



THE MOLHOLM AREA PLAN

Prepared by

The Molholm Area Steering Committee
and
The City of Lakewood
Department of Community Planning & Development

July 1996

Alternative Documents Available Upon Request



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In addition to the Steering Committee, many other area residents and service organizations made contributions to assist in the process of developing this Plan. Through their attendance of neighborhood meetings, responding to surveys, contributing to neighborhood events, and supplying historical information, the people who live and work in the Molholm area demonstrated a significant amount of interest, pride, and commitment to preserving and enhancing the quality of life in the area.

BUSINESSES CONTRIBUTING TO THE MOLHOLM PLANNING PROCESS

Albertsons	Builders Square	Dreyers Ice Cream
Elwards	Hobby Lobby	King Soopers
Party America	McDonalds	

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Plan Summary

The Molholm area, located in the northeast section of the City of Lakewood, is one of the most diverse sections of the City in terms of social, economic and physical conditions. Because of its location in the Denver Metropolitan Area, its accessibility to four major transportation routes, and its variety of housing stock, the Molholm area attracts people seeking good residential and business opportunities in an affordable and convenient environment. Citizens who live and work in the area have stated their appreciation for the variety of cultures, income levels, housing stock, mixture of urban and country living, and other opportunities that exist within the area.

There are instances, however, where the diversity in the Molholm area creates a source of frustration, most of which revolves around negative impacts that coincide with incompatible and undesirable land usage. There are concerns about the appearance of properties in the area, primarily in the form of balancing the interface between residential, commercial, and industrial properties. Traffic problems and perceptions of crime are considered to be high in the area. The need for more open space in the immediate area is also an issue of importance to residents.

Many residents in the Molholm area are proud of where they live. They have demonstrated, during the process of developing the Molholm Area Plan, that there is a great deal of commitment to preserving and enhancing their community. In preparing this Plan, citizens in the area worked with the staff of the City of Lakewood's Neighborhood Support Team to identify three main Issue Areas: Community Services; Land Use, Zoning & Property Maintenance; and Traffic and Public Safety. Within these three Issue Areas, there are 10 Goals, and 33 Strategies. The Strategies are the key elements of the Plan. They identify short and long-term projects and programs intended to strengthen the social and physical stability in the area.

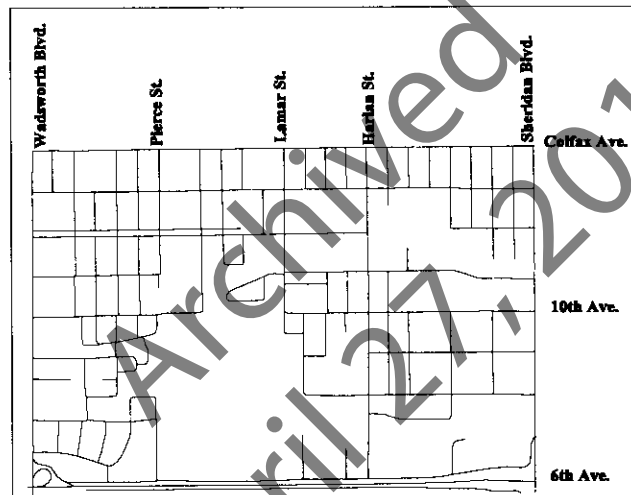
Dealing with land use, traffic and public safety, and community oriented services, responsibilities for accomplishing the goals and strategies are shared by area residents and various City departments and programs. In developing this Plan, the City of Lakewood is building an important relationship with residents and business people in the Molholm area. This relationship is intended to become a continuing partnership that will maintain, encourage, and enhance the strong commitment that already exists within the Molholm area.



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Section 1: Introduction

Neighborhood enhancement and protection are listed as key concepts in the City of Lakewood Comprehensive Plan. In an effort to address issues at the neighborhood level, the City is preparing neighborhood plans. A neighborhood plan attempts to address issues at a scale which is more refined than a comprehensive plan, and serves to be responsive to the specific needs of an individual area. The Molholm Area Plan is a neighborhood plan for the area bounded by Colfax Avenue, 6th Avenue, Sheridan Boulevard and Wadsworth Boulevard.



Molholm Planning Area Boundaries

The Molholm Area Plan (Plan) outlines a Community Vision and Goals and Strategies for the Molholm area. The purposes of the Plan are as follows:

- To state the key issues of concern to Molholm area residents and property owners and to establish a future vision for the area.
- To adopt this Plan as an amendment to the Lakewood Comprehensive Plan, as a guide for future decision making in the Molholm area.
- To establish an implementation schedule for accomplishing projects and establishing programs which further the goals and policies identified in the Plan.
- To build a partnership between the City and Molholm area residents and business owners, and to empower citizens to play an active part in identifying and solving the issues within the area.



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The Plan is an advisory document, identifying projects and programs to be accomplished in the Molholm area. Parties responsible for implementing the projects and programs are identified, with neighborhood organizations playing a key role in project development. Project priorities and completion time frames are also listed in the Implementation Section. Having an adopted plan for the area will give direction to the City when planning for Capital Improvement and Preservation Program (CIPP) and Community Development Block Grant (CDBG) funding.

The Plan represents the collaborative thinking of the Molholm Area Steering Committee and the City of Lakewood's Neighborhood Support Team, providing a guide to future physical, economic and community service development of the area. The Plan is intended for use by City Council, Planning Commission, City staff, residents, property owners and business people concerned with planning and development in the area. The Plan is not an official zoning document and does not imply or deny any implicit rights to a particular zone. Any implied zone changes in this Plan would have to be initiated under procedures stated in the City of Lakewood Municipal Code.

Plan Organization

Section 1: Introduction describes the purpose of the Plan, the process used to develop it, and the Community Vision for the area. *Section 2: Background* reviews some history about the area, provides socioeconomic data about the area's population, and provides a profile of the area's neighborhoods and neighborhood associations. *Section 3: Issue Areas, Goals and Strategies* outlines the Goals and Strategies for the three issue areas of the Plan: Community Services; Land Use, Zoning, & Property Maintenance; and Traffic and Public Safety. *Section 4: Molholm Area Future Land Use Vision* proposes a vision for future development and redevelopment patterns and characteristics within the area. *Section 5: Special Issue Areas* briefly addresses related planning efforts by the City and their impact on the Molholm area, and issues related to the RTD Major Investment Study. *Section 6: Implementation Schedule* outlines parties responsible for project implementation and time frames for completion. The Adoption and Amendment of the Plan by Planning Commission and City Council, and maps of the Molholm area are provided at the end of the document.



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Planning Process

The City began focusing on projects in the Molholm area in the early 1990's, mainly infrastructure projects such as street improvements and drainage projects. In 1994, the City held a large neighborhood clean-up and began construction of sidewalks along 10th Avenue between Harlan and Lamar Streets. Also in 1994, area residents initiated a project to develop a park adjacent to Molholm Elementary School. The Molholm Neighborhood Park was completed in the spring of 1995.

A neighborhood survey was prepared for the Molholm area in the spring of 1995. The purpose of the survey was to determine what residents saw as key issues of concern, and the strengths and weaknesses of the area. A one-page survey was sent to approximately 2300 residents and businesses in the area. Valuable information was obtained concerning what people saw as being unique about the area, as well as the strong points and items needing improvement. Issues and concerns were grouped into four areas: land use and zoning; property maintenance; traffic and crime; and community services (because of many similarities land use, zoning, and property maintenance have since been consolidated into one Issue Area). Information from the surveys was used as background data in determining the best way to approach and frame issues for the area.

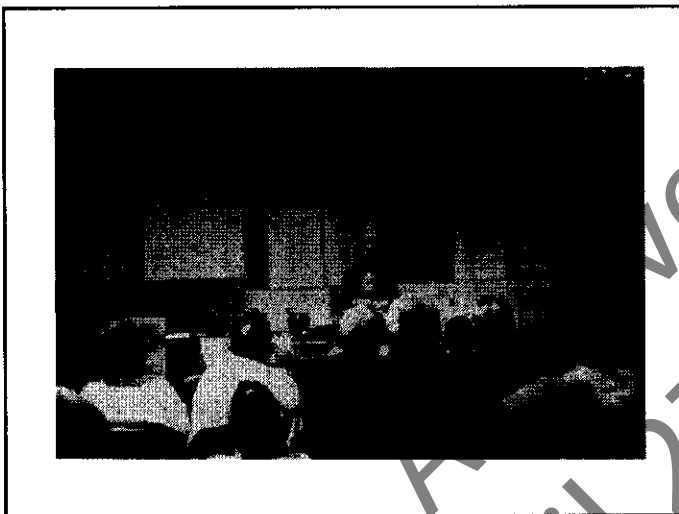
In an attempt to better focus efforts in the Molholm area, the decision was made to develop a neighborhood plan. Individuals from the area were recruited to form a Steering Committee to assist the City with preparing a plan. It was essential that local citizens be extensively involved in developing the plan in order to identify critical issues and to support its implementation. The Molholm Area Steering Committee first met in the summer of 1995, and continued to meet twice a month with the City's Neighborhood Support Team until the planning process was completed in May of 1996. The Neighborhood Support Team is an interdepartmental team of City staff formed in an effort to take a more holistic approach to designing and implementing the City's service programs at the neighborhood level.

The Committee developed a community vision, reviewed survey data, identified and prioritized key issues, developed goals and strategies and heard several presentations by City staff on various programs and budgeting items. In addition, two area-wide public meetings were held to present the work of the Steering Committee to the larger area. An extensive mailing list was developed which included all businesses, organizations, and registered neighborhood or property owner associations in the area. A series of newsletters were mailed to 2300 addresses in the area in an effort to spread the word about the development of the Molholm Area Plan. Several articles also appeared in the local newspapers, Life Begins on 40 and Looking at Lakewood.

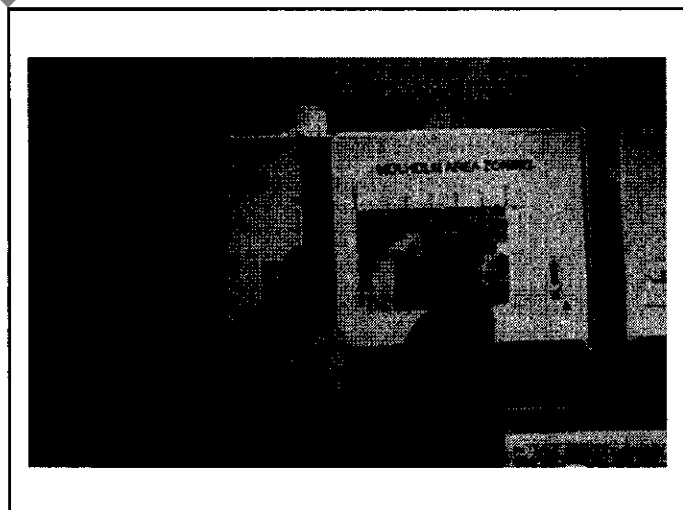


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Business outreach was undertaken in an attempt to involve area businesses in the planning process. In addition to receiving surveys and newsletters, area businesses were sent a letter specifically informing them of the planning process and encouraging them to attend the Steering Committee and neighborhood meetings. The Colfax Economic Revitalization Effort group was also invited to attend Steering Committee meetings.



Molholm Area Plan Neighborhood Open House



Molholm Area Issue Identification



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Community Vision

The Molholm Area Steering Committee developed the following Community Vision to serve as a guide for the future of the area:

The Molholm area is one which represents a positive, community oriented atmosphere based upon building and maintaining a healthy image and reality. The neighborhood strives to strengthen its bonds by:

- Encouraging a sense of pride in the community that includes all residents and property owners.
- Providing a positive influence on self-esteem, especially for youth, senior citizens and families.
- Creating a neighborhood environment that is protected from negative impacts of commercial and other high intensity land uses.
- Maintaining and enhancing the provision of public parks, facilities, and open space to preserve the rural qualities of the neighborhood.

Together, these elements create a positive identity for the residents of Molholm that is based upon support, cooperation, and community pride.



