WEST WASHINGTON PARK
NEIGHBORHOOD PLAN

PLANNING AND COMMUNITY DEVELOPMENT OFFICE
CITY AND COUNTY OF DENVER
FALL 1991
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WEST WASHINGTON PARK
NEIGHBORHOOD PLAN

Denver, Colorado

I. INTRODUCTION

A. The Neighborhood's Vision for the Future

The future vision for West Washington Park Neighborhood (WWPN) is to preserve and enhance the following positive qualities that make the neighborhood a unique place to live and work. Those qualities are:

- The diversity of people (ages, economic mix, lifestyle choices).
- The historic buildings and diversity of residential architectural styles.
- The mature trees and landscaping, tree replacement programs and flower gardens.
- The land use mix at a human scale and urban character of the neighborhood.
- The "small town environment" with people on the streets, enjoying a sense of safety, recreation opportunities, public facilities, shops and jobs, all within walking distance.
- The convenient location relative to transportation lines, downtown Denver, good schools, mountains and mountain views, highways, parks and parkways and small neighborhood businesses.
- The high level of energy, interaction, cooperation and enthusiasm, among residents and business people, which has fostered pride and a feeling of community in the neighborhood.
• The stable neighborhood character resulting from long time residents and business people who are committed to the area.

Residents, business people and city representatives envision tremendous potential for the neighborhood by building on these characteristics. Neighborhood meetings have established the following priority topics:

• land use and zoning
• traffic and transportation
• housing
• economic development
• code enforcement
• parks and public facilities
• urban design of all of the above

In the future, the residents wish to distinguish a unique urban design character for the neighborhood. The urban design character incorporates unique physical features of the neighborhood, enhances its existing architectural character, and distinguishes entry points into the neighborhood and to Washington Park, the neighborhood’s namesake. In addition, design guidelines are to be used that will increase the compatibility between different residential building types, e.g., single-family detached and high-rise structures.

B. Location and Description

The WWPN is bounded by Speer Boulevard on the north, I-25 on the south, the east face block of South Broadway on the west and South Downing Street and Washington Park on the east (see Figure 1). Its general shape is that of a parallelogram with strong boundary edges defined by the park and the arterial streets which surround it. The neighborhood is primarily residential in character and in the '50s and '60s was partially redeveloped into higher density residential areas north of Alameda Avenue. The central and southern portions are among the most stable single-family detached housing stock in the city, characterized primarily by brick bungalows mixed with two-story structures of the "Victorian" and "Denver Square" variety. With the exception of Downing Street, businesses generally line the arterials in the neighborhood and otherwise are scattered in distinct nodes.
throughout the neighborhood. The most distinctive feature of the neighborhood is Washington Park on its eastern edge. Other neighborhood features are noted on Figure 2. This 25-square-block park offers recreation opportunities not only to neighborhood residents but to residents of surrounding neighborhoods and others from the Denver metro area who visit this park for recreation and relaxation.

C. Use of the Plan

The plan presents the best thinking of the city and neighborhood and provides a city-approved guide to the acceptable future physical development of the neighborhood. It is intended for use by the Office of Planning and Community Development, the Denver Planning Board, the Mayor, City Council, and other governmental agencies, residents, property owners, business people and private organizations concerned with planning, development, and neighborhood improvement. The plan is neither an official zone map nor does it imply or deny any implicit rights to a particular zone. Zone changes that may be proposed by property owners as part of any 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 that 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 that is more refined and more responsive to specific needs than the city's Comprehensive Plan. The neighborhood plan serves as a component of that document.
II. EARLY HISTORY OF WEST WASHINGTON PARK

A. Broadway and Its Early Settlers

Truck gardeners and farmers who supplied Denver with fruits and vegetables in the 1860s had no efficient way to transport that produce to the city from their orchards and gardens far to the south of Cherry Creek. Finally, in 1871, a frustrated Thomas Skerritt and his sons hitched a team of horses to a heavy wagon, locked its hind wheels, and cut a straight track from Hampden Avenue to Cherry Creek, dragging a heavy log back and forth several times over the 100-foot-wide "Broad Way" to level it. The Skerritts then graded the banks of Cherry Creek down and laid heavy planks across the creek's roadbed so wagons could cross without sinking into the sand. Above this bridge they added a plank walk for pedestrians.

With a fine, tree-lined boulevard and access to Denver via the new wooden bridge, settlers who had congregated along Broadway between the creek and Alameda Avenue established the beginnings of a permanent community of mostly truck gardens and homes. In 1881, Avery Gallup built a "country estate" and acres of greenhouses at Alameda and Broadway, and William Butters opened the first grocery store near First Avenue. But, to their dismaya the Cherry Creek bridge and the inviting new street beyond also caught the eye of saloon proprietors, and these early home owners were only partially successful in keeping the hated taverns from crawling up Broadway into their neighborhood.

B. "Rapid Transit"

William A.H. Loveland built the narrow gauge Denver Circle Railroad through South Denver in 1881, hoping to build entire communities on land his company owned along the line; its tracks began at Larimer Street, ran east on Bayaud Avenue, turned south again at Kansas (Logan) Street, and ended at Jewell Avenue. At 5 cents a ride and much faster than horse and buggy, the railroad was popular, but did not convince buyers to purchase lots so far out in the country. To increase usage of the train, Loveland and millionaire stockholder Horace Tabor decided to erect some enticements along the line. They convinced Denver's leaders to hold a Mining and Industrial Exposition on 40 acres of land along the railroad between Broadway and Logan Streets and Virginia and Exposition Avenues. Architect Willoughby J. Edbrooke designed a stunning two-story exhibit hall of nearly 150,000 square feet, and thousands of spectators came to see the gold and silver exhibits when the first
mining exhibition opened in 1881. Loveland later developed the fabulous Jewell Park (now Overland) and extended the tracks west on Jewell Avenue into the resort, but the Denver Circle went bankrupt in 1887.

About the same time, former Governor John Evans built a standard gauge train track through the town. The Denver and New Orleans Railroad originated downtown in 1882, went south along the river, crossed Broadway at Kentucky Avenue, angled through Lincoln, Sherman, Stebbins Heights, and University Park subdivisions, and exited South Denver at Jewell Avenue and South Colorado Boulevard, where it continued on toward Pueblo. This railroad was used into the 1950s and much of the trackage is still visible.

Another route to and from the city was via the "little brown horsecar," which Southsiders boarded at Alameda Avenue and Broadway for the trip to 16th Street downtown. But in 1887, the horsecar company switched to a green car that traveled to 18th Street. This change was met with loud, but futile, protests from the riders. When the horsecar company refused to give back the brown car and old route, angered citizens convinced the Tramway Company to install the new-fangled cable cars on the old route instead, and the first cable car in Denver traveled south on Broadway in December of 1888, full of jubilant merrymakers. The Tramway Company built a depot at Dakota Avenue and Broadway in 1890 and extended the tracks to Englewood.

C. Saloons and the Town of South Denver

When a dozen new saloons sprouted up around the Exposition Building in 1882, Southsiders decided to take action. On August 9, 1886, reformed alcoholic Rufus "Potato" Clark, Avery Gallup, and real estate developer James A. Fleming (Fleming's Grove subdivision), incorporated the Town of South Denver as a prohibition suburb. Boundaries were Alameda Avenue (Denver city limits), Colorado Boulevard, Yale Avenue, and the South Platte River. By levying annual wholesale liquor licenses of $3,500 and retail licenses of $2,500, Mayor Fleming and his board of trustees ran many of the saloons out of town within a year. The town even converted one former saloon at South Logan and Center Streets into a jail, which, ironically, housed mostly liquor violators. The Town of South Denver was annexed to the city of Denver in 1894.
D. Landmarks

Lincoln School was erected at Pearl Street and Exposition Avenue in 1891. The next year the first post office opened in the Jefferson Building at 432 South Broadway and the beautiful South Broadway Christian Church at Ellsworth Avenue and Lincoln Street was dedicated. The Russell "hose house" was built at Center Avenue and Broadway, also in 1892. St. Frances De Sales Catholic Church held its first services at the firehouse before building a chapel and later its existing church structure at Sherman Street and Alameda Avenue. The Presbyterian Reformed Church at Virginia Avenue and Pearl Street was erected in 1893.

E. Washington Park

In 1890 South Denver's Town Council chose Smith's Lake for park purposes, but detractors insisted the location was too remote. But in 1899 the City of Denver established Washington Park on those same grounds, increased it to 155 acres, and transformed it into the lovely and much-used park of today.
III. LAND USE PLAN

A. Goal

Retain the existing residential neighborhood character.

B. Neighborhood-wide Land Use Plan

1. Overview of Existing Land Use and Issues

West Washington Park (WWP) is primarily a residential neighborhood of single-family brick structures built prior to World War I. Over the years a few neighborhood commercial uses have sprung up within the neighborhood, particularly along Denver's old trolley line that meandered along South Pearl, Pennsylvania and Emerson streets. Otherwise, the residential nature of the neighborhood has remained intact (see Figure 3). The neighborhood meetings established that the preservation of the existing neighborhood character and its diversity is the main issue confronting the neighborhood in the future.

The neighborhood consists of a total of 596 acres. Of this total, land use types are divided as shown in the chart on page 11 in the last row ("Totals"). As expected, the neighborhood is predominantly residential (80%) where single family detached units comprise the majority land use type (55%). Commercial and services uses comprise about eight percent (8%) of the land area and the rest is industrial and "other." Very little vacant land exists, limiting most new development to redevelopment of existing land use, typical of older neighborhoods such as West Washington Park.

The chart also shows how land uses are zoned and distributed in each zone district. Existing zoning is predominantly R2 (295 acres) which allows duplexes as well as single-family detached units. The single-family district is R-1 (31 acres). The high density multifamily districts are R-3, R-3X and R-4 (186 acres) which allow up to 150 dwelling units per acre with appropriate land assemblage. These zones allow significantly more height and density than the R-2 zone which creates incentives for demolition of existing structures and redevelopment of the land.
## WWP/Zoning vs. Existing Land Use

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<th>Acres</th>
<th>% MF</th>
<th>Acres</th>
<th>% Comm. Service Acres</th>
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<td>7.8</td>
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* Other = vacant; transportation, communication, and utilities; public and quasi-public; and parks and recreation land uses.

** 90% of this category is the U.S. Postal Service vehicle storage and repair facility located at I-25 and Kentucky, which is zoned I-0 but considered a "public" land use.

*** Total acreage rounded to nearest acre.

SF = single-family; MF = multifamily

-11-
Comparing these zone districts points out a major discrepancy between the zoning and how the land is actually used. Both the R-2 and R-3 districts, which allow multifamily units, contain a majority of existing single-family uses. In the R-2 district, over 77% of the existing uses are single-family. Thus, the potential for further conversions from single-family to multifamily in this district alone could significantly change the existing single-family character of the neighborhood. Additional rezonings to R-3 or higher density districts would have an even more dramatic effect.

The map on the following page (Figure 4) shows geographically how the neighborhood is zoned. In general, lower density residential zoning is found interior to the neighborhood and south of Alameda. Descriptions of the uses allowed in each zone district can be found in Appendix B.

In addition to zone district height restrictions, height of new structures is limited by two mountain view preservation ordinances -- Governor's Park and Washington Park. Both of these ordinances preserve mountain views in a fan shape from the parks' centers to the mountains. Specifics of angles and height limits are shown in Figure 5.

Generally, intense commercial uses have been confined to bordering arterial streets (with the exception of Alameda which is interior to the neighborhood). Small areas of business use are found in the neighborhood's interior as well. Business encroachments into the residential portions of the neighborhood have created compatibility problems. Minimal industrial uses exist in the neighborhood. Other general land use issues articulated by residents at the neighborhood meetings were the need to preserve historic buildings to curtail high-rise development in the northern portion of the neighborhood. Regarding high-rise development, density and height limits were often repeated issues.

Except for Speer Boulevard and I-25, WWP is laid out on a standard north/south, east/west grid that, with a few minor exceptions, contains streets and blocks of uniform size. Blocks are lined with mature trees and the neighborhood has a "friendly," urban, single-family residential character that promotes a good permanent community feeling. Through the West Washington Park Neighborhood Association, residents actively participate in resolving zoning and land use issues on both neighborhood and city-wide levels. Maintaining an active neighborhood organization is important to residents.
FIGURE 4
EXISTING ZONING

KEY:
R-O Single units detached dwellings, low density
R-1 Single unit detached dwellings, low density
R-2 Multi-unit dwellings moderate density
R-3X High-density apartment district
R-3 High-density apartment district
R-4 Very high-density apartment district
B-1 Limited office district
B-2 Neighborhood business district
B-3 General business district
B-4 Intensive general business / very-high density residential district
B-5 Light industrial district
F-1 Heavy industrial district
F-2 Off-street parking district
F-3 Planned unit development

NORTH
0 1000' 2000'
Proposed Governors' Park View Preservation Ordinance

Origin point is at the "high point" of Governors Park at the Grant-Humphries Mansion.

