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ACKNOWLEDGEMENTS

Mayor of Denver
Honorable Wellington E. Webb

Denver Planning Board
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Rick Pederson  Marilee Utter  Gilbert F. McNeish
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Overland Neighborhood Steering Committee
Thanks to the many residents and business people that took time from their families and homes to attend a series of evening meetings. Special thanks to Councilman Dave Doering and his assistant Judy Rocciano for their support throughout the process.

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Acknowledgement is also given to Frank Gray, former Director of Denver Planning and Community Development Office and Billie Bramhall, former Deputy Director of the Denver Planning and Community Development Office who made the preparation of this plan possible.

Bob Dorroh, Chief Design Engineer, Transpotation Engineering, Terry Rosapep, Director Transportation Planning, James Mackay, Transportation Planning, Nelson Ho, Transportation Planning, Elliot Sulsky, Transportation Planning, Myra Hipp, Housing Pogram Manager, Jerry Garcia, PFI Program Manager, Phil Plienis, Senior City Planner, Dave Becker, Senior City Planner, Jody Adkins, Environmental Review, William A. Verkest, Director, Design and Construction Management Division, Henry VanFleet, Design and Construction Management Division
Bob Damerau, Landmark Preservation Commission, Neil Sperandeo, Director of Long Range Planning, P & R
The name Overland suggests a closeness to the land which is exemplified by the neighborhood's country atmosphere in the middle of a busy city. The South Platte River is a prominent and daily reminder to the neighborhood of this quiet, pastoral scene. Access to the river is available via bike paths and pedestrian walkways through the expansive tree-lined green belt. Improvement of the physical environment has created a reduction of noise pollution, visual pollution and air pollution.

The stable residential area has related well to the business community so a sense of harmony and unity is present. South Broadway has been reclaimed as a bustling business area. Traffic has been separated from the residential neighborhood which is well lit, and pedestrian friendly.

The City has helped to establish neighborhood facilities and services; (ie...senior center, walk-in schools, churches, and mass transit). One sees a revitalized, clean, industrial area. All of this is highlighted by concerned, hardworking people. It is a neighborhood that knows its history and appreciates it.

The neighborhood association underscores and provides a foundation for cooperating, caring, stable and supportive neighborliness. This diversity and homogeneous nature is celebrated in annual fairs and gatherings.
II. INTRODUCTION

A. Location and Description

The Overland Neighborhood is located on the southern boundary of Denver. It is influenced by several major thoroughfares. The neighborhood is bounded on the north by Mississippi, on the south by Yale, on the west by the South Platte River, and on the east by South Broadway. Overland is approximately 724 acres in size.

Existing residential land uses are located in three small enclaves separated by Evans and Santa Fe Drive and surrounded by either industrial, business or park uses. Each enclave has its own identity within the Overland neighborhood. The neighborhood is identified by the Overland Golf Course located on the northwest side. Overland has about 155 acres of developed park land in addition to a 2 1/2 mile greenway stretch along the South Platte River. Neighborhood retail uses have been maintained on Broadway. The largest land use for the neighborhood is the industrial area. Industrial uses are located on the northeast side of the neighborhood and along the railroad tracks to the southern boundary.

B. Planning Process

Early in 1991, residents and board members of the Overland Neighborhood Association asked Councilman Dave Doering for assistance in preparing a neighborhood plan. The request came because of concerns about transportation, zoning and the quality of life in the neighborhood.

A large community meeting was held in July 1991 at which time a Neighborhood Steering Committee of Overland residents and business people was organized. City Councilman Dave Doering and Planning and Community Development staff provided technical assistance to develop the plan. Input was solicited, received and prioritized as to what the planning effort should address. The steering committee met with Planning and Community Development staff and determined the time frame for the plan process, which was structured from the beginning to expedite its work. The Steering Committee focused on five neighborhood issues identified at the meeting: 1) Traffic and Transportation; 2) Neighborhood Facilities; 3) Neighborhood Environment; 4) Housing; and 5) Parks and Recreation.

Youth/Gangs, Land Use/Zoning, and Economic Development were other identified issues and they are also addressed in the plan. The Steering Committee sponsored a second general meeting with the neighborhood in January 1992. The meeting purpose was to discuss their findings and recommendations at mid-point through the planning process.

A special effort to gather input from the industrial and commercial area businesses was initiated during the month of March 1992. Since half of the land use in the Overland Neighborhood is industrial and commercial it was concluded that their input was essential for the development of the Plan. The Steering Committee formed a special task force. The task force interviewed approximately 30 area businesses. The Commercial/Industrial area business concerns have been incorporated into the Overland Neighborhood Plan.
C. Organization of the Plan

The Overland Neighborhood Plan begins with a Vision Statement developed by residents concerned for the future of their community. This is followed by a brief history of the neighborhood and a demographic and socio-economic profile of its people. The body of the plan then covers both the focus areas and the remaining sections. A brief overview and analysis of existing conditions for each focus area is followed by the issues and action recommendations to address those issues.

D. Use of the Plan

The plan serves as an official city guide to the physical development and improvement of the neighborhood. A city-approved plan serves as a guide for making decisions about the neighborhood. It is the responsibility of the neighborhood organization(s) and assigned city staff to prioritize recommendations as time, energy and resources allow. The plan becomes an official amendment to the City’s Comprehensive Plan. City departments use the plan to guide recommendations and decisions based on consensus prioritization between appropriate City departments and the neighborhood organization(s). This plan is not 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 by the City and County of Denver Municipal Code.

This plan is intended to promote patterns of desired neighborhood improvements, urban design, housing, business types, traffic and public services which encourage and contribute to the economic, social, and physical health, safety and welfare of the people who live and work in Overland.
Overland is rich in history*. Denver’s first white settlement was organized in a 12 square block area of the present Overland Neighborhood. The settlement was called Montana City in 1857. The area was bounded by West Evans Avenue on the north, West Iliff on the south, the South Platte River on the west and the Santa Fe Railroad tracks on the east. It is now commemorated by Frontier Park on South Fox Street. The site was abandoned and the people moved to Auraria in 1859 on the bank of the mouth of Cherry Creek which became Denver a year later. In 1859, Rufus H. (Potato) Clark homesteaded the area that is now known as the Overland Golf Course (approximately 160 acres in total). He operated a "Potato" farm from 1863 through 1873. Just south of his farm was Jim Beckworth’s farm. In 1883, the promoters of Denver Circle Railroad bought the land and built a race track. They changed the name to Jewell Park after Ex-Governor Charles A. Jewell of Connecticut, a stockholder in the railroad and park.

James A. Fleming was instrumental in organizing the town of South Denver in 1886 which was bounded by West Alameda Avenue on the north (then the Denver southern boundary), Jewell Avenue on the south, South Platte River on the west, and South Colorado Blvd. on the east. This entire area was annexed to Denver eight years later in 1894.