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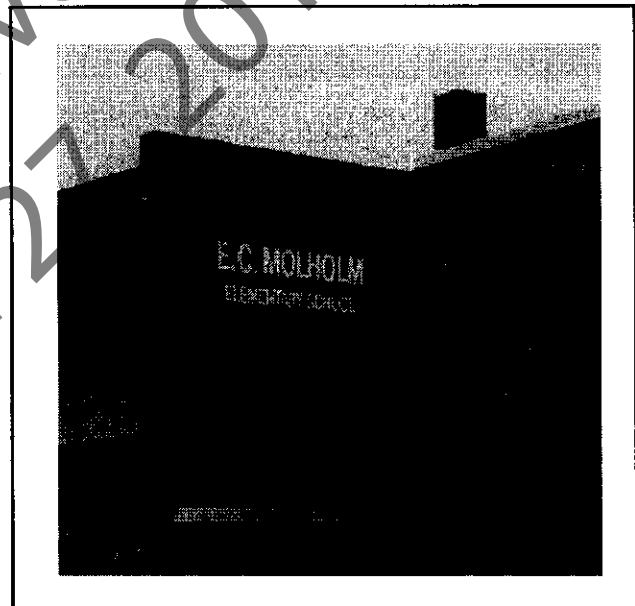
Section 2: Background

History

The most prominent figure in the history of the Molholm area is probably the person whose name was given to the area. Eli C. Molholm immigrated to the United States in 1892 from Denmark at the age of seventeen, eventually making his way to Lakewood to establish a dairy farm. During his residency in Lakewood, Eli Molholm served as Justice of the Peace and President of the School Board. His son, Martin, born in 1899, became a prominent lawyer in the area who kept an active hand in Jefferson County politics and served as a District Judge. Another son, Erwin, managed the Jefferson County Welfare Department.

Molholm Elementary School is located on part of the land once belonging to Erwin Molholm. The school opened in 1955, and is named in honor of the Molholm family for their numerous contributions to the community.

Another landmark in the area is St. Bernadette's Roman Catholic Church, located on West 12th Avenue. The church was founded in July 1947 and was the first Catholic Church in Lakewood. Architect John K. Monroe designed the original church, first used on Christmas Eve 1948. When the original church was completed, architect James Johnson of Lakewood designed the adjoining school. The present church, east of the original structure, was dedicated in May 1966.



Another church in the Molholm area is the Mountair Christian Church, currently located at 14th Avenue and Benton Street. Dating back to 1910, the congregation of the church has met in several locations along 14th Avenue in the Molholm area. Ground breaking ceremonies for the current site were held in September 1952, and most of the work involved with the construction of the building was done by members of the congregation. The building was built for an amazingly low price of \$50,000, and was officially dedicated during a special service held in June of 1953.



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Businesses locating in and around the Molholm area were influenced in part by the proximity to the railroad which parallels West 13th Avenue. Electrically powered trolleys sped over the route from downtown Denver to downtown Golden until 1953, when the Denver Tramway Company ended the service because of low ridership. The rail line was originally owned by the Denver, Lakewood and Golden Railroad (DL&G), organized by Lakewood's founders William Austin Loveland and Charles C. Welch.

One business that took advantage of the location along the rail line is the Lakewood Brick and Tile Company. It was originally founded in 1925-26, on the same site it occupies today, by two brothers named Dennison, who came to the area to mine clay and make bricks. In 1929, the Wall Street stock market crash brought financial difficulties, and the Dennison brothers sold their company to Joseph Welte owner of Pueblo Summit Pressed Brick and Tile. Incorporated in 1930, Lakewood Brick and Tile has primarily targeted the residential market, but also boasts large commercial orders such as the Villa Italia Shopping Center.

The Molholm area neighborhoods are as full of history and identity as the residents. The Mountair neighborhood, located in the vicinity of Colfax Avenue and Sheridan Boulevard, was platted in two separate filings in March and April, 1888, and predates by one year the extensive "Lakewood" plans of William Austin and Miranda Ann Loveland, and Charles Welch. Both plats were called the "West Colfax Subdivision," and for years the community referred to itself by this name. However, as the area began to grow, residents sought for a more poetic title. A contest was held in 1912 and a local resident named Mrs. Hensley Shaller submitted the winning entry of "Mountair," thus winning the prize: a sack of potatoes!

Lakewood's first fire station was also located in the Molholm area, built in 1939 by volunteer labor at a site near West Colfax Avenue and Pierce Street. One of the most memorable fires in Lakewood was a pre-Christmas blaze in 1948 which engulfed the Lakewood Country Club. The fire burned 12 hours and cost the club a loss of \$250,000. The fire station was an all-volunteer department until 1951 when the first paid men were employed as dispatchers.

The neighborhood boundaries and characteristics of the Molholm area have changed little with time. The area east of Lakewood Country Club was divided into building lots in 1925, then known as the Golf Club Acres Subdivision. The northern portions of Molholm date back even further with the West Colfax and Lakewood Subdivisions, laying out lots and streets before the turn of the century. Today, the Molholm area is home to approximately 2,354 households and 5,316 people, over 33% of which have lived in the area since 1984.



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Characteristics of the Area

Demographic data for the Molholm area helps provide an understanding of the unique characteristics of the area and its population. Using data from the 1980 and the 1990 U.S. Census Counts (see Table 1, page 13), a number of comparisons can be made to show the social and economic diversity that exists within the Molholm area.

Total population in the Molholm area remained constant between 1980 and 1990, averaging approximately 5,316 persons. Even though there has not been an increase in population in the Molholm area, there has been a shift in terms of race and ethnicity. Between 1980 and 1990, there was a 9% decrease in the Caucasian population, and a significant percentage increase in persons of all other races, Hispanics in particular at 15% (persons of Hispanic origin may be of any race).

Within the Molholm area there is a wide range of home values, according to the statistics for the five census block groups within the area (see map of Census Block Groups on page 41). Within the Block Groups, the lowest median home value in the Molholm area in 1990 was \$56,000 and the highest was \$101,200. These figures do not mean that these values were for the least and most expensive homes in the area. The figures represent an average, or mean value of all the units within the block groups. What these figures demonstrate is the diversity of the housing stock in the area, which could lead to speculation that there is also a diversity in household income levels in the area.

Another key comparison is found in the numbers for owner and renter occupied housing units. According to the 1990 U.S. Census, in the Molholm area, just over one-third of the housing units are owner occupied, a little over one-half are rentals, and there is an 11% vacancy rate. The occupancy rates also correspond with the data for family and non-family households. The Molholm area has an almost equal number of family and non-family households. (The Census Bureau defines family households as a householder and one or more persons living in the same unit who are related by birth, marriage, or adoption. A non-family household consists of a householder who is living alone or with non-relatives only.) Together, these statistics show the diversity of lifestyles within the Molholm area. While there are a significant number of families that live in the Molholm area, there also appears to be a large number of single people and/or non-traditional housing arrangements.

1990 Census figures indicate that in the Molholm area, there is a high percentage of persons below poverty level, 25% compared to 7% for the City of Lakewood overall. These figures somewhat coincide with those for the median household income level, where the figures for the Molholm area (\$19,561) are approximately one-half that of Jefferson County (\$39,084). If these economic figures



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are compared to the statistics for households in the Molholm area, speculation could be made that the income levels are possibly lower because of the number of non-family households in the area.

Area Profile

The Molholm area is made up of several neighborhoods. The northeast portion around Colfax Avenue and Sheridan Boulevard is generally referred to as Mountair. The neighborhood traditionally known as Molholm covers most of the area east of Lakewood Country Club and south of 11th Avenue. West of the Country Club and south of 10th Avenue is the Green Acres neighborhood. The northwest section of the Molholm area, west of Pierce Street and north of 10th Avenue, is often referred to as St. Bernadette's.

As of the writing of this Plan, three neighborhood organizations were registered with the City of Lakewood (See Map on page 42 for boundaries).

- The CSSW (Colfax, Sixth, Sheridan, Wadsworth) Neighborhood Organization (Note: since the adoption of this Plan, the name for this organization has been changed to the "Two Creeks Neighborhood Organization")
- The Green Acres Neighborhood Association
- The Molholm Neighborhood Association

The following property owner or townhome/condominium associations were registered with the City:

- Greenbrooke Condominiums
- Kimberly Square Townhomes
- Luchland Vista
- Meadow Creek Property Owners and Townhomes

Table 1: Molholm Area Demographics

	MOLHOLM AREA		CITY OF LAKEWOOD		JEFFERSON COUNTY	
	1980	1990	1980	1990	1980	1990
Total Population	5,305	5,316	112,860	126,481	371,753	438,430
Race						
White	5051 (95%)	4562 (86%)	107661 (95%)	117819(93%)	356966(96%)	414542 (95%)
Black	24	97	581	1,316	1,933	3,231
American Indian, Eskimo or Aleut	41	88	494	872	1,443	2,428
Asian and Pacific Islander	30	92	1,446	2,435	3,631	7,630
Other Race	159	477	2,678	4,039	7,780	10,599
Hispanic Origin	404 (8%)	821 (15%)	6624 (6%)	11506 (9%)	19476 (5%)	30791 (7%)
Persons per Household	1.86	2.14	2.7	2.38	2.82	2.59
Median Household Income	14,927	19,561	23,250	34,054	24,044	39,084
Persons Below Poverty Level	537 (10%)	1335 (25%)	5509 (5%)	9348 (7%)	16761 (5%)	24926 (6%)
Number of Households	2,429	2,379	41,111	51,657	129,271	166,545
Family Households	1271 (52%)	1228 (52%)	30149 (73%)	33717 (65%)	99538 (77%)	119462 (72%)
Non-Family Households	1158 (48%)	1151 (48%)	10962 (27%)	17940 (35%)	30253 (23%)	47083 (28%)
Number of Housing Units	2,694	2,686	43,403	55,678	137,189	178,611
Owner Occupied	932 (35%)	844 (31%)	27226 (63%)	31250 (56%)	93633 (68%)	116830 (65%)
Renter Occupied	1497 (56%)	1535 (57%)	13966 (32%)	20407 (37%)	36145 (26%)	49715 (28%)
Vacant	265	307	2,211	4,021	7,411	12,066
Median Home Value	\$ 65,955.00	\$ 81,600.00	\$ 75,400.00	\$ 91,400.00	\$ 76,300.00	\$ 93,600.00

Molholm Area Median Home Value by Census Block Group	
Block Group 1	\$ 45,600.00 \$ 56,000.00
Block Group 2	\$ 61,900.00 \$ 79,100.00
Block Group 3	\$ 74,100.00 \$ 89,400.00
Block Group 4	\$ 59,800.00 \$ 63,300.00
Block Group 5	\$ 85,000.00 \$ 101,200.00

NOTE: Persons of Hispanic origin may be of any race.

Data based on 1980 & 1990 U.S. Census Count Statistics



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Section 3: Issue Areas, Goals and Strategies

Community Services

One of the main themes in the Community Vision, developed by The Molholm Area Steering Committee, emphasizes the importance of a positive community oriented atmosphere. Citizens who worked on developing this Plan felt that the most important elements in promoting a strong and viable community are programs and projects that bring people together. The Steering Committee, in their efforts to identify methods to foster a sense of community, want to develop programs that maintain strong networks of communication and projects that enhance public amenities in the area.



Molholm Area Steering Committee Meeting

Residents in the Molholm area would like to have more access to community centers and other social programs and services. The Newland Center is a City owned community center, located at 13th Avenue and Newland Street. The center is small, and is currently able to accommodate only a limited number of programs. Residents in the Molholm area would like to investigate methods for establishing a larger center

in the area, or at least find ways to better publicize existing City programs and improve access to community and recreation centers in other parts of Lakewood.

Further, residents believe that parks and recreational amenities are significant factors that could be improved, especially west of Pierce Street. Currently, there are two public parks in the area: Molholm Park, adjacent to Molholm Elementary School, and Mountair Park, located at 14th Avenue and Depew Street. The City of Lakewood Department of Community Resources' Comprehensive Master Plan states that park and open space land is lacking in the Northeast Lakewood area, and are working to find ways to make such improvements.



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There are opportunities in the Molholm area for establishing a trail system that would create a link through the area. This could be accomplished using natural features and open space such as Lakewood Gulch, Dry Gulch, Lakewood Country Club and the 13th Avenue Corridor. The City is working to finalize plans for construction of a pedestrian/bicycle trail along 13th Avenue. Residents would like to expand upon this trail, creating a loop that connects all parts of the Molholm area.

Goal #1 Develop activities and methods that promote and increase communication within the area.

CS 1-1 Publish and distribute an area-wide newsletter on a regular basis to promote and discuss current events and happenings in the area. Consider including items and updates about the area in other local publications, such as the Citizens for Lakewood's Future newsletter or publications done by local schools.

CS 1-2 Explore methods to establish a community-wide bulletin board to publicize local events and services. Consider ideas such as kiosks in area parks, a Home Page on the Internet, or bulletin boards at Molholm School and the Newland Center.

