

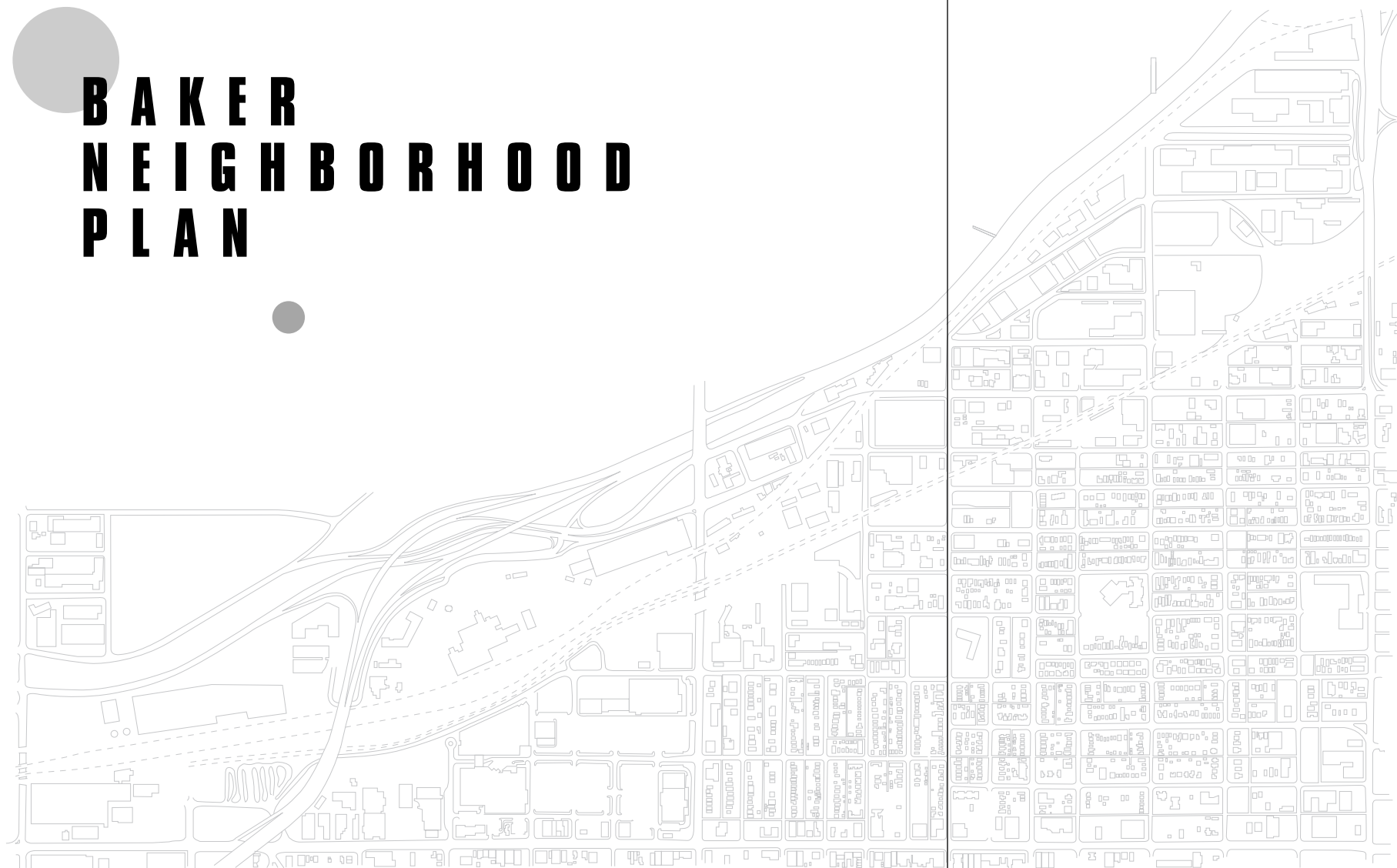


# BAKER NEIGHBORHOOD PLAN





# BAKER NEIGHBORHOOD PLAN



FEBRUARY 2003

# ACKNOWLEDGEMENTS

## ***Initial Steering Committee***

Dominique Acevedo  
Amber Giauque Callender  
Vic Calonder  
Roger Day  
Tony Gengaro  
Kevin Gerrits  
Al Habercorn  
Steve Harley  
David Hems  
Kim Kucera  
Tom Kuspiel  
Gillian McCune  
Kathleen MacKenzie  
Kara Mueller  
Dorothy Norbie  
Debbie Ortega  
Bruce Peterson  
Marleen Seckendorf  
Courtney Sturtz  
Nell Swiers  
Ed Williams  
Steve Winter  
Evelyn Wolf

## ***Final Steering Committee***

Dominique Acevedo  
Amber Giauque Callender  
Roger Day  
Tony Gengaro  
Al Habercorn  
Steve Harley  
Kim Kucera  
Kathleen MacKenzie  
Debbie Ortega

Bruce Peterson  
Nell Swiers

## ***Assessment of Existing Conditions***

James Bertini  
Adrian Brown  
Luchia Williams Brown  
Roger Day  
Steve Dreher  
Tony Gengaro  
Suzanne Gruba  
Kim Kucera  
Marcy Lister  
Ben Madrid  
Mark Nielson  
Cec Ortiz  
Bruce Peterson  
Arturo Rodriguez  
Nell Swiers

## ***City Council***

Cathy Reynolds *Council President, At Large*  
Debbie Ortega *District 9*  
Kathleen MacKenzie *District 7*  
Dennis Gallagher *District 1*  
Ted Hackworth *District 2*  
Ramona Martinez *District 3*  
Joyce Foster *District 4*  
Polly Flobeck *District 5*  
Charlie Brown *District 6*  
Elbra Wedgeworth *District 8*  
Ed Thomas *District 10*  
Happy Haynes *District 11*

Susan Barnes-Gelt *At Large*

## ***Planning Board***

William H. Hornby *Chair*  
Jan Marie Belle  
Frederick Corn  
Pat Cortez  
Daniel Guimond  
Mark Johnson  
Barbara Kelley  
Joyce Oberfeld  
Bruce O'Donnell  
Jim Raughton  
Robert Wright

## ***City and County of Denver***

Wellington E. Webb *Mayor*  
Jennifer T. Moulton *Director, Community Planning and Development Agency*  
Ellen T. Ittelson *Deputy Director for Planning Services*  
Dennis Swain *Program Manager for Small Area and Comprehensive Planning*  
Kiersten Faulkner *Senior City Planner and Project Manager*  
Carla McConnell *Urban Design Architect*  
Jodi Adkins *Housing & Neighborhood Development Services*  
Ken Barkema *Maps*  
Julie Connor *Graphic Design*  
Mike Aleksick *Treasury*  
Bill Sirois *Transportation Planner Specialist*  
Phil Plienas *Data*

# TABLE OF CONTENTS

<b>Executive Summary</b>	<b>v</b>
<b>1. Introduction</b>	<b>1</b>
Location . . . . .	2
Purpose of the Plan . . . . .	3
Plan Components . . . . .	4
Relationship to Citywide Plans . . . . .	6
Planning Process . . . . .	11
<b>2. A Vision for Baker's Future</b>	<b>13</b>
<b>3. Guiding Principles</b>	<b>19</b>
<b>4. Framework Plan</b>	<b>23</b>
Land Use . . . . .	24
Urban Form . . . . .	26
Transportation and Circulation . . . . .	28
<b>5. Subarea Plans</b>	<b>31</b>
Commercial Corridors . . . . .	34
Single Family and Rowhouse Residential . . . . .	42

Mid-rise and High-rise Residential .....	47
Residential-Office Area of Change .....	50
Industrial-Commercial Area of Change .....	55
Industrial .....	60
Transit-Oriented Development .....	65
Retail Centers .....	72
<b>6. Implementation Plan</b>	<b>77</b>
Regulatory Actions .....	79
Public Investment .....	81
Partnerships .....	84
<b>7. Assessment of Existing Conditions</b>	<b>91</b>
Human Services and Demographics .....	92
Environmental Conditions .....	94
Land Use .....	97
Zoning .....	101
Mobility .....	104
Legacies .....	109
Housing .....	113
Economic Activity .....	115
Neighborhood Facilities and Organizations .....	119
<b>Appendix</b>	<b>123</b>
Wish List of neighborhood Projects .....	124
Results of Community Assemblies .....	125
Glossary .....	136
Data Sources .....	137
Map of Subareas .....	138
Map of Existing Zoning and Proposed Land Use .....	139



# EXECUTIVE SUMMARY



The Baker Neighborhood Plan is adopted by City Council as a supplement to the Denver Comprehensive Plan. It addresses issues and provides guidance that is more refined and specific than can be done at a citywide level. The Baker Neighborhood Plan provides more detail than is included in Plan 2000 or Blueprint Denver: An Integrated Land Use and Transportation Plan, but it is consistent with and guided by those citywide plans. The Neighborhood Plan is focused on neighborhood issues related to land use, design and transportation for the entire neighborhood, with specific recommendations for individual subareas. The Plan recognizes Baker as a multi-use area with strong assets and many opportunities. It provides a vision and goals for the neighborhood over the next 20 years. It acknowledges current opportunities, but is not limited to them. Recommendations are for both short-term and long-term improvements.

The major elements of the neighborhood plan are:

- Recommendations for a more logical approach to land use throughout the neighborhood using both framework goals for the entire neighborhood and subarea goals that include:
  - protecting the integrity of the residential and industrial sectors as Areas of Stability;
  - providing for change over time to buffer the edge between the industrial and residential areas with multi-use Areas of Change. The Plan recommends a housing emphasis next to the residential area and a commercial emphasis next to the industrial area;
  - reinforcing the traditional retail, commercial and housing mix on the major corridors; and,
  - supporting increased density and development at the light rail stations.
- Priorities for infrastructure, public investment, public-private partnerships, and city regulations. The plan provides input for City programs, including the Focus Neighborhoods Initiative and the Capital Improvements Program. It helps elevate the Baker neighborhood in these areas, but does not replace the overall City budgeting process.
- Design Guidelines for new development. The guidelines present design principles which promote excellence in urban design. They are written to provide for flexibility and creativity while articulating basic considerations for cohesiveness and compatibility with the existing and desired character of individual subareas.



- Better use of transportation options, including mitigation of traffic speed and volume, improved parking solutions, safer pedestrian crossings and improved sidewalks, improvements to bus stops and service, better access to light rail, and improved bicycle connections.
- Opportunities for new and improved open space and parks, including new parks at the Gates Rubber redevelopment site and improvements to Dailey Park and La Familia Recreation Center. The plan recommends better maintenance of the tree lawns along public streets and replacement of missing trees.
- Cooperation and collaborative problem-solving between neighborhood residents, businesses, property owners and City officials. It articulates a common desire to work together for the common good and to avoid divisiveness.



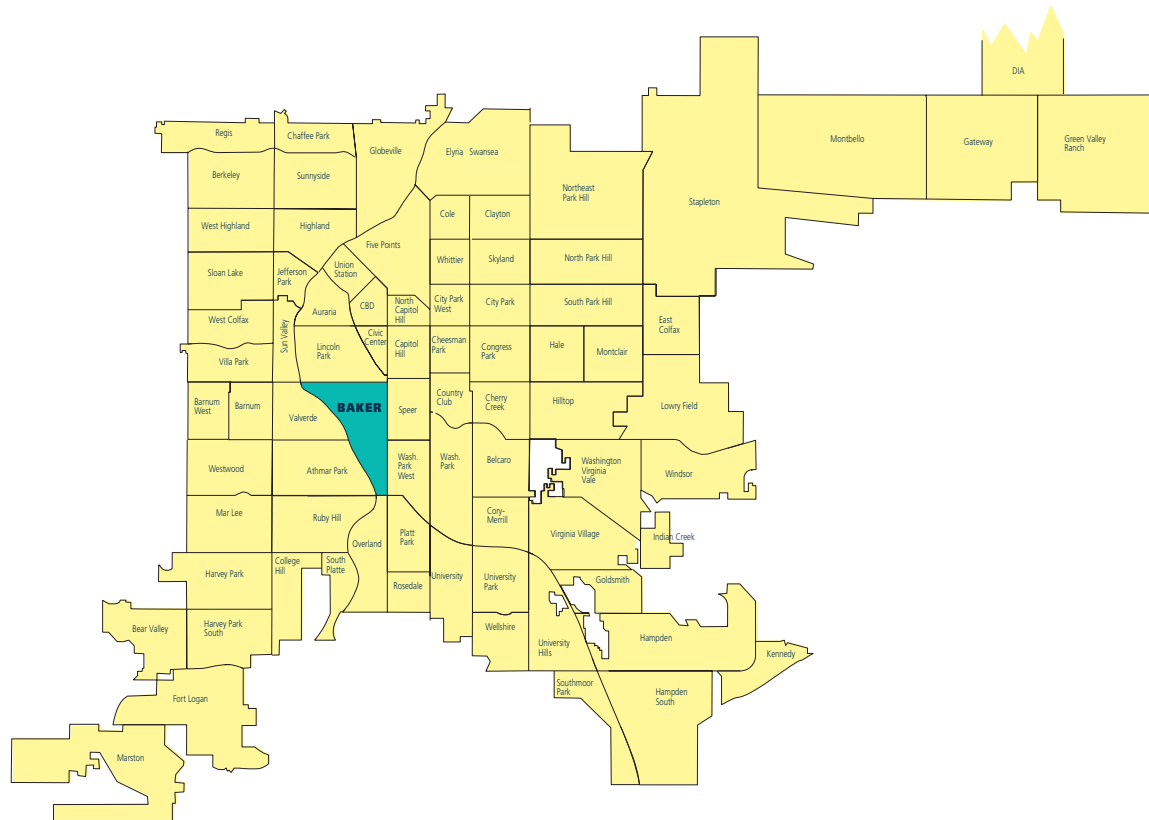


# INTRODUCTION



## LOCATION

The Baker neighborhood is located in central Denver. Neighborhood boundaries are west to the South Platte River, north to West Sixth Avenue, east to Broadway, and south to Mississippi Avenue.



## PURPOSE OF THE PLAN

The Plan establishes long range goals and objectives for the development and stabilization of the neighborhood. It provides a framework and establishes implementation strategies which will direct the neighborhood towards its vision as a community where people live, work, play, and celebrate the neighborhood's cultural heritage. It is primarily a plan for land use, transportation and urban form.

The plan provides a neighborhood and city-approved guide to the acceptable future development of Baker. It is intended for use by Denver's Community Planning and Development Agency, Department of Public Works, Transportation Planning, Transportation Engineering, Traffic Operations, Department of Parks and Recreation, Police Department, other City agencies, Denver Planning Board, the Mayor, City Council, other public and quasi-public agencies, neighborhood associations, residents, property owners, business people and private organizations concerned with planning, development and neighborhood improvement.

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

The plan is neither an official zone map, nor does it create or deny any rights. Zone changes that may be proposed as part of any development must be initiated under a separate procedure established under the Revised Municipal Code.



## PLAN COMPONENTS

### **Vision Statement**

The vision describes Baker in the future, as an end result, with current issues resolved and goals met.

### **Guiding Principles**

Guiding principles are the concepts that frame the plan recommendations to achieve the goals of the neighborhood. They are the neighborhood and City expectations for implementation processes and the values that underlie the goals and recommendations.

### **Framework Plan**

The framework plan identifies the overall land use and transportation goals. The framework plan presents the issues that are relevant to the entire neighborhood and recommendations that tie the neighborhood together.

### **Subarea Plans**

The plan establishes eight subareas that have distinct characteristics and uses. The subarea plans present issues and recommendations that are more specific than those presented in the framework plan.

### **Implementation Plan**

The implementation plan consists of specific actions that can be taken to achieve the recommendations contained in the framework and subarea plans.

### **Assessment of Existing Conditions**

The assessment describes the physical conditions and regulations of the neighborhood as it currently exists.

