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EAST MONTCLAIR/EAST COLFAX NEIGHBORHOOD PLAN

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INTRODUCTION

A. VISION FOR THE FUTURE
The East Montclair/East Colfax Neighborhood vision for the future is to preserve, nurture, and enhance the following qualities that make the neighborhood a good place to live and do business:

* Community spirit: a strong sense of neighborhood pride and cooperation among residents and business owners.
* High quality new businesses and expansion of existing businesses.
* Beauty and design excellence of parks, open space, streets, and commercial areas.
* Solid housing stock and affordable selling prices ideal for first time and long time home owners.
* Diversity of people in ages, income, ethnic and cultural heritage.
* Quiet, safe, and friendly environment ideal for the enjoyment of families and children.
* Linkage to high quality new development and neighborhood economic benefits from Lowry and Stapleton redevelopment.
* Creative partnerships involving residents, businesses, Denver City Government, Aurora City Government, Lowry redevelopment, and Stapleton redevelopment.

B. PRIORITY PLANNING ISSUES
Residents, business people, and City representatives who established this vision see tremendous potential as the East Montclair/East Colfax Neighborhood builds on these characteristics. The plan addresses the following priority topics as established in the neighborhood meetings:

* urban design
* zoning and land use
* traffic and transportation
* business revitalization
* housing
* public safety
* community facilities

C. LOCATION AND DESCRIPTION
The East Colfax statistical neighborhood is the approximately one square mile of land located between Lowry Air Force Base on the south and Stapleton International Airport on the north. Boundaries for the study area are Yosemite Street on the east (also the Denver-Aurora City limits), Quebec on the west, 11th Avenue on the south, and Montview Boulevard and 23rd Avenue on the north. Boundaries coincide with U.S. Census Tract 44.01.

This Denver neighborhood will be affected more than any other by the closures of Stapleton International Airport and Lowry Air Force Base. This plan is being developed to anticipate these changes and also to address business and housing needs in the neighborhood.
The names “East Colfax” and “East Montclair” are used interchangeably in the plan. Previous City reports and studies of the area use the name “East Colfax” and the neighborhood business association uses this name to highlight their location on Denver’s “main street” heritage corridor. “East Montclair” is the name linked to early development of the area and is the name of the community organization serving residents of the area.

D. NEIGHBORHOOD HISTORY

Neighborhood roots go back to the late 1850’s when a branch of Smoky Hill Trail brought gold seekers arriving by horse and wagon on what is today Colfax Avenue. Over time, farms and houses appeared along the trail, which became known as the Kansas City Road, because it connected the early village of Denver to the nearest big city to the east.

In 1888 the town of Montclair was incorporated. The home of the town’s founder, Mathias Chochrane of Montclair, New Jersey, still stands at 1304 Olive Street. Montclair’s guiding vision, as promoted in an early speech by Baron von Richthofen, was for a community in which “only tasteful houses of $1,000 will be allowed...Colfax Avenue will be graded and improved like Broadway...shade trees will be planted throughout...an artesian well will provide water...light towers will be erected...the town will be the pride of all Denver.”

By 1900 there were 88 homes in Montclair. The town also boasted a zoo, college, golf course, art gallery, and private and public schools. St. Luke’s Episcopal Church was built in 1890 and the Stanley British Primary School in 1891. What is now Lowry Field was owned by the Episcopal Church and included the Jarvis Hall Military School. Students at the military school marched along a road that ran northwesterly from the school to St. Luke’s Church on 13th Avenue. The road can still be seen today on the short section of Richthofen Place between Quince and Roslyn streets.
After 14 years as a suburb, Montclair was annexed to Denver on December 1, 1902. This annexation included the area east of Monaco Parkway and north of 6th Avenue Parkway, eastward to Yosemite Street and northward to 26th Avenue. Denver’s present neighborhoods of Montclair, East Colfax, and Lowry Field became part of Denver through this annexation 92 years ago.

A Colfax Avenue streetcar line once extended east from Downtown through East Montclair to Fletcher (Aurora today). In later years the line ended at a Poplar Street turn-a-round, and a bus continued east on Colfax Avenue to Fitzsimons Hospital.

Development came slowly, especially in areas north or south of Colfax Avenue. As late as the 1930’s, it was still possible to look to the east and see Fitzsimons Hospital. Neighborhood boys hunted pheasant and rabbits in the open fields.

In 1922 the “Greeters of America,” a national organization of hotel employees, established a home for its members who were indigent because of sickness or other misfortune. Located on 5 acres of land, the home was surrounded by orchards, gardens, and chickens tended to by the patients. The Greeters of America Home was dissolved in the 1950’s and converted into two private residences. The home at 1740 Ulster Street was designated a Historical Landmark in 1990.

The “Ex-Patients Tubercular Home” opened in 1930 at 8000 Montview. Where the vacant lot is now seen at 19th Avenue and Trenton Street was the home’s cowbarn. The milk cows were sold after there were problems with the cows getting loose and wandering into the yards and flower gardens of nearby new homes. The home closed in 1966.

As the decades passed, technology and world events brought growth and change to the area. To the north, Stapleton Field was opened in 1929 to accommodate air travel to and from Denver. Until the late 1940’s, Ulster Street led directly to the airport terminal.

In 1937, Lowry Air Force Base was established to the south. Although there was nearly constant sound of aircraft landing and taking off on two sides, residential development came to the neighborhood to house workers from these two closely installations. Construction of single family homes flourished after World War II and continued into the 1950’s. Paved streets and houses soon filled around the older houses and rural farm buildings.
To house Titan missile project construction workers in the early 1960’s, apartment complexes were built on Yosemite Street south of Colfax Avenue. Apartment construction continued at other locations into the 1970’s, in part as a response to a housing market for military and airline personnel.

Over the years, businesses prospered along U.S. Highway 40 (Colfax Avenue). As Denver’s primary link to the east until Interstate 70 was completed in 1965, the avenue was lined with restaurants, motels, gift shops, service stations, and garages to serve tourists coming to the Rocky Mountain region.

Dating back to the early 1930’s, Colfax Avenue between Ulster and Uinta functioned as a sort of “town center.” For several decades there was a drug store, beauty shop, barber, hardware store, dry goods store, and several grocery markets. The Davis Dry Goods Store closed in 1956 after 20 years in business and the building was torn down to make way for a new Italian restaurant known as Paisan’s.
A number of long time Colfax Avenue businesses continue to provide convenient shopping, services, and employment for residents. Among the neighborhood’s landmark businesses are West Auto Body — 46 years, Clean and Green Laundry and check cashing — 46 years, Dairy Queen — 44 years, Dr. Cioeta Medical Office — 39 years, PMM Western Wear — 35 years, Don Bowman TV and Appliance — 21 years, Strasenbahn Motors — 20 years, Montclair Animal Clinic — 18 years, and State-wide Lock and Safe — 12 years.

The East Colfax/East Montclair neighborhood story is one of growth, change, and development reaching back to the first gold seekers and continuing with today’s residents and business people. We remember this story in order to understand the community’s strengths and growing pains today, and to see clearly our way into the future. As we define in this plan the neighborhood vision and goals, we carry on the century-old vision of Baron Von Richtofen of a great and enviable community.

Many residents and business people contributed to the recounting of this history. Please refer to the acknowledgements on page 2.
USE OF THE PLAN

The principal purpose for preparing this plan is to influence and guide the process of change in East Colfax (East Montclair) to better meet the needs of residents and business people in the neighborhood. This plan represents the consensus of the neighborhood in identifying and analyzing neighborhood needs, issues, and opportunities.

The plan is intended to promote patterns of land use, urban design, circulation and services that contribute to the economic, social, and physical health, safety, and welfare of the people who live or do business in the East Colfax neighborhood. The plan addresses issues and opportunities at a scale that is more refined and more responsive to specific needs than the City’s Comprehensive Plan. The plan serves as a component of that document.

This plan presents the best thinking of the City and the neighborhood and provides a city-approved guide for the acceptable future physical development of the neighborhood for use by the Planning and Development Office, the Denver Planning Board, the Mayor, City Council, governmental agencies, neighborhood associations, residents, property owners, business people, and private organizations concerned with planning, development, and neighborhood improvement. The plan is neither an official zone map nor does it imply or deny any implicit rights to a particular zone. Zone changes that may be proposed by property owners as part of any plan must be initiated under a separate procedure established under the City and County of Denver Municipal Code.

A. PLAN IMPLEMENTATION: THE ACTION AGENDA

The seven elements of the plan (urban design, zoning and land use, traffic and transportation, business revitalization, housing, public safety, and community facilities) each have an action agenda section that lists specific recommendations, general time frames, potential funding sources, and approximate costs. Some recommendations can be implemented quickly and at minimal effort or cost. Other projects are expensive or multi-faceted and implementation is viewed as long term. One benefit that comes from having an official neighborhood plan is being ready when an unforeseen implementation opportunity comes along. Costs are “best guess” and are provided only for the purpose of distinguishing between inexpensive and big ticket projects. Implementation agencies, groups, and other stakeholders are listed. They play varied roles in the decision making process for each recommendation.

Each element of the plan references recommendations that the steering committee identified as highest priority for implementation. As a living and evolving document, the neighborhood associations and City representatives will from time to time need to review, update, and change these priorities.

For the plan as a whole, the steering committee selected three projects as “top priority” for implementation:

1) Complete a master plan and develop landscaping and other street and sidewalk beautification improvements along Colfax Avenue between Quebec Street and Yosemite Street. (Recommendation UD-14).

2) Link the neighborhood to high quality new Stapleton and Lowry development. To accomplish this, improvements may be needed in the Quebec and Yosemite Street corridors, including widening of streets, detached sidewalks, new streetscapes, and adequate provision for street right-of-way and building setbacks. (Recommendation T-1)
3) Conduct a workshop to develop marketing and/or reuse alternatives for the motels located along Colfax Avenue. Address alternative reuse strategies, legal alternatives, financing mechanisms for redevelopment, and economic development programs and tools. 
(Recommendation B-27)

B. MEANS OF PLAN IMPLEMENTATION

The 130 Action Recommendations in this plan constitute an agenda with which to begin implementation. But how do the Action Recommendations get implemented? Who is responsible to carry them out? The means of implementing this plan are as numerous as the individual proposals. However, the primary techniques of plan implementation are time and human resource involvement of residents and businesses, expenditure of public funds, the enactment and enforcement of public ordinances and regulations, and the use of the plan policies by public bodies (e.g. City Council, Planning Board, etc.) in making decisions that affect East Colfax.

The available funding sources for plan implementation are themselves varied. The City’s six year Capital Improvements Program Plan (CIPP) targets available resources for capital project funding. Action Recommendations that are appropriate for total or partial funding should be placed within the CIPP. Although the competition for these limited funds is severe among Denver’s neighborhoods, every effort should be made to place as many projects as possible within the all important first year of the CIPP (known as the CIP — Capital Improvement Plan). These first year projects actually receive funding whereas the projects in years two through six are future promises.

Another important funding resource for moderate income neighborhoods such as East Colfax is the federal Community Development Block Grant program (CDBG) as administered by the City. CDBG is actually made up of several programs, including the Residential Neighborhood Small Projects Program (RNSP), Commercial Streetscape Program (CSP), the Non-Profit Facility Improvements Program (NFIP), and the Alley and Street Improvement Program. East Montclair should actively pursue these CDBG programs for funding selected projects. Some substantive program areas, such as transportation and housing, have their own funding sources and these have been listed in the Action Recommendations.

The East Montclair Neighborhood Plan will also be implemented through the enactment and enforcement of City ordinances. Certain Action Recommendations will be carried forward through the application of the Denver Zoning Ordinance, Vacant and Abandoned Housing Ordinance, motel licensing requirements, and other city, state, and federal regulations.

Finally, some of the Action Recommendations are statements of public policy that will serve to implement the plan. For example, designation of a parkway, collaboration between Denver and Aurora on economic development strategies, future adjacent Stapleton zoning, and future adjacent Lowry zoning — are important techniques for maintaining and strengthening the neighborhood.

C. RESIDENTS, BUSINESSES, AND GOVERNMENTAL RESOURCES WORKING TOGETHER FOR PLAN IMPLEMENTATION

The common denominator of all successful implementation work is people working together. Accompanying each Action Recommendation is a list of “Implementing Agencies/Groups” who are identified as the primary groups that, because of expertise, authority, and resources, are responsible for carrying out the Action Recommendation, or for advocating it to those groups with the authority and resources to carry it out. The three groups that are chiefly responsible for
implementation of this plan are the City and County of Denver, East Colfax businesses, and the East Montclair neighborhood residents. They are the major catalysts who will energize and involve a wider range of other people in public and private organizations to carry out the Action Recommendations.

The City and County of Denver is a major player in the plan’s preparation, adoption, and implementation. When it was adopted by the Mayor and City Council, the plan became part of the official Denver Comprehensive Plan. As such, it will help to influence city policies, programs, and decisions that will be crucial in implementing the Action Recommendations. The staff of the Planning and Development Office and the many other city agencies listed herein will work with the neighborhood to articulate the plan proposals to the Denver Planning Board, City Council, and all relevant city decision-making bodies. In addition to the plan’s guidance, city staff will be available to assist the neighborhood as East Colfax seeks to influence city decisions and actions on zoning requests, the evaluation of public and private development proposals, CIPP, CDBG, and other funding requests and regulatory ordinances.