Edge boundaries are defined by existing tall buildings which frame views to the mountains and the Washington Park View Preservation Ordinance boundary.

The maximum height permitted for new buildings is measured from the high point of the park. This is intended to allow views over the buildings to see the mountains located behind the hogback ridge.

NOTE: If redesign and reconstruction of the park occurs to take better advantage of this natural serenity, the view corridor can be adjusted slightly to accommodate spectacular views of Pikes Peak.

NOTE: This ordinance is also proposed in the draft Capitol Hill/Cheesman Park Neighborhood Plan.

Adopted Washington Park View Preservation Ordinance

Origin point is at a brass cap set at the elevation 5,323.9 feet.

Edge boundaries are defined by center lines of streets.

The maximum height permitted for new buildings shall not exceed an elevation of 5,323.9 feet plus one foot for each one hundred feet from the reference origin point.
2. **Neighborhood-wide Land Use Recommendations**

**NW-1**
Continue neighborhood monitoring of all formal land use changes, rezonings and variances for conformance with the WWP Plan.

**NW-2**
Prepare of design guidelines that encourage neighborhood preservation including landscaping, architecture, open space development, street furniture, guidelines for appropriate new development and infill projects to ensure compatibility with existing uses; implement the guidelines through the OPCD as part of the normal City review process. Work with developers to make building and site designs fit in with the existing neighborhood.

**NW-3**
Develop a special neighborhood zone district that utilizes design review as a requirement for project approval, particularly for the Lincoln Street corridor and the area north of Alameda. The zone district would define appropriate locations for specific uses.

**NW-4**
Implement the Washington Park Mountain View Preservation Ordinance. Adopt the Governor's Park Mountain View Preservation ordinance to help preserve mountain views by controlling excessive heights of new structures in the central and the northwest corner of the neighborhood that block views (see Figure 5).

**Responsible Parties**

West Washington Park Neighborhood Association (WWPNA); City Council

Office of Planning and Community Development (OPCD), Zoning Administration (ZA), other City and County development review offices, WWPNA, Department of Parks and Recreation (DPR)

WWPNA, ZA, OPCD

OPCD, ZA, DPR, Building Department (BD)
Encourage replacement of old trees as necessary and new tree planting on vacant parking strips to improve the neighborhood's quality of life and community atmosphere.

C. Residential Land Use Plan

1. Existing Residential Land Use and Issues

Greater than fifty percent of the neighborhood's single-family housing stock lies south of Alameda Avenue. Variations to the single-family pattern consist primarily of duplexes and triplexes, a few larger three- to five-story multifamily units and a half dozen pockets of neighborhood commercial uses. In general, these single-family units are in good condition with well landscaped yards and clean alleys. Resale values have stabilized and now are on the increase (see page 54), plus encroachment of the commercial pockets into the neighborhood has stopped. WWP has historically served as a middle income residential neighborhood for residents working in the nearby industrial areas or downtown.

Some of the neighborhood-wide land use issues are closely related to the residential land use issues. The maintenance of strong, low-density, residential land use in the neighborhood is the central point of the many issues expressed by the neighborhood residents. Property owners of single-family units in R-2 areas are encouraged to maintain the single-family pattern in strong, single-family blocks. The zoning and land use chart in the previous section shows that neighborhood-wide, more than 75% of the R-2 or duplex zone areas contain single-family detached residences.

Maintenance of single-family structures was observed to be a much more serious problem in R-3 zoned areas where the overall unit density is high. Also, illegal additional units were found in a number of blocks throughout the neighborhood. The primary issue in R-3 zoned areas is the high density (up to 150 units/acre) that can be attained in multifamily redevelopment projects with appropriate land assemblage. This issue was analyzed in a workshop session during the planning process. It was found that a typical R-3 block (bounded by First Avenue, Pearl Street, Ellsworth Avenue and Pennsylvania Street) north of Alameda that had a mixture of single- and multifamily units, including a high-rise
structure, averaged about thirty units per acre as an overall density. This scale of
development was determined to be acceptable for R-3 areas, and it was felt this would be
a good limit for future redevelopment in the neighborhood.

North of Alameda Avenue, a mixture of single-family, moderate- and high-density residential
uses exist. Although single-family uses are scattered throughout the area, single-family
blocks are located predominantly in pockets along the 100 and 200 blocks of Sherman
Street, between 1st and 2nd Avenues on Pennsylvania Street, and between Pearl and
Downing Streets north of Alameda Avenue. Moderate density residential uses are generally
located west of Pearl Street and high density uses to the east of Pearl Street and north to
Speer Boulevard. Redevelopment and the conversion of existing uses (single-family and
multifamily -- for example, Country Club Gardens) to higher-density residential multifamily
uses is vigorously opposed by the residents. Some of the moderate density low-rise walk-up
multifamily structures built in the 1950s were found to be in need of better maintenance and
landscaping, while the lack of off-street parking was considered to be a serious problem.

2. Residential Land Use Recommendations

| RLU-1 | Permit no more than the current average of 30 du/acre limit for higher density develop-
ments and discourage rezonings to R-3 and R-4. |
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<tr>
<td>RLU-2</td>
<td>As an interim measure, explore the possibility of reviewing the R-3 zone district for possible changes to make allowed uses more compatible with existing moderate density land uses.</td>
</tr>
<tr>
<td>RLU-3</td>
<td>Consider implementing zone changes on selected blocks of R-3 and R-2 areas to R-1 status south of Cedar to I-25 and east from Pennsylvania and Pearl to Washington Park.</td>
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</tbody>
</table>

**Responsible Parties**

- WWPNA, ZA, OPCD
- City Council (CC)
- ZA, OPCD, WWPNA
- WWPNA, ZA, property owners, OPCD
North of Alameda, consider rezoning R-3 areas to R-2 where uses of the R-2 type exist as small strips or "fingers" in the neighborhood.

RLU-4 Maintain and improve existing residential uses and all historic and architecturally significant structures. New infill housing should be compatible with historic buildings and character. Prepare an inventory of historic structures.

RLU-5 Include compatible setbacks, significant buffering, and landscaping in site plans for new moderate density residential development to ensure compatibility with adjacent low-density residential uses. Develop design guidelines which deal with bulk, size and shape, height, architecture, wall treatments, location and adequacy of parking for new developments.

D. Commercial Land Use Plan

Existing Commercial Land Use and Issues

West Washington Park is bordered on the west by the South Broadway commercial strip. An extensive mix of retail use exists along the entire length of Broadway through the neighborhood. The highest concentration of retail uses and the general neighborhood shopping area is between 2nd Avenue and Alameda Avenue. Auto-oriented commercial, convenience retail and various other uses closely akin to light industrial are located at either end of this central retail area. Office uses exist at the north end of Broadway. A portion of Broadway from Second Avenue to Broadway was landscaped in the late 1970s through the city’s Neighborhood Business Revitalization Streetscaping program. The area is
maintained through a special district which assesses merchants and property owners in the revitalization area. Further improvements or expansion of this area is possible.

The urban design character of Broadway was viewed by residents and business people as needing improvement. Expansion of the streetscaping project, design of buildings and facades, landscaping of setbacks and parking areas were specifically identified as elements of the street's character needing improvement. It was also noted that the Inter Plaza/International Collection project at Exposition and Broadway needs to be completed or replanned and constructed utilizing a revised Planned Unit Development (PUD) plan. This special zone district allows unique development plans to be implemented which maximizes a parcel's development potential through a public involvement process. PUD plan revisions need to be negotiated with neighborhood organizations that are affected to ensure that there is compatibility with the design and scale of the adjacent uses. In addition, access to this site needs to be coordinated with the implementation of the redesigned I-25/Broadway exit so that traffic generated by the development does not further impact Lincoln Street. The old vacant Ward's building is a particular eyesore. In the north, B-8 zoning was felt to be too intensive and liberal, in terms of uses allowed, and conflicts with the existing neighborhood character. In general, pedestrian access and mobility to and among businesses along Broadway was identified as a problem. For safety reasons, pedestrian crossings between both sides of the street were identified as needing improvement. It was felt by residents that this might encourage pedestrian shopping, thereby improving sales as well as the general business climate along the street.

Clusters of commercial uses are also scattered throughout the neighborhood, particularly along Pearl Street and Alameda Avenue. These uses are primarily concentrated around intersections rather than stripped out along major collectors or arterials. Most of these small commercial areas serve neighborhood residents. The most developed commercial areas are found at the following locations: Bayaud Avenue between Logan and Pennsylvania Streets, Alameda Avenue between Grant and Pearl Streets, the intersection of Downing Street and Alameda Avenue, the intersection of Exposition Avenue and Pearl Street, Kentucky Avenue between Pearl and Washington Street and the I-25 frontage road between Pennsylvania and Clarkson Streets (see Figure 6). Residents noted that lack of compatibility between business and residential uses in terms of site and structure design was a problem at some of these interior business centers. In particular, lack of buffering landscaping, parking and traffic movements were noted as problems.
2. **Commercial/Business Land Use Recommendations**

**CB-1**
Prevent future rezoning of residential land for commercial use particularly around interior areas of business use. Develop vacant storefronts (e.g., old T.J.'s store) and zoned property as first priority into neighborhood serving businesses.

**CB-2**
Preserve and strengthen existing neighborhood businesses and the Broadway commercial district and encourage buffering between business and residential uses. Encourage the development of low-rise office and business uses on Broadway in the "triangle" area (Speer Boulevard, Broadway and Fourth Avenue) as a first priority.

**CB-3**
Implement the recommendations of the Broadway Parking District and establish some central parking areas for all businesses to utilize. Discuss with the City and the Organized Baker Residents Neighborhood Association the development of some cul-de-sac parking along Broadway by closing selected streets.

**Responsible Parties**

- **WWPNA, ZA, OPCD, City Council**
- **Property owners, City Agencies, OPCD**
- **Broadway business people, OPCD, MDLDC, OBR**
CB-4 Establish a Broadway building design and signage theme as a guide for future remodeling of storefronts to project a high quality retail business image. Develop block-by-block sign directories that list businesses in that block. Encourage structures with similar architectural character to be designed and built to carry out a theme for the area. Broadway business people, OPCD, MDLDC

CB-5 Improve the pedestrian shopping atmosphere along Broadway through extending the special lighting scheme to Ohio Avenue; extension of sidewalks utilizing street "neckdowns" to shorten pedestrian crossing distances and install pavers at key crosswalks; install attractive arrangements of street furniture and more landscaping along the street. Broadway business people, OPCD MDLDC

CB-6 Implement a market study for Broadway to identify what market shares the area should serve at both the regional and local levels and how the Broadway business area can capture that market share. Encourage more retail, office and restaurant development. OPCD, Broadway business owners, MDLDC

CB-7 Maintain current landscaped setbacks of business and office uses and implement special design guidelines along Speer Boulevard to improve the parkway design of Denver’s premier parkway. ZA, OPCD, Property owners, Denver Landmarks Commission (DLC), Department of Parks and Recreation (DPR)
Consider rezoning of the B-8 area in the northwest corner of the neighborhood to a less intense business zoning category in order to encourage more compatible land uses and neighborhood serving business.

Prohibit the use of billboards for off-site advertising in the neighborhood; remove existing billboards when property redevelops.

As initially agreed with Safeway owners, follow up to ensure that redevelopment design guidelines become a condition of any sale of the property at Logan and Alameda.

Encourage the conversion of undesirable uses such as run-down auto service stations and adult entertainment businesses to neighborhood serving uses; encourage clean-up of existing business areas.

Maintain a single-story scale for new business development in existing business zones along Buchtel Boulevard at Washington Street. If I-25 access is eliminated and widened, consider rezoned these uses for residential use.

Require landscaping around all new parking lots; do not allow parking in standard front setbacks.
CB-14 Encourage the development of a full service grocery store in the neighborhood whose site design is compatible with the surrounding uses. Consult with the Organized Baker Residents Neighborhood Association on this issue.

E. Industrial Land Use Plan

1. Existing Land Use and Issues

Minimal industrial uses exist in the interior of the neighborhood except for the Royal Crest Dairy operation on South Pearl Street. This business has expanded over the years and has remained compatible with surrounding residential uses. A small industrial triangle exists in the southwest portion of the neighborhood. The U.S. Post Office, Centennial Wood Products, an electronics warehouse, and a car leasing company currently occupy this site. Maintenance of compatibility between these uses and the adjacent residential uses was identified as a concern.

Industrial uses exist to the west and southwest of the neighborhood boundary. In the past, West Washington Park has traditionally provided housing opportunities for employees of businesses in these areas, especially Gates Rubber Company; however, this is less true today.

