CREDITS:

CITY TEAM
Betty "B.J." Brooks, Senior City Planner-Author
Mark Leese, Urban Designer
Tony Chan, Graphic Artist
Mary Avgerinos, Research Assistant
Francis Burg, Typist
Margaret H. Sperling, Deputy Director of Neighborhood Planning
William Lamont, Jr., Director of Planning and Community Development
The Honorable Federico Pena, Mayor

CITY COUNCIL
Councilman M. L. "Sam" Sandos, District 3
Ramona Martinez, Council Aide, District 3
Councilman William "Bill" Scheitler, District 1
Shirley Shley, Council Aide, District 1

THE WEST COLFAX STEERING COMMITTEE:
Hector Benavidez, Greater Avondale Heights Improvement Association
Larry Morris, Greater Avondale Heights Improvement Association
Eddie Valdez, Greater Avondale Heights Improvement Association
Jacque Wallis, West Denver Concerned and Active Neighbors
Don Morales, West Denver Concerned and Active Neighbors
Ron Passarelli, West Colfax Improvement Association
Jerry Rosen, West Colfax Improvement Association
Irv Feldman, Sloans Lake Citizens
James P. Adams, Ph.D., Beth Israel Hospital
Harry Yaffe, Ph.D., Beth Israel Hospital
Barb Stuart, Saint Anthony's Hospital
Carole Steele, Saint Anthony's Hospital
Barbara Slawinski, Businesswoman/Property owner
Gertrude Hyman, Businesswoman/Property owner
Josh Mushell, Jewish Community Representative
Rabbi Lauer, Jewish Community Representative
Rabbi Lefkovitz, Jewish Community Representative
Margarita Aragon, Senior Citizen Representative
Kreg Snider, Public Housing Representative
William Ellis, Hebrew Education Alliance
Eddie Holtzman, Hebrew Education Alliance
Nettie Moore, Southwest Quadrant Representative
Kathleen Moore, Northeast Quadrant Representative
WEST COLFAKX NEIGHBORHOOD
LOCATION MAP
### WEST COLFAX NEIGHBORHOOD PLAN

#### I. INTRODUCTION
- NEIGHBORHOOD PLANNING
- USE OF THE PLAN
- NEIGHBORHOOD PLANNING PROCESS
- AN OVERVIEW
  - History
  - Demographic Profile
  - Neighborhood Vision

#### II. SUMMARY OF CONDITIONS AND RECOMMENDATIONS
- A. INTRODUCTION
- B. LAND USE AND ZONING
- C. HOUSING
- D. ECONOMIC DEVELOPMENT
- E. TRAFFIC, TRANSPORTATION AND PARKING
- F. CITY SERVICES/ENVIRONMENT
- G. COMMUNITY FACILITIES

#### III. ACTION PLAN

#### III. GENERAL RECOMMENDATIONS FOR THE WEST COLFAX NEIGHBORHOOD
- A. INTRODUCTION
- B. LAND USE AND ZONING
- C. HOUSING
- D. ECONOMIC DEVELOPMENT
- E. TRAFFIC, TRANSPORTATION AND PARKING
- F. COMMUNITY FACILITIES
- G. CITY SERVICES/ENVIRONMENTAL
- H. HISTORIC PRESERVATION

#### IV. SUBAREAS GOALS AND RECOMMENDATIONS
- SUBAREA 1 - WEST COLFAX CORRIDOR/FEDERAL-SHERIDAN
- SUBAREA 2 - NORTHWEST QUADRANT
- SUBAREA 3 - NORTHEAST QUADRANT
- SUBAREA 4 - SOUTHWEST QUADRANT
- SUBAREA 5 - SOUTHEAST QUADRANT

#### V. APPENDICES
- DEMOGRAPHIC PROFILE
- AGE DISTRIBUTION, W. COLFAX AND DENVER, 1980
WEST COLFAX NEIGHBORHOOD PLAN

I. INTRODUCTION

NEIGHBORHOOD PLANNING

Neighborhood Planning is a collaborative process between the City, citizens, and property owners of a particular area which actively solicits participation in the formulation of a plan for a neighborhood. The process helps to enunciate goals, places issues on the table, generates and tests alternative ways to achieve the desired ends, proposes a plan for the area, and spells out policy changes and investments which should be implemented to help realize that future. It is a forum in which people initiate rather than react to change, and in which the various interest groups within a neighborhood, who may have different goals, work out their differences to arrive at a mutually satisfactory plan. The private-public partnership is essential to the ultimate success of the venture.

USE OF THE PLAN

The neighborhood plan which results is an advisory document for directing and managing change. It serves as an official guide for decision makers, including the Denver Planning Office, the Mayor, various city departments, and upon adoption by the City Council, also guides that body's deliberations. It plays the same role for the private sector, advising residents, businessmen and investors as to expectations and direction for the neighborhood. The plan is not an official zone map and, as a guide, does not imply or deny any implicit rights to a particular zone. Zone changes, which may be proposed in the plan, must be initiated under a separate procedure established under the City and County of Denver Municipal Code.

This plan is intended to promote patterns of land use, urban design, circulation and services which encourage and contribute to the economic, social, and physical health, safety and welfare of the people who live and work in the neighborhood. The neighborhood plan addresses issues and opportunities at a scale which is more refined and more responsive to needs that can be attained under the broad outlines of the city's Comprehensive Plan. The neighborhood plan serves as a component of that document.

The West Colfax neighborhood is located west of the Platte River. The neighborhood is bounded by Federal Boulevard on the east, Sheridan Boulevard on the west and by 19th Avenue and the Lakewood Dry Gulch on the north and south. A Planning Team (Steering Committee) made up of representatives from the neighborhood associations, hospitals, merchants, landowners, developers, special interest groups, and neighborhood residents helped to structure and guide the entire process.

The Planning Team, City and State agencies, elected public officials, community leaders, and churches supported the development of these policy recommendations by providing information, identifying issues, goals and alternatives, encouraging planning team members, and assisting with inter-agency cooperation.
Special thanks is extended to the North Denver Community Design Center's Director and graduate students of 1982 whose technical information was used as part of the text.

NEIGHBORHOOD PLANNING PROCESS

The Planning Team began meeting on August 28, 1984 at which time the neighborhood planning process and official Planning Team were established. In Phase 1 of the planning process, neighborhood residents identified issues and goals and conducted a housing and environmental conditions survey of the entire neighborhood. Concurrently, the Planning Office staff researched and prepared information regarding land use/zoning and demographics; and conducted a series of meetings with the merchants on the Colfax Avenue corridor regarding economic revitalization. During Phase II, the Planning Team divided the neighborhood into 5 subareas to specifically address the concerns raised in each area and develop policy recommendations related to zoning, land use, traffic and parking, housing rehabilitation, neighborhood image and cleanup, crime, vacant and deteriorated buildings, commercial revitalization, etc. Two groups of the Planning Team developed overall "neighborhood visions" for each subarea. The third group worked jointly with McDonalds corporation to sponsor a Slogan Contest for West Colfax. Simultaneously, the Planning Office conducted a commercial survey of businesses along West Colfax and the Avondale Shopping Center. The work of the planning team during this phase culminated in April, 1985 with a presentation to the community and City officials, including the honorable Mayor Pena.

In Phase III the alternatives for development which were prepared for each subarea were refined. This stage in the process was accomplished by bringing together key city agencies along with the Planning Team members to mutually agree upon which approaches would best meet the goals and recommendation of the plan. In addition, the Planning Team listed key capital improvement projects for funding and implementation according to their priority.

The creation of this plan is the result of a team effort initiated by the Denver Planning Office under the direction of Betty "B. J." Brooks, City Planner. The neighborhood planning process involved 87 active participants and thousands of Denver area residents through neighborhood meetings and newsletter articles, television documentaries, and newspaper reviews.
AN OVERVIEW

History

Originally, Colfax was known to residents of Denver in the early 20th century as "No Man's Land", and "Jim Town." This area was sparsely settled but did contain several mansions of wealthy families as well as scattered shacks of squatters.

A large wave of Jewish immigrants from Eastern Europe came into the area in the late 19th and early 20th centuries. Attracted by others with similar language, cultural and religious backgrounds, the immigrants made "No Man's Land" into Denver's version of a European Neighborhood.

As the neighborhood grew, problems created an interest in incorporation. Two factions appeared: those who favored incorporation of the whole community under the name "Colfax" and those who would have the business section, a strip along Golden Avenue just west of the river, remain separate under the name "Brooklyn." When Colfax did incorporate in 1891, Brooklyn seceded but then returned the following year. This area nine and a half blocks in length and two and a half blocks in width, numbered three hundred inhabitants. The town of Colfax was annexed to Denver in 1897. The name "Golden Avenue" was officially changed to "West Colfax Avenue." This great cross town avenue was named for Schuyler Colfax.

West Colfax Avenue was the main street of this small town. It was lined with two-story brick commercial buildings, stores, saloons, a restaurant, a meeting hall and even a hotel. West Colfax had a constant flow of hay wagons and peddlers, since all traffic enroute to Denver from the agricultural communities of Golden and Morrison converged here.

In the 1920's two public schools, Colfax and Lake Junior High School, were opened in the area to meet the challenges of a progressive neighborhood. The Depression years saw little or no development in the West Colfax neighborhood. In the 1940's and mid 50's a housing boom occurred, characteristic of the "Filling In" era. Most vacant land west of Utica was purchased for home building. West Colfax along with Bannum and Sloan Lake experienced this housing boom simultaneously.

The Mayoral Administration of the 1950's promoted civil bond issues that funded the construction of public housing in and near West Colfax. The challenge and transition of West Colfax began and the 1960's brought a wave of Hispanic immigration. The 1970's brought young Anglo families into the neighborhood, and in the mid 70's the first wave of Indochinese families settled in the West Colfax neighborhood. According to the 1980 U.S. Census, the area today is of varied ethnic make-up of Anglo, Jewish, Black, Chicano, Native American, and Indo-Chinese.
Demographic Profile

West Colfax neighborhood is divided into two census tracts, 7.01 (west of Perry Street) and 7.02 (east of Perry Street). According to the most recent U.S. Census, in 1980 there were 9,707 persons residing in the area. Population has decreased 12.2% from 10,484 in 1970 reversing the trend of population increases during 1960 and 1970.

Ethnically, West Colfax has maintained a mixed neighborhood composition. The non-white racial mix includes Hispanic, Black, Native American, and Indo-Chinese populations. Hispanics comprise the largest racial group in the neighborhood reflecting 48% of the total population.

Despite population losses the total number of households increased by 1% from 3,559 in 1970 to 3,709 in 1980. The female head of household was 12% higher than the citywide figure. Census tract 7.02 reflects a 38% figure for female head of household that is 12% higher than the City norm of 19.6%.

In 1980 West Colfax had a high percent of children aged 0-19 years (31%). Also, the neighborhood had a high percentage of elderly with 16% of its population at 65 years or older compared to the citywide elderly figure of 12%. The two groups make up 47% of West Colfax's total population.