CS 1-3 Work with local newspapers, such as Life Begins on 40 or Looking At Lakewood, to begin a regular column for the area. Use the column to reach out to area residents as well as the local business community.

CS 1-4 Establish and promote a local directory of services and resources. Use the directory to especially reach out to new residents in the area, to welcome them and familiarize them with the neighborhood.

Goal #2 Improve and promote community resources, services and programs that are available to area residents.

CS 2-1 Explore methods to better promote City programs and services in the Molholm area. Create a greater awareness of these programs through distribution of flyers, brochures, a telephone hotline service, and periodic newsletters.

CS 2-2 Explore ways to improve transportation and accessibility to local services for those who need assistance, especially youth, senior citizens, and the physically challenged. Encourage service organizations to find methods to bring their programs into the area, for example a Mobile Library, Clinic's on wheels, and the Youth Summer Employment program.

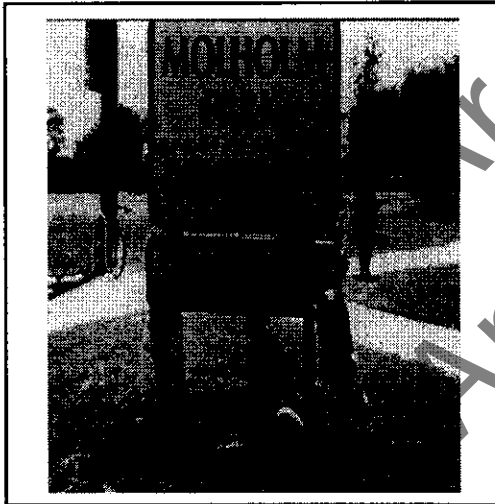
CS 2-3 Investigate the feasibility of, and methods to, establish a community center in the Molholm area. Hold a neighborhood forum to determine specific needs in regards to a community center in the area. Explore options to incorporate private funding as well as a City sponsored center to provide recreational and community serving amenities.



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Goal #3 Enhance parks, open space and recreational amenities in the area.

- CS 3-1 Identify and investigate the feasibility of purchasing land for parks and open space in the Molholm area. Explore options where the public and private sector can work jointly to provide such amenities.
- CS 3-2 Identify how recreational facilities could be enhanced and improved. Consider pursuing private grants to construct such improvements as playground equipment, areas and courts for basketball and rollerblading, and open fields for recreational games. Encourage participation in local athletic programs, especially for the youth in the community. Do a needs assessment of athletic resources and programs in the area, and find methods to establish and support local programs which are lacking.
- CS 3-3 Establish a trail system within the area. Incorporate paths for pedestrian activity along open space areas such as Lakewood Gulch, Dry Gulch, 13th Avenue, and the perimeter of Lakewood Country Club that would permit a recreational loop through the area.





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Land Use, Zoning & Property Maintenance

During the year long process of preparing this Plan for the Molholm area, one characteristic was frequently mentioned by citizens when describing both the good and the bad qualities of the area. Diversity of land use is an aspect which makes the Molholm area unique, and generally creates both a sense of pride and, at times, a source of frustration for citizens who live and work in the area.

Within the Molholm area, there is a mix of residential densities, ranging from large lot single family housing to planned developments of high density multi-family apartment buildings, condominiums and townhomes. For the most part, residential densities are clustered together in areas with similar patterns of development, and generally higher density residential development is adjacent to the commercial arterials and major collector streets in the area. In the area, a number of large vacant and underutilized lots are zoned to permit medium to high density residential development (see Molholm Area Land Use Map, page 45). Residents who worked on this Plan would like to see the single family environment preserved throughout the area, recognizing that higher densities are permitted on certain properties according to the City of Lakewood Zoning Ordinance.

In some parts of the Molholm area, there are residential properties which are experiencing signs of disrepair and deterioration. Most of these properties are understood to be rental units, with absentee owners. Many of the units are located close to industrial properties or the commercial arterial roadways. Housing in these areas, a mix ranging from single family to medium density multi-family units, is assumed to primarily serve lower income households. While these areas are in need of improvement, it is difficult to determine whether the problems are because of an absence of pride in ownership, because the assumed lower income households cannot afford to maintain the property, or because of negative impacts from adverse commercial and industrial uses. Residents in the Molholm area would like to see improvements made to these properties, and to transform these areas into opportunities for families with fixed or low to moderate incomes to attain home ownership.

There is concern among area residents about possible negative impacts which certain commercial and industrial properties could bring to the residential character of the neighborhoods. In some parts of the area, zoning established prior to the incorporation of the City of Lakewood, has permitted industrial land use to extend into residential areas. Now, in some cases, large lot industrial properties share a fence with small residential properties. For many years, residents have been concerned about preserving the residential character of the area, and have challenged many attempts to extend commercial and industrial land use into the residential areas through rezoning proposals.



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The Goals and Strategies identified by citizens for this Issue Area strive to preserve and enhance the residential character of the Molholm area. While the Goals tend to promote the residential aspects of the area, residents realize that commercial and industrial uses have a strong history in the area, and have a use by right according to current zoning. Ultimately, the hope is to create a working relationship between the residential neighborhoods and the business community. It is through this relationship that the diversity of land use within the Molholm area can become an asset that creates a balanced, healthy and vital community.

Goal #1 Mitigate the impact of certain industrial development.

Land 1-1 Identify specific locations where improvements to screening and buffering, such as closed fencing or increased landscaping, are needed. Work with property owners to find ways to alleviate negative visible and physical impacts to surrounding properties.

Land 1-2 Develop a set of design guidelines for industrial uses in the Molholm area, and include them as part of the current development review process. Investigate possible incentives for current property owners to bring their properties into compliance with the new guidelines.

Land 1-3 Over time, as properties redevelop, or proposals are submitted for rezonings, encourage higher density commercial and industrial uses to locate on properties along the perimeter of the area. Support rezoning and redevelopment proposals of industrial properties within the area that are for neighborhood serving commercial, residential or community serving purposes.

Goal #2 Improve and maintain the quality and condition of properties in the area.

Land 2-1 Investigate adding a Uniform Housing Code Enforcement officer, in an effort to address substandard housing problems, to the City staff. See also, Land Use Strategy 2-4.

Land 2-2 Organize regular neighborhood wide clean-up projects that include individual properties as well as public/open space areas. Encourage participation from the community and service organizations to assist those households that may need assistance. Develop an educational program about property maintenance and neighborhood improvements.

Land 2-3 Work with owners, managers, and residents of apartment buildings and rental properties to encourage property maintenance and an improved neighborhood appearance. Promote the Apartment Manager Training Program to encourage owners and managers of rental properties to screen future tenants and help to improve a sense of stability within the Molholm area.

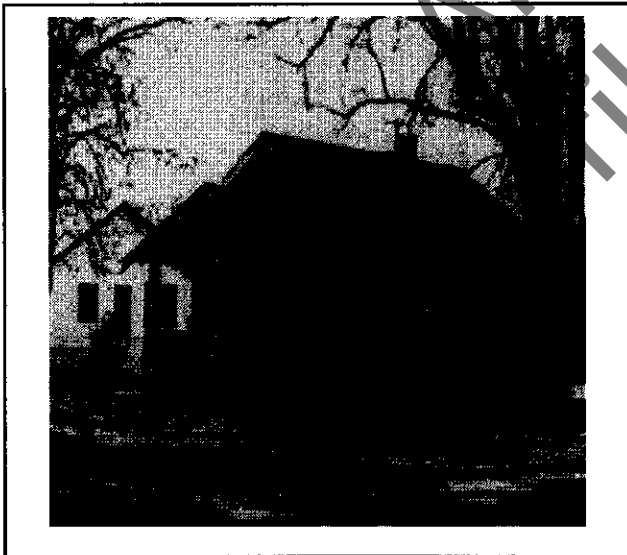
Land 2-4 Recommend proactive zoning and code enforcement of properties in the area, rather than the current complaint based/reactive program.



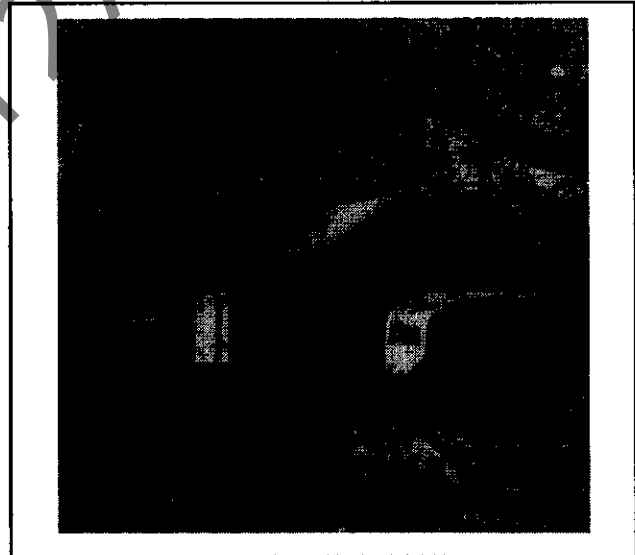
MOLHOLM AREA PLAN

Goal #3 Limit encroachment of certain commercial and higher density residential development.

- Land 3-1 Create buffer and transitional design areas to be implemented as properties redevelop between areas of higher density development and areas with lower density single family uses. In the transitional areas, encourage office and lower density commercial development to renovate existing structures, or develop new commercial properties in a manner that appears to be residential in character.
- Land 3-2 Recommend vacant parcels within the interior of the area be developed as medium to low density residential, or in a character consistent with surrounding areas. See also Molholm Area Future Land Use Vision Map, page 46.
- Land 3-3 Work with commercial property owners and managers of higher density uses to encourage cooperation regarding land use and business operations considerations, including such issues as parking, buffering, lighting, hours of operation, and trash.
- Land 3-4 Identify areas appropriate to utilize pedestrian paths and open space to define street right-of-way edges. Install curb, gutter, and sidewalks in residential areas adjacent to commercial uses which are especially prone to obstructions and inappropriate right-of-way uses.



Example of well maintained residential property



Example of needed improvements in property maintenance



MOLHOLM AREA PLAN

- Goal #4** **Encourage home ownership to improve stability of the area.**
- Land 4-1 Develop and promote programs and packages to assist home buyers. Work with Lakewood Housing Authority, Colorado Housing Finance Authority, and local lending institutions to create packages for home buyers in the Molholm area.
- Land 4-2 In addition to City programs, find methods to encourage the private and non-profit sector to revitalize older residential properties in need of maintenance. Promote and support programs which provide assistance to low and moderate income home owners.

Traffic & Public Safety

The Molholm Area Steering Committee and responses to neighborhood surveys expressed concerns related to traffic and public safety. Concerns include traffic problems such as cut-through traffic, high traffic speeds on residential streets and illegal parking on streets next to Colfax Avenue. Issues related to crime include graffiti, potential gang activity, the impact of certain businesses on Colfax Avenue, and safety concerns for youth and pedestrians in the area.

Many drivers, in an effort to avoid traveling on the major corridors, cut-through the Molholm area on local streets. Since many of these drivers are going to destinations outside the area, they are often traveling at high rates of speed on residential streets which have, in some places, sharp curves and blind corners. Besides being a hazard to automobile traffic, this becomes a particular problem in areas without sidewalks. Residents, especially children walking to area schools, are often forced to walk in the street, thereby creating a dangerous situation for pedestrians.

Certain traffic and parking related problems are created by the encroachment of commercial activity from Colfax Avenue into the residential area. Housing in many cases is directly adjacent to Colfax Avenue businesses. As a result of the business activity and customer traffic, right-of-way on residential streets adjacent to Colfax Avenue are often clogged with vehicles blocking driveways and creating pedestrian safety concerns.

Surveys indicate that residents perceive an increase in crime levels in the Molholm area in the last few years. Specific issues of concern include graffiti and possible gang activity, transient related problems, and illegal activities taking place in public areas. Steering Committee members believe that an important aspect of combating crime problems would be to instill a stronger sense of community in the area by encouraging involvement in neighborhood organizations and community projects. The hope is that by doing so, area residents will have more pride in the area and be more committed to combating crime related issues as a community.



MOLHOLM AREA PLAN

One area of particular concern to the Steering Committee in terms of crime is Colfax Avenue. In the section of Colfax Avenue adjacent to the Molholm area, there are several businesses (bars and motels) that have a history of crime related problems according to Lakewood Police Department statistics. There is a concern that these activities are spilling over into the neighborhood. Members of the Steering Committee suggest that if businesses fostering illegal activities could be confronted, it could possibly lead to a reduction in certain types of crime and transiency problems in the area. Residents would like to support the Lakewood Police Department in proactively addressing the undesirable activities taking place at these businesses.

