
WEST COLFAX ASSESSMENT

Prepared by the Denver Department of Planning & Community Development
Spring 2005

ACKNOWLEDGEMENTS

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DENVER PLANNING BOARD

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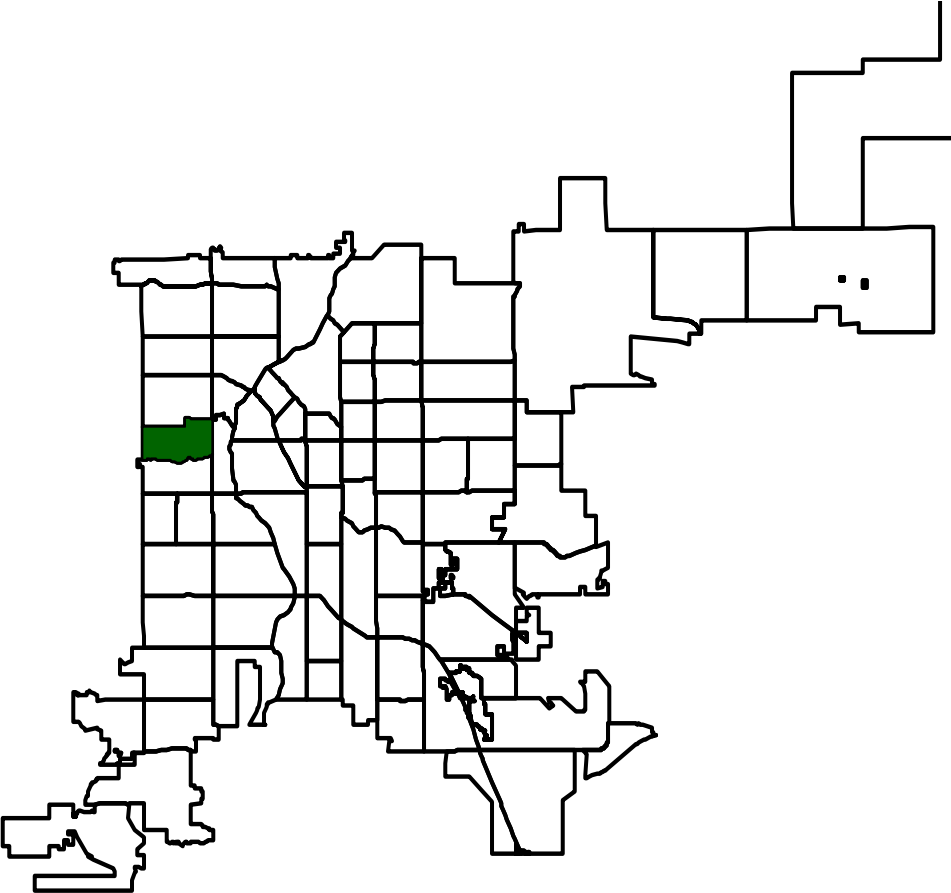
SLOAN'S LAKE CITIZENS GROUP

VILLA PARK NEIGHBORHOOD ASSOCIATION

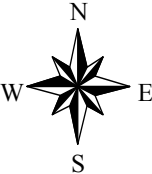
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West Colfax Location Map



- West Colfax Study Area Boundaries
- Federal Boulevard (east)
- Sheridan Street (west)
- West 17th Avenue (north)
- W. 10th Avenue (south)



West Colfax key attributes:

Sloan's Lake

St. Anthony's Hospital

Lakewood Dry Gulch

Westridge Homes

Mile High Festival Plaza

Lake Middle School



INTRODUCTION

This document is an assessment of West Colfax. This assessment describes West Colfax in the terms that Denver's Comprehensive Plan 2000 and Blueprint Denver prescribe. These two guiding documents place a priority on housing, mobility, land use, environmental sustainability and protection of Denver's historic legacies. This assessment is not intended to be a plan, but is intended to provide a foundation of data and information for planning to be done in West Colfax. The assessment provides an overview of the most important needs identified within a short period of time from readily available data. This assessment supplies the data to be used as the information base for the West Colfax planning process and to assist Denver's communities in making decisions in the West Colfax planning process.



Typical character of West Colfax, a significant transit corridor that connects west Denver neighborhoods to downtown



High-rise multi-family buildings near Colfax and Federal



Shallow commercial parcels immediately adjacent to residential areas

WEST COLFAX DESCRIPTION

Building Types. The West Colfax area contains a variety of building types including single-family, multi-family, low-density commercial, as well as institutional structures (a major area hospital, churches, temples, schools).

Housing Types. Neighborhood areas immediately adjacent to commercial areas contain a mix of traditional housing types of primarily brick construction, and include single-family bungalows, Victorian mansions, and multifamily construction in traditional (small apartments, duplexes, quadplexes and row houses) and contemporary (high rise and townhouse) forms of development.

Physical Boundaries. The West Colfax area boundaries are: Federal Boulevard on the east, Sheridan on the west, 17th Avenue/19th Avenue on the north and Dry Creek on the south in the Lakewood Dry Gulch park space that separates West Colfax neighborhood from Villa Park. Other significant features include Mile High Field to the northeast and Sloan's Lake to the north. The stadium, the lake and the gulch are significant man-made and natural features that clearly define the boundaries of the area and influence circulation patterns. The 2000 U.S. Census Tracts 7.01 and 7.02 delineate the West Colfax area; the study area also includes portions of Census Tracts 9.04 and 9.05.

Sub-Area Development Patterns. Several distinct sub-areas distinguish portions of West Colfax.

Northwest Quadrant Sub-area. Area bounded by West Colfax, Irving, West 17th Avenue and Federal. Land use in this four block area is almost entirely single family homes. There are several duplex or row house buildings and two walk-up apartment buildings.

Avondale Sub-area. Area bounded by W. Colfax Avenue, the alley between Knox and King, Knox (between w. 14th and W. 13th Aves.), Lakewood Dry Gulch, Avondale Drive and Federal Boulevard. It is North of Paco Sanchez Park and Lakewood Gulch. This area includes a dated low-density, "big box" commercial center, a large surface parking lot, marginal light industrial uses, highrise multifamily buildings and townhouses, as well as some single-family and duplex residential uses to the west of the shopping center. It rests between two future light rail stations (at Knox Court and Lakewood Dry Gulch and at the intersection of Federal and Decatur). It is across the street from what could be a mixed-use development at West Colfax and Irving Street.

Westridge Sub-area. Area bounded by Knox Court, Newton, Lakewood Dry Gulch and West 14th Avenue. Walk-up family apartments owned by Denver Housing Authority are the dominant land use in the south half of this area. Single family homes and duplexes are the dominant land use in the north portion of this area along 14th Avenue. The area along the gulch contains a community center and a mix of single family and multi-family residential uses.

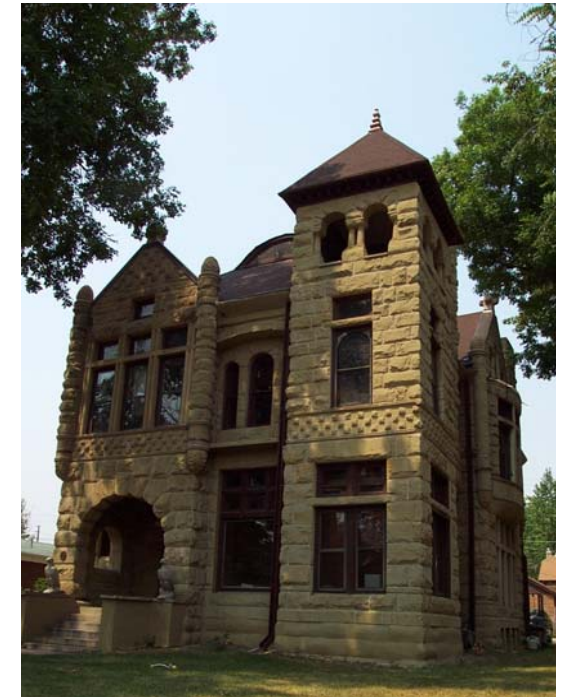
St. Anthony's Hospital Sub-area. Area bounded by West Colfax, Tennyson, Perry, and 17th Avenue. This area contains hospital facilities, medical offices, religious facilities, an elementary school, surface and structured parking lots, apartments and a small amount of single-family residential uses.

South Colfax Residential Sub-area. Area bounded by the limits of commercial properties on West Colfax, 13th Avenue (from Sheridan to Newton)/14th Avenue (from Newton to the alley between King and Knox Court). This area contains a stable collection of primarily single-family and duplex residential uses predominantly built prior to 1950. The area includes the Stuart Street Historic District, one of the first areas to be settled in this part of Denver.

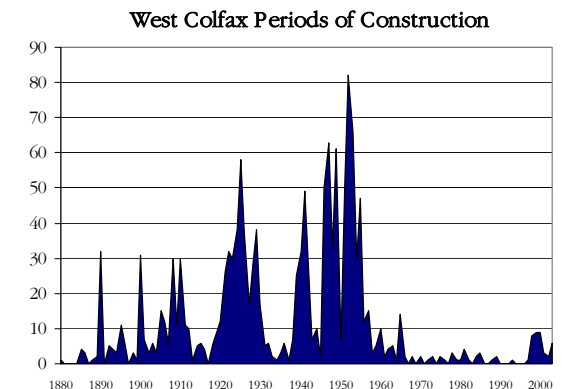
North Colfax Residential Sub-area. Area includes a mix of residential housing types bounded by the limits of commercial properties north of West Colfax, 17th and Sheridan between Perry and Irving (east of St. Anthony's hospital) and Tennyson and Sheridan (west of St. Anthony's hospital). The area is predominantly single family homes constructed as craftsman style bungalows and mid-century ranch homes. The remainder of the district is a mix of high rise buildings, two story walk-ups and duplex buildings. Apartments and other residential uses supply housing for employees of nearby St. Anthony's Hospital.

Gulch Residential Sub-area. This subarea includes the first block of development north and south of Lakewood Dry Gulch from Newton to Sheridan on the north side and from Federal to Sheridan on the South Side. The area includes a mix of single family residential, apartments and duplexes. Unlike the North or South Colfax residential sub-areas, this sub-area includes more diversity in the periods of construction

Colfax Corridor Commercial Sub-area. This subarea includes all the commercial parcels adjacent to West Colfax between Federal and Sheridan. Lot depths, uses and property conditions differ substantially from parcel to parcel. Auto-oriented uses (such as drive through franchises and car sales),



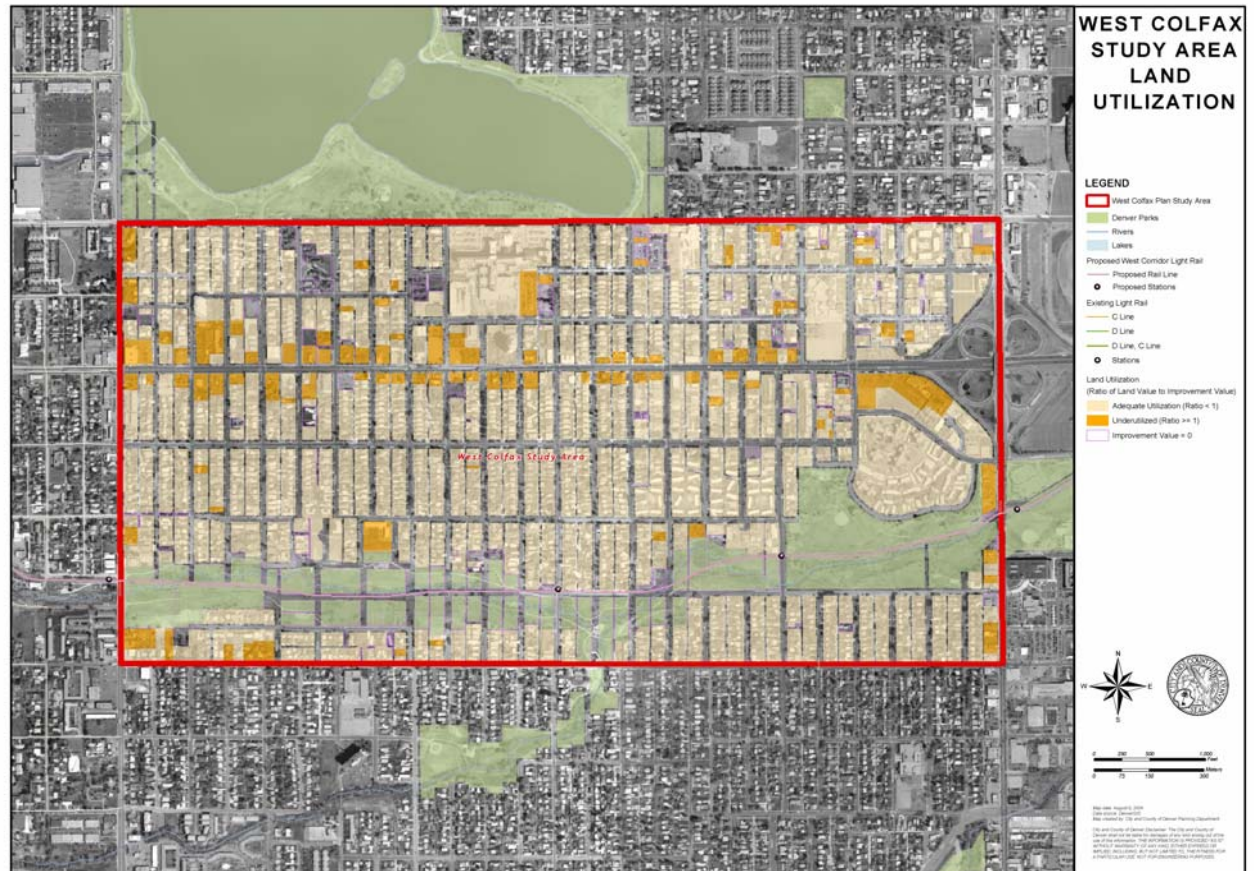
Stuart Street Historic District house





Lake Steam Baths

small retail businesses, restaurants, as well as services and community gathering facilities (Lake Steam Baths, VFW, and Girl's Inc.) line the street.



WEST COLFAX HISTORY

Transportation Patterns. Colfax Avenue has been a major transportation route for over 100 years. Extending 26 miles from the mountains to the plains through the cities of Lakewood, Denver and Aurora, Colfax is one of the longest continuous commercial streets in the United States.

West Colfax Avenue, the focus of this plan, has a long and colorful history. More than 8,000 years ago Native Americans first made the trek between the foothills and plains on paths that would one day become West Colfax Avenue. By the mid 1800's, Ute Indians routinely used this route to bring trade goods to markets in Denver. Golden Road, as it was first called, ran through the countryside connecting the early settlements of Denver and Golden. That countryside today is west Denver and Lakewood. In 1896, Golden Road was officially renamed Colfax Avenue after Schuyler Colfax, Vice President under Ulysses S. Grant.

Patterns of residential growth on the west side imitated those of other areas around Denver, springing up with the expansion of transit services such as streetcar lines. Street railways reached across the Larimer Bridge in 1892, then west along Colfax to Sheridan, providing service to these new subdivisions. West Colfax Avenue was the main street of the Town of Colfax (incorporated in 1897). It was lined with two-story brick commercial buildings, stores, saloons, a restaurant, a meeting hall and a hotel called the Grandview at Federal and 17th Avenue.

Residential Settlement Patterns. In the late 1800's the West Colfax area experienced its first housing boom. Most of the development tended toward small residences to serve factory workers and laborers. However in 1891, Ralph Voorhees established an upscale residential enclave now known as the Stuart Street Historic District. The remaining collection of homes in the Voorhees subdivision lie between Perry and Tennyson from West 13th Avenue to West Colfax.

From the 1920's to the 1950's the West Colfax area was a predominantly Jewish settlement. Jewish businesses, cultural facilities and residential niches spread from Auraria west along the avenue. The area retains a significant amount of its Jewish cultural history and is home to the Yeshiva Torah, Beth Israel High School, the Lake Steam Baths and other such organizations that support Jewish lifestyles. West Colfax also contains an Eruv with boundaries demarcated by wires strung between utility poles in the area. The Eruv is recognized by city ordinance. It establishes a walkable area within which Jewish people may socialize on the Sabbath without breaking with cultural traditions.



St. Anthony's Hospital. 1893



Dickenson Branch Library



The Grandview Hotel at Federal & West 17th Ave



In the mid 1870's the Sloan's Lake Ferry operated on a canal between the lake and Federal Blvd. along what is now 17th Ave.



Manhattan Beach on the banks of Sloan's Lake provided West Colfax residents with opportunities for social gatherings and recreation

Sloan's Lake Park. Thomas F. Sloan filed homestead papers on what is now the southwest corner of Sloan's Lake Park and received a patent signed from President Andrew Johnson on December 13, 1866. He later purchased additional acreage. While using his land as a farm, he became a prize winning exhibitor of cattle and produce and built an ice house next to the lake to help supply Denver's summer cooling needs. In 1872, Sloan marketed his home as "the best farm in Colorado of 100 acres-- fronting on the road from Denver to Georgetown and running back to Sloan's Lake." Unsuccessful in selling his homestead, he platted it for development as "Lakeville". Shortly thereafter he died leaving legal estate claims that would not be totally resolved for over sixty years.

There are as yet undocumented legends on the formation of the lake. They involve Thomas Sloan either planting potatoes or digging of a well over an aquifer or high water table. Shortly thereafter, there was a lake where none was before.

In 1874, Sloan's Lake was connected to Cheltenham Heights by a canal. Cheltenham Heights was near today's Federal Boulevard and Cheltenham Elementary School. It was about half-way between downtown Denver and Sloan's Lake. For thirty-five cents, one could take a horse drawn trolley from Denver to the boat dock at Cheltenham Heights, board the only steamship in Colorado, and cruise around Sloan's Lake. It was not profitable and shortly went out of business. The canal became a dump site and was filled in over the years. By the 1890's Manhattan Beach had appeared on the Sloan's Lake banks. It was one of several private amusement parks in the Denver area. Private amusement parks were in vogue both locally and nationally during this era, and were one of the precursors to the public park system. The nearby competition proved to be powerful. "White City", which was to become today's "Lakeside Amusement Park" and the historic "Elitch Gardens", since moved to its Central Platte Valley location, were both within two miles of Manhattan Beach.

In the 1870's, Denver's Mayor Richard Sopris envisioned two great parks connected with a grand parkway. Known as "The Hourglass Plan", the parks were to be today's City and Sloan's Lake Parks, and the parkway, Colfax Avenue. While unsuccessful in obtaining Sloan's Lake and the Colfax Parkway, the efforts did obtain Denver's first major park. City Park became the formal start of Denver's park system.

At the start of the 20th Century, the national City and Park Planning movements made their appearance in Denver under the leadership of Mayor Robert W. Speer. In 1906, the Highland Park

bond issue purchased parks in the northwest of the city, including Sloan's Lake. These parks were to be connected by a series of parkways, allowing for day trips through the parks for the "new fangled"

automobile. During the 1930s, control of the adjoining Cooper Lake fell into Denver hands after the discovery of a lost Thomas Sloan heir helped end his long standing estate problems. A federal program, (The Works Progress Administration) constructed channels in effect joining the two lakes and built a jetty providing a safe boat area.

A bathhouse was built in the park's early history and swimming was popular since the Manhattan Beach days. As in all Denver lakes the 1950s polio epidemics closed the beaches, first temporarily and finally permanently. By the 1960s, population pressure and the advent of recreation centers and municipal swimming pools continued their closure.