2. Industrial Land Use Recommendations

I-1 Maintain strong on-site landscaping features at industrial sites to ensure neighborhood compatibility.

I-2 Encourage rezoning from industrial to business-related uses as use of existing facilities change.

OPCD, WWPNA, City Council Representative, OBR

Responsible Parties

OPCD, WWPNA

OPCD, ZA, WWPNA, Industrial Property Owners
F. Public Uses

The predominant public uses consist of Byers and Lincoln Schools, the Washington Park Community Center and Hungarian Freedom and Washington Parks. Washington Park is a major city and regional park and contains a city-owned recreation center with an indoor swimming pool which is used by neighborhood residents. There are no city-owned parks in the interior of the neighborhood. Public uses and parks and associated recommendations are described in Section VIII, Public Facilities and Parks. Numerous churches also exist in the neighborhood. For the most part, these uses are integrated well into the neighborhood's residential fabric.

G. Lincoln Street Special Area

1. Lincoln Street Existing Conditions and Issues

Lincoln Street was originally developed in residential uses along its entire length in the neighborhood. Many of the units are large and some are examples of classic Victorian architecture. Homes having bay windows and turrets can be found along the street. Many residents have restored these structures to their original elegance, particularly on the east side of the street.

As the Broadway business area grew, many lots along the west side of Lincoln Street were converted into parking lots, to accommodate the parking needs of Broadway merchants, churches and moderate density multifamily developments. These changes occurred as a result of demand and through rezonings and redevelopment of properties already zoned for more intense uses. An additional catalyst of change was the conversion of Lincoln Street to a one-way street. The increase in traffic, particularly after the development of I-25 with a major north-bound off-ramp at Lincoln Street, has had a negative impact on the existing uses and residential character of the street.

Although Lincoln Street has been negatively impacted, residents are concerned that the residential character of the street be maintained. Unnecessary through traffic, such as "dead head" RTD buses, regional route RTD buses which could use Colfax Avenue as an exit route off of I-25 to downtown, truck traffic and vehicle speed were cited as issues that could be dealt with in cooperation with regional and city agencies. Additional conversion of
parcels to parking lots and structures to office or retail use should be curtailed. Existing parking lots and business uses on the west side of the street lack adequate landscaping in order to maintain their compatibility, in terms of urban design, with uses on the east side.

2. Lincoln Street Special Area Recommendations

| LS-1 | Encourage infill and rehabilitation of structures on the west side of Lincoln street to maintain the residential scale of the street in lieu of demolition or commercial remodeling. | Responsible Parties |
| LS-2 | Maintain existing residential uses along both sides of Lincoln Street. | City agencies, OPCD, WWPNA, property owners, CC |
| LS-3 | Implement a streetscape and buffering plan along the street right-of-way (ROW). (See Traffic and Transportation Section.) | City agencies, OPCD, WWPNA, property owners |
| LS-4 | Encourage renovation of deteriorating homes in the vicinity of Third Avenue and Lincoln Street. | City agencies, OPCD |
| LS-5 | Prohibit removal of houses for parking or business use along both sides of Lincoln Street. | City agencies, OPCD, WWPNA |
| LS-6 | Encourage development of vacant lots into temporary open space uses or low-rise multifamily buildings north of Fourth Avenue. | City agencies, OPCD, Neighborhood Residents and property owners |
Develop a consistent 12 foot curbside planting strip with street trees and maintain 20 foot building setbacks all along Lincoln Street to present a consistent community image. Place any parking lots to the rear or side of buildings behind the front setback line.
IV. TRAFFIC AND TRANSPORTATION

A. Goals

- Reduce unnecessary through traffic in the neighborhood to a level of local and regional traffic circulation in West Washington Park that is similar to other adjacent neighborhoods and compatible with the neighborhood’s land uses to preserve the residential quality of life.

- Provide for an increasing number of public transportation options for neighborhood residents.

- Create a safe, efficient bicycle and pedestrian circulation system that provides convenient connections to places of work, public facilities and the Denver trails system.

- Utilize major streets and public transportation facilities to create neighborhood urban design elements for West Washington Park.

B. Overview of Existing Circulation, Transportation Systems and Issues

1. Circulation System

a. Introduction

Originally, the West Washington Park neighborhood was primarily laid out as a series of subdivisions of single-family residential homes. The larger arterial streets of Speer Boulevard and Broadway defined the northern and western edges and little distinction in subdivision design or structure architecture was made between the east and west sides of Washington Park. This larger residential area, including the neighborhoods south of I-25, was broken only by small clusters of neighborhood-serving commercial areas. Broadway and Pearl Street were tramway lines and early transit links to downtown. Over the years, commercial uses developed at various points on this street. The construction of I-25 further defined the neighborhood on the south. Exit ramps to Downing and Emerson Streets were added in the mid-1950s. Prior to this, Denver implemented the one-way couplet system on Broadway and Lincoln, Emerson and Washington, and Logan and Grant Streets to facilitate

-28-
traffic movement to downtown. As traffic flows increased, Downing Street became a busy
two-way arterial and the Emerson/Washington, Logan/Grant and Lincoln/Broadway one-
way pairs or couplets funneled more and more traffic through the neighborhood.

b. One-Way Street System

In the early 1970s, it was perceived by neighborhood residents that increased volume in the
traffic system had become a serious threat to the neighborhood’s residential cohesiveness
and the quality of life. The street traffic was perceived to be negatively affecting property
values and had become a safety hazard. The residents organized a movement with their
neighbors north of Speer Boulevard to convince the City to study the return of the one-way
pairs to local two-way streets. Beginning in 1984, the City, in conjunction with neighborhood
organizations, laid out a one-way street study and conversion program. Labeled the Central
Denver North-South Traffic Impact Mitigation Study, the City approved this phase on a trial
basis with the understanding that the impacts of the initial one-way conversions be studied
and Planning Board approval be obtained for permanent implementation prior to beginning
subsequent phases of the program. The first study has been implemented, with Downing,
Ogden and Marion Streets north of Colfax Avenue and Logan and Grant Streets (both
within and external to the neighborhood) returned to two-way status and Emerson and
Washington Streets south of I-25 (outside of the neighborhood) converted in the same
manner. The traffic barrier that was constructed at Third Avenue and Grant Street as part
of the implementation plan has become more of an eyesore and has now been slated for
removal. The neighborhood is generally satisfied with the results of the first study and the
implementation process; however, residents on Logan and Downing Streets have mixed
reactions and are not pleased with the resulting traffic increases that occurred after the
conversions. Emerson and Washington Streets remain one-way and may be the subject of
another study for possible permanent conversion to two-way, local street status.

c. General Street System

Downing and Logan Streets and the remaining one-way couplets carry traffic north and
south through West Washington Park. East/west traffic is primarily carried on Louisiana,
Virginia, Alameda and First Avenues. Of these four, Alameda Avenue is a primary east-
west arterial that becomes discontinuous at Cherry Creek east of the neighborhood. Traffic
on Alameda Avenue west of Downing Street and east of Cherry Creek is extremely heavy.
This street has been widened to four travel lanes from Cherry Creek to the east and from
Franklin Street to the west leaving an eight-block section in the Washington Park East, Country Club and Polo Club neighborhoods limited to two travel lanes. To date, the widening of this section of Alameda Avenue has been opposed by all adjacent neighborhoods, including West Washington Park.

Speer Boulevard and I-25 are major diagonal traffic corridors paralleling each other in a northwest/southeast direction at the neighborhood’s north and south boundaries. These diagonal arterials funnel a large volume of regional traffic around the neighborhood and are important components of the metro-wide circulation system. Speer Boulevard has seen various improvements over the years to increase capacity. Intersection improvements along Speer at Eighth Avenue and at Sixth Avenue and Broadway and Lincoln Streets will continue to increase the efficiency of traffic flow along Lincoln Street, a major arterial, and will either be completed or under construction by 1991. Major improvements are also planned for I-25 over the next 20 years. These improvements (increased number of lanes, landscaping, etc.), in conjunction with implementing the RTD regional transit corridor plan, could change the access configuration to and from I-25 in the neighborhood. Discussions about I-25 improvements included identifying both positive and negative impacts on the neighborhood from ramp closures and noise and air pollution resulting from increasing the capacity of the freeway. Additionally, the use of I-25 as an expanded traffic artery and mass transit corridor is supported by the neighborhood as a means of reducing traffic movement through the neighborhood. The acquisition of additional ROW to accommodate increased capacity is a serious issue and must be planned in detail with the neighborhood. Recommendations for I-25 improvements are contained in the I-25 Task Force Report by the Colorado Department of Highways (CDH). A major element of those improvements is a reconfiguration of the Broadway and Lincoln Street interchange to ease congestion, increase the number of travel lanes and add rapid transit and HOV lanes in the ROW.

The Southeast Quadrant Land Use and Transportation Study, completed in 1987 by the City, outlines a series of improvements, some of which are located in West Washington Park. Most of the improvements recommended involve improving the quality of the street (grade, pavement, curbs and gutters) and increasing the carrying capacity of the major streets in the neighborhood without major widening. There was qualified support by the neighborhood residents for the recommendations as long as the number of lanes on these streets were not increased.
Broadway and Lincoln Streets are major circulation routes in and out of Downtown Denver. The intersections in the major retail section of Broadway are not particularly pedestrian friendly and utilization of on-street parking during rush hour is difficult.

Other issues concerning the street system identified by residents included less than adequate maintenance of Buchtel Boulevard and adjacent open areas, the impacts of increasing traffic on Logan Street from the conversions of one-ways, unkempt ROW and intersection humps along Alameda Avenue, and side-swiping and hit-and-run damage to parked cars along Downing and Logan Streets. Special meetings were held by the Steering Committee to address safety problems associated with the design and circulation pattern of the Downing Street, Bayaud Avenue, and Marion Parkway intersection.

d. Traffic Levels

Traffic levels have changed on the streets in the area over the last several years. Traffic volumes have increased on some streets and decreased on others. Some of the traffic volume changes are due to the conversions of the one-way streets discussed above.

Figure 7 shows the street classifications of the major streets that traverse the neighborhood. This figure also shows the traffic count comparisons that were done for the analysis of the 1984 street conversion study. Traffic counts were collected on various streets in 1986 prior to the one-way conversion, and were also collected at the same locations in 1989 after a period of time elapsed following the one-way to two-way conversions of Grant Street and Logan Street. The figure also shows the percentage change of the traffic volumes between the two counts. The converted one-way streets of Grant and Logan both show a respective sizeable decrease and an increase in volume subsequent to the conversion. A few conclusions concerning traffic levels from the One-Way Street Monitoring Study are worth repeating here:

1) The overall decline in background traffic has tended to dampen negative impacts on system capacity and the diversion of traffic to other streets through residential neighborhoods.
KEY:
- FREEWAY
- ARTERIAL
- COLLECTOR
000 1989 COUNT
000 1986 COUNT (before conversion)
%- % CHANGE 86-89

SOURCE: CITY AND COUNTY OF ENVER TRANSPORTATION DEPT.
2) Peak hour commuter trips, while having the greatest impact on system capacity, are only about 25% of affected trips; most of the trips diverted from converted one-ways are non-peak trips associated with local and central Denver based destinations.

3) Converting one-way pairs and maintaining one street as a collector/arterial (two-way) could significantly reduce the diversion of traffic to other streets. (As in the case of Logan Street where total traffic volumes have increased significantly since the conversion.)

4) Measurable benefits for residents adjacent to one-way streets result primarily from the conversion to local streets rather than two-way operations alone.

e. Circulation System Recommendations

TS-1 Overall Recommendations

All future traffic improvements and programs shall be coordinated with adjacent neighborhoods.

WWPNA, Transportation Division (TD), OPCD

TS-2 One Way Streets

a. Reduce one-way commuter traffic through the neighborhood by completing implementation of the one-way street conversion project.

WWPNA, OPCD, TD

b. Further consideration and studies of one-way street conversions should be delayed until the construction of the Speer Boulevard/Sixth Avenue/Lincoln Street grade separation project is completed and its effect on traffic patterns can be adequately assessed. In assessing one-way street conversions, the status of major ingress and egress routes to the downtown should be considered.

Denver Planning Board, WWPNA, OPCD, TD Department of Public Works (DPW)
c. Remove the Grant Street barrier at Third Avenue; convert Third Avenue to two-way street between Grant and Logan Streets.  

d. Improve the quality of life on remaining one-way streets by installing pedestrian actuated signals, moving signals to corners and using pavers to create better pedestrian crossings, by allowing parking on both sides of the street during off-peak hours, creating only one lane of traffic, and planting more street trees.  

e. Control traffic flow with better signal timing.  
Research reducing strict speed control to 25 m.p.h.  