A major concern of the Steering Committee, as mentioned in the Community Vision, is having the area be a safe and positive environment for youth. Strong interest exists in developing or expanding programs that provide positive activities and opportunities for the youth in the community. To be successful, such programs need to be a joint effort between the neighborhood, the City, and a variety of social service organizations.

GOAL # 1 Create a better control of traffic flow within the area.

- TPS 1-1 Work with City Traffic Engineering Division to create a traffic plan for the area, with an emphasis on minimizing excessive speeds and cut-through traffic. Identify areas where traffic calming and urban design measures such as speed-humps, median treatments, diverters, or signage may be implemented.
- TPS 1-2 Incorporate entryway features along minor collector streets in residential sections of the area to promote a neighborhood identity to automobile traffic.
- TPS 1-3 Identify measures that will minimize non-neighborhood traffic on residential streets and will help prevent commercial intrusion into the neighborhood. Investigate methods, such as signage, cul-de-sac closures or street diverters, to control parking and access on local streets adjacent to Colfax Avenue.
- TPS 1-4 Increase police surveillance and use of the City's speed monitoring awareness trailer in problematic areas to monitor traffic speeds.

GOAL # 2 Instill a sense of community in the Molholm area.

- TPS 2-1 Expand Neighborhood Watch programs in several sections of the Molholm area. Begin a Community Policing program, and work with area residents to mobilize and train them about safety measures.
- TPS 2-2 Encourage activity in neighborhood organizations, and work to generate regular involvement and participation in proactive programs and projects, such as the Neighbor's Against Graffiti clean-up, to build community involvement and work towards decreasing crime.



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Molholm "Neighbors Against Graffiti"

TPS 2-3 Identify businesses along Colfax Avenue, such as bars and motels, that could be contributing to crime and transiency problems in the area. Mobilize the community to support and assist Lakewood Police Department efforts to proactively address the undesirable activities taking place at these businesses.

TPS 2-4 Encourage and support a sense of academic excellence throughout the community. Work with local schools and organizations in the area to promote more before- and after-school programs and activities for the youth in the community.

GOAL # 3 Increase comfort level for children and the community.

TPS 3-1 Generate involvement with programs such as Build-A-Generation, to help promote a healthy community environment and minimize social risk-factors for the children in the community.

TPS 3-2 Identify areas where pedestrian safety is a problem; work to alleviate these problems by constructing pedestrian paths and increasing street lighting.



Molholm Elementary School's Community Pride Flag



MOLHOLM AREA PLAN

Section 4: Molholm Area Future Land Use Vision

Implementation of goals and strategies stated in this Plan is intended to ensure a future for the Molholm area that preserves and enhances the residential character of individual neighborhoods, while also respecting the diversity of land use that currently exists in the area. There is an important relationship that exists between residential and commercial land use, and the vitality of one is generally dependent upon the strength of the other.

Throughout the planning process, citizens in the Molholm area frequently stated their concerns about the current interface between commercial, industrial and residential properties. In many locations in the area, residential properties are immediately adjacent to commercial and industrial properties. It is in these areas where residents are concerned about negative impacts from certain higher intensity uses and the encroachment of this activity into residential areas. Typical concerns about commercial encroachment into residential areas include visual appearance, parking lots, storage of materials, noise and air pollution, garbage and waste, and hours of operation. Many of these problems, which are a necessary part of normal business operations, are not conducive to maintaining a healthy residential environment.

From the neighborhood perspective, as well as the perspective of the economic health and appearance of the commercial areas, it is important that residential areas surrounding commercial and industrial areas remain stable and well maintained. In an effort to mitigate certain negative impacts between uses, implementation of design guidelines and transitional design areas is being suggested. These mitigation methods could give a better balance to the boundaries between residential and commercial uses (See Molholm Area Future Land Use Vision map on page 46).

Design Guidelines

Design Guidelines are recommendations for design, improvements, and siting of structures. The goal of design guidelines for the Molholm area would be to create a smoother, more gradual transition from areas with commercial and industrial uses, into areas with residential uses and character. Care and sensitivity would be given to the scale and detail of nearby residential neighborhoods. Design guidelines often include recommendations for property improvements such as appropriate screening of yards and storage areas, an increase in the amount of required landscaping, increased amounts of off-street parking, and installation of curb, gutter and sidewalks in high volume pedestrian areas. Design guidelines can improve certain aspects of commercial and industrial properties, while making the near-by residential neighborhoods more attractive and desirable places to live. In the Molholm area, on a block-by-block basis, special care should be taken to resolve these problems where they exist.



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Residents participating in the Molholm area planning process would like to see design guidelines established and implemented as a first priority. It is recommended that use of design guidelines become part of the current development review process for all future development in the area. It has also been recommended that methods and incentives be found to encourage current commercial and industrial property owners to bring existing properties into compliance with the new guidelines and existing City codes.

Transitional Design Areas

During the discussion about urban design in the Molholm area, some members of the Steering Committee felt that in order to alleviate the negative impacts of certain commercial and industrial uses, measures beyond those included in design guidelines should be considered. Current zoning patterns allow for commercial and industrial properties to locate and expand into areas that are immediately adjacent to residential areas. Ultimately, residents would like to see properties inside the area, if they are to be developed at all, go toward residential or community serving purposes, with commercial and industrial uses limited to the arterial roadways that frame the area. Existing commercial and industrial uses will remain with the goal of integrating these uses into the future transitional design areas as they redevelop.

Establishing a transitional design boundary in the Molholm area would gradually soften the scale between commercial, industrial and residential uses, and could alleviate many of the negative impacts that currently exist. Transitional design boundaries in the Molholm area would be most effective if they are established as a one-half to a whole block area adjacent to the major transportation corridors and commercial areas; this would include areas adjacent to mass transit corridors if they are constructed in the future. Over time, as properties within the transitional design area are developed or redeveloped, use of guidelines for site and streetscape designs could emphasize the distinction between commercial, industrial and residential uses. The photographs on page 26 are examples of businesses in the Molholm area, and what constitutes a good use of transitional design.

In the future, if redevelopment should occur, the Steering Committee would like to encourage consideration of neighborhood interests with regard to land use in the transitional design areas. The committee suggests that appropriate development in the transitional design areas be well designed office buildings, medium density residential, or neighborhood serving commercial establishments. More specifically, the Steering Committee recommends future development of personal services, such as dry cleaners, small convenience oriented grocery markets, day care centers, hair salons, and family oriented establishments. Mixed-use development, incorporating residential with office or commercial development, is also encouraged in the transitional design areas. One method to accomplish this is to encourage office and lower density commercial development to renovate



MOLHOLM AREA PLAN

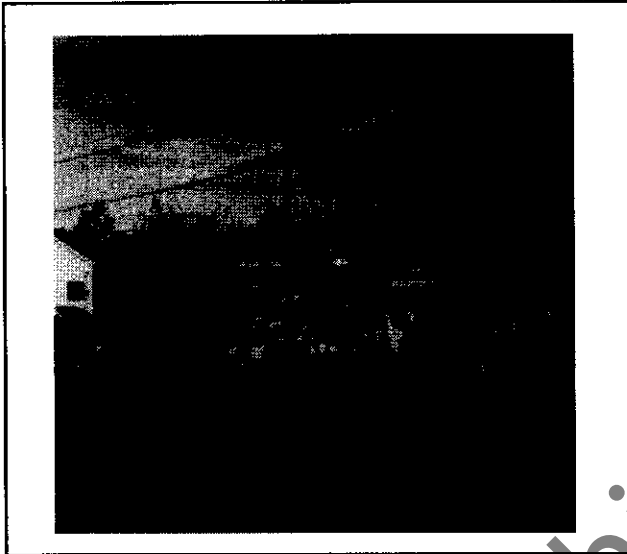
existing residential structures, or develop new commercial properties in a manner that appears to be residential in character.

Use of design guidelines, screening and buffering, implementation of transitional design areas and open space are all concepts which have potential for positive impacts upon the community. They also have a cost. As these ideas are developed, balance must be considered which gives proper weight to possible negative impacts such as loss of property value, job losses, reduction in prevailing wage, and loss of tax base. This must be researched and reflected in any guidelines that are implemented.

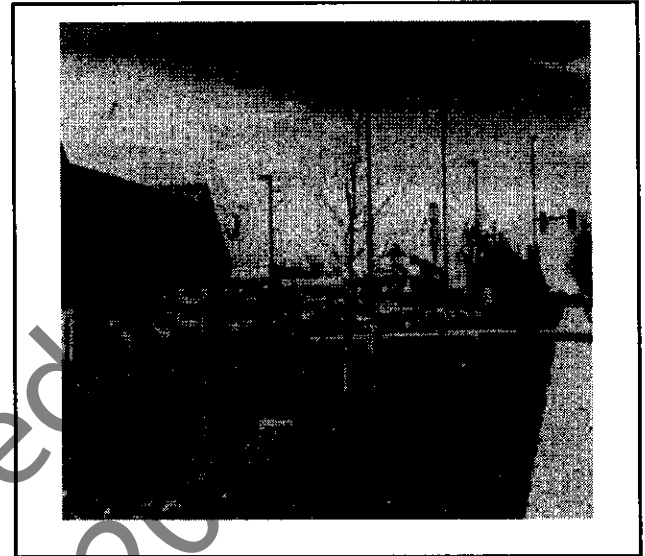
The Molholm Area Future Land Use Vision map (page 46) suggests areas identified by the Steering Committee as being appropriate locations and densities for future patterns of residential and commercial development. While this map is conceptual, and does not specifically indicate exact densities for development, it does illustrate a vision for the area that can serve as a guide for future development and redevelopment of properties. Of key importance are the transitional design areas, which are generally blocks where residential zones abut commercial and industrial uses. Larger transitional design areas are shown adjacent to some of the higher intensity uses that currently exist. The map also details several locations that residents have indicated would be appropriate sites for parks and open space. Parks and open space are elements which also serve as buffer zones between higher density uses and lower density residential areas.



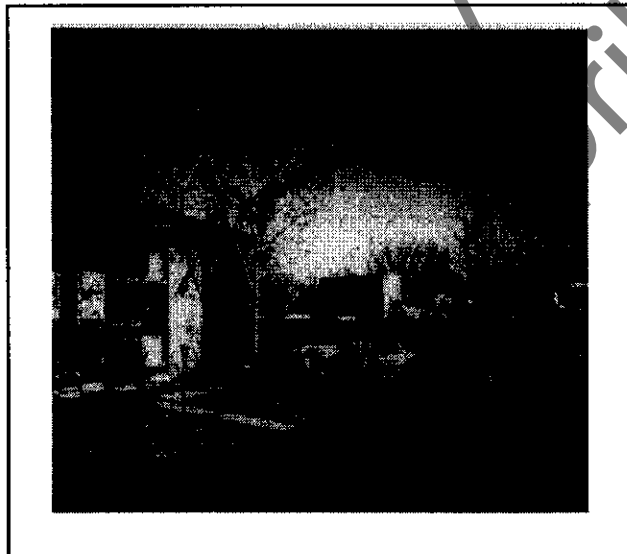
MOLHOLM AREA PLAN



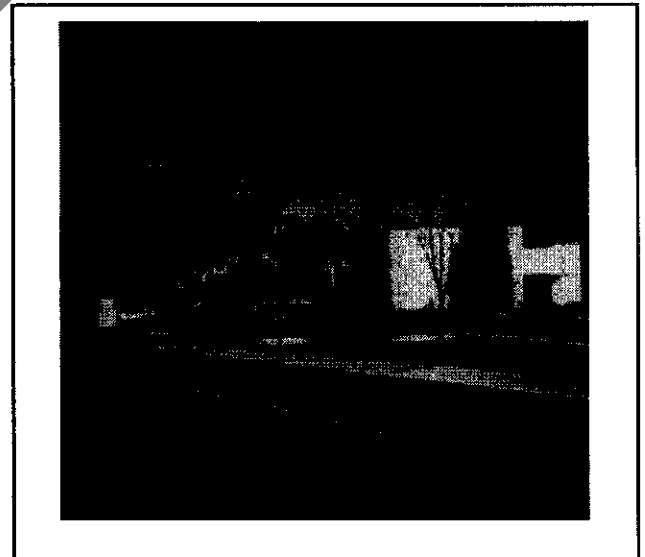
Example of transition needing improvement



Example of good transitional design



Example of transition needing improvement



Example of good transitional design



MOLHOLM AREA PLAN

Section 5: Special Issue Areas

Related Planning Efforts

Recognizing the need to maintain the strength and vitality of important areas within the City of Lakewood, concentrated efforts are being made by City staff to preserve and enhance the unique qualities of various neighborhoods and transportation corridors throughout the City. In the northeast Lakewood area, in addition to the preparation of this neighborhood plan, two other planning efforts focus on the importance of preserving and enhancing the quality of life in Lakewood.

