Lincoln Park as maximum weight trucking routes. Any vehicle over 10,000 pounds must use these routes if passing through the community. The truck routes are Speer Boulevard, Santa Fe Drive/Kalamath St., Colfax Ave., and 6th/8th Ave.

Lincoln Park is well-served by a variety of transportation options, including good light rail and bus service for mass transportation. The major east-west and north-south arteries also provide fast connections to the entire metro area and to central Denver. Quiet residential streets are maintained by using four-way stops at intersections and by providing a system of one-way streets for easy traffic movement. Synchronized traffic signals also assist traffic movement through the neighborhood.

However, there are a number of traffic concerns that need to be addressed:

**Truck Traffic**
- Enforcement of streets posted with “no truck traffic”.
- Impacts of noise, vibration and exhaust from industrial traffic on residential areas.

**Buses**
- Noise from buses that run through the neighborhood.
- Viability of having large, articulated buses running on narrow residential streets and potential hazards to parked cars.
- Some stops in industrial areas present safety concerns in the lack of clear pedestrian routes and minimal separation from vehicular traffic.
TRANSPORTATION

Cars and other vehicles
- Many intersections where there are serious pedestrian/vehicle conflicts.
- High volume streets divide the neighborhood and impact its walkability.
- Enforcement of speed limits on all streets, especially the collector thoroughfares.
- Parking overflow from commercial areas impacts residential areas, including blocking alleys and sidewalks.

Trains
- The at-grade crossing at West 13th Avenue is hazardous. The multiple sets of train tracks limit access to and within this industrial area. With the opening of FasTracks in late 2006 and the additional trains that will be operating, this may become more of a problem.
- There are a number of unimproved streets and alleys in the neighborhood, especially in the industrial area. The alleys and unimproved streets invite dumping of solid waste. The Colfax and 6th Avenue viaducts have been particular targets for dumping.
- Lack of connection between sidewalks and curbs at bus stops.
- Discontinuous curbs, sidewalks and handicapped ramps including at intersections.
- Inadequate utility capacity may limit industrial expansion and upgrades and there are concerns that the aging pipes and power lines may be dangerous.
ECONOMIC AND BUSINESS ACTIVITY

In 1998, the total sales and use tax generated in Lincoln Park was $1,925,603, which was 0.58% of Denver’s total sales tax. In 2004, the total sales and use tax generated in Lincoln Park from January to December increased to $3,130,000.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5200 (Construction)</td>
<td>$356,109</td>
<td>18.5%</td>
<td>$538,453</td>
<td>17.2%</td>
</tr>
<tr>
<td>5300 (General Merchandise/Department Store)</td>
<td>$618,053</td>
<td>32.1%</td>
<td>$374,700</td>
<td>11.97%</td>
</tr>
<tr>
<td>5400 (Grocery/Deli)</td>
<td>$1095</td>
<td>.06%</td>
<td>Included in</td>
<td>5900</td>
</tr>
<tr>
<td>5500 (Auto Dealers/Automotive)</td>
<td>$178,873</td>
<td>9.3%</td>
<td>$283,870</td>
<td>9.1%</td>
</tr>
<tr>
<td>5600 (Apparel)</td>
<td>$119</td>
<td>.006%</td>
<td>Included in</td>
<td>5900</td>
</tr>
<tr>
<td>5700 (Furniture/Office Equipment/Telecommunications)</td>
<td>$78,978</td>
<td>4.1%</td>
<td>$196,797</td>
<td>6.3%</td>
</tr>
<tr>
<td>5800 (Eating/Drinking)</td>
<td>$311,797</td>
<td>16.20%</td>
<td>$499,439</td>
<td>15.95%</td>
</tr>
<tr>
<td>5900 (Miscellaneous/Specialty)</td>
<td>$380,797</td>
<td>19.5%</td>
<td>$1,236,797</td>
<td>39.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$1,925,603</td>
<td>99.066%</td>
<td>$3,130,056</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Lincoln Park enjoys a diversity of businesses operating within the neighborhood. There are many industries that offer employment possibilities with decent wages to residents with lower education levels, including construction, automotive-related businesses, and eating and drinking places. The diversity of businesses also includes a growing arts and culture district along Santa Fe Drive and attendant retail businesses.