**TS-3 Alameda Avenue**

a. Discourage the widening of Alameda Avenue and the bridging of Cherry Creek.  

b. Support the reconstruction of Alameda Avenue in concrete to provide an improved appearance to the right-of-way, smooth intersections, and provide better drainage, turning lanes, streetscaping, and pedestrian friendly sidewalks.  

**TS-4 Broadway**

a. Rebuild the street in concrete and provide for better pedestrian crossings, bulb-outs at key intersections, handicapped ramps and longer sight distances at intersections.  

b. Research reducing the speed on the street to 25 m.p.h. and provide better speed control enforcement.
Lincoln Street

a. Support traffic capacity improvements on I-25 south of the neighborhood.
   TD, DPW, Colorado Department of Highways (CDH)

b. Monitor the Lincoln Street, Speer Boulevard, Sixth Avenue intersection improvements to assure that compatibility is maintained between traffic flow and neighboring uses.
   WWPNA

c. Mitigate street noise and vibration with new street surfacing
   TD

d. Research reducing the speed to 25 m.p.h. and monitoring compliance with this limit.
   TD

Logan Street

a. Research reducing the speed to 25 m.p.h.
   TD

b. Clean up the existing ROW with street reconstruction projects by providing streetscaping, turning lanes, on-street parking (both sides) and well-marked pedestrian crossings.
   TD

c. Future traffic modifications in other parts of WWP should not create significant additional traffic increases on South Logan.
   TD, OPCD, WWPNA

d. Maintain basic two through lane traffic pattern (one lane in each direction).
   TD
e. Convert the one-way Logan Street bridge at Speer Boulevard to two-way to ease traffic flow on Logan Street at Speer Boulevard and to permit turns onto southbound Logan Street off of westbound Speer Boulevard and remove some traffic from Grant Street.  

TS-7  

I-25  


WWPNA, OPCD, City Council (CC)  

b. Ensure full accessibility from I-25 at University Boulevard and Lincoln/Broadway Streets.  

WWPNA, OPCD, CDH  

c. Research the impacts of selected ramp closures at Downing, Emerson and Washington Streets on West Washington Park internal street patterns when frontage road improvements to access Washington Park between Downing Street and University Boulevard are made. Closure of the Washington/Emerson Streets north bound off-ramp and south-bound on-ramp is currently favored by West Washington Park residents.  

TD, CDH  

d. Improve the I-25/Buchtel Boulevard frontage ROW owned by RTD in terms of clean-up, maintenance, sidewalks and handicapped ramps in conjunction with nearby residents and the affected neighborhood associations. Study the possibility of installing an off-street bike path along Buchtel Boulevard.  

RTD, TD, WWPNA, West University Community Association (WUCA)  

e. Reevaluate where new bridges across I-25 are placed when old ones are renovated or removed  

CDH, TD, WWPNA, CC
for mass transit construction and freeway widening. Encourage construction of a bridge at Pearl Street to provide neighborhood access to Pearl Street businesses south of I-25.

f. Should widening of I-25 ROW become necessary, acquire sufficient ROW to provide strong buffering room between adjacent lots/streets and highway. Avoid "squeezing" residential units next to ROW by acquiring total parcels and concentrate acquisition on the south side of I-25 to maximize sun exposure to landscaping in consultation with residents and the West University Community Association.

TS-8 Implement the new preferred reconstruction design of the intersection of Bayaud Avenue, Downing Street and Marion Parkway to increase safety and accessibility. (See Figures 9 and 10.)

TS-9 Improve traffic signalization in the neighborhood to lessen idling time and air pollution and improve pedestrian signalization.

TS-10 Monitor and enforce traffic speeds on all collectors and arterials.

TS-11 Stripe arterial streets more frequently for better motorist and pedestrian visibility.

2. Parking

a. General Overview and Issues

Except on one-way streets, on-street parking is readily available for the predominantly single-family residential areas. Lack of parking, both on and off-street, is a problem in the
commercial areas and higher density multifamily areas where tenants must pay fees in addition to their rent. On-site parking is required in multifamily residential developments to relieve the congestion in the northern sections of the neighborhood.

The major parking problems in the neighborhood occur in and around the South Broadway business district with parking spilling over into the residential areas. Residents observed that parking areas that do exist are not perceived to be in convenient locations for shoppers and business persons alike. Redevelopment projects, such as One Broadway at Ellsworth, have incorporated on-site parking into the development scheme and this seems to be working well. On the other hand, other businesses have tried to solve their parking problems by acquiring lots along Lincoln Street and over the years, the single-family character of the west side of Lincoln Street is being lost. This presents a sterile view to property owners on the east side of the street and could be improved by adequate setbacks and landscaping.

In 1986, the City, in cooperation with South Broadway merchants and residents, conducted a parking study focusing on south Broadway business parking needs between Third and Cedar Avenues. The goals of the study were to evaluate existing conditions, project needs fifteen years into the future, evaluate costs of improvements, identify design elements which will make parking improvements compatible with the surrounding neighborhood and identify alternative funding sources to pay for the improvements. The result of the study was a series of recommendations to improve the parking situation in the north central portion of the South Broadway business district. The following is a summary of these recommendations:

- Immediate and short-term parking management strategies include:
  - Formation of a Parking District;
  - Joint use parking agreements between property owners;
  - Acquire vacant parcels;
  - Residential Permit Program
  - Lighting/landscaping of lots;
  - Signing of off-street parking;
  - Increased ticketing and towing activities; and
  - Provide designate carpool/vanpool parking.
• Medium-term strategies include:
  
  - Fee parking/merchant validation for off-street lots; and
  - Construct additional surface lots.

• Long-term strategies include the construction of one or more parking structures.

b. Parking Recommendations

<table>
<thead>
<tr>
<th></th>
<th>Study the use of street closures adjacent to Broadway to provide cul-de-sac parking areas for Broadway businesses.</th>
<th>OPCD, Broadway Businesses, OBR, WWPNA, TD</th>
</tr>
</thead>
<tbody>
<tr>
<td>P-1</td>
<td>Enforce one-hour parking signs on streets adjacent to the business areas.</td>
<td>DPD, Parking Management Section of the Transportation Division (PMSTD)</td>
</tr>
<tr>
<td></td>
<td>Encourage Broadway businesses to establish a parking district, develop a central parking garage and implement the recommendations of the South Broadway Area Parking Study.</td>
<td>OPCD, South Broadway Businesses</td>
</tr>
<tr>
<td>P-3</td>
<td>Maintain on-street resident parking on the east side of Lincoln Street.</td>
<td>PMSTD, Parking Control</td>
</tr>
<tr>
<td>P-4</td>
<td>Research the possibility of increasing safety and visibility at key intersections, by increasing some no-parking zone lengths, for example, at 2nd and Logan, Logan and Ohio, Downing at Bayaud and Bayaud at Ogden.</td>
<td>PMSTD</td>
</tr>
</tbody>
</table>
3. Public Transportation Systems

a. Regional Transportation District (RTD)

West Washington Park is served by nine local bus routes. Three of these routes cross through the interior of the neighborhood, the rest are on arterials at the edges of the neighborhood. Numerous regional buses pass through the neighborhood on Lincoln Street and Broadway during the business day rush hours. Bus service is generally considered to be excellent during the peak hours throughout the neighborhood. It remains good on the edge and arterials in the neighborhood during the entire day but drops off considerably in the interior during off-peak hours. Lincoln Street and Broadway are also used by RTD to deadhead buses during the morning peak and evening hours. Residents objected to this latter practice and to RTD routing regional buses through the neighborhood and prefer that all of these buses utilize the freeway system for access into downtown. Other issues identified were the need for more and larger shelters at popular stops and better maintenance of the shelters.

b. Future Mass Transit

The neighborhood is well positioned to benefit from the future development of mass transit in the Denver Metropolitan area. Although shuttles would be necessary for most residents to get to the stations, proposed mass transit routes along I-25/Buchtel on the neighborhood's south boundary could easily serve the neighborhood, particularly for regional transportation needs. An important issue for residents is convenient location and access to these stations. For some residents it may be more efficient to use the local bus routes to get to downtown for example, than using mass transit.

The station locations for the mass transit system have not been specifically identified at this time. However, the I-25/Buchtel corridor right-of-way (ROW) has generally been identified to entail a minimum of 230-250 feet of ROW containing 8 traffic lanes, 2 HOV (high occupancy vehicle) lanes and a transit easement. WWP residents are concerned that improvement of the corridor include urban design elements that improve the image of the neighborhood.
c. Recommendations

**PT-1** Provide for more and larger bus shelters along Alameda Avenue and Downing Street and on other streets where stops are used frequently, e.g., at Alameda Avenue and Lincoln Street and at Hungarian Park. Design shelters with resident input to fit in with the adjacent uses and architecture. Consider designs developed by the Department of Parks and Recreation.

**PT-2** Improve bus stops by installing concrete stopping pads, clean and maintain them more frequently and place a decal in the shelter with the RTD maintenance phone number.

**PT-3** Retain the bus stop at Downing Street and Bayaud Avenue on the south side of Bayaud Avenue.

**PT-4** Designate I-25 as the mass transit corridor and provide for Light Rail Transit (LRT) stations at Downing and Broadway Streets. Construct LRT facilities with adequate landscaping and buffering from existing uses.

**PT-5** Reduce express regional bus traffic along Lincoln Street by using I-25 with exits at Colfax Avenue and the Auraria Parkway. Eliminate regional bus traffic with improvements to I-25 corridor.

**PT-6** Reroute "dead-head" buses off of Lincoln Street; utilize I-25 corridor only and exit at Colfax Avenue and the Auraria Parkway.

**Responsible Parties**

WWPNA, RTD, DPR

RTD

RTD

RTD

RTD

RTD
PT-7  Stabilize traffic volumes in the neighborhood by supporting efforts to increase mass transit ridership alternatives for residents.

PT-9  Encourage the use of grade separated crossings of LRT at major intersections.

Residents, Business People, WWPNA

RTD, WWPNA, OPCD, TD

4. Bicycle Circulation

a. Overview

Bicycle circulation within the neighborhood is excellent with the large number of local streets available allowing riders to avoid the busy streets. Signed and officially designated on-street routes are shown on Figure 8. Washington Park offers bicycling routes for recreation, and access to the Platte River Trail system can be made along Louisiana and Bayaud Avenues. This access is not clearly marked and no designated on-street path exists. Improvements to the Mississippi Bridge at Santa Fe can help to improve this route. Residents noted that another east/west access to this trail is needed. The Cherry Creek/Speer Boulevard bicycle trail is located at the northern border of the neighborhood can also access the Platte River Trail system to the northeast and the Highline Canal and Cherry Creek Reservoir system to the southeast.

Pedestrian circulation is adequate since all blocks have sidewalks. Some intersections are difficult to cross, particularly Marion Parkway at Alameda Avenue and all along Broadway except at traffic lights. Residents noted that pedestrian accesses across Downing Street to Washington Park are not well defined. Conflicts between turning movements of cars and pedestrians crossing the intersection are particularly evident at Downing Street and Exposition Avenue.
b. Recommendations

BP-1  Clearly identify with signs and street markings safe pedestrian and bicycle accesses from the west to Washington Park at Exposition, Kentucky, Mississippi and Louisiana Avenues.

BP-2  Develop signed connections between the neighborhood and Washington Park to the Cherry Creek trail system and the South Platte River trail system utilizing Marion Parkway, Pearl Street, Logan Street, and Mississippi Avenue and a proposed overpass connection at Louisiana Avenue. Improve the Marion Parkway crossing at Alameda. Designate another east-west connection to the South Platte River Trail in the vicinity of Alameda Avenue.

BP-3  Explore use of alleyways for bike routes.

BP-4  Improve signage to more clearly designate existing on-street routes on Kentucky Avenue (east of Pearl Street), Pearl Street, Bayaud Avenue (west of Pearl Street) and Downing Street (Bayaud Avenue to Speer Boulevard).

BP-5  Add additional on-street bicycle routes on Logan Street from I-25 to Tennessee Avenue, Tennessee Avenue from Logan to Pearl Streets, and on Pearl Street from Tennessee to Kentucky Avenues.

Responsible Parties

OPCD, Department of Public Works (DPW), DPR, WWPNA, Property Owners, TD

DPR, WWPNA, TD, Washington Park East Neighborhood Association (WPENA)

TD, OPCD, WWPNA

OPCD, TD, WWPNA

OPCD, TD, DPR
BP-6 Construct an off-street bicycle route from Pearl Street to Logan Street on the south side of Speer Boulevard to funnel bicycle traffic to the Cherry Creek trail.

OPCD, TD, DPR

BP-7 Construct new off-street bicycle routes on the north side of Speer Boulevard from Downing to Broadway to make access to the street system and Cherry Creek trail easier.