The West Colfax Revitalization Plan was adopted by Lakewood City Council in July 1993. The Colfax Plan delineates a series of objectives and strategies geared toward creating a healthy physical setting to support and improve businesses in the area. In the Colfax Plan, there are seven strategies designated specifically for neighborhoods adjacent to the corridor. These strategies recommend revitalization efforts be made to preserve and enhance adjacent neighborhoods, including support to initiate clean-up efforts, further development of parks and recreation centers, promotion of pedestrian and bicycle linkages throughout the area, building alliances between the residential and business communities, and the development of neighborhood plans.

Staff from the City of Lakewood are also currently undertaking a similar study of the Wadsworth Corridor. While this study is in its preliminary stages, the intention is to develop a plan based upon land use and urban design considerations, to improve the economic and social vitality of the corridor. The boundaries for the Wadsworth Boulevard study go beyond the properties immediately adjacent to the roadway, recognizing that the corridor has an impact on neighborhoods. Preparation of the Wadsworth Corridor Plan will rely heavily on input received from the community, which includes participation from various neighborhood groups, community organizations, and businesses located adjacent to the corridor.

As the Colfax Plan, and the upcoming Wadsworth Plan, recognize the importance of the neighborhoods that surround the corridors, the Molholm Area Plan recognizes the importance of the transportation corridors that frame the area. The Goals and Strategies recommended by this Plan for the Molholm area are intended to correspond with the objectives that are outlined in the West Colfax Revitalization Plan. A similar pattern will take place with the issues that are addressed by the study of Wadsworth Boulevard. What all of these plans mutually address, beyond the individual elements and issues within their boundaries, is the importance of the commercial-residential relationship. Neighborhoods are important to the commercial vitality of transportation corridors, providing both



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a customer base and a physical setting for the marketplace. Likewise, commercial areas are important to neighborhood environments, providing convenient access to necessary goods and services. A strong relationship between neighborhoods and local businesses creates a balanced, healthy and vital community.

Other planning efforts related to the Molholm area are plans the City of Lakewood has prepared in cooperation with the Urban Drainage and Flood Control District. The Lakewood Gulch Major Drainageway Planning, Phase B Report, prepared in December 1979, and Outfall Systems Planning for Dry Gulch, prepared in August 1995, outline projects for both of the gulches that run through the Molholm area. Both of the studies recommend a series of incremental projects geared toward a comprehensive management of flood control within the drainageways and their tributaries. Because the projects recommended by the studies involve major construction and are expensive, the master plans generally are geared toward long term implementation schedules.

Regional Transportation District West Corridor Major Investment Study

This section briefly outlines the concerns of Molholm area residents regarding the outcome of the Regional Transportation District (RTD) West Corridor Major Investment Study (MIS). Routes being considered which run through the Molholm planning area, as of April 1996 include, the 13th Avenue Associated Railroad line, 6th Avenue, and a small portion of Colfax Avenue west of Wadsworth Boulevard. Due to the uncertainty of possible alternatives and construction schedules at this time, an in depth discussion of RTD issues would be premature. Since selection of a route on the Associated Railroad line would have the most significant impacts on the Molholm area, this section identifies initial issues of concern to area residents should 13th Avenue be the chosen route. Should the area be selected for transportation improvements, neighborhood involvement would be critical in the transportation planning process to assure that residents concerns are heard and addressed.

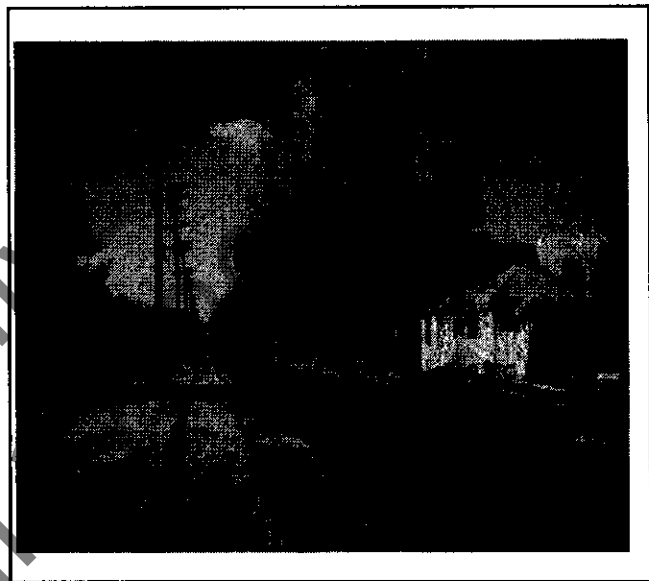
The Regional Transportation District is currently undertaking a Major Investment Study to recommend transportation improvements for the West Denver metro area. The West Corridor MIS study area extends from downtown Denver to downtown Golden, and from Alameda Avenue to 26th Avenue. The purpose of the MIS is to determine the most effective route and mode of transportation for the West Corridor. The study is scheduled to be completed by the end of 1996. At the conclusion of the MIS, RTD will make a recommendation concerning the alternative which would best serve West Corridor transit needs.



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The West Corridor MIS is being undertaken simultaneously with two other RTD corridor studies in the metro area: the Southeast Corridor and the Northeast Corridor. There currently is no priority assigned to these corridors to know which would be constructed first. As of April 1996, RTD has stated that the earliest time frame for beginning construction of any of these corridors would be approximately the year 2005.

Of the alternative routes being considered in the West Corridor MIS, three involve use of the Associated Railroad line along 13th Avenue which runs the east/west length of the Molholm area. Two of these alternatives propose light rail transit along the Associated Railroad line and one alternative proposes electric trolley buses. Potential rail stations proposed for all three alternatives are at Sheridan Boulevard, Lamar Street, Saulsbury Street and Wadsworth Boulevard. RTD currently owns the right-of-way along the Associated Railroad line.



In addition to the alternatives on the Associated Railroad line on 13th Avenue, 6th Avenue frontage road is being considered for light rail transit or bus/high occupancy vehicle lanes. Colfax Avenue is being considered for light rail transit along a section west of Wadsworth Boulevard only.

RTD was invited to attend two Molholm Area Steering Committee meetings, in August of 1995 and March of 1996. Members of the business community who are part of CERE (Colfax Economic Revitalization Effort) were invited to attend the meeting in March. At these meetings, RTD outlined the alternatives being considered for the West Corridor. Steering Committee members were given the opportunity to ask questions and express concerns about the proposed alternatives. The following is a list of issues raised at these meetings.

- The type of grade separations (if any) used for lightrail crossings at Sheridan Boulevard and Wadsworth Boulevard, and impacts on the surrounding neighborhood.



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- How neighborhood street crossings will be handled, and safety concerns related to pedestrians and bicyclists on these streets.
- The impact neighborhood stops or stations could have on the area, and the possible acquisition of additional land for these facilities. There are concerns about possible increases in land use densities, non-residential uses around the stops, and the possible acquisition of private property for light rail and station improvements.
- Assuring the selected alternative is compatible with the pedestrian/bicycle trail which the City of Lakewood is scheduled to construct along 13th Avenue.
- The possibility of constructing pedestrian crossings over 6th Avenue for access to rail stops and to improve access to the neighborhood from south of the freeway. Similar pedestrian crossings should be considered over the 13th Avenue Rail Line, depending on the mode of transportation determined by the MIS.
- A concern with the value of properties adjacent to the rail line, and whether they would be negatively impacted by construction of a transit system.
- Safety and noise concerns related to the speed of trains, fencing and screening of the rail line, and the use of bells or horns by train operators.
- The disposition of the 13th Avenue right-of-way if RTD chooses another route.
- The need for continued neighborhood involvement as the MIS and future planning proceed.

RTD transit along 13th Avenue could have very real impacts on the Molholm area. The rail line runs immediately adjacent to residential properties, both single and multi-family. 13th Avenue is heavily used by area residents for both vehicle and pedestrian traffic through the area. Citizen participation is critical in the RTD West Corridor planning process to ensure that the above stated neighborhood issues are heard.



MOLHOLM AREA PLAN

Section 6: Implementation Schedule

1st Priority Projects (1996-1998)			
	Strategies	Lead Responsibility	Support Responsibility
Land 1-2	Develop a set of design guidelines for industrial uses in the Molholm area, and include them as part of the current development review process. Investigate possible incentives for current property owners to bring their properties into compliance with the new guidelines.	CPD Urban Design Div.	CERE
Land 2-1	Investigate adding a Uniform Housing Code Enforcement officer, in an effort to address substandard housing problems, to the City staff.	CPD Code Enforcement	PW CC
Land 2-4	Recommend proactive zoning and code enforcement of properties in the area, rather than the current complaint based/reactive program.	CPD Code Enforcement	CC Nbhd. Assns.
Land 4-1	Develop and promote programs and packages to assist home buyers. Work with Lakewood Housing Authority, Colorado Housing Finance Authority, and local lending institutions to create packages for home buyers in the Molholm area.	Housing	NST
TPS 1-1	Work with City Traffic Engineering Division to create a traffic plan for the area, with an emphasis on minimizing excessive speeds and cut-through traffic. Identify areas where traffic calming and urban design measures such as speed-humps, median treatments, or diverters may be implemented.	PW	NST Nbhd. Assns.
TPS 1-2	Incorporate entryway features along minor collector streets in residential sections of the area to promote a neighborhood identity to automobile traffic.	CPD	Nbhd. Assns. PW

Responsibilities:

CC Lakewood City Council
CMO City Managers Office
CR Dept. of Community Resources
NST Neighborhood Support Team
PC Lakewood Planning Commission
PW Dept. of Public Works

CERE
CPD
Housing
Nbhd. Assns.
PD

Colfax Economic Revitalization Effort
Dept. of Community Planning & Development
Housing Division, Lakewood City Managers Office
Neighborhood Associations in the Molholm area
Lakewood Police Department



MOLHOLM AREA PLAN

1st Priority Projects (1996-1998)			
	Strategies	Lead Responsibility	Support Responsibility
TPS 2-1	Expand Neighborhood Watch programs in several sections of the Molholm area. Begin a Community Policing program, and work with area residents to mobilize and train them about safety measures.	PD	NST Nbhd. Assns.
TPS 2-3	Identify businesses along Colfax Avenue, such as bars and motels, that could be contributing to crime and transiency problems in the area. Mobilize the community to support and assist Police Department efforts to proactively address the undesirable activities taking place at these businesses.	PD	NST Nbhd. Assns. CERE
TPS 3-1	Generate involvement with programs such as Build-A-Generation, to help promote a healthy community environment and minimize social risk-factors for the children in the community.	NST Nbhd. Assns.	
CS 1-2	Explore methods to establish a community-wide bulletin board to publicize local events and services. Consider ideas such as kiosks in area parks, a Home Page on the Internet, or bulletin board at Molholm School and the Newland Center.	Nbhd. Assns.	NST CMO
CS 1-4	Establish and promote a local directory of services and resources. Use the directory to especially reach out to new residents in the area, to welcome them and familiarize them with the neighborhood.	NST Nbhd. Assns.	CR
CS 2-1	Explore methods to better promote City programs and services in the Molholm area. Create a greater awareness of these programs through distribution of flyers, brochures, a telephone hotline service, and periodic newsletters.	NST	Nbhd. Assns. CR CMO

Responsibilities:

CC Lakewood City Council
 CMO City Managers Office
 CR Dept. of Community Resources
 NST Neighborhood Support Team
 PC Lakewood Planning Commission
 PW Dept. of Public Works

CERE
 CPD
 Housing
 Nbhd. Assns.
 PD

Colfax Economic Revitalization Effort
 Dept. of Community Planning & Development
 Housing Division, Lakewood City Managers Office
 Neighborhood Associations in the Molholm area
 Lakewood Police Department