Neighborhood businesses include wholesale and retail operations. There are wholesale businesses located along with smaller, interesting non-chain businesses, including restaurants on the interior streets, including 8th Avenue, Kalamath and Santa Fe. The Santa Fe redevelopment area between 11th and 6th Avenues has a variety of businesses also includes a growing arts and culture district along Santa Fe Drive and attendant retail businesses.
of arts related businesses intermixed with retail development and some offices. Chain retail and fast food have located along Colfax Avenue. Auto fueling, repair and maintenance uses are generally along Colfax or 6th Avenue.

There is an abundance of employment areas in the neighborhood, particularly in the industrially zoned areas on the west side, but also in retail and office operations along arterial and collector streets in the neighborhood. Institutional uses that provide employment, as well as regional services, include the RTD offices and heavy maintenance facility, Denver Health and Hospital, and Denver Water. Other institutional, service and employment related uses include the Denver Public Schools and various social support and economic development entities.

**ECONOMIC AND BUSINESS ASSETS**

- Lincoln Park provides high-end service sector jobs and provides an employment base for the city.
- Strong, established businesses in both the industrial and commercial sections provide services for the local residents and for the region.
- Santa Fe Drive has an emerging identity as an arts and culture district with a Latino character.
- Good access to businesses on the perimeter of the neighborhood and large traffic flows provide a consumer base.
- Reuse of historic structures such as the Mountain States Telephone Buildings along Osage Avenue.
- Land available for expansion of industry.
- Transportation support, including heavy rail, light rail, bus service, pedestrian connections, and river access.
- Good mix of large, destination businesses and small-scale, local and unique businesses.
- Central location.
- The grocery store.
- Vast building stock provides redevelopment and rehabilitation opportunities.
- Fundamental infrastructure of streets, rail, and utilities is in place, which lowers the costs of redevelopment.
- Density of housing provides an adjacent labor force.
- Unique and comfortable character and style of Santa Fe given its human scale, pedestrian-friendly orientation and amenities, a distinct sense of place, and reinforcement of historic patterns of development.
- Increasing diversification of businesses.
ECONOMIC AND BUSINESS ISSUES

- Lack of incentives for locally-owned or smaller-scale businesses to locate in the neighborhood, which often cannot afford the high land prices.
- High crime rate creates costs for businesses and deters customers.
- Lack of appropriate development controls does not re-enforce the historic character of the retail.
- Existence of vacant and substandard buildings.

ENVIRONMENT

The Lincoln Park neighborhood is bordered by two waterways: the South Platte River on the west and Cherry Creek on the east. Both stream beds have been channeled and water flow is controlled by upstream dams. The South Platte River flood of 1965 caused millions of dollars of property damage as it flooded the neighborhoods along the river. Some residents in La Alma/Lincoln Park were forced to find new housing. The flood plain on the east side of the river extended from just south of 8th Ave. along the South Platte River as far north as Speer Blvd. and 15th Ave. After the construction of the Upper Central South Platte River Valley Restoration Project, the 100-Year flood plain has been narrowed to the Platte River channel.

The major environmental concerns for the neighborhood are air pollution, lead-based paint in residential structures, and the contamination of soil and groundwater. Lincoln Park is traversed by I-25, 6th Ave. freeway and several arterial streets. It is also crossed by railroad lines and by heavy trucking to the industrial corridor. The industrial district has been used for a century and contaminated soils, solid waste, leaky storage tanks and other environmental contaminants are likely. According to EPA, there are at least three Superfund designations in this neighborhood, shown in the table on the following page.
<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Name</th>
<th>Site Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800869</td>
<td>Denver Toluene</td>
<td>13th and Rio Court</td>
</tr>
<tr>
<td>0801499</td>
<td>Industrial Hard Chrome Plating Co.</td>
<td>919 Santa Fe Dr.</td>
</tr>
<tr>
<td>0800247</td>
<td>Denver Radium Site</td>
<td>Various Places in Denver</td>
</tr>
</tbody>
</table>

Lincoln Park has 7 Registered Neighborhood Organizations that focus on the La Alma/Lincoln Park neighborhood. There are some other neighborhood organizations that include large areas in which Lincoln Park represents only a small part.