OPCD, TD, DPW, DPR

BP-8 Monitor any changes to bicycle traffic routes in Washington Park proposed in the new master plan for the park.

WWPNA, DPR

BP-9 Improve bicycle route at Cherry Creek bridge crossings on Downing and Logan Streets to improve safety of bike riders.

TD

BP-10 Improve the at-grade crossing on Marion Parkway at Alameda for safe bike and pedestrian crossings by improving lighting and clearly marking the crossing.

TD, DPR

5. **Urban Design of the Neighborhood Streets**

a. **Introduction**

The most obvious place to improve the image of West Washington Park is along its major streets. This issue came up at numerous neighborhood meetings and Broadway, Lincoln and Logan Streets and Alameda Avenue were identified as streets needing the most attention. Considerable work by the Office of Planning and Community Development staff and residents went into formulating the recommendations below and those that appear in the graphics at the end of this section. Design guidelines for Speer Boulevard currently exist to guide the City and developers when implementing redevelopment projects.
The Downing Street, Bayaud Avenue and Marion Parkway intersection was an issue at several planning meetings. Residents felt that the intersection needed to be redesigned to improve the safety of drivers, pedestrians and bicyclists. The existing intersection configuration is shown in Figure 9 and the new design, preferred by residents, shown in Figure 10. The design in Figure 10 allows a smoother transition for pedestrians and bicyclists from Downing Street to Marion Parkway by reducing the number of automobile turning movements at the intersection.

b. Recommendations

UDS-1 Support the implementation of the Speer Boulevard Urban Design Guidelines for public and private development of landscaped areas.

UDS-2 Enforce landscaping requirements on new parking lots and encourage landscaping and improvement of existing parking lots.

UDS-3 Design and develop neighborhood gateway entry features on Speer Boulevard at Logan and Downing Streets, on Alameda Avenue at Broadway and Downing Streets, Logan and Downing Streets and at I-25 on Broadway/Lincoln, Logan, and Downing Streets. These entry features need to be designed so that they are compatible with the neighborhood scale and architecture.

UDS-4 Reconstruct Bayaud Avenue/Downing Street/ Marion Parkway intersection preserving the historic Marion Parkway as much as possible and practical, utilizing the proposed landscape concept design (Figure 10); retain the gazebo and as many existing trees as possible as part of the design.

Responsible Parties

UDS-1: OPCD, TD, WWPNA, DPR, DLC

UDS-2: OPCD, TD, ZA

UDS-3: OPCD, TD, CDH, WWPNA

UDS-4: OPCD, TD, WPENA, WWPNA, DLDC
UDS-5 Landscape local street accesses to Washington Park on Louisiana, Mississippi, Kentucky, Exposition, and Virginia Avenues.

UDS-6 Implement the streetscape plan for a new median on wider portions of the street and ROW edges on Logan Street through the entire neighborhood. Street trees and landscaping are needed at Logan Street and I-25 as part of gateway design.

UDS-7 Develop and implement a streetscape plan for Broadway and have the existing streetscape between First and Cedar Avenues extended further south.

UDS-8 Encourage ROW and setback landscaping by businesses in the neighborhood to integrate them better with adjacent residential uses.

UDS-9 Plan and implement a streetscape plan for Lincoln Street throughout the neighborhood to aid in buffering traffic impacts on residences. Require landscaping of parking lots to enhance the buffering effect. (See Figure 11, Sheets 1-6.)

C. Lincoln Street Study Overview

The Neighborhood Plan Steering Committee identified Lincoln Street as a very important part of the neighborhood, for several reasons:

- Residents who live there perceive it is the most-traveled part of the neighborhood, and that it bears a tremendous traffic burden.

- It is the gateway to both downtown and to the neighborhood, and gives a lasting impression to the greatest number of people.
• It is the buffer between Broadway's business community and the residential neighborhood.

• It has suffered years of use, abuse and neglect, and is most in need of special attention.

A Lincoln Street Subcommittee walked the entire length of Lincoln Street, from I-25 to Speer Boulevard, and then had several planning meetings with city representatives and two public meetings with residents of Lincoln Street. The Lincoln Street Subcommittee presented its recommendations to the Steering Committee, which adopted a final "study," summarized in the graphics that follow. The neighborhood envisions that Lincoln Street become a "quality boulevard" that establishes a visually unified landscape design theme for the neighborhood. Improvements to the street are to be phased in as resources are available. Streetscaping improvements are to be made within the existing right-of-way and are to include tree planting, landscaping, curb, gutter and sidewalk reconstruction, pavement replacement to concrete (preferably not white in color), grade resetting and pedestrian crossing definition. Figure 11 (Sheets 1-6) summarizes these recommendations in graphic form.

D. Transportation Summary

Figure 12 is a visual compilation of all the key traffic recommendations of this plan. This graphic is included to give the reader a clearer idea of the neighborhood's intentions for future transportation development.

F. Urban Design Summary

The urban design graphic (Figure 13) shows, in plan form, the design image envisioned for the neighborhood. It summarizes the recommendations presented in the text in this section.
Design: Shrub or fence parking lot and add trees
Stable; preserve character using design guidelines
*Do not make Lincoln any wider than necessary. Consider narrower lanes

Bend future sidewalk to curbside at garage
Consider centering street between existing sidewalks to get equal widths on tree lawns each side.

Hold the "line" at alley

Create "gateway" in first two blocks Ohio to Center
Look at creating a row of trees, hedges, between sidewalk and R-O-W line
Stable; preserve character using design guidelines

Preserve this residential structure as an entrance monument. Coordinate architectural style of other monuments to this.

Develop "gateway" monuments to signify entrance to neighborhood.

Redevelop as open space entry into neighborhood
Consider supplementing landscaping in island.

Develop a pattern and style of enclosed bus stop - at each point where we have enclosed bus stop - for residential Victorian continuity

*Look at installing new sidewalks closer to houses to
Opportunity for residential infill Landscape parking lots, make sure they are legal; and enforce all codes

Establish guidelines for colors and designs for rehab to neighborhood - a brick color with white trim. Also, establish for fencing, etc.

Stable; preserve character using guidelines

Soft - stop Decay - code enforcement and design

Add bollards, maximize the feel of a curve to slow down traffic

Develop as mini park

Stable; preserve character using guidelines

Consider removing existing sidewalk and install new one closer to houses to create tree lawn large enough to grow trees. Both sides of street from Virginia to Ohio

Develop a plan for boarded up buildings - that create major negative impact on all of Lincoln
WEST WASHINGTON PARK

FIGURE 11
LINCOLN CORRIDOR OVERLAY ZONE STUDY

Stable; preserve character using guidelines

RTD stop needs improvement

Turret Row* - If renovated would be delightful small district - residential only save Turret Row [e.g. Historic district]

Screen parking and car storage using landscaping and fill. Code enforcement concerning use and junk cars

Develop Victorian style bus stop, set back with sidewalk in front, integrated with PSCO box, garbage, newspaper stands which would be enclosed

Remove asphalt and restore tree lawn

Plant trees along Alameda from Lincoln to Logan.

Restore tree lawns, both side

Phasize design on all four corners

Make entire intersection "pedestrian friendly"

Work with Amoco on appearance

Look at conducting a design contest with owners, to improve site

Take out billboard.

Improve facade, tree lawn

Screen car storage with landscaping walls. Long-term residential infill

Storage small "antique row" good transition use - preserves the character and make rehab feasible.

Example of fine streetscape
WEST WASHINGTON PARK

211 COLN CORRIDOR OVERLAY ZONE STUDY

Improve parking lot screen at World Savings

Screen parking lot using landscaping

Decay problems due to vacant lots etc. on west side of Lincoln

Design way to prevent auto and pedestrian traffic from having access to alley and liquor store. Code enforcement for signs, etc. on back of Broadway stores. Improve design

Install pedestrian lights, trees, ("streetscape") from alley to north edge of parking lot

Improve landscape and parking lot design

Reduce curb cuts

Stable, preserve character using guidelines

Structural and decay problems vacant and deteriorating due to west side vacant lots etc.

Consolidate curb cuts

Screen parking using trees, landscaping

Eliminate unnecessary curb cuts where possible

Landscape needed

Infill with residential units if possible. Design overlay

In the meantime use landscaping to screen parking on south and east edges - also to buffer residential to north

Improve code enforcement
Develop a neighborhood gateway

- Stable; preserve character using guidelines
- Develop a theme for every block or two or three, such as the enclosed porches
- Enclosed porches are a beautiful feature that give this block distinction - encourage it to occur more often!

- Fences and landscaping to screen parking under apt. building on stilts.

Consider rezoning and mixed use of this group of very run down houses

- Roof parking lot
- Move chain link fence
- Move curb cut, add landscaping
- New, landscape parking lot, tree lawn
- Front lot/parking - Improve code enforcement and landscape
- Move small building
- Improve lot design

Legend:

- 100' 200'

North
This intersection will be reconstructed in 1991-1993 and will become major "gateway" develop in accordance with Corridor Plan.

Phase-out billboard

Gateway into Downtown, transition zone from R-4 to B-8

Screen and landscape parking lot and vacant land

Chaves Industrial Bank Site A

Remove on-street parking lane and install trees and pedestrian lighting full length both sides of block.

Phase-out billboard

Screen, landscape parking lots
**WEST WASHINGTON PARK**

**RESIDENTS' TRANSPORTATION RECOMMENDATIONS**

- **Redesign Barrier:** Remove
- **Work on Perception of Lack of Parking:**
- **Look at Street Closures and Cul-de-Sacs for Parking:**
- **Prove Parking:**
- **Support:**
- **Resolve Parking:**
- **Uninstruct Broadway, Lincoln, Concrete (City & )**
- **Get Out Key Broadway:**
- **Intersections for Crossings:**
- **Express Bus Traffic on I-25 to FAX Exit**
- **Train:** Prefer 25 Crossing, Do Support Grade Raising, Want Mode-Separated Crossing.
- **Expansion & Arch Closing:**
- **MPEM's Except Broadway &**
- **BRT, Slip & for Entry at Emerson or Washington.**
- **VE I-25 Access:**
- **Island Access:**
- **Develop Neighborhood Gateway:**

**SAFETY HAZARD: REDESIGN INTERSECTION.**

**No Widening of Alameda, Reduce Traffic Growth.**

**Encourage Better Design of Bus Stops and Clean-Up.**

**Beautify All Major Street and Neighborhood Entries through Street Trees, Sod, Planting and Clean-Up R.O.W.'s.**

**Synchronize Vehicle Signals:**
- Broadway, Lincoln
- Emerson, Virginia
- Logan Bayaud
- Logan

**Improve Bus Stop Locations, Reinforce, E.g., Alameda, Broadway, Lincoln, Downing.**

**Reduce Traffic Congestion.**

**Create More Bikeways and Connections to Cherry Creek, South Platte Bikeway and to Washington Park**

**Improve Pedestrian Crossings.**

**Study the Possibility of Lengthening "No Parking" Area at Intersections to Improve Visibility:**
- 2nd & Logan
- Bayaud & Logan
- Bayaud & Ogden

**Study One Way Street Traffic Mitigation Ideas, Research Impacts on Broadway, Lincoln, Downing & Logan.**

**Neighborhood Wide Recommendations:**

CREATE LRT STOP

TUNNEL SPEER UNDER BROADWAY AND LANDSCAPE DECK ON TOP, CREATE NEIGHBORHOOD GATEWAY.

LOOK AT TWO-WAY BRIDGES OVER SPEER E.G. LOGAN ST.

ADHERE TO SPEER BLVD. DESIGN PLAN

CLEAN-UP BUCHTEL CORRIDOR
Logan streetscape with median, edge landscaping and gateway monuments. Future extension through entire neighborhood.

Encourage Broadway property owners to provide streetscape elements including sidewalks, lighting, landscaping, paving and street furniture.

Establish Broadway design and sign theme for storefronts. Improve building facades which face existing residences.

Extend existing Broadway streetscape treatments south from Cedar.

Implement a Lincoln streetscape and buffering plan for right-of-way with curbside planting with street trees, building setbacks, and parking placement to the rear of buildings.

Streetscape treatment along Pearl Street.

Community and Commercial activity centers.

I-25 STUDY AREA
- Provide significant buffers, streetscapes and gateway features if widened.
- Re-evaluate new bridges which cross I-25.
- Designate as the mass transit corridor.

Create Speer Boulevard design guidelines for private development.

Support implementation of Speer Boulevard public design guidelines.

- Develop design guidelines for all moderate and high density residential including bulk, setbacks, parking, and architecture issues.

Create zoning district with design review for all major areas.

Reconstruct the intersection and preserve the Downing/Marion historic parkway including trees and gazebo.

- Maintain and improve all historic and architecturally significant structures.

Delinate park entrances with gateway monuments and landscaping.