MOLHOLM AREA PLAN

1st Priority Projects (1996-1998)			
	Strategies	Lead Responsibility	Support Responsibility
CS 2-2	Explore ways to improve transportation and accessibility to local services for those who need assistance, especially youth, senior citizens, and the physically challenged. Encourage service organizations to find methods to bring their programs into the area, for example a Mobile Library, Clinic's on wheels, and the Youth Summer Employment program.	CR	Nbhd. Assns. NST
CS 3-1	Identify and investigate the feasibility of purchasing land for parks and open space in the Molholm area. Explore options where the public and private sector can work jointly to provide such amenities.	CR	CPD Strategic Planning NST Nbhd. Assns. CC/PC
CS 3-2	Identify areas where recreational facilities could be enhanced and improved. Consider pursuing private grants to construct such improvements as playground equipment, areas and courts for basketball and rollerblading, and open fields for recreational games. Encourage participation in local athletic programs, especially for the youth in the community. Do a needs assessment of athletic resources and programs in the area, and find methods to establish and support local programs which are lacking.	CR Nbhd Assns.	NST CPD Strategic Planning CC

Responsibilities:

CC Lakewood City Council
 CMO City Managers Office
 CR Dept. of Community Resources
 NST Neighborhood Support Team
 PC Lakewood Planning Commission
 PW Dept. of Public Works

CERE
 CPD
 Housing
 Nbhd. Assns.
 PD

Colfax Economic Revitalization Effort
 Dept. of Community Planning & Development
 Housing Division, Lakewood City Managers Office
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 Lakewood Police Department



MOLHOLM AREA PLAN

2nd Priority Projects (1999-2001)			
	Strategies	Lead Responsibility	Support Responsibility
Land 1-1	Identify specific locations where improvements to screening and buffering, such as closed fencing or increased landscaping, are needed. Work with property owners to find ways to alleviate negative visible and physical impacts to surrounding properties.	CPD All Divisions	NST CERE Nbhd. Assns.
Land 4-2	In addition to City programs, find methods to encourage the private and non-profit sector to revitalize older residential properties in need of maintenance. Promote and support programs which provide assistance to low and moderate income home owners.	Housing NST	CPD Economic Development Nbhd. Assns.
TPS 1-3	Identify measures that will minimize non-neighborhood traffic on residential streets and will help prevent commercial intrusion into the neighborhood. Investigate methods, such as signage, cul-de-sac closures or street diverters, to control parking and access on local streets adjacent to Colfax Avenue.	CPD PW	CERE Nbhd. Assns.
TPS 3-3	Identify areas where pedestrian safety is a problem; work to alleviate these problems by constructing pedestrian paths and increasing street lighting.	NST	PW, PD, CPD, Nbhd. Assns.
CS 2-3	Investigate the feasibility of, and methods to, establish a community center in the Molholm area. Hold a neighborhood forum to determine specific needs in regards to a community center in the area. Explore options to incorporate private funding as well as a City sponsored center to provide recreational and community serving amenities.	CR	Nbhd. Assns. NST

Responsibilities:

CC Lakewood City Council
 CMO City Managers Office
 CR Dept. of Community Resources
 NST Neighborhood Support Team
 PC Lakewood Planning Commission
 PW Dept. of Public Works

CERE
 CPD
 Housing
 Nbhd. Assns.
 PD

Colfax Economic Revitalization Effort
 Dept. of Community Planning & Development
 Housing Division, Lakewood City Managers Office
 Neighborhood Associations in the Molholm area
 Lakewood Police Department



MOLHOLM AREA PLAN

Long Term Projects (2001-On)			
	Strategies	Lead Responsibility	Support Responsibility
Land 3-1	Create buffer and transition zones to be implemented as properties redevelop between areas of higher density development, and areas with lower density single family uses. In the transitional areas, encourage office and lower density commercial development to renovate existing structures or develop new commercial properties in a manner that appears to be residential in character.	CPD All Divisions	CC/PC PW
Land 3-4	Identify areas appropriate to utilize pedestrian paths and open space to define street right-of-way edges. Install curb, gutter, and sidewalks in residential areas adjacent to commercial uses which are especially prone to obstructions and inappropriate right-of-way uses.	CPD Urban Design Div. Strategic Planning	PW CERE
CS 3-3	Establish a trail system within the area. Incorporate paths for pedestrian activity along open space areas such as Lakewood Gulch, Dry Gulch, 13th Avenue, and the perimeter of Lakewood Country Club that would permit a recreational loop through the area.	CR	NST Nbhd. Assns. PW

Responsibilities:

CC Lakewood City Council
 CMO City Managers Office
 CR Dept. of Community Resources
 NST Neighborhood Support Team
 PC Lakewood Planning Commission
 PW Dept. of Public Works

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MOLHOLM AREA PLAN

Ongoing Projects			
	Strategies	Lead Responsibility	Support Responsibility
Land 1-3	Over time, as properties redevelop, or proposals are submitted for rezonings, encourage higher density commercial and industrial uses to locate on properties along the perimeter of the area. Support rezoning and redevelopment proposals of industrial properties within the area that are for neighborhood serving commercial, residential or community serving purposes.	CPD Development Review	CERE CC/PC Nbhd. Assns.
Land 2-2	Organize regular neighborhood wide clean-up projects that include individual properties as well as public/open space areas. Encourage participation from the community and service organizations to assist those households that may need assistance. Develop an educational program about property maintenance and neighborhood improvements.	Nbhd. Assns.	NST
Land 2-3	Work with owners, managers, and residents of apartment buildings and rental properties to encourage property maintenance and an improved neighborhood appearance. Promote the Apartment Manager training program to encourage owners and managers of rental properties to screen future tenants and help to improve a sense of stability within the Molholm area.	NST	Nbhd. Assns.
Land 3-2	Recommend vacant parcels within the interior of the area be developed as medium to low density residential, or in a character consistent with surrounding areas.	CPD All Divisions	CC/PC Nbhd. Assns.
Land 3-3	Work with commercial property owners and managers of higher density uses to encourage cooperation regarding land use and business operations considerations, including such issues as parking, buffering, lighting, hours of operation, and trash.	NST	CPD Code Enforcement CERE Nbhd. Assns.
TPS 1-4	Increase police surveillance and use of the City's speed monitoring awareness trailer in problematic areas to monitor traffic speeds.	PD PW	

Responsibilities:

CC Lakewood City Council
CMO City Managers Office
CR Dept. of Community Resources
NST Neighborhood Support Team
PC Lakewood Planning Commission
PW Dept. of Public Works

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MOLHOLM AREA PLAN

Ongoing Projects			
	Strategies	Lead Responsibility	Support Responsibility
TPS 2-2	Encourage activity in neighborhood organizations, and work to generate regular involvement and participation in proactive programs and projects , such as the Neighbor's Against Graffiti clean-up, to build community involvement and work towards decreasing crime.	Nbhd. Assns.	NST
TPS 2-4	Encourage and support a sense of academic excellence throughout the community. Work with local schools and organizations in the area to promote more before- and after school programs for the youth in the community.	Nbhd. Assns.	NST
CS 1-1	Publish and distribute an area-wide newsletter on a regular basis to promote and discuss current events and happenings in the area. Consider including the newsletter in the Thursday Report sent home with students at Molholm Elementary.	Nbhd. Assns.	NST
CS 1-3	Work with local newspapers, such as <u>Life on 40</u> or <u>Looking At Lakewood</u> , to begin a regular column for the area. Use the column to reach out to area residents as well as the local business community.	Nbhd. Assns.	NST CMO

Responsibilities:

CC Lakewood City Council
 CMO City Managers Office
 CR Dept. of Community Resources
 NST Neighborhood Support Team
 PC Lakewood Planning Commission
 PW Dept. of Public Works

CERE
 CPD
 Housing
 Nbhd. Assns.
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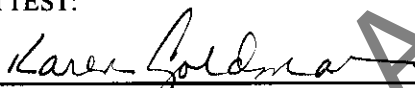
MOLHOLM AREA PLAN

Adoption and Amendment

The City Council of the City of Lakewood, by Resolution No. 96-107 adopted the Molholm Area Plan as part of the Lakewood Comprehensive Plan by a unanimous vote on July 22, 1996. The votes for adoption of the Plan were as follows:

Linda Morton, Mayor	aye
Bonnie Allison	aye
Jim Bullocks	aye
Steve Burkholder	aye
Bob Filson	aye
Kathy Knobel	aye
Michael McFadden	aye
Gene Motta	aye
Elwyn L. "Bud" Rolofson	aye
Jean Saum	aye
H. W. "Scat" Scatterday	aye

ATTEST:

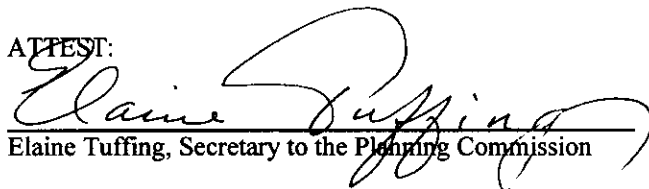


Karen Goldman, City Clerk

The Planning Commission of the City of Lakewood approved, and recommended to the Lakewood City Council adoption of the Molholm Area Plan, as part of the Lakewood Comprehensive Plan, by resolution of a unanimous vote on July 17, 1996. The votes in favor of the resolution are as follows:

Faye Crowe	aye
Bob Murphy	aye
Anthony Sabatini	aye
Jeffrey Sherer	aye
Mary Vodneck	aye

ATTEST:



Elaine Tuffing, Secretary to the Planning Commission

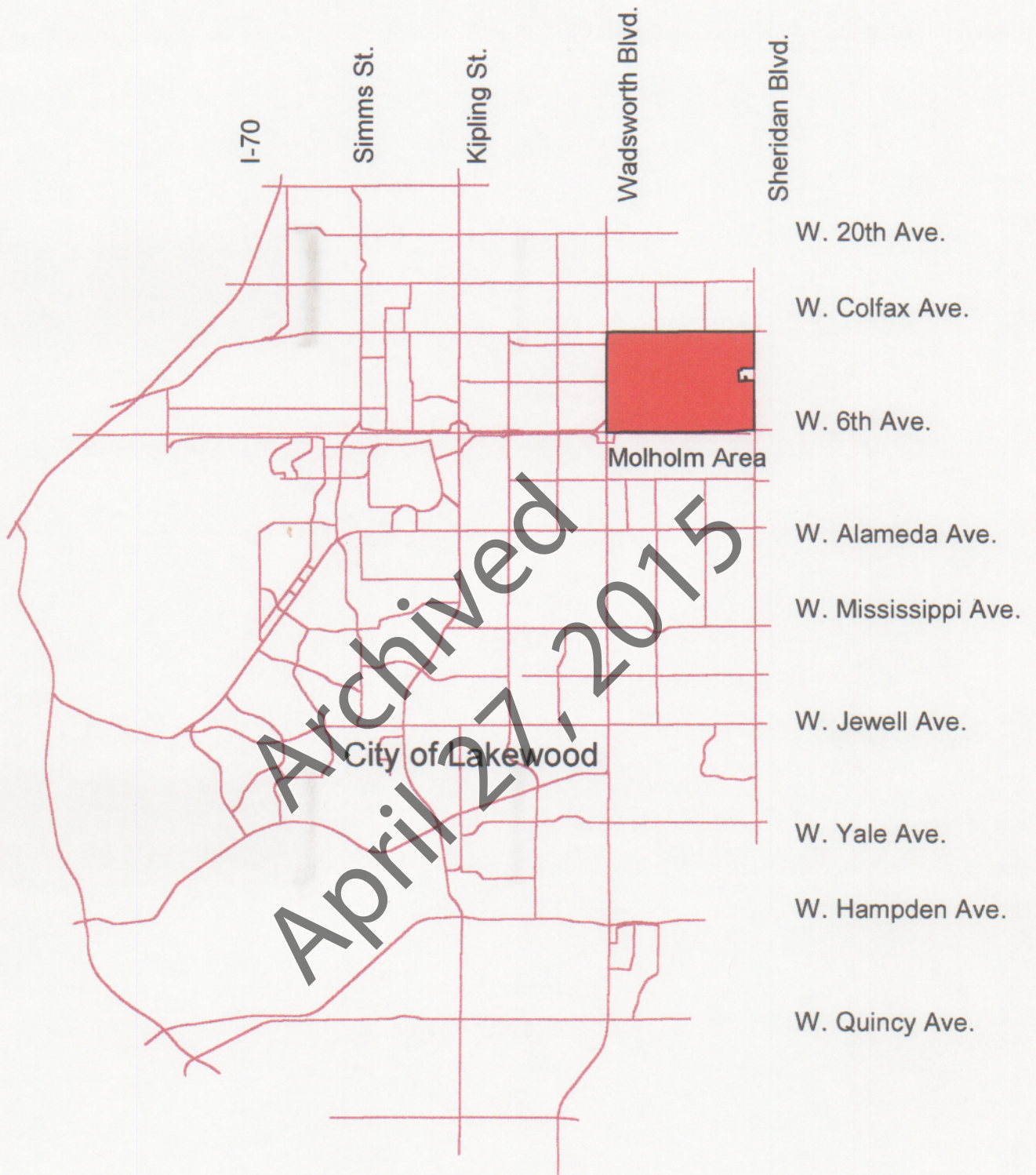
The Molholm Area Plan may be amended in the same manner in which it was adopted, in accordance with the City of Lakewood procedures for amendment of its comprehensive plan.