Although the city’s expertise and resources are significant, the primary energy, motivation, and responsibility for implementing the East Montclair/East Colfax Neighborhood Plan must be the people of the area. Strong and ongoing involvement of East Colfax businesses and East Montclair residents will be necessary to take the leadership in carrying out this plan, to refine it, and to keep it updated as time goes on, and in branching out to address new neighborhood issues. An ongoing neighborhood planning and decision-making process needs to be established to spur the businesses and people of the area to actively promote the general interests of their neighborhood. While this may mean organizing from time to time to fight undesirable changes, neighborhood leaders also need to inspire the neighborhood to be pro-active—to actively and effectively secure decisions that improve East Colfax / East Montclair, and bring it closer to its long range vision for itself.
URBAN DESIGN FRAMEWORK PLAN

KEY
- Key Intersections / Commercial Nodes
- Commercial District
- Mixed Use District
- Gateway
- Proposed Streetscapes
- Proposed Parkway
- Proposed tree and sidewalk
- Proposed Open Space & Trail System

PARKS AND OPEN SPACE
- Expand open space into Stapleton airport property at Fred Thomas Park
- Expand open space along Westerly Creek
- Expand open space into neighborhood around Kelly Dam
- Expand open space into neighborhood around Stapleton International Airport

MONTVIEW BOULEVARD
- Remove fences & connect street grid with new development at Stapleton Airport
- Continuously scale the neighborhood as new development occurs
- Encourage residential development on both sides of Montview
- Coordinate pedestrian treatment east of Quebec; Build detached sidewalks
- Create a streetscape master plan for Montview Boulevard
- Evaluate whether or not a designated parkway

17TH AVENUE
- Create a consistent sidewalk and tree lawn treatment

EAST COLFAX AVENUE
- Create a streetscape master plan recommending landscape, paving, pedestrian lights, crosswalk treatment, signage, parking placement and buffer
- Coordinate pedestrian-oriented commercial nodes at key intersections
- Maintain streetscape on all four corners
- Encourage redevelopment of properties at intersections with buildings as close to the street as possible
- Encourage creative signs; Protect existing historic signs
- Build more bus shelters

14th Avenue
- Construct detached sidewalk
- Study two-way conversion

13th Avenue
- Construct detached sidewalk
- Study two-way conversion

11th Avenue
- Remove fences & connect street grid with new development at Lowry Air Force Base
- Create a welcoming gateway at Toano and 11th for new community college campus and entry into each city
- Maintain views of open spaces by low intensity use on both sides
- Enhance existing commercial nodes at intersections
- Encourage pedestrian connections to neighborhoods

Yosemite Street
- Encourage streetscape landscaping
- Create gateway at East Colfax
- Create a welcoming gateway at Toano and 11th for new community college campus and entry into each city
- Designate as north-south bike route

Syracuse Street
- Construct detached sidewalks
- Designate as north-south bike route

Quebec Street
- Encourage streetscape landscaping from Martin Luther King Boulevard south to Inspiration Parkway. Construct detached sidewalks
URBAN DESIGN

DESCRIPTION AND ANALYSIS
The East Colfax neighborhood sits on the eastern edge of Denver at the Aurora city line. The neighborhood has very distinct edges to the north and south as defined by the large, single governmental users at Stapleton Field and Lowry Air Force Base. Surrounded by security fences, these facilities to the north and south have allowed for very little pedestrian and vehicular access from the neighborhood. The redevelopment of these two areas offers a prime opportunity to sensitively transition, link, and integrate these large redevelopment areas with the East Montclair neighborhood.

The neighborhood is clearly defined by higher volume streets at its edges. The commercial Colfax corridor creates a north and south division of the neighborhood’s residential areas.

Montview Boulevard
Montview is an east-west arterial street on the northern edge of the neighborhood adjacent to Stapleton Airport. This sector of Montview is built to carry two lanes of traffic in each direction, provides for no on-street parking or bicycle lanes, and in places has narrow sidewalks that are part of a “Hollywood” style curb. There are few areas with developed tree lawns. A sector of Montview west of Monaco Parkway provides an example of the classic Denver boulevard and model for developing new elements of Montview Boulevard in the East Colfax neighborhood in the future. Wide treelawns and detached sidewalks, fronts of buildings facing the street, location of significant institutional buildings that act as neighborhood gathering places, and few curb cuts/driveways to the boulevard (access is from alley ways) — are all elements that compose a beautiful street.

Quebec Street
Quebec is another cross-town arterial at the neighborhood boundary and is an important link between Stapleton and Lowry. It has consistent single family residential scale and character along its length, except for the traffic volumes that it carries and the intersection at Colfax. The strong block patterns along Quebec break down south of 12th Avenue. There are no sidewalks along many segments of Quebec Street.
Yosemite Street
Yosemite Street is a collector street and the boundary between Denver and Aurora. It is one of the three potential major north/south connections between Stapleton and Lowry. Its extension into Lowry and Stapleton seems relatively easy. North of Colfax the street is bounded by single-family residential with a consistent "grain" of development, similar lot and building size, and continuous orientation of homes fronting onto the street. South of Colfax, the street character changes. There is one block of single family residential, with the remainder being three to five story apartment buildings. The apartment buildings in this area have no real order to their placement and some are in disrepair with boarded up windows. The commercial node adjacent to the Lowry gate has no consistent streetscaping treatment. Buildings are under utilized and do not relate to each other.

Eleventh Avenue
Eleventh Avenue is a collector street that runs along the northern boundary of Lowry Air Force Base. It carries more traffic than the one-way streets to the north, 13th and 14th Avenues. The existing character of the street is not clearly defined as there is no consistent development pattern, use or scale. There are vacant parcels on both sides which are future development opportunities and offer possibilities for integration of the neighborhood with Lowry.

Syracuse Street
Syracuse is a wide residential collector street. It is the only existing intermediate connection north and south between the Stapleton and Lowry redevelopment areas.

Colfax Avenue
Colfax Avenue is the longest commercial arterial street in the United States today. It has developed over time from its humble beginnings in Denver’s downtown, becoming the “Main Street” of the metropolitan region that connects Aurora, Denver, and Lakewood. Depending on the time of day, it takes 45 to 60 minutes to drive from one end to the other. The avenue has several districts through which it passes, each with its own character. This section of East Colfax is perhaps one of the more difficult to define in terms of physical character and image.

The section of Colfax within this neighborhood is 16 blocks in length and has blocks that are oriented in a north/south direction. Alleys run perpendicular to the street, with additional alleys running parallel to Colfax from Ulster to Yosemite on the north, and Wabash to Yosemite on the south. Access seems excessive with the two alley systems and the typical one or two curb cuts per parcel or business.

A problem associated with the lack of an identifiable image on East Colfax Avenue is the small size of parcels and individually built projects. These sites typically are individually focused with little sense of cooperation between commercial neighbors or respect for adjacent homes. One reason for this is the type of “incubator” small business development that the market supports in this area. Typical of older arterial commercial corridors, parcel and zoning depth is shallow.
In addition to the isolated nature of each separate site, there is a mix of many different types of businesses along the street. There does not seem to be any consolidation or critical massing of like kinds of uses. Physical landmarks are not clear and in general, there is a lack of order and organization to the land use types. There is a lack of direction in design as evidenced by the inconsistency in building and parking lot placement.

Parking lot placement contributes to lack of order of land use on Colfax

Alternative Parking Lot Placements

<table>
<thead>
<tr>
<th>Alley</th>
<th>Parking in the Rear</th>
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<tbody>
<tr>
<td>Colfax Avenue</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Alley</th>
<th>Parking With Screen Wall Buffer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colfax Avenue</td>
<td></td>
</tr>
</tbody>
</table>

There are two areas that share enough similar characteristics to be called districts along the corridor. In addition, there are a series of highly visible intersections. An emphasis on these intersections and districts can help to break up a very long, linear street into identifiable, understandable units.

**Important Colfax Avenue Intersections**

Special intersections occur at Quebec, Syracuse, Uinta, and Yosemite. Quebec and Syracuse are important because they are main intersections and need emphasis. While Quebec is the entry into the neighborhood’s part of Colfax, it does not read as a gateway. There is limited opportunity for a major “announcement.” It is better to build upon other locations which offer some physical reason to demarcate a transition.

Uinta is a more locally oriented retail area which should be built upon as it redevelops. To the west is the section of Colfax that has the mix of uses and no clustering of like kinds of businesses. To the east is the portion of Colfax that is primarily motels. This motel subarea is discussed in more detail below.
Yosemite is a “Gateway” into Denver as well as the neighborhood and as such should receive special emphasis. On the eastern edge of the intersection, Aurora has an attractive sign, lighting, and landscaping within the median. This transition on the Denver side should be identified as well.

**Tamarac to Uinta: Neighborhood Oriented District**

The district that has the most pedestrian scale is the area between Tamarac and Uinta. It is the historic area for neighborhood serving stores and services. Many of the buildings on the north side are built close to the front property line and are consistently oriented to the street. A number of restaurants are located in this district and generate pedestrian activity. Sidewalks are adequately sized and the facades of the buildings have some sense of scale and character and are not “generic” chain store designs. Other smaller areas with some of these same characteristics are at Quince and at Rosemary.

**Motel District**

The second district is one in transition. It is the area from Ulster to Yosemite where most of the motels are clustered. Sidewalks are unusually narrow on some blocks within this district. Several of the motels do not have sufficient on site parking areas. There are also motels across the city line in Aurora.

**VISION**

* Build on the positive physical characteristics of the neighborhood.
* Create a more beautiful neighborhood in which to live or do business.
* Blend neighborhood development to aesthetically flow with the redevelopment of Lowry and Stapleton.
EAST MONTCLAIR/EAST COLFAIX NEIGHBORHOOD PLAN

PLAN IMPLEMENTATION
The following action agenda contains recommendations made by neighborhood residents, business owners or managers, City departments, and other public and private interests. Funding for improvements will need both private and public investments. Examples of public funding sources include Community Development Block Grant (CDBG) programs, the City’s General Fund, The City’s Capital Improvements Plan (CIP), public and foundation grants, and future Citywide bond issues. Examples of private sector funding sources include improvement districts, building facade improvements, and sidewalk and parking lot landscaping. For public sector funding, one or several possible funding sources are listed for each project, together with a very general estimate of the cost. $ = less than $25,000. $$ = $25,000 to $250,000. $$$ = more than $250,000.

Time frames for implementation are approximate. Short range means the action is projected to commence in years 1 and 2 after adoption of the plan. Mid range refers to an action that should begin in years 3 to 5. Long range means implementation is projected to begin 5 or more years out. Certain action recommendations could be carried out quickly at little or no cost. Time frames are “best guess” and will be altered with changing budget requirements, level of private sector involvement, and other conditions.

POLICIES AND DEVELOPMENT GUIDELINES
UD-1. Remove the security fences along Montview Boulevard and Eleventh Avenue as new development occurs at Stapleton and Lowry. Connect the street grid of the neighborhood with new Stapleton and Lowry streets.

TIME: On-going project as development takes place.

UD-2. Continue the residential scale of Montview Boulevard as new development occurs. Avoid the extension of incompatible development into the neighborhood when Stapleton closes. Encourage residential development on both sides of Montview.

TIME: On-going project as development occurs.
IMPLEMENTING AGENCY/GROUP: Stapleton Development, Planning and Development Office.

UD-3. Maintain a sense of openness along 11th Avenue through the use of lower scales, smaller buildings, and low intensity uses. Integrate and create a transition to the residential development on both sides of 11th Avenue.

TIME: On-going.
IMPLEMENTING AGENCY/GROUP: Private Development, Planning and Development Office.

***PRIORITY FOR IMPLEMENTATION***
UD-4. Extend and infill the existing street tree pattern of mature coniferous trees along the 11th Avenue Lowry boundary. As a part of the Lowry planning process and in conjunction with the Citywide parkway master planning, consider creating a unique parkway treatment of cedar, pine and/or fir trees along both sides of 11th Avenue.

TIME: On-going project as development occurs.
COST: $$ Private Development, future bond issue, grants, CIP
IMPLEMENTING AGENCY/GROUP: Private Development, Public Works
-Transportation, Parks and Recreation Department.

UD-5. Enhance the existing commercial activity at 11th Avenue and Syracuse, 11th Avenue and Unita (near the Montclair Post Office), and 11th Avenue and Yosemite. These shopping areas should encourage residents to walk or bicycle and should serve both the nearby East Montclair neighborhood and new Lowry college campus and residential neighborhoods.

TIME: Medium to long range project

UD-6. Over time encourage the redevelopment of properties at Colfax intersections, with buildings as close to the street as possible, coordinated landscaping on all four corners, and more attention to pedestrian crosswalks.

TIME: On-going project.
* Encourage redevelopment of properties at Colfax intersections
* Hold buildings as close to the street as possible
* Coordinate landscape on all four corners
* Enhance pedestrian cross-walks
* Buffer residential edge
CAPITAL AND PHYSICAL IMPROVEMENT PROJECTS

UD-7. As soon as Stapleton Airport closes, set aside land for parks and open space adjacent to the neighborhood. This should include expansion of Fred Thomas Park and land along Westerly Creek.

TIME: Short range project (land set aside), long range development project
COST: $$$ CIP, future bond issue.
IMPLEMENTING AGENCY/GROUP: Parks and Recreation Department, Planning and Development Office, Stapleton Redevelopment.
***PRIORITY FOR IMPLEMENTATION***

UD-8. As soon as Lowry Air Force Base closes, set aside land for parks and open space. This should include land around Kelly Dam and the spillway south of 11th Avenue.

TIME: Short range project (land set aside), long range development project.
TIME: $$$ CIP, future bond issue.
IMPLEMENTING AGENCY/GROUP: Lowry Redevelopment Authority, Parks and Recreation Department, Planning and Development Office.
***PRIORITY FOR IMPLEMENTATION***

UD-9. Create a gateway at Colfax Avenue and Yosemite Street, which may include monuments, signs, lighting, landscaping and/or other features at the city line.

TIME: Short to medium range project.
COST: $$ CIP, CDBG, Private.

UD-10. On Montview Boulevard between Quebec and Yosemite Streets continue the streetscape elements that currently exist between Colorado Boulevard and Quebec Street. Evaluate officially designating Montview Boulevard through the neighborhood as part of the Denver Parks and Parkways system. Include this evaluation in the Citywide parkways master planning process.