20th Century Developments. In the 1920's two public schools opened, Colfax Elementary and Lake Junior High School. Little development occurred over the Depression years, but this lull gave way to a boom in the 1940's and 1950's. Most of the vacant land west of Utica was purchased for home building.

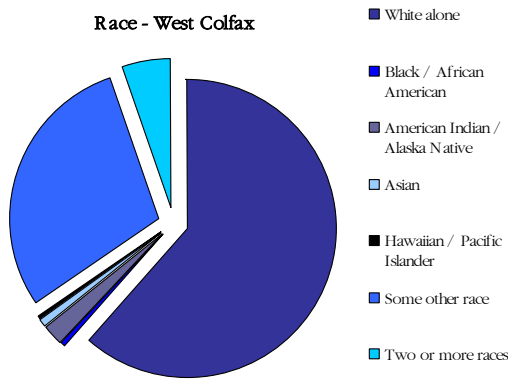
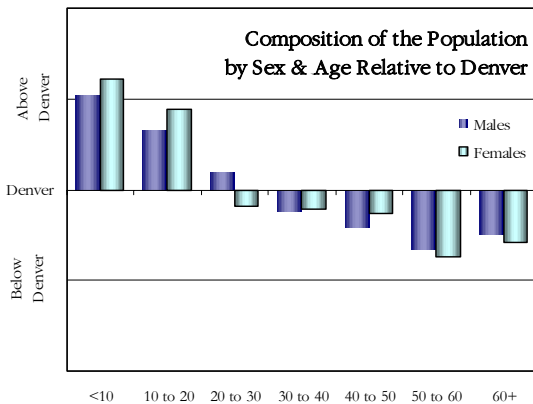
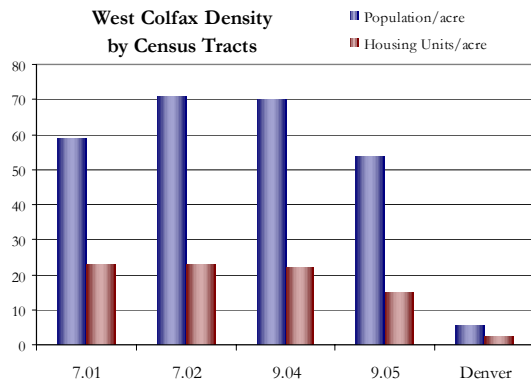
The Mayoral Administration of the 1950's promoted civil bond issues that funded the construction of public housing in and near West Colfax. Between 1956 and 1971, Denver Urban Renewal Authority planned and executed the construction of the Avondale center that included a shopping center, high rise multi-family apartments and townhomes. The project covered 22 square blocks and 101 acres. Since construction marginal light industrial and commercial uses were built on the hillside below the shopping center and along Federal Boulevard. It is a classic example of the failings of urban renewal of that era. The project included demolition of the historic Cheltenham School, which was replaced by the significantly architecturally inferior school that stands today. The "planned community" of Avondale has not succeeded in bringing investment or improving quality of life. Twenty years later it is a prime location for redevelopment.



Historic Cheltenham School, demolished in the 1970's for "urban renewal"



Avondale. circa 1971



POPULATION CHARACTERISTICS

Population. Population steadily rose between 1950 and 1970 from approximately 7,500 people to just over 10,000 people. Between 1970 and 1980 the population dropped to approximately 9,000 people, but rebounded to approximately 11,000 people by 2000.

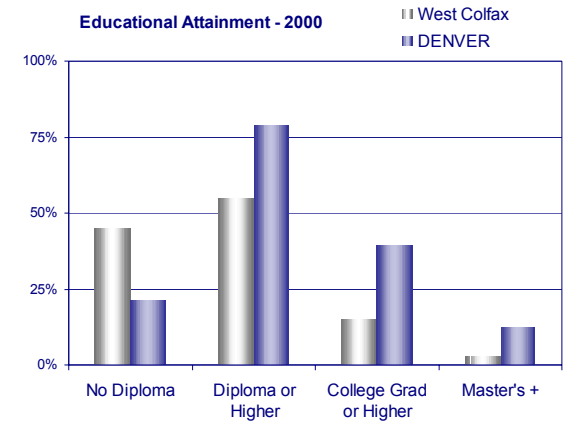
Age. The West Colfax age distribution roughly follows the distribution of age groups for Denver as a whole, but with a greater percentage of children.

Births. Births to mothers with three high risk factors (teens, unwed, without a high school diploma) are on average considerably higher in the West Colfax area than in Denver as a whole, particularly births to mothers without a high school education where the rate is consistently 20% points greater. Births to teen mothers are showing general declines from a peak between 1990 and 2000.

Race & Ethnicity. Hispanics comprise approximately 70% of the West Colfax population in 2000, an increase of approximately 10 percentage points over 1990. Whites comprise approximately 20% of the 2000 population, down 10 percentage points since 1990. The remainder of the population is predominantly Other races with a small percentage of Blacks.

EDUCATION CHARACTERISTICS

Education. Educational attainment in West Colfax lags far behind the city. Roughly 40% of the population has no high school diploma, compared to approximately 20% of the city as a whole. About 45% of the population has earned a diploma or higher, compared to over 75% of the city. Of this group, approximately 10% are college graduates, and under 5% hold Master’s degrees. Roughly 40% of the total population of the city are college graduates and 10% hold Master’s degrees. Between 1995 and 2000, Hispanics comprised between 75% and 80% of the West Colfax neighborhood Denver Public School population, followed by whites, other races and African-Americans.



LAND USE & ZONING

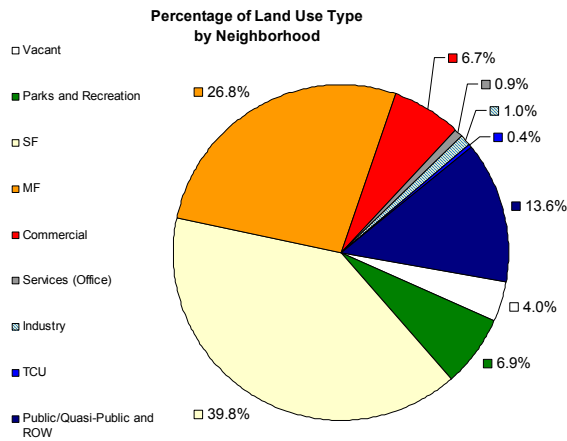
The potential for future light rail to serve the West Colfax area creates the possibility for significant changes to existing development patterns particularly in the areas around the planned light rail stations. Currently the area includes single-family and multi-family residences. Near the planned light rail station area at Perry and Lakewood Dry Gulch is a particularly significant land assemblage, Westridge Homes with a number of public housing structures (owned by Denver Housing Authority). Commercial parcels line the Colfax corridor in a predominantly single use, low-density development pattern. These uses include used car lots, drive through restaurant franchises, some marginal retail and service uses and small restaurants. Lot depths are particularly shallow and immediately adjacent to residential lots in the neighborhoods north and south of the corridor. The proximity of stable residential uses may create redevelopment challenges.

The following zone districts are present in the study area:

B-1 Limited Office. This district provides office space for services related to dental and medical care and for office-type services, often for residents of nearby residential areas. The district is characterized by a low-volume of direct daily customer contact. This district is characteristically small in size and is situated near major hospitals or between large business areas and residential areas. The district regulations establish standards comparable to those of the low density residential districts, resulting in similar building bulk and retaining the low concentration of pedestrian and vehicular traffic. Building height is controlled by bulk standards and open space requirements. Building floor area cannot exceed the site area.

B-2 Neighborhood Business. This district provides for the retailing of commodities classed as "convenience goods," and the furnishing of certain personal services, to satisfy the daily and weekly household or personal needs of the residents of surrounding residential neighborhoods. This district is located on collector streets, characteristically is small in size, usually is entirely surrounded by residential districts and is located at a convenient walking distance from the residential districts it is designed to serve. The district regulations establish standards comparable to those of low density residential districts, resulting in similar standards. Building floor area cannot exceed the site area.

B-4 General Business. This district is intended to provide for and encourage appropriate commercial uses adjacent to arterial streets, which are normally transit routes. Uses include a wide variety of



B-4 zoning allows general business uses with very few urban design standards

consumer and business services and retail establishments that serve other business activities, and local transit-dependent residents within the district as well as residents throughout the city. The regulations generally allow a moderate intensity of use and concentration for the purpose of achieving compatibility between the wide variety of uses permitted in the district. Building height is not controlled by bulk standards unless there is a property line to property line abutment with a residential use. Building floor area cannot exceed twice the site area.

H1A Hospitals. The H-1-A and H-1-B districts are intended to promote the concentration of existing and proposed healthcare facilities and their related uses. They are intended to contain the principal structures and related facilities of healthcare institutions. The H-1-A district generally corresponds to the R-3 zone district as to permitted structures and to the R-4 zone district as to permitted uses.

R-1 Single-Unit Detached Dwellings/Low Density. Foster family care and day care allowed as home occupations by permit and other additional home occupations and room-renting to one or two persons are allowed upon application and issuance of a permit.. Minimum of 6,000 square feet of land required for each dwelling unit. (Density is approximately 7.3 dwelling units/acre.)

R-2 Multi-Unit Dwellings/Low Density. Typically duplexes and triplexes. Home occupations are allowed by permit. Minimum of 6,000 square feet of land required for each duplex structure with an additional 3,000 square feet required for every unit over 2. (Density is approximately 14.5 dwelling units/acre.)

R-2A Multi-Unit Dwellings/Medium Density. 2,000 square feet of land required for each dwelling unit unless site plan is submitted under the Planned Building Group (PBG) provisions, in which case 1,500 square feet of land is required for each unit. Home occupations are allowed by permit. (Density is approximately 21.8 dwelling units/acre, 29 unit/acre under PBG, depending on open-space requirements.)

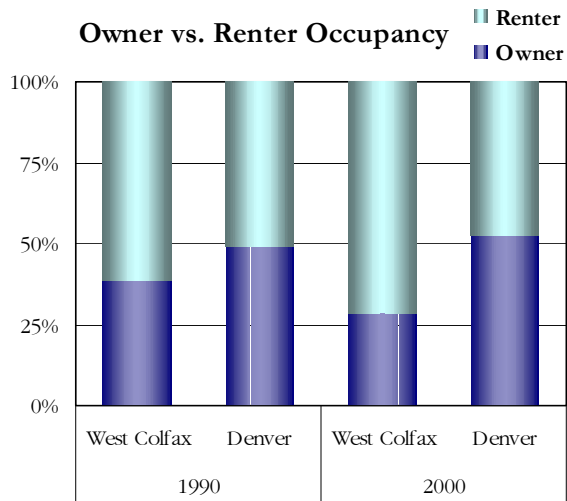
R-3 Multi-Unit Dwellings/High Density. Building size is controlled by bulk standards, off-street parking and open space requirements. Building floor area cannot exceed 3 times the site area. Maximum density is determined by the size of the units and the factors mentioned above.



H1A zoning allows hospitals like St. Anthony's



Typical residential pattern in R-1 and R-2 zone districts



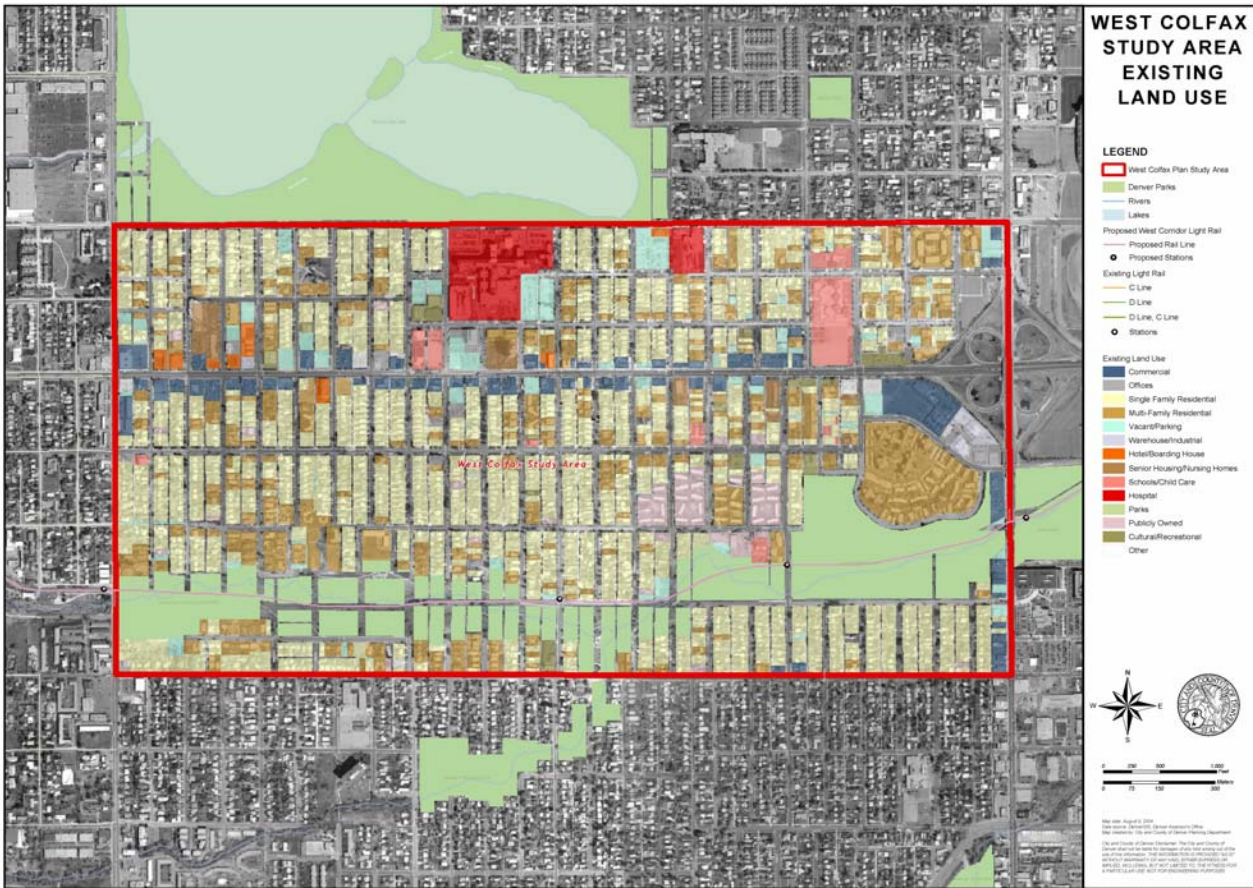
R-3X Multi-Unit Dwellings/Medium Density. This is a medium density district intended to encourage new residential development. Building size is controlled by bulk standards and open space requirements. Building floor area cannot exceed 2 times the site area. Maximum lot coverage is 40%.

P-1 Off-Street Parking. Allows parking lots and structures. Bulk and setback regulations apply to structures. This zone is intended to provide needed business parking without the expansion of the business zone; e.g. a buffer between business and residential uses. Requires visual barriers adjacent to residential uses.

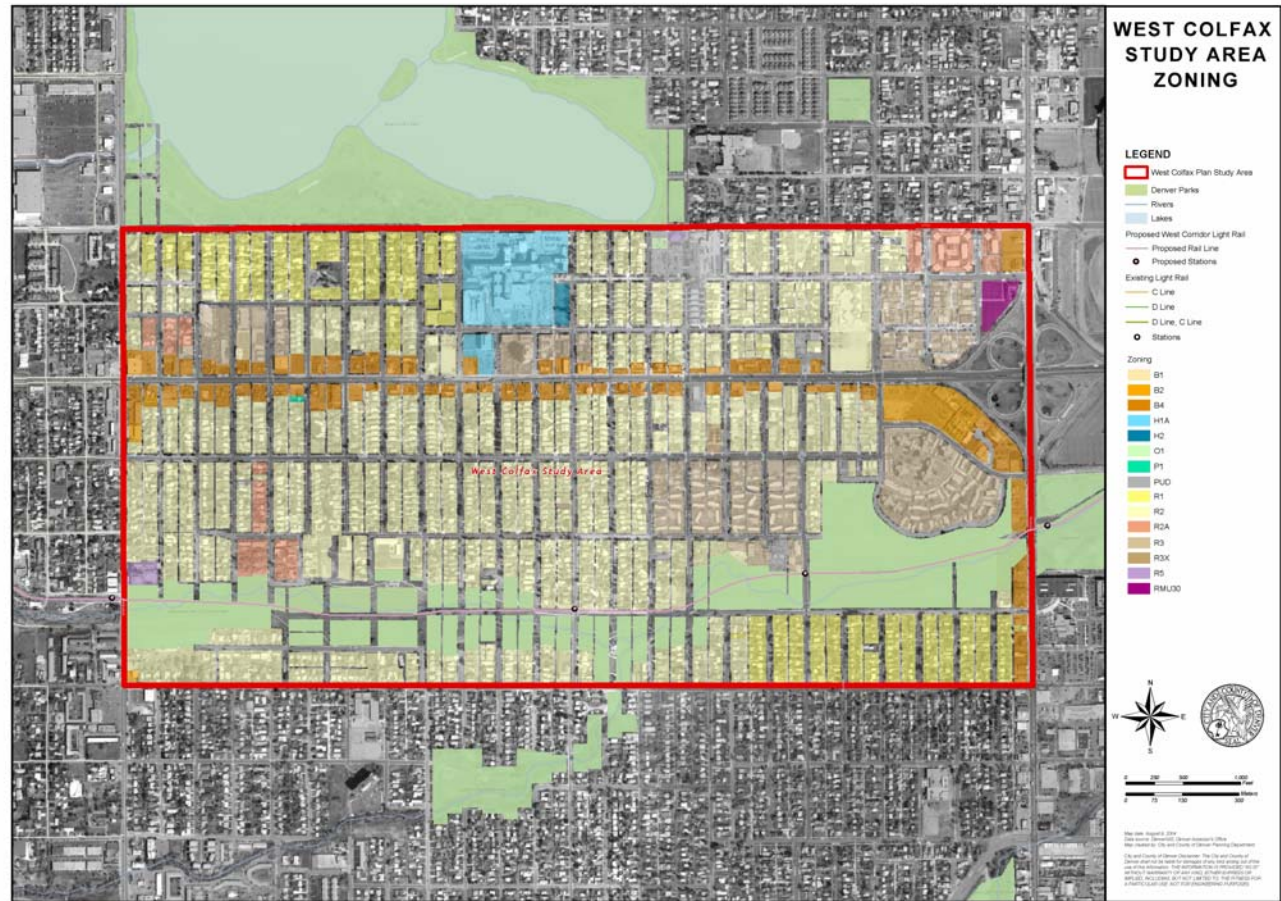
Zoning Statistics

Sixty-seven percent of the land in the West Colfax neighborhood is residential (39.8% - single family; 26.8% multi-family). Commercial, service and industrial uses comprise 8.6% of the land area. Only 4% of the land area is vacant. Public, quasi-public and ROW constitute 13.6% of the land area.