MOLHOLM AREA PLAN

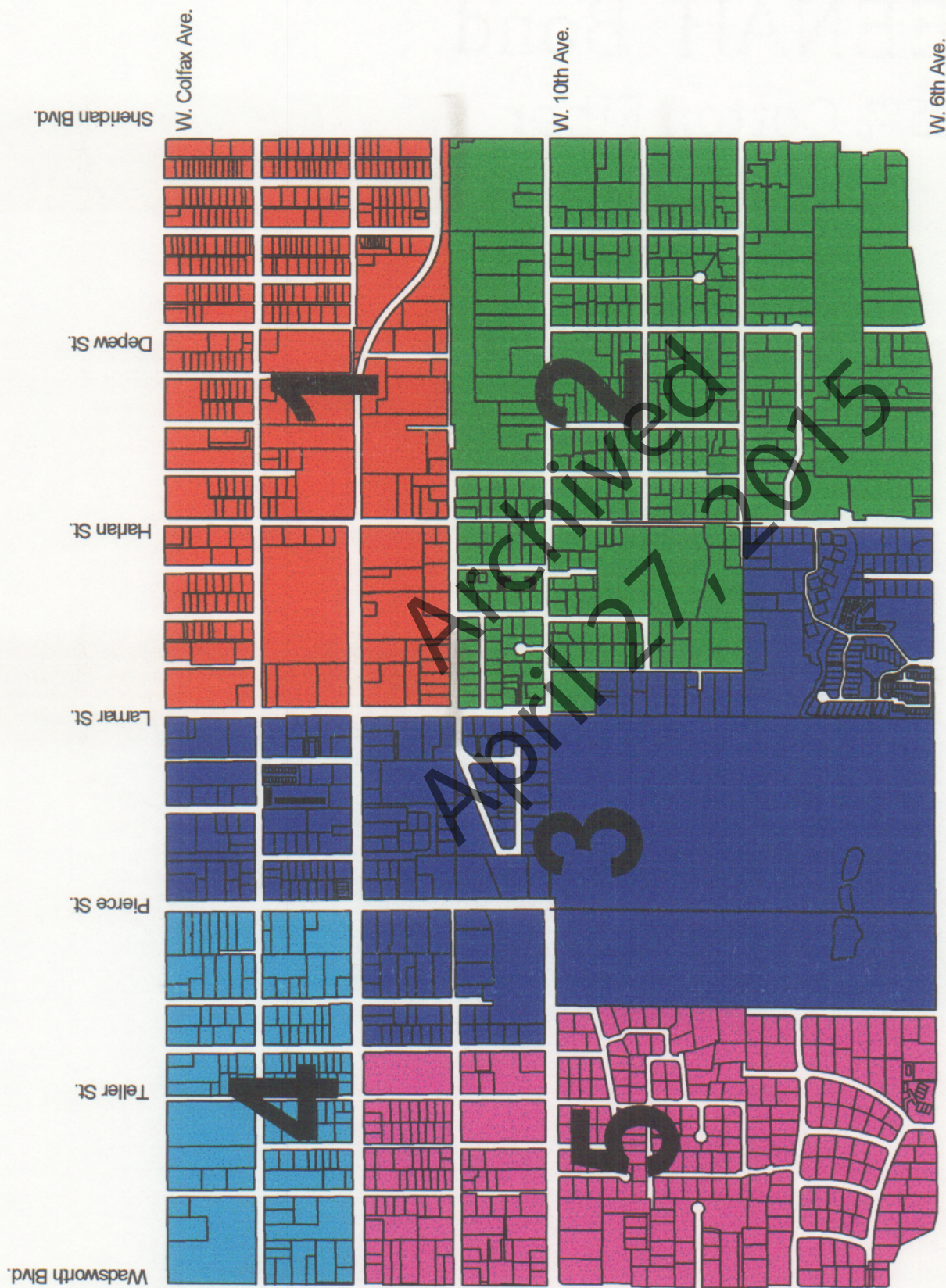
Molholm Area Maps

Archived
April 27, 2015



MOLHOLM AREA LOCATION MAP



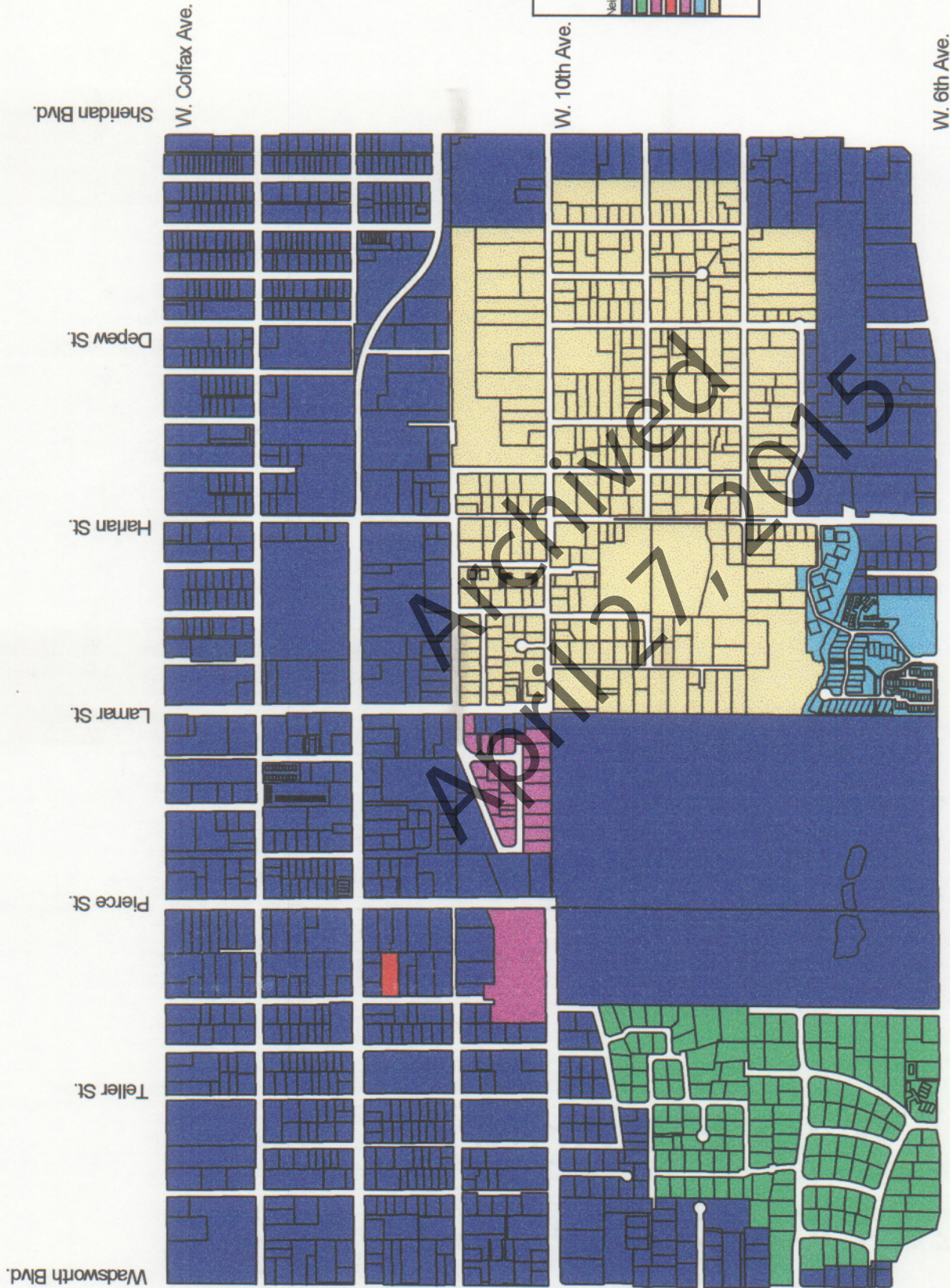


MOLHOLM AREA CENSUS BLOCK GROUPS

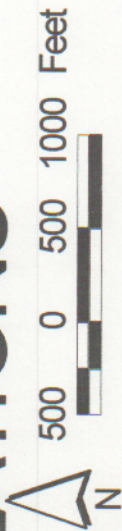


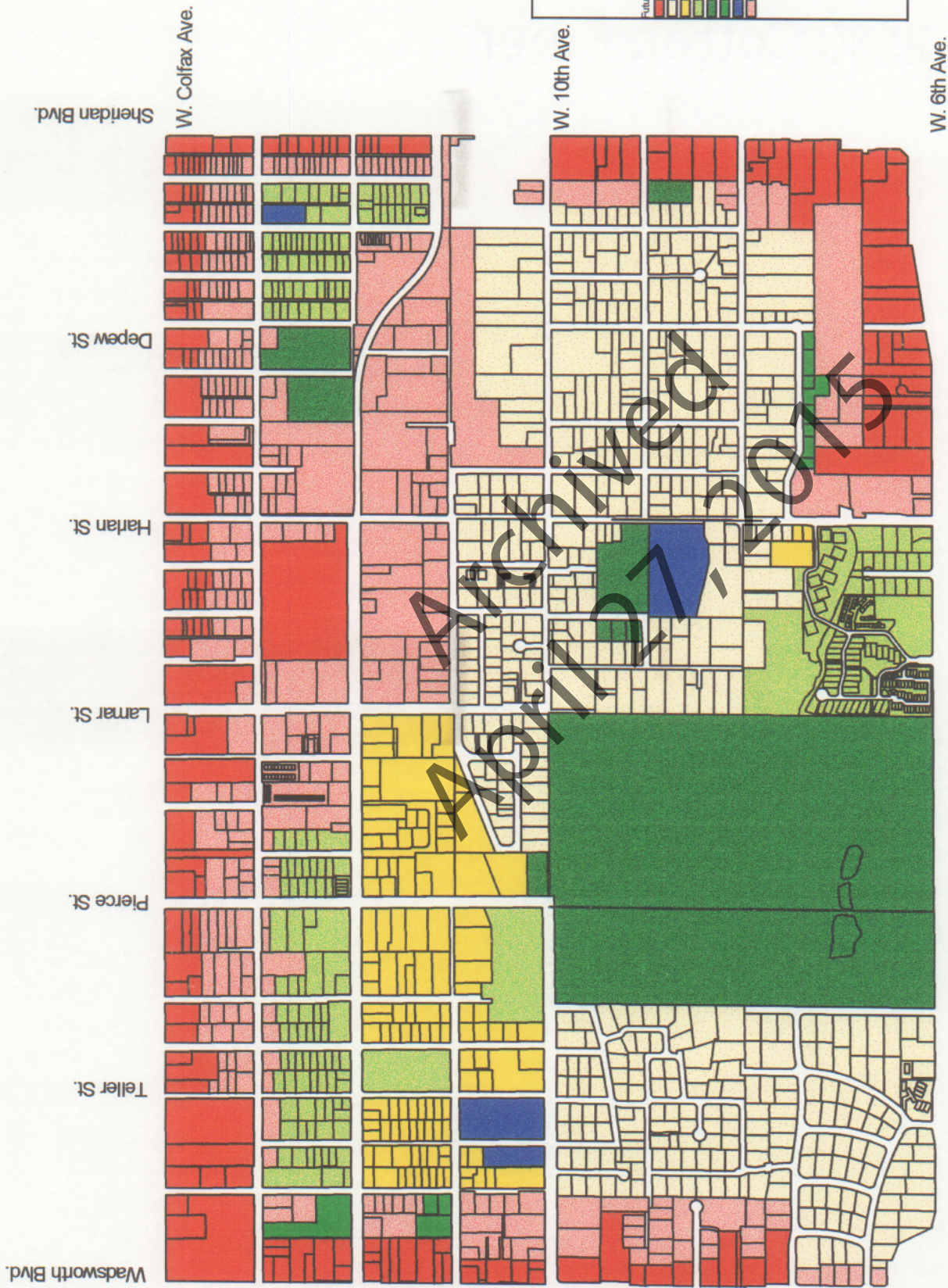
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NEIGHBORHOOD ORGANIZATIONS IN THE MOLHOLM AREA