TIME: Medium to long range project.
IMPLEMENTING AGENCY/GROUP: Parks and Recreation Department, Stapleton Plan, Stapleton Development, Planning and Development Office.
UD-11. Remove the Lowry gate at Yosemite Street and develop an entry feature that creates a positive, welcoming gateway at the corner of 11th Avenue. Coordinate with the new Lowry college campus, Aurora and Denver and use similar and consistent treatments on all quadrants of the 11th Avenue and Yosemite Street intersection.

**TIME:** Medium range project.  
**COST:** $$$ CIP, CDBG, grants.  
**IMPLEMENTING AGENCY/GROUP:** Lowry College Campus, Lowry Property Owners, Lowry Redevelopment Authority, Planning and Development Office, Public Works-Transportation, City of Aurora.  

***PRIORITY FOR IMPLEMENTATION***

UD-12. Develop a Westerly Creek Master Plan jointly with Denver and Aurora. Westerly Creek is a critical link between the existing High Line Canal recreation trail and the future Sand Creek (Emerald Strands) open space and trail system. The Master Plan should address drainage, landscaping, park, and trail improvements in the area of Kelly Dam spillway and along Westerly Creek as it flows to the north-northeast from 11th Avenue to Montview Boulevard. The Study should determine feasibility and opportunities for opening up portions of the creek that now flow underground through pipes. The study area should include Lowry, East Montclair, Original Aurora, and Stapleton portions of the creek.

**TIME:** Medium to long range project.  
**COST:** $$$ CIP, grants, future bond issue.  
**IMPLEMENTING AGENCY/GROUP:** Parks and Recreation Department, Public Works-Wastewater Management, City of Aurora, Urban Drainage and Flood Control District, Planning and Development Office, Lowry Development, Stapleton Development.

UD-13. Create along 17th Avenue a consistent sidewalk and tree lawn treatment. Explore the option of traditional detached walks with generous tree lawns in areas where there are no existing sidewalks and in areas where redevelopment occurs. See map on page 12 for priority segments.

**TIME:** On-going project.  
**COST:** $$ Private, Bond, CDBG.  
**IMPLEMENTING AGENCY/GROUP:** Property Owners, Neighborhood Group, Bond Program Trees, Denver Digs Trees, Planning and Development Office.
RESEARCH, DESIGN, AND ANALYSIS

UD-14. Create a detailed streetscape master plan for East Colfax Avenue between Quebec Street and Yosemite Street, with special attention to three Districts: Tamarac to Uinta, Rosemary to Syracuse, Ulster to Yosemite. Include in this focus study locations where the commercial zoning extends south one block into the neighborhood. The master plan should make recommendations for uses and streetscape treatment, including landscaping, paving, facade renovation suggestions, pedestrian lighting, cross-walk treatment, signage, parking lot size and placement, and buffering. Create an integrated, phased and prioritized implementation strategy. Implementation will require that property owners enter into an agreement to maintain streetscape improvements.

TIME: Short to medium range project.

***PRIORITY FOR IMPLEMENTATION***

UD-15. Create a master landscaping plan for Montview Boulevard edges that will be implemented incrementally as Stapleton builds out. Plan should include consistent sidewalks, treelawns, and other elements.

TIME: Short to medium range project.
IMPLEMENTING AGENCY/GROUP: Stapleton Development, Parks and Recreation Department, Planning and Development Office.

UD-16. Encourage parkway landscaping along Quebec and Yosemite Streets to establish a high quality image for Stapleton and Lowry new development and for the adjacent neighborhoods. Allow Quebec Street parkway landscaping to connect two major parkways in the City (Alameda Parkway and Martin Luther King Boulevard). Address Quebec and Yosemite right-of-way constraints.

TIME: Medium to long range project.
IMPLEMENTING AGENCY/GROUP: Private Development, Public Works-Transportation, Parks and Recreation Department, Planning and Development Office.
LAND USE AND ZONING

DESCRIPTION AND ANALYSIS
The total area of the East Montclair/East Colfax neighborhood is 684 acres. The net land area (excluding streets, highways and alleys) is 466 acres. The following figure shows the acreage of the neighborhood's various land uses.

As can be seen, residential land use predominates. The next major land use category is that of commercial and office, which is found in Colfax Avenue development and at several centers along East 11th Avenue. Businesses generally tend to be smaller in scale. Collectively they form a critical mass that offers a wide range of products and services. As a by-product of the many allowable uses in the B-4 zone district, there are a group of businesses that are more light industrial than retail in nature. Clothing and apparel manufacturing, cabinet making, and wholesale beauty products are examples of these uses.

Commercial uses on East Colfax Avenue appear to be oriented more to the person traveling on the street than to residents of the surrounding neighborhood. Car sales, motels, and fast food restaurants typify auto-oriented uses.

Zoning corresponds closely with land use. Non-conforming uses are few. Again, the residential category dominates and the largest acreage is in the R-1 zone which is restricted to single detached units. Other residential zones as shown on the existing zoning map include R-2, R-2-A, R-3-X, and R-3 which provide increasing degrees of density in multi-units. Four other zoning categories complete
the zoning pattern in the neighborhood. They are O-1 (Open Space), P-1 (Parking), and for business, B-2 and B-4. P-1 is designed to buffer residential from commercial zones as well as provide parking, and is located generally north and south of the B-4 on Colfax Avenue. B-2 is designed for local shopping and service facilities to provide for the needs of the local residents, and is located in the Syracuse Shoppette at 11th Avenue and Syracuse Street, the 1100 block of Yosemite Street, and the area around the Montclair Post Office on 11th Avenue. The B-4 commercial and business district serves a much larger area and is found along Colfax Avenue.

**COLFAX AVENUE REZONING STUDIES**

- Extend commercial zone to accommodate minimum parking requirements
- Provide a walkway with sufficient landscaping from the parking lot to the main entrance of the commercial building wherever required
- Provide 10'-0" landscape buffer at the alley to separate commercial and residential zones
- Relocate the alley to create a T-junction at the alley intersections
- Use the existing alley as entry to the parking lot and for services
- Reduce the service road area by locating the loading docks in the commercial building
- Define the commercial zone property with landscaping
- Widen sidewalks facing Colfax Avenue by pulling back the building face
- Introduce trees and landscape elements in the public right-of-way
- Encourage streetscape at intersections
- Maintain a continuous street character along Colfax Avenue and down the side streets
Extending the commercial zone to accommodate minimum parking requirements

- Provide a walkway with sufficient landscaping from the parking lot to the main entrance of the commercial building wherever required
- Provide 10'-0" landscape buffer at the alley to separate commercial and residential zones
- Relocate the alley to create a T-junction at the alley intersections
- Use the existing alley as entry to the parking lot and for services
- Reduce the service road area by locating the loading docks in the commercial building
- Defend the commercial zone property with landscaping
- Widen sidewalks facing Colfax Avenue by pulling back the building face
- Introduce trees and landscape elements in the public right-of-way
- Encourage streetscape at intersections
- Maintain a continuous street character along Colfax Avenue and down the side streets
VISION

* Compatibility between residential and business land uses.
* A neighborhood attractively linked to new development and land uses at Lowry Air Force Base and Stapleton Airport.
* Ample park and open space areas.
* Protection of the residential character of the neighborhood.
* Improve physical appearance of the Colfax Avenue business district.

PLAN IMPLEMENTATION

The following action agenda contains recommendations made by neighborhood residents, businesses, City departments, and other public and private interests. Time frames for implementation are approximate. Short range means the action is projected to commence in years 1 and 2 after adoption of the plan. Mid range means the action should begin in years 3 to 5. Long range means implementation is likely to begin 5 or more years after adoption of the plan. Some recommendations are understood to be on-going actions. Time frames are approximate and will be altered with changing budget requirements and other conditions.

CAPITAL AND PHYSICAL IMPROVEMENT PROJECTS

LZ-1. Evaluate requests to expand B-4 zoning (or other commercial zone districts) along Colfax Avenue, making sure criteria is met that will foster both a healthy business district and protection of nearby residences. Rezonings should include waivers of incompatible uses, provisions for buffering adjoining residential areas with landscaping and/or screening fences, and other provisions that create a transition that will protect the residential character of adjacent properties. Both neighborhood businesses and residents should give input to the decision-making process.

IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Businesses, Planning and Development Office.

**PRIORITY FOR IMPLEMENTATION**

LZ-2. Monitor all zone change requests adjacent to the neighborhood on the Stapleton site and at Lowry.

IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Planning and Development Office.

LZ-3. Work with property owners to rezone the R-2-A and R-3 undeveloped areas between 11th and 13th Avenues in the eastern part of the neighborhood to a zone district compatible with existing surrounding development, including single family.

TIME: Short to medium range.
IMPLEMENTING AGENCY/GROUP: Property owners, Neighborhood Group, Planning and Development Office.
LZ-4. Assess the existing condition of vacant boarded up multi-family buildings and possible re-use for preschools, elder homes, or offices.

**TIME:** Short range.

**IMPLEMENTING AGENCY/GROUP:** Property Owner, Neighborhood Group, Planning and Development Office.

LZ-5. Assure compatibility of land uses and create connections between future Stapleton and Lowry development and the East Colfax neighborhood. New development should be evaluated for how it complements existing land uses in the neighborhood and fosters local employment and business prosperity. For example, supportive land uses on Stapleton should include residential, parkland, cultural, tourism, retail, and commercial development. Compatible land uses on Lowry should include residential, parkland, open space, commercial, and educational uses.

**TIME:** Short range, mid range, long range.

**IMPLEMENTING AGENCY/GROUP:** Neighborhood Group, Stapleton Development, Lowry Development, Planning and Development Office.

LZ-6. Explore creating a corridor over-lay zone that establishes special East Colfax Avenue development standards for buffering the edges between business and residential zones, conditional hours of business operations, and signage. Network with businesses and neighborhood organizations along the entire Colfax corridor.

**TIME:** Mid-range.

**IMPLEMENTING AGENCY/GROUP:** Neighborhood Group, Neighborhood Businesses, Planning and Development Office.

LZ-7. Whenever the opportunity arises, eliminate billboards in the neighborhood. Do not allow billboards in the redevelopment of Lowry or Stapleton.

**TIME:** On-going.

**IMPLEMENTING AGENCY/GROUP:** Property Owners, Stapleton Development, Lowry Development, Neighborhood Group.

LZ-8. Network with business interests and other neighborhood organizations throughout the City to study placing new limitations on operation hours for some types of businesses located adjacent to residential zone districts.

**TIME:** Mid-range project.

**IMPLEMENTING AGENCY/GROUP:** Neighborhood Group, Neighborhood Businesses, Planning and Development Office.
CITY SERVICES AND ORDINANCE ENFORCEMENT

LZ-9. Continue the neighborhood “trouble shooting” task force for monitoring property up-keep and compliance with City environmental ordinances concerning cutting weeds, parking of vehicles on the lawns of homes, numbers of cars, outdoor storage of junk, home occupations, and similar zoning and code enforcement matters. Explore dividing the neighborhood into subareas. Send friendly letters notifying property owners of ordinance requirements and offering neighborhood assistance. Meet monthly with City zoning and code enforcement officials to monitor progress.

IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Denver Zoning Administration, Neighborhood Support Services.

**PRIORITY FOR IMPLEMENTATION**

LZ-10. Inform neighborhood residents concerning large item pick up schedules.

IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Neighborhood Support Services.

LZ-11. Encourage enforcement of City ordinance requirements for absentee landlords to have an agent registered with the Assessment Division.

TIME: Short Range project.
IMPLEMENTING AGENCY/GROUP: Assessment Division, Denver Zoning Administration, Neighborhood Support Services.

LZ-12. Encourage enforcement of City ordinance requirements for pet care, including numbers of animals.

IMPLEMENTING AGENCY/GROUP: Health and Hospitals -Animal Control, Denver Zoning Administration.
NEIGHBORHOOD COOPERATION AND INVOLVEMENT

LZ-13. Identify historic sites in the neighborhood. Provide information to owners regarding procedures for official City designation as a historic structure for preservation. Research and write a history of the East Montclair Neighborhood, including in the publication photographs and a brief history of significant landmark buildings, parks, and the U.S. Highway 40 heritage commercial district.

TIME: Short range project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Businesses, Planning and Development Office.

LZ-14. Stop illegal nuisance activities in the neighborhood. Encourage the formation of a network of block captains throughout the neighborhood to coordinate the Neighborhood Watch program and disseminate information concerning various neighborhood activities and community programs.

IMPLEMENTING AGENCY/GROUP: Denver Police Department, Neighborhood Watch, Neighborhood Group.

*PRIORITY FOR IMPLEMENTATION*

LZ-15. Publish periodically in neighborhood newsletters descriptions of zoning use and code maintenance regulations and phone numbers for assistance.

IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Schools.

LZ-16. Continue the neighborhood commercial area revitalization efforts. Bolster the existing business association with continued input from City programs as well as increased interest in the commercial area from residents of the surrounding area.

TRANSPORTATION

DESCRIPTION AND ANALYSIS

Streets are designated by the Denver Comprehensive Plan according to the following definitions:

**Local Streets:** Serve the function of providing direct access to adjacent properties and of carrying low volumes of traffic (less than 2,000 vehicles per day) with an origin or destination within the neighborhood. Examples of local streets are Xenia Street and 19th Avenue.

**Collector Streets:** Distribute traffic between arterial and local streets within the community and link residential areas, local and community shopping, and other major community activity areas. Collector streets have average volumes of 5,000 to 12,000 vehicles per day. Examples of collector streets are Syracuse Street and 11th Avenue.

**Arterial Streets:** Provide for through traffic on a continuous route. They serve as the primary link between communities and major land use elements. The average traffic volumes typically range from 10,000 to 50,000 vehicles per day. Examples of arterial streets are Colfax Avenue and Quebec Street.

The Department of Public Works classifies existing streets. The map shows the East Colfax neighborhood with existing street classifications and average daily traffic counts from 1988 and 1992.

**MAJOR STREETS**

There are four streets that cannot be looked at only from a local view-point. These are Colfax Avenue, Quebec Street, Montview Boulevard, and Yosemite Street.