<table>
<thead>
<tr>
<th>Age Group</th>
<th>West Colfax</th>
<th>Denver</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 5 years</td>
<td>10%</td>
<td>7</td>
</tr>
<tr>
<td>5-9 years</td>
<td>8%</td>
<td>6</td>
</tr>
<tr>
<td>10-14 years</td>
<td>6%</td>
<td>6</td>
</tr>
<tr>
<td>15-19 years</td>
<td>7%</td>
<td>7</td>
</tr>
<tr>
<td>20-24 years</td>
<td>12%</td>
<td>11</td>
</tr>
<tr>
<td>25-34 years</td>
<td>18%</td>
<td>22</td>
</tr>
<tr>
<td>35-44 years</td>
<td>8%</td>
<td>10</td>
</tr>
<tr>
<td>45-54 years</td>
<td>7%</td>
<td>4</td>
</tr>
<tr>
<td>55-64 years</td>
<td>8%</td>
<td>10</td>
</tr>
<tr>
<td>65-74 years</td>
<td>9%</td>
<td>7</td>
</tr>
<tr>
<td>75 years and over</td>
<td>7%</td>
<td>5</td>
</tr>
</tbody>
</table>

*Source: U.S. Census of population, 1980

The 1980 median household income for West Colfax was $11,173 which is significantly lower than the city's $15,500 median income figure. This figure reflected a -12.3 percent change from 1970-1980 median household income which was $12,736. Census tract 7.01 median household figure was slightly higher than census tract 7.02 for both 1970 and 1980.

The 1980 median education level reveals the number of school years completed by residents of West Colfax was 11.9, slightly lower than the city's average of 12.8 years. However, median education level figures from 1970-1980 did increase by 6.7%. Roughly 48% of the population 16 years and older in West Colfax were employed in 1980 with the majority (76%) employed in either industry and/or service related occupations.
Neighborhood Vision

Although West Colfax derives its name from the commercial strip that bisects the area, one of the most apparent characteristics of the neighborhood is the high proportion of residential land use as compared to business and industrial uses.

The overall vision for the neighborhood is to maintain the residential character of the area and preserve and enhance the existing ethnic mix of people. Preservation of this unique character can be achieved through various forms of housing, zoning and land use strategies.

To support the needs of West Colfax residents, it is envisioned that there be a strengthening and increase of the economic viability along the West Colfax corridor. Therefore, selected nodes have been targeted for revitalization along with identifying various service needs. The people in the community want to see the commercial corridor redevelop as a “little downtown” of Denver.

II. SUMMARY OF CONDITIONS AND RECOMMENDATIONS

A. INTRODUCTION

West Colfax is classified as a “moderate-minor” redeveloping neighborhood according to the Neighborhood Classification Report prepared by the Denver Planning Office, 1984. In looking at the neighborhood’s existing conditions and its potential future several issues were identified and goals developed to attain a more stable environment.

The following is a summary of issues and recommendations. Specific subarea recommendations can be found in Chapter four of this plan.

B. LAND USE AND ZONING

Existing Conditions

1. The continuing decline of the business district along West Colfax Avenue. Of special concern is the limited number and variety of neighborhood shops and services. Although there appears to be adequate commercial space available in existing structures to meet the retail demands of the community there is a desire to encourage new commercial development if the business zone can be expanded at selected points along the avenue.
2. The lack of adequate buffering between commercial and residential uses. The incompatibility of these adjacent uses is most significant where businesses or institutions require a significant amount of parking such as in the hospital areas and areas along Colfax Avenue where commercial and residential zone districts abut.

3. The incompatibility of scale and density in the area between West 16th Avenue and Colfax Avenue and from Irving Street to Grove Street. The potential for intense redevelopment in this area is the result of the current R-3 zoning, and would be incompatible with the surrounding residential area. The area to the northwest of this boundary is low to moderate density residential. The existing low density residential is already being threatened by the future 11 story office development east of Grove Street and south of West 16th Avenue.

4. Slow infill development in the neighborhood. A number of the scattered lots, with the exception of certain tracts of land along the Lakewood Dry Gulch, have been neglected and have collected debris and junk cars.

5. The incompatibility between the size, number, and height of billboards in the neighborhood and the surrounding residential areas. Also, the billboards along the Avenue evoke a negative image of the neighborhood.

Recommendations

1. Support efforts to rezone selected areas along West Colfax and Sheridan Boulevard to encourage new commercial development and/or residential conversion to office use as identified in the plan. See proposed Land Use map in the Appendices.

2. Encourage buffering where residential and commercial areas interface. A variety of buffering designs should be explored.

3. Support any effort to rezone the R-3 area in the northeast quadrant to a zone that is more compatible with the surrounding R-2 and R-2-A zone districts.

4. Support any effort to rezone the R-2 area between 16th and 17th Avenues, Hooker to Irving to a density similar to the R-2-A to encourage new development.

5. Investigate the possibility of limiting the number of billboards along the Colfax Avenue.

6. Support any effort to limit the size and height of existing and new billboards.

7. Enforce code requirements sensitively.
C. HOUSING

Existing Conditions
1. A mixture of single and multi-family residential housing. Nearly 73% of the housing in West Colfax is renter occupied with a significant percentage of such units located in the neighborhood's eastern half.

2. A large concentration of public housing projects and government assisted private developments in one area. Almost 96% of these projects and developments are concentrated east of Perry Street.

3. A high correlation between absentee landlords, rental properties, and deterioration. Although the need for rehabilitation is high and there are several tracts of land available for infill housing, there are currently few signs of new housing construction and/or housing rehabilitation.

4. A significant increase in housing sale prices in census tract 7.01 (west of Perry Street) from $56,600 to $72,100 between 1980 and 1981. It began to taper off in 1983. Sales prices in census tract 7.02 (east of Perry Street) did not reveal such a drastic increase during 1981 but average sales price in 1983 was still $65,300.

Recommendations
1. Create a non-profit housing corporation.

2. Encourage the development of affordable housing on vacant land that is in character with surrounding residential.

3. Increase awareness about available housing programs, funds, and services.

4. Increase home ownership, home improvement programs, and other housing programs. Encourage landlords to participate.

5. Protect and reinforce residential areas that abut commercial areas by encouraging property owners to install landscaping and other forms of buffering.

6. Improve the conditions of absentee-owned housing through code enforcement.

D. ECONOMIC DEVELOPMENT

Two walking tours and a commercial survey were done of the West Colfax Avenue corridor and Avondale Shopping Center. From these activities several issues came forth.
Existing Conditions
1. The absence of new development potentials due to the unavailability of available commercial land and financing for large projects.
2. The lack of neighborhood serving businesses along the Avenue, i.e. hardware, clothing store, mini-bank, cleaners.
3. The lack of buffering between commercial and residential land uses.
4. The potential for some unsuccessful residential areas to become commercial areas.
5. The lack of relationship between the commercial districts and the residential neighborhood. The commercial districts serve a broader market and have functioned in and of themselves.
6. The absence of cohesiveness along West Colfax Avenue. The length of the Avenue breaks up the of viewing West Colfax as a strong commercial area.

Recommendations
1. Phase revitalization efforts along the West Colfax Avenue and utilize the multi-nodal development concept to reinforce and strengthen existing businesses and positively impact selected key commercial areas.
2. Encourage commercial rezonings at selected nodes in order to create new commercial development projects.
3. Require landscaping on all new developments and encourage landscaping on existing projects.
4. Coordinate efforts between property owners and the Economic Development Agency to fund restoration of building facades, interior renovation and the improvement of sidewalks, curbs and gutters. Install weather protectors to decrease the deterioration of building facades and sidewalks.
5. Urge businesses to conduct joint advertising that promotes both their businesses and the surrounding west Colfax area.
6. Encourage businesses to hire local residents.
7. Develop a West Colfax merchants association and/or Chamber of Commerce.
8. Urge neighbors to support the local merchants to help strengthen the market.
9. Create new neighborhood serving businesses.
10. Conduct a market analysis for the businesses along the West Colfax corridor.
E. TRAFFIC, TRANSPORTATION, AND PARKING

Existing Conditions

Classifications of city streets established by the Department of Public Works include local, collector, arterial or freeway.

West Colfax contains three of these four classifications.

1. The volume of traffic and speed hinders pedestrian safety and shopping. West Colfax Avenue (I-70 business route) serves as the only arterial street running through the neighborhood and is the main thoroughfare linking Downtown and the suburbs to the west.

2. The high speed of traffic and lack of police enforcement on West 17th Avenue present a problem. Seventeenth Avenue, the busiest and major east-west collector street in the area, provides traffic relief for West Colfax Avenue at peak travel hours.

3. The increase of recent traffic and excessive speed on Fourteenth Avenue is a concern for pedestrian safety. This avenue is a collector street and is a highly travelled pedestrian corridor with a strong residential character.

4. There is a limited number of north-south collector streets linking West Colfax to the southwest and northwest neighborhoods besides Sheridan and Federal Boulevards. These two streets (Perry Street and Lowell Boulevard) appear to function well as classified.

5. Bus service in West Colfax appears to be adequate with the exception of the available buses along Sheridan Boulevard. There are nine bus routes serving the West Colfax area. The need for additional bus shelters and the desire to substitute a subsidized bus pass program to encourage hospital employees of both Beth Israel and Saint Anthony's hospitals to ride the bus are two issues that have been expressed relative to R.T.D. This would serve to relieve the parking problems around the hospitals.

6. Existing bike paths are adequate but future work needs to be done to identify the alignment of two new bike paths in order to link the gulch and Paco Sanchez Park to Sloan Lake.

7. An external factor affecting the West Colfax neighborhood is related to the sports complex facilities of Mile High Stadium and McNichols Sports arena. The area east of Saint Anthony's hospital and north of West Colfax has experienced overflow parking impacts of fans using the Sports Complex facility. This problem being one of the oldest continues to plague the area.

8. Additional parking issues have been focused around the hospital area and along the west Colfax commercial corridor.
Recommendations

1. Review traffic light timing at west Colfax and Irving and West Colfax and Meade Street for better pedestrian flow.
2. Promote traffic safety programs.
3. Review timing of traffic lights to slow traffic on W. 14th and W. 17th Avenues and encourage police enforcement of speed limits.
4. Investigate the replacement of street lights with stop signs along W. 14th Avenue from Irving Street to Sheridan Boulevard to create a healthier pedestrian atmosphere.
5. Encourage the placement of bus shelters along Colfax, where necessary.
6. Explore the possibility of developing a shared parking structure with Saint Anthony's and Beth Israel Hospitals.
7. Encourage a subsidized bus pass program for the hospitals (Beth Israel and Saint Anthony's).
8. Encourage parking with landscaped buffering, especially where business areas abut residential areas.
9. Support the Preferential Parking Program of the City to relieve residential parking impacts around the Sports Center Complex.
10. Monitor the Brady development project to be able to mitigate negative impacts on the residential areas surrounding the project.
11. Encourage pedestrian "bulbouts" for safety when crossing West Colfax.
12. Investigate the possibility of eliminating left turn lanes where street lights aren't already installed and fill in turning lane with a landscaped median or another form of usable pedestrian refuge space for safe crossing on Colfax Avenue.