EXISTING LAND USE

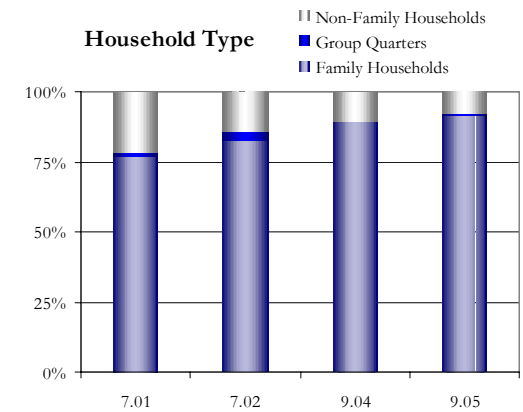


EXISTING ZONING

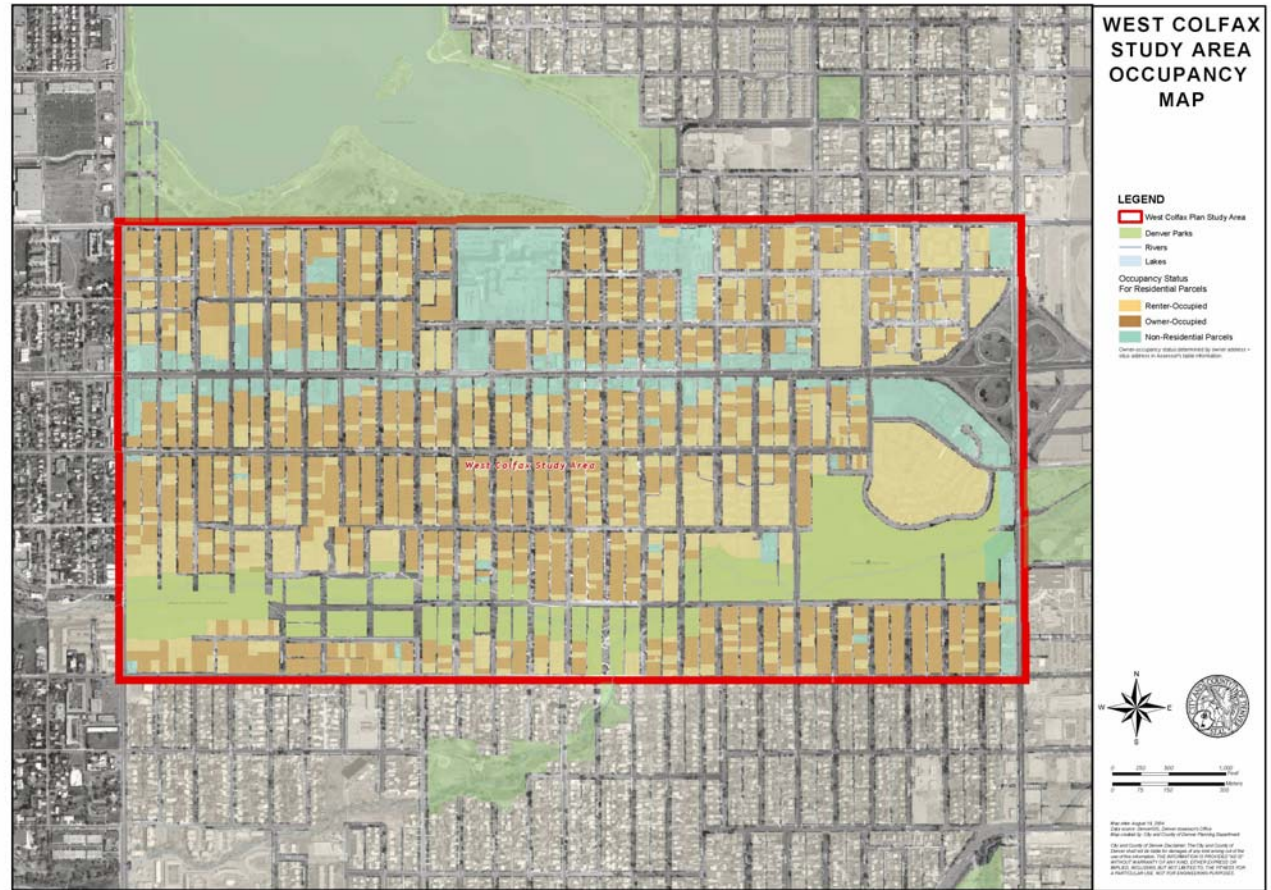
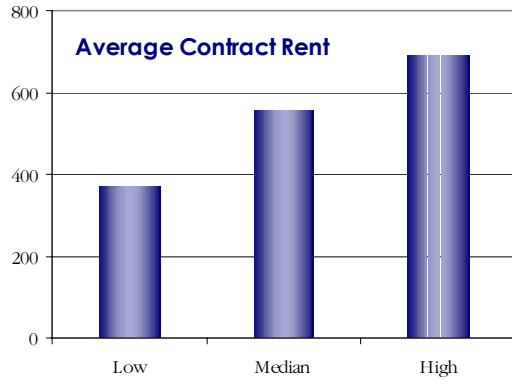


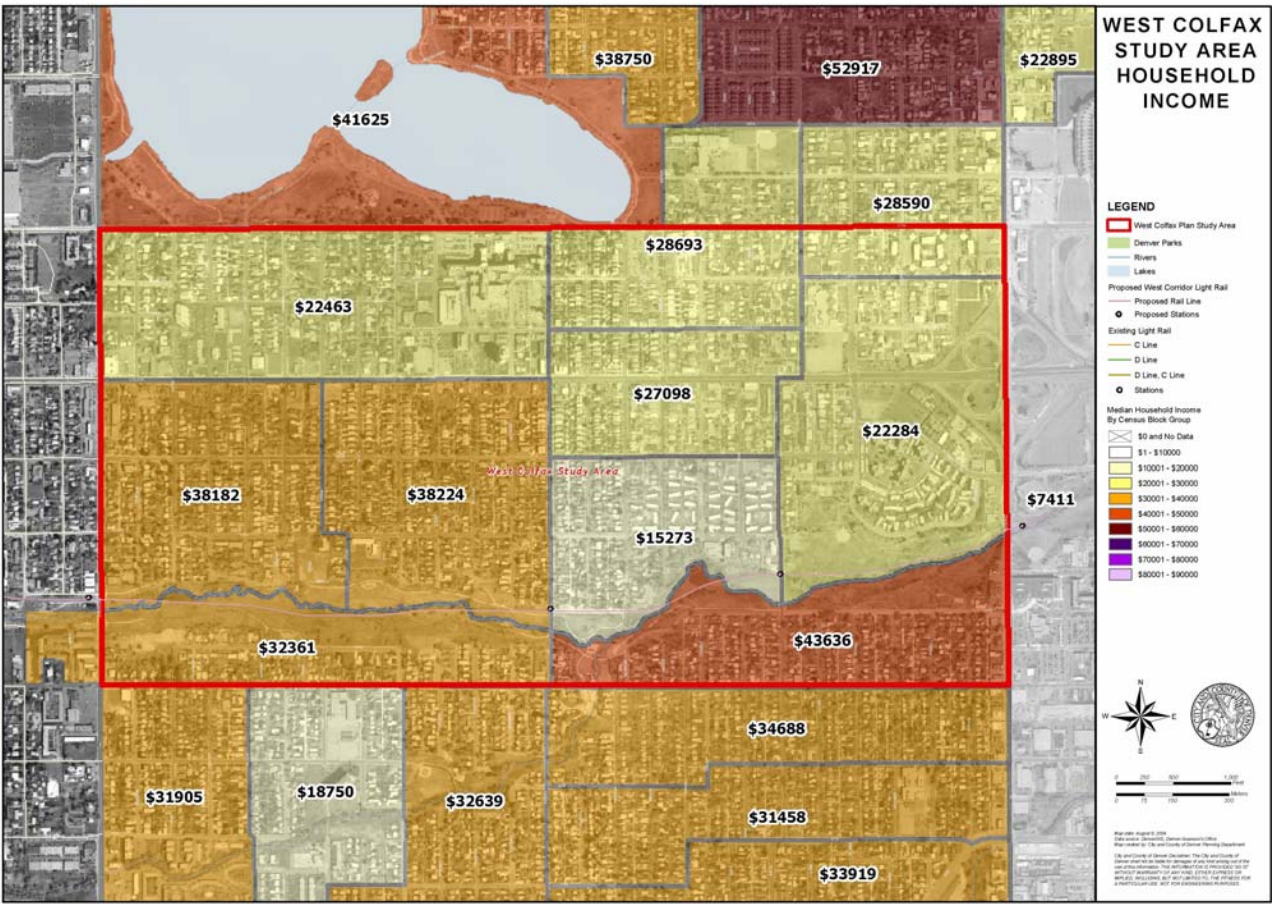
HOUSING CHARACTERISTICS

Housing prices rose at 80% of the citywide rate, increasing 193.5% from 1980 to 2000. However, from 1990 to 2000 West Colfax housing price increases grew at 116% of the citywide rate, indicating that the area is becoming a more competitive market for housing. West Colfax has nearly 30% owner-occupied housing (down 10 percentage points from 1990), while the city as a whole has an owner-occupancy rate of 52% (up 3 percentage points from 1990). Relatively few housing units were built in the West Colfax area between 1996 and 2002 (no new units were added in both 1997 and 2002). The rate of new housing growth in West Colfax is 13% of the rate for Denver new housing starts. This suggests that growth has been stagnant in West Colfax. However, in light of the increasing rate of housing prices, West Colfax may be an emerging market for residential growth. Blueprint Denver identified 26.9% of the land area in West Colfax as an Area of Change – these locations include land around 4 planned light rail station areas and the commercial corridor on Colfax (especially at nodes around the Avondale shopping center at Colfax and Federal, St. Anthony’s Hospital and at Colfax and Sheridan).

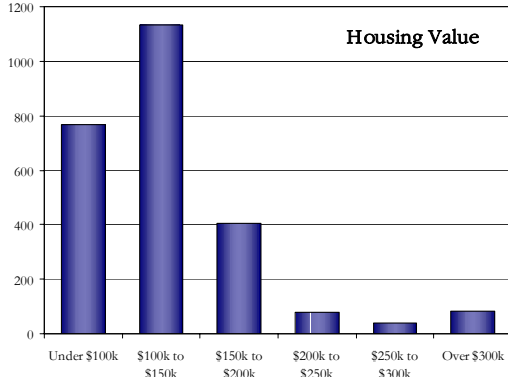


OWNER VS. RENTER OCCUPANCY

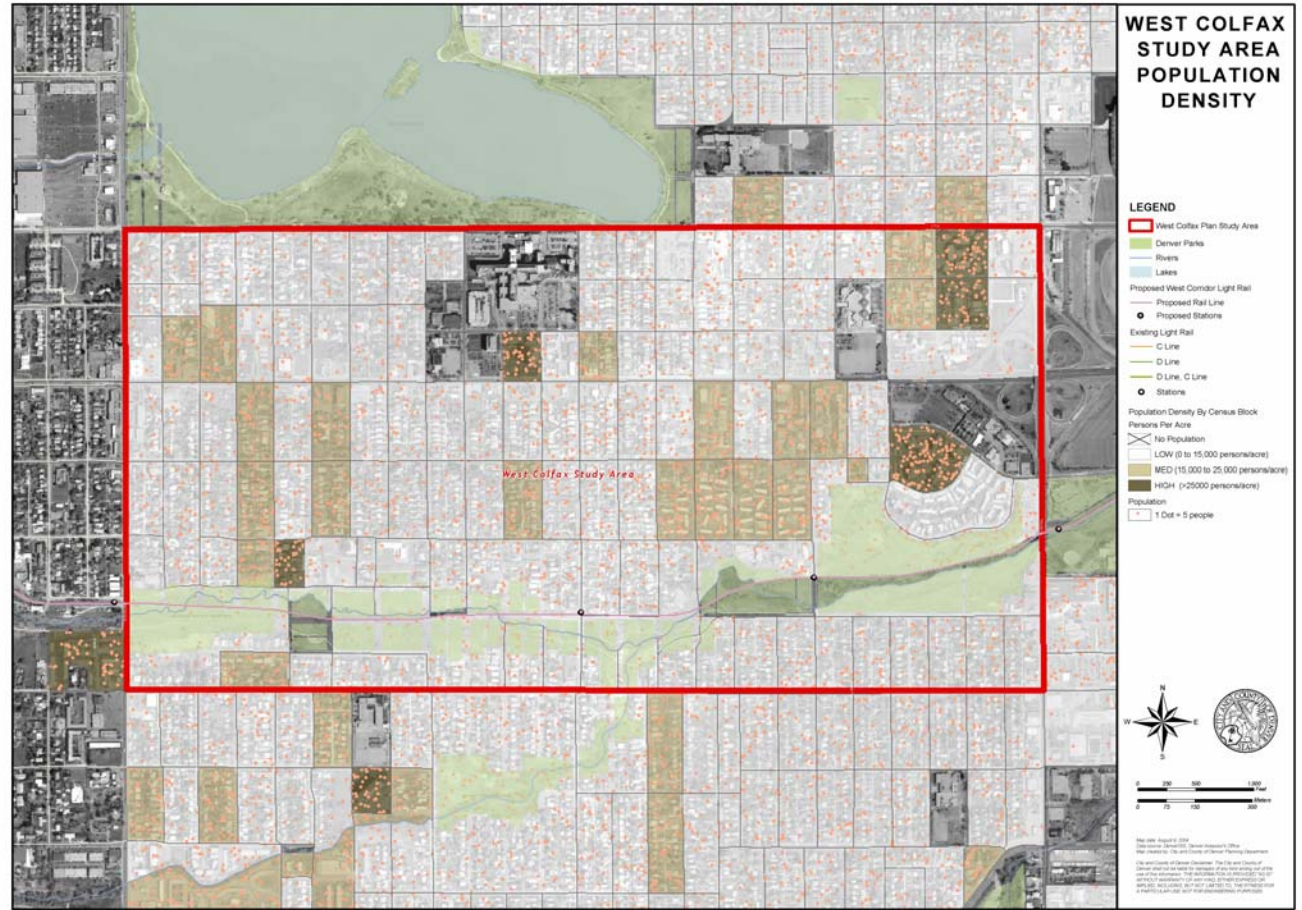




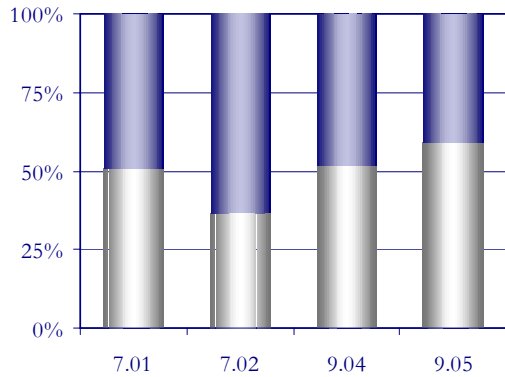
HOUSEHOLD INCOME



POPULATION DENSITY



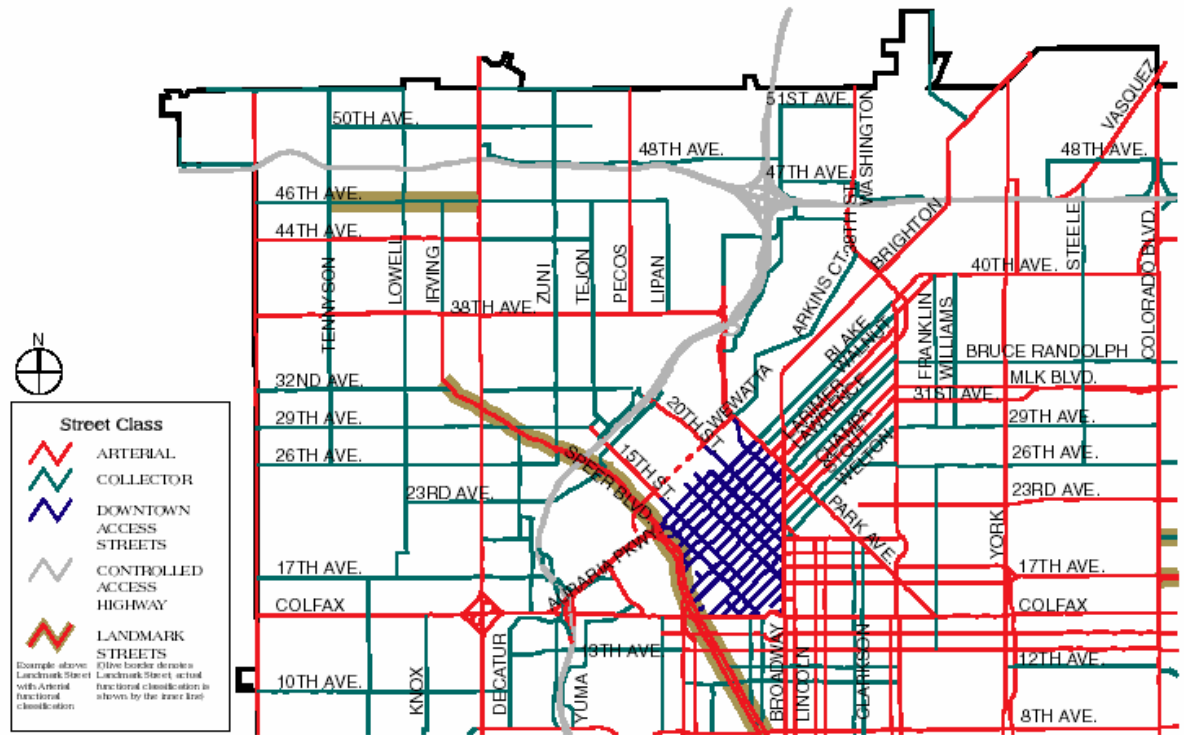
Commuting Patterns - West Colfax by Census Tract



TRANSPORTATION CHARACTERISTICS

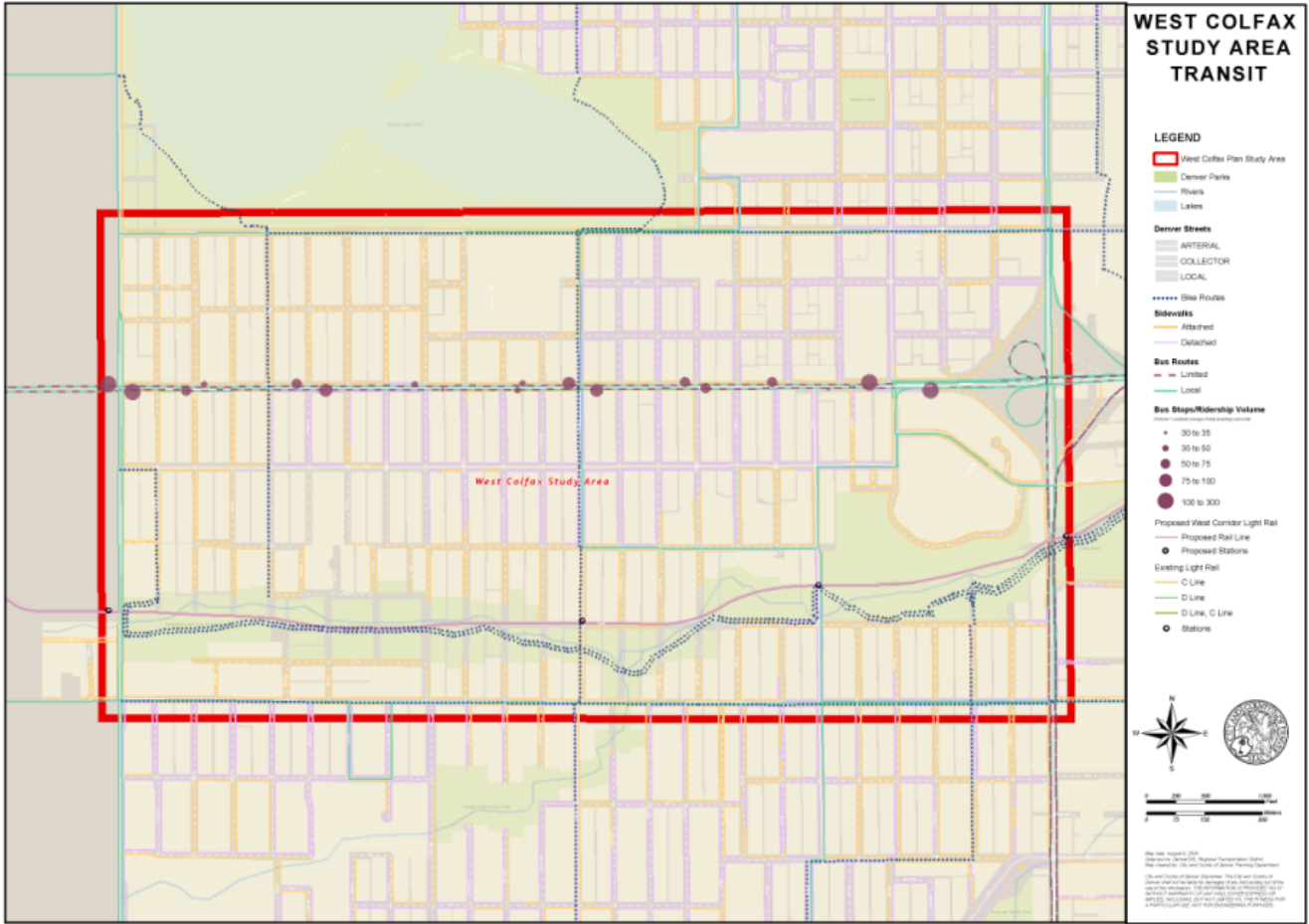
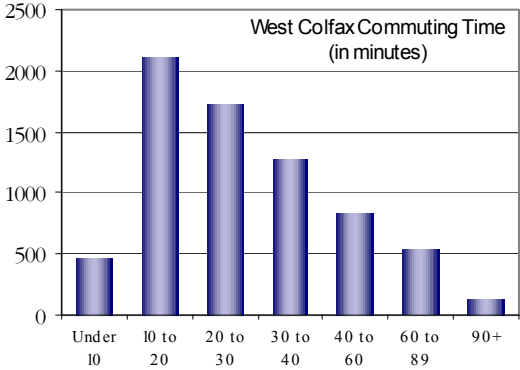
The primary street network of West Colfax consists of one arterial (West Colfax Avenue) and five collectors (W. 17th Ave., W. 10th Avenue, Lowell Street, Irving, Perry Street and Knox Street). Due to geographic constraints (Sloan’s Lake and Lakewood Dry Gulch), the four north-south collectors are the only roads that circulate traffic to neighborhoods north and south of Colfax. The remainder of the street network serves a local traffic function.