**Colfax Avenue**

Colfax is the “main street” of the Denver metropolitan region. It is a major transportation corridor between Aurora, Denver, and Lakewood. Commercial land uses abut the corridor along its entire length. These businesses serve both the metropolitan region and immediate neighborhood, as well as future new Stapleton and Lowry neighborhoods.

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Street Classifications & Traffic Volumes
Quebec Street

Quebec Street is an important north-south street corridor extending through the metropolitan region from Commerce City at the north to Iliff Street and the Denver Tech Center at the south. A missing segment on the Lowry Air Force Base between First Avenue and Alameda Avenue prevents this street from functioning as a through arterial. Between 11th and 23rd Avenues, Quebec Street forms the western boundary of the East Colfax neighborhood. Further north, from 23rd Avenue to Martin Luther King Boulevard, Quebec Street widens to four lanes. From Martin Luther King Boulevard north to I-70 it becomes a limited access roadway. For more than twenty years, proposals have at different times been made by the City of Denver and others to acquire additional right-of-way and widen Quebec to become a four lane street. This would allow Quebec Street to function as a regional arterial north and south across the metropolitan region, similar to the way Monaco Parkway, Colorado Boulevard, or York Street function presently.

The closure of Stapleton Airport and redevelopment of Lowry will, in the short term, reduce somewhat travel demands in the corridor. Redevelopment of Stapleton and Lowry will, over time, again create pressure to improve the Quebec Street corridor and better link together shopping, employment centers, and residential neighborhoods in the northern and southeast areas of the metropolitan region. As traffic volumes increase over time and the need to widen the street may become more apparent, care will need to be taken with any proposed changes in the street and should provide for additional community input, provide for adequate right-of-way, develop new parkway landscaping, and protect the residential character of the area.

Montview Boulevard

Montview Boulevard is similar to Colfax Avenue in providing a connection between Denver and Aurora, as well as between central Denver and neighborhoods on the City's eastern edge. Redevelopment of Stapleton Airport property on the north side of Montview will aid in defining and constructing traffic, landscaping, and design improvements needed for the street.

Yosemite Street

Yosemite Street forms the official boundary between Denver and Aurora, and between residential neighborhoods in the respective cities. Any proposed street improvements, changes in traffic volumes and patterns, and traffic regulations will need to be coordinated between the two jurisdictions.

TRAFFIC IMPACTS FROM CLOSURE OF STAPLETON AIRPORT AND CLOSURE OF LOWRY AIR FORCE BASE

The closure of Stapleton Airport is expected to initially bring significant traffic reductions on Quebec Street north of Montview, on Syracuse north of Montview, and on Montview Boulevard. More modest, but significant, reductions are also expected on Quebec and Syracuse Street south of Montview through the East Colfax neighborhood. The nature, timing, and intensity of future development at Stapleton Airport will determine when traffic again reaches current traffic levels.

The closure of Lowry Air Force Base is also projected to bring short term traffic reductions on arterial and collector streets, such as 11th Avenue and Quebec Street. When the fence comes down that presently separates the neighborhood and Lowry, and streets are re-opened, traffic volumes on collector and arterial streets south of Colfax Avenue will likely increase as new uses are found for Lowry buildings.
BUS TRANSIT SERVICE
The East Colfax neighborhood is served by five bus lines. Lines on Montview Boulevard are the Route 20 between Aurora’s Southmoor area, Downtown Denver, and Lakewood; and the Route 105 between the Martin Marietta plant (located on the far southwest edge of the Denver region) and Stapleton Airport. Colfax Avenue is served by the Route 15 connecting Aurora and Downtown Denver. The Colfax Route 15 is the only line in the RTD system to operate 24 hours a day. The Route 10 line is located on 11th Avenue and connects Aurora with Downtown Denver, via the University Hospital area and the Auraria Campus.

BIKE ROUTES
East-west bike routes through the neighborhood are located on 19th Avenue and 12th Avenue. Syracuse and Poplar form a north and south bike route. New opportunities for developing off-street bikeways will become possible as Stapleton Airport redevelops and as Lowry and the East Montclair neighborhood are re-connected.
VISION

* Safe and uncongested traffic flow within and through the neighborhood.
* Quiet local residential streets.
* Landscaping and buffering that will protect adjacent residences along arterial streets.
* Convenient RTD bus transit service to all areas of the neighborhood.
* A neighborhood friendly to walking and bicycling.

PLAN IMPLEMENTATION

The following action agenda contains recommendations made by neighborhood residents, businesses, City departments, and other public and private interests. Potential funding sources for the various capital improvement projects include the City’s Capital Improvements Plan (CIP), the City’s General Fund, 1989 and future Citywide bond issues, Regional Transportation District, Colorado Department of Transportation, Federal grants, private development, and Community Development Block Grant programs. One or several potential funding sources are listed for each project, together with symbols ($) that indicate an estimate of the cost. $ = less than $25,000. $ = $25,000 to $250,000. $$$ = more than $250,000.

Time frames for implementation are approximate. Projects are noted that are in progress even as the plan is being developed. Short range means the action is projected to commence in years 1 and 2 after adoption of the plan. Mid range means the action should begin in years 3 to 5. Long range means implementation is projected to begin 5 or more years out. Certain action recommendations could be carried out at little or no cost. Time frames are “best guess” and will be altered with changing budget requirements and other conditions.

CAPITAL AND PHYSICAL IMPROVEMENT PROJECTS

T-1 Link the residential neighborhood to high quality new Stapleton and Lowry development. To accomplish this, improvements may be needed in the Yosemite Street and Quebec Street corridors, including widening of these streets, constructing sidewalks, and development of new streetscapes. If Quebec Street is widened to four lanes in any area between Alameda and 23rd Avenue, its improvement through the East Colfax neighborhood residential area should be accomplished with adequate provision for street right-of-way, building setbacks, and landscaping design treatments.

TIME: Long range projects.
COST: $$$ Private Development, CIP.

**PRIORITY FOR IMPLEMENTATION**
T-2 Construct detached sidewalks along blocks with no pedestrian sidewalks. Highest priority should be blocks along Quebec Street, Montview Boulevard, Syracuse Street, 11th Avenue, 13th Avenue and 14th Avenue. Priority should also be given to streets located on bus lines, adjacent to a park, or in proximity to Ashley School. Seek to gain participation of owners in sidewalk construction projects. Explore funding on a block by block basis through CDBG Residential Neighborhood Small Projects grants and other alternative funding sources.

TIME: On-going, short/medium range project.
COST: $$ Private, CDBG, CIP.

Pedestrian sidewalk along Syracuse Street.  
Foot path along Quebec Street.

T-3 Reconstruct Colfax Avenue through the neighborhood. Pave with concrete, improve drainage, widen sidewalks where appropriate, and provide for street trees.

TIME: Medium or long range project.
COST: $$$ Colorado Department of Transportation (CDOT).
IMPLEMENTING AGENCY/GROUP: CDOT, Public Works-Transportation.

T-4 Connect the street grid of the neighborhood with Stapleton and Lowry development as soon as possible.

TIME: Medium or long range project.
COST: $$$ Private Development, CIP.

T-5 Construct curb and gutter, and detached sidewalks along the south side of 11th Avenue adjacent to Lowry. The most immediate need is areas near bus stops.

TIME: Medium range project.
COST: $$ Private Development, CIP.
T-6 Pave public alleys with recycled asphalt. Explore options for paving non-dedicated alleys.

TIME: In progress/on-going project.
COST: $ General Fund.

T-7 Construct handicap ramps at Colfax Avenue intersections and at other street intersections with substantial pedestrian traffic.

TIME: In progress, short/medium range project.
COST: $$ General Fund.
IMPLEMENTING AGENCY/GROUP: Public Works-Transportation, Private Development.

T-8 Evaluate Colfax Avenue intersections where beepers should be located to assist blind persons in crossing the street.

TIME: Short range project.
COST: $ CIP
IMPLEMENTING AGENCY/GROUP: Public Works-Transportation.

T-9 Work with the Regional Transportation District to develop bus stop amenities along streets served by transit lines, beginning with the Colfax Route 15 line. Trash receptacles should be located at bus stops, especially at stops near fast food restaurants.

TIME: Short range project.
COST: $$ RTD or Private.
IMPLEMENTING AGENCY/GROUP: RTD, Neighborhood Businesses, Neighborhood Group.

T-10 Encourage neighborhood businesses to provide bicycle parking near front entrances.

TIME: On-going project.
COST: $ Private, CDBG.
IMPLEMENTING AGENCY/GROUP: Neighborhood Businesses.
EAST MONTCLAIR/EAST COLFAIX NEIGHBORHOOD PLAN

PUBLIC SERVICES
T-11 Increase the frequency of sweeping Colfax Avenue sidewalks.

    TIME: In progress.
    IMPLEMENTING AGENCY/GROUP: Merchants.

T-12 Remove snow from residential sidewalks. Where possible, street snow plow crews should plow snow into the middle of a street, rather onto attached sidewalks. Priority areas for snow removal should be sidewalks in the vicinity of Ashley Elementary School.

    TIME: Short range project
    IMPLEMENTING AGENCY/GROUP: Residents, Public Works - Street Maintenance, Ashley School.

T-13 Organize block parties to clean alleyways and sidewalks.

    TIME: Short range/medium range project.
    IMPLEMENTING AGENCY/GROUP: Residents, Neighborhood Group.

T-14 Designate Syracuse Street as a new north-south bicycle route through the neighborhood, providing a connection to future Stapleton and Lowry development. Install bike route signs. Evaluate additional alternative neighborhood bicycle routes as development occurs in these nearby areas.

    TIME: Short range project.
    COST: $ Bond and CIP.
    IMPLEMENTING AGENCY/GROUP: Public Works-Transportation.

T-15 Designate Yosemite Street as a new north-south bicycle route through the neighborhood, connecting with a future Westerly Creek bicycle trail corridor across Stapleton to Sand Creek and across Lowry to the High Line Canal. Ensure that as traffic increases on Yosemite Street, adequate width and priority is maintained for bicyclists on this street. Bike lanes may be indicated. Coordinate with Aurora on the possibility of additional access to Westerly Creek via 19th Avenue and Montview Park. In the Westerly Creek corridor, provide prominent and attractive bicycle and pedestrian connections between Colfax Avenue and new Lowry and Stapleton neighborhoods.

    TIME: Mid range project.
    COST: $ Bond and CIP.
    IMPLEMENTING AGENCY/GROUP: Public Works-Transportation.

T-16 Install bike route signs along 19th Avenue and 12th Avenue, as principal east-west bicycle friendly streets serving East Denver and Aurora.

    TIME: Short range project.
    COST: $ Bond and CIP.
    IMPLEMENTING AGENCY/GROUP: Public Works-Transportation.
T-17 Provide bicycle safety courses in schools serving neighborhood children. Encourage students to bicycle to school, making use of designated routes.

_TIME:_ Short range project.
_IMPLEMENTING AGENCY/GROUP:_ Public Works - Transportation, Denver Public Schools.

T-18 Maintain a high quality of bus service to connect the neighborhood with Downtown Denver and other destinations. Meet with Regional Transportation District representatives to discuss route changes and new termination points necessary when Stapleton Airport and Lowry Air Force Base close.

_TIME:_ Short range project.
_IMPLEMENTING AGENCY/GROUP:_ RTD.

RESEARCH, DESIGN, AND ANALYSIS

T-19 Study the feasibility of converting 13th and 14th Avenues to two-way traffic, between Quebec and Yosemite Streets.

_TIME:_ Short Range project.
_IMPLEMENTING AGENCY/GROUP:_ Public Works-Transportation.

T-20 Determine street improvements needed to implement recommendations in the Northeast Quadrant and Southeast Quadrant Transportation and Land Use Studies. Update the Southeast Quadrant Study to include changing conditions resulting from Stapleton and Lowry closures and Northeast Quadrant Study recommendations. This study should look at streets in both Denver and Aurora and should develop recommendations for connecting Lowry and Stapleton in a manner that will not adversely impact Denver and Aurora residential neighborhoods.

_TIME:_ Short/medium range project.

T-21 Evaluate providing new left turn arrows and new signal timing on Quebec Street at Montview Boulevard (southbound turning left and northbound turning left) and on Quebec Street at Colfax Avenue (northbound turning left, southbound turning left, eastbound turning left).

_TIME:_ Short/medium range project.
_COST:_ $5,000 CIP, General Fund.
_IMPLEMENTING AGENCY/GROUP:_ Public Works-Transportation.

Quebec Street and Montview Boulevard.
EAST MONTCLAIR/EAST COLFAUX NEIGHBORHOOD PLAN

T-22 Encourage pedestrian and bicycle travel between residences and destinations within and near the neighborhood in order to reduce automobile use, improve air quality, promote a sense of neighborliness and encourage physical fitness.

TIME: In progress/on-going project.
IMPLEMENTING AGENCY/GROUP: Residents, Neighborhood Group, Neighborhood Businesses, Public Works-Transportation.

T-23 Evaluate the designation of 17th Avenue as a collector street.

TIME: Medium/long range.
IMPLEMENTING AGENCY/GROUP: Public Works-Transportation.

T-24 Evaluate the need for north-south alleys on blocks where east-west alleys exist along Colfax Avenue. Consider vacating north-south alleys in order to allow parcel consolidation.

TIME: Short range/on-going project.
IMPLEMENTING AGENCY/GROUP: Property Owners, Public Works-Transportation.

T-25 Inventory the condition of street curbs and publicize information concerning the City's curb replacement program.

TIME: In progress/on-going project.
COST: $ General Fund.
IMPLEMENTING AGENCY/GROUP: Public Works-Street Maintenance, Neighborhood Group.
BUSINESS REVITALIZATION

DESCRIPTION AND ANALYSIS
There are four business areas within the East Colfax neighborhood. Colfax Avenue between Quebec and Yosemite Streets, an area sixteen blocks long, is the largest of the business districts. Small shoppettes are located at 11th Avenue and Syracuse Street and 11th Avenue and Yosemite Street. A largely undeveloped commercial area is located in the area of the Montclair Post Office.