F. CITY SERVICES/ENVIRONMENT

Existing Conditions
Issues based on an environmental survey of West Colfax conducted in 1984 were identified:

1. Debris in alleys throughout the area, especially the northeast quadrant of the neighborhood.
2. Junk cars and debris on carriage lots and areas along the Lakewood gulch.
3. Littered and/or unmowed vacant lots.
4. Missing and deteriorated sidewalks throughout the neighborhood.
5. Corroded sidewalks, curbs, and gutters along the West Colfax corridor.
6. Inadequate street lights, particularly along the Lakewood gulch and commercial districts.
7. Inefficient storm sewers that often back up and create large pools at intersections in the northwest quadrant of the neighborhood.

Recommendations
1. Implement a systematic code enforcement program for all of West Colfax.
2. Encourage the continuation of the "Super Can" program and other activities related to neighborhood clean up.
3. Explore a different approach to snow removal to protect curbs and gutters from being damaged, especially along West Colfax.
4. Repair the storm drainage system to improve water flow.
5. Encourage the continuation of the beautification of the Lakewood Dry Gulch and natural park development.
6. Enforce "no dumping" laws along the Lakewood Dry Gulch.
7. Encourage the maintenance of public rights-of-way.
8. Urge continued funding for sidewalk replacement for the entire neighborhood.
9. Encourage continued promotion of neighborhood pride events such as the "Slogan Contest."
G. COMMUNITY FACILITIES

Existing Conditions

Community facilities such as parks, schools, day care centers, libraries, and senior citizen homes are important to both the quality of life and the common identity of the neighborhood. Together and individually they shape the feelings of the residents as well as perceptions of visitors and prospective investors.

1. Limited open space within the neighborhood even though the area is bounded to the north and south by two large parks: Sloan Lake, a "city" park, and Paco Sanchez Park, a "neighborhood" park. Both parks provide nearby open space, fine mountain views, and playground and picnic areas.

2. The Lakewood Dry Gulch, although improved a great deal, continues to have problems with litter as well as an undeveloped bike path. The gulch has been the site for dumping which has created health and safety hazards.

3. Enrollment in the neighborhood public schools; Colfax Elementary, Cheltenham Elementary, and Lake Middle School, has gone up and down but is not declining.

4. Insufficient number of day care centers and day care homes in the neighborhood to meet the community's needs resulting in long commuter trips for parents taking their children to facilities far from home. The closing of the Westridge Day Care and Julian Street Center has created a void in child care services.

5. The lack of available transportation for the elderly. Although numerous facilities and programs are present in the neighborhood to serve the needs of senior citizens, one problem for the elderly is the availability of transportation for shopping, and medical needs. Additionally, there is a lack of communication between the seniors, adults, and youth.

Recommendations

1. Encourage the completion of the Lakewood Dry Gulch natural park and bike path. Install playground areas, where possible.

2. Urge the development of a vest pocket park on Stuart Street just south of West Colfax.

3. Support home ownership efforts and development of new multi-family housing to help stabilize families in the area, and to strengthen the public schools.

4. Urge the development of new day care centers and provide support to expansion of existing facilities.

5. Create senior citizen operated child care programs to help establish better communication among seniors and adults.

6. Publicize senior citizen events and programs in local newspapers and media outlets.
III. ACTION PLAN

PRIORITY ACTIONS

LAND USE AND ZONING

1. Expand the commercial zone district at Lowell Blvd. and Vrain Street.
2. Rezone the R-3 (NE Quadrant) to R-2-A.
3. Rezone the R-2 to R-2-A (16th - 17th Ave. between Hooker and Irving St).
5. Limit billboards on W. Colfax Avenue (review height and size).
6. Encourage buffering where commercial and residential areas interface.
7. Rezone St. Anthony's Hospital from R-3 - R-5.
8. Establish better corporation with health department regarding code enforcement.

HOUSING

1. Develop housing on vacant land (Lakewood gulch and scattered sites)
2. Publicize housing programs.
3. Increase homeownership.
4. Improve conditions and supply of low cost housing.
5. Target housing rehab. funds and inform property owners.
6. Develop a non-profit housing corp.
7. Provide more housing opportunities.
8. Increase code enforcement of vacant and abandoned houses.
9. Rename Westridge public housing project.

ECONOMIC DEVELOPMENT

**1. Fund revitalization projects at priority nodes (Lowell to Meade, Perry and Vrain)
2. Conduct joint business advertising and promote positive public relations with the banks.
**3. Create a Merchant's Association and/or West Colfax Chamber of Commerce.
4. Encourage businesses to hire local residents.
5. Support local merchants.
**6. Encourage new neighborhood.
7. Encourage facade renovation along the Colfax corridor.
**8. Promote the development of a W. Colfax Chamber of Commerce.
9. Explore ways to protect building facades from adverse weather along W. Colfax.
10. Require landscaping on all new developments.
12. Fund a market study for the W. Colfax business area.

TRAFFIC AND TRANSPORTATION

**1. Review traffic light timing and Meade Streets along W. Colfax.
2. Promote safety programs.

3. Replace stop lights with stop signs along W. 14th Ave. and review day light problem.

4. Install bus shelters at W. 17th Ave. (St. Anthony's Hospital) Raleigh and Stuart Street and along W. Colfax Ave. where necessary.

5. Build a parking structure to be shared by Anthony's and Beth Israel Hospitals.

6. Initiate a reduced bus pass program for St. Anthony's Hospital.

7. Support the City's Preferential Parking Program.

8. Monitor the Brady development project at W. 19th Ave. and Lowell Blvd.

9. Review bus service along Sheridan Blvd. and publicize RTD information at existing businesses.

10. Set timing system to slow traffic along W. 17th Ave.

11. Install handicap ramps along Irving (south of Colfax).

12. Enforce 2 hour parking limit near St. Anthony's and Beth Israel Hospitals.

13. Install pedestrian "bulb-outs" on Irving, Perry and Brian Streets and Lowell Blvd.

14. Review the elimination of selected turn lanes along W. Colfax and replace with landscape medians.

15. Landscape and maintain residential and commercial parking lots.

16. Investigate the possibility of creating a new bike path to link the gulch with Sloans Lake along Wolff Street.

17. Develop a parking structure.
18. Encourage parking lots to be compatible in design with surrounding residential areas.

COMMUNITY FACILITIES/PARKS

**1. Complete the Lakewood Gulch linear park and bike path.**

**2. Develop a vest pocket park on Stuart Street (near W. Colfax Ave.)**


4. Expand day care center at Lowell Blvd. and W. 14th Ave.

5. Involve senior citizens in day care.

6. Publicize senior citizen programs and events.

7. Create more grass land for football and baseball type of activities.

HISTORIC PRESERVATION

**1. Install historic signage at Stuart Street and W. Colfax Ave.**

2. Evaluate SW quadrant of the neighborhood for historic designation.

3. Preserve historic structures including the Harvey Springer House at 16th & Vrain and the Dickerson Library at W. 17th & Hooker St.

CITY SERVICES/ENVIRONMENTAL

**1. Buffer the residential where commercial interfaces (especially W. Colfax Ave.)**

**2. Install landscaping on St. Anthony's and Beth Israel Hospital parking lots.**

3. Install adequate landscaping on all new developments.

Planning, private

CDA, Parks & Rec.

CDA, nbrhd.

DPO, nbrhd.

CDA, private

Social Services, senior homes

Community centers, senior homes, nbrhds, merchants

Parks, Planning

DPW, Planning, nbrhd.

Landmark Commission, Planning, nbrhd.

CDA, Planning, private

Private, EDA, CDA, Planning

CDA, Hospitals

Planning, developer
4. Fund sidewalk improvements neighborhoodwide, especially on W. 14th Ave. and at priority commercial nodes.

5. Implement a systematic code enforcement program.

6. Pave alleys at designated sites.

7. Encourage snow removal maintenance to clear snow toward center of W. Colfax Ave.

8. Improve storm drainage system at W. Conejos at Raleigh & Quitman St., W. 13th & 14th Ave. at Winona & Wolff St. and W. 16th Ave. at Meade & Perry St.

9. Continue Lakewood Gulch clean-up.


11. Continue to promote nbrhd. pride events.

12. Enforce "no dumping" laws along the Lakewood Gulch.

13. Encourage more police protection and crime prevention.

14. Encourage better police and community relations.

15. Initiate new neighborhood crime watch programs.

16. Increase night time patrol and lighting, especially along the gulch.

17. Emphasize entryways (gateways) at Federal and Sheridan Blvds.

18. Continue maintenance of Sloans and Paco Sanchez Parks.


---

** High Priority

---

DPW, CDA, private

Zoning, nbrhd.

Public Works

Public Works

DPW, Wastewater, nbrhd.

Nbrhd.

Public Works, Nbrhd. groups, merchants

Zoning

Public Safety, nbrhd.

Public Safety

Public Safety

Public Safety

Planning, CDA, State, Public Works

Parks, DPW
IV. GENERAL RECOMMENDATIONS FOR THE WEST COLFAX NEIGHBORHOOD

A. INTRODUCTION

The plan recommends policies for the entire neighborhood and also details specific recommendations by subarea. The sub-areas were created for study purpose so that an indepth analysis could be done and land use alternatives be tailored to each portion of the neighborhood. Sub-area goals and recommendations can be found in chapter four of this plan.

B. LAND USE AND ZONING

Existing conditions

The West Colfax neighborhood encompasses 421 acres. Although the West Colfax neighborhood derives its name from the commercial strip that bisects the area, one of the most apparent characteristics of the neighborhood is the high proportion of residential land use as compared to business and industrial uses. Nearly 66% of the existing land use is residential, whereas the city's average is 40%. Multi-family residences occupy almost one quarter of the total net land area.

Commercial uses are primarily located along both sides of the 1 1/2 mile commercial corridor of West Colfax Avenue. Land used for industry, transportation, parking, open space, and vacant comprise a normal portion of the net land use in the neighborhood. Two large private hospitals are also located within the area.

In 1925 the City of Denver adopted its first set of zoning ordinances regulating the permitted land uses and the density of development within specified zones. In anticipation of a rapid increase in population the City in 1956 extensively revised its zoning laws, allowing for much higher residential densities in those neighborhoods near the downtown area. However, the anticipated redevelopment and growth never took place in the West Colfax neighborhood. Consequently, only 40% of land area that is zoned R-2 is developed to the maximum permitted by the zone. Most of the blocks south of Colfax are zoned R-2 but remain as single family dwelling units. The West Colfax commercial strip is zoned B-4 and abuts residential districts on either side. It is a diversified retail business area characterized by independent small businesses. With the exception of the R-3 zone district located in the northeast quadrant of the neighborhood, there generally is a good correlation between zoning and existing land use. (see existing zoning map on next page)

Recommendations

1. The plan recommends that the following areas be rezoned:

   - The commercial zones at Vrain, Perry, and Lowell Boulevard to Meade nodes should be expanded to encourage new neighborhood oriented services. (refer to subarea 1 for specifics, see conceptual analysis and proposed land use map on next pages)
• The area bounded by Irving to Grove Street between W. Colfax Avenue to W. 16th which is now zoned R-3 should be rezoned to a density similar to the R-2-A. Any new development that may require a slightly higher density than what is allowed in the R-2-A should be required to use the P.U.D. process. All such zone changes need to be fully debated in City Council and would have to have that body's approval before any map changes could be made.