## Achieving the Vision

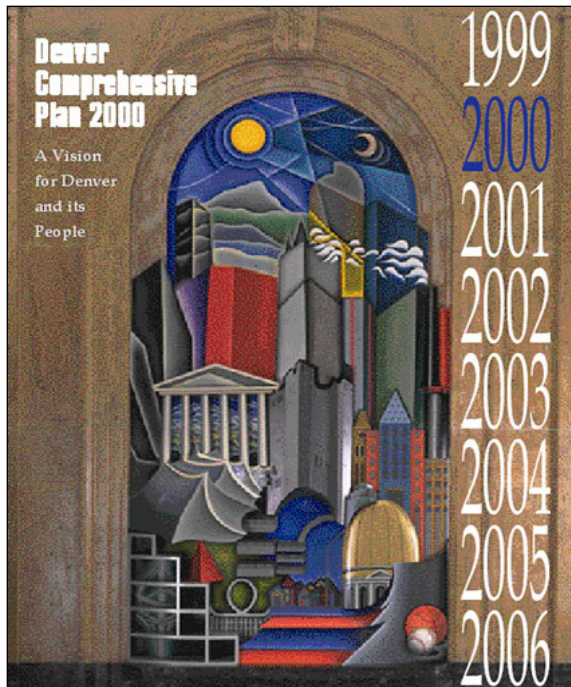
Plan visions are just that — a collective picture of a more desirable future. There are few if any circumstances in the complex milieu of neighborhoods and cities in which the planning, design, ownership, financing, and political resources align to implement a plan's visions and goals quickly and simultaneously. As a result, by necessity, plans are implemented incrementally with the vision and goals providing common direction to the multitude of public and private undertakings. Part of the City process is to evaluate each of these large and small, public and private undertakings in light of the plan's vision and goals, the current situation, and the available resources. Despite this imperfect situation, plans have proven to have substantial influence on the future direction of a plan area over a period of five, 10 or 20 years.

## Previous Plans

This plan represents the land use, transportation and urban design vision for the Baker Neighborhood. It updates and incorporates recommendations of earlier plans. Previously adopted planning documents that are relevant to the Baker Neighborhood are:

- ▮ Westside Neighborhood Plan, 1981
- ▮ West Washington Park Neighborhood Plan, 1991
- ▮ South Broadway/Montgomery Ward Urban Renewal Plan, 1991
- ▮ Light Rail Station Development Program, 1997
- ▮ Broadway Plaza Pedestrian Mall Design Guidelines, 1999
- ▮ South Platte River Management Plan, 2000
- ▮ South Broadway Urban Design and Transportation Study, 2001
- ▮ Blueprint Denver: An Integrated Land Use and Transportation Plan, 2002
- ▮ Bicycle Master Plan Update, 2002
- ▮ Denver Parks and Recreation Game Plan, 2002, in progress

These documents have been reviewed and relevant material has been incorporated in the development of this plan. This and all other neighborhood plans supplement the City's Comprehensive Plan. The Comprehensive Plan presents a citywide perspective, while each neighborhood plan provides more specific guidance both for the allocation of City resources and for the location and design of private development.



## RELATIONSHIP TO CITYWIDE PLANS

All neighborhood and small area plans are expected to comply with the citywide policies contained in *Denver Comprehensive Plan 2000* and *Blueprint Denver: An Integrated Land Use and Transportation Plan*. The Baker Neighborhood Plan implements the following policies from the plans:

### Plan 2000

#### *Communication and Partnerships*

- ▶ Engage neighborhood residents and organizations in collaborative efforts to share information, solve problems and plan for the future.

#### *Land Use and Transportation*

- ▶ High density residential developments should be well-served by public transportation and should be in close proximity to employment centers, amenities and shopping facilities.
- ▶ Activity areas should provide housing as one of the mixture of uses so as to provide the population base to support non-residential activities and minimize growth in auto use, air condition, and energy use.
- ▶ Improve access to employment and activity centers in a manner consistent with commitments to provide a full range of travel modes and to protect living quality and promote good urban design.
- ▶ Land use patterns and zoning must support effective public rapid transit, an efficient roadway system and alternative transportation modes.
- ▶ It is incumbent upon an applicant proposing a zone change to a more intense use to substantially mitigate negative impacts on existing uses.
- ▶ Encourage a mixture of uses that assure the availability of neighborhood services and amenities that reinforce the role, identity and needs of the neighborhood.



***Transit, Mobility and Parking***

- ▮ Bicycle facilities, including lanes and storage, should be included in new road and bridge construction. Direct bicycle access should be provided to transit stations and park-n-rides, both of which should be equipped with high quality bicycle parking.
- ▮ Sidewalks and facilities for pedestrians are integral components of the transportation system. New roads and transit facilities must be designed to include pedestrian facilities and when existing arterials are reconstructed they should be furnished with sidewalks and pedestrian access to neighborhoods.
- ▮ Encourage the reuse older structures and the revitalization and efficient development of commercial areas by promoting the creation of parking districts to provide pooled, shared parking.
- ▮ Local streets not designated as collectors must serve neighborhood purposes and through traffic must be diverted from these streets whenever possible.
- ▮ Enforce a citywide truck route system that limits truck traffic to specific streets. While making necessary and reasonable policies and exceptions to allow efficient movement of goods in the city, the City must protect neighborhoods and pedestrian areas from excessive intrusion by truck traffic.

***Urban Design***

- ▮ Develop and maintain a well-designed urban environment, promoting the use of designs and materials that reflect the community's culture and materials.
- ▮ All projects must be built to the highest urban design standards. New facilities must make a positive design contribution to the neighborhood and include facilities for bicycles, sidewalks, trees, medians, lighting, and other high-quality physical design features.
- ▮ The location and design of public facilities and utilities, including utility rights of way, should be subject to design review to encourage compatibility with surrounding residential areas.
- ▮ Particular attention should be paid to public maintenance and service functions in residential areas, especially in older neighborhoods, to aid neighborhood stabilization.
- ▮ View corridors and solar access should be provided or preserved wherever feasible and appropriate.

***Commerce and Industry***

- ▶ Both large and small businesses which meet economic and community criteria must be sought, retained and supported.
- ▶ Economic development programs should emphasize retention and expansion of existing businesses as well as attracting new businesses.
- ▶ The revitalization of older neighborhood commercial centers that provide shopping within walking distance to residences should be encouraged to assist the stabilization of older neighborhoods.
- ▶ Commercial development must be compatible in operation and design with the residential fabric and character of the neighborhood.
- ▶ Off-street parking facilities should be landscaped, designed and located in a manner that minimizes disruption and inconvenience to adjacent residential properties and streets.
- ▶ Deteriorated and declining business and shopping areas should be revitalized by rehabilitation or replacement with appropriate uses.
- ▶ Adjacent residential areas should be protected from the activities of shopping areas by adequate buffering and by ensuring adequate off-street parking and circulation is provided.
- ▶ Strip commercial development in new areas should be discouraged and existing strip commercial developments should be redeveloped, restructured and landscaped.
- ▶ Linear business areas in older neighborhoods should encourage consistency with other buildings in the area, their pedestrian orientation and buffering from adjacent residential uses. Operations should avoid negative impacts on surroundings of lights, hours of operation, noise, drive-in speakers, trash removal, deliveries, etc.
- ▶ Streetscaping and street amenities should be installed in both revitalizing and new commercial areas.

***Neighborhoods***

- ▶ Preserve and improve the existing stock of housing, especially encourage the rehabilitation and re-occupancy of vacant buildings.
- ▶ Subsidized housing should be designed to be compatible with surrounding housing and the character of the neighborhoods and should be located to promote economic and racial integration.

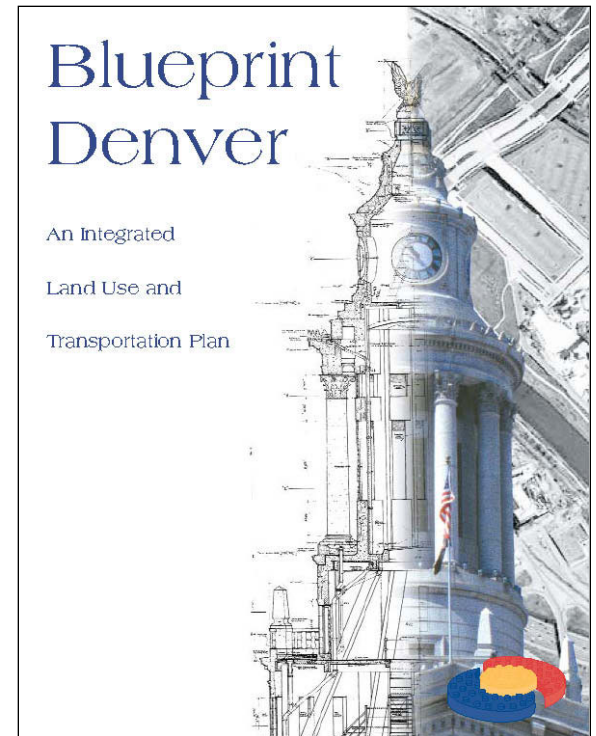
- ▮ Preserve and improve the quality of the neighborhood. An important element is to preserve and improve the existing stock of housing, especially the rehabilitation and re-occupancy of vacant buildings.
- ▮ The character of stable residential neighborhoods should be preserved. Requests for rezonings on the periphery of stable residential neighborhoods must be evaluated to ensure that long-term stability is not threatened and the rezoning is compatible.
- ▮ Improvements in the condition of dwelling units and non-residential buildings to bring them into conformance with code requirements should be enforced to improve living conditions and remove blighting influences from neighborhoods.
- ▮ Stabilize and then upgrade neighborhoods in which physical conditions are declining or inadequate. The strategies used must be those that minimize adverse impacts on the socio-economic composition of existing residents.
- ▮ Historic buildings and areas must be protected and the destruction of any structures or landscape which are part of the area's historic fabric must be discouraged.
- ▮ Compatible residential development on vacant sites within developed residential areas should be encouraged.
- ▮ Development must be compatible with and sensitive to the immediate environment of the site and neighborhood in terms of architectural design, scale, bulk and building height, historic character, orientation of the building on the lot, landscaping and visual integrity.

## Blueprint Denver

*Blueprint Denver: An Integrated Land Use and Transportation Plan* is a citywide plan that outlines Denver's growth management and development strategy. *Blueprint Denver* divides the city into Areas of Change, where reinvestment and redevelopment is desirable, and Areas of Stability, where the existing land use and character should be maintained and enhanced.

Baker has both Areas of Change and Areas of Stability. The Areas of Change include:

- ▮ The Gates Rubber Plant site adjacent to the Broadway light rail station and the Broadway Marketplace at Alameda station. Both sites provide exciting opportunities for transit-oriented development with a mix of high-density housing, retail, office and other employment, and light industry.





**Baker neighborhood enlargement from  
Blueprint Denver's Plan Map**



- ▶ The corridor between the industrial west and the residential east portions of the Baker neighborhood. These areas of change are divided into an industrial-commercial corridor adjacent to the light rail line and Santa Fe Drive and a residential-office corridor roughly between Cherokee Street and Santa Fe Drive. The residential-office area of change also includes the northeast portion of the neighborhood, between Broadway and the residential core. These areas reflect the mixed-use nature of the historic land uses and build upon those uses while embracing opportunities for reinvestment and change.
- ▶ Corridors on the perimeter of the neighborhood offer infill opportunities that focus on filling the gaps in the historic fabric. Older buildings are treasured and encouraged for redevelopment, while opportunities to build new mixed-use and residential projects on vacant and underutilized parcels are abundant.

Baker also contains several Areas of Stability, recognizing the characteristic urban fabric that creates a strong sense of place. The Areas of Stability are:

- ▶ The residential core of the neighborhood. About half of the residential area lies within the Baker Historic District, but the remainder of the residential area is also an area of stability. The residential uses, density and design characteristics are the predominant elements of stability.
- ▶ The industrial corridor between the Platte River and the light rail line is a vital, cohesive industrial area. While there are opportunities for business expansion and reinvestment, the fundamental nature of the area is stable.

*Blueprint Denver* also places emphasis on linking land use and transportation, reinforcing that cities are combinations of places to live, work and play and means to get to those places. The plan reinforces the City's goal of accommodating a wide variety of transportation options, including cars, transit, walking and biking.

## PLANNING PROCESS

The Baker neighborhood plan is the result of a two-year collaboration between the City and County of Denver and the Baker community. A steering committee — comprised of Baker residents, business owners, and representatives from the three registered neighborhood associations — provided policy direction for the plan, while City staff provided professional and technical expertise. Community Planning and Development staff facilitated the planning process and reviewed plan concepts for consistency with citywide policies.

The steering committee, with City staff, researched and evaluated Baker's existing conditions (see chapter 7); articulated a vision for Baker's stabilization and development (see chapter 2); developed goals and recommendations to achieve the vision (chapters 4 and 5); and identified opportunities for implementing the recommendations (chapter 6).

In addition to the ongoing Steering Committee and Technical Committee discussions (a total of more than 50 public meetings), hundreds of people participated directly in the planning process, providing valuable comments and direction:

- ▶ Six community meetings (August 1999, June 2000, October 2000, February 2001, May 2001 and February 2002) helped identify community issues and goals, confirm plan policies and recommendations, and prioritize implementation actions (see Appendix for details). Meetings were advertised in both English and Spanish and interpreters were available. Meeting notices were mailed directly to property owners of record and tenants. Fliers were also distributed through Fairmont Elementary School, Baker Middle School and the business community. Neighborhood associations included the meeting announcements in newsletters and websites.
- ▶ Planning staff and steering committee representatives attended several meetings of Baker's three registered neighborhood associations (Baker Historic Neighborhood Association, Broadway Partnership and Sumner Neighborhood Association of Businesses) to give updates and gather comments on the plan.



**A community planning meeting May 2001 at Denver Health confirmed the subarea concepts**

- Issue-specific subcommittees developed plan recommendations related to the industrial subarea, residential subarea, transportation, and design guidelines.
- Two surveys, in English and Spanish, were sent to all property owners and all residents regarding community issues and priorities.
- Individual meetings on particular issues or concerns were held when requested.

In addition to the ongoing public participation, the Plan was also shaped through:

- Contemporaneous public meetings, open houses, surveys and directives related to Blueprint Denver, the citywide land use and transportation plan.
- City Council representative and staff briefings and review comments.
- CPDA staff review and discussions.

As part of City Council's adoption of the plan as a supplement to the Denver Comprehensive Plan, the plan document was further refined through:

- Denver's Interagency Plan Review Committee standards of completeness, presentation and consistency with *Plan 2000* and *Blueprint Denver*.
- Denver Planning Board work session and public hearing.
- City Council committee review and final action.

The cooperation between the City and the public will not end with plan adoption. Many of the implementation strategies and priorities rely on continued public involvement and partnerships between city agencies and the neighborhood.



# **A VISION FOR BAKER'S FUTURE**





**Dailey Park**



**La Familia Recreation Center**

The vision statement describes the Baker neighborhood in the future, as an end result. The vision uses the present tense to indicate the expectation that current issues will be resolved and goals will be met. It articulates the outcomes that the plan policies and recommendations are intended to implement and against which actions should be measured. The neighborhood is envisioned as it should appear in 20 years.

The overriding goal of the plan is to create a community that accommodates a wide variety of functions, enhances the quality of life for residents and the vitality of businesses. In building the community, the intent is to embrace Baker's many existing assets and maximize their value. The vision statement describes the Baker neighborhood as it will continue to evolve with the successful implementation of the goals and the recommendations of the plan.

### **General Vision**

**Baker is an urban neighborhood that includes several distinct areas.** The residential core consists primarily of older homes and some new housing, served by the vibrant and pedestrian-friendly commercial districts. Well-established and vital industrial areas and commercial corridors provide an employment base for the neighborhood and the region. The common edge between the industrial and residential areas serves both, with western industrial uses changing to eastern residential uses, with sensitive design and careful location of new development. Baker benefits from a strong sense of place and enjoys a positive reputation. The entrances to the neighborhood are clearly marked, although the neighborhood also has strong connections to adjacent neighborhoods.