Colfax Heritage Corridor: Denver’s “Main Street”
Colfax Avenue is in many ways the “main street” of not only the neighborhood, but also Denver and a metropolitan region with two million people. Stretching from the foothills of Golden to the plains of Adams and Arapahoe County on the east, Colfax Avenue is the longest commercial street in North America. It is also U.S. Route 40, which was the principal highway link between Denver and Kansas City until the construction of Interstate Highway 70 in 1965.

Regionally, the 30 mile long avenue is the address for more super markets, value stores, gas stations, motels, fine restaurants, shopping centers, automobile sales, and retail specialty shops, than any other single street in the Denver region. Businesses are largely oriented toward automobile traffic and serve a mix of neighborhood residents, people from throughout the metropolitan region, and out of state tourists.

From east to west, Colfax Avenue functions as a sort of linear mall for shopping and services. The number of businesses located along the avenue exceeds Cherry Creek Mall, Southwest Plaza, and Downtown Denver. In addition to the hundreds of strong businesses that prosper along Denver’s “main street,” Colfax Avenue is home to Colorado’s State Capitol and the Basilica of the Immaculate Conception.

Denver, Lakewood, and Aurora continue to work to make the avenue an attractive place — through streetscape “beautification” projects, economic development strategies, and a “Life Begins on U.S. 40” promotional campaign. State legislation in 1994 designated Colfax Avenue a state heritage corridor.

Colfax Avenue: Neighborhood Business District
A 1993 survey of Colfax Avenue between Quebec Street and Yosemite Street found a total of 81 business locations. More than 18 of the businesses provide to the neighborhood goods and services such as accounting offices, laundromat, shoe store, auto parts, clothing store, beauty shops, medical office, small grocery stores, gas stations, appliance sales, liquor store, furniture store, locksmith, and cabinet shop. In addition to stores and offices, the survey showed 13 restaurants, 14 motels, 8 vehicle or boat sales businesses, 9 boat or auto repair businesses, 4 bars and clubs, car wash, and other miscellaneous businesses. Within this 16 block long area, there were only two vacant properties.
The Avenue is lined with many strong businesses. A location on Denver’s “main street,” good visibility, and reasonable rental rates and land prices have made this business district an attractive location for both long time businesses and new business start-ups.

Tourist related businesses, particularly motels, experienced a big drop in business when I-70 was constructed two miles north of the neighborhood. In order to survive, these businesses have had to develop innovative marketing strategies. For example, some of the motels have specialized in serving airline pilots, providing shuttle service to and from flights. Others have specialized in long term room rentals to construction workers. Still others have catered to families of patients at area hospitals.

The shut-down of both Stapleton Airport and Lowry Air Force Base will impact the Colfax business district once again and bring new challenges and opportunities as the market niche of these businesses is modified.

11th Avenue Neighborhood Shopping Areas

The two small shopping centers located on 11th Avenue at Syracuse Street and 11th Avenue at Yosemite Street are across the street from the Lowry Air Force Base. These neighborhood shoppettes experienced severe declines in business when Lowry closed its Yosemite Street gate. They have a high vacancy rate today.

The open land along 11th Avenue adjacent to the new Montclair Post Office is zoned for neighborhood commercial retail development. This as yet undeveloped business district could serve as a sort of north anchor area to future Lowry development.

Potential Lowry and Stapleton Shopping Areas

When Lowry Air Force Base is shut down in 1994, retail development requiring larger land parcels may occur in the area approximately three blocks south from the 11th Avenue Montclair Post Office where the existing PX and commissary buildings could be converted to super market and department store uses.
When Stapleton Airport closes later in 1994, the City's plan for redevelopment includes a possibility for "big box" larger scale retail development on the Stapleton site.

In relationship to Lowry and Stapleton retail development, the role of Colfax Avenue may be to continue to develop as the preferred location for smaller scale specialty stores, commercial services, restaurants, and other small to medium sized businesses. If the Colfax Avenue business area is to be revitalized, it will be important to have attractive and convenient street, sidewalk, and bikeway access between the Colfax Avenue "main street" and new Lowry and Stapleton neighborhoods.

Current Shopping Areas.

Residents presently have many choices in where to shop, both within the neighborhood and at nearby shopping districts. These include the 14th and Krameria shopping district, Colfax Avenue shopping areas, Downtown Denver, Cherry Creek, Buckingham Square, and Aurora Mall.

The broad over-all goal for retail and service oriented businesses in the East Colfax neighborhood is the creation of a healthy business climate that will improve the economic viability of the area and serve neighborhood residents as well as people from the wider Denver and Aurora region.

VISION

* Improved and coordinated promotion of Colfax Avenue with Aurora, Lakewood, and other Denver business areas.
* Strategies to cushion neighborhood businesses from possible economic impacts from the closures of Lowry Air Force Base and Stapleton Airport.
* Improved image of East Colfax Avenue.
* Increased employment opportunities for neighborhood residents.
* A balanced business district, with a mix of business types.
* Reduced anti-social activity.
* A cleaner and more beautiful, inviting business district that will strengthen existing businesses and attract new businesses to the area.

PLAN IMPLEMENTATION

The following action agenda contains recommendations made by business owners or managers, neighborhood residents, City departments, and other public and private interests. Funding will rely heavily on private investment. For some projects, there will be opportunities for public-private partnerships. Examples of public funding sources include Community Development Block Grant programs, the City's General Fund, the City's Capital Improvements Plan (CIP), public and foundation grants, and future Citywide bond issues. For public sector funding, one or several possible funding sources are listed for each project, together with symbols ($) that indicate an estimate of the cost. $ = less than $25,000. $$ = $25,000 to $250,000. $$$ = more than $250,000.

Time frames for implementation are approximate. Projects are noted that were in progress even as the plan was being developed. Short range means the action is projected to commence in years 1
and 2 after adoption of the plan. Mid range refers to an action that should begin in years 3 to 5. Long range means implementation is projected to begin 5 or more years out. Certain action recommendations could be carried out at little or no cost. Time frames are “best guess” and will be altered with changing budget requirements, level of business involvement, and other conditions.

POLICIES AND DEVELOPMENT GUIDELINES

B-1. Study the extension of the Enterprise Zone to include the East Colfax Avenue business district.

TIME: Short range project.

B-2. Build new residential neighborhoods at Lowry and Stapleton in order to increase the population that supports retail businesses along Colfax Avenue. Encourage residential development, museum, cultural, tourism, and other uses on Stapleton that will complement and strengthen East Colfax Avenue activity.

TIME: On-going project.


TIME: In progress/on-going project.
IMPLEMENTING AGENCY/GROUP: Business Owners/Managers, Zoning Administration.

B-4. Establish a process and form a group to meet jointly with Aurora businesses, residents, and public officials to work on common issues.

TIME: Short range project.
IMPLEMENTING AGENCY/GROUP: City Council representatives, Planning and Development Office, Aurora and Denver Neighborhood and Business Groups.
CAPITAL AND PHYSICAL IMPROVEMENT PROJECTS

B-5. Clean up the area. Sweep sidewalks.

TIME: In progress.
IMPLEMENTING AGENCY/GROUP: Businesses.

B-6. Upgrade maintenance of building fronts, including painting, sign improvements, awnings, location of window and sidewalk flower boxes, and cleaning sidewalks and parking lots.

TIME: In progress/on-going.

B-7. Develop a coordinated streetscape program along Colfax Avenue, including street trees, trash containers, and improved pedestrian lighting.

TIME: Medium range / long range project.
COST: $$$ CDBG, CIP, Private.

B-8. Clean up Colfax Avenue street medians (including sweeping of dirt and removal of weeds).

TIME: Short range project.
COST: $ General Fund.
IMPLEMENTING AGENCY/GROUP: Public Works -Street Maintenance.

B-9. Improve street lighting along Colfax Avenue. Explore undergounding electrical utilities and installation of new “hockey puck” street lights and median lights similar to in Aurora.

TIME: Mid range project.
COST: $$$ CIP

B-10. Encourage RTD to put in additional bus shelters and trash receptacles along Colfax Avenue.

TIME: Short range project / in progress.
COST: $ Private, RTD.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Business Owners/Managers, RTD.
B-11. Locate trash receptacles near bus stops and in the vicinity of fast food restaurants.

TIME: Short range project.
IMPLEMENTING AGENCY/GROUP: Businesses, RTD.

MARKETING

B-12. Coordinate Colfax Avenue promotion with Aurora, Denver, and Lakewood businesses, organizations, and economic development agencies.

TIME: Short range project.
IMPLEMENTING AGENCY/GROUP: Businesses Owners/Managers, Mayor's Office of Economic Development, Planning and Development Office, City of Aurora, City of Lakewood.

B-13. Encourage development of a unified marketing program for Colfax Avenue motels in Denver and Aurora. Explore new shuttle service to Denver International Airport and mountain casinos. Explore new marketing programs at Denver Union Railroad Station and the downtown Bus Depot. Explore strategies such as providing lodging to families of patients at nearby area hospitals.

TIME: Short range project.
COST: $ Private, Public.
IMPLEMENTING AGENCY/GROUP: Motel Owners/Managers, Mayor's Office of Economic Development, Denver and Aurora Business Associations, City of Aurora.

B-14. Consider alternative retail development of under utilized motel properties, such as converting rooms to crafts studios, ethnic art shops, antique dealer spaces, and similar uses compatible with adjacent residential areas.

TIME: On-going.
IMPLEMENTING AGENCY/GROUP: Property owners, Mayor's Office of Economic Development, Planning and Development Office.

B-15. Develop a Colfax Avenue theme and consider use of the theme on street banners, signage, and marketing programs.

TIME: Short range project.
COST: $ Private and Grants.
IMPLEMENTING AGENCY/GROUP: Business Owners/Managers, Neighborhood Group, Business Association, Colorado Department of Transportation.
PUBLIC AND SUPPORT SERVICES

B-16. Publicize and use business support resources available through the Small Business Support Office and Community College Center, located at 9905 East Colfax Avenue.

TIME: On-going
IMPLEMENTING AGENCY/GROUP: Short range project. Business Owners/Managers, Business Association, Mayor’s Office of Economic Development, Aurora -Colfax Avenue Community College Center.

B-17. Provide information and encourage use of the City’s revolving loan program for businesses in the neighborhood. Conduct an outreach program to inform business owners about loan programs for renovation or expansion. Create other economic development assistance programs to reduce the impacts of closing Stapleton Airport and Lowry Air Force Base.

TIME: In progress / short range project.
IMPLEMENTING AGENCY/GROUP: Business Owners/Managers, Mayor’s Office of Economic Development, Planning and Development Office.

B-18. Establish a Business Support Office to provide technical assistance in applying for loans, develop coordinated marketing strategies, inventory vacant properties, and promote the area.

TIME: Short to medium range project.
IMPLEMENTING AGENCY/GROUP: Business Owners/Managers, Mayor’s Office of Economic Development.

NEIGHBORHOOD COOPERATION AND INVOLVEMENT

B-19. Organize a business association in the area that can function as a support network, identify available resources for building front and streetscape improvements, develop a strategy to market and promote Colfax, and work cooperatively on common interests.

TIME: In progress.
IMPLEMENTING AGENCY/GROUP: Business Owners/Managers, Property Owners, Neighborhood Group, Denver Planning and Development Office, Mayor’s Office of Economic Development.

B-20. Create employment opportunities for youth and people of all ages. Encourage neighborhood businesses to hire neighborhood residents.

TIME: Short range project.
IMPLEMENTING AGENCY/GROUP: Business Owners/Managers, Mayor’s Office of Economic Development, Schools, Neighborhood Group.

B-21. Give an annual award to the most civic minded neighborhood business and the business most improved in appearance.

TIME: Short range project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group.
EAST MONTCLAIR/EAST COLFAX NEIGHBORHOOD PLAN

B-22. Encourage collaboration between businesses and neighborhood residents. For example, residents might promote patronage of local stores and services, and businesses might join the neighborhood organization.

TIME: Short range project.
IMPLEMENTING AGENCY/GROUP: Business Association, Neighborhood Group, Schools.

B-23. Form a resident and merchants' “Colfax Walk” group to daily walk along Colfax Avenue for exercise and fitness, to support local businesses, and to assure continued law enforcement.

TIME: Short range project.
IMPLEMENTING AGENCY/GROUP: Businesses, Neighborhood Group.

RESEARCH, DESIGN, AND ANALYSIS
B-24. Survey the needs of businesses on Colfax Avenue. Coordinate with Aurora.

TIME: In progress.
IMPLEMENTING AGENCY/GROUP: Business Owners/Managers, Property Owners, Mayor's Office of Economic Development, Neighborhood Group, Planning and Development Office.

**PRIORITY FOR IMPLEMENTATION**

B-25. Inventory billboards along Colfax Avenue, noting spacing and size limitations prescribed by ordinance and feasible alternatives.

TIME: Mid range project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Business Owners/Managers, Zoning Administration.

B-26. Inventory Colfax Avenue and determine locations where sidewalk widening, repairs, and handicap ramps are needed.

TIME: In-progress.
COST: $$ Private.
IMPLEMENTING AGENCY/GROUP: Business Owners/Managers, Neighborhood Group, Public Works -Transportation Division.

B-27. Conduct an intensive workshop to develop marketing and/or reuse alternatives for the motels located along Colfax Avenue. Address alternative reuse strategies, legal alternatives, financing mechanisms for redevelopment, and economic development programs and tools. Include resource people representing real estate, urban design, planning, business development, business owners and managers, property owners, police, business licensing, housing experts, ethnic/cultural representatives, and neighborhood residents.

TIME: Short range project.