Evaluate as neighborhood gateways.
V. HOUSING

A. Goals

To plan for a mix of people (individuals, families, ages, renters and homeowners and lifestyles); to permit a mix of housing types; to encourage new housing that is compatible with the existing housing stock in character, design and scale.

B. Overview of Existing Conditions and Issues

Housing data from the 1986 Office of Planning and Community Development's "Housing Detail Report" is available for the four city census tracts that make up WWP and is presented below. The tracts are:

<table>
<thead>
<tr>
<th>Tract Number</th>
<th>Bordered by:</th>
</tr>
</thead>
<tbody>
<tr>
<td>28.02</td>
<td>Speer Boulevard/Alameda Avenue/Broadway and Pearl Streets</td>
</tr>
<tr>
<td>28.03</td>
<td>Speer Boulevard/Alameda Avenue/Pearl and Downing Streets</td>
</tr>
<tr>
<td>29.01</td>
<td>Alameda Avenue/I-25/Pearl and Broadway Streets</td>
</tr>
<tr>
<td>29.02</td>
<td>Alameda Avenue/I-25/Pearl and Downing Streets</td>
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</table>

<table>
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<tr>
<th>Tract Number</th>
<th>28.02</th>
<th>28.03</th>
<th>29.01</th>
<th>29.02</th>
<th>Total</th>
</tr>
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<tbody>
<tr>
<td>Total Units</td>
<td>2,823</td>
<td>2,826</td>
<td>1,641</td>
<td>1,987</td>
<td>9,277</td>
</tr>
<tr>
<td>Number Single-Family</td>
<td>497</td>
<td>277</td>
<td>733</td>
<td>1442</td>
<td>2,949</td>
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<tr>
<td>% SF* Owner-Occupied</td>
<td>67.8%</td>
<td>78.0%</td>
<td>76.2%</td>
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<td>78.0%</td>
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<tr>
<td>Average Age (SF)</td>
<td>83 yrs.</td>
<td>76 yrs.</td>
<td>80 yrs.</td>
<td>69 yrs.</td>
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<tr>
<td>1986 Number of Sales</td>
<td>44</td>
<td>34</td>
<td>69</td>
<td>118</td>
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<tr>
<td>1986 Ave. Sales Price</td>
<td>$77,500</td>
<td>$82,700</td>
<td>$75,800</td>
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<tr>
<td>1989 Number of Sales**</td>
<td>19</td>
<td>21</td>
<td>33</td>
<td>72</td>
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<tr>
<td>1989 Ave. Sales Price</td>
<td>$63,318</td>
<td>$88,511</td>
<td>$76,070</td>
<td>$92,599</td>
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</tr>
</tbody>
</table>

Source: Denver Housing Detail Report, 1986

* SF = Single-Family
** 1989 sales data provided by Jim Winzenberg
The two census tracts closer to Broadway (28.02, 29.01) are considered by residents to be less stable in relation to long-term owner occupancy structure, maintenance and single-family property values than the others. These two areas contain most of the R-3 zoned properties in WWP and the majority of business and commercial properties.

As can be seen from the data presented above, much of the housing stock in WWP is 70 or more years old. It is no surprise that inadequate property maintenance and management are concerns, including on-site management, absentee owners, renters, and single-family homeowners.

Along with maintenance, issues of code enforcement and code violations are of concern. In reality, code enforcement is a joint responsibility between the city and the residents; however, overall code enforcement is regarded as less than adequate by the residents. It is perceived by residents that agencies in charge often do not respond in a timely manner or at all. Weekend code violations, such as home repairs that require a permit but are performed without one, are sometimes left uncompleted for long periods of time. Active enforcement by the city is lacking and penalties for infractions are small.

Other concerns include single-family additions that are architecturally incompatible and decrease the amount of open space, and the lack of enforcement of the registered agent ordinance. This ordinance requires an absentee landlord to have a registered agent on file with the assessor's office, giving the City someone to serve in case of a code violation. Typically this ordinance is enforced by complaint. The background issue of absentee or nonresident landlords appears to be the crux of this problem.

C. Recommendations

The following action items are divided into two groups, based on the census tract locations. Tracts 28.02 and 29.01 qualify for a number of federally-funded City programs (based on income guidelines) not available to the other two census tracts, 28.03 and 29.02. These programs include low interest loans for housing revitalization, exterior rehabilitation, and other programs administered by the Office of Planning and Community Development (OPCD). In addition, the issue of code enforcement is viewed as both a resident and city agency responsibility. The idea here is to keep code enforcement reasonable to allow homeowner repairs and a simple permitting and inspection process. Strict attention should be given to structures that have serious violations.
Census Tracts 28.02 and 29.01 Recommendations

H-1 Collect data to determine a priority target area to start improvement work. DATA: number of HUD foreclosures, recent sales prices, infrastructure needs, number of subsidized housing, number of zone change requests, vacant and abandoned buildings, code enforcement inventory, safety hazards.

H-2 In the priority target area, organize residents, identify and contact property owners to participate in code enforcement, clean-up, sponsor neighborhood self-help and pride-building events. Start work around a focal point, (e.g., Lincoln Street, Exposition Avenue and Pearl Street, schools and churches).

H-3 Implement infrastructure improvements.

H-4 Implement streetscape programs identified in the plan (coordinate with infrastructure work).

H-5 Work with City agencies to improve response time, to stiffen financial penalties (e.g., owners of vacant and abandoned housing), address weekend code enforcement issues; strengthen the registered agent ordinance, put liens on property where owners refuse to respond to citations. Create penalties/solutions that work.

H-6 Conduct a literature campaign on single- and multifamily housing programs in focus area (e.g., single-family rehab loans at low interest for

Responsible Parties

WWPNA, OPCD, ZA, and other agencies

WWPNA, ZA, CC

OPCD, PW, WWPNA

OPCD, PW, WWPNA

WWPNA, OPCD, ZA, other agencies, Police Department

OPCD, DURA, Colorado Housing and Finance Au-
owner occupants; multifamily rental rehab; homeownership programs, foreclosure and homeownership counseling; boarded up housing rehab program).

H-7 Select 5-10 of the least desirable structures within the focus area to target more aggressively and publicize it if cooperation is not forthcoming.

H-8 Improve architectural design of new facades, lighting, second story additions. Encourage single-family additions to keep families in the neighborhood, but encourage design and character compatibility, perhaps through design guidelines.

Census Tracts 28.03 and 29.02 Recommendations

H-9 Work to improve overall maintenance of single- and multifamily structures; enforce codes on improvement projects.

H-10 Organize a neighborhood effort to increase awareness of property maintenance, increase pride and hold special events.

H-11 Implement streetscape projects identified in target area study through property owner constructed improvements or through city programs.

H-12 Further identify and work on infrastructure needs.
Encourage additions to single-family structures to keep families in the neighborhood; encourage design and character compatibility, perhaps through design guidelines.
VI. ECONOMIC DEVELOPMENT

A. Goals

By fostering neighborhood oriented businesses, improve the environment for business and development in areas currently zoned for commercial use.

B. Overview of Existing Conditions and Issues

West Washington Park has diverse retail businesses concentrated along South Broadway and Alamedà Avenue and in small pockets throughout the neighborhood. These areas are shown in Figure 6.

The main retail center along Broadway is between Second Avenue and Bayaud Street, approximately three blocks in length. Because most of the zoning is B-4, there are a variety of retail outlets. In addition, the Mayan Theater, the proposed Shops at the Mayan, Omnibank Southeast, a number of restaurants and office uses make this area quite diverse. The One Broadway mixed-use PUD on the west side of Broadway is an example of a successful redevelopment project that is a result of the economic development efforts of the City and the Metropolitan Denver Local Development Corporation (MDLDC).

Further south on Broadway, between Virginia and Exposition Avenues, is the Interplaza International Collection, an ambitious redevelopment project of the old Ward's building and adjacent blocks. This mixed-use project has been partially successful and, although technically outside of the West Washington Park neighborhood boundaries, it affects the neighborhood due to its proximity to it. Parts of the project, particularly the Design Center, have been successful, whereas the Ward's building is basically still a gutted shell.

Alamedà Avenue has pockets of commercial development from Broadway to Downing Street. These commercial areas are struggling. Small and new development projects have recently been on hold at Alamedà Avenue and South Logan Streets. The dispersed commercial areas consist of neighborhood businesses and seem to be holding their own. No expansion of these areas has occurred in recent years.

The general health of the neighborhood's commercial areas is good but continued efforts to encourage vacancy infill, up-grading of businesses, business expansion, and increased
employment opportunities in commercially zoned areas need to be made over the long term. A commercial vacancy study in March 1990 pinpointed vacant commercial buildings (see Figure 14). The majority of these occur along South Broadway and Alameda Avenues. The remainder are scattered along South Pearl Street, south of Alameda and South Pennsylvania Street, north of Alameda.

In neighborhood meetings, numerous issues concerning economic development in WWP have been raised, mostly focusing on the Broadway business/commercial area. There is a general consensus that Broadway business activity needs to be strengthened and that special attention is needed to maintain its economic vitality. In particular, attention needs to be given to the Interplaza project to eliminate remaining vacant properties and replace them with businesses that are neighborhood serving and which strengthen existing businesses along Broadway. Another issue on Broadway involves the increasing amount of antisocial street activity by vagrants and loiterers. Humane and legal methods of minimizing this activity need to be employed in the interests of public safety and improving the shopping image of Broadway. Parking problems for Broadway businesses need to be solved, with assemblage of parking areas to encourage increased pedestrian shopping traffic. Along with improved parking, streetscaping projects are needed to improve the image and attractiveness of business areas for shopping and continued development. In another image-related area, vacant business properties are perceived as a blight on the entire neighborhood. Residents are also opposed to any expansion of business uses along Lincoln Street.

Activities of the Miracle Mile Merchants Association (MMMA) and the MDLDC should place greater emphasis and focus on economic development, and the MDLDC should expand their district. The business association needs to be strengthened.

C. Economic Development Recommendations

<table>
<thead>
<tr>
<th>ED-1</th>
<th>Preserve and improve existing commercial areas. Encourage redevelopment of marginal commercial areas into mixed-use projects and provide for employment opportunities and local services.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>EDA, OPCD</td>
</tr>
</tbody>
</table>

-60-
| ED-2 | Encourage new business infill development in existing business areas where feasible and oppose new business development along Lincoln Street (please refer to policies CB-1 to 14, pp. 21-24; I-1 and 2, p. 24; LS-1 and 2, p. 26 of this Plan). | OPCD, Mayor’s Office of Economic Development (MOED), WWPNA |
| ED-3 | Target economic development funds to neighborhood business development. | MOED, MMMA |
| ED-4 | Implement an extension of the streetscaping project along Broadway. | OPCD, Business Owners |
| ED-5 | Apply for grants under the CNSP program for specialized business areas at Kentucky Avenue and Pearl Street, Pearl Street and Alameda Avenue, and Alameda Avenue and Broadway to improve streetscaping, visual appearance and business image. | Business owners, OPCD, MOED |
| ED-6 | Develop business directories for neighborhood business areas to distribute to residents to encourage more neighborhood shopping. | WWPNA, Business owners, MDLDC, Washington Park Community Center (WPCC) |
| ED-7 | Allow compatible low-rise office development in the area bounded by Speer Boulevard, Broadway and Fourth Avenue. | MOED, OPCD |
| ED-8 | Encourage more merchant and business property owner involvement in city economic development activities. | MOED, OPCD |
| ED-9 | Work to minimize the antisocial behavior in the neighborhood through humane and legal means. | DPD, WWPNA, Broadway Business Owners, Dept. of Health and Hospitals |
VII. CODE ENFORCEMENT

A. Goals

Maintain and improve the historic design image of WWP through consistent property maintenance and improved code enforcement.

B. Overview of Existing Conditions and Issues

West Washington Park is an older, established urban neighborhood with infrastructure as well as housing stock that averages 70-80 years of age. The infrastructure is in need of minor to major repair and there are instances where sidewalks have become safety hazards. A resident-conducted environmental study thoroughly documented locations in WWP that have been targeted for improvements and gives an overview of sites where code enforcement actions should be directed (See Figure 15). The survey involved a walk through the neighborhood and a list of violations of code enforcement rules. Most of the vacant buildings in WWP are located along Broadway and Lincoln Street.

Areas with deteriorated sidewalks are scattered throughout the neighborhood, typically in fragments less than a block in length. Some of these fragments include flagstone sidewalks and property owners wishing to keep these historic style of walk should be allowed to do so by leveling them and/or replacing flagstone. Numerous areas have deteriorated right-of-ways. Approximately 70 percent of the sidewalk corner intersections lack handicap ramps on either some or all of the corners. Potholes in alleys are also present.