1. **La Alma/Lincoln Park Planning Group** has recently become active and is interested in a variety of issues affecting the neighborhood.
2. **Sumner Neighborhood Association of Businesses** is an organization of industrial and retail property owners that focuses on business and public safety issues.
3. **Denver’s Art District on Santa Fe** promotes the Santa Fe arts district.
4. **South Lincoln Park Homes Local Resident Council**
5. **Parkway Condos Tower I**
6. **Parkway Townhomes Condominium Association**
7. **Courthouse Square Resident Council**
PUBLIC SAFETY AND HEALTH

La Alma/Lincoln Park is located within the limits of Denver Police Department’s District 6, which has a police station at 1566 Washington St. Police Department headquarters are located at 1331 Cherokee St. A new Cop Shop has opened up at 851 Santa Fe Drive. It includes a boxing club to provide a recreational opportunity for neighborhood youth. Crime rates indicate that Lincoln Park has a higher crime rate than Denver as a whole. The total crime rate is 2.6 times that of Denver, the burglary rate per 1,000 persons is 1.6 times that of Denver, and the Violent crimes per 1,000 persons is 2.3 times that of Denver. However, the crime rates in these three categories have declined during the last ten years compared to the crime rates from 1990 to 1995.

PUBLIC SAFETY ISSUES

Neighborhood concerns about public safety include serious crimes, misdemeanors and quality of life issues, and attitude problems:

**Crimes**
- Liquor code violations
- Auto theft and auto vandalism
- Gangs
- Drug-dealing

**Quality of Life**
- Speed limits not enforced
- Trucks block traffic
- Parking conflicts
- High traffic volume on neighborhood streets
- Trash and over height fences
- High rate of resident changes; large transient population

**Attitude**
- Resident apathy toward crime
- Feeling of insecurity and danger
- Neighborhood Watch program is not formalized
Some physical and social aspects of the neighborhood assist in the fight against crime and should be maintained and enhanced. These neighborhood characteristics include:

- Community Policing and the relationship with individual neighborhood police officers works well
- Graffiti removal through the City program is rapid and consistent.
- DPD provides good communication with the neighborhood and more residents are reporting crimes to the police.
- Community policing has been well received in the neighborhoods and residents are more willing to become more involved in crime prevention. DPD’s strategies of problem solving, partnerships and prevention have been well-received.

**COMMUNITY FACILITIES**

**Parks and Recreation**

La Alma / Lincoln Park has three parks in its boundaries. Lincoln Park provides a wide variety of services, including playground equipment and recreational playing fields for the use of the general public. Two other parks, Frog Hollow Park and the Sunken Gardens, offer open green space area for passive enjoyment. The La Alma Recreation Center offers an outdoor swimming pool, a weight room with a large array of equipment, an
COMMUNITY FACILITIES

all purpose room, and a recreational room that includes a full size basketball court. The all-purpose room is used by the VOA (Volunteers of America) to make available daily lunch meals for senior citizens. In 1998, a bond issue was passed in Denver that included the expansion of the recreation center to include a Senior Center. In addition to these city parks, there is one park and three gardens created and maintained by community members. The Jerry Martinez and Family Memorial Park, at 14th Avenue and Lipan, was created in memory of a La Alma/Lincoln Park teen who was murdered. Community vegetable and flower gardens are located throughout the neighborhood.

The main youth center in this area is the Boys and Girls Club at 808 Inca St. This facility provides a variety of services for young people in the community. Several outreach programs are available to teenagers including Year One Youth Corp and the Bridge Project sponsored by the University of Denver. The Bridge Project is an advocate for students and distributes scholarships.

GANAS at the Richard T. Castro Family Center provides day care, family counseling and case management services. They sponsor the Westside Drug-Free Youth program and a drug and alcohol prevention program.

Cultural Facilities

This community has three major cultural facilities. Denver Civic Theater (a.k.a. Arts Center of the West) has several troupes that provide an assortment of live theater productions. The Museo de las Americas interprets the art, history, and culture of Latinos in the Americas. The Academia Internacional de Arte is located on Santa Fe, and the Chicano Humanities and Arts Council serves the neighborhood.