In 1887, the park was sold to a group of Denver men looking for a site for their country club. The park was so far out in the country that they named the park, Overland Park. It was Henry Wolcott who eventually bought up all shares of the holding corporation. Wolcott’s claim to fame was his introduction of the game of golf to Denver. In 1896 Wolcott developed a nine-hole course circling the Overland Park Race Track. Wolcott also rented the tracks, the links, and the clubhouse to organizations (ie... the Overland Park Racing Association, Overland Park Riding and Driving Club, and the Overland Park Club). In 1901 the Overland Country Club was incorporated into the Denver Country Club. The Denver Country Club did not renew its lease at Overland Park at the end of 1902. Instead, The Denver Country Club bought land along Cherry Creek, at their present site above Downing Street. In 1919, the City and County of Denver started to buy land for a park. It rented the race track and made a camp for motorists. In 1930, Denver opened a nine-hole Overland Golf Course and expanded it to eighteen holes in 1957.

*Denver in Slices by Louisa Ward Arps provided much of the historical information. Special thanks to Albert W. Scarffe, the Denver Public Library, Western History Department and the Colorado Historic Society for assistance on the historical information.
A. Population and Housing Units

Population trends between 1950 and 1990 in Overland show a 49.8% loss in population. The largest loss occurred between 1970 and 1980 when approximately 1190 people moved due to expansion of Santa Fe Drive by the Colorado Department of Transportation, as well as the expansion of business and industrial uses. There was a 33.2% loss in housing units between 1970 and 1990. Overland’s 1990 housing units totaled 931 housing units, a loss of 462 units from 1970.

B. Employment and Income

Employment is a socio-economic indicator which provides an understanding of an area’s ability to sustain itself. Overland provides employment related to commercial or industrial uses. Retail is located along the Broadway business corridor. Wholesale, manufacturing and warehouse businesses are located along the railroad, which cuts diagonally through the neighborhood. The northeast portion of the neighborhood is predominantly industrial and commercial development with single-family enclaves scattered in three areas.

The neighborhood’s median household income and personal income is a common measure of its relative economic condition. A comparison of 1979 and 1989 median household incomes adjusted for inflation (made by the Denver Planning and Community Development Office) shows a loss of median household income for the neighborhood, but less of a loss than for the city as a whole. In 1979 the median household income was $20,548 and in 1989 that amount dropped to $20,202. This was a 1.7% drop for the neighborhood; the city dropped 3.4% during this same period. Table 1 below compares the changes that occurred between 1979 and 1989:

<table>
<thead>
<tr>
<th></th>
<th>1979</th>
<th>1989</th>
<th>% Change 1979-1989</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overland</td>
<td>$20,548</td>
<td>$20,202</td>
<td>-1.7%</td>
</tr>
<tr>
<td>City of Denver</td>
<td>$25,988</td>
<td>$25,106</td>
<td>-3.4%</td>
</tr>
</tbody>
</table>

The median household income estimates for the Overland Neighborhood are substantially below the citywide figure of $25,106.
Overland's 1990 per capita income was estimated to be $10,498 compared to the citywide estimate of $15,590.

<table>
<thead>
<tr>
<th>Industry</th>
<th>Jobs</th>
<th>% of total</th>
<th>Jobs</th>
<th>% of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture</td>
<td>2</td>
<td>0.1</td>
<td>20</td>
<td>0.6</td>
</tr>
<tr>
<td>Mining</td>
<td>0</td>
<td>0.0</td>
<td>6</td>
<td>0.2</td>
</tr>
<tr>
<td>Construction</td>
<td>558</td>
<td>24.4</td>
<td>394</td>
<td>11.3</td>
</tr>
<tr>
<td>Transportation</td>
<td>183</td>
<td>8.0</td>
<td>81</td>
<td>2.3</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>639</td>
<td>28.0</td>
<td>960</td>
<td>27.5</td>
</tr>
<tr>
<td>Wholesaling</td>
<td>206</td>
<td>9.0</td>
<td>505</td>
<td>14.5</td>
</tr>
<tr>
<td>Retailing</td>
<td>84</td>
<td>3.7</td>
<td>703</td>
<td>20.1</td>
</tr>
<tr>
<td>Finance, Real Estate, Ins.</td>
<td>84</td>
<td>3.7</td>
<td>703</td>
<td>20.1</td>
</tr>
<tr>
<td>Estate, Ins.</td>
<td>28</td>
<td>1.2</td>
<td>88</td>
<td>2.5</td>
</tr>
<tr>
<td>Finance, Real Estate, Ins.</td>
<td>28</td>
<td>1.2</td>
<td>88</td>
<td>2.5</td>
</tr>
<tr>
<td>Services</td>
<td>473</td>
<td>20.7</td>
<td>632</td>
<td>18.1</td>
</tr>
<tr>
<td>Government</td>
<td>15</td>
<td>0.6</td>
<td>10</td>
<td>0.2</td>
</tr>
<tr>
<td>Other*</td>
<td>105</td>
<td>4.6</td>
<td>98</td>
<td>2.8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2283</td>
<td>100.0</td>
<td>3492</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: Denver Regional Council of Government
*Includes self-employed, unpaid family and domestic workers.

Percentages may not sum to 100% due to rounding.

This table reveals that between 1983 and 1988 there were increases in wholesaling and retailing jobs while declines occurred in the construction and transportation jobs.
A. General

The neighborhood includes a mixture of industrial, commercial, park and residential land uses. The largest land use category is industrial. The second largest is parks and recreation. Located on the western edge of the neighborhood are the Overland Golf Course, Frontier Park and the Platte River Greenway. Between 1970 and 1990, the number of dwelling units dropped 33% and vacant land increased. EMW’s Carpet and Warehouse expansion at the southwest corner of Evans and Broadway is the most recent zone change to occur in the neighborhood.

The EMW Planned Unit Development (PUD) encompasses a total project area of 3.45 acres. This expansion does not cross streets, but is contained within one block, one-half of which was formerly residential. While this might be considered an encroachment of business into residential areas in the strictest sense, the impact is mitigated by the proposed landscape buffer and screen on the western boundary.

B. Neighborhood Character

The Platte River Greenway runs the entire length of the neighborhood’s western boundary and contributes significantly to its character, uniqueness and potential. The natural character of this river corridor is a major asset to the neighborhood as well as the city in general. The corridor contains a major city-wide water fowl area and walking, running and cycling opportunities are present on the bike path. It provides a wildlife experience and observation opportunity and has the potential for educational uses as well.

The neighborhood is divided into five major components:

- Open space and parks include the Overland Golf Course, Overland Lake, Frontier Park, Pasquinel’s Landing and the Platte River Greenway.
- Railroad and Transportation Corridor of South
- Santa Fe/Evans overpass and interchange.
- South Broadway Business Corridor
- Industrial Area
- Residential Area

Parks and open space are a major asset of the neighborhood and give it a distinctive character. The Platte River Greenway with its natural character and water fowl habitat gives the open space its special quality. One important goal is to expand the Platte River Greenway in its natural state.
C. Residential Land Uses

The single-family residential areas zoned R-1 & R-2 allow single-family residences and duplexes and abut O-1, I-0, I-1, I-2, B-4, B-2 and PUD zones. Residential land uses in Overland make up approximately 19% of the land use in the neighborhood. Residents generally take pride in the upkeep of their homes in the residential areas. Single-family enclaves are scattered in three areas. For this study these three sub-areas are described individually. Refer to the map at the end of the Urban Design chapter for a graphic illustration.