Issues associated with code enforcement in WWP are centered on code violations, image, historic character, services, and infrastructure. An underlying issue involves the maintenance of a balance between the desire of residents to upgrade their properties and doing so within the rules of the current codes. The city administration can be helpful in working with residents to make conformance to these rules a matter of common sense and less onerous from both compliance as well as financial standpoints. All of these areas interrelate and affect the character of the neighborhood as perceived by the residents and the public. The most frequently cited code violations are illegally parked vehicles, junk cars, and illegal second units. Run-down properties and vacant or deteriorated buildings are an eyesore and detract from the image and value of the neighborhood. Additionally, they can pose a physical threat, such as fires or as habitation for vagrants. Those structures
that are salvageable should be repaired; those that are not should be torn down. Billboards impact the visual character of WWP, and no new billboards should be permitted. Private property maintenance needs to be improved, including enforcement of the weed and junk ordinances. Regarding services, residents feel that street and alley cleaning and trash collection needs to be improved. Curbs, gutters and sidewalks need repair in many areas.

Alleys exist throughout the neighborhood and they vary in width. Many small garages access the alleys. In the absence of garages, many residents have built their own off-street parking areas. The alleys can become filled with trash and are unsightly. Residents have complained about the general state of the alleys and have noted that better maintenance is needed. Other issues raised concerning alleys include long-term parked cars which narrow the alleys and make it difficult for trash trucks to pass, dogs rummaging in open garbage cans, improved maintenance for the City-owned dumpsters, and providing more automated dumpster systems where feasible.

C. Code Enforcement Recommendations

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>CE-1</td>
<td>Enforce the zoning code governing illegal second dwelling units.</td>
<td>ZA, WWPNA</td>
</tr>
<tr>
<td>CE-2</td>
<td>Improve street and alley cleaning and trash collection; consider adding dumpsters where feasible.</td>
<td>WWPNA, Public Works Dept.</td>
</tr>
<tr>
<td>CE-3</td>
<td>Disallow any additional billboards; remove existing billboards on South Broadway where feasible.</td>
<td>OPCD, WWPNA, City Council</td>
</tr>
<tr>
<td>CE-4</td>
<td>Improve private property maintenance.</td>
<td>WWPNA, Property owners</td>
</tr>
</tbody>
</table>
CE-5  Implement improvements recommended in the neighborhood infrastructure study (handicapped ramps, alley potholes, streetscape [curb, gutters, sidewalks], vacant and deteriorated buildings, deteriorated ROW).
OPCD, PW, ZA, other City agencies

CE-6  Enforce weed ordinance so weeds are cut to the required minimum six inches in height.
ZA, WWPNA

CE-7  Consider formation of a code enforcement committee of the WWPNA to deal with complaints; include city administrative staff.
WWPN

CE-8  Maintain flagstone curbs and walks where possible; encourage flagstone leveling and/or replacement instead of concrete reconstruction.
Property owners, Public Works Dept.

CE-9  Encourage the city to improve the enforcement provisions of the property maintenance ordinances. Penalties for multiple violations should be increased.
WWPN

CE-10 Improve alley maintenance to eliminate trash, potholes, debris and old cars in alley ROW and on adjacent private property.
Department of Public Works (DPW), ZA, Property Owners

CE-11 Clean dumpsters more often.
DPW, WWPNA

CE-11 Spruce up building facades facing alleys and encourage better lot maintenance by businesses along Broadway and other areas where residences are located across the alley from businesses.
WWPN, Neighborhood Businesses

CE-13 Police and ticket cars parked illegally in alleys.
DPD
CE-14 Conduct a neighborhood-wide needs and implementation assessment of the current dumpster program.

CE-15 Provide more dumpsters between Lincoln and Broadway where desired by residents.

DPW, OPCD, WWPNA, CC

DPW
VIII. PUBLIC FACILITIES AND PARKS

A. Goals

Maintain and improve accessibility to and functionality of public facilities and parks for all citizens of the neighborhood.

B. Overview of Existing Conditions

Introduction

WWP has an extensive mix of public/quasi-public facilities scattered throughout the neighborhood. The quality of these facilities and their continued upkeep are important to the identity of the neighborhood, feelings of pride by residents, and positive perceptions to visitors and potential investors. Washington Park is the major amenity and is held dear by the residents. But there are other facilities that also have an important niche in the life of the neighborhood and contribute to its cohesiveness. Changing circumstances can result in pressure to adapt certain facilities to other uses. Such plans should be considered very carefully to ensure continued neighborhood compatibility for new uses.

Facilities Descriptions

1. Public Parks

Washington Park forms the eastern boundary of the neighborhood along Downing Street, from Virginia to Louisiana Avenues. It was acquired by the City in 1898 and is approximately 161 acres in size, with two lakes covering 34.5 acres. It is classified as a "city" park and has nearly every amenity except baseball or softball fields (i.e., indoor pool, rec center, tennis courts, bike and fitness trails, playgrounds, picnic areas, etc.), allowing a full range of passive and active recreation. The Department of Parks and Recreation is currently preparing a master plan for the park. Planned improvements include replacing the pumphouse, switching from irrigation to an automatic sprinkler system to save water, rebuilding the central tennis courts, expanding the recreation center weight room, providing handicapped access, pool improvements and forming a maintenance district. Parking areas within the park are not planned to be increased. A major issue for residents is spill-over...
parking occurring when the park is used heavily. This has been an irritating issue with property owners who have lived nearby for many years. The negative impact of speeding bicycle traffic in Washington Park is another concern of the residents.

**Hungarian Freedom Park** at Speer Boulevard and Clarkson Street in the northeast corner of WWP is a three-acre neighborhood park acquired by the City in 1912. This is a passive park with picnic facilities and features a monument and fountain. This park ties in with Speer Boulevard and the greenway along Cherry Creek. **Alamo Placita Park**, although not in WWP, lies directly north of Hungarian Freedom Park across Speer Boulevard and adds to the greenway along Cherry Creek.

2. **Parkways and Boulevards**

**Downing Street Parkway** connects to **Marion Street Parkway** and provides an approximately one-mile long link from Speer Boulevard to the north entrance of Washington Park. Denver is well known for its parkways, and this portion is an example of the usefulness of this urban design feature in emphasizing the entryway to the park. **Speer Boulevard** also is a major urban design feature in Denver and forms the northern boundary of WWP. The City has recently embarked upon efforts to preserve and upgrade Speer Boulevard with landscaping, lighting, and new bridges and bikeways.

3. **Schools**

Washington Park West residents desire strong neighborhood-serving schools for their children to attend. Of the five public schools in or adjacent to the neighborhood, two have been closed. This is an issue with residents since it increases the need for transporting students out of the neighborhood and sends a negative message to families with school-age children considering relocating to the neighborhood.

**Lincoln Elementary** at 715 S. Pearl Street is located in the south central portion of WWP. It was built in 1891, improved in 1904 and 1929. In 1929, the original structure was removed. The school's site comprises 2.76 acres, and the school has a rated capacity of 473 students. **Steele Elementary** at 220 S. Marion Parkway is found on the eastern edge of WWP. Built in 1913, it has a capacity of 494 students with a 3.68-acre site. The neighborhood identified the need for the City and Denver Public Schools to work together
to landscape the property better by providing street trees and an irrigation system for better
maintenance. Both these schools are among the oldest in the city.

Byers Alternative Learning Center, now a private school on Pearl Street between Bayaud
and Cedar Avenues, occupies an entire block. A fenced playground area about one-half
block in size is located diagonally southwest of the school at Cedar Avenue and Pennsylva-
nia Street. The neighborhood desires that this area remain open and become a park or
garden area should the Denver Public School District (DPS) consider redevelopment of the
school buildings.

Other private institutions in WWP include the Montessori Child Development Center at 400
S. Logan Street and St. Francis DeSales Catholic School at 235 S. Sherman Street.

Sherman School, at the northeast corner of Second Avenue and Grant Street, is a former
public school consisting of two buildings on a 24,000-square-foot property. The school was
built in 1896 and in 1924 an annex was built. The building could be a candidate for historic
structure status. The Sherman School property is owned by DPS and includes 9-1/2 lots on
the west side of Grant (currently a community garden) zoned R-3 and approximately 11 lots
on the east side zoned PUD. Currently the school is occupied by two tenants, the Grant
Street Arts Center and Horizon Dance Studio. DPS has announced it wishes to sell the
property and will consider breaking the parcels into two packages. The parking area for the
community gardens needs to be maintained.

The nearest middle school to WWP is Grant Junior High at 1751 S. Washington Street and
the closest high school is South Senior High at 1700 E. Louisiana Avenue, opposite the
south end of Washington Park.

The compatibility of existing and former school grounds and facilities with the neighborhood
is a concern. The grounds and facilities are stark and landscaping (aside from the front
lawns) is not well maintained. The playground at Byers Jr. High is a particular source of
consternation to the neighbors. It is a weed-infested eyesore that is not maintained by the
public school system. There is also a concern about the future of Sherman School and how
this facility can be preserved and reused in a compatible manner. In conjunction with
Sherman School, the residents want the community garden to remain there and those at
other locations to be maintained.
4. Community Centers

Washington Park Community Center is located at 809 S. Washington Street in a one-story brick building of 6,610 square feet. The building is owned by the City and leased to Washington Park Community Center, Inc. at an annual cost of one dollar. The center offers senior, preschool, and family programs, plus summer camp and informal education. It is also available for neighborhood and organizational meetings and special classes. The diversity of activities available at the center and the frequency of its use is a source of pride for neighborhood residents.

5. Police and Fire Stations

Although part of the Police District 4, the nearest police facility is the District 3 Station, ten blocks east of the neighborhood at 1625 S. University Boulevard. The District 4 Station is at 2100 S. Clay Street. Two fire stations are located on the edges of the neighborhood: Station 11 just west of Broadway at 40 W. Second Avenue and Station 21, east of Marion Parkway at 1580 E. Virginia Avenue. City crime statistics by neighborhood place WWP at number 40 out of 68, with 94.3 total offenses per 1,000 people.

6. Churches

The neighborhood is well served by several churches located throughout the area, representing many denominations.

7. Library

The Ross-Broadway Branch Library, located at the northwest corner of Lincoln and Bayaud, is part of the Denver public library system. The library is named after Frederick R. Ross, who donated the money for the construction of this library and several others throughout the city. The library was built in 1951 and was modeled after the Prairie style of architecture epitomized by Frank Lloyd Wright. It was designed by noted local architect, Victor Hornbein. The building has approximately 3,585 square feet of space on one floor. Designed to hold 10,000 volumes, the collection is currently at 19,000 volumes which is currently overcrowding the building. Library patrons have access through a centralized computer system to all the volumes in the Denver library system, located at the central library, or at other branch facilities, totaling 3.8 million items, with overnight delivery.
The Ross-Broadway branch is primarily a neighborhood library, serving patrons within about a 3-mile radius. The library is open five days a week, closed on Thursdays and Sundays. It is a full-service branch library, offering numerous services including telephone reference, book renewal by phone, books on tape and in Spanish, large print books, free story times and programs for children, a gay and lesbian theme collection, and many others. The library currently does not have any type of meeting room or auditorium.

C.  **Public Facilities Recommendations**

<table>
<thead>
<tr>
<th>PFP</th>
<th>Description</th>
<th>Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>PFP-1</td>
<td>Develop and implement plans to improve the landscaping and maintenance of public school grounds.</td>
<td>OPCD, WWPNA, DPS</td>
</tr>
<tr>
<td>PFP-2</td>
<td>Work to preserve Sherman School uses and structures in a way compatible with the surrounding neighborhood.</td>
<td>OPCD, WWPNA, DPS, CC</td>
</tr>
<tr>
<td>PFP-3</td>
<td>Look at options for increasing the amount of open space in the neighborhood for the development of more pocket parks.</td>
<td>OPCD, WWPNA, DPR</td>
</tr>
<tr>
<td>PFP-4</td>
<td>Encourage the continuation of community gardens.</td>
<td>WWPNA, OPCD, DPR, CC</td>
</tr>
<tr>
<td>PFP-5</td>
<td>Consider development of a bike trail facility for training and racing at another park or in undeveloped areas of the city to relieve pressure on the use of Washington Park for these activities.</td>
<td>DPR</td>
</tr>
<tr>
<td>PFP-6</td>
<td>Research collecting unused parcels, triangles, ROW, etc., along I-25 to make a linear park and trails.</td>
<td>OPCD, DPR</td>
</tr>
</tbody>
</table>
PFP-7 Work with the city to up-grade and expand the Ross-Broadway library to accommodate a community meeting room and more books.


WWPNA, Denver Public Library (DPL), City Council Representative

WWPNA, OPCD, DPR
APPENDIX A

1. **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 that neighborhood. The process enunciates goals, identifies and discusses issues, generates and tests alternative ways to achieve the desired ends, proposes a plan for the area, and spells out policy changes and investments that should be implemented to help realize that goal. 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.