• The area bounded by W. 16th and W. 17th Avenue between Irving and the alley between Hooker and Irving which is now zoned R-3, should be rezoned to a density similar to the R-2-A.

• The area between W. Colfax Avenue and W. 16th Avenue along Sheridan Boulevard which is now zoned R-2 should be rezoned for office use.

• Rezone the R-2 area between W. 16th and W. 17th Avenue, Irving Street to Hooker Street to R-2-A or a similar zone district.

2. Infill housing developments that may require a slightly higher density than what is allowed in the R-2 (primarily in the Lakewood Dry Gulch area) should be required to use the P.U.D. process. These projects should be compatible in character and materials and provide appropriate buffering to surrounding properties.

3. Commercial areas that abut residential uses should be encouraged to install landscaping and/or other appropriate types of buffering.

4. Efforts should be supported to limit the number, size and height of existing and new billboards primarily along the W. Colfax corridor.

5. Saint Anthony's hospital should be rezoned from R-3 to R-5 institutional zone district.

C. HOUSING

Existing Conditions

West Colfax is a neighborhood that has minor to moderate redevelopment potential according to the July, 1984 Neighborhood Classification Report of the Denver Planning Office. The criteria used to classify the neighborhoods included information on housing trends, compatibility between land use and zoning, and a survey of general conditions.

According to the Denver Planning Office 1985 Housing Detail Report, West Colfax had 3,713 housing units of which 1,141 were single family units, 2,311 multi-family units, 236 public housing units, and 25 condominiums and mixed use residential. Of the total housing units in West Colfax, approximately 31% are single family and 62% are multi-family. Many of the single family and multi-family units (duplexes) are relatively old dating back to the period between 1900 - 1939.

Owner occupancy, often a sign of neighborhood stability, is extremely low for the West Colfax neighborhood at 25% compared to Denver's 48%. When comparing Denver's 74% single family owner
occupancy only, statistics reveal a more comparable percentage for the neighborhood's western half at 76%, the eastern half at 69%, and West Colfax as a whole at 73%.

The Denver Planning Office Land Use file indicates that the average selling price for a single family home in West Colfax has been lower than the City's average selling price. 1983 figures show an average selling price for a single family home in West Colfax at 65,400, compared to a Denver average of 79,798. In 1983 50 homes were sold in West Colfax.

The 1980 U.S. census reported that 45 units in West Colfax lacked complete plumbing facilities. Of these units 26 were located in census tract 7.02 (east of Perry) and 34 were rental units. A housing conditions survey conducted in August, 1984 identified a number of units in need of rehabilitation. A great majority of these units are located east of Perry and are absentee owned property in need of moderate to extensive rehabilitation, (see map on next page).

There is a high number of vacant and abandoned buildings in West Colfax (15 in all), as reported by the Building Department on February, 1986.

Recommendations

1. Improve and stabilize the condition of housing in West Colfax.
   • Upgrade absentee owned housing.
   • Inform landlords and residents about rehabilitation programs.
   • Target housing rehabilitation funds to be phased in a projected period of time.
   • Encourage private rehabilitation.
   • Increase code enforcement.

2. Create a better balance between owner occupied and rental homes and minimize displacement.
   • Develop a non-profit housing corporation.
   • Increase home ownership opportunities.
   • Encourage and promote infill housing on vacant land.
   • Provide low interest loans to renters for home purchase.
   • Encourage purchase of rented single family houses.
   • Provide counselling for home purchase.
   • Promote a mixture of low and moderate income housing on vacant land.
   • Encourage communication between developers of infill housing and surrounding neighbors.
   • Encourage a variety of residential mixed use projects.
• Create more housing opportunities.
• Develop more senior citizen housing.
• Promote co-op housing.

3. Target local and state rehabilitation funding for West Colfax including the following:
   • Colorado Housing Finance Authority funds.
   • Community Development Block Grant funds.
   • Skyline Housing funds.

4. Improve the condition of residential parking lots.
   • Require parking lots to be landscaped.
   • Encourage better maintenance.

5. Consider renaming the Westridge projects to reflect the rehabilitation of existing units and to promote a better citywide image for public housing.

D. ECONOMIC DEVELOPMENT

Existing Conditions

Business development and redevelopment are needed in the neighborhood to upgrade deteriorated retail areas, attract new businesses, increase employment opportunities, provide income for residents and improve the quality of community life. West Colfax’s retail businesses have declined due to population loss and the relatively low level of expendable income in the area.

A commercial revitalization study conducted by the Denver Planning Office in January, 1985 revealed that nearly one half of the businesses along the West Colfax corridor are automobile oriented. Restaurants occupy 19% of the business strip with bar and liquor related establishments comprising 10%. The remainder of the businesses consist of 8% motel/hotel, and 21% general businesses, (appliance repair, hair care, check cashing, etc.). See next page for business listing.

Approximately 44% of businesses have been at the same location for more than 10 years with the oldest business being in operation for 60 years. Of the 121 workers employed at businesses responding to the survey, 56% live in the neighborhood and/or surrounding area with the remainder living in the suburbs. Almost half (45%) of the employees are in sales and services, 12% in professional/management, and 16% in white and blue collar jobs.

To augment the revitalization study, representatives of the Steering Committee, Planning Office and Council conducted two walking tours and a commercial conditions survey. The Committee concluded
that in order to strengthen the businesses of W. Colfax, particularly along the Colfax Avenue corridor, the following concerns must be adhered to.

West Colfax commercial strip is close to 1 1/2 mile in length and approximately 100-150 feet (4.5 lots) in depth on both the north and south side. It is primarily zoned B-4 with a few pockets of R-2 and R-3 zones. The depth of the commercial zone does not allow for large scale development to occur and make it difficult to achieve a project that is financially feasible. Because of exposure to relatively high volumes of traffic and relatively inexpensive land costs, the area is attractive to used car lot dealers and absentee landowners.

**WEST COLFAIX BUSINESS INVENTORY**

<table>
<thead>
<tr>
<th>Foster Printing</th>
<th>Western Hill Motel</th>
<th>Shope Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bar X Motel</td>
<td>Interwest Communications</td>
<td>Bargain Spot</td>
</tr>
<tr>
<td>American Copy Company</td>
<td>Aristocrat Motel</td>
<td>Ted Bettit - photo copy</td>
</tr>
<tr>
<td>Pig &amp; Whistle Motel</td>
<td>Safeway</td>
<td>VFW</td>
</tr>
<tr>
<td>Deseret Industry</td>
<td>Wendys</td>
<td>Medical Clinic, Dr. Foster, M.D.</td>
</tr>
<tr>
<td>Auto Haus</td>
<td>Family Video</td>
<td>Travel Trailers</td>
</tr>
<tr>
<td>Avondale Auto</td>
<td>Franks Barbeque</td>
<td>Avondale Barber</td>
</tr>
<tr>
<td>Colfax Elementary School</td>
<td>Hair Design Avondale-Beauty</td>
<td>Raleigh Office Building</td>
</tr>
<tr>
<td>Econo drug store</td>
<td>Metro Manor Senior Hsg.</td>
<td>Coin laundry</td>
</tr>
<tr>
<td>Cronkite Auto Sales</td>
<td>Passarelli Liquor</td>
<td>Weiners Kosher &amp; Meats</td>
</tr>
<tr>
<td>Hi-Rise Lounge</td>
<td>Lake Apartments</td>
<td>JR's Bar</td>
</tr>
<tr>
<td>Freeway Car Wash</td>
<td>Maxwells Used Cars</td>
<td>Lane Liquor</td>
</tr>
<tr>
<td>Purple Turtle</td>
<td>Kunkle TV</td>
<td>Arby's</td>
</tr>
<tr>
<td>West Hill Grocery</td>
<td>Rositas</td>
<td>Rosen's Deli</td>
</tr>
<tr>
<td>The Connection</td>
<td>Quality Cars</td>
<td>Four Winds Hotel</td>
</tr>
<tr>
<td>Gem Top</td>
<td>Auto Palace</td>
<td>Winchells Donut</td>
</tr>
<tr>
<td>Utica Grocery</td>
<td>Checker Auto Parts</td>
<td>McKinley Carpet</td>
</tr>
<tr>
<td>Hughes Dulcimer Co.</td>
<td>Taco Bell</td>
<td>A. Locksmith</td>
</tr>
<tr>
<td>Thompson Cars</td>
<td>Imperial Car Wash</td>
<td>Cash Express</td>
</tr>
<tr>
<td>Colorado Auto Trim</td>
<td>Shop &amp; Go</td>
<td>Conoco</td>
</tr>
<tr>
<td>Direct Sales</td>
<td>Chenlenham Elementary Sc.</td>
<td>Auto Tires</td>
</tr>
<tr>
<td>Avondale Lutheran Church</td>
<td>S&amp;L's Motors</td>
<td>Regency Rehab Center</td>
</tr>
<tr>
<td>Budget Auto Sales</td>
<td>Sharp cars</td>
<td>Speeds Auto Sales</td>
</tr>
<tr>
<td>Universal Liquors</td>
<td>Tobins Pharmacy drug store</td>
<td>Adult Arcade, Act I, II</td>
</tr>
<tr>
<td>McDonalds</td>
<td>Sofspra Car Wash</td>
<td>Rosen's Warehouse</td>
</tr>
<tr>
<td>Cash Express</td>
<td>Arctic Pacific Fishers</td>
<td>GAO Homes</td>
</tr>
<tr>
<td>Amoco</td>
<td>Lake Steam Baths</td>
<td>Karate</td>
</tr>
<tr>
<td>Capital Hill Auto Body</td>
<td>Trevizos</td>
<td>Golden West Home</td>
</tr>
</tbody>
</table>
A major problem relative to encouraging new development in West Colfax is the difficulty commercial property owners have in convincing banks to finance projects in the neighborhood. The perception of West Colfax from outside financial resources is that the neighborhood is declining and therefore to invest in a project would be too risky. The assumption made by landowners who have attempted to secure financing is that financial institutions have redlined the area.

There is a lack of cohesiveness among the businesses, little communication between merchants, and lack of joint advertising. A merchant's group did exist in the past but due to the lack of leadership and organizational time it slowly came to an end. In 1984 with the assistance of the Steering Committee the City brought together several of the merchants to discuss the potential for revitalizing West Colfax and to re-establish the group. Currently there is a nucleus of merchants discussing that possibility.

The residents throughout the planning process identified a void in community oriented retail in the neighborhood. A major problem resolved by the community was the replacement of the Safeway store with a Super Foods store in the Avondale Shopping Center.

The physical appearance of the West Colfax Avenue in general is poor with an occasional exceptional area where private development has occurred, where recent city public works projects have been installed on Perry, Quitman, and Raleigh Street) and where State Highway West Colfax bridges have been replaced. Sidewalks and curbs are in extremely poor condition due to the method of snow removal, lack of maintenance and age. Additionally, the curb cuts that are no longer needed because of a change in business to used car lots present safety hazards and prevent pedestrians from walking freely along the sidewalks, this is especially true along the south end.

The last concern that hinders service access to the "strip" is lack of adequate parking for shoppers. On-street parking is available on the north side of the street only. Right-of-way encroachment by the State eliminated parking on the south side.

Recommendations

1. Begin targeting funds for the redevelopment of the Lowell-Meade, Perry and Vrain Street nodes (specific recommendations can be found in Subarea 1 of the Plan).