Neighborhood and business associations advocate for the needs of their members and work cooperatively with each other and with city and special district governments. The neighborhood groups have achieved a united sense of purpose and improved community image. Pride of community is apparent in the care given to the homes and businesses, as well as to the parks and other community areas. **Visitors and residents have many transportation choices, including light rail train, buses, driving, bicycling and walking.** Crime and vandalism are unusual and people are safe in their homes, jobs, and on the streets. Views of the mountains from public vantage points are preserved through building height limits. Improvements to utilities, stormwater drainage, streets, alleys, sidewalks and other infrastructure support new and existing development in each of the subareas and make infill development possible. Overhead utility lines have been placed underground as areas redevelop.



**Public spaces enhance neighborhood experiences.** Dailey and Flores Parks are well maintained and used by a wide variety of community members. The facilities, including the bathrooms, picnic areas, playgrounds, and landscaping, have been improved. Small pocket parks and urban gardens are abundant in the neighborhood, using formerly vacant lots and parts of new developments for neighborhood green space. The small parks and gardens are neighborhood amenities because they are well maintained and serve residents. Landscaping and adequate have been integrated into large-scale new developments at transit stops. Easy access to the Platte River Greenway links the neighborhood to an open space amenity, giving the neighborhood a good connection to downtown and the river. The Greenway includes parks, community gardens and a bicycle path and is served by small-scale commercial establishments such as snack bars and bicycle repair shops. Another linear park links the Alameda and Broadway light rail stations, providing a pedestrian and bicycle link between the stations. The recreation center is a vibrant center that serves the neighborhood and complements other recreation in the system. Neighborhood schools provide high-quality education, programs and facilities for students. The schools also support the community through continuing education programs and by providing facilities for community gatherings. Kiosks with public bulletin boards are posted in areas with abundant pedestrian traffic to provide a means for public communication. A circulator transit system serves the public spaces, allowing convenient visitation.

### Commercial Corridors

**The neighborhood commercial corridors of West 6th Avenue, Broadway, Alameda Avenue and Santa Fe Drive display a healthy mixture of retail, office and medium-density housing, providing ample employment, retail and service opportunities.** Broadway is a thriving commercial district with a variety of retail and commercial establishments and both neighborhood-serving and destination shops. Mixed-use developments along Broadway include both residential and commercial space. Large-scale destination stores serve the needs of the neighborhood, but they are integrated into a more diverse retail setting with locally owned businesses of various scales, goods, services and clientele. Neighborhood-friendly businesses make the corridors comfortable for families and children.

Public art, pocket parks and public gathering places are integrated into large redevelopment projects on the sites of the Broadway Marketplace TOD (Alameda-Exposition, Broadway-Bannock) and the former Department of Motor Vehicles (W. 6th Ave. and Bannock). Santa Fe Drive reflects the area's Hispanic



**Broadway corridor is a pedestrian-friendly environment**



**House in the Baker Historic District**



**Xcel Energy campus in the industrial area**

heritage and influence through southwestern architecture and materials, and in shops offering Latin American goods and Spanish-language services. West Sixth Avenue has a mixture of residential, neighborhood-serving businesses, offices, and health-care related uses.

Redevelopment projects reinforce the neighborhood's urban design and character. Historic development patterns are consistent, with buildings placed at the property line adjacent to the street, doors and windows oriented to the major streets, tree-lined sidewalks, adequate parking situated to minimize pedestrian disruptions and hidden from the street, and appropriate levels of lighting. Pedestrian connections within the commercial areas and linking to the residential neighborhood are safe and comfortable with continuous tree-lined sidewalks, landscaping and crosswalks. Adequate space, fences and landscaping buffer active commercial uses from adjacent housing. Billboards have been amortized.

### **Residential Areas**

**The residential center of the neighborhood is primarily comprised of single detached homes, duplexes and rowhouses. Slightly higher-density residential projects buffer the low-density center from higher intensity uses on the perimeter.** The residential area preserves and enhances its rich architectural and historic character by caring for and maintaining the homes and landscaping. New residential developments show innovative and complementary architecture within a common urban design framework: the scale, orientation to the street, vehicular access, open space and building setbacks are consistent, while a diversity of architecture and richness of design is apparent. Expansions and new buildings are designed in a manner that complements the historic character of the community. Unsafe and deteriorating residences have been replaced with new, compatible, high-quality housing.

Here people of diverse cultures, ages, ethnicity, educational and economic backgrounds value a unified and integrated neighborhood and share a sense of community. A variety of housing opportunities — including dwelling size and style, number of units, number of bedrooms, and housing costs — support the diverse population, without undue concentration of subsidized housing or residential care facilities. The neighborhood is attractive to people at all stages of life. There is strong community interaction on the streets and in the public spaces, supporting neighborhood pride. Activities and amenities make the neighborhood comfortable for the elderly and for children. Residents value older homes and mature street trees, and enjoy the convenience of city living and the stability of a thriving neighborhood.

## Industrial Area

**The industrial area near the river and railroad remain vital, with businesses upgrading and moving into the 21st century with a commitment to the city and its vital growth and industrial needs.** In addition to manufacturing, warehousing and other industrial uses, the area contains office buildings, wholesale stores and other commercial uses.

The businesses continue to landscape and improve their sites, improving the visual landscape. Safety and environmental sensitivity remain high with a concern for the safety and cleanliness of the area. The manufacturing companies remain clean in their impact and meet all federal, state and city codes. The industrial area is vital but fundamentally non-residential. Residential and industrial uses do not mix and the fundamental separation remains important for the harmony of all. Nonconforming residences within the industrial area have been phased out and the industrial area remains intact with industrial and commercial uses.

## Industrial-Commercial Area of Change

The area immediately to the east of the light rail line is an area of change. The predominant use is light industry and commercial businesses with normal business practices and effects such as heavy traffic, noise and light. The industrial businesses remain vital and have reinvested in their businesses. Vacant and underutilized sites provide opportunities for business expansion and relocation. **The area has extensive commercial activity, making it unsuitable for most residential uses, although a few work-live units provide housing for resident business owners.** The area requires access to major arterial streets and the interstate highway. It must accommodate extensive truck traffic. Attention to design, screening and open space buffering improves the operations and appearance of the area.

## Residential-Office Area of Change

**This area continues the blend between the residential and industrial subareas. The primary land uses are higher-density residential and office uses. Vital office and industrial businesses continue to operate and provide an employment base for the city and neighborhood.** Non-retail business activity is intense and new housing at a moderate density is located in the area. Residential and commercial uses are not necessarily mixed in each building or development, or even within each block in the subarea, but residential and commercial uses are not strictly separated from each other. Siting and design of each new development help ensure compatibility and blending of uses.



**Broadway light rail train station is adjacent to the Gates Rubber redevelopment site**



**Public art display in the Design Center**

New projects are responsible for demonstrating compatibility with existing land uses and for mitigating the effects of the existing uses. New construction is expected to provide landscaping, appropriate design and buffering from existing uses.

### **Transit-Oriented Development**

The Gates Rubber Company and the Broadway Marketplace sites adjacent to the Broadway and Alameda light rail stops have developed into active and vital transit-oriented developments of high-density housing combined with offices, retail shops and light manufacturing, all served by the light rail stations, while still providing ample customer parking for destination businesses. At Gates, many of the brick industrial buildings have been renovated and reused, while new buildings have been added. Landscaping, sidewalks and crosswalks create strong and safe pedestrian connections to the neighborhood. Connections across I-25 and the railroad tracks are safe and include crossing points for pedestrians and bicyclists. A linear park connects the two light rail stops, allowing for pedestrian and bicycle connections between them.

### **Retail Centers**

The Design Center and the island between I-25 and the railroad are commercial centers with retail, wholesale and office buildings. The areas are well served by streets and utilities and are convenient to their customers. Moderate-density residential projects are considered on a case by case basis.



# GUIDING PRINCIPLES



Guiding principles are the concepts that frame the plan recommendations to achieve the goals of the neighborhood. They are the neighborhood expectations for implementation processes and the values that underlie the goals and recommendations.

**1: Build on the strengths and opportunities in the community.**

- ▶ Involve neighborhood associations, immediate neighbors and interested members of the public in community decision-making related to changes in zoning, land use and mobility, siting of community facilities, and changes to public infrastructure and facilities. Public process must be open and equitable.
- ▶ New residential, commercial, industrial and civic buildings must be located and designed sensitively, with significant public review of new uses, design and overall development.
- ▶ Create opportunities for residents to participate and be involved in the community through events, information-sharing and decision-making.
- ▶ Create opportunities for informal interaction and gathering through the provision of public spaces and activity nodes.

**2: Protect and enhance a vital business community.**

- ▶ Promote employment and business opportunities by supporting the existing businesses and civic institutions within the neighborhood.
- ▶ Recognize the importance of existing businesses in building and maintaining the neighborhood.
- ▶ Add new businesses in appropriate infill locations.

**3: Continue to create a livable neighborhood.**

- ▶ Provide diversity of housing stock to allow affordable products and a diverse resident population. Undue concentration of residential care facilities or subsidized housing is inappropriate.
- ▶ Create a walkable neighborhood by providing active pedestrian-oriented uses on the ground floors of buildings, generous sidewalks, enhanced streetscaping, and building design with human scale and detail.
- ▶ Provide opportunities for passive and active recreation through enhanced parks, additional open space, and improved access to existing parks, such as the Platte River Greenway.

**4: Baker is one neighborhood in a city of neighborhoods.**

- ▮ This plan recognizes that there are citywide needs that must be accommodated and that all neighborhoods share in the responsibility to accomplish those needs.
- ▮ Projects in the Baker neighborhood should not adversely impact other neighborhoods.
- ▮ City resources are limited and the Baker Neighborhood Plan recognizes that those resources need to be apportioned to many needs throughout the city.







# FRAMEWORK PLAN



The framework plan looks at the neighborhood in the larger view and provides overall concepts that will guide its development. It addresses core issues and provides basic recommendations for the entire neighborhood.



**Portions of the neighborhood include both residential and industrial uses and lack infrastructure, such as sidewalks**

## LAND USE

### Priority Issues and Opportunities

- ▶ Baker is an urban neighborhood with a variety of land uses — commercial, industrial, residential at a variety of scales and densities, and healthcare — that co-exist with awkwardness and difficulty, leading to strains on both residents and businesses.
- ▶ New uses or intensification of old uses may have negative effects on other properties.
- ▶ Denver Health and other public institutions need to remain viable and active, but the adjacent residential uses are threatened by undue expansion pressure.
- ▶ Denver Parks and Recreation has found that Baker is in moderate need for park amenities, primarily increased acreage, because it has less than 7.5 acres of park land per 1000 people. The need will increase as more housing is added to the neighborhood.
- ▶ Households in the far northeast and southwest parts of the neighborhood do not have good access to community and neighborhood parks, since they are not within six blocks of a park without crossing a major obstacle.

### Goals

- ▶ Create and maintain an appropriate balance of land uses that preserves the stability of the residential, business and industrial sectors, while allowing for flexibility over time.
- ▶ Arrange residential, employment, retail, service, and open space uses to be convenient to and compatible with each other.
- ▶ Support infill development on the Denver Health and Hospital campus, including higher densities and new buildings, with emphasis on using available space within the existing campus. Denver Health and Hospital should not expand into adjacent residential areas.
- ▶ Reduce conflicts between existing incompatible uses and discourage future conflicts.

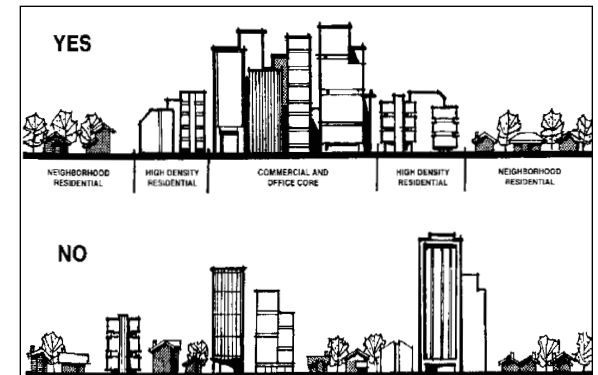
- ▶ Develop vacant land in a manner that is compatible with surrounding land uses in terms of use, operations, character, and density.
- ▶ Encourage a mixture of uses that assure the availability of neighborhood services and amenities that reinforce the role, identity and needs of the neighborhood, as appropriate to the subarea.
- ▶ Within the industrial and industrial-commercial areas, locate more intense industrial uses away from residential areas.
- ▶ Enhance and protect the South Platte River as a neighborhood and citywide amenity.
- ▶ Add new parks and green space as available, especially through the Learning Landscapes program at area schools, development of the unimproved portion of Vanderbilt Park land near Santa Fe Drive and Mississippi Avenue, and conversion of appropriate brownfields to non-irrigated natural areas.

### Recommendations

- ▶ Protect the industrial character of the western neighborhood, the residential character of the central neighborhood and the commercial perimeter with blended transitions between subareas. Use regulatory and infrastructure resources to accommodate the changes.
- ▶ Applicants proposing a zone change to a more intense or different uses must substantially mitigate negative impacts on existing uses and demonstrate that new projects substantially further the neighborhood goals and vision.

### Achieving the Vision

Zoning is the primary land use regulatory mechanism. The plan's land use vision is easiest to achieve when the zoning reinforces the vision through its allowed use and permitted structure provisions. If the zoning does not reinforce the plan vision, changing the zoning to be compatible is the primary implementation mechanism. When these regulatory changes are not accomplished in a timely manner, it is more difficult to achieve the plan vision because zoning takes precedence over a plan. The plan vision and goals are used during negotiations at the development review stage and often assist in creating greater conformance with the plan. A development application cannot be denied for lack of plan conformance.



**Baker's subareas should have consistent and logical relationships that create greater compatibility**



## URBAN FORM

### Priority Issues

- ▶ Some new construction is not compatible with existing or desired neighborhood character.
- ▶ Baker currently has less than 5% tree canopy, substantially lower than the overall City goal of 18%.

### Goals

- ▶ New construction shall be designed and built to high quality standards and respect the scale, materials, detailing and site plan goals of the subarea.
- ▶ Continue Denver's physical character, including mixed-use development, parks and parkways, tree-lined streets, detached sidewalks, interconnected street networks, and convenient access to parks, open space and transit.
- ▶ Use manmade and natural features, such as open spaces, drainage corridors, parkways, streets and alleys, as development edges, transitions and interconnections to organize private development.
- ▶ Create spatial definition of the street with buildings and landscaping to promote pedestrian activity and a comprehensive urban framework.
- ▶ Using street trees, private landscaping and parks planting, increase Baker's tree canopy to 18%, as measured by the Department of Parks and Recreation. Drought-tolerant and low-water landscaping is encouraged throughout the neighborhood.

### Recommendations

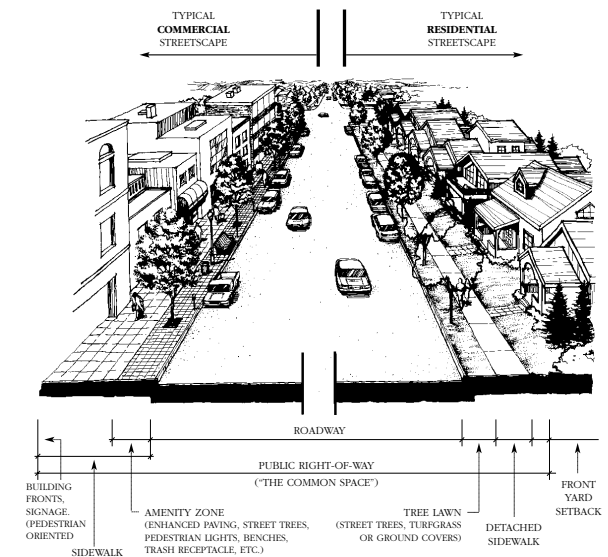
- ▶ City review of new development shall expect conformance with subarea plan goals and policies, as well as with other citywide plans, rules and regulations. All subareas include recommendations for quality urban design. Regulatory action to enable City design review is recommended for mixed use areas, and high traffic locations. Voluntary conformance, rather than regulatory compliance, is

encouraged for the single-family/rowhouse and industrial areas.