2. **West Washington Park Neighborhood Planning Process**

   The planning process used to develop this plan was open and interactive with the residents and business people in the neighborhood. It was started at the request of Councilman Dave Doering of District 7 and the West Washington Park Neighborhood Association (WWPNA) Board of Directors. Both Councilman Doering and the WWPNA Board felt that the existing neighborhood character was being threatened as a result of rezoning pressure and a lack of direction regarding development and design of vacant and underdeveloped properties.

   A volunteer steering committee was organized consisting of residents, business people, and public agency representatives to oversee the development of the plan. Coordination and technical assistance for plan development was provided by the Neighborhood Planning Division of the Office of Planning and Community Development. The steering committee representatives were geographically dispersed throughout the neighborhood and represented a diverse mix of ages and backgrounds. All meetings were open to the public and many individuals not on the plan committee also participated.
In February 1989, the first large neighborhood public meeting was held. A series of steering committee meetings were held over the course of fifteen months by the committee to discuss issues, determine goals and develop a common vision for the neighborhood under the following priority topics:

- land use and zoning
- traffic and transportation
- housing
- economic development
- code enforcement
- parks and public facilities
- urban design

These discussions led to preparation of drafts of the plan and this final document. Early in the process, meetings were held in different sections of the neighborhood as a means of getting the maximum amount of public involvement in the process and to clearly identify neighborhood issues.

The plan development process concluded with a subcommittee, plus support from the Office of Planning and Community Development, preparing the initial plan draft. The Steering Committee subsequently reviewed the draft plan prior to the formal public hearing. The Denver Planning Board’s public hearing was then held on November 14, 1990, and the plan was adopted by the Denver City Council on January 14, 1991.
APPENDIX B

Existing Zoning Description

The map on page 13 shows the existing zoning for West Washington Park. Currently the neighborhood is divided into 11 zoning districts and three Planned Unit Developments (PUD). These zone districts and their principal purposes are taken from the Denver Zoning Code and summarized below:

**Residential**

<table>
<thead>
<tr>
<th>Zone District</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-1 (Single Family)</td>
<td>Single-Unit Detached Dwellings; home occupations and room renting allowed</td>
</tr>
<tr>
<td>R-2 (Duplex)</td>
<td>Single-Unit Detached Dwellings, Multi-Unit Dwellings, Low Density, typically duplexes and triplexes</td>
</tr>
<tr>
<td>R-3 (High Density Residential)</td>
<td>High Density Apartment District</td>
</tr>
<tr>
<td>R-3X (High Density Residential)</td>
<td>High Density Apartment District intended to encourage new residential development in older developed areas</td>
</tr>
<tr>
<td>R-4 (Very High Intensity Residential or Office)</td>
<td>Very High Density Apartment and Office District  - allows hotel and motel uses and limited accessory retail shopping</td>
</tr>
</tbody>
</table>

**Commercial:**

| B-1 (Limited Office)              | Limited Office District, primarily for medical and dental care          |

B-1
<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-2</td>
<td>Convenience Retail: Neighborhood Business District - convenience goods and personal services</td>
</tr>
<tr>
<td>B-4</td>
<td>General Business District: wide variety of commercial uses</td>
</tr>
<tr>
<td>B-8</td>
<td>Intensive General Business/Very High Density/Warehouse: Residential District - concentration of uses designed to be served by mass transit</td>
</tr>
<tr>
<td>P-1</td>
<td>Parking: off-street parking district, buffer between business and residential uses</td>
</tr>
</tbody>
</table>

**Industrial:**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-0</td>
<td>Light Industrial District, limited manufacturing, wholesale and retail and offices and motels/transition between intensive industrial and residential</td>
</tr>
<tr>
<td>PUD</td>
<td>Planned Unit Development: Dairy facilities and equipment/vehicle storage -- Royal Crest Dairy; School adaptive reuse -- Sherman School; Television station complex (KUSA-9) -- Logan and Speer.</td>
</tr>
</tbody>
</table>
APPENDIX C

Historic Preservation

1. General Overview of Historic Preservation

As seen elsewhere in this plan, preservation of the historic structures and districts, the feeling and setting of the West Washington Park Neighborhood takes a high priority among the concerns of its residents. Planning for the neighborhood's development should focus on the valuable architectural and landscape characteristics that remain in it. Information is needed about the historic context of the neighborhood, a thorough survey and inventory is a necessity, and the identification and application for designation of worthy properties to the Denver Landmarks Commission and the National Register of Historic Places needs to be accomplished.

2. Denver Landmark Preservation Ordinance

In 1967, the City of Denver made a major commitment to historic preservation in the community by passing the Denver Landmark Preservation Ordinance. The preamble of the ordinance states: "It is hereby declared as a matter of public policy that the protection, enhancement, perpetuation, and use of structures and districts of historic, architectural, and geographic significance, located within the city, is a public necessity and is required in the interest of the prosperity, civic pride, and general welfare of the people." The City's commitment to preservation was reiterated in the 1989 Denver Comprehensive Plan.

This ordinance establishes, with subsequent amendments, a framework for the orderly planning and development of historic districts in the city. The ordinance contains three main provisions: 1) procedures to designate local historic districts or landmarks, 2) the organization of a Landmarks Commission, 3) review and monitor alterations to local historic properties. The Landmark Preservation Commission is appointed by the Mayor and has specialists with knowledge of or interest in historic preservation. The Commission serves to promote preservation in the City and to assist in the identification and survey of properties and districts worthy of Landmark status.
The landmark ordinance is a protection tool which allows the public and the City a certain flexibility in preservation matters. Property owners can, for example, avail themselves of landmark status without reference to the federal government and the National Register. The local landmark designation procedure can be swifter than listing on the National Register.

Like other historic neighborhoods in Denver, the West Washington Park Neighborhood should request the assistance of the Landmark Commission to help preserve historic resources. The neighborhood and Commission should work together to complete a thorough survey and inventory of the neighborhood, identify significant or exemplary properties, and provide information about preservation options. If desired, an ordinance could be applied to help preserve the character and architecture of a significant historic district.

3. **National Register of Historic Places**

Besides recommending designation of City Landmarks, the Landmark Commission reviews nominations to the National Register of Historic Places. The National Register is a federal designation, which lists historic properties worthy of preservation. The process for designation includes review by the Landmark Commission, the Colorado State Historic Preservation Officer at the Colorado Historical Society, and the federal Keeper of the National Register. Owner consent must be given before a privately owned historic property can be listed.

The West Washington Park Neighborhood has seven properties on the National Register and has one property eligible for the Register, which to date has only been designated a city Landmark:

- The Smith Ditch, which flows through Washington Park, was listed on the National Register on October 8, 1976. It was built as an early irrigation ditch and later served the City's municipal needs.

- The Eugene Field House was moved to Washington Park and was listed on the National Register November 1, 1974. It commemorates Denver's beloved children's poet and journalist.
- Washington Park was listed on the National Register September 17, 1986. Though the City purchased the land in 1898, Washington Park gained its present configuration during the tenure of Mayor Speer and the "City Beautiful" movement of the early 1900s. The significant parts of the park include the Washington Park Boating Pavilion (1913) designed by the eccentric architect Jules Jacques Benois Benedict; the statue of Wynken, Blynken, and Nod, the children sailing in a wooden shoe in Eugene Field's famous poem; and the designed park landscape.

- Washington Park was listed as part of a thematic nomination of properties associated with the "Denver Parks and Parkway System." These other properties in the neighborhood were listed as part of this system: Hungarian Freedom Park, Speer Boulevard and South Marion Street. All were listed September 17, 1986.

- The Norman Apartment Building at 99 South Downing was listed on the National Register on December 22, 1983. It is representative of early twentieth century apartment houses.

- The Mayan Theater, though not on the National Register, is a designated Denver Landmark. Built in 1930, the Mayan Theater is one of the best remaining examples of the big, elaborate movie houses of the 1920s and 1930s. The theater is adorned with Mayan warriors and has rich details of polychrome terra cotta. Replicas of Aztec images in the interior and a blocky temple form add to the Mayan Revival architecture of the movie palace reopened in 1985.

Denver Landmark status is conferred, upon application by any person or group of persons, by vote of the Denver Landmark Commission. The Commission recommends designation to the Mayor and City Council. Designation is by ordinance, like zoning. Properties must possess significance and integrity as defined by the National Register of Historic Places’ criteria. Properties do not have to be listed on the National Register.

The Neighborhood could initiate, either through the Landmarks Commission or some other preservation group, a thorough survey of the neighborhood. In 1981 a minimal reconnaissance-level survey of the neighborhood was published by the city as part of the Historic Building Inventory, City and County of Denver. This report lacks much. A new
survey should be undertaken. All historic properties should be identified using standard professional guidelines for the survey and inventory of historic properties.

The Broadway Avenue "Miracle Mile" should receive high priority as well as representative blocks of Queen Anne and Bungalow residences.

Once individual properties or districts are identified, National Register of Historic Places nomination forms should be completed and submitted to the city, under the Certified Local Government Program, and to the State for review, comment and forwarding to the Federal Keeper of the National Register.

4. Denver Certified Local Government

On September 23, 1985, the City of Denver became a Certified Local Government (CLG). This program was developed by the National Park Service and is administered by the Colorado State Historic Preservation Office to assist local preservation efforts through matching grants. Cities must pass acceptable historic preservation ordinances, convene historic commissions, and identify historic properties in order to become CLGs.

Ten percent of the federal preservation annual historic preservation grant to the State must be passed through to CLGs (an estimated $50,000 for 1991). The City of Denver may apply for a share of these funds to conduct such projects as survey and inventory of historic properties, preservation education programs, or workshops. As part of Denver, the West Washington Park Neighborhood is eligible to apply through the Denver CLG (Landmarks Commission) for a grant-funded preservation project.

The West Washington Park Neighborhood should receive high priority from the Denver CLG for funding a thorough survey and inventory of historic properties. The history, characteristics and architecture of the neighborhood has not received a share of the study monies made available to the City. It is time to request funds and expertise to accomplish the goals of completing an historic context, survey and inventory and nomination of properties to either the National Register or City Landmarks. A portion of the funds could be used for compiling illustrated design guidelines.
5. **Other Public Incentives for Historic Preservation**

Besides the grants awarded to the Denver CLG, other grants are available directly to the State for preservation projects such as survey and inventories and preservation of historic properties. If funds are requested for restoration work, the property must be on the National Register. Because funds are very limited for grants for restoration projects, owners of historic structures have utilized the tax incentives.

Tax incentives for historic preservation are available both from the State and federal government for the rehabilitation of commercial properties. The investment tax credits, again, are available only for historic properties considered eligible for or already on the National Register. State tax incentives are available to properties designated historically significant by local entities. These State tax incentives went into effect January 1, 1991 and are available to commercial properties as well as owner-occupied residences.

No properties in the West Washington Park Neighborhood have utilized the grants or tax credits. A survey of the neighborhood could identify numbers of historic properties eligible for these public incentives. Information about preservation incentives is available at the State Historic Preservation Office at the Colorado History Museum on Broadway at 13th.

As part of the survey and inventory project, information about federal and State preservation incentives should be mailed or handed to all residents and property owners.

6. **Public Awareness of Historic Preservation**

Our society's attitude has become increasingly more positive towards preservation and the movement has become a mainstream activity. This interest is shown on the local level as well. As described above, the City of Denver has adopted several ordinances to promote preservation. Also as described above, the Federal government during the same period has provided new techniques, tax advantages, and monies for preservation projects.

The neighborhood has also worked to improve awareness of the history and architecture of the area by supporting Preservation Week activities held in May, usually through walking tours, by providing a forum for preservation discussions as seen by several public meetings held in the neighborhood specifically on preservation issues, and, finally, by incorporating into this plan the concerns over historic preservation issues.
Many homes are being rehabilitated by their owners and other owners desire information on how to appropriately and sympathetically renovate their homes and businesses. Illustrated design guidelines or a similar document should be prepared to help property owners in their rehabilitation work. The standards for historic preservation are in the Secretary of Interior's "Standards for Historic Preservation Projects." These give general guidance. Design guidelines developed for the neighborhood will help home owners build compatible new additions and preserve the character-defining elements of the neighborhood's architecture.

The Neighborhood should continue its support of walking tours and public meetings. A self-guided tour could be developed in conjunction with the Denver Landmark Commission on all significant properties in South Denver. This tour could feature community leaders, significant buildings, sites of historic events that took place in the area, architectural styles, historic streetscapes, scenic views, etc. The potential to educate -- and entertain -- the public while increasing awareness, familiarity and appreciation of Washington Park could produce long-lasting dividends for the neighborhood and the city.