Schools

DPS neighborhood schools are Del Pueblo Elementary School, Greenlee Elementary School, and West High School. The Community Challenge Charter School is located at 948 Santa Fe Drive. Adolescent Counselor Exchange recently received DPS school board approval as a charter school. Denver Inner City Parish sponsors an alternative school, La Academia, that offers educational services for grades 6-12. Denver Inner City Parish also works with DPS to provide a GED program to the community. Other adult education programs are available through Greenlee Family Literacy Center. Early childhood education programs are available at Little Munchkin Headstart, Early Childhood Development Center at ACE, and the Childhood Development Center at the Community College of Denver.

The Auraria Higher Education Center just north of the neighborhood provides many educational opportunities, including skills certification and degree programs.
**Library**
The Byers Library is located at 675 Santa Fe. Computer terminals are supplied for the public, complete with written directions that enhance user friendliness. Computer training is also available. Byers Library has an extensive collection of Spanish books and videos for all ages and a large children’s library.

**Health Services**
Denver Health and Hospital has its main campus, which includes a Level 1 trauma center that provides emergency medical services, located in this community. The Mariposa Health Clinic is closed but is being replaced by a new community health center on the Denver Health and Hospital campus. It will supply many services for the local community.

Denver Public Schools provides availability for high school students to receive medical service at West High School. Other resources are available for counseling, and for combating the use of drugs and alcohol. Some of these resources are ACE (Adolescent Counselor Exchange), Westside Drug Free Youth Coalition, Denver Area Youth Services and Denver Kids, Inc. LARASA (Latin American Research and Service Agency) provides community outreach and is a center for community and behavioral health.

**Churches**
A wide variety of churches have been established in this community. In addition to religious instruction and worship opportunities, the churches provide a myriad of physical services to the community, including outreach, human services, educational programs, and food banks. The Denver Inner City Parish, the First Mennonite Church, and St. Joseph’s Catholic Church currently offer these community services.

**Other Community Services**
NEWSED, a community development corporation, has been instrumental in revitalizing the business district along Santa Fe Drive. This organization also assists individuals attempting to buy their first home and lends other support services to the community. Westside Outreach Center works with NEWSED to provide community service and advocacy. Education and job training are available through NEWSED.

Broadway Assistance provides a food bank. Mi Casa Resource Center for Women offers continuing education and support for women living in the La Alma / Lincoln Park area. Other organizations that contribute resources to the community include: Stand Up for Kids, Minority Enterprises, Safehouse-Project Safeguard, LULAC, a
national educational service center, The Center for Women’s Employment and Education, the American Indian College Fund, Small Business-Brothers Redevelopment Corp. and Year One-Youth Corp. The Annie E. Casey Foundation worked on a neighborhood-building initiative in Lincoln Park as part of its mission to strengthen families and communities.

FINDINGS AND CONCLUSIONS

FINDINGS

La Alma/Lincoln Park is a dynamic, mixed-use neighborhood. It benefits from its variety of housing types, diversity of land uses, proximity to downtown, presence of a transit station, strong job base within the neighborhood and in close proximity to it, the Santa Fe Arts District, nice parks, and its broad range of cultural and public facilities. At the same time, La Alma Lincoln Park faces challenges in terms of its older housing stock, zoning in some areas that is inconsistent with the use of the land, changes in land use, low percentage of home ownership, changing demographics, considerable number of persons in poverty, limited transportation connections from the east to the west and within the industrial area, and needed improvements to the pedestrian environment. Given the range of issues, it is important that a common vision be created for La Alma/Lincoln Park.

Socio-Economics

- The percentage of families with children has somewhat declined.
- Although Hispanics are still the majority of the population, the percentage dropped from 58% to 52.5% from 1990 to 2000.
- The percentage of persons over 25 with college degrees increased from 21% to 29% from 1990 to 2000.
- Student enrollment in Denver Public Schools has been dropping from 1998. Although the number of students not proficient in English has dropped in half, the 48% of students in the lowest quartile on the Iowa Test of Basic Skills was 10% higher than for the city as a whole.
- The percentage of persons in poverty declined from 51% in 1990 to 38% in 2000 but is still much higher than the 14% in Denver.
Housing

- The number of dwelling units has varied over the years but has stabilized at about 3,000 units.
- About 50% of the units are in building with 9 or more units and about 25% are single family detached homes.
- The overall percentage of units that are owner-occupied is only 20% compared to over 50% for the city. However, the percentage will increase based on the conversion of some of the apartments in the Parkway from rental to condominiums. In terms of the single family homes, Assessors data comparing addresses indicates that about 70% may be owner occupied.
- Sales prices in Lincoln Park have been increasing at about the same rate or perhaps somewhat faster than for the city. In 2003, the average sales price of single-family detached homes was $192,000 and $152 on a per square foot basis but still lower than for the city.
- As further evidence of a modest change in the make-up of the residents, about 25% of buyers of single-family detached homes in 2003 were Hispanic.