- ▶ The urban design strategies present design goals that encourage cohesiveness and compatibility with the existing and desired character of the area as well as excellence in urban design. They are not intended to restrict innovation, imagination or variety in design. The strategies are organized both by land use type and by geographic subarea. New development is expected to meet the design goals of the most appropriate category.
- ▶ Developers and designers are expected to meet with neighborhood associations and with immediate neighbors to discuss their projects and to solicit input.
- ▶ Neighborhood groups are expected to give timely and appropriate feedback based on elements in the public interest and to support development proposals that meet neighborhood goals. Neighborhood input on new developments should be consistent with subarea plan goals and policies.

### Achieving the Vision

Zoning regulations alone do not necessarily achieve the desired urban form. Design review using adopted standards and guidelines can be enabled through zoning or Landmark designation. While much of the residential portion of Baker is within the Landmark-designated Baker Historic District, the commercial and industrial areas are not subject to required design review. The standards and guidelines provided in the plan give further direction to development projects undergoing site plan review. The standards and guidelines remain advisory until adopted through a formal regulatory process. Past experience has shown, however, that providing this direction during the site plan review process can be effective in improving a project's conformance with the plan.





**Light rail stop**

## TRANSPORTATION AND CIRCULATION

### Priority Issues and Opportunities

- ▶ Overall traffic volume and speed is dangerous and detracts from quality of life.
- ▶ Congestion occurs on streets near high-volume centers.
- ▶ Car and bus congestion occurs on streets near light rail stations.
- ▶ Public traffic and transit projects may neglect pedestrian and bicycle connections.
- ▶ Truck traffic and cut-through commuter traffic within the residential section of the neighborhood is dangerous, noisy and causes air pollution.
- ▶ Some bus stops are unsafe and unattractive.
- ▶ Pedestrian crossings at major intersections are hazardous.
- ▶ Parking overflow from commercial areas impacts residential areas, including blocking alleys and sidewalks.
- ▶ Bicycle routes are discontinuous.

### Goals

- ▶ Provide an adaptable and interconnected transportation system that encourages multiple modes of transportation, disperses traffic, and provides streets that accommodate motor vehicles, transit, bicycles and pedestrians.
- ▶ Provide safe, convenient access to and from the neighborhood.
- ▶ Employ structural and non-structural traffic mitigation measures to discourage commuter traffic cutting through the residential area.
- ▶ Provide an increase in alternative modes of transportation, other than the automobile, by

encouraging bus, bicycle and pedestrian travel.

- ▮ Improve access to employment and activity centers in a manner consistent with commitments to provide a full range of travel modes, to protect quality of life and to promote good urban design.
- ▮ All projects must be built to the highest urban design standards. New facilities must make a positive design contribution to the neighborhood and include facilities for bicycles, sidewalks, trees, medians, lighting, and other high-quality physical design features.
- ▮ Provide for the efficient movement of goods by monitoring truck routes, and enforcing truck-exclusion regulations.
- ▮ Create safe and convenient access to light rail stations for pedestrians and bicyclists.
- ▮ Land use patterns and zoning must support effective public rapid transit, an efficient roadway system and alternative transportation modes.
- ▮ Improve the appearance and safety of bus shelters.
- ▮ Create safe, well-lit pedestrian connections.
- ▮ Use street trees and sidewalk improvements to create Green Streets that connect people to parks, schools and commercial areas.

### Recommendations

- ▮ Sidewalks and facilities for pedestrians are integral components of the transportation system. New roads and transit facilities must be designed to include pedestrian facilities and when existing arterials are reconstructed they should be furnished with sidewalks and pedestrian access to neighborhoods.
- ▮ Bicycle facilities, including lanes and storage, should be included in new road and bridge construction. Direct bicycle access should be provided to transit stations and park-and-rides, both of which should be equipped with high quality bicycle parking.
- ▮ Speed limits need to be enforced on all streets, especially the collector thoroughfares of Bannock, Cherokee, 1st Avenue, 3rd Avenue and Bayaud.
- ▮ Encourage the use of traffic mechanisms that will mitigate or limit cut-through or hazardous traffic.
- ▮ Repair and replace broken and missing sidewalks throughout the neighborhood.
- ▮ Add new detached walks with street trees in new developments.



**I-25 bordering Baker**

- Repair and replace substandard alleys.
- Improve pedestrian and bicycle access along the Alameda underpass and across Alameda Avenue.
- Repair and improve the I-25 Broadway viaduct, maintaining highway access to and egress from Broadway.
- Improve vehicular, pedestrian and bicycle access to Broadway Station, especially as new transit lines are added.
- Separate the railroad lines from the street grade at Kalamath Street and Santa Fe Drive.
- Any future light rail lines must support and reinforce both commercial and residential land uses in the neighborhood, especially on Broadway and Lincoln.
- Post clear truck routes for industrial traffic and enforce “No Truck” streets in the residential area.
- Improve neighborhood input process for bus service decisions and changes.
- Develop bicycle connections to fill the gaps in the citywide system, including:
  - Alameda at Santa Fe Drive (Routes D-7, D-14, D-16)
  - Broadway Station
- Develop pedestrian and bicycle access to the Platte River Greenway.

### **Achieving the Vision**

The plan vision and goals for transportation and circulation include a combination of enforcement and capital improvements and maintenance. Enforcement of vehicular traffic laws such as speed and truck routes is a need throughout the city. Capital projects are funded by the City through its capital improvements program, by property owners through districts, or by private sources as development occurs. Many of these projects promote multimodal streets. Funding availability and fixed amount of street right-of-way are two constraints to achieving the vision and goals.





# SUBAREA PLANS



Baker Plan establishes subareas, which have relatively distinct characteristics. The subareas are characterized by their land use functions, locations and distinct urban form. Although the boundaries between subareas are not absolute and some characteristics overlap subarea boundaries, the neighborhood subareas are:

- ▶ Commercial Corridors
- ▶ Single Family and Rowhouse Residential
- ▶ Mid-rise and High-rise Residential
- ▶ Residential-Office Area of Change
- ▶ Industrial-Commercial Area of Change
- ▶ Industrial
- ▶ Transit Oriented Development
- ▶ Retail Centers

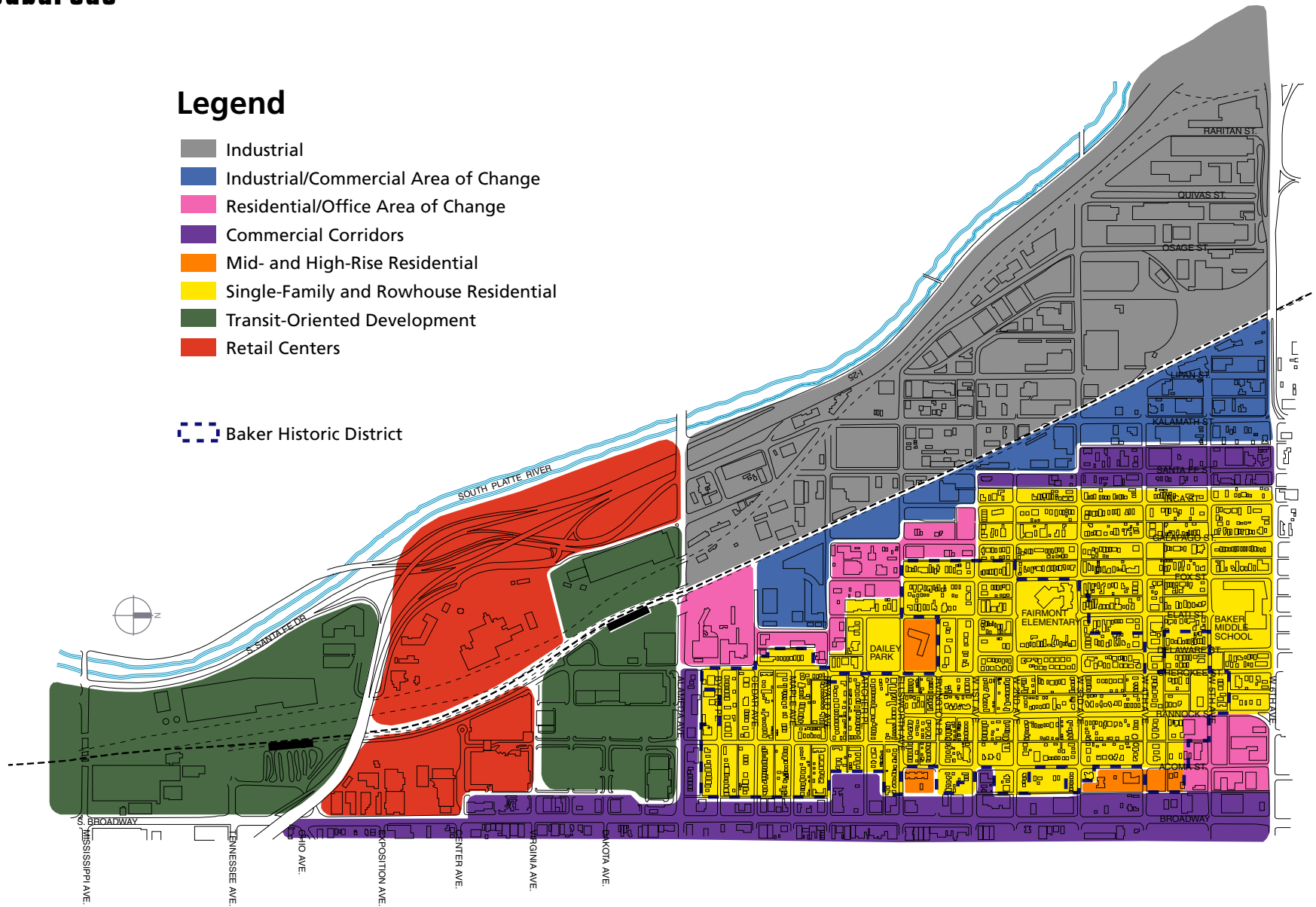
The following sections outline key issues and opportunities, goals, recommendations, and design guidelines for the development of each subarea.

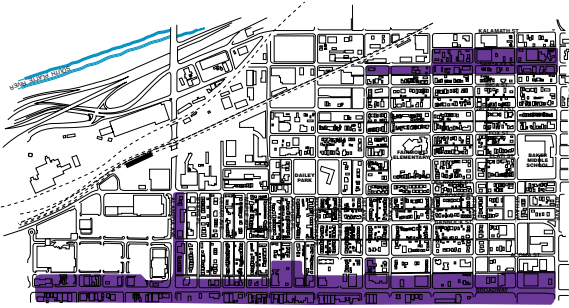
# Subareas

## Legend

- Industrial
- Industrial/Commercial Area of Change
- Residential/Office Area of Change
- Commercial Corridors
- Mid- and High-Rise Residential
- Single-Family and Rowhouse Residential
- Transit-Oriented Development
- Retail Centers

  Baker Historic District





**The historic 1st Avenue Hotel on Broadway has a traditional design, with ground-floor commercial uses and upper-level housing potential**

## COMMERCIAL CORRIDORS

Broadway, Santa Fe Drive, West Sixth Avenue and West Alameda Avenue are streets that have traditionally been associated with commerce and that have a primarily commercial character. Historically, many commercial corridors were pleasant, tree-lined streets with smaller-scale neighborhood-oriented retail shops. They were easily accessible by foot, car or transit, usually trolley or bus.

The intent for these corridors is to recapture the pedestrian and transit-friendly character of the streets with traditional development patterns and enhanced streetscaping while accommodating vehicular traffic, parking, and new uses, including residential and larger destination stores and offices.

### Land Use

#### *Primary Issues and Opportunities*

- ▶ High-volume transportation corridors offer opportunities for economic development, increased density, and increased transit use.
- ▶ Vacant and underutilized properties interrupt the cohesive business environment.
- ▶ Business impacts may be incompatible with adjacent residences.
- ▶ Businesses in or adjacent to residential areas may desire to expand.
- ▶ Parking supply is inadequate for customer use.
- ▶ Parking solutions are poorly located and designed, undermining a pedestrian-friendly environment.

### Goals

- ▶ Develop a mix of land uses, which includes housing, office, commercial, destination and neighborhood-serving retail in the subarea.
- ▶ Create a stable, safe, attractive, well-lighted retail area with a mix of offices, neighborhood businesses, and destination businesses.
- ▶ Manage business operations to avoid negative impacts from lighting, hours of operation, noise, drive-in speakers, trash removal, deliveries, etc.

- ▮ Maintain and enhance the viability of high-density residential and commercial uses.
- ▮ Provide adequate, well-designed parking to support customers, residents and employees.

### ***Recommendations***

- ▮ Support infill development of retail, office and residential uses. Mixed-use projects, with commercial or public uses on the ground floor and residential uses on upper levels, are especially appropriate.
- ▮ Deteriorating and declining business and shopping areas are expected to be revitalized by rehabilitation or replacement with appropriate uses.
- ▮ Auto-oriented commercial development is inappropriate. Existing strip commercial developments are expected to be redeveloped, restructured and landscaped.
- ▮ Adjacent residential areas should be protected from the activities of shopping areas by adequate buffering and by ensuring that adequate off-street parking and circulation is provided. Buffering methods may include:
  - ▮ Locating traffic, noise, light and activities away from the residential areas;
  - ▮ Using attractive fencing and landscaping to buffer adjacent residences;
  - ▮ Transition from commercial uses to residential uses through consistent sidewalks, tree lawns, setbacks, and architectural treatments.
- ▮ Prohibit the expansion of commercial uses into existing residentially zoned and used areas, unless such expansion maintains or improves the residential desirability of the affected residential area. Improvements include:
  - ▮ Removing a destabilizing or incompatible element from the neighborhood;
  - ▮ Providing for the expansion of an established use that will not adversely affect the neighborhood;
  - ▮ Increasing the availability of neighborhood shopping and services;
  - ▮ Providing for a unique citywide need that can be met by balancing city and neighborhood concerns only at that location;
  - ▮ Improving the appearance of a business area or established use; and
  - ▮ Improving buffering between business and non-business uses.
- ▮ Develop vacant land in a manner that is compatible with surrounding land uses in terms of use and character.



**Parking structures should complement existing architecture and provide retail spaces at ground level**



**Traditional buildings help establish the urban character**

- Develop shared parking arrangements among retail establishments to meet customer demand, explore regulatory changes to allow parking credits for pedestrian-accessible transit facilities, and research the viability of establishing a local parking district.

## Urban Form

### *Primary Issues and Opportunities*

- Automobile-oriented developments may undermine the traditional development patterns and pedestrian-friendly design of the commercial areas.
- Character-defining historic buildings are threatened with demolition.

### *Goals*

- Develop business areas in a manner that encourages pedestrian and transit friendliness, reinforces the character of the area and buffers adjacent residential uses.
- Create a walkable neighborhood by providing active pedestrian-oriented public uses on the ground floors of commercial, residential and mixed-use projects, generous sidewalks, enhanced streetscaping, and building design with human scale and detail.
- Maintain the grid pattern of streets and alleys to reinforce the block pattern and the existing urban structure.
- Enhance each corridor's traditional street-oriented development patterns, setbacks, and build-to lines, provide a consistent edge to the public street and sidewalk in order to provide pedestrian scale and access, and encourage pedestrian-oriented activity.
- Minimize the presence of parking areas and parking structures along the corridor edge to limit the conflicts with desired pedestrian activity. Minimize the negative visual and noise impacts of parked autos on the corridors and adjacent residential areas through a combination of site planning, building placement, landscaping, screening, fencing and other effective buffering.
- Use durable materials that complement Denver's tradition as a brick and masonry city.
- Protect, preserve and reuse historic buildings.