3. Promote the development of a West Colfax Chamber of Commerce and/or merchants association with 501(c)(3) status.

4. Promote positive public relations with financial institutions to help with project financing.

5. Consolidate and publicize available city programs.

6. Upgrade the appearance of properties to attract new consumers.

7. Decrease crime and encourage neighborhoodwide clean up.
8. Discourage future rights-of-way encroachment by City or State.

9. Explore marketing methods for directing trade to West Colfax Avenue. More city technical assistance is needed.

10. Involve landowners, city and private sector foundations in the revitalization process.

11. Increase inspection by Zoning Administration and sensitively enforce codes.

12. Explore methods of protecting building facades and pedestrians from adverse weather conditions along the southside of the Avenue.

13. Encourage merchants to do joint promotional advertising.

14. Encourage additional neighborhood serving retail.

15. Emphasize entryways (gateways) into the neighborhood on Federal and Sheridan Boulevards.

16. Inform landowners and merchants about available city funds for revitalization.

17. Upgrade and maintain sidewalks, curbs, and gutters along the whole West Colfax corridor.

18. Encourage streetscaping, furniture and other ornamental features where remaining R.O.W. width does not allow for trees, set new construction back from curb and add trees. See illustration on next page.

E. TRAFFIC, TRANSPORTATION AND PARKING

Existing Conditions

Streets and Highways

West Colfax contains three of the four street classifications established by the Department of Public Works:

- Local Streets - provide direct access to adjacent properties and carry low volumes of traffic within the neighborhood (e.g., King Street, Wolff Street). Daily volumes are less than 2,000 vehicles.

- 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 (e.g., Irving Street, 17th Avenue, 14th Avenue). Daily volumes are between 5,000 - 12,000 vehicles.

- Arterial Streets - permit rapid and relatively unimpeded traffic movement throughout the city and serve as a primary link between communities and major land use elements (e.g., Federal Blvd., Sheridan Blvd.). Daily volumes are between 17,500 - 35,000 vehicles.
West Colfax neighborhood is bounded on the east and west by two major arterials, Federal Boulevard and Sheridan Boulevard. All but seven of the streets between these arterials are local, two-way streets. Perry Street is a collector street and bisects the neighborhood in an east-west direction and provides access across Dry and Lakewood Gulches to U.S. 6, approximately five blocks south of the neighborhood. West Colfax Avenue, once the primary east-west highway route (U.S. 40) for Denver, is the only arterial street that runs through the neighborhood.

West 17th Avenue, the only other major east-west route in the neighborhood is the busiest collector street in the area and provides traffic relief for Colfax Avenue at peak hours. Traffic volume have increased 7% since 1971. The really significant increase in traffic volume came from the period between 1960 and 1971 when volume on all arterials and some collector streets increased sharply. West Colfax Avenue increased by 93%, Federal Boulevard by 21.6%, W. 17th Avenue by 95%, and Sheridan Boulevard by 53%.

West 14th Avenue, also a collector street, is of concern to area residents as traffic volumes have increased by 80% since 1971 and continues to increase. Excessive speed is a major problem due to the lack of appropriate traffic control devices and police enforcement. This creates a major safety hazard because the street is narrow, only thirty feet across, and many area residents utilize the route for walking. New sidewalk installation was done from Perry Street west to Sheridan Boulevard.

Bus Routes and Shelters

There have been some changes in bus service since 1983 in West Colfax and nearby routes. With the exception of poor service to Sheridan Boulevard, bus service appears to be meeting the needs of residents on the westside.

Light rail plans for the neighborhood have basically been "shelved" for the time being until the results of a study by R.T.D. are complete. Currently R.T.D. is planning a bus transfer station to the east of the W. Colfax/Federal clover leaf. This plan will move forward once the State Highway Department has finished its reconstruction of the Colfax viaduct connection. Additionally, R.T.D. is negotiating the purchase of the railroad lines in the gulch which was abandoned Fall, 1986.

Service Changes for West Colfax and Nearby Routes since 1983

<table>
<thead>
<tr>
<th>Route</th>
<th>Date</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 1</td>
<td>4/1/83</td>
<td>Colfax viaduct reconstruction.</td>
</tr>
<tr>
<td>Route 1</td>
<td>8/1/84</td>
<td>Return to Colfax Viaduct</td>
</tr>
<tr>
<td>Route 1</td>
<td>9/3/85</td>
<td>Weekdays extended to Golden.</td>
</tr>
<tr>
<td>Route 10</td>
<td>4/1/83</td>
<td>Colfax Viaduct reconstruction</td>
</tr>
<tr>
<td>Route 10</td>
<td>8/1/84</td>
<td>Return to Colfax Viaduct</td>
</tr>
<tr>
<td>Route 16</td>
<td>6/1/83</td>
<td>Downtown to Golden split off to Rte. 15</td>
</tr>
<tr>
<td>Route 16</td>
<td>8/1/84</td>
<td>Reroute to Colfax Viaduct</td>
</tr>
<tr>
<td>Route 16</td>
<td>9/1/85</td>
<td>Late evening service extended to Golden.</td>
</tr>
</tbody>
</table>
Late night service operated to 1:21 a.m. outbound. Midday service increased from every 20 minutes to every 15 minutes, on trunk portion.
Sunday and Holiday service extended to Golden. Saturday evening service extended to Golden and Marriott.

<table>
<thead>
<tr>
<th>Route</th>
<th>Date</th>
<th>Change Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 16L</td>
<td>9/3/85</td>
<td>Limited stop service introduced on West Colfax, replacing Rte. 15X.</td>
</tr>
<tr>
<td>Route 20</td>
<td>4/1/83</td>
<td>Colfax viaduct reconstruction</td>
</tr>
<tr>
<td></td>
<td>3/4/84</td>
<td>Midday service increased from every 45 minutes to every 30 minutes, on trunk portion.</td>
</tr>
<tr>
<td></td>
<td>8/1/84</td>
<td>Return to Colfax Viaduct</td>
</tr>
<tr>
<td></td>
<td>6/3/85</td>
<td>Route extended to Denver West Office Park and Marriott.</td>
</tr>
<tr>
<td>Route 23</td>
<td>3/4/84</td>
<td>Extended to University Hospital</td>
</tr>
<tr>
<td>Routes 30/31</td>
<td>4/1/83</td>
<td>Colfax Viaduct reconstruction</td>
</tr>
<tr>
<td></td>
<td>12/4/83</td>
<td>Routegate to Colfax Viaduct</td>
</tr>
<tr>
<td></td>
<td>8/1/84</td>
<td>Return to Colfax Viaduct</td>
</tr>
<tr>
<td></td>
<td>9/2/84</td>
<td>Return to Stout/California downtown</td>
</tr>
<tr>
<td></td>
<td>9/1/85</td>
<td>Late evening service added to both routes. Last trips now at 1:15 a.m.</td>
</tr>
<tr>
<td>Route 51</td>
<td>6/1/83</td>
<td>Reduced weekday service.</td>
</tr>
<tr>
<td></td>
<td>9/1/85</td>
<td>Increased weekday service. 30-minute midday frequency.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Introduced Sunday &amp; Holiday service.</td>
</tr>
<tr>
<td>Route CCW</td>
<td>6/1/83</td>
<td>Colfax Viaduct reconstruction</td>
</tr>
<tr>
<td></td>
<td>9/1/83</td>
<td>Route restructured</td>
</tr>
</tbody>
</table>

The need for bus shelters along particular routes was discussed during a traffic and transportation panel held in early November, 1984. Designated areas for shelters were identified and are listed in the recommendations. A potential problem is the extremely narrow width of side walks. Negotiations with property owners and R.T.D. at any selected shelter location may be done to encourage the sharing of frontage space.

Bike and Pedestrian Linkages

Currently there are no north and south bikeway linkages in the neighborhood. Bicycle rider safety is what inhibits the opportunities to link Sloan Lake to the Lakewood Dry Gulch and Halleck Park south to Sanchez Park. Nonetheless the need still exists. The east and west bikeway connection runs along the Lakewood Gulch and is an existing off-street path. Completion of the Lakewood gulch bike path to the north is contingent upon the acquisition of property and coordination with the City of Lakewood. Until land purchase occurs the bike path completion will be on hold.
There are several streets that are widely used by pedestrians that need to be enhanced into a more "people oriented" place. These areas are W. 14th Avenue, West Colfax Avenue, W. 17th Avenue, and Vrain Street. These corridors are people generators for a number of reasons that are related to sidewalk width, treescape, shopping, open space linkages, etc.

Parking

Parking is a problem in particular areas of the neighborhood. Concerns over the lack of available parking for the Colfax corridor businesses, hospital users, and sports center complex users have been identified by residents, hospital administrators and the City.

Parking at the Avondale Shopping Center on West Colfax and Irving Street does adequately support the businesses. It is primarily the institutions and public facilities external to the neighborhood that aggravate the parking problem in residential portions of the neighborhood.

Recommendations

Streets and Highways

West 17th Avenue:

1. Set actuated timing system to slow traffic and include peak hours.
2. Encourage more traffic control.

West Colfax Corridor:

1. Review traffic light timing on Irving Street and Meade Street along West Colfax to allow more time for pedestrian crossing.
2. Promote safety education programs, especially for West Colfax Avenue.
3. Study the installation of pedestrian bulbouts at the corners to improve safety when crossing West Colfax Avenue, Vrain, Perry Lowell.
4. Install street trees and detached brick in the median along W. Colfax between Federal Blvd. and Irving Street.
5. Investigate the possibility of eliminating turning lanes at the designated intersections and replace turning lanes with landscaped medians, i.e. Meade for Lowell.
6. Discourage future right-of-way encroachment along the corridor.
7. Review the potential for installing inset parking, where possible, to accommodate business.
8. Develop various methods to protect pedestrians and building facades from adverse weather conditions.

9. Install curb ramps south of west Colfax along Irving Street.

**West 14th Avenue**

1. Enhance as a pedestrian corridor.

2. Replace traffic lights with four way stop signs.

3. Encourage more traffic control to slow traffic.

4. Correct daylight problem on Utica, Perry, and Knox Court to create a better vision path for drivers crossing the intersection. “No parking” signs should be placed 10-15 feet from corner.

**Bus Routes and Shelters**

1. Continue to make information available to residents and visitors about bus service by posting R.T.D. materials at hospitals, public meeting places and other areas where people gather.

2. Investigate the possibility of increasing bus service along Sheridan Boulevard.

3. Work with senior citizen service providers to enhance transportation services for the elderly.

4. Encourage Saint Anthony's and Beth Israel Hospitals to coordinate with R.T.D. to provide a subsidized bus pass program for their employees.

5. Install bus shelters on Raleigh and Stuart along West 17th Avenue.

**Bike and Pedestrian Linkages**

1. Investigate the possibility of a north/south on street bike path connection along Wolff from Gulch to Sloan's Lake.

2. Complete the bike path along the northside of Gulch from Utica to Sheridan. Several parcels of land must be acquired by the City to accomplish this.


**Parking**

1. Encourage Saint Anthony's and Beth Israel Hospitals to jointly develop a structured parking facility. The design should be sensitive to the surrounding residential areas.