***PRIORITY FOR IMPLEMENTATION***
INGREDIENTS FOR BUSINESS REVITALIZATION

GOAL: STRENGTHEN NEIGHBORHOOD BUSINESSES
HOUSING

DESCRIPTION AND ANALYSIS
The majority of land in the neighborhood is devoted to single family detached housing (2,122 homes). A nearly equal number of apartments are in the neighborhood (2,190 units). The apartment homes are concentrated within a relatively small land area at several large apartment communities and in two areas immediately to the north and south of Colfax Avenue where duplexes and low density multi family housing are located.

Construction of Housing
Prior to 1940, today’s East Montclair neighborhood consisted of farmland, a few houses, and assorted businesses along U.S. highway 40 (Colfax Avenue). World War II brought expansion of Lowry Air Force Base and growth at nearby Stapleton Field, spurring construction of new homes. The majority of single family residential units were built during the 1940’s and 1950’s. New apartment construction occurred during the 1960’s and 1970’s.

Regional Economy and Impacts on Housing
The 1980’s brought a downturn to the economy of Denver that resulted in a housing vacancy rate in the East Montclair neighborhood of 21.8% by the end of the decade. Several apartment buildings, a number of small multi-family buildings, and scattered single family homes became vacant and boarded up. Selling prices for single family homes decreased. Vacancy rates increased at the apartment complexes and among single family rental homes.

Families and individuals moved for a number of reasons. Some found they could no longer afford their home due to loss of a job or a change in their income, while others found they could now afford to buy or rent a larger reduced price home in another area. During the latter years of the 1980’s, the Denver metropolitan region experienced a net population loss. From 1990 to 1994 the region’s population has been growing, a healthy economy has returned, and the stability of housing in the neighborhood has improved.

Single Family Homes
There are 2,122 single family detached homes in the East Montclair neighborhood. The 1990 U.S. Census found that among occupied single family homes in the neighborhood, 67.9% are owner occupied and 32.1% are renter occupied. This compares to a Citywide owner occupancy rate of 80.3%.

A June 1992 housing survey of the study area found fourteen vacant repossessed single family homes (HUD, VA, or bank owned). No boarded up houses were found in the survey. A small number of vacant lots located in ten areas around the neighborhood were identified. These sites offer opportunities for new home construction.
Home renovation and remodeling is taking place throughout the neighborhood. During 1991, 303 permits were approved for alteration and remodeling work on single family homes. Work included everything from major room additions and new garages, to electrical and plumbing upgrades and new attic insulation.

Appendix A illustrates the degree to which the gap between the average single family housing value for Denver and that of the study area has widened over the years. This valuation does not reflect on the condition of the housing stock or its desirability. It likely does reflect the average age (40 years) and smaller floor areas of East Montclair homes built during the post-Korean War years, relative to Citywide housing.

Apartment Housing

There are 2,190 apartment units in the neighborhood. Nearly half of these units are located in just three complexes: Evergreen Village (on Montview Boulevard), Garden Court (on 11th Avenue at Syracuse Street), and Heritage Estates (on 12th Avenue at Uinta Street). Moderate density apartment buildings under separate ownership are also located along Yosemite Street between 12th and Colfax Avenues.

Other multi family construction is generally at a lower density, consisting of duplexes, triplexes, and court apartments. These can be found on either side of Colfax Avenue between 14th and 16th Avenues. A June 1992 survey found five of these low density apartment courts vacant and boarded up. Citywide, similar low density court apartments have also experienced higher than would be expected vacancy rates.

The June 1992 housing survey of the neighborhood’s ten largest apartment communities containing a total of 1,386 units found an occupancy rate of 91%. The range of rental rates was between $250 for a one bedroom apartment and $650 for a three bedroom unit.
Closure of Stapleton and Lowry

Stapleton International Airport closed and Denver International Airport opened in 1995. Lowry Air Force Basel closed in October 1994. The Defense Finance and Accounting Service and Reserve Personnel Center will continue in their present locations on the Lowry site. More than 20,000 jobs will be moving or be lost from Stapleton and Lowry.

A March 1993 survey showed that Lowry employees live all along the Colorado Front Range from Ft. Collins to Boulder to Denver to Colorado Springs. Although there is some clustering in Denver and Aurora neighborhoods adjacent to Lowry, the clustering is thin and the number of neighborhood residents employed at Lowry is not large. The survey found that forty-four Lowry employees live in the East Montclair neighborhood. Of these residents, 38 were military personnel and 8 civilian employees. Those who are military personnel will be leaving the Denver area. The civilian employees will have a choice to either stay in Denver (and find a new job) or relocate to a military job in another part of the country. Residents employed at Lowry jobs that will likely be leaving Denver represent only 1% of neighborhood households.

The number of Stapleton Airport employees who reside in the East Colfax neighborhood is not determined. The number is believed to be small, based on surveys at neighborhood meetings, general observations reported by administrators at neighborhood schools, and indications from several major Stapleton employers. Stapleton employees are believed to live throughout the metropolitan region and Colorado Front Range. Whatever number of Stapleton employees live in the neighborhood, their jobs will essentially remain the same. The only change will be in the location where the job is performed. It is assumed that residents who work at Stapleton will not immediately pick up and move to a closer house or apartment in Gateway, Montbello, or Green Valley Ranch. As time passes, some movement will occur. Overall, the place of residence for Denver International Airport employees is likely to continue to be spread throughout the metropolitan region.

Because relatively few East Montclair residents work at either Lowry or Stapleton, the closure of these facilities should have little impact on housing in the neighborhood.

VISION

* A strong and vital residential neighborhood.
* Increased rate of home ownership.
* Sound management and a mix of income levels in rental single family homes and apartments.
* Renovated and well-maintained housing.

PLAN IMPLEMENTATION

The following action agenda contains recommendations made by residents (both home owners and renters), apartment owners and managers, City departments, and other public and private interests. Many recommendations require “sweat equity,” or rely heavily on “people” involvement and organizing around a common objective. Some recommendations require focusing of an existing program — for example to publicize the City’s multi-family rehab program. A few recommendations may need special funding, such as for a loan program, a grant to conduct a study, or a marketing program. Funding sources include the private sector, foundation grants, and Community Development Block Grant programs. For projects requiring public sector funding,
one or several possible funding sources are listed, together with symbols ($) that indicate a very
generalized estimate of the cost. $ = less than $25,000. $$ = $25,000 to $250,000. $$$ = more
than $250,000.

Time frames for implementation are approximate. Projects are noted that were in progress even as
the plan was being developed. Short range means the action is projected to commence in years 1
and 2 after adoption of the plan. Mid range refers to an action that should begin in years 3 to 5.
Long range means implementation is projected to begin 5 or more years out. Certain action
recommendations could be carried out at little or no cost. Time frames are “best guess” and will
be altered with changing budget requirements, level of community involvement, and other
conditions.

HOUSING POLICIES

H-1. Encourage home ownership and purchase of single family homes by families and persons
who will live in the homes.

TIME: On-going project.
IMPLEMENTING AGENCY/GROUP: Realtors, Neighborhood Group, Planning and
Development Office.

HOUSING PHYSICAL IMPROVEMENTS PROJECTS

H-2. Provide to owners of small apartment courts information about rental rehab loan programs.
Explore strategies to convert one bedroom apartments to two or three bedroom apartments.

TIME: Short range project.
COST: $$ Private, CDBG, HOME.
IMPLEMENTING AGENCY/GROUP: Apartment Owners, Rental Property Owners,
Planning and Development Office.

H-3. Survey residents to determine those who need assistance with home and yard
maintenance. Survey residents to determine volunteers who can assist their neighbors.
Develop a tool lending library and provide “how to” information on home improvements and
landscaping.

TIME: Short range project.
COST: $ Private, Grants.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Churches, Schools,
Merchants, Denver Water Department.

**PRIORITY FOR IMPLEMENTATION**

Early home built in East Montclair.
H-4. Identify residents interested in starting a community garden. Locate vacant land suitable for the garden.

TIME: Short range project
COST: $ CDBG.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Churches, Schools, Planning and Development Office.

H-5. Encourage upgrading and maintenance of rental properties by working with owners of properties.

TIME: On-going project.
COST: $$ Private, CDBG.
IMPLEMENTING AGENCY/GROUP: Apartment Owners, Rental Property Owners, Neighborhood Group, Planning and Development Office.

***PRIORITY FOR IMPLEMENTATION***

H-6. Familiarize residents with housing programs such as single family rehab loans, emergency home repair, and low interest loan programs for first time homebuyers. Encourage homeowners to add on additions and modernize single family homes. Utilize bank home equity loans, FHA Title One loans, FHA 203(k) loans, and other loan programs for rehabilitating and completing home upgrades.

TIME: On-going project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Planning and Development Office, Denver Urban Renewal Authority, Lenders.

H-7. Make residents and landlords aware of City environmental ordinances, such as those related to junk, dead cars, weeds, and number of people living in a housing unit. Develop and disseminate a flyer concerning residential zoning and code enforcement requirements. Publicize scheduled days for Large Item Pickup. Utilize neighborhood newsletters and school parent organizations.

TIME: On-going project.

H-8. Organize an annual “Alley Days” event for residents to get acquainted and help each other sweep and clean alleyways.

TIME: Short range project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Schools, Civic Groups.
H-9. Encourage home owners to plant trees in their front yards. Publicize Denver Digs Trees and similar tree planting programs. Distribute information about the Tree Amigo program that assists lower income homeowners with dead tree removal.

TIME: In progress/on-going project.
COST: $ Bond, Denver Digs Trees.
IMPLEMENTING AGENCY/GROUP: Home Owners, Neighborhood Group, City Forester.

MARKETING
H-10. Spread the word that the East Montclair/East Colfax neighborhood is a great place to live. Utilize promotion events, such as homebuyers fairs, picnics in neighborhood parks, concerts, Colfax Avenue parades, and a Christmas lighting contest. Involve Realtors in community activities. Explore development of a video for telling prospective home buyers about the neighborhood.

TIME: Short range project.
COST: $ Private, Grants.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Realtors, Schools, Churches, Non-profit Housing Advocacy Group, Lenders.

H-11. Work with the Denver Regional Apartment Association to facilitate a workshop for apartment owners and managers in the neighborhood. Seek to develop a joint marketing program and permanent organization through which apartment properties can network and address shared interests and objectives.

TIME: In progress/on-going project.
IMPLEMENTING AGENCY/GROUP: Apartment Owners and Managers, Neighborhood Group, Planning and Development Office.

H-12. Encourage investors to purchase vacant four to twelve unit multi-family structures. Determine what amenities people want and what they are willing to pay for them. Look at renovation opportunities that will make these units more marketable, such as creation of fenced private courtyard space with each unit. Work with property owners to utilize the City's Multi Family Rental Rehabilitation Program to modernize apartments and use as a model for the upgrading of similar properties.

TIME: Short range project.
COST: $$ Private, CDBG, HOME.
IMPLEMENTING AGENCY/GROUP: Investors, Realtors, Neighborhood Group, Planning and Development Office.
RESEARCH, DESIGN, AND ANALYSIS

H-13. Participate in the Neighborhood Reinvestment Corporation’s planning process to study the purchase of Garden Court and Heritage Estates apartments for development of mutual housing (resident managed, long-term affordable housing).

TIME: In progress / on-going project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Reinvestment Corporation, Garden Court and Heritage Estates Residents, Neighborhood Group, Planning and Development Office.

*PRIORITY FOR IMPLEMENTATION*

H-14. Explore the possible conversion of the apartment buildings to offices on the 1400 block of Yosemite Street.

TIME: Short range project.
COST: $$ Private.
IMPLEMENTING AGENCY/GROUP: Property Owners, Zoning Administration.

H-15. Explore converting some of the Colfax Avenue motel properties to special needs housing, such as for assisted living and elderly housing.

TIME: Short range project.
COST: $$ Special Funding to be Identified.
IMPLEMENTING AGENCY/GROUP: Motel Owners, Non-profit Housing Groups.

NEIGHBORHOOD COOPERATION AND INVOLVEMENT

H-16. Develop award/incentive programs to acknowledge neighbor participation.

TIME: Short range project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group.

H-17. Develop a network of block captains throughout the neighborhood to coordinate the Neighborhood Watch program, disseminate information about community building programs and activities, and generally encourage "neighborliness" on each block.

TIME: In progress / short range project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Schools.

H-18. As the City determines from current pilot projects how to best implement a Citywide recycling program, expand the program to serve residents of the East Montclair neighborhood.

TIME: Short range to medium range project.
IMPLEMENTING AGENCY/GROUP: Public Works -Sanitary Services.
PUBLIC SAFETY AND CRIME PREVENTION

Description and Analysis
Public safety and crime prevention are another area of concern to residents and businesses. In the 1993 Denver Neighborhood Crime Rates report, the East Colfax neighborhood was ranked 23rd out of Denver’s 72 neighborhoods. Crime decreased between 1992 and 1993.

In most city and suburban neighborhoods, the higher the population density and the more businesses that are concentrated in an area, the higher will be the crime rate that can be expected. For example, the Cherry Creek and Capitol Hill neighborhoods had higher rates of reported crimes than the East Colfax neighborhood because they have more businesses and higher residential densities.

Within the neighborhood, these areas are generally along East Colfax Avenue and on some Yosemite Street blocks south of Colfax. Residents are faced with such problems as high crime rate apartment buildings, boarded up buildings, prostitution, drug-related crimes, gang presence, disturbances, and frequent police visits.

The north half of the neighborhood is served by Police District Two and the south half is served by Police District Three. While there is a need to assure that police protection is well coordinated between the two districts, a district boundary straddling Colfax Avenue assures more coverage, more visibility of police cars, and better service than if a single district handled the area.

Crime prevention and a sense of safety are experienced primarily within and immediately around a person’s home or work place. The Neighborhood Watch program is active and is a helpful resource, but should be expanded and strengthened on some blocks. Mid-block street lighting also is a need in some areas.

VISION

* Increased sense of safety within the neighborhood.
* Reduced crime and 100% participation in the Neighborhood Watch Program.
* Coordinated police protection among Denver District Two, Denver District Three, and the Aurora Police Department.
* Merchants, residents, and police officers educated in crime issues and crime prevention needs.