Residential Subgroup "A"
Area "A" is located south of the Overland Golf Course in an R-1 zone. The Golf Course, Santa Fe Drive and Evans Avenue isolate this 6 1/2 square block area of single-family residences from the rest of the neighborhood.

Residential Subgroup "B"
Boundaries for Area "B" are Evans Avenue to the north, Santa Fe Drive to the east, South Platte River Drive to the west, and the city limits on the south. The separation between area "A" and "B" causes some difficulty in maintaining a connection between both sub-group areas. The only pedestrian access from Area "A" to Area "B" is through an underpass provided by the Evans' Bridge or the South Platte River Greenway. Area "B" is also zoned R-1 with primarily single-family residences. There are 207 residential properties located in areas "A" and "B" combined.

Residential Subgroup "C"
Area "C" is located on the east side of Santa Fe Drive and borders Englewood's northern boundary on the south, the Broadway business district borders on the east, and industrial land uses on the north. The residential use in Area "C" has developed at a lower than R-2 density. North of Evans Avenue is a small pocket of single-family units surrounded by industrial uses. Area "C" has 423 residential properties, 90% of which are single-family residences.

D. Industrial Land Uses

Industrial land uses comprise 42% of the total land area. There are 226 acres zoned for industrial uses, located diagonally north to south along the railroad. The bulk of the industrial uses are concentrated in the northeast half of the neighborhood.

E. Commercial (Retail) Land Uses

Commercial (retail) land uses are located along Broadway and the northern portion of South Santa Fe Drive within the Overland boundaries. Commercial land uses make up 8% of the total land area.

F. Vacant Land

There are 16 acres (2%) of vacant land scattered throughout the neighborhood. The majority is located in the industrial/commercial zone areas.
G. **Parks and Open Space**

Open space and parks are a major contributor to the quality of the neighborhood. Thirty percent (30%) of the land area is dedicated to parks and open space. A total of 163 acres are zoned for park and open space uses. The Overland Golf Course is a large open space serving the neighborhood and the city. It is considered a landmark for the neighborhood and the district.

H. **Land Use and Zoning Action Recommendations**

<table>
<thead>
<tr>
<th>Action Recommendation</th>
<th>Implementing Groups</th>
</tr>
</thead>
<tbody>
<tr>
<td>LZ-1 Encourage property owners in residential areas to invest time and necessary</td>
<td>Neighborhood Organization</td>
</tr>
<tr>
<td>resources on the beautification of their neighborhood.</td>
<td>Zoning Administration</td>
</tr>
<tr>
<td></td>
<td>Neighborhood Support Services</td>
</tr>
<tr>
<td></td>
<td>Keep Denver Beautiful</td>
</tr>
<tr>
<td></td>
<td>Denver Department of Health and Hospitals (Animal Control)</td>
</tr>
<tr>
<td></td>
<td>Office of Citizen Response</td>
</tr>
<tr>
<td></td>
<td>City Councilperson</td>
</tr>
<tr>
<td>LZ-2 Encourage commercial and industrial businesses to invest in beautification</td>
<td>Mayor's Office of Economic Development</td>
</tr>
<tr>
<td>programs for their own businesses and also invest in neighborhood clean-up</td>
<td>Denver Planning and Community Development</td>
</tr>
<tr>
<td>programs.</td>
<td>Keep Denver Beautiful</td>
</tr>
<tr>
<td>LZ-3 Develop the remaining vacant land in a manner that is compatible with the</td>
<td>Public &amp; Private Developers</td>
</tr>
<tr>
<td>land use character and density of surrounding land uses and existing zoning.</td>
<td>Planning and Community Development Office</td>
</tr>
<tr>
<td></td>
<td>Zoning Administration</td>
</tr>
<tr>
<td>LZ-4 Enforce the placement of landscaping and buffers where industrial development</td>
<td>Planning and Community Development Office</td>
</tr>
<tr>
<td>abuts residentially zoned properties as required by the revised industrial zoning</td>
<td>Zoning Administration</td>
</tr>
<tr>
<td>regulations (Ordinance #22, 1991)</td>
<td></td>
</tr>
</tbody>
</table>
EXISTING ZONING

R-1
Single-Unit Detached Dwellings, Low Density. Density = 7.3 dwelling units/acre.

R-2
Multi-Unit Dwellings, Low Density. Density = 14.5 dwelling units/acre.

B-4
General Business District. This district is intended to provide for and encourage appropriate commercial uses adjacent to arterial streets, which are normally transit routes, and abutting residential districts. Building floor area cannot exceed twice the site area.

I-0
Light Industrial District. A transitional district between intensive industrial and residential districts. Allows limited manufacturing, wholesale and retail activities, offices and motels.

I-1
General Industrial District. Allows many manufacturing, warehousing and wholesaling activities, along with limited retail and service uses for the benefit of area employees. Building floor area cannot exceed 2 times the site area.

I-2
Heavy Industrial District. Allows all manufacturing, warehousing, wholesaling and mineral extraction activities. Limited retail and service uses for the benefit of area employees are permitted.

O-1
Open Use District. allows airports, recreational uses, parks, cemeteries, reservoirs, community correctional facilities and other public and semi-public uses housed in buildings.

PUD
Planned Unit Development. PUD is a form of development generally characterized by a unified site design for clustering buildings and providing common open-space, density increases, and a mix of building types and land uses. It allows maximum flexibility during the planning stage and maximum assurance that exactly what is proposed will be developed.
Traffic and Transportation was selected as the number one focus issue by the Steering Committee. In its recent history, the Overland Neighborhood has had to accommodate through traffic flow with the widening of Santa Fe Drive, the widening of the Broadway and Evans Avenue intersection and the new construction of the Evans/Santa Fe Drive overpass. Transportation modes consist of streets and highways, bus service, hike-bike trails, and railroads. This section will identify the issues and provide recommendations.

A. Streets and Highways

The City and County of Denver defines four categories of streets for the purpose of describing and planning streets and highways. The criteria used for classification includes function, access, width, volume of traffic and signalization.

Freeways have the function of permitting traffic to flow rapidly and unimpeded through and around the metropolitan area (i.e. Interstate 25). Freeways typically carry over 100,000 vehicles per day. There are no freeways in Overland.

Arterials have the function of permitting rapid and relatively unimpeded traffic movement through the city and serving as a primary link between communities and major land use elements. Some arterials, such as Evans Avenue and Santa Fe Drive (U.S. 85), are also state highways. Arterials typically carry up to 50,000 vehicles per day (i.e...Santa Fe Drive, Evans Avenue, Broadway, Yale Avenue, and Mississippi Avenue).