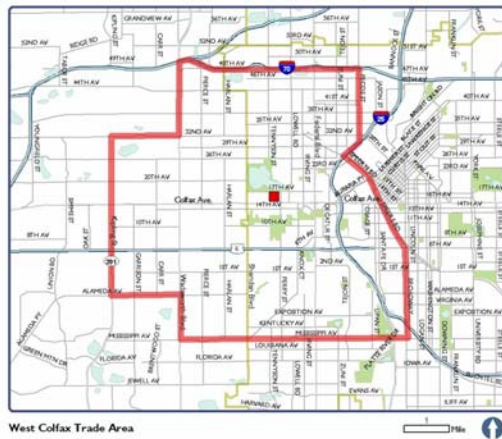
Draft of Denver Street Functional Classification Northwest—Revised 6/18/01



WEST COLFAX MOBILITY

Three express bus routes (16L, 30L, 36L) and six local bus routes (9, 16, 20, 30, 31, 49) serve the West Colfax area. The volume of transit boardings and alightings is greatest at the intersections of Colfax with Irving, Perry, Winona and Sheridan. The pedestrian transportation network includes both attached and detached sidewalks, as well as off-road paved walking and biking trails. Detached sidewalks are characteristic in the older sections of the neighborhoods where houses were built primarily before 1940. In areas where construction occurred predominantly after 1940, attached sidewalks are the norm. Bicycle routes connect the community to parks, adjacent neighborhoods, nearby trails, and downtown access routes.





West Colfax Trade Area

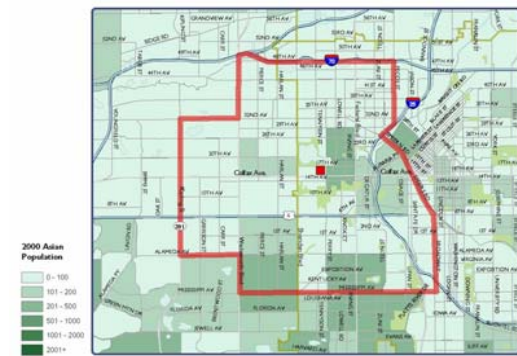
ECONOMIC ACTIVITY CHARACTERISTICS

Trade Area. I-70 on the north; Pecos Street, Speer Boulevard, Broadway on the east; Mississippi Avenue on the south; and, approximately Kipling Street on the east.

Competitive Activity. The vision for the West Colfax Corridor as a mixed-use mixed-income climate with new development and redevelopment in a dense form and connections to transit corridors suggests future competition will include – Highlands neighborhood; Gates Rubber planned redevelopment; and, Belmar (Villa Italia).

Demographic Highlights. Trade area population, relative to the Metro Area as a whole, is growing at a slower pace, somewhat younger, less well-educated, and more ethnically diverse. Growth rates are affected by agency estimates, historical activity, lack of information about “events” which will influence future market activity. Trade area residents are more likely to be employed in blue collar jobs and take public transportation or carpool to work. Household incomes today are lower than the Metro Area and housing stock is older and at lower price points.

Market Demand. Over five years, trade area household growth estimated to support approximately 475 new units of residential construction per year (but for, increases in allowable zoning, introduction of new housing product types, and introduction of vertically integrated “places”). Over the next five years, the trade area is estimated to support approximately 100,000 sf of retail space per year from demand due to existing voids, household growth and replacement of obsolete space. Demand will increase with creation of destination and mixed-use environments on the corridor. Over five years, the trade area is estimated to support approximately 160,000 sf of office space per year from demand due to employment growth, and turnover of obsolete space. The bulk of this demand will likely not be realized until 2006 / 2007, due to excess supply in the office market – but for, products which are introduced which address niche opportunities not present (i.e., live/work integrated products).



TRADE AREA LIFESTYLE SEGMENTATION

Metropolitans. These residents favor city living in older neighborhoods populated by singles or childless couples. Neighborhoods are an eclectic mix of single- and multifamily structures, with a median home value of \$183,000. Residents include both Gen Xers and retirees, most of whom are prosperous with a median household income over \$55,000. Busy and actively living the urban lifestyle, they participate in yoga, attend concerts, and visit museums. Listen to jazz, news, talk, and sports radio and rent foreign videos. Travel for business & pleasure, belonging to 3+ frequent flyer programs. Civically active and frequent volunteers.

Industrious Urban Fringe. Settled on the fringe of metropolitan cities, residents in this market use access to the city to earn a living. Diverse families relying on blue collar sectors for employment. Median household income is \$39,000. Family is important, with many living in multi-generational households. Two-thirds own their homes, which are mostly older. Budget-conscious, with kids, mortgage & pets taking top priority. Big movie fans – both at the cinema and at home.

Main Street USA. These group profiles the American population. Household size is 2.51, but with a growing mix of single-households. Median age of 36, with a comfortable middle income of \$50,000. 64% homeowners in older single-family homes with median value of \$165,000. Active community members and volunteers. Frequent do-it-yourselfers, relying on Home Depot & Lowes.

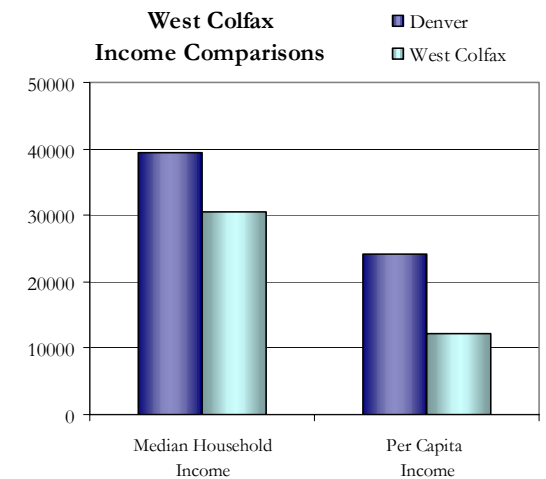
Old & Newcomers. These neighborhoods are in transition, populated by renters who are starting their careers or retiring. Many householders are in their 20s or above age 75. Many residents have moved recently, to apartment buildings constructed in the 1970s. Purchasing behavior reflects their unencumbered, often single, lifestyle. Avid book readers.

Las Casas. Latest wave of western pioneers. Settled primarily in California, almost half were born outside the U.S. Young, Hispanic, and family oriented – 62% have kids. Most rent in older apartment buildings, although 42% own a home, with a median value of \$201,000. Strong market for baby and children’s products. Cars are important to this group – primarily older models.

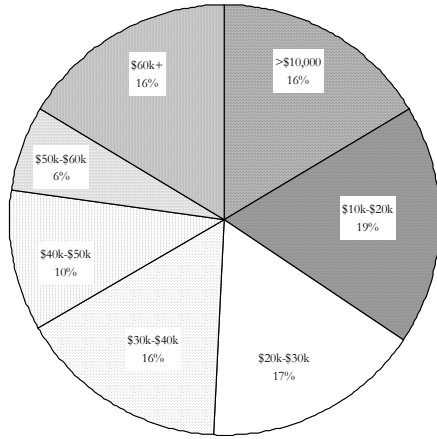
International Marketplace. The cutting edge of immigration, this market presents a blend of cultures and household types. Median age of only 30 years, with married-couple and single-parent families predominate. Most rent apartments, but almost one-third own. Family is the top purchasing priority, with medical insurance, groceries, kids clothing and diapers dominating the budget.

NeWest Residents. Among the newest residents in the West, young families, living in mid- or high-rise apartments, comprise this market. More than half are foreign-born, the population is young, with a median age of

Segment	Trade Area Households	Index to U.S.
Metropolitans	8,111	882
Industrious Urban Fringe	7,711	798
Main Street, USA	7,330	456
Old and Newcomers	5,834	445
Las Casas	4,369	649
International Marketplace	4,024	506
NeWest Residents	3,714	558



West Colfax Household Income

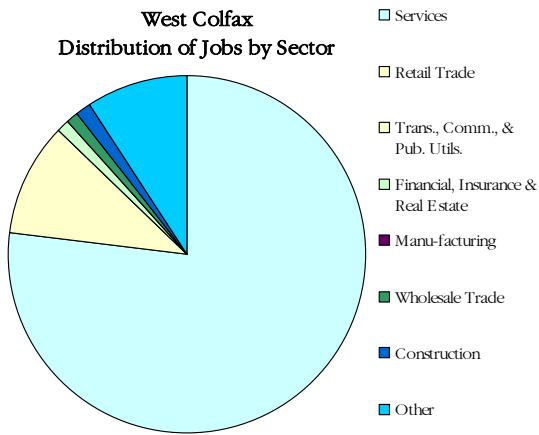


25. With many small children, the median household size of this group is 3.56. They lead a strong family-oriented lifestyle with an emphasis on budget-constrained spending on children's products and groceries.

Residential Demand Analysis			Households	2004	70,762			
West Colfax Trade Area				2009	72,405		Annual HH Growth Rate	0.46%
2004-2009			Household Growth		1,643	Demolition Rate/yr.		0.2%
						Annual Pct. "2nd Home"		2.0%
			Total Unit Requirement		2,383	Pct. Rental		47%
Trade Area Demand from New Households (5-yr)								
Annual Income Range	Approx. Rent Range	Approx. Home Price Range	Percent of HHs in Income Bracket (2004)	HHs by Income (for new units)	Total Units	Est. Pct. Rental (new units)	Total Rental Units	Total Ownership Units
up to \$15K	up to \$375	up to \$50K	16%	0%	0	90%	0	0
\$15-25K	\$375 - \$625	\$50 to \$85K	13%	10%	238	90%	214	24
\$25-35K	\$625 - \$875	\$85 to \$120K	14%	15%	357	70%	250	107
\$35-50K	\$875 - \$1,250	\$120 to \$175K	18%	18%	429	60%	257	172
\$50-75K	\$1,250 - \$1,875	\$175 to \$250K	19%	20%	477	25%	119	357
\$75-100K	\$1,875 - \$2,500	\$250 to \$350K	10%	20%	477	15%	71	405
\$100-150K	\$2,500 - \$3,750	\$350 to \$500K	7%	10%	238	8%	19	219
\$150K and up	\$3,750 and up	\$500K and up	3%	7%	167	5%	8	158
Totals			100%	100%	2,383	39%	940	1,443
<i>Source: ESRI-BIS, U.S. Census, DRCOG, and Leland Consulting Group</i>								
<i>Note: Household growth rate based on DRCOG TAZ-level projections for 2005-2015</i>								

Population (DRCOG projection)		
	Colfax	Region
2001	174,238	2,467,301
2005	188,559	2,858,885
2015	199,301	3,370,980
CAGR (05-15)	0.37%	1.66%

Households (DRCOG projection)		
	Colfax	Region
2001	65,589	963,607
2005	72,504	1,120,651
2015	77,693	1,329,444
CAGR (05-15)	0.46%	1.72%



Retail Demand Analysis - West Colfax Trade Area							
Category	Supply (sales)	Demand (retail potential)	Unmet demand	Est. Sales / s.f.	Current Retail Void (s.f.)	Additional Demand from Household Growth (5-yr)	Additional Demand from Turnover / Obsolescence (5-yr)
Auto Parts, Accessories, and Tire Stores	\$60,283,654	\$32,250,216	n/a	\$250	n/a	2,994	12,057
Furniture & Home Furnishings Stores	\$116,371,651	\$46,088,107	n/a	\$225	n/a	4,755	25,860
Electronics & Appliance Stores	\$16,397,691	\$35,828,379	\$19,430,688	\$225	86,359	3,696	3,644
Bldg Mater., Garden Equip. & Supply	\$60,219,663	\$54,911,149	n/a	\$300	n/a	4,249	10,037
Food & Beverage Stores							0
Grocery Stores	\$262,995,706	\$264,514,554	\$1,518,848	\$375	4,050	16,374	35,066
Specialty Food Stores	\$7,828,840	\$18,153,851	\$10,325,011	\$350	29,500	1,204	1,118
Beer, Wine, and Liquor Stores	\$76,381,864	\$21,280,339	n/a	\$300	n/a	1,647	12,730
Health & Personal Care Stores	\$75,340,055	\$47,637,612	n/a	\$275	n/a	4,021	13,698
Clothing and Clothing Accessories Stores	\$85,019,831	\$94,671,844	\$9,652,013	\$200	48,260	10,988	21,255
Sporting Goods, Hobby, Book, & Music	\$96,224,722	\$41,994,425	n/a	\$200	n/a	4,874	24,056
General Merchandise Stores	\$222,353,140	\$163,516,013	n/a	\$325	n/a	11,679	34,208
Miscellaneous Store Retailers	\$93,424,975	\$36,287,874	n/a	\$200	n/a	4,212	23,356
Food Services & Drinking Places							0
Full-Service Restaurants	\$103,633,289	\$89,895,093	n/a	\$225	n/a	9,274	23,030
Limited-Service Eating Places	\$97,562,373	\$104,908,749	\$7,346,376	\$325	22,604	7,493	15,010
Special Food Services	\$31,048,271	\$25,430,318	n/a	\$250	n/a	2,361	6,210
Drinking Places (Alcoholic Beverages)	\$19,900,627	\$24,169,992	\$4,269,365	\$350	12,198	1,603	2,843
total from void categories only					202,971	91,423	264,178
<i>Source: U.S. Census, ESRI-BIS, Urban Land Institute, Leland Consulting Group</i>							
<i>Note: Assumes trade area household growth of 0.46% annually</i>							
<i>Note: Assumes 5% turnover from retail space obsolescence over 5 years</i>							

Employed Population by Occupation (2004)		
	West Colfax Trade Area	Denver MSA
White Collar	52%	68%
Management/Business/Financial	11%	18%
Professional	16%	21%
Sales	11%	14%
Administrative Support	15%	15%
Services	20%	13%
Blue Collar	28%	19%

Summary of Office Space Demand from Employment Growth								
West Colfax Office Trade Area								
	Est. Current Jobs	Annual Job Growth Rate*	5-yr. Job Growth	Est. Pct. Office	5-yr. Office Demand from Job Growth (s.f.)	Est. Existing Office Supply	Est. Turnover Rate	Est. Office Demand From Turnover
Agriculture & Mining	459	1.0%	23	10%	492	9,639	2%	964
Construction	4,554	1.0%	232	15%	7,317	143,451	2%	14,345
Manufacturing	3,768	1.0%	192	20%	8,073	158,256	2%	15,826
Transportation	694	1.0%	35	20%	1,487	29,148	2%	2,915
Communication	272	1.0%	14	40%	1,165	22,848	2%	2,285
Electric, Gas, Water, Sanitary Services	210	1.0%	11	40%	900	17,640	2%	1,764
Wholesale Trade	5,416	1.0%	276	20%	11,603	227,472	2%	22,747
Retail Trade Summary	16,799	1.0%	857	10%	17,995	352,779	2%	35,278
Finance, Insurance, Real Estate	3,591	1.0%	183	90%	34,620	678,699	2%	67,870
Services (Non-Retail)								
Hotels & Lodging	249	1.0%	13	10%	267	5,229	2%	523
Automotive Services	1,204	1.0%	61	10%	1,290	25,284	2%	2,528
Entertainment & Recreation Services	1,730	1.0%	88	10%	1,853	36,330	2%	3,633
Health Services	12,418	1.0%	633	30%	39,907	782,334	2%	78,233
Legal Services	351	1.0%	18	90%	3,384	66,339	2%	6,634
Education Institutions & Libraries	5,441	1.0%	278	30%	17,485	342,783	2%	34,278
Other Services	14,292	1.0%	729	50%	76,549	1,500,660	2%	150,066
Government	8,216	1.0%	419	50%	44,005	862,680	2%	86,268
Other	411	1.0%	21	30%	1,321	25,893	2%	2,589
Totals	80,075		4,085		269,714			528,746
Source: ESRI/BIS, DRCOG, Colorado Division of Local Governments, Leland Consulting Group								
*Trade Area employment growth rate is between 2.8% forecast growth for Metro Denver and 0.1% annual growth based on DRCOG forecasts for trade area								
Note: Assumes 210 s.f. of office space per office employee								

Strategies to Improve Investment Climate:

- Minimum densities at key locations
- Restrictions on under-utilization of land
- New zoning in key locations (density, use mix, open space, setbacks, parking, etc.)
- Dispersed uses
- Investment in infrastructure
- Political will
- Programs which support home ownership and reinvestment
- Incentives (residential -- reverse mortgages and business -- tax increment financing, abatement, etc.)
- Identification of catalyst areas (favorable zoning, incentives, public improvements, etc.)
- Coordination with education facilities programming
- Acquisition (hold and position) of key parcels by third party entity