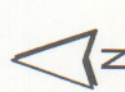


LEGEND

Future Land Use

- COMMERCIAL & INDUSTRIAL
- SF & DUPLEX RES
- MED DEN RES
- OPEN SPACE/PUBLIC USE - CURRENT
- OPEN SPACE - PROPOSED
- SCHOOLS & CHURCH
- TRANSITION

MOLHOLM AREA FUTURE LAND USE VISION

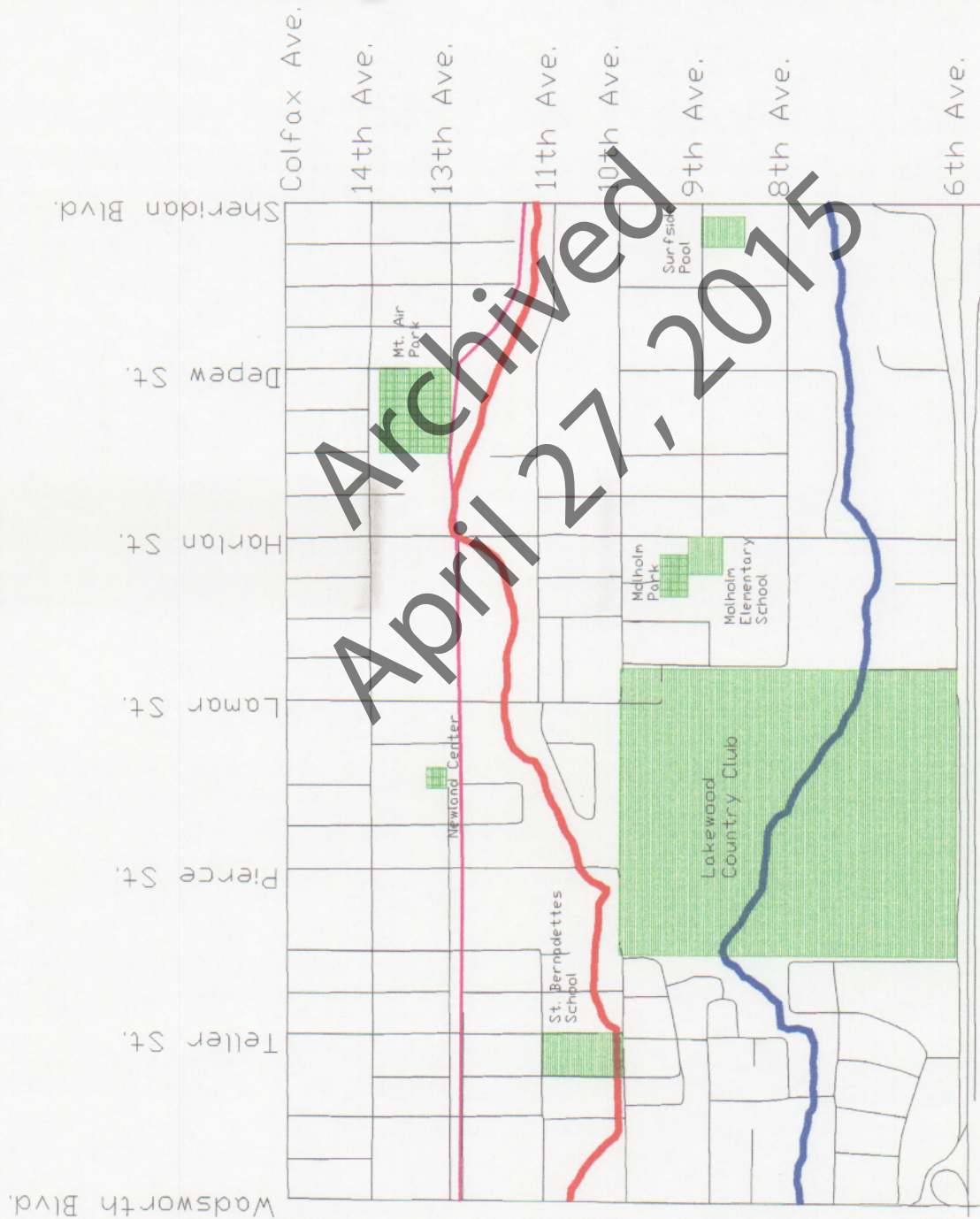


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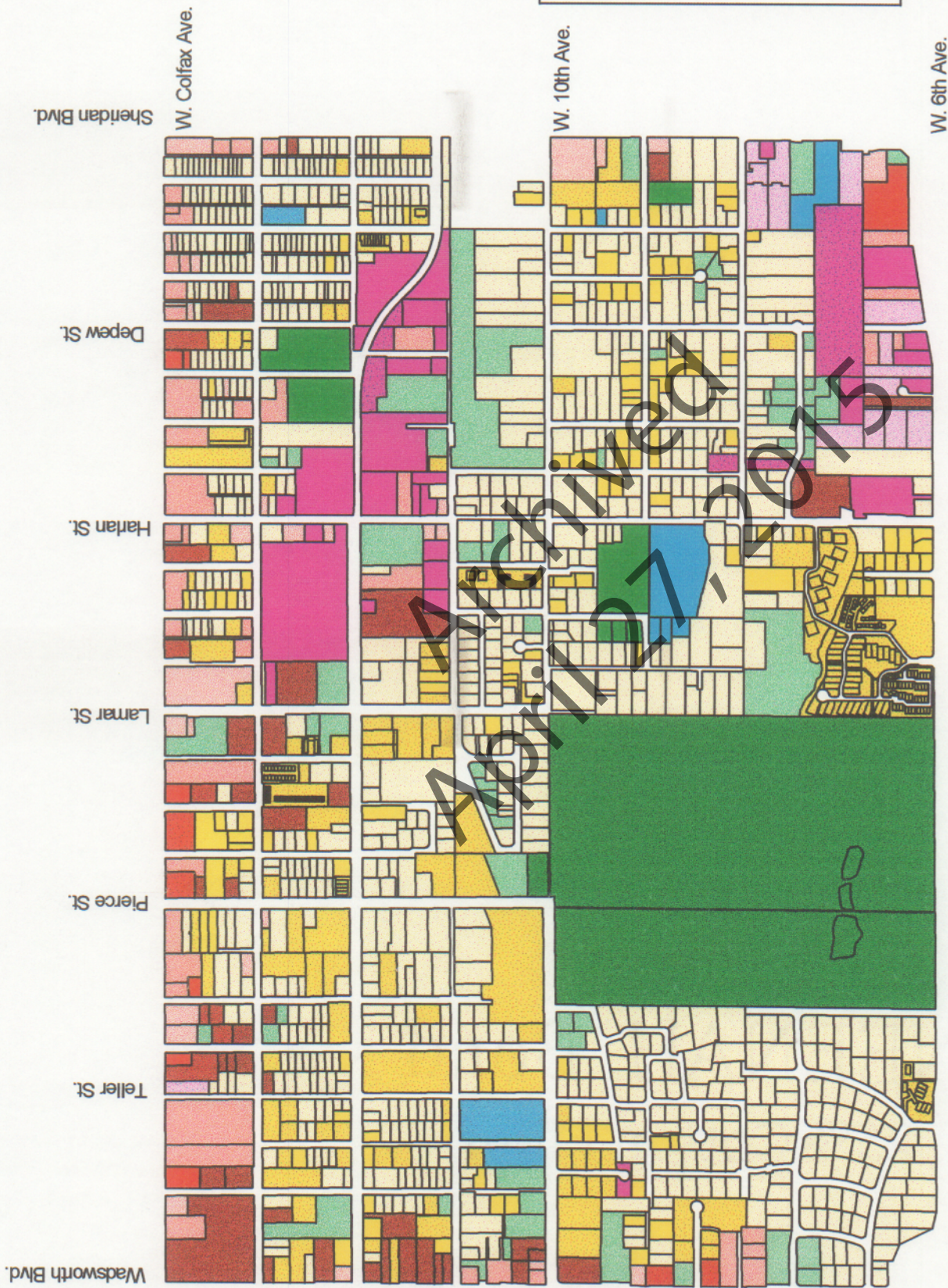
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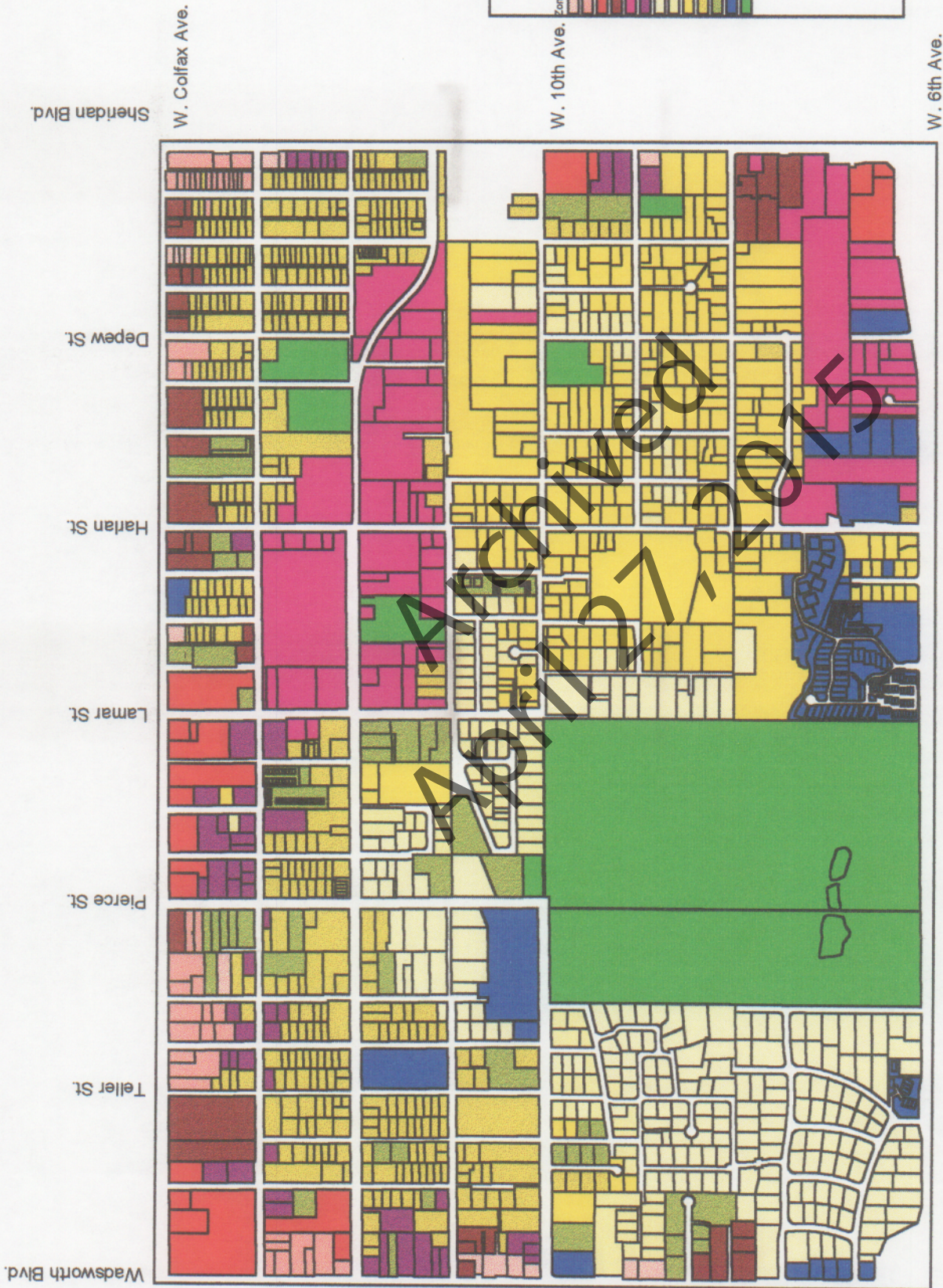
MOLHOLM AREA NATURAL FEATURES AND PUBLIC FACILITIES



North



CURRENT MOLHOLM AREA LAND USE



LEGEND

Zoning	
1-C	Convenience Commercial
2-C	Neighborhood Commercial
3-C	Community Commercial
5-C	Large Lot Commercial
IN	Industrial
OF	Office
1-R	Large Lot Residential
2-R	Small Lot Residential
3-R	Duplex and Small Lot Res.
4-R	Medium Density Attached Res.
5-R	High Density Attached Res.
PD	Planned Development
CN	Conservation

CURRENT MOLHOLM AREA ZONING



0.25 0 0.25 0.5 Miles