2. Work with Beth Israel and St. Anthony's hospital to provide landscaping on their parking lots.
3. Enforce 2 hour parking limits near Saint Anthony’s and Beth Israel Hospitals.

4. Support the Preferential Parking Program of the City to help reduce the parking problem associated with the use of the Sports Center Complex.

5. Investigate the possibility of constructing a structured parking facility along West Colfax to support retail shopping.

6. Encourage the use of carriage lots for parking if they support a neighborhood serving business, (exclude used car lots). Carriage lots, when converted, should be landscaped.

7. Encourage new developments to be compatible to the surrounding residential areas in the design of any parking lot or structure.

F. COMMUNITY FACILITIES

Parks, schools, day care centers, libraries, and senior citizen facilities support residential living in the neighborhood. The existing neighborhood facilities were reviewed in terms of adequacy and improvements needed. See map on next page.

Existing Conditions

Parks

There is limited public open space directly within the neighborhood although, the area is flanked on either side by two large parks. Sloans Lake, Denver’s second largest (290 acres) and the city’s seventh oldest park, borders the community along two thirds of its northern boundary (W. 17th Avenue). The lake itself is five times larger than any other city park lake, and is the only one of sufficient size for power boating. This distinction explains why most of its users are drawn from almost all parts of metro Denver. Though this feature is a positive attribute the park still lacks grass land for baseball and other similar sports. Sloans Lake is one of four parks designated for “city”, as opposed to “neighborhood” or “community” use.

Nonetheless the park provides nearby open space, a fine mountain view, and a playground/picnic area for those residents north of Colfax and the numerous employees of the two hospitals.

Sanchez Park is located at the opposite end of the neighborhood, occupying 30.5 acres along Lakewood Gulch from Knox Court to Federal Boulevard. Designated for neighborhood use, the park is conveniently located across the street from three major public housing projects, which constitute the largest concentration of high density residential development in the West Colfax area.

Sanchez Park’s amenities include the gulch and rolling hills for recreational use, two baseball fields and a bike path for active use.
The Lakewood Dry Gulch has 15.5 acres of improved land among 110 acres that lie between 11th and 12th Avenue, Sheridan Boulevard east to Knox Court, at this point Sanchez Park begins. A vacated railroad line and several overhead power lines bisect the park. Although it is one of seven Denver parks termed "natural," much of the depressed bed of the gulch is littered with old tires and other unsightly trash. Because it is accessible to vehicles via a dirt road and bike paths, it has been the site for excessive dumping which has created both health and safety hazards. Continued maintenance and improvement of those conditions is a high priority for residents located both north and south of the gulch since this tract of land has been an eyesore to the community for many years.

The City's Community Development Agency allocated $200,000 of block grant funds in 1982 to undertake a massive clean up project of the Gulch which was completed in 1984. This effort to turn around blight for the purpose of creating usable recreational space has continued. Currently the residents beautification committee are planning to implement several neighborhood self-help approaches in attempt to improve and maintain the gulch area.

Although it would be possible to acquire private land at W. Colfax and Stuart Street to develop a pocket West park for elementary school aged children, liability and maintenance concerns need to be addressed.

Public Schools

There are three public schools in the neighborhood: Colfax Elementary at W. 16th and Tennyson, Cheltenham Elementary at W. 16th and Julian, and Lake Middle School at W. 19th and Meade. All three schools are currently operating under capacity; Cheltenham and Lake, are as low as 50%. However, current enrollment is not declining, so the Denver School District does not anticipate any closures. The most outstanding fact about these schools is the high turnover rate of their students, of which many are first time enrollees in the system.

Expressed in terms of mobility percentages, Colfax has 99% change, Cheltenham 87% and Lake 62%, compared to the city norm of 45%. These figures indicate that the residential areas of the West Colfax neighborhood are much less stable than those in Denver as a whole. A concern over the maintenance and upkeep of the Cheltenham school yard has been expressed by area residents who feel that the problem can be easily corrected. Additionally, there is a need for wheelchair accessibility at the Colfax School.

Private Schools

There are two private schools in the West Colfax neighborhood. Yeshiva Toras Chaim (boys school) and Beth Jacob High (girls school) which serve the greater Jewish community. Both educational centers are preparatory schools that help students prepare for further education in institutions of higher leaning, college and/or seminary. The curriculum consists of a Sacred Studies program and a Secular Studies program.
To meet the growing need to provide classroom space for the students of Beth Jacob High, a new facility was constructed in 1984-85. The new center houses all educational programs of the school including offices and various laboratory needs.

**Day Care Facilities**

There are a lack of day care facilities in the neighborhood.

The Westridge Day Care Center, which serves the 200 units of public housing, was closed for numerous licensing violations involving both building maintenance and operational problems. The Julian Street Center was closed due to an economic cost-effectiveness decision by the Mile High Child Care Association, which has elected to rezone the building for office use. Although the Association claims that it was able to transfer all of those children whose parents wanted them to remain in Mile High Centers to other locations, the lone remaining Center in the neighborhood is operating at its legal capacity and has had to turn away business. Denver Opportunity, Inc. has approached the city about refurbishing and reopening the Westridge Center, and anticipates that their proposal will be accepted. Additionally, Warren Village II, a planned community for single parents has a Day Care Center at 13th and Federal.

**Senior Citizen Facilities**

Numerous facilities and programs are present in the neighborhood to serve the needs of senior citizens, with three worth special mention: two Volunteers of American (VOA) programs include "Meal Site" operated at the Denver Housing Authority's Mulroy Community Center, which serves the senior citizens who live in the 50 apartment units; and the VOA's "Meals on Wheels" program, which provides hot meals daily to most of the indigent population in the neighborhood.

The Metro Manor, located on Quitman Street and W. Colfax was a used car lot before 1972. It is privately owned by the non-profit Colorado Association of Public Employees (CAPE). The ten story structure is filled to its 180-resident capacity, and has a slow turnover rate and subsequently a long waiting list, even though residency is limited to retired state employees.

One problem for a small portion of the elderly population residing in the West Colfax neighborhood is finding adequate transportation to the grocery store and to see their doctors. Additionally there is a lack of an established communications network to get word to the elderly in a timely way.

**Recommendations**

**Parks**

1. Create more open space/gross land for football and baseball types of activities at Sloans Lake.

2. Continue maintenance of both Sloans Lake and Paco Sanchez parks.

3. Complete the linear park along the Lakewood gulch to include the following:
• acquisition of single-family home
• installation of picnic tables and benches
• installation of playground equipment
• installation of footbridges to link Villa Park neighborhood with West Colfax neighborhood at Tennyson Street.

4. Encourage trash and weed control along the gulch.

5. Develop a vest pocket park just south of West Colfax along Stuart Street and install childrens playground equipment.

Public Schools

1. Encourage better maintenance of the Cheltenham School grounds. A special school club can be charged with this responsibility.

2. Install handicap ramps at the West Colfax Elementary School.

3. Continue the school crossing guard program at the Colfax Elementary school and conduct safety education seminars at Cheltenham, Colfax Elementary and identified private schools.

Private Schools

1. Support both educational centers, as needed.

2. Continue coordinating efforts with the schools administration in the West Colfax revitalization process.

3. Involve both schools in the decision making planning process.

Day Care Facilities

1. Support existing day care centers and encourage other forms of day care. Encourage senior citizens to get involved in day care opportunities.

2. Investigate the possibility of reopening the Westridge Day Care Center.

Senior Citizen Facilities

1. Establish a strong communication network among the existing senior citizen housing and community centers.

2. Investigate the possibility of involving seniors in day care programs.
G. CITY SERVICES/ENVIRONMENT

Existing Conditions

Code Enforcement

Image building, environmental cleanliness, and overall neighborhood pride are all derivatives of adequate maintenance and improvements to the neighborhood. A revealing problem in the neighborhood is the lack of code enforcement related to junked cars, weeds, trash, and maintenance of sidewalks and public rights-of-way. These conditions are more severe in the northeast quadrant of the neighborhood but the problem is found throughout the area.

The City's approach to snow removal has been of great concern to merchants and pedestrians who shop along the West Colfax corridor. Currently the City has removed snow from the avenues by pushing it off to the side of the street instead of toward the center. Curbs and sidewalks have been destroyed along the length of the avenue and the corrosion of building facades has resulted.

Police Protection and Crime

The 1985 Denver Police Department's Annual Report indicated a total of 173 crimes committed in District One - West Colfax neighborhood. This district encompasses eighteen precincts which are bounded by 52nd Avenue on the north, 6th Avenue on the south, Broadway and I-25 on the east, and Sheridan Boulevard on the west. West Colfax ranked seventeen out of sixty-eight neighborhoods in 1983 in terms of total offenses with the offenses committed in 1983 (187) less than in 1985 (173).

Violent crimes such as homicide, rape, robbery, and aggravated assault, account for 6% of total offenses. Burglary (59%), and Larceny (37%), are the two most significant crime types in the area.

Environment

The majority of housing in the neighborhood is brick, painted brown or gray. The area west of Perry Street to Sheridan Boulevard contains the only R-1 zoning in the entire neighborhood. In this ten block, R-1 area across from Sloan's Lake, newer and higher priced ranch homes line the streets. This picture is quite a contrast to that of the housing stock east of Perry Street which includes, aged and deteriorated duplexes located around the intersection of Irving and Conejos, or that of the towering high rises of the publicly subsidized Avondale project that sit in the southeastern corner of the neighborhood.

Many vacant lots exist in this eastern section that are either being temporarily used for parking by adjacent households or have been left uncared for and are gathering weeds and litter.

Although West Colfax is primarily residential, the hospitals have established themselves in the neighborhood and make their presence well known due to the size of their development.
The business zoned commercial strip spans West Colfax for twenty blocks from one arterial (Federal Boulevard) to the other (Sheridan Boulevard). The buildings are small in scale and range from modern fast food operations like McDonalds or 7-Eleven to old styled neighborhood businesses that have long been established in the area.

At the very southern boundary lie Dry and Lakewood Gulches. The area of vacant land stretching along these waterways has been suffering from illegal dumping which poses safety and health hazards. The Gulch lacks adequate maintenance and suffers from erosion in spots. Residents have succeeded in obtaining funding to turn this land into an environmental asset by proposing that a park be developed there.

There are approximately forty one alleys in West Colfax that have never been paved, (see list on next page). Paving would be a valued improvement, but is considered the responsibility of adjacent property owners, many of whom cannot afford the expense. Some residents have opted to not have their alleys paved because of the unique rural experience that is satisfying to households that abut the alley.

There are six unpaved streets along the Gulch: Winona, Vrain, Utica, Uno, Wells Place, and part of Meade, each have abutting vacant land with some single family and multi-family developments adjoining. This area has the potential for residential infill development but several parcels have easements and topography problems which hinder development. These concerns would have to be addressed in any development project. The only other half street unpaved is located on W. 13th Avenue and Meade Street.

Many blocks in the neighborhood lack adequate street lighting. The need for street lights is especially strong west of Stuart, east of Lowell Boulevard, and along the Lakewood gulch area, (See Environmental condition map on next page).