Corridor Programming

Recommendations:

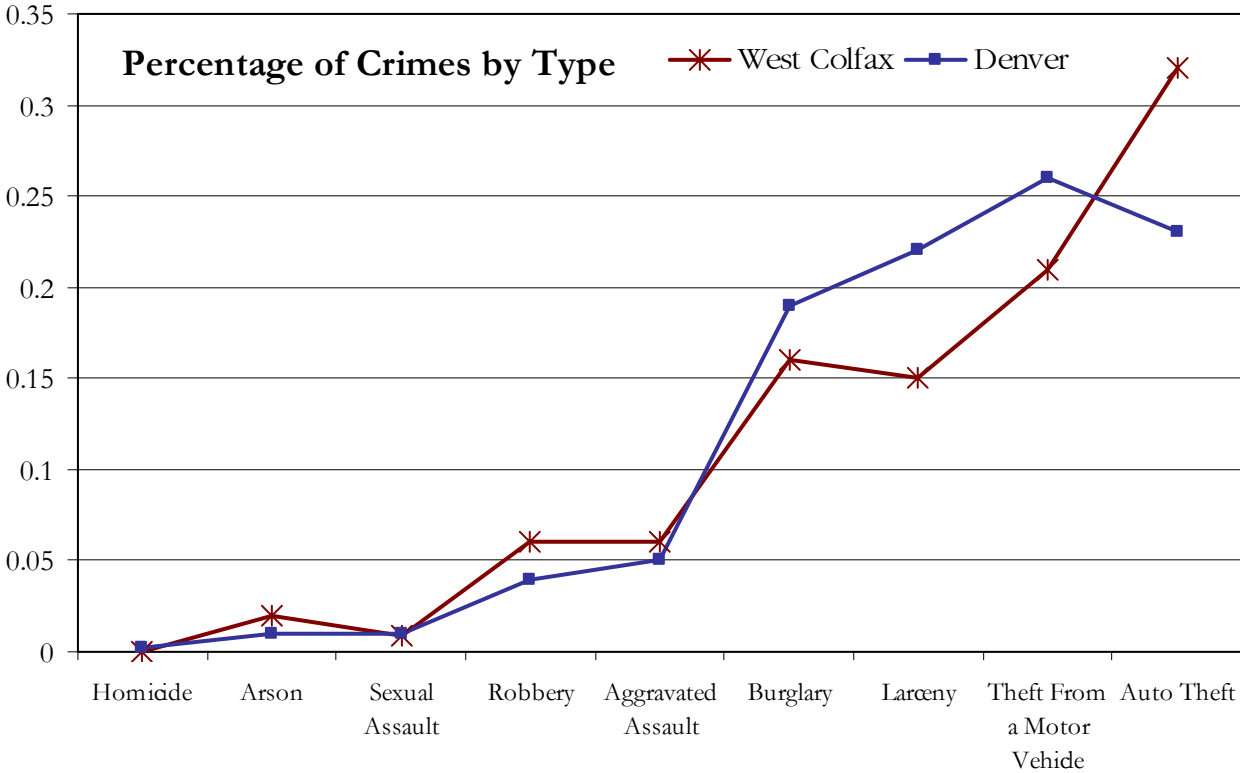
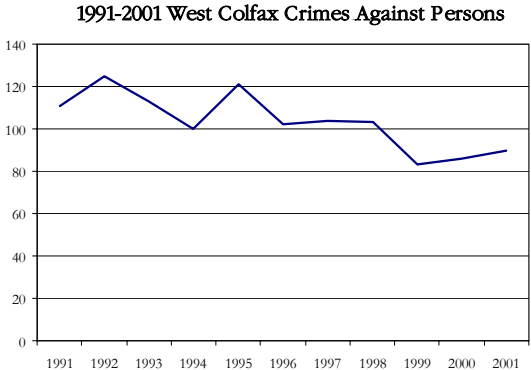
- Mix of land uses
- Market niches which provide near-term development potential
- Existing sale price and lease rate ranges, as well as those which are likely over time
- Product types which promote sustainability
- Areas of stability and change within the study area
- Desired image and theme
- Community amenities
- Planned infrastructure
- Policy infrastructure which supports the community vision and market reality
- Other critical factors

West Colfax Events Matrix

Event	Type	Likelihood (highest sum=10)			Impact on Trade Area demand for...(10=max positive impact)			Impact on Colfax share of Trade Area demand for...		
		1-5 years	6-10 years	10-15 years	residential	retail	office	residential	retail	office
Construct West Corridor light rail line	infrastructure	0	1	9	4	5	3	6	7	5
Redevelop St. Anthony's Hospital	development	4	3	1	1	1	1	2	2	1
Redevelop Avondale Shopping Center	development	4	4	1	3	2	2	3	2	1
Redevelop West Ridge homes	development	4	4	1	3	2	0	3	2	1
Redevelop Avondale housing (high-rise & townhomes)	development	4	4	1	3	2	0	3	2	1
Redevelop Centura Senior Life Center	development	2	4	3	1	1	1	1	1	1
Relocate Cheltenham Elementary & mixed-use redevelopment of site	development	2	4	3	2	2	0	2	2	0
Relocate Colfax Elementary & mixed-& redevelopment of site	development	2	4	3	2	2	0	2	2	0
Reconstruct Federal Bridge	infrastructure	5	5	0	0	0	0	1	1	1
Construct Sheridan bridge over gulch	infrastructure	5	5	0	0	0	0	1	1	1
Improve intersection at Colfax and Sheridan	infrastructure	4	5	0	0	0	0	1	2	1
Assemble & develop mixed-use at Colfax & Sheridan (Arc Thrift Store)	development	6	2	0	2	2	1	2	2	1
Roadway / streetscape improvements to Colfax	infrastructure	3	4	3	0	0	0	3	5	3
Enhanced transit technology on Colfax	infrastructure	0	2	3	0	0	0	2	2	2
Station area development at Decatur / Federal, Knox Court, Perry Street, Sheridan / Gulch	development	0	4	4	3	3	3	3	5	3
Complete West Colfax plan	planning/policy	10	0	0	0	0	0	2	3	2
Complete Colfax Street Development Guidelines	planning/policy	10	0	0	0	0	0	2	3	2
Circulator bus service btw. Knox / Perry stations & Colfax community context	infrastructure	0	2	6	0	0	0	2	2	0
Stadium area mixed-use development along Federal	development	2	3	3	2	2	1	1	1	1

SAFETY CHARACTERISTICS

Between 1990 and 2000, crime vs. persons (defined by the Denver Police as murder, sexual assault, aggravated assault and robbery) declined steadily overall despite a slight increase from 2000 to 2001. West Colfax is generally consistent with the overall city rates of various crimes. Auto theft comprises 32% of all of the crimes in West Colfax, while for the city as a whole, auto thefts comprise only 23% of all crimes. Arson, robbery and aggravated assault also comprise a slightly greater percentage of all of the crimes in West Colfax. However, burglary, larceny and theft from a motor vehicle comprise a lesser percentage of the total crimes in West Colfax, than would be the case for the city on the whole. Sexual assaults and murder occur at roughly the same percentage as the city.





Sloan's Lake Park

PARKS & RECREATION FACILITIES

The West Colfax corridor is bounded by parks along its north and south edges for most of its length. Sloan's Lake Park is located along the north side of West 17th Avenue, while Rude, Paco Sanchez, and Lakewood Dry Gulch Parks form virtually the entire south edge from Decatur to Sheridan.

While these parks offer a wonderful open space experience for all the residents of the corridor, they also create challenges to the vehicular traffic flow in the area, in that there are very few north-south connecting streets. Between Federal and Sheridan, a distance of one and a half miles, only Perry Street (which jogs east to Meade Street at W. 17th) and Knox Court (which jogs east to Irving Street at Colfax) offer any reasonable north-south traffic flow.

Sloan's Lake Park is the second largest park within Denver City limits, consisting of 295 acres bounded by West 17th, Sheridan, West 26th and Meade. The lake itself is 176 acres in size and is widely used for water skiing, although some non-motorized boating also takes place on the lake. The park offers a variety of walking and running trails, including a 2.6 mile circuit around the lake. The park has several athletic fields that are heavily permitted during the appropriate seasons for football, softball and soccer. Eight tennis courts and two basketball courts are also located in the park, along with two large playgrounds. Picnicking is a very popular weekend activity, and large picnic areas are located on both the north and south sides of the lake. The park also offers spectacular views across the lake, from the east looking toward the mountains and from the west looking the city skyline. Last but not least, the Northwest Maintenance District Headquarters are located in Sloan's Lake Park.

The principal feature of the parks on the south side is the deep gulch that flows eastward from the City of Lakewood and empties into the Platte River. The gulch was created by a perennial stream that is known as Dry Gulch until it merges with Lakewood Gulch just east of the Perry-10th Ave. intersection, at which point it becomes Lakewood Dry Gulch. The three parks that are formed along this stretch are characterized by steep topography, a natural appearance, and a number of vistas both toward the city skyline and the mountains. The most prominent recreational feature is a continuous bike trail that leads from the Platte River trail to the Lakewood city limits. Also running the entire length of this open space system are the high tension lines of Xcel Energy and railroad tracks that are used by a historic trolley (recreational site-seeing activity). The tracks follow the approximate route of the

proposed West Corridor Light Rail Line. Rude Park (Decatur to Federal) features a large baseball field and a new recreation center that was opened in 2003. Sanchez Park (Federal to Knox) includes two basketball courts, a softball field, a playground and lots of passive open space. Lakewood Dry Gulch Park (Knox to Sheridan) is the least developed and most passive, with three playgrounds, some picnic tables, trails, and informal multi-purpose field. Except for the crossing streets (Knox and Perry), there are very few north-south pedestrian connections across the gulch, although three major pedestrian bridges (at Wolff, Tennyson and Irving) are planned in conjunction with the Light Rail project to provide better circulation within the neighborhood.



Paco Sanchez Park



A number of plans have attempted to tackle the challenges facing the West Colfax area.

WEST COLFAX EXISTING PLANS, AND STUDIES

West Colfax Neighborhood Plan, 1987

The plan's vision for the neighborhood is to maintain the residential character of the area and preserve and enhance the existing ethnic mix of people. The plan recommends various housing, zoning and land use strategies. It calls for the establishment of eastern and western gateways at Federal and Sheridan, as well as additional commercial node development at Lowell, Perry and Vrain. The plan also identifies moderate density residential infill opportunities along the gulch and east of Lake Junior High School and north of W. 17th Avenue.

West Colfax Revitalization Plan, 1993

This plan provides a set of strategies organized around 6 key objectives to support and improve businesses and neighborhoods in the West Colfax corridor. The six objectives include: 1. Develop a clear and coordinated course of action to establish the West Colfax corridor as a vital and prosperous place to work, live, visit and conduct business. 2. Support existing West Colfax businesses. 3. Strengthen the neighborhoods next to West Colfax. 4. Remove existing physical constraints to redevelopment. 5. Create a physical setting which will attract and retain business. 6. Attract new business to West Colfax.

Federal Boulevard Corridor Plan, 1995

The Federal Boulevard Corridor Study was initiated in order to achieve three primary goals:

- Enhance the image of Federal Boulevard for residents and visitors
- Improve the safety and operating efficiency of the corridor for pedestrians and vehicles
- Limit land acquisition to the minimum needed to improve the image and safety of the corridor

The study addresses Federal Boulevard from 52nd Avenue to Evans Avenue, which includes the portion of Federal within boundaries of the West Colfax area. For this portion, the plan recommends an 8' median, a detached sidewalk with a paved transition zone and trees in grates, pedestrian lights as well as other pedestrian amenities (benches, trash receptacles, special plantings). The plan identifies the segment between Colfax and 6th Avenue as having "the greatest safety, pedestrian and right of way constraints." (pg. 83) It goes on to list some of the key actions that need to be funded in order to deal with these problems including right-of-way acquisition and bridge reconstruction.

Colfax Corridor Historical & Transportation Services Joint Study, 1997

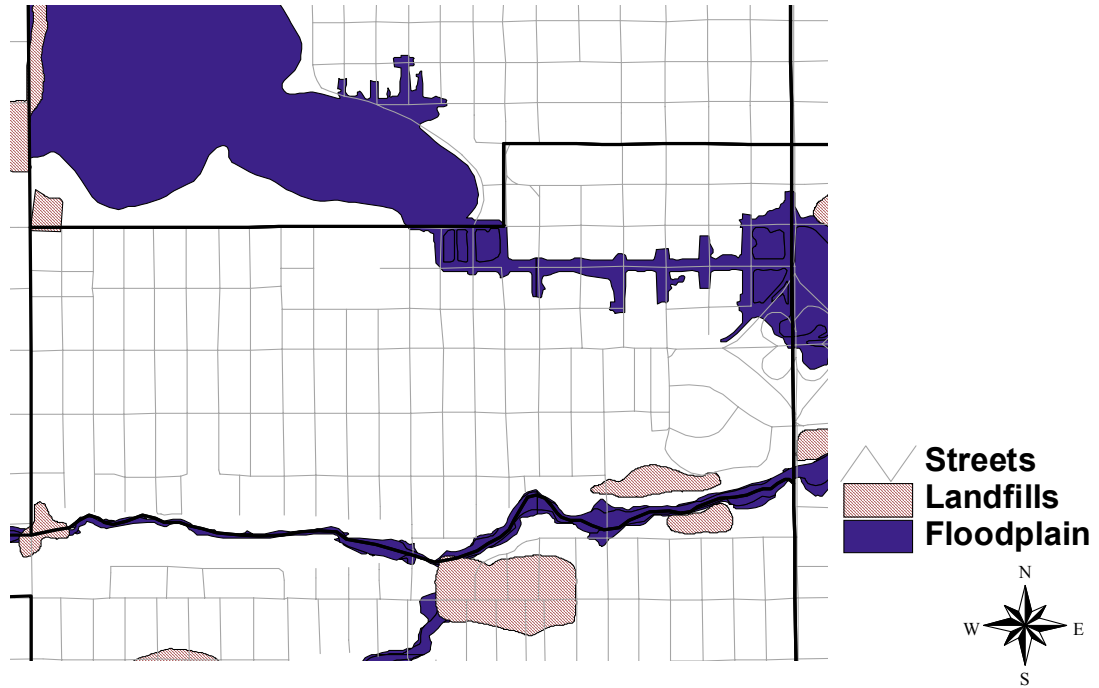
This study was a collaborative effort by Denver, Lakewood and Aurora to make corridor wide recommendations to improve the function and appearance of the corridor; identify significant characteristics of the corridor and allow preservation; enhancement and interpretation of contributing resources; make recommendations to strengthen the segments to make a stronger whole; guide future development and improvement projects; and integrate various Neighborhood and Subdistrict Plans.



The Pig & Whistle once served bbq to hungry motor travelers passing through Denver

FLOODPLAIN & LANDFILLS

West Colfax Floodplain and Landfills



STRENGTH, WEAKNESSES, OPPORTUNITIES & THREATS

Strengths

Potential for good transportation	Sloan’s Lake Park & Lakewood Gulch
Proximity to downtown	Diversity (economic & ethnic)
Established neighborhoods	Tolerance
Historic buildings	Stability (people live here long term)
St. Anthony’s Hospital	Good Council Representative

Weaknesses

Poor bus service	Poor schools
Crime & Gang activity	Lack of jobs
Inadequate police protection	Craziness at Sloan’s Lake Park
Slumlords	Not pedestrian friendly
Not business friendly	B-4 zoning
Inadequate parking	Streets too wide to cross safely

Opportunities

Stadium	Variety of housing prices
West Colfax Partnership	Creating special events
FastTracks	Affordable Housing

Threats

Weak economy
 Continued budget crisis with city
 Inability to attract developers



Before



After

WEST COLFAX VISION STATEMENT

"We envision that West Avenue will be a safe and attractive mixed-use commercial and residential corridor that complements and sustains the adjacent residential neighborhoods to preserve and enhance the ethnic and economic mix of people while encouraging walking, biking, transit use, and a positive community image."

Components of the Vision Statement

- Higher density- activities in the area; pedestrian friendly; diverse local businesses (the way it used to be i.e. Hardware store, sporting goods store; less traffic and more pedestrians)
- Capitalize on views of the city
- Bring back ethnic businesses: Deli, kosher butcher
- Emphasize history and build on historic attributes
- Improve the Gulch
- Landscaping- trees, better street lights
- Grocery stores
- Public art from local artists
- A corridor that meets a variety of needs in the neighborhood
- Better connection between north and south neighborhoods
- Integration of light rail and businesses on Colfax
- Cultural activities, i.e. live theater
- Recreation center with amphitheater where we could have outdoor events
- Community gardens (arboretum near the South Platte)
- Urban forests
- Bistros, offices
- Recreational activities
- Density around Light Rail Stations
- Community shuttle
- Real commercial parking
- Mixed use structures that allow for higher density in certain areas combined with open space
- Fountains
- No ugly billboards
- Uniform streetscape design theme

West Colfax Assessment Workbook – Community Responses**1. Where are the important places in the neighborhood? Why are these places important?**

Important places now are the places people go or come to from within the neighborhood and from outside neighborhood

St. Anthony's Central Hospital & Centura

- The hospital facilities provide emergency and long-term care. The facilities are stable neighborhood anchors that provide needed services and employment opportunities, as well as create a customer base for goods and services on Colfax between Perry and Tennyson. St. Anthony's is a 1st class emergency and hospital facility that is very giving to the surrounding community. The hospitals bring people into the neighborhood to live, work, shop, etc. Because it is a major employer for the neighborhood and the City of Denver, it is a focal point for redevelopment around it.

Parks

- The parks are important as they provide an area for communing and recreation, a respite from the activity of the city, and break up the landscape. Sloan's Lake & Park provide open space, recreation, boating and park amenities to the surrounding neighborhoods. Events in the park draw visitors. The parks are a positive place for the community to come together and interact in a spirit of fun and recreation. Lakewood Dry Gulch contains many park facilities and trails, but it is underutilized and would benefit from improvements.

Schools & Service Organizations

- Lake Middle School, Cheltenham & West Colfax elementary schools provide an educational environment for our children. The schools are safe havens and centers for families. They are a foundation of a neighborhood. Colfax and Cheltenham Elementary Schools currently do not provide the neighborhood stability normally performed by educational institutions, but they do provide the potential to perform such a function if Denver Public Schools makes as a goal the reestablishment of neighborhood schools.
- Girl's, Inc provides token cost, after-school and summer programs for young girls, These are needed social service for Northwest Denver. It is the most ambitious, new building built on West Colfax that represents a significant investment and neighborhood anchor.
- Volunteers of America
- Elderly care facilities such as Golden Manor Assisted Living.



The Areas of Stability, like Stuart Street Historic District are important to the character of the West Colfax neighborhood.