Collectors streets have the function of collecting and distributing traffic having an origin or destination between arterial and local streets within the community, and linking neighborhood residential areas, local and community shopping and service facilities, and employment areas. Collectors typically carry up to 15,000 vehicles per day (i.e...South Platte River Drive).

Local streets have the function of providing direct access to adjacent properties. They carry low volumes of traffic (less than 5000 vehicles per day) with an origin or destination within the neighborhood (see map at the end of the chapter for local street identification).

2. Truck Traffic, Movement and Designated Truck Routes

The only official designated truck routes are for hazardous material. Santa Fe Drive, Broadway and Evans are so designated. The plan recommends that truck traffic from Broadway either turn on Evans or use Yale Avenue to get to the businesses on Delaware. In the past, Iliff Avenue has been used as a truck route by the industrial area businesses along Delaware. The truck route preferred by the residents in this immediate area is Yale Avenue.

B. Mass Transit

Overland is served by several Regional Transportation District Routes. Routes 0, 11, 14, 19, 21, and 27 provide for southbound and northbound movement along Broadway. Routes 11 and 14 provide east/west movement on Mississippi and routes 19 and 21 provide east/west movement on Evans Avenue. Route 27
goes eastbound on Yale Avenue. Routes 14, 19 and 27 are operated by private carriers. (Refer to map at the end of chapter).

Light rail is Denver's modern version of yesteryear streetcars. The Metro area's first light rail project will be the Metro Area Connection (MAC) which will extend from just south of Broadway/I-25 through downtown to the Five Points Neighborhood. The Overland Neighborhood will be connected to MAC by the proposed Southwest Corridor. The Southwest Corridor has been determined by the RTD and DRCOG Boards to be the region's designated priority corridor after the MAC. First steps to obtain federal funding are underway. A "transit envelope" has already been reserved along Santa Fe Drive in the Southwest Corridor leading to its designation as the region’s next priority corridor.

The neighborhood encourages noise buffering through landscaping and fencing between the railroad right-of-way and the adjacent businesses and residents.

C. Linkages/Pedestrian Routes/Hike-Bike Routes

Linkages for pedestrians and bicyclists are a challenge in the development of this plan. In reviewing the need to gain pedestrian access from the residential sub-area "C" across the Santa Fe Drive corridor to the Platte River Greenway, the neighborhood is confronted with traffic obstacles. The Evans Avenue overpass provides the only pedestrian access between the east and west side of the neighborhood, yet it does not provide safe pedestrian access. During the winter months scheduled maintenance is needed; the narrow walkway is covered with snow, making it difficult for elderly and young children to cross. Methods need to be explored to make the Evans overpass more pedestrian friendly. Recommendation T-6 suggests a possible solution to the immediate problem.

There are two existing hike-bike trails in the neighborhood. The first one is located along the South Platte River Greenway and provides access to Downtown Denver and Littleton. The other trail is located north/south along Cherokee Street and then east on Iliff Avenue towards the Rosedale neighborhood and the University of Denver.

A new bike/pedestrian bridge and off-street bikeway is being designed along Florida Avenue to provide an extension of Sanderson Gulch Trail as part of the Ruby Hill/Washington Park Bond Project. The Mississippi Avenue bridge over the Platte River is currently being rebuilt to better accommodate bicyclists and pedestrians.

Residents, pedestrians and cyclists will find a pleasant route to the east across Broadway along this designated bicycle route. The stoplight at Iliff makes this a safer route. Three blocks east on Iliff is the connection to Harvard Gulch Park.
D. Traffic And Transportation Action Recommendations

<table>
<thead>
<tr>
<th>Action Recommendations</th>
<th>Implementing Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-1 Study the possibility of improving the safety of pedestrians crossing the street at two locations: 1) Harvard Avenue and Bannock Street and 2) Warren Avenue and Bannock Street.</td>
<td>Dept. of Public Works, Traffic Engineering</td>
</tr>
<tr>
<td>T-2 Study the possibility of converting Asbury Avenue into a truck route between Broadway and Delaware Street. Traffic controls should be modified on this section of Asbury Avenue to encourage the smooth flow of truck traffic along the street.</td>
<td>Dept. of Public Works, Traffic Engineering</td>
</tr>
<tr>
<td>T-3 Enforce the existing speed limits on Evans Avenue.</td>
<td>Denver Police Department</td>
</tr>
<tr>
<td>T-4 Study methods of improving vehicular access out of and into the neighborhood at the intersection of Bannock and Evans. Also address methods to improve pedestrian crossing at Evans and Bannock. (Improved traffic control could include installation of a traffic signal.)</td>
<td>Dept. of Public Works, Transportation Engineering</td>
</tr>
<tr>
<td>T-5 Propose wording change of traffic sign at Broadway and Iliff Avenue to: &quot;No turn on red when pedestrian and children present.&quot;</td>
<td>Dept. of Public Works Transportation Planning and Traffic Engineering</td>
</tr>
<tr>
<td>T-6 Enhance the pedestrian connection between the east side and the west side of the neighborhood. Explore ways to provide a safe and attractive pedestrian connection along Evans Avenue across Santa Fe Drive.</td>
<td>Dept. of Public Works Transportation Planning and Traffic Engineering</td>
</tr>
</tbody>
</table>
Maintenance Issues:

T-7 Request that street cleaners throw salt and sand on sidewalks during winter storm periods along the Evans viaduct and Mississippi bridge and/or clean snow from walkways in order to make the overpass safer for pedestrians.

Dept. of Public Works, Street Maintenance Division

Regional Transportation District Issues:

T-8 Explore the possibility of relocating the bus stop on the NW corner of Broadway and Evans Avenue to the NE corner of Acoma Street and Evans Avenue.

Dept. of Public Works, Transportation Planning and Traffic Engineering, Regional Transportation District

T-9 Explore the possibility of acquiring the "Bundy's" property for a major bus transfer facility & Evans Avenue expansion.

Regional Transportation District

Department of Public Works,
Transportation Planning and Traffic Engineering

T-10 Support light rail in the southwest corridor and promote neighborhood access to it.

Regional Transportation District

Neighborhood Organization

Railroad Traffic Issues:

T-11 To buffer sound on the east side of the railroad tracks, request that a fence be placed between the railroads and the residential area.

Regional Transportation District

Neighborhood Organization

Railroad Companies

T-12 Request crossing gates at railroad tracks underneath Evans Avenue and west side of Delaware Street.

Dept. of Public Works

Neighborhood Organization

Railroad Companies

Street and Alley Closures:

T-13 Study the possibility of closing South Platte River Drive along Frontier Park and moving the traffic over to the west side of the river.

Dept of Public Works, Transportation Planning, Traffic Engineering,

Parks and Recreation,

Planning and Community Development and

Neighborhood Organization
Truck Routes:
T-14 Review the need to limit truck access south of Evans Avenue. Post and enforce the truck route for the neighborhood going from Broadway to Yale Avenue to Delaware Street.