### *Recommendations*

- The following buildings have historic significance and help define the character of the corridors. Most (except as shown in *italics*) have not been designated as historic landmarks. They should be preserved and reused, although not necessarily designated as historic structures:

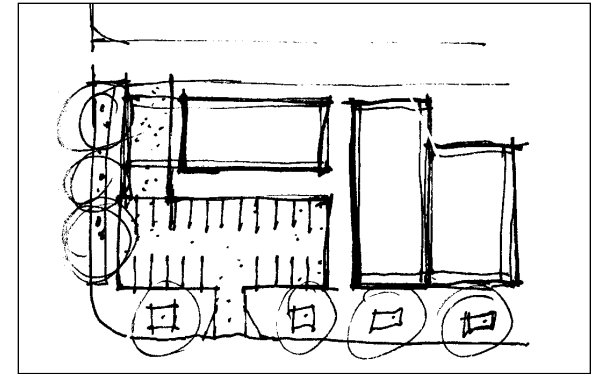


- *First Avenue Hotel, 115 Broadway*
- *Lehman Auto Company, 550 Broadway*
- *Glass Emporium, 424 Broadway*
- *Johnson Moving and Storage, 221 Broadway*
- *Rocky Mountain Camera, 240 Broadway*
- *232-234-236 Broadway*
- *Union Bank, 104 Broadway*
- *Skylark Lounge, 58-64 Broadway*
- *Bookmall, 26 Broadway*
- *22-24 South Broadway*
- *Werner Building, 80 South Broadway*
- *Allen Paint, 141 South Broadway*
- *Sooper B Liquor, 102 South Broadway*
- *Broadway Bodyworks, 160 South Broadway*
- *Imperial Building, 240 South Broadway*
- *Shepton Antiques, 339 South Broadway*
- *Jefferson Building, 432 South Broadway*
- *Denver Fire Department No. 18, 600 South Broadway*
- *Ruins, 574 Santa Fe Drive*
- *Mayan Theater, 110 Broadway*
- *Eron Johnson Antiques, 451 Broadway*
- *Gateway Antiques, 357 Broadway*
- *French's Gun Shop, 258 Broadway*
- *Trains and Sundance Publishing, 250 Broadway*
- *Varsity Formal, 70 Broadway*
- *The Hornet, 76 Broadway*
- *Freaky's, 6 Broadway*
- *Feizy's Rugs, 21 South Broadway*
- *Decade, 56 South Broadway*
- *Famous Pizza, 94 South Broadway*
- *United States Post Office, 225 South Broadway*
- *Townhouses, 122-126 South Broadway*
- *Karate, 226 South Broadway*
- *Appliances, 245 South Broadway*
- *Masonic Temple, 350 South Broadway*
- *Little Shanghai, 456 South Broadway*
- *604 West 6th Avenue*

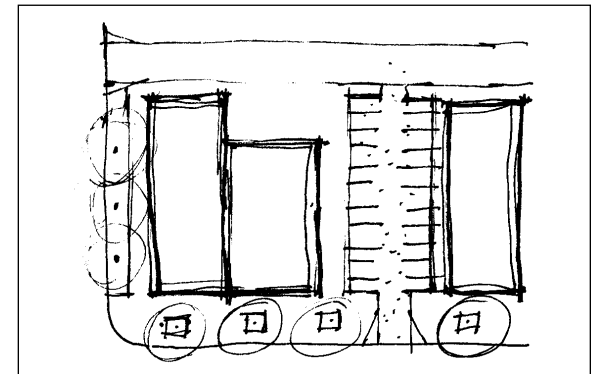
### ***Design Guidelines***

#### ► Site

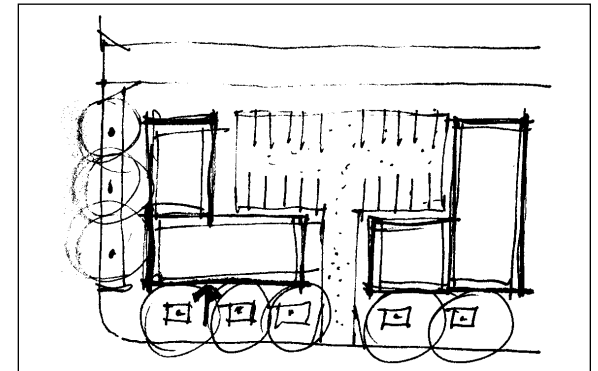
- Provide convenient pedestrian access from the public right of way, parking areas, and transit areas and utilize pedestrian-friendly site and building design.
- Do not locate parking and/or drive aisles between buildings and the public street.
- Place curb cuts, drive aisles and ramps to parking structures perpendicular to the public street and other public right of way.



**Unacceptable location of parking**

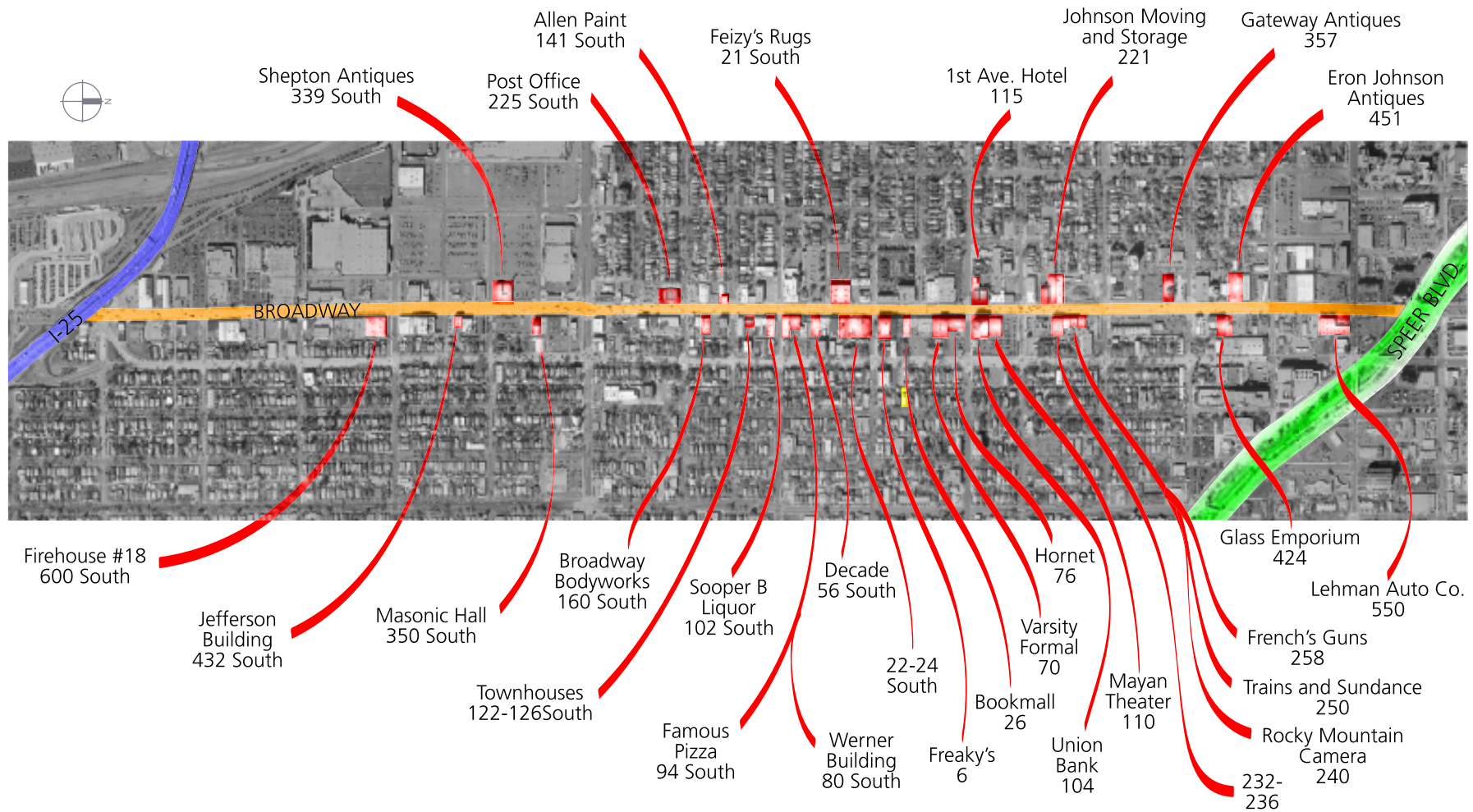


**Acceptable location of parking**



**Preferred location of parking**

## Broadway Sites of Historic Significance





### Building Orientation

- Locate building walls at the property line adjacent to the public street, creating a consistent “street wall.”
- Locate auto-oriented and drive-through uses away from street frontage, such as on the side or rear of buildings and buffered from residential uses.
- Locate parking underground or to the rear of buildings.
- Locate loading, storage, HVAC, garbage dumpsters and other service functions away from pedestrian routes and access points. Screen service functions from view using walls, fences and landscaping. Delivery and other service operations are expected not to disturb adjoining residences and properties.

### Massing and Scale

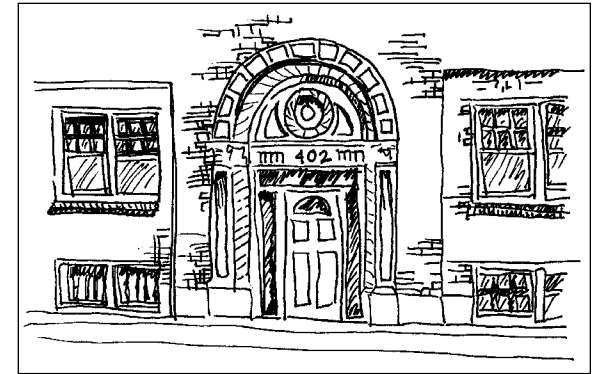
- Mid-rise buildings are appropriate. Taller buildings are expected to step back at the fourth story to reduce overall mass and scale, while maintaining human scale at the ground level.

### Materials

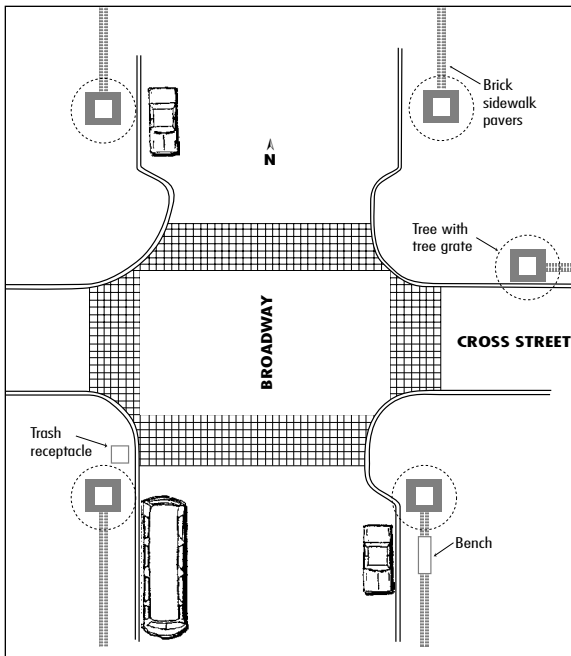
- Ground floor of new buildings are expected to be of durable solid materials, such as brick, masonry, architectural metals, cast in place concrete, tile, and glass block systems when properly finished and detailed. Storefront window systems should be used in commercial and mixed-use buildings. Stucco systems may be appropriate on levels above the ground floor.
- Relate new construction to existing buildings through the use of similar detail elements present in standard brick, modular stone, cast stone accents, concrete masonry and detailed stucco.
- Use carefully detailed combinations of materials to reinforce architectural scaling elements.

### Detailing

- Include human-scaled building elements and architectural variation, including form, detail, materials and colors to provide visual interest. Prominent and/or decorative parapets and cornices are appropriate. Repeating patterns of color, texture, material or change in plane shall be used as integral parts of the building fabric, not superficially applied.
- Except for commercial storefront systems, all windows should be recessed. Subdivide glazing by systems of framing and mullions to reinforce architectural scaling elements.
- Windows on the residential portion of any building should reflect the more vertically oriented, deeply set punched opening characteristics typical of Denver architecture.



**Building detailing adds richness through decorative elements and materials**



**Broadway template for prototypical bulb-out, trees and streetscape elements**

- Size and proportions of storefront systems in mixed use or commercial buildings should be subdivided by substantial columns, piers and or wall areas that visually bring the building mass and structural system to the ground.
  - Use prominent windows and operable doors at the street-facing facades.
- **Streetscape**
- Use streetscape elements to create a pedestrian-friendly environment, including:
    - sidewalks;
    - street trees, either in grates or in landscaped tree lawns, with automatic irrigation systems;
    - safe pedestrian crossing points;
    - street furniture such as benches and trash receptacles at high-volume pedestrian areas;
    - street and pedestrian lighting;
    - on-street parking and bus stops.
  - Streetscape elements on Broadway and Alameda are expected to be consistent with the design standards and spacing of the Metropolitan Denver Local Development Corporation.
  - Streetscape elements on Santa Fe Drive are expected to be consistent with the design standards and elements of the Santa Fe Drive Redevelopment Corporation.

## Transportation and Circulation

### *Primary Issues and Opportunities*

- Sidewalks and pedestrian amenities are inconsistent throughout the district
- Bus stops are uncomfortable and unsafe.
- Parking is inadequate for customers and employees.
- Pedestrian crossings are unsafe.

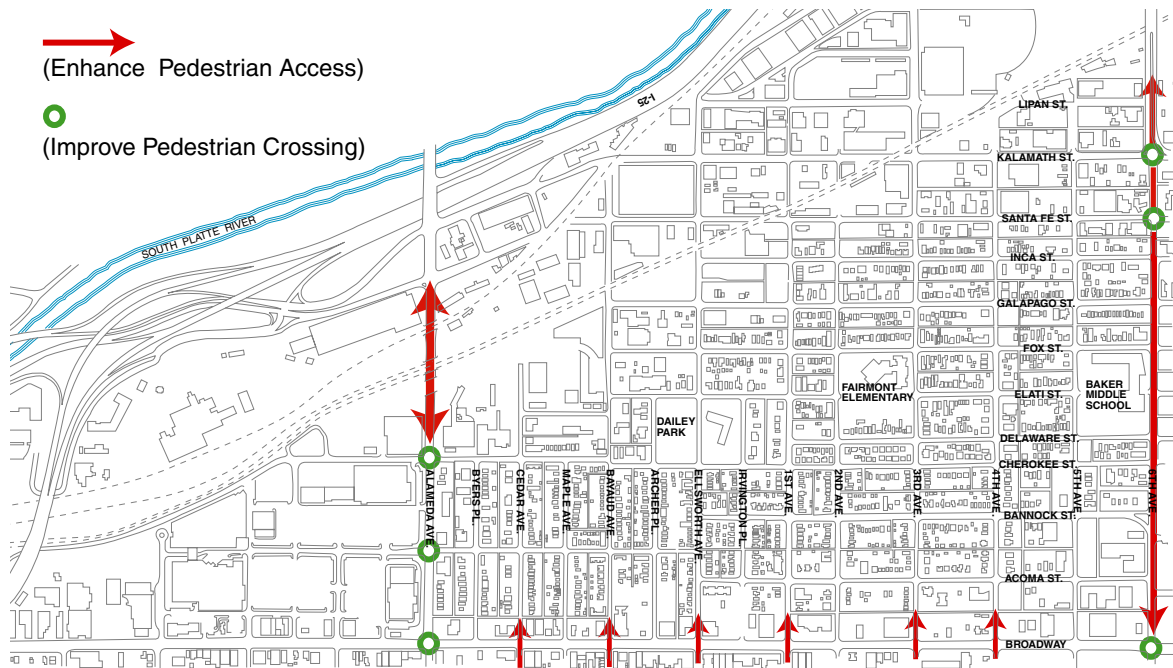
### *Goals*

- Improve sidewalks and add pedestrian amenities in conjunction with business revitalization.
- Develop bus and train service to be efficient, comfortable and convenient.