PLAN IMPLEMENTATION
The following action agenda contains recommendations made by neighborhood residents, businesses, City departments, and other public and private interests. Time frames for implementation are approximate. Short range means the action is projected to commence in years 1 and 2 after adoption of the plan. Mid range means the action should begin in years 3 to 5. Long range means implementation is likely to begin 5 or more years after adoption of the plan. Some recommendations are understood to be on-going actions. Time frames are approximate and will be altered with changing budget requirements and other conditions.
DESIGN AND PHYSICAL IMPROVEMENT PROJECTS

PS-1. Install new alley and street lighting at mid-block locations on long residential blocks.

TIME: In progress/on-going project.
IMPLEMENTING AGENCY/GROUP: Public Works — Street Lighting Section, Home Owners.

*** PRIORITY FOR IMPLEMENTATION ***

PS-2. Where it is physically possible, locate outdoor eating areas on the sidewalk in front of restaurants to create positive activity and a lively street atmosphere, and to discourage anti-social activity through “eyes on the street.”

TIME: Short range/on-going project.
IMPLEMENTING AGENCY/GROUP: Restaurants, Public Works — Revocable Permits, Colorado Department of Transportation, Zoning Administration.

PS-3. Discourage the locating of outdoor pay telephones along Colfax Avenue and make phones for out-going calls only.

TIME: In progress project.
IMPLEMENTING AGENCY/GROUP: Businesses.

PS-4. Maintain security fences at Lowry and Stapleton until areas are redeveloped or occupied with new uses. Security fences should be viewed as a short-term interim strategy to discourage vandalism while buildings are vacant.

TIME: Short term project.
IMPLEMENTING AGENCY/GROUP: Stapleton Development, Lowry Redevelopment Authority.

PUBLIC SERVICES

PS-5. Strictly enforce licensing requirements for Colfax Avenue businesses. Streamline police department report referral to Excise and Licensing Department. Continue close monitoring of business licensing.

TIME: Short range project.
IMPLEMENTING AGENCY/GROUP: Excise and Licensing, Police Department, Business Owners/Managers, Neighborhood Group.

* PRIORITY FOR IMPLEMENTATION *

PS-6. Explore initiating neighborhood police foot, bicycle, or horse patrols along Colfax Avenue.

TIME: Short range project.
IMPLEMENTING AGENCY/GROUP: Police Department, Businesses, Neighborhood Group.
PS-7. Coordinate Police law enforcement with Aurora.

TIME: In progress/on-going project.
IMPLEMENTING AGENCY/GROUP: Police Department, Aurora Police Department.

PS-8. Assure coordination between Police Districts 2 and 3. In order to not reduce police coverage, continue Colfax Avenue as the boundary between Police District 2 and Police District 3.

TIME: In progress/on-going project.
IMPLEMENTING AGENCY/GROUP: Police Department.

PS-9. Strictly enforce laws pertaining to excessive noise, disorderly conduct, and similar nuisance activities in the neighborhood.

TIME: Short range/on-going project.
IMPLEMENTING AGENCY/GROUP: Residents, Businesses, Police Department, Neighborhood Groups.

NEIGHBORHOOD COOPERATION AND INVOLVEMENT

PS-10. Support individual responsibility to clean up graffiti as well as forming groups to clean up larger areas.

TIME: Short range/on-going project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Graffiti Hot Line.

PS-11. Educate and encourage awareness through neighborhood publications and meetings stressing the rewards of getting involved and helping residents solve their ongoing situations.

TIME: In progress/on-going project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Police Department.

PS-12. Request that a monthly police report that includes locations and types of crimes be mailed to registered neighborhood groups. Develop a mechanism for neighborhood crime reports to be shared with the Neighborhood Watch block captains. Include a police report as a regular part of the general meetings of the registered neighborhood groups.

TIME: Short range/on-going project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Groups, Police Department.

PS-13. Network with other neighborhood organizations such as Original Aurora, Greater Park Hill, Historic Montclair, and Inter Neighborhood Cooperation (INC) on crime prevention efforts.

TIME: On-going project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Groups.
PS-14. Educate citizens on crime prevention and the importance of calling 911, the crack hotline (640-3080), and the crime line in each police district (District 2: 331-4076) (District 3: 698-3330).

TIME: On-going project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Groups, Police Department.

PS-15. Expand and strengthen the network of Neighborhood Watch block captains. In addition to crime prevention, develop and utilize this network to disseminate information concerning neighborhood activities and community cooperation and involvement programs.

IMPLEMENTING AGENCY/GROUP: Neighborhood Groups, Schools, Police Department, Neighborhood Watch.

PS-16. Keep clean and maintain the appearance of neighborhood homes and Colfax Avenue businesses. Seek to keep all homes, apartment buildings, and commercial properties occupied. Well cared for homes and businesses discourage anti-social behavior.

TIME: In progress/on-going project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Homeowners, Businesses.

PS-17. Encourage tenant/landlord cooperation in preventing crime and the forming of Neighborhood Watch programs in apartment buildings.

TIME: Short range/on-going project.
IMPLEMENTING AGENCY/GROUP: Apartment Residents, Apartment Owners and Managers, Neighborhood Watch, Police Department.

PS-18. Promote the use of existing services, such as home security surveys, citizen rider program, and mid-block lighting request forms.

TIME: Short term/on-going project.
IMPLEMENTING AGENCY/GROUP: Neighborhood Group, Police Department.
COMMUNITY FACILITIES

DESCRIPTION AND ANALYSIS
Most community facilities serving residents of the neighborhood are located either within the boundaries of the neighborhood or close by in the broader Denver and adjacent Aurora community. Many new facilities will also soon become available for public use when the nearby Lowry Air Force Base is redeveloped.

Parks, Recreation, and Open Space
There are four Denver neighborhood parks serving residents of East Montclair/East Colfax. Two are within the boundaries of the neighborhood, two are across the street but serve neighborhood residents.

W.H. McNichols Park, located at 17th Avenue and Syracuse Street near Ashley Elementary School, is situated on a four acre site acquired in 1950 and has two softball fields, two junior football fields, picnic facilities, playground, shade trees, and attractive lawn areas. Renovation work was recently completed at this park.

Fred Thomas Park.

Verbena Park, at 11th Avenue and Verbena Street, has a picnic shelter, softball field, large open area, hike-bike path, and pleasant shaded lawn areas.

Verbena Park.

Fred Thomas Park.

Denison Park, located at 11th Avenue and Quebec Street, has a playground area and basketball court.

Fred Thomas Park, to the north of 23rd Avenue between Quebec Street and Syracuse Street, is one of Denver’s newest parks. Facilities include tennis courts, playground, hike-bike path, large open area, and ball fields for softball and
football. There is an opportunity to enlarge this park and link it to other open space that is planned for Stapleton's redevelopment.

In addition to Denver parks, several Aurora parks also serve East Montclair residents with tennis courts, picnic areas, basketball courts, ball fields, and hike-bike paths. City Park (9700 East 16th Avenue), Montview Park (1901 Chester Street), and Fletcher Park (1100 Akron Street) are within convenient walking distance for many residents.

Ashley Elementary School, located on Syracuse Street between 19th Avenue and Montview Boulevard, has a playground, ball field, and basketball court used by neighborhood children.

An area that cannot be formally counted as neighborhood open space but that is used as a play area by the neighborhood children is the vacant land found within the Westerly Creek Basin along the east side of the 1100 block of Xanthia, the east side of the 1200 block of Xanthia, and the half block area along 13th Avenue between Xanthia and Yosemite Streets. This undeveloped land owned by the City and County of Denver has possibilities for recreation, pedestrian trails, and park development.

A water reservoir site owned by the Denver Water Board is located on the west side of Quebec Street at 11th Avenue, across from Denison Park. Ground above the subsurface reservoir is used by reservation as a soccer playing field.

In addition to public parks presently used by the community, there are also a number of parks and an 18 hole golf course located on Lowry Air Force Base, to the south of the neighborhood.

In coming years, major new open space areas will be created at the Stapleton site to the north of the neighborhood. Natural open space areas will include trails and hiking along Westerly Creek, Sand Creek, and in the vicinity of Bluff Lake. Approximately 600 acres of developed open space are also planned. This will include trails, golf courses, tennis courts, ball fields, and new playground areas.
Schools
Ashley Elementary School is located at 1900 Syracuse Street on a site of 3.38 acres. An officially designated landmark, Ashley School was constructed in 1929, with an addition completed in 1950 and another addition in progress during 1993. The school contains an auditorium, lunch room, and gymnasium that make it an important resource for a wide variety of neighborhood gatherings and activities.

Schools in the larger community that also serve East Colfax residents include Montclair Elementary School, Stanley British Primary School, St. James Catholic School, Smiley Middle School, East High School, and Manual High School.

Colleges and Universities
The University of Denver is located to the west of Quebec Street at Montview Boulevard. Campus facilities include an auditorium, fine arts center, tennis courts, gyms, swimming pool, in addition to university classrooms, labs, and halls.

The Emily Griffith Opportunity School offers aircraft maintenance classes at nearby Stapleton Airport.

A new college campus along Yosemite Street south of 11th Avenue will become an anchor in the development of the Lowry neighborhood. A consortium of state funded colleges and universities will be located on this campus. About 1,000 students will be on campus during the Fall semester of 1994. Additional classes will start up in the Fall of 1995.

Recreation Centers
The nearest Denver recreation centers are more than 3 miles from the neighborhood: the Skyland Center at 33rd Avenue and Holly Street and the Martin Luther King Center at 38th Avenue and Newport Street. Two nearby Aurora centers partially serve neighborhood residents. They are the Moorehead Recreation Center at 23rd Avenue and Havana Street and the Morning Star Senior Center at Emporia Street and 16th Avenue.

Determining the location for a new recreation center approved in a 1989 bond issue has been challenging, but worthwhile, for the East Montclair neighborhood. The initial planned location was a site adjacent to the Montclair Post Office on East 11th Avenue. Following passage of the bond issue, Lowry's closure was announced, which made available a number of already existing recreation facilities on the Air Force Base, including a 9,400 square feet Arts and Crafts building 2 1/2 blocks south of the Montclair Post Office. This option has been selected and can offer a variety of recreation programs for senior adults, youth, and people of all ages.
Police and Fire Stations

The District 2 Police Station is located at 3355 Colorado Boulevard and serves the area north of Colfax Avenue. South of Colfax Avenue is the responsibility of District 3 Police Station, based at 1625 South University Boulevard.

Fire protection is provided by Station 14, located at 1426 Oneida Street. Fire station buildings are also located on Lowry Air Force Base and Stapleton Airport.

Libraries

Residents of the neighborhood have four libraries to choose from in obtaining library services. The Montclair Library, a storefront service, is located at 9th Avenue and Jersey Street in the Jersey Shoppette. The Dahlia Library, also a storefront service, is located at 33rd Avenue and Eudora Street in the Dahlia Shopping Center. The Park Hill Library, located at Montview Boulevard and Dahlia Street, offers the more extensive services of a branch library. A North Aurora branch library is located at 14th Avenue and Peoria Street.

Churches

There are four churches within the East Colfax neighborhood, and more than ten additional churches within 6 blocks of the neighborhood and located in Aurora, Montclair, Park Hill, or on the Lowry Air Force Base. The church sponsored East Denver Assistance Center is located on Poplar Street south of Colfax Avenue and provides help for families and individuals in locating employment, food, clothing, housing, support groups, and other human services. Churches in the community provide residents with a variety of religious and social programs.

Storm Drainage

Heavy rainfall and snowmelt are sometimes slow to drain from those streets in the neighborhood that do not have storm sewers.

$1,416,000 in underground storm drainage improvements in the neighborhood have been completed along Montview Boulevard (from the outfall at Westerly Creek near Boston Street to Uinta Street), on Willow Street (Montview Boulevard to 19th Avenue), on Wabash Street (19th Avenue to 17th Avenue), on 19th Avenue (Verbena Street to Willow Street), on 17th Avenue (Roslyn Street to Uinta Street, and Verbena Street to Willow Street), on Uinta Street (Montview Boulevard to 17th Avenue), on Trenton Street (17th Avenue to 16th Avenue), and on 16th Avenue (Trenton Street to Tamarac Street).

Construction will continue in 1995 with another $450,000 in underground storm drainage improvements on Syracuse Street (17th Avenue to Colfax Avenue), on Colfax Avenue (Syracuse Street to Rosemary Street), and on Rosemary Street (Colfax Avenue to 14th Avenue).
Improvements are also planned for storm drainage in the area bounded by 16th Avenue, 12th Avenue, Roslyn Street, and Yosemite Street. Work in this area is tentatively scheduled to begin in 1998.

PLAN IMPLEMENTATION
The following action agenda contains recommendations made by residents, City departments, and other public and private interests. Potential funding sources for the various capital improvement projects include the City's Capital Improvements Plan (CIP), Public Works Enterprise Funds, grants, and 1989 and future Citywide bond issues. Funding sources each have different criteria for projects and will change from year to year. One or several potential funding sources are listed for each project, together with symbols ($) that indicate a very general estimate of cost. $ = less than $25,000. $$ = $25,000 to $250,000. $$$ = more than $250,000.

Time frames for implementation are approximate. Projects are noted that were in progress as the plan was being developed. Short range means the action is projected to commence in years 1 and 2 after adoption of the plan. Mid range means the action should begin in years 3 to 5. Long range means implementation is projected to begin 5 or more years out. Certain action recommendations could be carried out at little or no cost. Time frames are “best guess” and will be altered with changing budget requirements and other conditions.

VISION

* Community public facilities that promote the health, safety, and general welfare of residents and businesses.

* Community educational, cultural, parks, and recreation facilities for the use and enjoyment of residents.

* Removal of real and perceived barriers to resources located in the surrounding Denver and Aurora neighborhoods.

CAPITAL AND PHYSICAL IMPROVEMENTS

CF-1. Locate additional picnic tables at McNichols Park. Install irrigation automation.