Parking:
T-15 Study the possibility of limited 1-2 hour parking on Acoma Street and Delaware Street between the residences and businesses.

Bike Paths:
T-16 Study the possibility of adding off-street and/or on-street bike access from Acoma Street onto Iowa Avenue over to the Overland Golf Course and the Platte River bike-hike path.

Denver Police Department,
Dept. of Public Works, Traffic Engineering

Dept. of Public Works
Neighborhood Organization
Parking Management

Neighborhood Organization
Dept. of Public Works
Bicycle Advisory Committee
Overland’s housing stock decreased by 33.2% from 1970 to 1990. A positive side to neighborhood improvement can be seen in the increasing ratio of owner-occupied units to renter-occupied units as shown below:

A. Existing Housing Stock
Over 50% of the existing housing structures were constructed before 1940. The average age of the housing stock is 60 years. Overland’s housing stock is predominantly single-family, owner-occupied, modestly valued, and in good condition.

B. Housing Action Recommendations

Action Recommendations

H-1 Continue to secure housing rehabilitation and improvement assistance loans (e.g. Single Family Rehabilitation, Rental Rehab, Emergency Home Repair, Caretakers, etc.) for owner and renter occupied housing units where needed.

H-2 Address the vacant housing and structurally unsafe housing problems through enforcement of the abandoned and vacant housing ordinance, the zoning ordinance, and other available means.

H-3 Encourage maintenance and upkeep of exterior grounds in the residential area of the neighborhood.

H-4 Study the feasibility of relocating homes scheduled for demolition from business and industrial zones to vacant lots in the Overland Neighborhood.

H-5 Encourage home ownership by providing information on the availability of financing to renters of single family homes.

Implementing groups

Neighborhood Organization
Denver Urban Renewal Authority
Planning and Community Development Office

Neighborhood Organization
Building Department
City Attorney
Dept. of Public Works, Neighborhood Support Services Division and Zoning Administration

Dept. of Public Works, Neighborhood Support Services and Zoning Administration

Planning and Community Development Office
Denver Urban Renewal Authority
Neighborhood Organizations
Private Industry

Planning and Community Development Office and Neighborhood Organization
A. The Role of Urban Design

Urban design is how a city or neighborhood is put together, how it looks, feels and functions. It involves deliberate actions to create a physical environment that meets social, economic, functional, environmental and aesthetic objectives. It can create a neighborhood’s awareness of its unique and important role within the city. Where urban design has occurred, the citizens continually value the result, sometimes not exactly knowing why they like an area or why the area holds attraction.

Good urban design preserves the qualities of a neighborhood by considering changes and structuring them so that they enhance these qualities rather than detract from them. It develops a clear neighborhood character that people can recognize, understand, be proud of and remember.

Urban design’s framework considers the physical structure of neighborhood elements (ie...streets, pathways, spaces, views, buildings, focal points, and landmarks).

B. Landmarks

The Overland Golf Course is a major landmark and recreational resource in the neighborhood. It is clearly visible from many areas of the neighborhood as well as the South Santa Fe transportation corridor.

The John Collins United Methodist Church, located at the southeast corner of Iliff and Bannock, is the most significant building considered to be a landmark. The property was donated to the church by United States Senator Wolcott of Colorado. The main sanctuary was constructed in 1900 at a cost of $6,000.00. This well-maintained church is of appropriate scale to the single-family neighborhood and makes a strong, simple and finely detailed architectural statement. The stone bell tower topped with a white wooden belfry completes an architectural composition which says this is a community and spiritual gathering place. The interior sanctuary space is nearly square in plan and graciously tall, capped by the gabled roof forms. This elegant worship space has the feeling of a large chapel and is the reason many couples even from outside the neighborhood have chosen to celebrate their marriage vows there.
C. Views

The neighborhood has three important views. All of them are views located within the neighborhood looking through to the downtown skyline. These views serve as orientation reference points and connect the neighborhood within a citywide context.

The view at the South Platte River and West Jewell Avenue looking north along the Platte is the most significant view. The reflection of the downtown skyline in the waters of the river make this a powerful experience. Locating a pedestrian bridge at this site will make the view an even more dramatic experience. The bridge needs to be wide enough to accommodate pedestrians, cyclists and viewers.

Views looking north on Bannock and north on Acoma between Wesley and Warren reveal the downtown skyline.

D. Streetscaping

The residential area provides the best opportunity for streetscaping other than the South Broadway business corridor. Residential sub-area "C" has the best potential in making an immediate visual impact. There are tree lawns throughout this area which can sustain healthy tree growth, yet many tree lawns have few or no trees. The street quality improves where there are rows of mature trees and this is apparent within the neighborhood. (For a visual reference of the area refer to Overland Issues, Opportunities and Recommendations Map at the end of this chapter).

E. Edges

An opportunity exists along the greenway to unify dissimilar edges and uses such as industrial, retail and open parking lots. Utilizing street trees and other streetscaping to screen parking lots and industrial uses is one idea for building continuity along the edge.

Attention should be given to the edge between the commercial retail on Broadway and adjacent residential area. There is an opportunity for streetscaping, primarily trees and parking lot screening to buffer, the dissimilar land uses.

F. Pedestrian Bridges

The three pedestrian bridges proposed for crossing the South Platte River will provide increased mobility across the river. The bridges will allow both people from within and outside the neighborhood to have access to both sides of the river. This arrangement will provide for a variety of "look" walks along the river and increase the opportunity to experience the river. The bridge at Jewell Avenue will give residents comfortable access to active recreational uses within Ruby Hill Park. The bridge at Harvard Gulch Park is located at the southwestern tip of the neighborhood. This bridge will provide access west through the pleasant linear Harvard Gulch Park all the way to Federal Boulevard.
G. Urban Design Action Recommendations

Action Recommendations

UD-1 Implement street tree planting programs in commercial areas (ie... Broadway Business District and residential sub-areas "A" through "C")

UD-2 Maintain and enhance the views within the river corridor, the strongest view is looking north over the river toward downtown where West Jewell Avenue ends by the river edge. Build a pedestrian/bike bridge at Jewell Avenue over the South Platte River.

UD-3 Create an entry/welcoming area to the Greenway and Overland Golf Course Park. Develop adequate parking and acquire land as required to create an entry to this area.

UD-4 Maintain, improve and create buffering of the South Santa Fe transportation corridor. (ie. noise mitigation with walls and related landscape design).

UD-5 Develop a linear park-like environment on the residential side of the sound wall within state-owned land (housing sub-areas A & B). This park should explore low maintenance xeriscape landscaping to reduce maintenance demands. Landscaping should include large trees because they contribute significantly to buffering noise and air pollution.