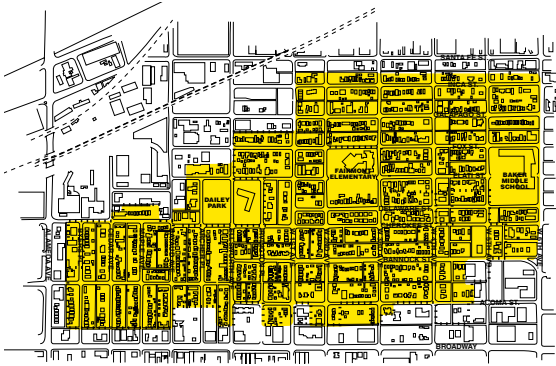
### *Recommendations*

- Add sidewalks and trees along West 6th Avenue, which may require narrowing the lanes or acquiring additional right of way to accommodate pedestrians.

- ▶ Narrow the pedestrian crossing points on Alameda Avenue, possibly using curb bulb-outs at corners.
- ▶ Reconfigure traffic and pedestrian signals to increase amount of pedestrian-crossing time at intersections:
  - 6th Avenue at Santa Fe, Kalamath, Broadway, and Lincoln
  - Alameda at Cherokee, Bannock, Broadway, and Lincoln
- ▶ Maintain on-street parking on Broadway.
- ▶ Any displaced parking should be recaptured in centralized and shared-use parking lots and structures. Parking facilities must comply with the urban design goals and standards for the area.
- ▶ Repair and improve the Alameda Avenue underpass, widen sidewalks, provide handicap accessibility, provide for bicycles, improve overall aesthetics and urban design.



**Streetscaping enhances the pedestrian experience**



**Rowhouses in the residential subarea**

## SINGLE FAMILY AND ROWHOUSE RESIDENTIAL

The core of the Baker neighborhood is a residential area that allows single family houses, duplexes and rowhouses. There is an average density of 19 dwelling units per acre, which is a moderate urban density sufficient to support transit and adjacent commercial areas.

### Land Use

#### *Primary Issues and Opportunities*

- ▮ Threat of demolition of existing housing and increased density of replacement housing could alter the area's stability.
- ▮ Existing non-conforming industrial uses undermine the integrity and pedestrian-friendliness of the residential area.
- ▮ Vacant and underutilized commercial buildings offer opportunities for services and retail at an appropriate neighborhood scale.

#### *Goals*

- ▮ Enhance the character of the residential area and quality of life for the residents.
- ▮ Protect the integrity of the residential area by prohibiting industrial and new commercial infill or encroachment.
- ▮ Rehabilitate and reuse existing commercial structures for neighborhood-scale commerce.
- ▮ Maintain the current residential density.
- ▮ Remove existing nonconforming uses in the residential area.
- ▮ Increase and improve the parks, green streets and recreation facilities in the neighborhood.
- ▮ Support a diverse population by providing support services such as childcare facilities, transit, and a variety of housing opportunities.

### ***Recommendations***

- Limit site rezonings to those that enhance the residential character. Community Planning and Development Agency and neighborhood associations should oppose inappropriate zoning applications to City Council.
- Develop relocation and buy-out program for nonconforming uses.
- Work with Denver Department of Parks and Recreation to develop detailed site facility and program analysis for Baker parks and recreation, including:
  - Enhance recreation facilities, programs and maintenance.
  - Improve landscaping in tree lawns and other public areas, including Dailey Park.
  - Identify priorities for Park improvements and landscaping.
  - Develop a landscaping improvements priority list and pursue funding and labor for implementation.
  - Identify appropriate locations for additional neighborhood parks, especially in redeveloping areas and transition areas.
- Increase level of property maintenance.
- Increase infrastructure maintenance, especially for utilities and drainage. Improve aging utilities and provide access to new technology.
- Replace old main sewer lines and gas lines.
- Upgrade electrical and fiber optics systems.
- Assess adequacy of sewer and storm drainage system.
- Identify funding mechanism to repair and maintain deteriorating buildings.
- Educate residents and property owners about home maintenance, funding options, city regulations and requirements, and historic preservation.

### **Urban Form**

#### ***Primary Issues and Opportunities***

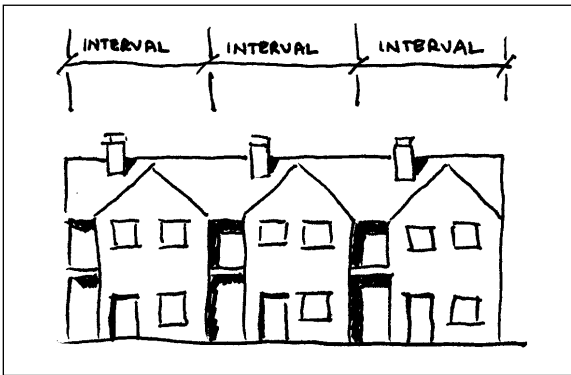
- Some infill buildings, replacement structures and additions to existing buildings are incompatible in style, orientation, scale, massing and overall character, especially outside the historic district.
- The single family and rowhouse residential subarea includes the Baker Historic District, which provides for demolition protection and design review of new construction and changes to historic homes. The Denver Landmark Preservation Commission has authority in reviewing all proposed demolition and design review over any exterior construction requiring a building permit. However, the remainder of the subarea lacks this level of design review and protection.



**Incompatible new residential building**



**Compatible new residential building**



**Rowhouse articulation and orientation**

### **Goals**

- ▮ Maintain a stable residential area of low-scale single family and rowhouse housing.
- ▮ Reinforce the existing neighborhood character through streetscape and building design.
- ▮ Design infill construction and changes to existing structures to compliment and be compatible with the desired neighborhood character. Although regulatory design review outside the historic district is unlikely, voluntary commitment to excellent design will enhance the neighborhood.
- ▮ Use an urban design framework for right of way improvements, directional and interpretive signs, and streetscaping elements to identify the Baker neighborhood and knit the residential area to the adjacent commercial areas.

### **Urban Design Strategies**

- ▮ **Site**
  - ▮ Where usable alleys exist, they are expected to be used for vehicular access to the site. Orient garages and parking stalls towards alleys.
  - ▮ On corner lots where alley access is not feasible, orient garages and parking stalls towards side streets.
  - ▮ Where alley access is not feasible, set back front-loaded garages and parking from the front façade of the building.
  - ▮ Individual garage doors should not be wider than 10'-0". For multiple-car garages, multiple doors or doors with scaling elements are expected.
  - ▮ Do not provide for parking of vehicles, circular drives and/or porte cocheres in the front setback between the house and the street.
- ▮ **Building Orientation**
  - ▮ Orient the narrow end of the single residence or residential unit in a multi-unit dwelling toward the public street.
  - ▮ Provide operable front doors or building entryways oriented toward and accessible from the public street.
  - ▮ Open porches on the front façade are expected.
- ▮ **Massing and Scale**
  - ▮ Respect the proportions, materials, scale and massing rhythm of the buildings in the surrounding face blocks when constructing new buildings.



- Reflect the proportions, materials and scale of existing structures when constructing vertical and horizontal expansions.
  - Articulate facades of rowhouses and townhouses to define the individual units in multi-unit dwellings, consistent with the scale and proportions of the existing single family homes in the immediate area.
- **Roof Pitches**
- The dominant ridgeline is expected to be perpendicular to the public street.
  - For both new construction and changes to existing structures, steep roof pitches (over 8:12) are expected over the primary occupiable space. Shallower pitches (6:12) are appropriate over porches, dormers, accessory buildings, etc.
  - Flat rooflines, such as on territorial-style residences, are an acceptable alternative, provided that they include prominent and/or decorative parapets.
- **Materials**
- Materials on the ground floor of front facades are expected to be modular unit masonry.
  - Careful combinations of materials should be used to reinforce architectural scaling and detailing and to reflect the materials and details used in the neighborhood.
  - Horizontal additions to existing structures are expected to be consistent in material cladding with the original structure.
- **Detailing**
- Provide richness of scale through change in plane, contrast and intricacy in form, color and materials.
  - Windows should differentiate upper and lower floors through fenestration pattern, sizes and detailing. Recess windows from the main façade.
  - Brick detailing on front corners is encouraged.
- **Streetscape**
- Any fences in the front yard should be provide transparency through use of pickets or spacing of infill materials.
  - Window security bars and security doors are expected to be decorative and in keeping with the character of the residence.
  - Existing stone walks and curbs shall be preserved and maintained. Detached sidewalks with



**Steep roof pitches help define neighborhood character**



**Decorative security bars provide safety without undermining the building's character**



**A typical alley**



**Pleasant tree lawn and sidewalk**

landscaped tree lawns are required. The City has a goal to plant and grow a tree canopy over 18% of the area, including both public and private landscaping.

- The tree lawn is expected to be landscaped and maintained.

## **Transportation and Circulation**

### ***Primary Issues and Opportunities***

- Lack of well-maintained sidewalks makes pedestrian connections difficult.
- On-street parking for residents is difficult near the commercial corridors and the hospital.
- Alleys are deteriorating, unpaved and poorly maintained.
- Vehicular speed and volume through the neighborhood decreases public safety.

### ***Goals***

- Protect and enhance transportation opportunities, including walking, biking, transit use and driving.
- Enhance transportation options for residents and visitors, including light rail, circulator and regular buses, bicycle lanes and sidewalks.

### ***Recommendations***

- Construct right of way improvements, especially streets, curb and gutter, tree lawn and sidewalks where needed.
- Identify opportunities for additional parking areas adjacent to commercial areas.
- Limit time parking in some areas, adjacent to commercial, institutional or industrial uses.
- Conduct capital improvement study for drainage, curb and gutter, sidewalk, and street improvements.
- Improve pedestrian crossing points
- Research adding a light rail stop between Alameda and 10th Avenue to better serve the neighborhood.
- Identify areas needed for bus service and bus stops.
- Pursue pilot program of circulator buses to connect industrial area to light rail stops and Broadway.
- Increase enforcement of existing traffic laws related to speeding and parking to slow traffic and increase safety.
- Repair potholes in streets and alleys; pave unimproved alleys.
- Identify areas for dedicated bicycle lanes and paths.



## MID-RISE AND HIGH-RISE RESIDENTIAL

This subarea serves as a transition and a buffer between the lower-scale residential core subarea and the more intense subareas on the neighborhood perimeter. Although not recommended by this plan, current zoning allows higher density residential and mixed use projects near West 6th Avenue and Broadway. Any new projects should be appropriately designed.

### Land Use

#### *Primary Issues and Opportunities*

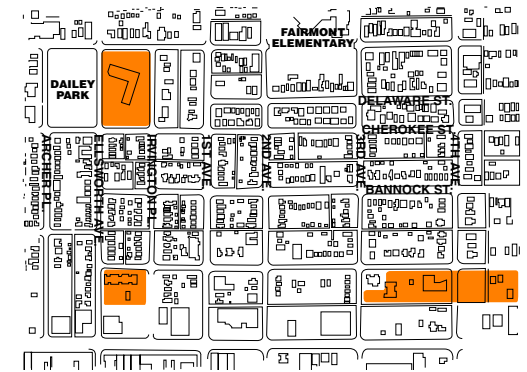
- ▮ Vacant and underutilized buildings offer opportunities for increased residential density.
- ▮ Some portions of the neighborhood are zoned for high density housing, regardless of prevalent character.

#### *Goals*

- ▮ Rehabilitate and reuse underutilized commercial structures for new residential units.
- ▮ Develop new residential structures at a scale and density that enhances the neighborhood. The subarea's proximity to employment and supporting infrastructure suggest the development of moderate-cost housing in future development.
- ▮ Enhance the character of the residential area and quality of life for the residents.
- ▮ Support a diverse population by providing support services such as childcare facilities, transit, and a variety of housing opportunities.

#### *Recommendations*

- ▮ Adjust zoning and other regulations to allow new residential structures to be built.
- ▮ Encourage redevelopment of vacant and underutilized sites at an appropriate scale and density.



**Hirshfeld Tower near Dailey Park is an existing high rise building**



**This high-rise building shows one pedestrian-friendly façade and one blank wall**



**Garage entry should be subordinated by emphasizing the pedestrian entry**

## Urban Form

### *Primary Issues and Opportunities*

- ▮ Some infill buildings, replacement structures and additions to existing buildings are incompatible in style, orientation, scale, massing and overall character.

### *Goals*

- ▮ Ensure that higher-scale development reinforces and enhances neighborhood character through appropriate bulk, scale and pedestrian-level interest.
- ▮ Provide a logical transition between the commercial corridors and the low-scale residential neighborhood.
- ▮ Modulate abrupt differences in building height and scale between the commercial corridors and the low-scale residential neighborhood.
- ▮ Moderate scale and height of higher-scale buildings adjacent to lower-scale buildings.
- ▮ Maintain Denver's traditional street and alley grid system.
- ▮ Maintain a vital pedestrian-friendly environment that avoids conflicts between pedestrians and vehicles and reinforces traditional neighborhood design characteristics, including landscaped front yards, uninterrupted sidewalks, and ground floor architectural interest.
- ▮ Provide building design with human scale and interest through use of varied forms, materials, details and colors. Avoid expanses of blank walls in new construction.
- ▮ Maintain and increase available on-street parking by minimizing numbers of curb cuts and loading zones.

### *Urban Design Strategies*

- ▮ Site
  - Minimize the number of curb cuts and drive aisles across sidewalks. Where usable alleys exist, they are expected to be used for vehicular access to the site. Orient garages and parking stalls towards alleys where safe and practical.
  - Where alley access is not feasible, all drive aisles and curb cuts are expected to be perpendicular to the public street. Minimize the number of curb cuts.
  - Do not provide for parking of vehicles in the front setback between the structure and the street.
  - Locate surface parking to the side or rear of buildings. Screen all surface parking with finished architectural facades or landscaping.
  - Landscape the front setback.
  - Do not provide for circular drives and/or porte cocheres in the front setback.
  - Gated communities are not appropriate.

### Building Orientation

- Orient primary front doors, primary building entryways and lobbies toward, visible from and accessible from the public street.

### Massing and Scale

- Use building articulation, recessed and cantilevered balconies and stepbacks at upper levels to reduce overall mass and bulk of larger multi-unit dwellings to create a graceful building silhouette.

### Building Base

- Articulate and detail the lower 80' of buildings to provide human scale and interest. Finish all facades to create a consistent appearance; secondary facades need not be treated as primary facades.
- Where structured parking is exposed above grade, screen the exposed wall through pedestrian active uses, architectural treatment and/or landscaping.

### Materials

- Materials on the ground floor of facades visible from the public right of way are expected to be modular unit masonry and at least 65% transparent glazing.
- Careful combinations of materials should be used to reinforce architectural scaling and detailing and to reflect the materials and details used in the neighborhood.

### Detailing

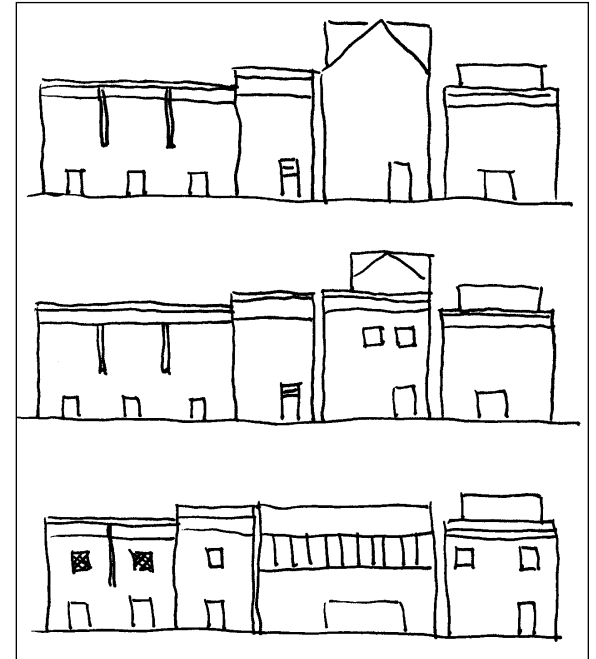
- Provide richness of scale through change in plane, contrast and intricacy in form, fenestration patterns, color and materials.
- Balconies, where used, are expected to be integral to the building design, not superficially applied.
- Emphasize building entries through the use of glazing, colors, detailing, canopies or other methods.