Land Use and Zoning

- Parts of the neighborhood are zoned for a different type of use or intensity than currently exists.
- Industrial uses along Santa Fe and east of Santa Fe may not be compatible with the adjacent residential areas and development along Santa Fe.
- The industrial area west of the railroad tracks is largely intact and contributes jobs to the neighborhood and the city. However, the area north of 13th Avenue needs to be analyzed in terms of its future use.
- Several areas have the opportunity for redevelopment especially around the 10th and Osage station, at Osage and Colfax, and the north of 13th Avenue and west of the railroad tracks.

Historic Preservation and Urban Form

- There are historically significant buildings but many are not protected.
- There is a rich urban form that needs to be preserved and respected as redevelopment occurs.

Transportation

- The presence of the 10th and Osage station as well as the station at Auraria provides good transit connections with improving accessibility over time as T-REX and the FasTracks open.
- On the one hand, La Alma/Lincoln Park is well connected by arterials and expressways to downtown and the entire region.
FINDINGS AND CONCLUSIONS

On the other hand, these arterial streets create barriers for pedestrians. The east-west connections are very limited and 13th may become more problematic with the opening of the T-REX line and increase in the number of light rail trains crossing 13th Avenue. Connectivity is poor in the industrial area with many streets that do not go through.

Economic and Business Activity
- Sales tax revenue increased substantially from 1998 to 2004.
- There is a large employment base in the neighborhood and in nearby areas.
- There are numerous assets contributing toward a positive business climate.

Environment
- There are environmental concerns including air pollution, lead-based paint in residential structures, and the contamination of soils and groundwater.
- There are three superfund designated areas.

Community Organizations
- There are 7 registered neighborhood organizations.

Public Safety and Health
- Crime rates are lower than they were in the early 1990’s but remain significantly higher than for the city.

Community Facilities
- La Alma/Lincoln Park has a vast array of community facilities that significantly benefit neighborhood residents as well as providing regional draws.

CONCLUSIONS
Lincoln Park faces challenges related to the physical enhancement and redevelopment of the neighborhood. The residents, property owners and other community stakeholders have been working individually to address the neighborhood issues, and they appear to be starting to work together. There appears to be some agreement on what issues should be priorities and what goals would best address the issues, but not on what methods would best implement the goals. There are signs of continuing transition of the neighborhood both in terms of land use...
and in terms of the demographics of the neighborhood. Neighborhood expectations may be unrealistic. Members of the public have indicated that they want to preserve the existing neighborhood character and support the current residents, but they also want more home ownership and affordable housing opportunities. They would like infrastructure and housing improvements, but fear loss of affordability and gentrification that would change the neighborhood demographics. The compiling of a common vision statement may assist the residents and business owners to understand what compromises may be necessary and what neighborhood goals may be incompatible with others.

In order to address these issues, it is recommended that a neighborhood plan be undertaken that would focus on the land use and transportation issues. Issues needing particular attention include the opportunity for redevelopment around the 10th & Osage station, the R-3 zoning in the southeast portion of the neighborhood which includes many single family homes, the future appropriate land use in the northern portion of the industrial area, appropriate locations for redevelopment, areas that need to be preserved, and the ability of pedestrians to get around given the many arterial streets and ability to reach the transit station. In addition, it is recommended that the implementation of the adopted plan be coordinated with the Denver neighborhood revitalization strategy being developed by the Office of Economic Development. This effort has selected La Alma/Lincoln Park for comprehensive treatment and would focus on affordable housing, workforce and human capital development, business development, and quality schools.
Acknowledgements

Updated by Steve Gordon and Karen Good
Spring, 2006

Revised by Janell Flaig
January 23, 2005

Initial Assessment Prepared by Kiersten Faulkner
October 31, 2000

Reviewed by
Crissy Fanganello, Public Works
Michael Miera, Housing and Neighborhood Development

Graphics
Carolyne Janssen