Implementing Groups

Denver Planning and Community Development Office
Department of Parks and Recreation
Neighborhood Organization
Department of Public Works
Department of Parks and Recreation
Denver Planning and Community Development Office

Department of Parks and Recreation
Greenway Foundation
Department of Public Works
Denver Planning and Community Development Office

Department of Public Works, Traffic and Transportation Railroad Companies

Colorado Department of Transportation
Denver Planning and Community Development Office
Neighborhood Organization
Department of Parks and Recreation
UD-6 Initiate a corridor study along Broadway which will identify and define sub-districts, address land use and zoning problems, marketing, urban design and transportation. The urban design component should establish a thematic character with a complementary package of streetscape elements. Include a coordinated signage program and guidelines for business improvements, modifications and developments.

UD-7 Park features such as the Overland Pond Park are encouraged along the full length of the river corridor. Other examples include, but are not limited to, an educational walk, handicap accessible fishing dock and ecological zones.

UD-8 Develop three pedestrian bridges along the South Platte River at Florida Avenue, Jewell Avenue, and across from Harvard Gulch Park.

Denver Planning and Community Development Office
Mayor's Office of Economic Development
Department of Public Works

Planning and Development
Greenway Foundation
Department of Parks and Recreation

Planning and Development
Greenway Foundation
Department of Parks and Recreation
IX. NEIGHBORHOOD FACILITIES AND NEIGHBORHOOD IMPROVEMENTS

A. Parks and Open Space

Overland’s history begins with parks and open space areas. Located in Overland are the Overland Pond Educational Park and Golf Course, Overland Lake (leased for commercial use), Frontier Park, Pasquinel’s Landing and a 2 1/2 mile stretch of the Platte River Greenway.

Overland Pond Educational Park and Golf Course

The Overland Pond Educational Park is one of two Denver parks that feature natural wild grasses in addition to Kentucky blue grass and has been designed to feature the trees, shrubs, flowers and grasses of five of Colorado’s ecological zones. A wheelchair-accessible nature trail winds its way through the park, accenting several signs describing the various planting areas. A fishing area doubling as a small outdoor classroom borders the pond in the center of the park. The Overland Golf Course was initially privately developed as a race track and later developed into a golf course. In 1930, Denver opened a nine-hole golf course; the course was expanded to eighteen holes in 1957. Overland Golf Course consists of 134 Acres of park developed land. Overland Lake, located north of the golf course on Florida Avenue and Platte River, is leased as a commercial use.

Frontier Park

Located on both sides of the Platte River and connected by a wooden pedestrian bridge, this historic park features a mining shack and other related equipment that are replicas of such facilities used during Colorado’s gold rush era.

Pasquinel’s Landing

Named for the character in James Michener’s best-seller Centennial, this park features a playground structure that serves the neighborhood as well as the Greenway, and ties into the south end of Overland Golf Course.

Ruby Hill Park

Ruby Hill Park is a favorite picnic spot which provides swimming facilities for adults and children during the summer. Although this park is not located in the Overland neighborhood, it warrants mentioning because of its proximity to the neighborhood and the proposed recommendation to install a pedestrian bridge over the South Platte River between Overland Park Golf Course and Ruby Hill.

South Platte River Greenway

The Platte River is the most significant natural amenity for the Overland Neighborhood; it provides access to the Greenway and 17 other park amenities where people can bicycle, jog, picnic, walk, fish, boat, rollerskate, commute or just look at the beautiful downtown skyline.
B. Storm and Sanitary Sewers

Storm sewers are a problem during the winter months wherever streets and alleys are unpaved. The Wastewater Management Division of the Department of Public Works installed a storm drainage system in 1989 that appears to work as long as the water flows from streets and alleys. The Department recognizes the need to clean the storm drainage inlets when conditions warrant. The sanitary sewer system is in good condition.

C. Police Protection and Crime

Overland is served by Police District Station #4 located at 2100 S. Clay Street. The Overland neighborhood ranked 12th of the 68 neighborhoods in the 1990 Neighborhood Crime Rankings for total offenses by crime rate. A concern raised during the planning process was the possibility of increased gang activity in the Overland Neighborhood arising from concentrated police efforts to eliminate gang activity from bordering neighborhoods. The Neighborhood Organization presently meets on a regular basis with Police District 4, Community Relation Officers. This plan encourages the continued efforts to educate both Officers and Community regarding crime issues.

D. Fire Protection

The Overland neighborhood is served by Fire Station #16, located at 1601 S. Ogden Street and #23, located at 850 So. Federal Blvd.

E. Schools

No schools are located in Overland. Children from the neighborhood attend elementary, middle school, and senior high school in adjacent neighborhoods or paired elementary schools as follows: Fairview Elementary at 2715 W. 11th Avenue, Rosedale Elementary at 2330 S. Sherman Street, Grant Middle School at 1751 S. Washington Street, and South High School at 1700 Louisiana Avenue.

F. Recreation Center

The nearest recreation center is located 1/2 mile outside of the neighborhood’s eastern boundary at 2318 S. Washington Street. Harvard Gulch Recreation Center will have a new swimming pool in 1993.

G. Neighborhood Facilities and Neighborhood Improvements Action Recommendations

<table>
<thead>
<tr>
<th>Action Recommendations</th>
<th>Implementing Groups</th>
</tr>
</thead>
<tbody>
<tr>
<td>NFI-1 Clean storm drainage sewer inlets when conditions warrant.</td>
<td>Dept. of Public Works</td>
</tr>
<tr>
<td></td>
<td>Wastewater Management Division</td>
</tr>
<tr>
<td>NFI-2 Install dumpsters in paved alleys north of Evans Avenue and west of Broadway.</td>
<td>Dept. of Public Works</td>
</tr>
</tbody>
</table>
NFI-3 Study the possibility of naturally integrating Rosedale Elementary School to provide a walk-in school.

NFI-4 Encourage participation in the residential street beautification programs provided by the City for trees, sidewalk, handicapped ramps, and entrywalks (e.g., Acoma Street between Iliff Avenue & Wesley Avenue).

NFI-5 Enforce vandalism and trash dumping violations by outside parties.

NFI-6 Replace floppy plastic lids on trash dumpsters with more durable plastic material.

NFI-7 Improve the physical appearance of the neighborhood by removing graffiti, trash, dead vegetation, and junk cars; and by buffering junk yards from adjacent, residentially-zoned properties.

NFI-8 Provide funding for a picnic area and/or play area in Frontier Park.

NFI-9 Provide funding for a picnic area in Pasquinel Park.

NFI-10 Define the street edge along the river corridor with curb & gutter on both sides of the street.

NFI-11 Provide a pedestrian bridge connection over the South Platte River between Ruby Hill Park and Overland Golf Course.
NFI-12 Encourage neighborhood residents to become aware of available programs to pay for street and/or alley improvement assessments for low-to-moderate income homeowners.

NFI-13 Pave, resurface and improve the alleys and streets listed in appendix "A" at the end of this report.

NFI-14 Continue to promote relations between Police, neighborhood businesses and residents with regard to education on crime concerns.

Denver Planning and Community Development Neighborhood Organization

Department of Public Works

Police Department
Neighborhood Organization
Business Organization
This section presents environmental topics and issues such as topography, flood plain, pollution, and energy and resource conservation.