Sidewalks along W. 14th Avenue have been installed from Perry Street to Sheridan Boulevard with assistance from the Community Development Agency (CDA). An additional six locations are targeted for 1986 construction along W. 14th Avenue. Five new proposals were submitted to CDA for funding along W. Colfax Avenue, and all were approved.

Litter has been identified as a problem for residents and many times complaints have been made that this litter is a result of roaming dogs that rummage through trash cans for food. The need for city trash containers was identified for areas primarily west of Stuart Street and east of Lowell Boulevard to the north of West Colfax Avenue, (see Environmental conditions map).

Sanitary sewers are in good condition. A majority of the trunk lines have been replaced and no problems have surfaced. Storm sewers, however, have been identified as a major problem by area residents. Flooding due to the lack of adequate storm drainage is evident along W. Conejos Place at Raleigh and Quitman Streets; along W. 13th/14th Avenues at Winona and Wolff Streets and along W. 16th Avenue at Meade and Perry Streets.
Recommendations

Code Enforcement

1. Implement a systematic code enforcement program for the whole neighborhood. The community should coordinate this effort with the Zoning Administration.

2. Increase resources for code enforcement.

3. Continue super can program.

4. Encourage maintenance of sidewalks and other public rights-of-way.

5. Support landlord "registered agent requirement" to enforce appropriate maintenance responsibilities.

6. Encourage the city to develop a maintenance schedule for the cleaning of alleys, streets, and carriage lots. This schedule can be shared among the various neighborhood associations.

7. Remove junked cars from W. 16th Avenue and Sheridan and 1200 Xavier.

8. Discuss a new approach towards snow removal with the City. It is preferred that snow be pushed toward the center of the street rather than to the sides of the Avenue.

Police Protection and Crime

1. Encourage better police protection and crime prevention.

2. Encourage better police-community relations.

3. Initiate new Neighborhood Crime Watch programs.

4. Increase night time patrol, especially where the highest incidents are reported.

Environment

1. Prioritize and target streets and alleys to be paved based on needs and desires of residents. Area residents who are not able to pay for assessment costs because they have low incomes should be identified and offered assistance through CDA or council persons office.

2. Encourage sidewalk replacement at identified nodes along West Colfax, (Lowell-Mead, Perry, and Vrain Street). Sidewalk, curb and gutters should be phased for the next 5 years and/or until the total avenue is reconstructed. This same approach should be taken for other areas in the neighborhood.
3. Encourage the installation of street lights at locations identified on the map.

4. Encourage residents to initiate a West Colfax clean up day and other methods of improving the neighborhood. Both residents and merchants should be involved.

5. Conduct a review of the storm drainage system at the following locations:
   - W. Conejos at Raleigh and Quitman Street.
   - W. 13th and W. 14th Avenue at Winona and Wolff Street.
   - W. 16th Avenue at Meade and Perry Streets.
ALLEY PAVING INVENTORY - Spring, 1984

- W. 17th, W. Annie, Sheridan and Zenobia
- W. 17th, W. Annie, Zenobia and Yates
- W. Annie, W. 16th, Sheridan and Zenobia
- W. Annie, W. 16th, Zenobia and Yates
- W. 16th, W. Colfax, Sheridan and Zenobia
- W. 16th, W. Colfax, Zenobia and Yates
- W. 16th, W. Colfax, Xavier and Wolff
- W. 16th, W. Colfax, Wolff and Winona
- W. 18th, W. 17th, Lowell and King
- W. 18th, W. 17th, King and Julian
- W. 18th, W. 17th, Julian and Irving
- W. 19th, W. 18th, Irving and Hooker
- W. 19th, W. 18th, Hooker and Grove
- W. 18th, W. 17th, Irving and Hooker
- W. 18th, W. 17th, Hooker and Grove
- W. 17th, W. 16th, Lowell and King
- W. 17th, W. 16th, King and Julian
- W. 17th, W. 16th, Julian and Irving
- W. 16th, W. Conejos, Lowell and King
- W. Colfax, W. 14th, Sheridan and Zenobia
- W. Colfax, W. 14th, Zenobia and Yates
- W. Colfax, W. 14th, Yates and Xavier
- W. Colfax, W. 14th, Winona and Vrain (may be paved)
- W. 14th, W. 13th, Zenobia and Yates
- W. 14th, W. 13th, Yates and Xavier
- W. 14th, W. 13th, Xavier and Wolff
- W. 14th, W. 13th, Utica and Tennyson
- W. 14th, W. 13th, Quitman and Perry
- W. 14th, W. 13th, Osceola and Newton
- W. 14th, W. 13th, Newton and Meade (1/2 alley)
- W. 14th, W. 13th, Meade and Lowell (1/2 alley)
- W. 14th, W. 13th, Lowell and King (1/2 alley)
- W. 14th, W. 13th, King and Knox (1/2 alley)
- W. 13th, approx. Gulch, Sheridan and Zenobia
- W. 13th, approx. Gulch, Zenobia and Yates
- W. 13th, approx. Gulch, Yates and Xavier
- W. 13th, Wells Place, Vrain and Utica
- W. 13th, W. 12th, Tennyson and Stuart
- W. 13th, W. 12th, Stuart and Raleigh
- W. 13th, W. 12th, Raleigh and Quitman
- W. 13th, W. 12th, Meade and Lowell

TOTAL 42 alleys
* High Priority
H. HISTORIC PRESERVATION

Existing Conditions

The Denver Landmark Preservation Ordinance, Section 30-1 of the Revised Municipal Code, was enacted by the Denver City Council in 1967. The ordinance created the Denver Landmark Preservation Commission to identify structures and districts of historic, architectural or geographic significance.

Seven structures within the neighborhood are listed in the Denver Inventory as having architectural or historical significance. Five residences developed by Ralph Voorhees are designated Denver landmarks, and are known as the Stuart Street Group.

Included in the Stuart Street Group are: 1389 Stuart Street, built in 1982; 1390 Stuart Street, built in 1891; 1435 Stuart, built in 1890; 1444 Stuart Street, built in 1888; and 1471 Stuart Street, built in 1890. Currently there are no designated landmark districts.

There is a need to have the historic Stuart Street group better recognized and identified in the neighborhood. Currently there is no signage to direct people to the area. Designating the area along Stuart Street as an historic district should be explored.

The last two structures are located on sixteenth and Vrain and W. Conejos and Hocker Streets and are currently occupied. All but one of the seven historic structures are being used for offices. Office use seems to be a desired use rather than residential.

Recommendations

1. Install historic signage at W. Colfax and Stuart Street.

2. Investigate the possibility of designating the Stuart Street area as an historic district.

3. Continue to enhance the historic character of area by encouraging new compatible developments on the Street; maintain and preserve historic structures and surrounding residential uses.

4. Encourage better buffering between commercial buildings on West Colfax and request that the trash recepticle at the "Shop and Go" be contained to improve the aesthetics of the area.

5. If vest pocket park is not developed on W. Colfax and Stuart Street it is recommended that any new development should be compatible with the historic nature of the Street. The P.U.D. process should be used if a zone change is needed to ensure design and compatibility.
V. SUB-AREA GOALS AND RECOMMENDATIONS

Specific goals and recommendations were developed for the neighborhood to better define the problems and needs. These subareas are described in depth as are goals and objectives to be achieved for West Colfax.

SUB-AREA 1

West Colfax Corridor/Federal-Sheridan Boulevard Commercial Districts

Boundaries: Area includes both sides of West Colfax Avenue from Federal Boulevard west to Sheridan Boulevard, Avondale Shopping Center and the commercial areas along Federal and Sheridan Boulevard.

Character: Predominantly a retail and commercial area with very little residential scattered along the Avenue. Used car lots dominate the retail and commercial uses. There are several vacant and boarded up buildings. The residential structures that abut the Avenue are multi-family and senior citizen units which are setback from the avenue with the exception of the duplexes on King Street. These are in deteriorating condition.

The current zoning is primarily B-4 with R-2, R-3, B-2 and P-1 interspersed.

Goal: Revitalize West Colfax Avenue from Federal to Sheridan Boulevard and create a "Little Downtown" atmosphere. Increase the economic vitality of the businesses along the avenue and upgrade the appearance to attract new consumers. Improve the commercial building facades and limit used car lot uses.

Overall Recommendations for the Avenue:

1. Emphasize both Federal and Sheridan Boulevard as east and west gateways into the neighborhood by:
   - installing signage to indicate entrance into the neighborhood.
   - landscaping both medians and/or redesign existing medians at Federal and Sheridan Boulevard.
   - maintaining the clover leaf interchange at Federal Boulevard and W. Colfax.

2. Plant trees and install landscaping along the total avenue beginning at the 3 key commercial nodes and fill in along the avenue, where possible.

3. Discourage any new automobile related uses and encourage the following neighborhood type retail:
   - clothing store
   - post office
4. Encourage multi-family residential development with appropriate setbacks on Wolff Street and West Colfax and West Colfax between Irving and Hooker Street.

5. Encourage landscaping of the Universal Liquor Store and Raleigh Office Building parking lots.

6. Utilize funds from the City's Economic Development Agency and other resources for commercial revitalization projects identified in the plan. The following funds can be made available:
   - Neighborhood Business Revitalization Loans
   - Revolving Loans
   - Community Development Block Grants
   - Private funds

7. Encourage unified signage at Trevizo's Restaurant and the Karate studio.

8. Encourage landscaping of the shoppette on Sheridan Boulevard south of West Colfax Avenue.

9. Upgrade the area along Federal Boulevard south of W. 14th Avenue.

10. Encourage new residential on the southwest and northwest corners of the Avondale shopping center lot. Construct a family restaurant and/or similar use if residential is not preferred by developer.

**Key Multi-Nodal Commercial Recommendations:**

Begin redevelopment at the following key commercial nodes and implement the specific multi-nodal recommendations.

**A. Lowell to Meade node, (includes area east of Lowell Boulevard to the alley on both sides of the West Colfax Avenue):** (see Lowell Intersection map on next page)

**Character:** Mixed use residential and retail area. Current zoning is B-4 along W. Colfax and R-2 to the north and south of the B-4.

**Goal:** Strengthen businesses and replace sidewalks, curbs and gutters. Create a unified facade and signage theme and install landscaping, where possible.
Lowell Intersection

Note: Sidewalks, curbs and gutter should be evaluated and reconstructed where needed and made consistent on Colfax from Sheridan to Federal.
Recommendations:

1. Support effort to rezone the R-2 area south of the Lake Steam Baths property on Lowell Blvd. (including the church and south of the car wash) and the 1st set of duplexes on Lowell Blvd for commercial use.

2. Encourage renovation of the duplexes between King and Lowell Boulevard (northside of the street) for office use. Currently they are experiencing deterioration from commercial encroachment.

3. Support any expansion effort of the Lake Steam Bath property.

4. Encourage sidewalk repair between Lowell Boulevard and Meade Street.

5. Encourage unified signage of the retail storefronts between Lowell Boulevard and Meade Street on the northside.

6. Encourage landscaping and street furniture on the Winchells Donut Shop property.

7. Support effort to improve the condition of the Golden West Home.
   - improve management
   - upgrade building facade
   - redesign the frontage to include landscaping

B. Perry node, (Includes the properties that abut the intersection): (see Perry Intersection map on next page)

Character: Predominantly retail area with an apartment on the northwest corner. Current zoning is B-4.