### Streetscape

- Fences in the front setback are expected to provide transparency through use of pickets or spacing of infill materials. Only retaining walls should be of solid materials.
- Window security bars and security doors are expected to be decorative and in keeping with the character of the residence.
- Existing stone walks and curbs shall be preserved and maintained.
- Sidewalks shall be detached from the curb and separated from the street by a landscaped tree lawn.
- Cuts into the tree lawns for loading zones or other purposes shall not be allowed.



**Direct entries to the street emphasize pedestrian connections**



**Architectural features like cornices can relate to adjacent buildings, lowering the apparent height of the building**

**Residential and industrial uses are adjacent to each other near Dailey Park**

## RESIDENTIAL-OFFICE AREA OF CHANGE

The residential-office area of change has two purposes: to buffer the impacts of the residential, commercial and industrial subareas from each other through more sensitive site and building design, and to allow property owners the flexibility to maintain and expand existing office and light industrial uses, to build new residential uses, and to respond to the long-term evolution of development trends. It serves as a blend of land uses from the solidly residential area to the solidly industrial area, and between the intense commercial activity on Broadway and the residential interior.

## Land Use

### *Primary Issues and Opportunities*

- The area has a rough mixture of industrial uses and housing that is difficult for both.
- There are vacant and underutilized sites throughout the area, providing opportunities for development.
- Dailey Park is the centerpiece of the neighborhood and is within easy walking distance of sites in the subarea, providing an opportunity for more residential uses.
- The neighborhood is challenged to protect and enhance current business and light industrial uses in the area while allowing new development that improves the neighborhood.

## Goals

- Develop a logical change between Baker's subareas that protects the viability of existing industrial businesses and enhances the quality of life of the residents. Intense non-retail business activity and new housing at a moderate density are appropriate in the area.
- Provide a range of residential and office uses that allow property owners the flexibility to respond to the long-term evolution of development trends. Residential uses are supported, but it is expected that residential uses are responsible for buffering themselves from nonresidential uses that may be located on adjacent property. Siting and design of each new development must ensure compatibility and blending of uses.

- Reinvestment in existing light industrial and non-retail commercial properties is expected. Businesses are encouraged to expand and replace facilities within existing property boundaries to ensure economic viability and good facility maintenance.
- Arrange residential, office, service and open space uses to be convenient to and compatible with each other. Residential and office/light industrial uses are not necessarily mixed in each building or development, or even within each block in the subarea, but residential and commercial uses are not strictly separated from each other.
- Support the existing and new uses with parks, pedestrian and transit amenities, shared parking arrangements, and multi-use structures.

### ***Recommendations***

- As properties redevelop, support rezoning applications that allow for a mix of residential and office uses, shared parking, and appropriate buffering, mitigation and design. To determine compatible uses, the following effects must be considered:
 
  - The proposed use will not be harmful to the public or threaten the general welfare of the area.
  - The use and enjoyment of existing uses on surrounding property will not be impaired by the proposed new use.
  - The establishment of the new use shall not impede the normal and orderly practices of existing uses.
  - The aggregate impacts of similar uses shall not result in harmful external effects or environmental impacts.
  - All uses and structures are sited and designed to be compatible with one another, including location, orientation, scale, visual and sound privacy.
- In considering new uses, the following values must be considered:
 
  - Fairness: The viability of the existing land uses must be protected.
  - Due Process: Any changes to property rights, such as zoning, must occur through a fair and equitable public process.
  - Balance: Changes must balance citywide and local goals and issues.
- Support applications for additions to and replacement of buildings on existing light industrial and commercial sites to maintain good physical condition of the properties.

## **Urban Form**

### ***Primary Issues and Opportunities***

- The current arrangement of uses lacks cohesion and sensible development patterns.





**Deep setbacks in the Residential-Office Area of Change add green space and attractiveness**

### ***Goals***

- ▶ Provide for and encourage a compatible mix of housing and office uses in a pedestrian-friendly environment.
- ▶ Provide public amenities such as streets with detached sidewalks and tree lawns, connections to parks and open spaces, public art and public gathering places. Provision of significant public amenities in private development projects may compensate for additional building density.
- ▶ Increase the amount of landscaping and greenery in the neighborhood.
- ▶ Create a cohesive streetscape using detached sidewalks and consistent building setback line.
- ▶ Create compatibility between uses and improve the overall appearance of the area through design and character of the buildings and sites.
- ▶ Preserve buildings of architectural merit and use design of contemporary structures to create a unique character and sense of place. The Residential-Office Area of Change is envisioned as an eclectic neighborhood where no specific architectural style is intended. However, all projects should be contextual in their nature, influenced by adjacent buildings' scale and architectural character.
- ▶ Provide building design with human scale and interest through use of varied forms, materials, details and colors. Avoid expanses of blank walls in new construction.
- ▶ Maintain and increase the availability of on-street parking through minimizing numbers of curb cuts and loading zones.

### ***Urban Design Strategies***

- ▶ Site
  - Maintain deep, consistent setbacks along the front property lines throughout the area of change. Corner lots may orient towards either street.
  - Landscape the setback with live plants and permeable materials. Do not use the front setback for parking, loading or service.
  - Locate parking to the side or rear of buildings, or underground. Landscape all parking lots.
  - Locate, screen and buffer service, storage, delivery, utilities and refuse areas to minimize the view from streets, adjacent zone lots, and open spaces.
  - Use a combination of site planning, building design, and operational requirements to buffer new uses from impacts from existing uses. Appropriate buffering may include a combination of: additional side and rear setbacks, landscaping, fencing or walls, operational conditions, such as hours of operation or public access, vehicular access and circulation pattern arrangement, and

mitigation of external effects, such as noise, vibration and odor

- Minimize the visual impact of parking areas and structures on streets, open spaces, and adjoining development through provision of on-grade habitable space, architectural finishes and landscaping.
- Improve the efficiency of parking areas by allowing multiple uses to share parking spaces, curb cuts and circulation drives.
- Provide direct pedestrian access from the front sidewalk to the building.
- Provide for bicycle parking and access during site planning.

#### ■ Massing and Scale

- Mid-rise buildings are appropriate. Taller buildings are expected to step back at the fourth story to reduce overall mass and scale, while maintaining human scale at the ground level.
- Roof forms should be used to reinforce the character of the building and should reflect the use of the building.
- Flat rooflines with prominent or decorative parapets are most reflective of the historic industrial context. Steeply-pitched rooflines are most reflective of the historic residential context.

#### ■ Materials

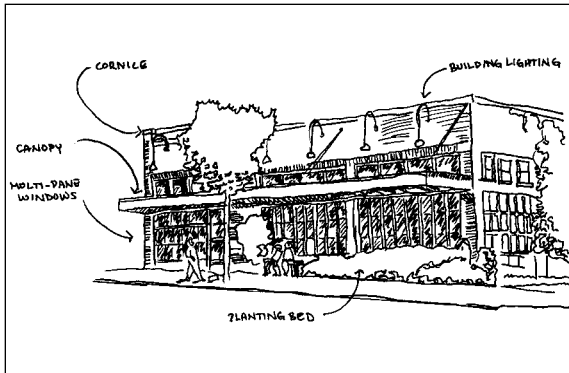
- Ground floor of new buildings are expected to be of durable solid materials. Brick, masonry, architectural metals, cast in place concrete, tile, glass block systems, etc. are acceptable materials when properly finished and detailed. Storefront window systems should be used in commercial and mixed-use buildings. Stucco systems may be used on levels above the ground floor.
- Relate new construction to existing buildings through the predominant use of similar detail elements present in standard brick, modular stone, cast stone accents, concrete masonry, detailed stucco, and wood.
- Use carefully detailed combinations of materials to reinforce architectural scaling elements.

#### ■ Detailing

- Provide human-scaled building elements and architectural variation, including use of varied forms, materials, details and colors.
- Provide architecturally-finished and detailed elevations for all exposures of the building with the primary façade (typically the street-facing elevation) having dominant architectural expression. The front entrance and primary façade should be clearly visible and accessible.
- Provide primary building entrance facing or clearly visible from the public sidewalk.



**Rooflines can reinforce the architectural character of a street**



**Residential-Office Area of Change detailing**

#### Streetscape

- Streetscape elements shall be used to create a pedestrian-friendly environment, including detached sidewalks, street trees, safe pedestrian crossing points, street lighting, on-street parking, and bus stops.
- Sidewalks shall be a minimum of 5' and shall be detached from the curb by a landscaped tree lawn a minimum of 8'. The tree lawn shall be planted with living, organic, growing ground cover and appropriate street trees.
- Existing or historic sandstone walks shall be retained and maintained. New use of historic sandstone walks is encouraged.

### Transportation and Circulation

#### *Primary Issues and Opportunities*

- ▶ The mix of industrial, residential and commercial traffic can create conflicts between pedestrians and truck traffic.
- ▶ Overall speed and volume of traffic create unsafe conditions.
- ▶ Business customers and employees need transportation options to access the area.

#### *Goals*

- ▶ Enhance the transit and pedestrian opportunities for residents and employees.
- ▶ Create safe conditions to avoid or mitigate traffic conflicts.

#### *Recommendations*

- ▶ Provide continuous detached sidewalks with street trees to buffer pedestrians from traffic.
- ▶ Direct truck traffic to designated truck routes and away from the residential subarea.
- ▶ Keep Bayaud from Fox Street to Kalamath Street as a primary east-west truck access route.
- ▶ Direct truck loading and service away from primary streets to the side or rear of buildings and to alleys.



## INDUSTRIAL-COMMERCIAL AREA OF CHANGE

The industrial-commercial area of change continues the blend between the residential and industrial subareas and allows property owners the flexibility to respond to the long-term evolution of development trends. The predominant use is light industry and commercial businesses with normal business practices and effects such as heavy traffic, noise and light. The area has extensive commercial activity, making it unsuitable for most residential uses, although a few work-live units provide housing for resident business owners.

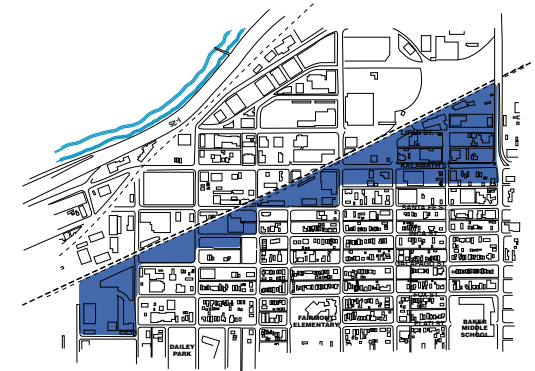
### Land Use

#### *Primary Issues and Opportunities*

- ▮ The area has an illogical mixture of industrial uses and housing that is difficult for both.
- ▮ There are vacant and underutilized sites throughout the area, providing opportunities for development and expansion.
- ▮ Adjacency to residential zone districts triggers regulations that impact industrial sites, placing a burden on industrial businesses.

#### *Goals*

- ▮ Develop a logical change between Baker's subareas that protects the viability of existing industrial businesses and provides opportunities for appropriate intensification of commercial uses.
- ▮ Limit residential uses to those that currently exist or that provide small-scale housing for resident business owners in work-live units. Although extensive new housing development is inappropriate, limited work-live units may be allowed.
- ▮ Provide a range of industrial and commercial uses that allow property owners the flexibility to respond to the long-term evolution of development trends.
- ▮ Arrange industrial, office, service and open space uses to be convenient to and compatible with each other.
- ▮ Support the existing and new uses with pedestrian and transit amenities, shared parking arrangements, and multi-use structures.



***Recommendations***

- As properties redevelop, support rezoning applications that allow for a mix of industrial, office and other commercial uses, shared parking facilities, and appropriate buffering, mitigation and design. To determine compatible uses, the following effects must be considered:
  - The proposed use will not be harmful to the public or threaten the general welfare of the area.
  - The use and enjoyment of existing uses on surrounding property will not be impaired by the proposed new use.
  - The establishment of the new use will not impede the normal and orderly practices of existing uses.
  - The aggregate impacts of similar uses shall not result in harmful external effects or environmental impacts.
  - All uses and structures are sited and designed to be compatible with one another, including location, orientation, scale, visual and sound privacy.
- In considering new uses, the following values must be considered:
  - Fairness: The viability of the existing land uses must be protected.
  - Due Process: Any changes to property rights, such as zoning, must occur through a fair and equitable public process.
  - Balance: Changes must balance citywide and local goals and issues.

**Urban Form*****Primary Issues and Opportunities***

- The current arrangement of uses lacks cohesion and sensible development patterns.
- Incompatible design elements and lack of landscaping create an unpleasant entry to the neighborhood. New development projects provide opportunities to improve the overall appearance of the area.

***Goals***

- Provide for and encourage a compatible mix of industrial, office and retail uses in a pedestrian-friendly environment.
- Provide public amenities such as streets with detached sidewalks and tree lawns, parks and open spaces.
- Create a cohesive streetscape that buffers pedestrians from traffic.

- ▶ Increase the amount of landscaping and greenery in the neighborhood.
- ▶ Create compatibility between uses and improve the overall appearance of the area through design and character of the buildings and sites.
- ▶ Preserve buildings of architectural merit and use design of contemporary structures to create a unique character and sense of place. The Industrial-Commercial Area of Change is envisioned as an eclectic neighborhood where no specific architectural style is intended. However, all projects should be contextual in their nature, influenced by adjacent buildings' scale and architectural character.
- ▶ Provide building design with human scale and interest through use of varied forms, materials, details and colors. Avoid expanses of blank walls in new construction.
- ▶ Maintain and increase the availability of on-street parking through minimizing numbers of curb cuts and loading zones.

### ***Urban Design Strategies***

- ▶ Site
  - Landscape the front building setback with live plants and permeable materials. Do not use front setback for parking, loading or service.
  - Locate parking to the side or rear of buildings, or underground. Landscape all parking areas.
  - Locate, screen and buffer service, storage, delivery and refuse areas to minimize the view from streets, adjacent zone lots, and open spaces.
  - Use a combination of site planning, building design, and operational requirements to buffer new uses from impacts from existing uses. Appropriate buffering may include a combination of additional side and rear setbacks, landscaping, fencing or walls, operational conditions, such as hours of operation or public access, vehicular access and circulation pattern arrangement, and mitigation of external effects, such as noise, vibration and odor
  - Minimize the visual impact of parking areas, parking structures, and garages on streets, open spaces, and adjoining development.
  - Improve the efficiency of parking areas by allowing multiple uses to share parking spaces, curb cuts and circulation drives.



**Palace Construction headquarters is a recent addition to the subarea**

**D Massing and Scale**

- Buildings should be up to four stories tall.
- Simple building forms with horizontal elements and flat rooflines with prominent or decorative parapets are most reflective of the industrial context.

**D Materials**

- Ground floors of new buildings are expected to be of durable solid materials. Brick, masonry, architectural metals, cast in place concrete, tile, glass block systems, etc. are acceptable materials when properly finished and detailed. Storefront window systems should be used in commercial and mixed-use buildings. Stucco systems may be used on levels above the ground floor.
- New construction is expected to relate to existing buildings through the predominant use of similar detail elements present in standard brick, modular stone, cast stone accents, concrete masonry, detailed stucco, and wood.
- Use carefully detailed combinations of materials to reinforce architectural scaling elements.

**D Detailing**

- Include human-scaled building elements and architectural variation, including use of varied forms, materials, details and colors.
- Provide architecturally finished and detailed elevations for all exposures of the building with the primary façade (typically the street-facing elevation) having appropriate architectural expression.
- Provide primary building entrance facing or clearly visible from the public sidewalk. The front entrance and primary facade should be clearly visible and accessible.