Area Businesses

- The businesses are important; there are very few chains, making them seem more community-oriented.
- Lake Steam Baths because its ownership has been in the same family since the enterprise was built in the 1920s and represents the stabilizing influence of dedication that people have for the neighborhood. The business' established reputation for high quality baths and massage therapy make it a local and regional draw for visitors to West Colfax.
- Tobin's Drug Store is a neighborhood business on Colfax providing a wide variety of goods and services, including a neighborhood post office. Its ownership has either been in the same family or in the ownership of long-time neighborhood residents and represents the stabilizing influence of dedication that people have for the neighborhood.
- Mile-High Stadium draws significant visitors that could provide a consumer base for West Colfax as a destination for post-game entertainment, eateries and other neighborhood supportive activities. Currently West Colfax does not capitalize on this potential.
- McDonalds and Wendy's

Jewish Community

- This is the historic Jewish area of Denver. Jewish property owners are very desirable to have here – they are good neighbors, taking care of their children and of their properties. Would like to see them stay in the area. the various Jewish schools & places of prayer. Jewish Community Vibrant community, cultural amenity, Jewish facilities Places of worship Brings people with common interests together the Jewish area These all draw people and interest to the neighborhood

Areas of Stability

- Definitely the historical areas, Historic Areas Carnegie library, Stuart Historical District, Historic buildings and signage along W Colfax, Lake Steam Baths historic buildings like Dickens Library and Stuart Street homes, old time motels on Colfax (unique, historic signage). There are many historic houses – beautiful 2-story structures with stone. These are important to keep because of their history and beauty. There are also some funky businesses – like the Pig-N-Whistle and Aristocrat Hotel, which should be restored to give character to the neighborhood. The Area of Stability and Stuart Street Historic District – because it is characterized by long-lasting construction materials, trees, and families that choose to live there for decades, and provides a demographic base for neighborhood-oriented services and a reason to redevelop the West Colfax Area of Change. This is one of the historic areas of Denver – West Colfax is the historic gateway to the mountains – and that should always be considered in planning for the area

Areas of Change

- The Area of Change – because there are numerous underused and vacant properties that are opportunities for constructive change that would integrate with and reinforce the Area of Stability. FasTrack To downtown & other parts of City in future Proximity to downtown – because the neighborhood can be a residential market especially for young professionals and families wanting close proximity and public transportation for employment and entertainment. Sheridan Blvd – Knox Ct. – Federal Blvd.- Light Rail station. People getting on and off – waiting for transit – maybe child care units – leave your child stop on the way home to pick up child. Little shops – fast food places – take home food. Lakewood Gulch New home for future light rail with passage of Fastracks, opportunity for development, housing, mixed use, open space, park area and recreation Gulch parks, FasTrack To downtown & other parts of City in future The general neighborhood's proximity to downtown The important redevelopment opportunities are at the intersections of Sheridan, Perry and Federal W Colfax; and the three new RTD Lightrail stops at Knox, Perry and Sheridan. the Gulch Park Avondale Shopping Center
- Colfax Ave. – all up and down the trip – beside cross streets – People to live – shop and do business in the area – walking distance - leave the car at home. People living out of the area stop to shop on the way home and have room to park. These places are important. Denver has lost a lot of its tax base to outside areas. We need to bring it back. Without the development business will not want to expand into the area. People want to buy in the surrounding area and improve the area homes within the locality. West Colfax Avenue Highway, bus route, main thoroughfare, possibilities for development

2. What is the existing character of the area like? What are the positive things about the area that you want to remain essentially the same? What are the negative things about the area that you want to change?

The existing single family homes near downtown Denver. I like to see as many single and two family homes that are well run and not problematic to the neighbors. There are way too many houses that are rented to people who not only abuse the property but also their neighbors. There needs to be a more significant presence of police to handle the crime in this area and inspectors to deal with owners of property that all are allowing abuse of the neighborhood.

I like the park areas and think these places need to be maintained. We definitely need a facelift though. I believe certain areas (i.e. housing projects, run down neighborhoods) need help, maybe through mixed use.



The West Colfax area lies minutes from downtown Denver and offers extraordinary views of the city, the stadium, and the mountains.



The existing character of West Colfax is a neglected commercial strip.

Existing character is diversified. Some of us are proud of our area and what we have gotten done so far. The changes that came about so far. Without the planned development we have nowhere to go. The area will become a blight area increase crime etc. Positive things about the area include light rail to start development along the line in the gulch, Tobin's drug, Wendy's, McDonalds, St. Anthony's, and some nice senior citizen places. Negative things include car lots, adult uses, and prostitution.

The existing character of this area is run down. It can be a great place to live. but the City of Denver has forgotten about this area. It is very accessible to downtown. City ordinances are not being enforced.

The existing character is a neglected commercial strip segregated from its stable residential boundary neighborhood consisting of tree-lined streets, masonry building materials, and long-term socio-economic diversity.

Generally, the positive things about the area include adequate 10' to 15' wide sidewalks, the Area of Stability, Stuart Street Historic District, Girls, Inc., Lake Steam Baths, Tobin's Drug Store, St. Anthony Hospital, Cheltenham and Colfax Elementary Schools, tree-lined streets, masonry building materials, and long-term socio-economic diversity, single- and multi-family housing, and Sloan's Lake and Dry Gulch Parks.

The negative aspects of the area include insufficient buffer between traffic and pedestrians, pedestrian-hostile environment, lack of pedestrian island in the turning lane of Colfax, criminal activity, slumlords, non-neighborhood schools, use-based zoning, lack of neighborhood-oriented retail services that meets the current demographic.

When I think of this neighborhood, I think about a) diversity, b) stability, c) poverty, and d) family.

a) Diversity of population is a hallmark of this neighborhood, contrary to what one might think from the attendance at our meeting the other night. I love the diversity and hope this is a value others share and want to promote with the physical planning process.

b) The built environment is stable – this can be a positive or negative. Not much is being built, and not much gets torn down (with the notable building exceptions of Girls, Inc. and the Habitat for Humanity homes on Stuart St.).

c) One doesn't need to consult US Census to see that people are poor in this neighborhood. The zip code 80204 is considered a Historically Underutilized Business zone by the federal government, which is an area where the unemployment rate is twice that of the national average. Most of the homes are rentals and the local schools are atrocious. But what's to be done about poverty? Improving the schools can be a great catalyst for change. The 4th grade reading and writing level (as determined by the CSAP) for Colfax Elementary was 8% (down from 31% in 2003). Cheltenham is just as dismal. I think it's vital to talk about schools when we talk

about developing this area. Nobody wants to move into a neighborhood to send their kids to the worst schools around.

- d) I think about families when I think about our neighborhood. I have neighbors who have been here all their lives, in houses their parents purchased before they even had families. I like that feeling of history and roots.

The West Colfax area could be improved with more permanent housing, fewer rentals, fewer transients and slower speeds on Colfax.

The character of the area is urban with a legacy of close-knit blocks/neighborhood sections. I would like to see the diversity of residents remain or grow. The homes and buildings built prior to 1950 that provide “good bones” for the area are positive. I think it is positive that Colfax is a transit corridor and everyone knows where it is. Hospital is good. I would like to see the lack of vibrant, diverse businesses change. The area lacks parking, pedestrian safety, and office/business space with significant presence (not many people come to work in our neighborhood).

Colfax is a run down strip commercial with seemingly endless number of used car lots. It is a “seedy”, unsafe area known for prostitution. Buildings crowd the street on both sides, many of which are vacant buildings.

Colfax is a highway, a thoroughfare to and from downtown Denver and the medical/emergency facility. Crime is prevalent in the W Colfax area. The concentration of rental properties and public housing, as well as isolation of poor people in the area causes many problems. Positive things that should remain the same include St. Anthony’s Hospital, the mix and diversity of homes, residents and cultures, green park areas and open spaces for recreation and leisure, historic buildings and established neighborhoods. Negative things to change include: crime and gang activity, slumlords, not business friendly, not pedestrian friendly, lack of reasons to want to be on or shop on Colfax.

Nothing in the area needs to remain the same. I see no change if it remains the same. Change is good. West Colfax has a bad image – if the image is not changed, nothing else will happen.

W. Colfax is interesting because it may contain the largest concentration of native Denverites, as well as a high concentration of Latino immigrants (70%). Add in Jewish and Vietnamese enclaves, and Colfax becomes a uniquely diverse area. This should be celebrated and nurtured. At the same time, Colfax has the clear marking of a “low-income” neighborhood, in particular the lack of public investment in schools, streets, and parks.



The housing stock around West Colfax includes many early 20th century construction styles characteristic of desirable traditional neighborhoods.

Car dealerships can certainly go away. There is entirely too much flat black top along W. Colfax. Small one-story buildings, circa 1960's or earlier, should be kept for character. There are plenty of buildings that could be revamped for small neighborhood feel.

Certain character defining elements to keep or improve in the West Colfax area include brick homes/duplexes on Denver grid blocks and retail along Colfax. Elements that need to change include the character of the streetscape of Colfax, it is too "run down." Crime prevention and police patrols need to be increased in the neighborhood.

3. What are the defining characteristics of the single-family residential areas? How would you describe the multi-family residential areas? Is it appropriate for these areas to contain a mix of housing types? Are there locations where it would be appropriate to redevelop a residential area? If so, how would you characterize the new development? What locations would benefit from more housing and more housing options?

There are too many rentals and too many idle youth in the single-family residential areas. The multi-family areas contain a concentration of poverty, handicapped and aged. Mixed housing would and should bring in additional economic mixes. There are a number of locations where it would be appropriate to redevelop a residential area with a range of housing options from low to high density targeting low to high income. Such redevelopment opportunities include: Julian to Federal, 13th to 17th – High density, Julian to Sheridan, 14th to Conejos – Medium, Both sides of gulch – high to medium density, Sheridan between 17th & 10th – high density.

Usually are close to schools, churches, libraries and mass transportation. Multi-family residential areas are usually over crowded areas where parking is a problem and noted for problems in regards to noise and community problems. A mix of housing types in multi-family areas is appropriate, however, I believe that the more private residences you have the better the situation, also the more individual ownership of housing the better. Thus, I prefer town homes and condos. I believe that the closer to mass transportation the higher the need for multi-family housing again with greater emphasis on ownership of the housing by the residents.

I think its possible to put single and multi-family residences together and also through mixed use with business and housing on different levels. I would like to see "the projects" redeveloped into multilevel housing and mixed use, something like Belmar at Alameda & Wadsworth.

The single-family areas are quiet, with some beautiful old homes (my home was built in 1892). It is very family friendly, I love to live here, great neighbors. Multi-family buildings don't fit here because they are never kept up. Redevelop the area east of Perry to a medium density. Other locations appropriate for redevelopment include Avondale and West Colfax at medium density.

The single-family residential areas contain a mix of owner-occupied and renter-occupied masonry homes characterized by long-term occupancy. The multi-family residential areas contains renter-occupied one to four storied masonry apartment buildings and typical 1960s mid-rise construction that generally integrates well with the single-family construction. It is appropriate for these areas to contain a mix of housing types. The connectivity corridors between higher density development nodes at Sheridan Boulevard, Winona, Perry Street, Knox Court, and Federal Boulevard along Colfax, the Knox Court corridor between Colfax and the Gulch Park light-rail loading platform and the Gulch Park light-rail corridor are appropriate places for residential redevelopment characterized by two to four story market rate and affordable condominiums and townhomes. In the Gulch Park, construction could be taller if the height were no more than two stories above the gulch rim. At Colfax and Federal Boulevard, development could be mid- to high-rise construction. The connectivity corridors between higher density development nodes at Sheridan Boulevard, Winona, Perry Street, Knox Court, and Federal Boulevard along Colfax, the Knox Court corridor between Colfax and the Gulch Park light-rail loading platform and the Gulch Park light-rail corridor would benefit from more housing and more housing options.

I think age defines most of the residential areas. There are no new houses in my immediate area. I like the mix of single family and duplexes, such as on my street. I find older homes quite charming, but old trees, as one would expect to find coexisting with aged homes simply aren't around. In fact, I can think of no other thing that could improve the look and feel of our neighborhood more immediately than a 100% increase in biomass! I think apartment complexes can fit in, but in small doses. I'm thinking two-story 4-plexes among single family and duplex homes, maximum of four on a block. Large blocks of apartment buildings are appropriate together, but not mixed in with single-family homes.

Yes, a mix of housing types is appropriate. A mix will increase density and will keep the urban "feel" of the area. There are some very decrepit looking buildings (seem to have been built around 1960) in the Southeast part of the area near the DHA area that really need to be revitalized or changed to discourage use as housing. (Maybe better as office or artist studios, etc.) Revitalization and new building along gulch and other key transit areas would be great. The new development should not be too dense. I am afraid that in 20 years the new "lofts" we see around the city will be seen as undesirable and ugly. Taller buildings would be okay. Incorporate community areas (centers, parks, library).

Single Family: Primarily one story with small floor area. Multiple Family: A few free-standing high rises; some duplexes and row houses that area mostly all one story. There are very few vacant lots in the study area; opportunities for mixed residential will only occur with redevelopment (such as Avondale and the area northeast of the Colfax/Irving intersection.)

Multifamily residential areas: many could be better managed and kept up better for the surrounding neighborhood and residents. Yes it is appropriate to contain a mix of housing types. Locations to redevelop a residential area: along Colfax as live work, multiuse residential, higher density, along the Gulch for mixed use residential for the new light rail stops. Characterize new development as live/work, multi-use residential, higher density. Locations to benefit from housing and options are Colfax, Gulch area near light rail stops – Knox, Perry, Sheridan and Federal and along 11th at the Gulch, Avondale, Federal, Sheridan and W Colfax.

More dense housing is a necessity in the area to make it more desirable for business to move into the area. The density has to be designed to fit each and every area on a block by block basis, as each and every block is different.

Sloan's Lake, West Colfax, and Villa Park offer an abundance of affordable, entry-level, single-family homes that are ideal for low-mod income households (1st timers and immigrants). These areas should be allowed to redevelop organically and at a measured pace, with small assemblages encouraged by appropriate up-zoning to mid-density along specific corridors (Knox/Irving, Perry, 13th, Conejos, 10th, and along the Gulch). Large scale redevelopment efforts should be directed to the Sheridan/Federal areas and to parcels along Colfax Ave.

Many of the brick bungalows are very nice. The highrises actually must have great views – but unfortunately the neighborhood (as it exists today) makes the whole area feel run-down. I believe there should be a mix of building types.

4. Where would mixed-use buildings be appropriate? What purposes should mixed-use buildings serve? Are there places where mixed-use buildings do not exist currently that in 5, 10 or 20 years might be appropriate?

Mixed-use buildings are appropriate along Federal, Sheridan & Colfax. These buildings should include residential, retail, office & employment uses. In 5, 10 or 20 years mixed use buildings may be appropriate at the planned light rail stations at Knox, Perry and Sheridan.

They are most appropriate along major travel lanes (ex.) Sheridan, Colfax, Federal. They should include housing, parking and sales of services, and products. In the future mixed use buildings will be critical close to mass transportation spots and major roads.

Mixed use buildings are appropriate along business routes, i.e. Colfax, Perry and possibly 10th Ave. slightly, also along the light rail route when the time comes. These buildings can serve both business and housing at the same time.

Colfax Ave. needs mixed-use development with larger units on main cross streets – Perry, Sheridan Blvd., Knox Ct., Federal Blvd. and Avondale area. A very important area for a higher intensity mixed use is between the main cross streets. St. Anthony Hospital area could be higher mixed-use area. Vrain to Wolff Street could support higher mixed-use area. Wolff to Sheridan could support mixed-use living – working areas.

The purpose of mixed use buildings should be to provide housing for all income levels plus businesses to provide jobs and services for the immediate areas – I leave to go to Lakewood for shopping and banking. Art galleries?

Where would mixed-use buildings be appropriate? Higher density development nodes at Sheridan Boulevard, Winona, Perry Street, Knox Court, Federal boulevard along Colfax, and the Gulch Park light-rail corridor. What purposes should mixed-use buildings serve? First floor retail and residential, second floor office and residential, and third and fourth floor residential. Are there places where mixed-use buildings do not exist currently that in 5, 10 or 20 years might be appropriate? Higher density development nodes at Sheridan Boulevard, Winona, Perry Street, Knox Court, Federal boulevard along Colfax, and the Gulch Park light-rail corridor.

I think mixed-use buildings represent thoughtful stewardship of urban space. Since I sited education as a big issue for the neighborhood, I'd suggest a community facility that housed a library on the first floor, adult classrooms and meeting rooms on the second floor, and perhaps office space for agencies specifically involved in the serving of low-income on the third. I would highly encourage shared-use of mixed-use buildings, such as different groups and agencies that can utilize the same space at different times. I think there's nothing more wasteful than a huge facility, such as a school, that gets used 40 hours per week and stands empty the rest of the time. I think the area is also severely underserved with childcare and health facilities. Crayon Academy (14th & Lowell) the daycare my son attended at one time, was little more than supervised television-watching, and ended up being burned by arsonists shortly before the owners threw in the towel and moved to a new location on 1st and Sheridan. A mixed-use structure housing childcare and

adult education or teen recreation would be great. I would love to see a health club or general gymnasium in the area. Again, a community staple such as this could be combined in a mixed-use building with any of the uses I've mentioned above. As for the positioning of this kind of building, there is a derelict building on 14th and Osceola (I think) and another behind Colfax Elementary and the synagogue on Tennyson. Both of these may be related to the synagogue. There also isn't a good grocery store in the area aside from the one in the shopping mall on 14th across from Cheltenham. A grocery store on the bottom with health club on the top would be an interesting combination.

Mixed-use buildings are appropriate along Colfax where car lots exit now, also along the gulch from Meade Street to Sheridan.

Mixed use would be appropriate wherever enough space/land can be acquired to develop, in a sustainable fashion, to include adequate open space, community uses (like a library or community center) or parking in each development or "node". Mixed use should include office, retail, community use, services, housing, artist studios, etc. Mixed use is appropriate along Colfax or set back 1 block or so from Colfax at corridor streets (Irving/Perry). I think I should explain that by "community use" I mean a space or service area that benefits many residents i.e. workforce development office, childcare, library, city service center or community center, could be privately owned, but may in many cases be a public, city-service building.

Mixed use buildings are appropriate at major focal points (Colfax between Perry and Tennyson Streets and area northeast of the Colfax/Irving intersection).

Mixed use would be appropriate along Colfax, Federal and Sheridan and possibly the light rail at Perry & Knox. Mixed use should contain retail, office, medical, dental, professional, and restaurants. In 5, 10, 20 years, I am sure there will be and when the need exists, address it then.

By definition, and by experience, mixed-use buildings will only work in commercial corridors, where the retail office component gets frontage on a visible street corridor. In our neighborhood, this should be targeted to Colfax Ave. and Perry/Knox Court, or on a smaller scale, around the transit stops.

5. What does density mean to you? What do you consider to be high, medium or low density in terms of the number of stories or other characteristics of a development's form? Are there places along the corridor or in the neighborhood that could benefit from a higher density development pattern? What would that pattern look like? Why would the area benefit from an increase in density?

Density refers to height, bulk and floor area (low = below 4 stories, medium = 4-8 stories, high = 8+ stories). Appropriate densities on Colfax would be high around Federal & Sheridan ends and medium density in between; along the gulch high density is appropriate at stations and medium density in between. The benefits would be increase in population, retail, services, and jobs. Higher densities would also help create low-income housing.

Density means the number of people living and using an area. High density is anything five stories and higher; also the number of high-density buildings in an area, medium density include 3+4 storied buildings again the number in the surrounding area. Low density is one and two story. I'm not sure any area benefits from high density look at high density areas downtown. What a mess if you want further evidence look at NYC. High-density buildings where people own their unit is one positive alternative.

I think medium density is a must in some areas but not in all of them. Medium density is 3 or 4 stories high with possible mixed-use applications to serve low and moderate income families.

High density would be fine at Avondale, Sheridan, some places on Federal north of Avondale – should not be mixed with single family homes – I wouldn't like that.