A. **Topography and Flood Plain**

The lowest elevation point of the neighborhood is the South Platte River as shown on the topographic map. It slopes upwards towards the southeast portion of the neighborhood. The Flood Insurance Rate Map (FIRM) shows the Overland Golf Course and much of the Overland Neighborhood located in the flood plain area.

B. **Residential Environment**

The residential environment consists mostly of single-family residences with duplexes and multifamily units randomly dispersed throughout the neighborhood. Residents take pride in the upkeep and maintenance of their properties, although litter and dirt from the pass-through traffic tend to overwhelm the neighborhood.

C. **Pollution**

Much of the air and noise pollution in the neighborhood comes from automobile traffic that goes through the neighborhood. The Colorado Department of Transportation has provided noise barrier fences along South Santa Fe Drive. There are large sections of state-owned vacant land on the west side of South Santa Fe Drive. The plan encourages planting and maintaining large trees in the state-owned vacant land. Trees would provide a noise buffer as well as help with the air pollution problem in the neighborhood.

The Shattuck Chemical Company, located at 1805 South Bannock, is a part of the Denver Radium Superfund site. EPA and the Colorado Department of Health have conducted thorough studies of the Shattuck site to determine the extent of contamination and to evaluate various cleanup alternatives. The preferred alternative for cleanup of the Shattuck Chemical Company is for the excavation of contaminated soils and off-site disposal.

D. **Energy and Resource Conservation**

The neighborhood is interested in conserving energy and resources as well as recycling.
E. Environment Action Recommendation

Action Recommendation

E-1 Reduce the air pollution impact in Overland by supporting city and state air pollution control measures, including biking, car pooling, public transit, street sweeping, and wood burning restrictions.

E-2 Clean up, as necessary, the ground contamination in any identified sites (ie...Shattuck Chemical Company).

E-3 Although stabilization of the Shattuck Chemical Company site was the selected remedy, this plan necessitates the excavation and removal of the identified site contamination for the purpose of potential land redevelopment.

E-4 Support neighborhood energy conservation programs. Promote energy conservation in residential and non-residential structures as follows:
-evaluate heating and cooling alternatives
-encourage energy audits and inventorying building characteristics
-promote retrofitting of existing buildings and provide consumer protection information on energy matters.

E-5 Support and participate in neighborhood and city programs in recycling non-renewable resources (e.g. aluminum, glass, paper, plastics, oil, etc.) for the benefit of the neighborhood and city.

E-6 Screen and "kid-proof" industrial/commercial trash dumpsters which are visible from adjacent residential areas.

Implementing Groups

Neighborhood Residents
Employers
Regional Transportation District

U.S. Environmental Protection Agency
Dept. of Public Works

U.S. Environmental Protection Agency
Neighborhood Organization
Shattuck Chemical Company

Public Service Co.

Dept. of Public Works
Denver Recycles

Business Owners
Residents
A. Overview of Existing Conditions

Commercial and industrial businesses make up 50% of the land uses in the neighborhood. The businesses in Overland are an important source of employment for the neighborhood as well as the city. Commercial and industrial businesses have been grouped into sections/corridors to best define the areas.

The commercial business corridor on Broadway and the industrial area along Santa Fe and the railroad tracks are grouped into four sub-areas (referenced in the Urban Design pull-out map). Broadway is the dividing line between the Overland Neighborhood, Platt Park and Rosedale Neighborhoods. This plan looks at both sides of Broadway in making its recommendations.

Business/Commercial Sub-area I

Sub-area I, known to the neighborhood as Antique Row, is a quaint, thriving business community that specializes in the sale of antiques. Antique Row has a clear metro-wide identity and an international clientele. The boundaries for Antique Row are Broadway between Mississippi Avenue and Iowa Avenue. The pride displayed by merchants on Antique Row in maintaining their businesses create the type of impression the neighborhood would like to see develop along the entire Broadway corridor.

Business/Commercial Sub-area II

Sub-area II boundaries are from Iowa Avenue to Yale Avenue.

This area has good access from Evans onto Broadway. Neighborhood serving restaurants range from national chain restaurants to family-owned businesses. Long-term independent businesses have survived the flood of 1965 and the tornado of 1988. Like many of Denver’s business strip developments, this area has attracted used car lot dealers and absentee landowners because of high volumes of traffic and inexpensive land costs. Prostitution, and drug and gang activities have developed along the corridor, partly due to its proximity with the Denver/Englewood border. Several bars that promote anti-social activity in and around their establishments present another troubling factor.

EMW Furniture, Bundy’s Restaurant, Onofrio’s Piano, Bill’s Collectables, and Revival Record are a few of the businesses that have been in operation for over 20 years. Some of the newer businesses are Alexandra’s Car Wash, Premier Furniture, Paula’s II Mexican Restaurant, 7-11, Eurolite, and Performance Cycle’s. The neighborhood encourages these types of businesses to remain and continue on the Broadway business corridor. Although there is a major concern with regard to expansion into the residential area, the
business community as well as the residential community would like to have a sub-area study developed for the Broadway business corridor and the industrial area north of Evans in order to identify and define sub-districts, and address land use and zoning problems, marketing, urban design and transportation. In addition, the study should establish a thematic character with a complementary package of streetscape elements.

Business/Industrial Sub-area III

Sub-area III boundaries are Mississippi on the north, Evans Avenue on the south, South Platte River and Santa Fe Drive on the west, and Acoma on the east. This area is predominantly industrial. Much of the vacant land available in the neighborhood is located in Sub-area III. There is a lot of potential for business growth in this area without impacting the existing residential community. Newer businesses have moved into the area in the past 5 years such as Clinic Care, Desk Inc., McDonald’s, and Mile High Cable Vision. The older businesses that have been able to survive through many changes are construction service oriented businesses such as Flanigan’s, General Welding, Tools Unlimited and Kroonenberg Lumber Company; mixed with such businesses as the Breakfast King, Pet City, and Sachs-Lawlor. There is some potential for higher density residential and mixed-use development in Sub-area III once light rail comes into this section of the neighborhood. Gates Rubber Company holds a large assemblage of land in Sub-area III which is presently leased to smaller businesses in the area. Although their five-year plan does not call for any major redevelopment, the potential is there for long range future planning.

Business/Industrial Sub-area IV

Sub-area IV boundaries are Evans Avenue on the north, Delaware Street on the east, Yale Avenue on the south, and South Platte River Drive on the west. A large industrial park runs between South Platte River Drive and South Santa Fe Drive. The industrial uses located along Delaware Street are the neighborhood’s major concern. Although the need to work and live together is the neighborhood’s goal, the expansion of businesses into the residential community has made it difficult for residences to remain in the area. Unfortunately, some of the business uses are higher density than the zoning allows as they have been grandfathered in as an allowable use. There is a need to make this area pedestrian friendly by installing curbs and sidewalks. Parking for employees and customers is essential to maintain good neighbor relations. These businesses are also well established wholesale operations that have been in the neighborhood for years. Truck traffic and resistance to neighborhood street improvements are the biggest debates between the businesses and the residences in this area. Long term stable businesses in this area include Barton, Denver Pottery, Martin Manufacturing and Katzke Paper. Some of the newer businesses include Bob’s Towing, Signs, Inc., and Statewide Wholesale.