Goal: Create a unified facade design and signage and soften the node to become more inviting for pedestrian shopping.

Recommendations:

1. Encourage unified signage and facade renovation of the storefront shops on the northeast corner.

2. Encourage treeplanting on the southeast corner (right-of-way on the westside). Work with the Southland Corporation.

3. Improve maintenance of the landscaping on the northwest corner landscaping (Lake Apartments)
C. Vrain Node (includes the four corners that abut the intersection): (see Vrain Intersection map on next page)

Character: Commercial uses on all four corners include a hotel with adjacent parking, a used car lot dealer, and a fast food franchise. Current zoning is B-4 and P-1.

Goal: Develop as a new neighborhood service area for support to hospitals and neighborhood residents.

Recommendations:
1. Support the Four Winds' redevelopment project and effort development. Appropriate design, setbacks, and building style should be negotiated with the community.
2. Encourage Wendy's to maintain their landscaping. If needed, the City Forester can make recommendations to improve the trees that appear to be dying.
3. Encourage the development of a neighborhood shoppette on the northeast corner of Vrain Street that would replace the existing used car lot.

SUB-AREA 2

Northwest Quadrant

Boundaries: Sheridan Boulevard to Perry Street, W. 17th Avenue to W. Colfax, excluding the commercial area.

Character: Contains the only R-1 zoning in the entire area, approximately ten blocks. Predominantly single family with newer and higher priced ranch homes throughout the area. Saint Anthony's Hospital (a major institution and employer), an office support building, Colfax Elementary School, two high rise senior citizen housing developments and three motels are also located in this portion of the neighborhood. The current zoning is R-1, R-2, R-2-A, R-3, B-1 and B-4.

Goal: Preserve residential uses in the R-1, R-2, and R-2-A areas. Future commercial development should be kept from encroaching into the residential with the exception of the area along Sheridan Boulevard south of W. 16th Avenue. These residential structures should be converted for office use.

Recommendations:
1. Preserve and maintain existing residential character and provide housing rehabilitation as needed.
2. Encourage a lower density housing (4-6 stories) development on W. 16th Avenue and Wolff Street.
3. Support any re-zoning of R-2 south of W. 16th Avenue along Sheridan Boulevard for office use.
CONCEPTUAL ILLUSTRATIVE SITE PLAN

- Provide landscaped setback or arcade
- Retain curb cuts, define parking and provide landscaping
- Renovate facade
- Provide landscaped setback or arcade
- Complement existing landscaping and street trees
- Landscape buffer
- Continue street trees from residential area to colfax intersection
- Fence
- Proposed commercial use
- Proposed commercial use
- Provide street trees along colfax where possible
- Provide landscaped setback

Note: Sidewalks, curbs and gutter should be evaluated and reconstructed where needed. Please consult with office on colfax from Sheldon to federal.
4. Maintain existing R-1 zoning. If vacant land is developed along Tennyson and W. 16th Avenue the P.U.D. process is recommended.
5. Encourage Saint Anthony's hospital to be rezoned for institutional use (R-5).
6. Remove junked cars and maintain vacant lot on W. 16th Avenue and Sheridan Boulevard.

SUBAREA 3
Northeast Quadrant

Boundaries: Federal Boulevard to Perry Street, W. 17th/19th Avenue to West Colfax, excluding the commercial area.

Character: Predominantly single family and low-moderate density residential with two public schools (Lake Middle School, and Cheltenham Elementary), some quasi-public buildings, and a hospital (Beth Israel). The housing in the R-2 and R-2-A area is in fair to good condition. There are scattered residential units in poor condition but signs of housing rehabilitation are evident. The housing in the R-3 area bounded by Irving, Grove, W. 16th Avenue and W. Colfax is deteriorating with a number of units in need of moderate to major rehabilitation. Current zoning is R-2, R-2-A, R-3, R-3-X, B-A-1 and B-4.

Goal: Improve and stabilize the residential areas by preserving the existing housing stock and encourage homeownership.

Recommendations:
1. Support effort to downzone the R-3 area to R-2-A and/or a comparable density to the surrounding residential and encourage moderate density residential development.
2. Encourage moderate density residential development by supporting effort to rezone the area bounded by W. 16th and W. 17th Avenue west of Hooker to Irving Street to R-2-A or similar density zone district.
3. Rezone the R-2 area between W. 16th and W. 17th Avenues, Irving Street to Hooker Street to R-2-A or a similar zone district.
4. Improve housing condition of both single family and multi-family units. Target city, state and federal rehabilitation resources to the whole area, especially the R-3 portion of the sub-area.
5. Create a better balance between owner occupied and rental homes.
6. Encourage the construction of a parking structure for Beth Israel Hospital that is design sensitive to the surrounding residential.
7. Reopen the Mile Hi Child Care Center on W. Conejos and Julian Street.
SUB-AREA 4
Southwest Quadrant

Boundaries: Sheridan Boulevard to Perry Street, West Colfax south to the Lakewood Dry Gulch, excluding the commercial area.

Character: Primarily single family and low density residential with vacant tracts of land along the gulch. Homes are in good condition with little sign of rehabilitation needed. Located in the sub-area is the historic Stuart Street group. New sidewalk installation has been done along W. 14th Avenue but some alley and street paving is lacking near the gulch. Current zoning is R-2, R-2-A, B-1 and B-2.

Goal: Preserve and stabilize the residential areas and promote infill housing projects on vacant land both north and south of the gulch. New developments should be compatible in design and style with surrounding residential.

Recommendations:
1. Enhance the Stuart Street area to emphasize the historic character by installing ornamental lighting, historic signage and other historic features.
2. Promote and support compatible infill housing on vacant land along the gulch. Support re-zonings if they meet neighborhood housing goals.
3. Encourage public assistance for off-site improvements for infill housing when development meets neighborhood housing goals.
4. Maintain current land use (R-2-A) between Wolff and Xavier Streets.
5. Improve parking access on W. 12th and Wolff Street.
6. Support beautification efforts along the gulch area.
7. Increase police protection near the gulch to decrease dumping and curfew violation.
8. Initiate a crime watch program for the area.
9. Investigate the possibility of widening and repaving street between Vrain and Utica Streets along W. 13th Street.
10. Eliminate two parking spaces on the southeast corner of W. 13th and Vrain to create more daylight for automobile crossing.
11. Install a traffic diverter (chain post) on W. 12th Avenue between Winona Street west to the alley.
12. Install a traffic diverter between Vrain and Utica Street to halt motorist from travelling along the bike path.
SUB-AREA 5

Southeast Quadrant

Boundaries: Perry Street to Federal Boulevard, West Colfax to the Lakewood Gulch, excluding the commercial area.

Character: Mixed single family, low-moderate density residential with high density publicly subsidized housing developments in good condition. There are signs of housing deterioration throughout the area. Also there is a newly constructed senior citizen housing site, a neighborhood park and scattered vacant lots.

Goal: Improve and preserve the residential character of the area, encourage housing rehabilitation and encourage new housing development on vacant land.

Recommendations:

1. Target local and state rehabilitation resources for the whole area.
2. Increase homeownership opportunities for renters.
3. Offer residential rehabilitation programs.
4. Maintain existing R-2 character.
5. Encourage housing infill on vacant land.
6. Maintain the Avondale apartments for low-moderate income individuals and families.
7. Encourage homeowners to purchase vacant land adjoining their property when infill development is not possible.
8. Enforce landlord/tenant agent requirement.
9. Continue maintenance and on-going improvements at the Denver Housing Authority (DHA) homes.
10. Initiate a name change for the Westridge housing projects to reflect current rehabilitation efforts and to create a positive image.
11. Investigate the possibility of creating a local historic district along W. 14th Avenue between Newton and Osceola Street.
12. Offer anti-crime awareness workshops whenever possible.
13. Increase communication with senior citizen groups by publicizing events and community activities at senior housing sites, newspapers and other forms of information sharing ways.
14. Encourage joint tree trimming with City and residents and explore ways to offset costs.
15. Maintain W. 14th Avenue for residential use, office use should be discouraged.
16. Encourage moderate density residential on the northwest corner of Lowell Boulevard and W. 14th Avenue.

17. Support any rezoning effort along Lowell Boulevard as it relates to the multi-nodal commercial expansion (refer to Key Multi-Nodal Commercial Recommendation A-recommendation.

18. Re-zoning should occur and be supported when a developer presents a project that complements neighborhood goals.
VI. APPENDICES

Demographic Profile

(East of Perry). According to the most recent U.S. Census, in 1980 there were 9,707 person residing in the area. Population has decreased 12.2% from 10,484 in 1970 reversing the trend of population increases during 1960 and 1970.

Ethnically, West Colfax has maintained a mixed neighborhood composition. The non-white racial mix includes Hispanic, Black, Native American, and Indo-Chinese populations. Hispanics comprise the largest racial group in the neighborhood reflecting 48% of the total population.

Despite population losses the total number of households increased by 1% from 3,559 in 1970 to 3,709 in 1980. The female head of household was 12% higher than the citywide figure. Census tract 7.02 reflects a 38% figure for female head of household that is 12% higher than the City norm of 19.6%.

In 1980 West Colfax had a high percent of children aged 0-19 years (31%). Also, the neighborhood had a high percentage of elderly with 16% of its population at 65 years or older compared to the citywide elderly figure of 12%. The two groups make up 47% of West Colfax’s total population.

Age Distribution, West Colfax and Denver, 1980

<table>
<thead>
<tr>
<th>Age Group</th>
<th>West Colfax</th>
<th>Denver</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 5 years</td>
<td>10%</td>
<td>7</td>
</tr>
<tr>
<td>5-9 years</td>
<td>8%</td>
<td>6</td>
</tr>
<tr>
<td>10-14 years</td>
<td>6%</td>
<td>6</td>
</tr>
<tr>
<td>15-19 years</td>
<td>7%</td>
<td>7</td>
</tr>
<tr>
<td>20-24 years</td>
<td>12%</td>
<td>11</td>
</tr>
<tr>
<td>25-34 years</td>
<td>18%</td>
<td>22</td>
</tr>
<tr>
<td>35-44 years</td>
<td>8%</td>
<td>10</td>
</tr>
<tr>
<td>45-54 years</td>
<td>7%</td>
<td>4</td>
</tr>
<tr>
<td>55-64 years</td>
<td>8%</td>
<td>10</td>
</tr>
<tr>
<td>65-74 years</td>
<td>9%</td>
<td>7</td>
</tr>
<tr>
<td>75 years and over</td>
<td>7%</td>
<td>5</td>
</tr>
</tbody>
</table>

Source: U.S. Census of population, 1980
The 1980 median household income for West Colfax was $11,173 which is significantly lower than the city's $15,500 median income figure. This figure reflected a -12.3 percent change from 1970-1980 median household income which was $12,736. Census tract 7.01 median household figure was slightly higher than census tract 7.02 for both 1970 and 1980.

The 1980 median education level reveals the number of school years completed by residents of West Colfax was 11.9, slightly lower than the city's average of 12.8 years. However, median education level figures from 1970-1980 did increase by 6.7%. Roughly 48% of the population 16 years and older in West Colfax were employed in 1980 with the majority (76%) employed in either industry and/or service related occupations.