The current density of the neighborhood is 9 dwelling units (DU) per acre and is low density. Moderate density is 20 to 40 DU/Acre and high density is over 40 DU/acre. One to four story developments are low density although three and four story developments can move into the moderate density zone if the DU/Acre exceeds 20 in a defined neighborhood. Five to eight stories are moderate densities although the same parameter applies as for low density. Above nine stories are high density developments. The Colfax and Gulch Park corridors could benefit from a higher density development pattern characterized by two to four story market rate and affordable condominiums and townhomes typified by design and materials consistent with the current single-family residential character. In the Gulch Park, construction could be taller if the height were no more than two stories above the gulch rim. At Colfax and Federal Boulevard, development could be mid- to high-rise construction. Increased density would improve the buying power of the neighborhood and would provide more and better quality neighborhood retail and entertainment options resulting in fewer and shorter car trips thereby reducing traffic congestion, improving air quality, and improving economic productivity.

I suppose density means person per city block or whatever other unit of geographical measure you want to use. But it could also mean business use per building or area. I would consider high density residential to be a group of high-rise apartment buildings. I would consider medium density to be a 3 stories or less apartment buildings mixed in among single-family residences. I think it would be beneficial to create



The former Avondale shopping center (now called Mile High Festival Plaza) is an ideal place for high intensity mixed-use development.

business buildings along Colfax up to 5 stories tall, both yielding neighborhoods from Colfax traffic, and providing a varied roofline for the area. It would also perhaps increase the density of business use. I don't think anywhere along Colfax would be appropriate residential use because of the volume and noise of traffic. Whenever we talk about density, I hope we also talk about parking. I think parking is a real issue on all the residential streets, and I'm not sure how to resolve that.

High density to me means 10-15+ stories. Medium means 3-10. Low means 1-2 story building to me (with years, pocket parks, etc. sprinkled in and around). Avondale (apartment towers) is currently high density, corner of Colfax & Sheridan feels high density. Hospital area feels high too. Increased density could increase # of people to use services and business offerings in the area and add additional ethnic diversity and economic diversity of residents.

Density: Building bulk, height, and spacing. Low: 1-2 stories; Medium: 3 stories; High: 4 stories and over.
Location: Medium to high density in large, mixed use areas and TOD areas.

Density means multi family usage, multi units with over two stories, larger buildings, town home, loft and apartment complexes. Low density 1-2 stories, Medium density 3-5 stories, High density 6+ stories. Make sure the development heights and levels are mixed. Increased density would support more restaurants, service providers, live/work and cultural amenities.

Low density – single family, duplex, triplex, medium density – up to 3 stories, high density – over 4 stories.

High density includes 5+ story apt/condo buildings, mid density could be 3-5 story, and low are detached and row-homes. High/Med/low could go anywhere in the neighborhood if designed correctly. However, high density does not work well for large families, which we have lots of in W. Colfax.

I believe it would be nice to have 6-story residential – maximum, with nice courtyards behind or plazas in front. Keep the nice low-use neighborhoods intact.

6. What are the good focal points on Colfax? What makes these locations focal points?

Colfax is an excellent road West and East, also it has ready access to downtown Denver. Focal points are the two schools, the Bath House the Girls Club, Housing for elderly (multi-storied buildings) the few restaurants we have. These are focal points since they are used by a segment of the community for positive purposes.

Anywhere with space! Specifically the SW corner of Federal & Colfax. That area has the most potential to draw people to Colfax. It can be seen from downtown and I-25.

Sheridan Blvd – Perry – Knox Ct. – Federal Blvd – Cross streets bringing in traffic from both North and South – These streets also cross Colfax to go East or West and business in between.

Development potential and transit access makes a location a focal point.

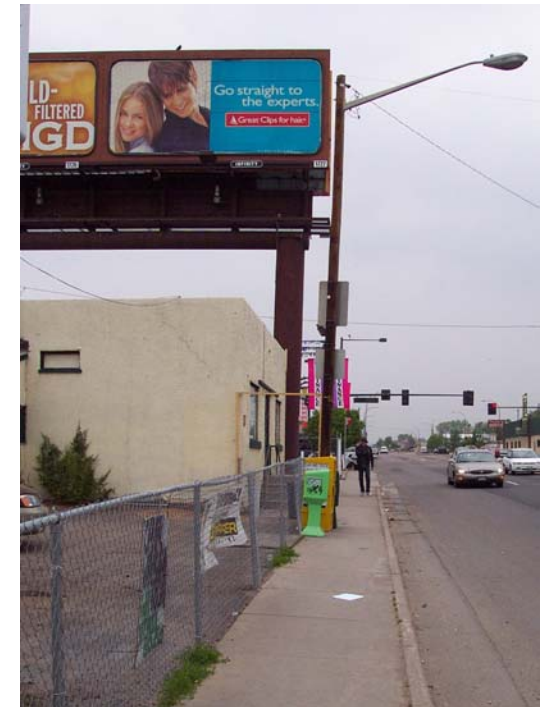
Currently, the focal points are the Colfax and Federal intersection and St. Anthony Hospital. After light-rail is built, the additional focal points could be the nodes at Perry Street and Knox Court along Colfax, and the light-rail transit station at Gulch Park and Sheridan Boulevard. The Colfax and Federal intersection is a major image-maker for westbound traffic at the east end of Colfax because of its prominent geographical siting overlooking the Central Platte Valley. St. Anthony Hospital is a lesser visual focal point because of its tangential relationship to Colfax. However, it is an economic focal point due to its status as a major employer. The nodes at Perry Street and Knox Court on Colfax are potential focal points for higher density mixed-use developments due to their locations along the vehicular and pedestrian routes connecting Colfax to the light-rail loading platforms in the gulch. The Gulch Park and Sheridan light-rail stations will be a transit focal point due to its status as a parking garage for those people dependent on their cars to get them to use mass transit. Of course, depending on design, it can also be a visual focal point for Sheridan Boulevard.

Oh boy, I think Colfax is a really ugly street, and I'm going to have trouble coming up with anything positive here. But there is one – I think the best one will be Girls Inc., hands down for me. The thrift store on Colfax and Sheridan is a focal point purely because of its bulk. The shopping center on Colfax and Federal is a focal point because of its huge parking lot and overall miserable presentation. The steam baths occupy a fairly interesting building and has a little charm because of the art-deco neon sign. Largely, though, the car lots, bars (the one you drink in and the ones across the windows on every business), and crappy bus stops just blend into a miasma of gritty sameness.

Approaching West Colfax at Federal coming from downtown.

Focal points to me are the large old neon signs and business they sit with (motels, stem baths, etc.) The mountains on one end and city lights are focal points for sure as well. The history, the urban feel, the altitude (up above the cityscape) make these focal points.

Colfax between Perry and Tennyson Streets: Location midway between Sheridan Blvd and Irving Street; St. Anthony complex; Colfax Elementary School; opportunity to concentrate redevelopment; high volume bus



Billboards, buildings setback from the street, used car lots, a lack of street trees, limited on street parking (that provides a buffer between the street and sidewalk), plus a constrained pedestrian area are just a few of the elements that cause residents to say, “Colfax is a really ugly street.”



Parks and schools are important community gathering places for West Colfax community members.

transit stops. Colfax at Irving Street: Gateway to West Colfax neighborhood; potential redevelopment of Avondale Shopping Center and Residential and opportunities and the area northeast of the Colfax/Irving intersection; Cheltenham Elementary School.

Avondale, Irving/Colfax – gateway to city and W Colfax community.

Perry – greenway from light rail to W Colfax and to Sloan’s Lake and St Anthony’s Hospital

Sheridan – light rail transit area, gateway to Denver from the suburbs.

Colfax at Sheridan and Colfax at Federal, they are the doorways into our neighborhood.

The major intersections are Sheridan, Perry, Irving. These are the only thru-streets running North to South.

I think some of the small brick buildings could be revamped and charged up. Also, bringing the Pig-N-Whistle and some funky old hotels back to high or medium-class status would help. Also . . . around Sloan’s Lake, streets from Colfax should not go through. This would give the Sloan’s Lake area a buffer.

7. What are urban open space or public gathering places? Where are urban open spaces or public gathering places important? Is it important to incorporate public open space or gathering spaces in higher density development? What purpose would it serve? How would these types of spaces impact how you feel about your community?

Open spaces or public gathering spaces are places where people can congregate, meet, contemplate and feel safe and comfortable. They humanize an area and are important in higher density areas. It creates a public living space. These spaces allow us to interact with our neighbors and friends in a neutral space or they may act as a place of solitude.

Usually parks, outside malls, churches, etc. They are very prevalent in Europe especially outside of churches. Here they are more prevalent at parks, arenas, rodeos, etc. I believe open spaces are critical for the well being of residents not only for physical but mental and emotional reasons. I think it is significant for the overall well being of the citizens but more critical they need to be secure, safe environments for the users.

I think there needs to be small areas of open space with park benches, chess tables, etc. in the same vein as 16th Street but on smaller scale. It helps to bring people together and add atmosphere.

Open spaces help people to sit and rest between shopping, they provide a space to get to know their neighbor. People being out in the open keeps down crime.

Public gathering places are parks, malls, and any other sort of public space designed for human interaction. Generally, urban open spaces or public gathering places are important anywhere that can function as an intersection of human activity to allow interpersonal two-way communication. Public spaces humanize environments and make neighborhoods safer proportional to the number of people in the public space. These spaces would improve a community's attraction as places of diversity and leisure provided they are located to function properly. Otherwise, they can easily become either useless or opportunities for criminal activity.

I don't really know of any public gathering places (structures) that aren't religious-related. The obvious public gathering places to me (non-structures) are Sloan's Lake and Sanchez Park. I think it's highly desirable to include open space in higher density developments. For one thing, it makes high-density seem less high. A few acres of open space adjacent to high-rise apartment buildings gives everyone a break from humanity stacked upon one another, for the residents, the neighbors, and aesthetically.

Current open spaces include Sloan's Lake, Gulch, schoolyards, and smaller parks. These serve as gathering places too. I think open spaces and public gathering places are important wherever business or residential concentrations exist. We need more of these and more variety. Community center, skate park, playgrounds, movie theater, pedestrian mall, dog park, are all needed and should be incorporated in high density (or any density)! These spaces impact how connected, valued, and comfortable and safe I feel in the community.

Open Space: Four parks now serve the neighborhood with large open spaces; "pocket" parks should be incorporated in the development of high-density residential and mixed-use areas.

Urban open spaces or public gathering places include cultural, recreational and gathering areas, courtyards, gardens and parks. These spaces are important close to commuter routes, near residential living areas. They provide areas to meet people, relax, wait, take a break. They are very important to include in higher density areas to allow a place to sit, rest and socialize. It makes the community a safe haven and gathering place.

Gathering places include: Sloan's Lake park, Lakewood Gulch, the bike path along the Platte, bars, churches, schools etc. These spaces bring people together and facilitate interaction. The higher the density the more important open space becomes.

Sloan's Lake and the Gulch should be the primary open space and gathering places. The Gulch in particular could benefit from more attention and investment. Smaller open spaces (i.e. courtyards/pocket parks) should be used as design elements to break up the mass of buildings along Colfax Ave. and create some open space buffers transitioning from low to med to high density developments.



Tree-lined streets with multifamily residential buildings scored highly in a visual preference survey conducted with community residents. This type of development may be appropriate around neighborhood transit station areas.



The community desires mixed use buildings with residential or office uses lining West Colfax.

There should definitely be small pocket parks or bike trails with nice landscaping. Also, new residential buildings should have plazas – differing front setbacks or courtyards. Landscaping along Colfax would help a lot.

8. Is there a particular look that you would like to define Colfax? What defines this look? Is it the buildings, is it the uses, is it the streetscape? What are the most important components of the look that you would like to see?

Right now I think of it as a semi-freeway that is unfriendly to humans. The traffic and the lack of pedestrian amenities defines this look. Wider sidewalks, traffic buffers, streetscaping and local retail could improve this look.

I would like to see wider sidewalks with the elimination of alleys opening to West Colfax more person friendly, traffic lights, trees and buildings that allow for businesses on the main floor, housing above (preferably condos) with off street parking. Traffic lights set up for reasonable speed flow on West Colfax. Liquor stores limited as to their proximity to schools. Housing provided for the disabled and needy.

I really like the look of Belmar on Alameda & Wadsworth, but think it needs to be stretched out along Colfax, maybe with a touch of the Capitol Hill areas, residential housing on small multi-level buildings together stretching perpendicular away from Colfax.

A pedestrian, tree-lined environment of residences, and retail and office space primarily oriented to the local neighborhood accommodating a limited degree of architectural diversity united by a common design thread in detailing and streetscaping is the look I envision for Colfax.

As I mentioned before, I'm a believer in trees and landscaping. Not only does it look inviting, it cuts down on noise and pollution. Landscaping allows existing building to get amazing facelifts with zero construction. A community garden would be a fabulous goodwill-builder among residents.

I like the look and feel of old buildings mixed with new, independent businesses, parks, and active street life. I like buildings with awnings on the front, offering both shade and a connected feeling. I'm not proposing little sidewalk cafes on Colfax – nobody wants to sit next to four lanes of traffic, but on the rooftop of a tall building, why not?

I would like to see the biggest changes happen from Federal and spread west to Sheridan. That intersection is really the gateway to the neighborhood in my opinion. How many thousands of people flock to sports events at the stadium and pass that area all year round? Millions? What is inviting them into our neighborhood? A dilapidated shopping center covered in graffiti, a huge bank of 10 ft. weeds on the off ramp from Federal on Colfax, and a ramshackle church that looks like it's sinking into the ground. If any area gets a complete makeover, I think it needs to be this one. It needs to be a statement – it needs to represent our community. Right now, it says we just don't care.

Bicycle friendly. Streetscape, neat in appearance. All new structure set back 20 ft. from street with curbs and gutters. Keep alleys clean and maintained.

I think it is important for Colfax to have its own look and feel. It shouldn't be so similar to RiverFront or 32nd Avenue that it is indistinguishable. I think that if we can keep the higher transit feel while also adding the amenities and changes we want it would be good. I don't know how you accommodate high traffic and pedestrians and bikes and playgrounds, etc. Build on the historic character while incorporating modern architecture.

Colfax Look and Feel: Will be a combination of building bulk, height, setback, and use; accessibility to uses; and streetscaping; building form and spacing should vary to avoid the feeling of a highway between two "walls".

Colfax should blend into the history, culture and importance of the area. Designs should be somewhat modern but blend to the area in type of architecture, materials and design.

Inviting, safe, friendly, convenient, wide open sidewalk, lots of streetscape, convenient parking.

Colfax Ave. would benefit from green and natural elements that soften the hard urban corridor feel. Trees, grass, lights, and color will make it more appealing to the eye. The most important component to me is to see JOBS, JOBS, JOBS. I would encourage commercial uses or public uses that bring employment to residents and employees to retailers.

Good landscaping would give elegance and continuity. Also, it should give the sense of when Colfax was "born" – keep elements from its early time. Don't tear everything down and make it sterile.

1950's commercial uses and buildings, old design, new look and materials (upkeep), maintenance, no crime, graffiti, no trite designs that are dated in a few years like 16th Street mall.



Wide sidewalks, street trees and quality construction materials are important character building elements for West Colfax

9. What kind of street character is appropriate for Colfax? In the neighborhood? Along Knox Court, Perry Street, W. 10th Avenue, Federal, Sheridan?

All) Pedestrian friendly

West Colfax I view as a perfect place to have three to four storied buildings that are a combination of housing, stores and restaurants along with off street parking. I see the same for Sheridan and Federal. 10th Avenue should be a combination of one family and some multi family residences with off street parking. Perry and Knox would be better used with wider sidewalks and a greater focus on single family residences with less focus on city housing on Knox Court. On Knox Court adjacent to the park multi storied condos (max 3 story) should be developed.

Reiterate Capitol Hill area look.

I would like to see a mixture of business and living areas condos – apartments or whatever. It would even be nice if they could become owner occupied – In other words mixed use – landscaping attractive frontages.

In addition to the components described above, the 15 foot sidewalk width on the north and 10 foot sidewalk width on the south side of Colfax must be retained. The buffer between the vehicles and pedestrians should be created by trees, forcing the vehicles away from the curb rather than allow encroachment into the neighborhood, and off-street parking either in structures or surface lots located behind buildings instead of parallel street parking. Street parking would not have the support of traffic engineers because it would reduce traffic flow. Compromise on this matter is necessary including a compromise from traffic engineers to force the traffic from the curb and retain the current 10 foot lane widths to govern vehicle speeds and improved public safety. In the neighborhood leave the street character as it is currently. The current right-of-ways are sufficient to allow tree-lined avenues along Knox Court, Perry Street, and Tenth avenue reinforcing two to four story multi-family and townhome development. Federal and Sheridan Boulevards are higher volume traffic arterials that may force access from local streets rather than directly from the boulevards themselves. However, the street character can be the same as it is for the other streets.

Mid-islands with grass on Colfax; Vintage lights along Perry; Wide sidewalks, traffic circle on 10th Avenue and Colfax and Perry.

I am unsure. It seems that allowing for multilane traffic will be important (keep people coming through the area but encouraging them to stop and shop and eat and work, etc.) I think developing nodes around Avondale and

on Colfax and 1-2 blocks off Colfax (in couple areas) would make a blended use work. Keep the busy corridor but develop into the residential a ways to add to what we have now. Maybe reduce Colfax to 3-4 lanes of traffic.

Colfax: A high volume, commercial arterial street with controlled intersections; wide sidewalks / deeper building setbacks from the cur ; continuous, appropriate streetscaping; mixed use. (see West Colfax Transportation Plan, which needs updating). Knox Court: A residential collector street. One of only two streets crossing Lakewood/Dry Gulch park; a “green street” connecting the LRT station to Colfax and West 10th Avenue. Perry Street: One of only two streets crossing Lakewood/Dry Gulch park; a “green street” connecting the LRT station to Colfax and West 10th Avenue; could become a “main street” between West 13th Avenue and West 17th Avenue. West 10th Avenue: A residential collector street. Federal Blvd: A commercial arterial street south of Colfax / mixed use north of Colfax; streetscaping north of Colfax. (see Federal Blvd Plan). Sheridan Blvd: A mixed use, arterial street; commercial use limited to stretch between West 13th Avenue and West 16th Avenue due to topography. Limited vehicular access to abutting property is a constraint.

Street character to be pedestrian friendly, attractive, well lit, parking friendly, green space.

Colfax should continue as a high-volume traffic corridor. The major improvements should be to slow traffic by making it 2-lanes, and making it more pedestrian friendly. The existing neighborhood feel should be preserved along all of the side streets.

It would be nice if Sheridan and Federal could have parkway plantings that better define car usage and turn lanes. Perry – as we talked – could become another “Lowell & 32nd” and 10th should feel relaxed and park-like.

10. Where is it particularly hard to cross Colfax? Why is it hard to cross here? What would make it easier to cross Colfax?

All areas where there are no traffic lights are timed and do not leave enough time to cross the streets. There is also a need to place lights on significant streets to allow cars to cross Colfax without competing with North-South traffic for example, Irving, Perry, Utica.

Everywhere but schools and hospital.



Without pedestrian refuge areas such as medians, West Colfax can be a challenging street to cross.

On Vrain St. people crossing from high-rise to go to Wendy's. Possible light change to Winona Ct. from Wolff. It would also slow down traffic between Winona Ct. and Colfax school crossing at Tennyson.