The steering committee felt strongly that although the Overland Golf Course is not in an industrial zone, it is a business and should be included in the Market/Urban Design Sub-area Study proposed in this plan. It needs to be included as a viable business venture within the neighborhood.
B. Economic Development Action Recommendations

Action Recommendations

ED-1 Support the development of a neighborhood business organization for the business community.

ED-2 Support the expansion and redevelopment of Antique Row on South Broadway.

ED-3 Encourage an integrated business signage program for the Broadway business corridor.

ED-4 Support joint marketing efforts within the business community.

ED-5 Secure funding for an Urban Design Corridor Study for the Broadway Business Corridor.

ED-6 Promote a summer employment program for youth in the neighborhood as a "joint" effort between businesses and residents.

Implementing Groups

Business/Property Owners
Mayor's Office of Economic Development
Denver Planning and Community Development Office

Business/Property Owners
Mayor's Office of Economic Development
Denver Planning and Community Development Office

Business/Property Owners
Zoning Administration
Mayor's Office of Economic Development

Business/Property Owners
Mayor's Office of Economic Development
Denver Planning and Community Development Office

Neighborhood Organization
Business/Property Owners
XII. IMPLEMENTATION

A. Means of Plan Implementation

The adopted Overland Neighborhood Plan will serve as an official guide to the physical development of the neighborhood. It becomes an official amendment to the City’s Comprehensive Plan.

It is the responsibility of residents, property owners, the Overland Neighborhood Association, various city officials and elected officials to implement the plan. The plan is only worth the time, energy and resources given to implement it.

The plan serves as a guide for making decisions about the neighborhood. City departments use the plan to guide recommendations and decisions on the neighborhood’s priorities for desired improvements, urban design, housing, business types, traffic, and public services which encourage and contribute to the economic, social, and physical health, safety and welfare of the people who live and work in Overland.

Some of the action recommendations that are presented at the end of each chapter are simple, require no financial resources, and can be accomplished in a matter of months. Others are more difficult and require years and a lot of money to complete. There are also recommendations that require study and more discussion before they can be started and accomplished.

B. Human Resources of Plan Implementation

This plan represents many hours of volunteered time to walk and drive through the neighborhood, interview businesses and meet with concern citizens of Overland in order to develop action recommendations.

YOU, the concerned citizen, and all of US, the community, working together can make this plan successful. Your involvement in the community and working with elected officials can make these recommendations a reality. A suggested recommendation for plan implementation is an annual and/or bi-annual list of priorities developed between the neighborhood organization, concerned citizen’s and the city based on the neighborhood plan’s action recommendations.

The Denver Planning and Community Development Office has assigned a neighborhood planner to provide technical assistance for the implementation of the plan. The neighborhood planner acts as a liaison between residents, neighborhood organizations and the City Administration.

The City and County of Denver is a major player in the plan’s implementation. Once adopted the plan will help influence city policies, programs, and decisions that will be crucial in implementing the action recommendations. The staff of the Planning and Community Development Office and the many other city agencies listed will work with the neighborhood to explain 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 to influence the city decisions and actions on zoning requests; the evaluation of public and private development proposals; Capital Improvement Program (CIP), Community Development Block Grant (CDBG), and other funding requests; and regulatory ordinances.
### C. Implementation Action Recommendations

<table>
<thead>
<tr>
<th>Action Recommendations</th>
<th>Implementing Groups</th>
</tr>
</thead>
</table>
| I-1 Monitor and update the plan as needed. | Neighborhood Residents  
Denver Planning and Community Development Office |
| I-2 Request funding through the Capital Improvement Budget, Community Development and other funding resources to implement the plan. | Neighborhood Residents and Businesses  
Denver Planning and Community Development Office |
APPENDIX "A"

Overland Neighborhood Alley and Street Paving Recommendations

**NORTH/SOUTH STREETS - ACOMA STREET.**

1. On Acoma at Florida - Florida Avenue needs to be resurfaced or completed.
2. Between Mexico & Iowa - needs curb, gutter & walks.
3. Mexico Street - needs gutter, curb & walks on both sides.
4. Between Colorado Avenue & Asbury Avenue - needs curb, gutter & sidewalks.

**NORTH/SOUTH STREETS - CHEROKEE STREET**

1. At Asbury - needs gutters at intersection

**NORTH/SOUTH STREETS - DELAWARE STREET**

1. Between Yale & Evans Avenues - entire street is paved, needs curb, gutter & walks - must accommodate business parking.

**NORTH/SOUTH STREETS - SOUTH PLATTE RIVER DRIVE**

1. Between Mississippi & Yale Avenues - needs curb, gutter on pavement.
2. Between Evans & Yale Avenues - cul-de-sac South Platte River Drive.

**NORTH/SOUTH ALLEYS - BETWEEN BROADWAY & ACOMA STREET**

1. Beginning at Yale Avenue to Warren Avenue - patch potholes.
3. Between Colorado & Iowa Avenues - sewer has been installed, resurface alley.
4. Between Iowa & Florida Avenues - fill potholes.

**NORTH/SOUTH ALLEYS - BETWEEN ACOMA & BANNOCK STREETS**

2. Between Warren & Evans Avenues - pave alley.
5. Between Colorado & Mexico Avenues - pave alley.
NORTH/SOUTH ALLEYS - BETWEEN BANNOCK AND CHEROKEE STREETS.

1. Between Mississippi & Louisiana Avenues - pave alley.
2. Between Arkansas & Florida Avenues - pave alley.

NORTH/SOUTH ALLEYS - BETWEEN CHEROKEE & DELAWARE STREETS

1. Between Florida & Arkansas Avenues - fill potholes.
2. Between Arkansas & Mississippi Avenues - alleys are closed - gates.

NORTH/SOUTH ALLEYS - BETWEEN ELATI AND FOX STREETS


NORTH/SOUTH ALLEYS - BETWEEN FOX AND GALAPAGO STREETS


NORTH/SOUTH ALLEYS - BETWEEN GALAPAGO & HURON STREETS

2. Between Evans & Harvard - abuts Frontier Park - needs improvement to be an amenity for park.

EAST/WEST STREETS

1. Jewell Avenue needs improvement at Acoma Street.
2. Pave Vassar Avenue from Cherokee Street to Delaware Street.
3. Harvard Avenue, Wesley Avenue, Iliff Avenue - Between Cherokee Street and Delaware Street - needs paving, curb, gutter & walks.
4. Iliff & Warren Streets West of Delaware needs to be improved and create a cul-de-sac.
5. Jewell Avenue between Santa Fe Drive and Huron Street - pave street include curbs and gutters.
6. Asbury Avenue between Huron Street and Golf Course - needs curbs and gutters.