TIME: Short range project.
COST: $$ Grants, CIP
IMPLEMENTING AGENCIES/GROUPS: Parks and Recreation Department.

CF-2. Rebuild and upgrade the children’s play area at Verbena Park. Place more picnic tables in the park.

TIME: Mid range project.
COST: $$ CIP
IMPLEMENTING AGENCIES/GROUPS: Parks and Recreation Department.
CF-3. Enlarge Fred Thomas Park by expanding it onto the Stapleton Airport property (located to the east and north) and linking the park to open space in new Stapleton neighborhoods.

TIME: Short range land dedication / long range development project.
COST: $$$ Private Development, CIP.
IMPLEMENTING AGENCIES/GROUPS: Stapleton Planning and Development, Parks and Recreation Department, Private Development.

CF-4. Upgrade and improve bleachers at Fred Thomas Park.

TIME: Short range project.
COST: $$ CIP
IMPLEMENTING AGENCIES/GROUPS: Parks and Recreation Department.

CF-5. Asphalt overlay the parking lot area at Denison Park.

TIME: Short range project.
COST: $ CIP
IMPLEMENTING AGENCIES/GROUPS: Parks and Recreation Department.

CF-6. Develop a Westerly Creek Master Plan jointly with Denver and Aurora. Link the existing High Line recreation trail and the future Sand Creek (Emerald Strands) open space and trail system. The master plan should address drainage, landscaping, park, and trail amenities in the area of the Kelly Dam spillway and along Westerly Creek as it flows to the north-northeast through Lowry, the East Montclair neighborhood, Original Aurora neighborhood, and Stapleton to reach its confluence at Sand Creek. The study should determine feasibility and opportunities for opening up portions of the creek that now flow underground through pipes. Stapleton and Lowry land dedications should occur soon after the closure of these facilities.

TIME: Short range land dedication, medium to long range development project.
COST: $$$ Private Development, CIP, future Citywide bond project.
IMPLEMENTING AGENCIES/GROUPS: City of Aurora, Parks and Recreation Department, Public Works - Transportation, Lowry Redevelopment Authority, Public Works - Wastewater Management, Urban Drainage and Flood Control District, Stapleton Development, Planning and Development Office.

***PRIORITY FOR IMPLEMENTATION***
CF-7. Work with the Department of Parks and Recreation and adjacent property owners to determine the feasibility of constructing along a proposed storm drainage channel a pedestrian/bicycle trail connection to Verbena Park from properties to the west.

TIME: Mid range to long range project.
COST: $$ CIP
IMPLEMENTING AGENCIES/GROUPS: Parks and Recreation Department.

CF-8. Create a link between Lowry open space at the Kelly Dam and East Montclair open space along Westerly Creek. Identify other possible gateway areas where linkage should be created between Stapleton open space and the East Montclair neighborhood and between Lowry open space and the East Montclair neighborhood.

TIME: In progress through the Lowry and Stapleton planning processes. Long range implementation.
COST: $$$ Urban Drainage and Flood Control Maintenance Funds, CIP, Private Development.

**PRIORITY FOR IMPLEMENTATION**

CF-9. Complete the construction of the 17th and Ulster and 13th and Ulster storm sewer projects. Resurface arterial and collector streets after completion of storm sewer work.

TIME: In progress / mid range project.
COST: $$$ Public Works Enterprise Funds.
IMPLEMENTING AGENCIES/GROUPS: Public Works - Wastewater Department, Public Works - Transportation.

SERVICES AND PROGRAMS

CF-10. Parks and Recreation Department and neighborhood organizations work together to establish summer youth programs in a neighborhood park.

TIME: Short range project.
COST: $ General Fund.
IMPLEMENTING AGENCIES/GROUPS: Neighborhood Organizations, Schools, Parks and Recreation Department.

RESEARCH AND ANALYSIS

CF-11. Locate an outdoor swimming pool to serve east Denver neighborhoods. Among sites to consider, explore a location for the pool at Fred Thomas Park.

TIME: Long range project.
COST: $$$ Future Citywide bond issue.
IMPLEMENTING AGENCIES/GROUPS: Parks and Recreation Department.
APPENDIX A  Population

Census Tract 44.01 Demographic

Population
Total Population  7,172
Total Households  3,298
Average Household Size (persons per Household)  2.17

Income
Median Household Income  $20,389
(Citywide $25,106)
Per Capita Income  $11,328
(Citywide $15,590)
Persons Below Poverty Level  1,516
Number of Families  1,680
Families Below Poverty Level  336
Number of persons Under 18 Years  1,733
Number of Persons Under 18 Years Below Poverty  620

Age Profile

Source: 1990 Census
Ethnic Composition

- Anglo - 3824 (53.3%)
- Black - 2361 (32.9%)
- Hispanic - 731 (10.2%)
- Native American - 71 (1%)
- Asian - 159 (2.2%)
- Other - 26 (0.4%)

*Source: 1990 U.S. Census of Population and Housing Public Law file PL-94-171. The categories Anglo, Black, Asian, Native American, and Other are composed of people not of Hispanic origin.
APPENDIX B  Housing

Housing Units (Multi Family and Single Family Detached)

- Total Housing Units* 4,260
- Occupied Housing Units* 3,298
- Vacant Housing Units* 962

Owner Occupied/Renter Occupied Single Family Detached Homes

- Owner Occupied Single Family Detached 1,275
- Renter Occupied Single Family Detached 604
  (City Owner Occupied 80.3%)

Source: 1990 Census

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Household Profile

- Single Person 1398
- Married no Children 531
- MHH w/Children 87
- FHH w/Children 396
- Married w/Children 453
- Other 503

**Household Types**

- Single Person Households
- Married Couples w/Children
- Married Couples no Children
- Male Head Household w/Children (MHH)
- Female Head Household w/Children (FHH)
- Other (non-family, non-related children, adults living together)

Source: 1990 Census
Transaction Price
Single Family Homes

1970 - 1988

- Tract 44.01
- City Average
APPENDIX C Business Survey

SUMMARY OF BUSINESS SURVEY RESULTS
During the Fall of 1992, a planner and intern from the Planning and Development Office drafted and distributed a survey to all businesses located along the East Colfax Avenue business corridor between Quebec and Yosemite Streets. The survey was a part of the East Colfax neighborhood planning process. Its purposes were to:

* Learn which types of business activity are improving, declining, or remaining the same.
* Anticipate the impacts on businesses that will result from the closures of Stapleton Field and the Lowry Air Force Base.
* Understand what types of improvements the business community recommends for the corridor and measure their willingness to participate in financing the recommended improvements.
* Obtain information regarding the trade areas served by various businesses.

SURVEY DESIGN AND ADMINISTRATION
A two page survey instrument was drafted by the City of Denver. It was designed specifically to obtain information that was not available from secondary data sources.

A planner and intern from the Planning and Development Office hand delivered the survey to each business in the East Colfax Avenue study area. The completed surveys were picked up at a later time, returned by a self-addressed envelope, or filled out in a follow-up interview. These efforts yielded 51 surveys out of a possible 61 for a response of nearly 84%. Motels were not included in the survey.

DESCRITIVE INFORMATION

(Categories of Businesses)
Nearly 59% of respondents are engaged in retail trade or provision of business, personal, or professional services. These include clothing and shoe stores, auto and boat repair, laundromat, grocery and convenience stores, veterinarian, lock and safe shop, beauty supplies, and the like.

Just under 12% of respondents operate auto sales businesses. Sports cars, classic vehicles, and used truck and car sales are among these businesses.

About 29% of respondents are engaged in restaurant, club, or bar businesses. Long time ethnic eating and drinking places include African American, Chinese, Greek, Italian, Mexican, and Thai establishments. Also located along Colfax Avenue are fast food and delivery restaurants, such as Burger King, Wendy's, and Little Caesar's.

(Years in Business)
Each owner or manager indicated the number of years the business has been at its present location. About 45% of the responding businesses have been at their current location for 5 years or less; 20% for 6-10 years; 12% for 11-15 years; 10% for 16-20 years; and 16% for 20 years or more. Clean and Green (laundry and check cashing) has been in business at its present location for 46 years; West Auto Body for 46 years; Dairy Queen for 44 years; Dr. Cioeta for 39 years; PMM Western Wear for 35 years; Montclair Animal Clinic for 30 years (18 years with Wayne Sargeant as owner); Don
Bowman TV and Appliance for 21 years; Strasenbahn Motors for 20 years; and State-wide Lock and Safe for 12 years.

(Trade Area)
Most business respondents report their trade area is regional in scale. Only 10% reported most of their customers come from the immediate neighborhood (within 1/2 mile). Forty-one percent said their trade area includes the entire metropolitan area. Several businesses indicated most of their customers come from outside of the Denver metropolitan area. Among restaurants and bars, customers are more likely to come from closer in (within 2 to 4 miles).

(Number of Employees)
The 51 businesses that responded to the survey reported 309 full and part-time employees. Restaurants employ 155 people; retail, personal, and business services 127; auto sales 14; and bars 13. Restaurants account for a significant number of employees. One fast food restaurant reported having more than 30 employees. On the other end of the spectrum, a number of service businesses reported having no employees other than the owner.

These numbers do not include eleven motels, three businesses that opened in late 1992, and ten businesses that did not respond to the survey. When all businesses are included, the total number of employees is likely between 350 and 400.

BUSINESS CONDITIONS
(Historic Business Activity)
Thirty-one percent report that their business activity has improved over the last three years, 27% report stable activity, 31% report business activity has declined, and 11% did not respond to this question.

Businesses with improved activity attribute their condition to internal efforts such as aggressive business practices, competitive pricing, increased advertising, and quality of service. Businesses with declining activity attribute their condition to external events such as the economy, real or perceived problems on Colfax Avenue, and increased competition.

(Best Locational Characteristics)
A majority of respondents made a direct or indirect reference to their street as their best locational characteristic. An East Colfax Avenue address provides good accessibility, is easy to find, offers high traffic counts, and is perceived to be a “regional business location.” Proximity to Stapleton Field and Lowry Training Center is another strong point. For certain businesses, a location midway between Downtown Denver and Aurora is an asset. Convenience grocery stores find the area to be perfect because it is midway between large supermarkets in Aurora and Denver.

A number of businesses mentioned loyal customers in the neighborhood and proximity to similar businesses as other pluses for their location. Several people referenced the reasonable rental rates ideal for starting a new business.

(Worst Locational Characteristic)
Respondent remarks regarding the worst characteristics of their location centered on the real or perceived problems of illegal activity on Colfax Avenue. Sixty-one percent of all respondents mentioned the reputation of the street, crime, the people on the street, or a need for the police to be more visible. Other less frequently given responses included: difficulty in getting bank loans, government bureaucracy, snow and water in the gutters, no snow removal on side streets, and traffic
circulation and parking problems at specific locations. One respondent mentioned customers gambling in the mountain casinos as a reason for a decline in business.

BUSINESS OUTLOOK
(Plans to Expand)
Forty-three percent of the respondents have no plans to expand their building or inventory. Nearly 22% plan to expand at their present location on Colfax Avenue. Ten percent will wait to see how the Stapleton and Lowry closures impact business. Only 8% are looking at expanding at another location.

(Plans to Relocate)
A substantial proportion of the businesses have clear intentions to stay in their present location (76%). This is an important indicator of the economic stability of this business area.

(Recommended Improvements)
Four types of improvements are recommended by more than 40 percent of the respondents. These are, in frequency order: more visible police role, landscaping improvements, low-interest expansion loans, and cooperative business promotion.

(Willingness to Finance Improvements)
Seventy-eight percent of respondents are unwilling to help finance any of the recommended improvements. Several indicated a desire to participate in financing landscaping and sidewalk improvements adjacent to their properties. Several businesses would help pay for a more visible police presence or private security services. Several businesses would participate in cooperative business promotion.

BUSINESS FROM STAPLETON FIELD
Respondents were asked what percentage of their business is related to Stapleton Field, and specifically if this was from airport and airline personnel, passengers, or car rental/hotel employees.

- 8% said none of their business is from Stapleton.
- 26% said less than 5% of their business is from Stapleton.
- 16% said between 5% and 10% of their business is from Stapleton.
- 18% said between 11% and 15% of their business is from Stapleton.
- 16% said between 16% and 20% of their business is from Stapleton.
- 12% said more than 20% of their business is from Stapleton.

Restaurants and bars indicated the strongest ties to Stapleton. Among restaurant respondents twenty-seven percent said 20% or more of their business is from Stapleton; forty-five percent said between 10% and 20%, and twenty-seven percent said less than 10%.

Most of Stapleton's approximately 10,000 employees work 20 blocks or less from Colfax Avenue. Employees are less than a five minute drive from lunch or breakfast at a Colfax Avenue restaurant, an after work dinner or drink at a bar or restaurant, and convenient delivery and take-out food. Some restaurants indicated they offer special discounts for Stapleton employees.
Other business categories that indicated ties to Stapleton were car rentals, filling stations (customers gas up with reasonably priced gas before returning rental cars); auto repair garages (customers have vehicles serviced while out of the City, pick up when return); and airport building services (special trades and contractor services).

BUSINESS FROM LOWRY TRAINING CENTER
Respondents were asked what percentage of their business is related to the Lowry Air Force Base.

- 8% said none of their business is from Lowry.
- 33% said less than 5% of their business is from Lowry.
- 24% said between 5% and 10% of their business is from Lowry.
- 10% said between 10% and 15% of their business is from Lowry.
- 10% said between 16% and 20% of their business is from Lowry.
- 4% said more than 20% of their business is from Lowry.

Among categories of businesses, restaurants, bars, car rental agencies, furniture and appliance sales, and moving services reported the strongest ties to Lowry Training Center employees.

Nine percent of restaurant respondents indicated more than 20% of their business is from Lowry, thirty-six percent between 11% and 20%, and fifty-six percent under 10%. Restaurants with the strongest connections mentioned Lowry advertising and special military discounts.