It is hard to cross Colfax everywhere due to heavy and fast traffic, as well as fast light changes. Less and slower traffic, more and longer stop lights would help.

It is particularly hard to cross Colfax anywhere, especially where there are non-signalized intersections. The westbound parking lane on the north side is used as a driving lane and the visual openness of the Avenue encourage excessive traffic speeds. Two to four story buildings would reduce the visual openness and automatically reduce traffic speeds, and establishment of a pedestrian flat median in the center turning lane would allow a safe island for those unable to cross safely between traffic waves regulated by traffic controls. The flat median is created by either paint striping or contrasting paving material to create a mental barrier for both traffic and pedestrians. The solution has worked successfully in other cities.

Anywhere between stop lights it is hard to cross Colfax. Traffic moved too fast coming from bridge to Know going west.

It is particularly hard to cross Colfax intersections at Irving Street and Sheridan Boulevard. Colfax is over 100' wide at Irving Street and the all four legs of the intersection are skewed. This intersection is also a school crossing. The volume of traffic making both right and left turns from all directions makes crossing the Colfax/Sheridan intersection very difficult.

It is hard to cross Colfax where there are not lights. Especially by Lake Steam Baths. There is too much traffic going too fast – commuter traffic that is fast and heavy making it not pedestrian friendly.

Pick a spot. Problems: too much traffic, exceeding the speed limit, traffic light timing. Solutions: slower speeds, traffic light timing, longer walk signal.

It's hard to cross between Irving and Sheridan! It's impossible most places and only dangerous at the lights. Two improvements are needed. First, reduce traffic to 2 lanes, adding parking on the street or allow wider sidewalks. Second, at the traffic lights, extend the sidewalk out about one lane at the cross-walk.

If there was a landscaped center median, it would be easier to cross Colfax.

Lowell Boulevard: no lights, traffic – move light from Meade. No one uses for pedestrians.

11. How do you get around your neighborhood? What routes do you take when driving, walking or biking? Why do you take these routes? Do the routes differ based on your transportation mode? Do you use transit? Where do you catch the bus? How do you get to the bus stop and what route do you take to get there? If FasTracks passes, and the planned West Corridor line is built, would you use the light rail? If yes, which rail stop would you use and how would you get to the station area (4 station areas are planned for the West Corridor line at Federal near Rude Rec Center, at Knox and the Gulch, at Perry and the Gulch, and at Sheridan and the Gulch)?

I usually travel by car and use either Colfax or Seventeenth Street and on occasion use Lowell to go North. Unless I am not able to use my car I will continue to drive. If needed I will use West Colfax buses, which are ½ block from me, and when appropriate use the rail service to go to the airport. Again if I can't use my car I will use both light rail and the bus. I am retired. I walk very often, usually to the park.

I take 14th St. if it's rush hour, Colfax when it's slow. I will use the light rail when it's available.

Walking on the bike path – Xavier to Perry – slight incline no cross traffic (automobile).

Transit sometimes – When the light rail goes in much more because of the connections – also able to either walk to the stop or drive to a light rail park and ride. Bus I catch on Colfax & Winona Ct.

How do you get around your neighborhood? Car, bicycle, foot. What routes do you take when driving, walking or biking? Driving: 14th Avenue, Colfax, and 17th Avenue for east-west travel and Federal, Irving, Lowell Tennyson, Sheridan for north-south travel. Walking and biking: Any street and path in the Gulch Park and Sloan's Lake Park. Why do you take these routes? They are efficient, safe, and enjoyable. Do the routes differ based on your transportation mode? Driving: 14th Avenue, Colfax, and 17th Avenue for east-west travel and Federal, Irving, Lowell Tennyson, Sheridan for north-south travel. Walking and biking: Any street and path in the Gulch Park and Sloan's Lake Park. Do you use transit? Yes. Where do you catch the bus? On Colfax between Stuart and Tennyson Streets. How do you get to the bus stop and what route do you take to get there? Walking from my home on Utica to Colfax then to the stop. If FasTracks passes, and the planned West Corridor line is built, would you use the light rail? Yes. If yes, which rail stop would you use and how would you get to the station area (4 station areas are planned for the West Corridor line at Federal near Rude Rec Center, at Knox and the Gulch, at Perry and the Gulch, and at Sheridan and the Gulch)? Walk to the Perry Street loading platform.

Perry Street – I use the most. Colfax 7/11 on corner Perry people make left turns in and out of establishment. Causes traffic problems – right turns only. Catch bus on 12th Avenue. I would use rail – catch it on Perry.



There are a number of bicycle routes, trails and transit routes that serve the mobility needs of West Colfax community members.

I drive or walk around my neighborhood. I use 17th Avenue or Colfax. I take these routes because of 2 traffic lights on 17th Avenue between Federal and Sheridan and the ease of access off of Colfax to I-25. I don't use the bus or light rail.

I am a car guy, I'm sad to say. I live too far from Colfax to walk there. I don't believe we will ever see a day when cars are not needed. We need to include free, easily accessible parking that gets folks within 1 block of their final destination.

I typically use the #52 bus to get downtown – to avoid driving downtown. In my own neighborhood “50th & Federal area” I walk around Rocky Mountain Park and the Regis campus.

How do you get around your neighborhood? Walk/car. What routes do you take when driving, walking or biking? Colfax, 17th, Federal, Sheridan, Sloans. Why do you take these routes? Car: speed, lights, Walk: no cars. Do the routes differ based on your transportation mode? Yes. Do you use transit? No. Where do you catch the bus? How do you get to the bus stop and what route do you take to get there? If FasTracks passes, and the planned West Corridor line is built, would you use the light rail? Yes. If yes, which rail stop would you use and how would you get to the station area (4 station areas are planned for the West Corridor line at Federal near Rude Rec Center, at Knox and the Gulch, at Perry and the Gulch, and at Sheridan and the Gulch)? Drive to Federal near Rude. If parking, Knox and the Gulch. Wouldn't walk across Colfax.

12. Imagine that the development occurs that you want. Are there any trade-offs? What might be some of the impacts of the development that you want to see? For example, if you want more housing development, would you be willing or unwilling to deal with more traffic? How might you preempt these impacts? Are you willing to live with certain trade-offs in order to get the development that you want? What could you reasonably live with in terms of impacts and what is a deal breaker?

I am not caught up with the proposed changes as much as I would like to see significant changes in law enforcement and zone enforcement on properties that are being used inappropriately. I can readily appreciate changes on West Colfax similar to changes that have occurred in Clayton Lane and recent buildings that have been developed on North Broadway and First and Second Streets. A deal breaker for me is buildings that are five stories and higher on West Colfax. I will most likely be affected by changes being proposed with the loss of my house which I can readily understand and appreciate.

I don't know what to expect but I believe I can adapt to it as long as it doesn't all happen overnight.

Trade-off – that people – when selling their property joining the West Colfax strip that the business area could extend North and South of Colfax to the areas the neighbors have shown in their meetings. We as neighbors have to expect more traffic in and out of the residential areas – maybe going to light rail park & ride stations. When proper business is developed along Colfax more people will be able to walk. Better parking will become available for people coming from outside of the area to shop. Think of the help of the sales tax coming into this area.

Would like to see tax incentives for property owners who improve their property(ies). Housing Authority knows what they have to do to straighten out the old way of housing people (Quigg Newton projects). Houses between Perry and Knox Court, 14th and 12th should be removed and develop in a planned community. The rest probably take care of itself with new development in years to come.

Development: I can't speak to the issues as I am not a study area resident. Transit Oriented Development: The West Corridor LRT line will run through the gulch parks and there will be no redevelopment of park land regardless of dedication; the Knox Court and Perry Street Stations are "kiss and ride" stations without parking that have been accepted by RTD as local neighborhood serving stations (despite their close proximity to Sheridan and Federal stations); topography north of the gulch parks is very steep and ill suited for mixed use development; transit oriented development around the Sheridan Blvd station is planned to occur in Jefferson County north of West 10th Avenue; any TOD development around the Federal Blvd LRT will occur east of Federal Blvd and south of InvestCo Field in the Sun Valley Neighborhood; residents of the West Colfax and Villa Park Neighborhoods realistically cannot expect any significant TOD north and south of the LRT line in the study area.

Yes, not sure what tradeoffs would be - parking lots off Colfax, walking half a block to shop and eat on Colfax.

If we want to get the development that I want to see, the community will have to accept some higher home prices, mod to high income yuppies moving in, and some franchise retailers that cater to that demographic. Those folks will come without our invitation once things begin to improve. In order to preempt the impact of gentrification, we need to bring good jobs to the neighborhood, or get our neighbors into good paying jobs elsewhere.

If there is more housing, some kind of incentives should be put in place to limit car use and promote light rail or buses. Maybe every unit could have in its homeowner's fees an EcoPass for all resident living in the new residences.

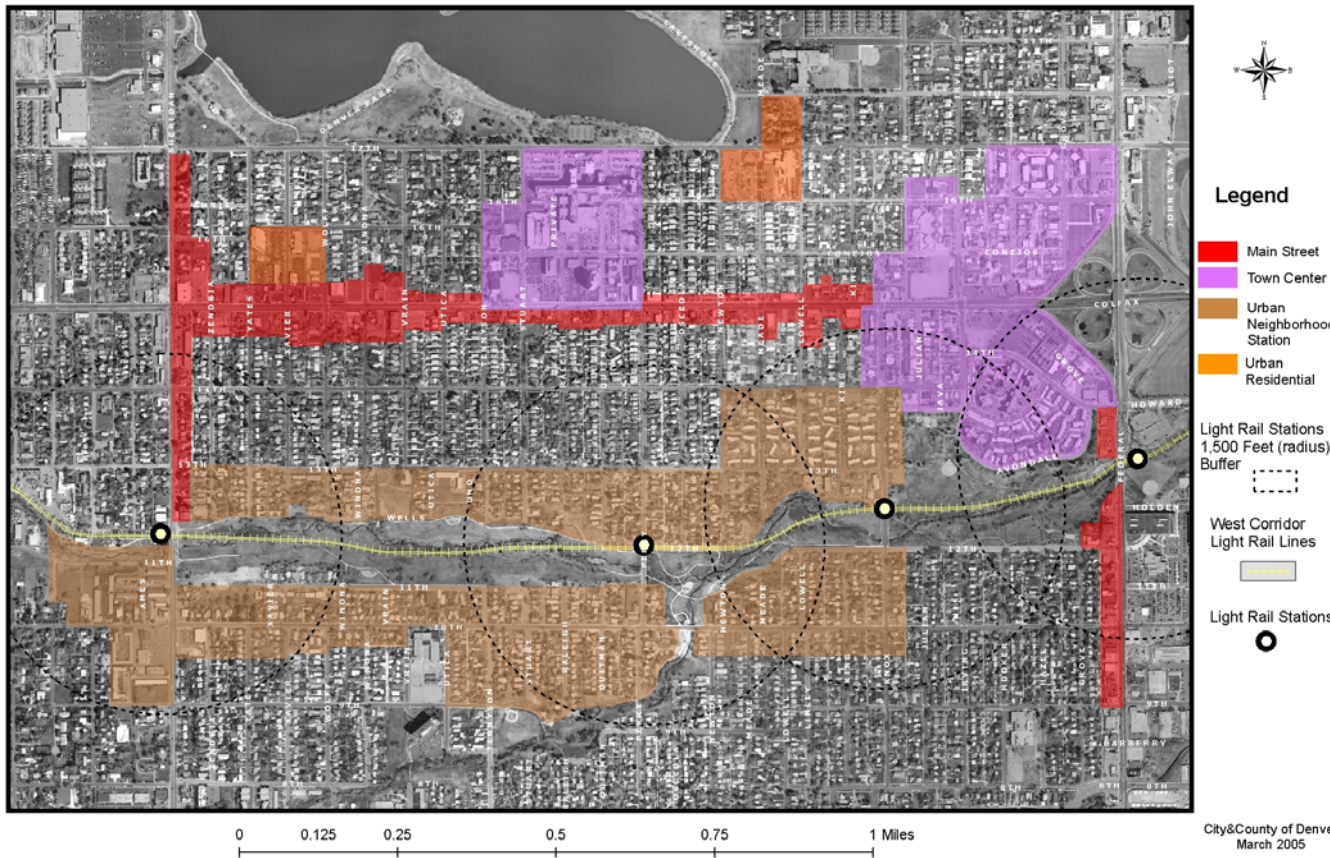
Imagine that the development occurs that you want. Are there any trade-offs? Yes. What might be some of the impacts of the development that you want to see? For example, if you want more housing development, would you be willing or unwilling to deal with more traffic? Yes. How might you preempt these impacts? More open space in each for residents there. Are you willing to live with certain trade-offs in order to get the development that you want? Yes. What could you reasonably live with in terms of impacts and what is a deal breaker? If it produces more eyes on street to reduce crime. Deal breaker: cul-de-sacs and “modern” development that doesn’t use street grid and street closings or gated communities separating new from old like East Bay. “It should be a part of West Denver not a development located in West Denver”

This question raises the issue of traffic and implies that there would be more of it with increase density. The current density of West Colfax is just under 9 dwelling units per acre (25.7 people per acre). Even if the density was doubled over time, people would perceive no increase in traffic in the neighborhood because of the minimal number of daily trips for residential, office, and business uses, integrating parking structures with mixed-use projects, and the use of public transportation. There are numerous infill opportunities for large-scale development ranging in depth from 50 to 300 feet that would not destroy the good, stable areas that we need to protect. If the currently stable areas are to change, then change over time is essential for stability and to achieve the objectives we are developing. An obvious “deal breaker” is rezoning an area of stability. Such a mistake is typical of the old urban renewal burn and destroy strategy in the Sixties. Under this scenario, properties are purchased, homes are demolished, and the vacant land sits idle for years waiting for a developer to build a suburban nightmare. Such is the case with Lakewood’s portion of West Colfax. Lakewood is a failure we do not want to duplicate. If any rezoning is done beyond the boundaries of the B-4 Zone, then it must be done on a project-by-projects basis for gradual change and neighborhood evaluation and acceptance.

13. What about the kids? (Question added by respondent)

West Colfax has a high concentration of at risk youth and drop-outs. We need to invest in facilities that engage youth and turn them into positive, productive citizens.

FUTURE LAND USE DEVELOPMENT CONCEPT



West Colfax Areas of Change Development Types:

1. Main Street (red)
2. Urban Town Center (purple)
3. Urban Residential (orange)
4. Urban Neighborhood Station (tan)

Legend

- Main Street
- Town Center
- Urban Neighborhood Station
- Urban Residential
- Light Rail Stations
1,500 Feet (radius) Buffer
- West Corridor Light Rail Lines
- Light Rail Stations

Main Street

Development pattern: linear

Typical scale: 2-5 stories, 75%-100% lot coverage

Uses: Mixed vertically and/or horizontally

Features: Large display windows, balconies, patios, plazas, iconographic and projecting signs

Street Character: Street furniture, street trees and wide attached sidewalks with trees in grates

Parking: On-street, in structures or behind street-facing buildings



Buildings with residential units and/or office space over active ground floor uses characterize Main Street development patterns.



Over 150 residents participated in a land use workshop to identify a pattern of future growth for the West Colfax community.



Urban Town Centers contain a compact mix of destination, employment and residential uses. With careful design treatment these places provide opportunities for both formal and informal community gathering.

A linear development pattern applied primarily as a veneer along commercial thoroughfares defines Main Streets. Buildings of 2 to 5 stories with residential units or office space over active ground floor uses such as retail shops or restaurants typify the character of Main Streets. Greater intensity buildings may occur at major transit stations areas or other centers of pedestrian activity. Buildings orient to the sidewalk to define a street wall and create a comfortable pedestrian environment. Large display windows, balconies, patios, plazas, street furniture, street trees, wide sidewalks, iconographic and projecting signs are common Main Street features. Sidewalks are attached with at least 10' in width and trees in grates. Parking is provided on-street, in structures or behind street-facing buildings.

Urban Town Center

Development pattern: Compact, development radiates from dense core

Typical scale: Variable - greatest height and intensity of lot coverage in core radiates to lower intensity at fringe

Uses: Mixed vertically and/or horizontally, highest intensity destination and employment uses in the core, civic amenities and housing dispersed throughout

Features: Stoops, plazas, outdoor seating and pocket parks

Street Character: Street trees, street furniture, wide sidewalks (attached and detached) and pedestrian lighting

Parking: On-street, in structures or behind street-facing buildings

A compact, dense, inter-connected and walkable development pattern clustered at the intersection of major arterials defines Town Centers. Often these activity centers include a mixed-use retail and employment oriented core. Live-work units, residential structures (that may include some accessory retail) and residential only structures radiate in intensity from the core. Housing options come in a variety of forms from townhomes and row houses dispersed throughout the Town Center to condominium towers in the core. Town Centers are perfect locations for destination retail, employment, dining and entertainment venues as well as elderly housing, housing for low- to moderate-income workers, daycare and youth programs. Civic amenities such as satellite libraries and postal offices are key elements that support common needs of residents and reinforce public gathering. Plentiful street trees, street furniture and pedestrian lighting soften the urban context of Town Centers and encourage inhabitants and visitors to walk and mingle on the streets. Stoops, plazas, outdoor seating and pocket parks provide discreet public gathering places. Sidewalks are wide and depending

on locations are either attached with trees in grates (in the core) or detached with tree lawns (at the fringe). Parking is provided primarily in structures out of view from public areas.

Urban Residential

Development pattern: Compact, dense

Typical scale: Buildings 3-10 stories, 75%-100% lot coverage

Uses: Multi-family residential

Features: Extraordinary views of city lights or the mountains, balconies, upper story step backs and subordinate building volumes

Street Character: Street trees, street furniture, detached sidewalks and pedestrian lighting

Parking: On-street or in structures

An intense scale development defines Urban Residential areas. Buildings of three to ten stories characterize the degree of development. These residential areas are dense and private. Urban residential areas provide housing appropriate for a central city location. Often these places form a transition between a low intensity neighborhood and an activity center or take advantage of an infill opportunity on a larger than average development site. Design features such as upper story step backs, balconies and subordinate building volumes help minimize the perceived mass of structures. Sidewalks are generally detached with trees in tree lawns. Generally, Urban Residential buildings offer extraordinary views of city lights or the mountains. Parking is on-street or structured and not visible from public areas.

Urban Neighborhood Station

Development pattern: Variable

Typical scale: Buildings 1-5 stories, 25%-75% lot coverage

Uses: Single-family and Multi-family residential

Features: Front yards, porches, stoops, and balconies

Street Character: Street trees, detached sidewalks

Parking: On-street or in garages or parking spaces accessed from alleys

An evolving and flexible development pattern defines an Urban Neighborhood Station. These land use types occur within a 1/4 to 1/2 mile radius of light rail stations in the central city of a metropolitan region. Generally, development happens here as infill on vacant parcels or redevelopment of



Urban residential areas provide a sense of privacy despite the intensity of development.



Compact development around a shared courtyard is typical of an Urban Neighborhood Station.



With time Urban Neighborhood Station areas may grow to include apartment buildings, particularly in the immediate vicinity of the light rail platform.

underutilized parcels. Since, the stations evolve in established residential areas, initial changes may add density and intensity in compact building forms that blend in with the residential nature of the sites. Residential additions to carriage houses to duplexes to small and medium scale apartments characterize the evolution of these station areas. Front yards, porches, stoops, and balconies are key features. Sidewalks are detached with tree lawns. Parking is provided on-street or in garages and parking spaces accessed from alleys.