**D Streetscape**

- Streetscape elements shall be used to create a pedestrian-friendly environment, including detached sidewalks, street trees, safe pedestrian crossing points, street lighting, on-street parking, and bus stops.
- Sidewalks shall be a minimum of 5' and shall be detached from the curb by a landscaped tree lawn a minimum of 8'. The tree lawn shall be planted with living, organic, growing ground cover and appropriate street trees.

## **Transportation and Circulation**

### ***Primary Issues and Opportunities***

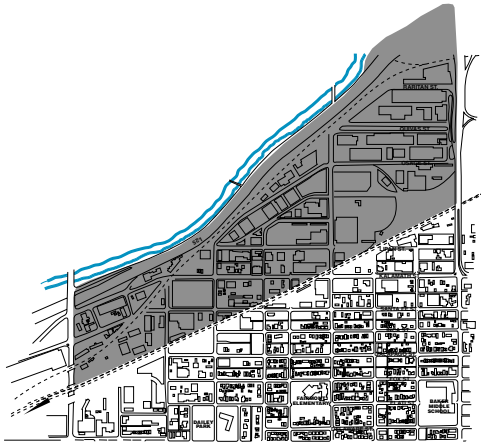
- ▮ New retail and commercial businesses will bring pedestrians into the area. Conflicts between truck traffic and pedestrians may occur.
- ▮ Overall speed and volume of traffic create unsafe conditions.
- ▮ Business customers and employees need transportation options to access the area.

### ***Goals***

- ▮ Enhance the transit and pedestrian opportunities for residents and employees.
- ▮ Create safe conditions to avoid or mitigate traffic conflicts.

### ***Recommendations***

- ▮ Provide continuous detached sidewalks with street trees to buffer pedestrians from traffic.
- ▮ Direct truck traffic to designated truck routes and away from the residential subarea.
- ▮ Direct truck loading and service away from primary streets to the side or rear of buildings and to alleys.



**Typical industrial buildings house manufacturing, assembly, distribution and warehousing**

## INDUSTRIAL

The industrial area lies between the South Platte River and the light rail tracks north of Alameda Avenue. Manufacturing, warehousing, distribution and wholesale activities occur here. The area is a key component of Denver's economic and employment base. This area of stability remains vital, with businesses upgrading and moving into the 21st century with a commitment to the city and its vital growth and industrial needs.

The businesses continue to landscape and improve their sites, improving the visual landscape. Safety and environmental sensitivity remain high with a concern for the safety and cleanliness of the area. The manufacturing companies have goals to remain clean in their impact and to meet all federal, state and city codes. The industrial area is vital and fundamentally non-residential. Residential and industrial uses do not mix in this subarea and the fundamental separation remains important for the harmony of all. Nonconforming residences within the industrial areas should be phased out, leaving the area intact with industrial and commercial uses.

### Land Use

#### *Primary Issues and Opportunities*

- ▮ Existing non-conforming residential uses undermine the integrity and business practices of the industrial area.
- ▮ Vacant and underutilized sites offer opportunities for expansion and reinvestment.

#### *Goals*

- ▮ Maintain the integrity of the industrial business area by continuing industrial zoning and prohibiting residential infill or encroachment. Appropriate uses are manufacturing, warehousing and other industrial uses, as well as office, wholesale stores and other commercial uses.

- ▶ Enhance the viability of the industrial business area by attracting and retaining viable industrial businesses. Support expansion of existing business and addition of new businesses, especially new clean industries.
- ▶ Phase out non-industrial and commercial uses that negatively impact the industrial uses.
- ▶ Locate more intense industry farthest away from residential edges.

### ***Recommendations***

- ▶ Maintain strong City policy against housing in the industrial area during review of zoning and development applications.
- ▶ Business associations and City staff should work together to clarify rules and regulations that affect industrial properties and areas.
- ▶ Develop relocation and buy-out program for nonconforming uses. Consider condemnation of nonconforming uses in limited cases.
- ▶ Increase funding available to businesses to renovate and improve their properties.
- ▶ Pursue funding for environmental clean-up and re-use of contaminated sites.
- ▶ Identify parking and loading areas to be maintained and identify opportunities for additional parking and loading areas.

## **Economic and Business Development**

### ***Primary Issues and Opportunities***

- ▶ Crime and vandalism undermine the safety of the area.

### ***Goals***

- ▶ Support expansion and reinvestment in existing businesses and add new complementary businesses.
- ▶ Increase safety and security in the industrial area.
- ▶ Maintain and increase property values.

### ***Recommendations***

- ▶ Develop and maintain positive working relationships with the community.
- ▶ Increase level of city services for public safety, trash removal, graffiti removal and code enforcement.
- ▶ Address common issues with neighborhood associations and City agencies, especially Police, Public Works/Transportation, Planning, Zoning, and Excise and License.

## Urban Form

### *Primary Issues and Opportunities*

- Overall appearance and function of the area is undermined by poorly maintained and designed properties.

### *Goals*

- Encourage and maintain industrial development while maintaining a high standard of visual integration into the built and natural environment.
- Minimize negative impacts on neighboring uses and adjacent properties.
- Create a cohesive appearance and attractive character that reflects the industrial uses in the area.
- Redevelop industrial sites in a logical and respectful manner.

### *Recommendations*

- Increase code enforcement and property maintenance.
- Encourage voluntary commitment to high quality building and site design.

### *Urban Design Strategies*

- Site
  - Locate parking and site entrances for heavy vehicles, service vehicles and trucks away from the primary building entries.
  - Provide landscaping and other buffering measures to reduce noise, fumes, and screen or conceal service areas from public streets.
  - Design vehicle parking to avoid conflicts between trucks or other heavy vehicles and employees' and visitors' passenger vehicles.
  - Locate loading areas to the rear and sides of buildings.
  - Use landscaping and screening elements to define surface parking.
  - Locate required landscaping in front setbacks and adjacent to public streets.
  - Integrate fences into the landscaping. Industrial materials such as masonry or metal should be used for fencing.
  - Locate outside storage and staging areas to the side or rear of buildings. Screen storage areas from public streets.
  - Screen service areas, dumpsters and garbage containers, recycling containers and utility kiosks from public streets with landscaping or screening finished in a manner consistent with the principle building.



- For sites with multiple buildings, provide safe pedestrian connections between buildings.

#### ■ Building Orientation

- Locate principle buildings within 5' of the minimum front setback facing public streets.
- Locate offices, reception and other public use areas at the front of buildings and facing public streets.
- Design facades so public use areas are easily identifiable and visible from public streets.
- Locate and design main entries to be clearly identifiable and accessible from public streets. Provide landscaping to identify and define entrances to the site and buildings.
- Secondary buildings on a site, including those designed for storage of materials, should be screened from public streets with landscaping or should be designed and finished in a manner consistent with the principle building.

#### ■ Massing and Scale

- Industrial buildings should be 1-3 stories tall.
- Simple building forms with horizontal elements and flat rooflines with prominent or decorative parapets are most reflective of the industrial context.

#### ■ Detailing

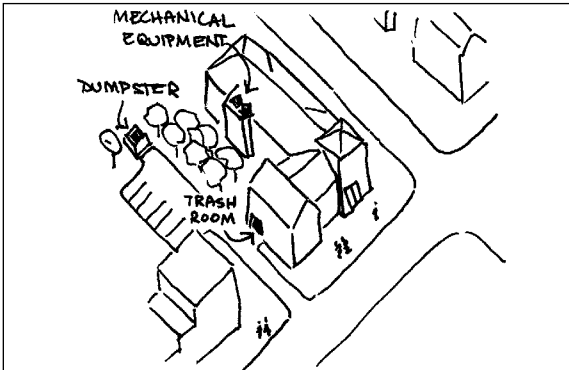
- Use articulation on street-facing facades to create depth and variation.
- Use architectural elements, materials, finishes, glazing and textured surfaces to provide visual interest.
- Include glazing as a major component of street-facing facades. Features such as texture, graphics, reveals and colors should be incorporated into facades that may contain blank walls. Provide landscaping in front of blank walls that face public streets.
- Light entrances to buildings to enhance after-dark visibility and safety.
- Integrate visual landmarks into building design at locations of high visibility such as significant street corners.
- Encourage features such as flag poles, awnings, canopies, visual art and entry statements.
- Where lot size permits, service doors (e.g. overhead doors at loading docks) should not be located on a building façade that faces a public street. Design service doors to fit with the overall design of the building.
- All rooftop mechanical equipment and telecommunications facilities should be screened from public view or integrated within the building architecture.



**Emphasize corner entry**



**At-grade train crossing blocks rush-hour traffic**



**Screening of service areas is integral to site planning**

- D Streetscape
  - Retain existing mature trees on adjacent public right of way. Provide measures for their long-term maintenance.
  - Follow Denver streetscape standards along all public streets. Sidewalks may either be attached to the curb, or detached with tree lawns, depending on the predominant character in the immediate area. Logical connections to adjacent sidewalks are required.
- D Mitigation of External Effects
  - Use site and building design of industrial development to minimize external effects so the uses and activities do not cause or become an excessive annoyance or nuisance to adjacent areas. External effects may include unsightliness; the emission of odors, liquid effluents, dust, fumes or smoke; vibration; noise or glare; high brightness light sources; heat; or anything which creates or causes a health, fire, or explosion hazard; electrical interference; or undue traffic congestion.
  - Store garbage and waste material in containers which are weatherproof and animal-resistant within the boundaries of each site. Screen dumpsters from all adjacent sites and public streets.
  - Provide site and building lighting that increases safety and security without causing glare or casting deep shadows. Lighting should be even across the site.

## Transportation and Circulation

### *Primary Issues and Opportunities*

- D Conflicts between truck traffic and pedestrians may occur.
- D Overall speed and volume of traffic create unsafe conditions.
- D Business customers and employees need transportation options to access the area.
- D At grade railroad crossings disrupt traffic flow and impede public safety.

### *Goals*

- D Enhance the transit and pedestrian opportunities for residents and employees.
- D Create safe conditions to avoid or mitigate traffic conflicts.

### *Recommendations*

- D Provide continuous sidewalks to provide for pedestrians movement.
- D Direct truck traffic to designated truck routes and away from the residential subarea.
- D Direct truck loading and service away from primary streets to the side or rear of buildings and to alleys.
- D Separate trains and roads at Santa Fe Drive and Kalamath Street.

## TRANSIT-ORIENTED DEVELOPMENT

Transit-oriented development (TOD) is a strategy to preserve regional mobility and quality of life by reinforcing Denver's light rail system and supporting ridership growth. The concept involves placing high density housing and jobs, along with complementing public uses, retail, and services, in mixed-use, pedestrian-friendly development patterns adjacent to light rail stops. The mix of uses must be supportable with or without light rail and must serve as an amenity to the neighborhood as well as to people traveling to the area. The Baker TODs are located at the Broadway light rail station and the Alameda light rail stop.

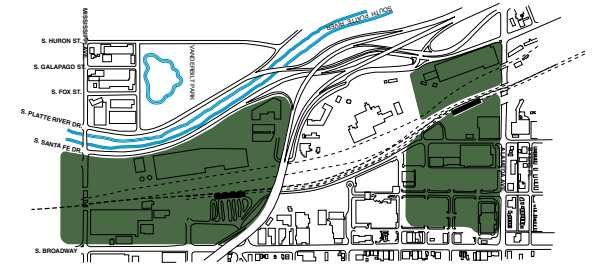
### Land Use

#### *Primary Issues and Opportunities*

- ▮ Both Alameda and Broadway light rail stations are underused, with vehicle -oriented commerce, industrial and vacant land nearby. Current land uses at the train stations are not served by the light rail train and serve as barriers to transit use.
- ▮ Parcel sizes are large, either industrial or “big box” in character, and much of the area lacks a regular street grid.
- ▮ An unimproved portion of Vanderbilt Park is located adjacent to the Gates Rubber site and is available for development as a new park or recreation center.
- ▮ Environmental contamination is present at the Broadway Station site.

#### *Goals*

- ▮ Redevelop the area with high-density housing, a mixture of neighborhood and destination retail, an office and employment center that is served by light rail, strong pedestrian and bicycle connections, and adequate parking. Existing retail stores should remain or be replaced as appropriate, with new development in underused parcels (such as parking lots).



**Alameda station transit station is adjacent to a commercial center with development potential**



- ▮ Integrate new parks into the redevelopment of the area, providing adequate parks and open space for new residents and employees, transit riders and adjacent residents.
- ▮ Connect the Alameda and Broadway stations to each other, using a landscaped pedestrian/bicycle greenway, to add needed connections and open space as the area redevelops.
- ▮ Encourage mixed-uses, including a mix of housing, commercial uses, neighborhood centers, shared parking opportunities, and the integration of different land uses within the subarea and within buildings.
- ▮ Provide common useable open space that is of mutual benefit to surrounding property owners, businesses and residents.
- ▮ Create more retail opportunities for businesses.
- ▮ Develop more parking for light rail users and shoppers on less land.
- ▮ Increase light rail ridership.
- ▮ Complete environmental remediation to a level that is safe for residents, employees, and parks.

### ***Recommendations***

- ▮ Align new roads, rail spurs, and overpasses to reinforce the connections between transit and land use.
- ▮ Develop a greenway linear park connecting the stations.
- ▮ Clean the environmental contamination from the subarea.
- ▮ Plan and construct storm water drainage improvements.
- ▮ Develop and implement zone district regulations to reinforce desired land uses.
- ▮ Integrate new parks into redevelopment.
- ▮ Build parking with ground floor active uses.

## **Urban Form**

### ***Primary Issues and Opportunities***

- ▮ The wide expanses of surface parking lots, large-scale buildings and introverted site orientation are incompatible with the older small-scale, street-oriented retail on Broadway and with the intimate residential streets of the surrounding neighborhoods.
- ▮ The stations are hidden from the adjacent streets, leading to confusion for drivers and pedestrians.
- ▮ Vacant and underutilized buildings are immediately adjacent to the stations, especially at the Gates Rubber site.



**The familiar Gates tower and brick buildings at the potential redevelopment site**

### ***Goals***

- Accommodate a broad mix of development types that encourage use of alternative transportation, especially walking and transit use.
- Create a built environment that is in scale and character with pedestrian-oriented activities.
- Restore a sense of human scale and walkability to the area.
- Retain and extend the street grid system into redevelopment areas.
- Develop adjacent land in a manner that reflects historic development patterns, is sensitive to the neighborhood context, and preserves historic structures while allowing new architectural styles to develop.
- Develop business areas in a manner that encourages pedestrian and transit friendliness, reinforces the character of the area and connects to adjacent residential uses.
- Create a walkable neighborhood by providing active pedestrian-oriented public uses on the ground floors of commercial and mixed-use projects, generous sidewalks, enhanced streetscaping, and building design with human scale and detail.
- Minimize the presence of parking areas and parking structures to limit the conflicts with desired pedestrian activity. Minimize the negative visual and noise impacts of parked autos through a combination of ground-floor active uses wrapping structured parking, site planning, building placement, landscaping, screening, fencing and other effective buffering.
- Provide for shared parking facilities for transit riders and other users.
- Use durable materials that complement Denver's tradition as a brick and masonry city.

### ***Recommendations***

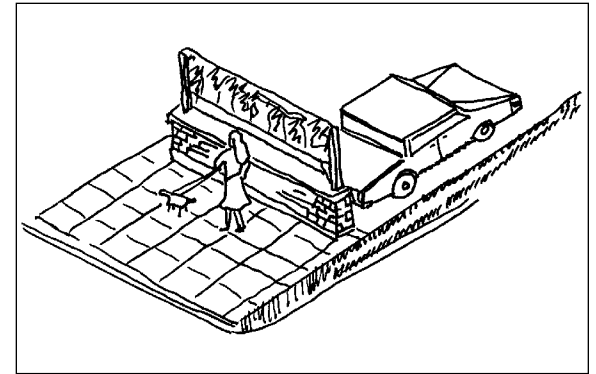
- Preserve, renovate and reuse the following historic buildings to the greatest extent possible:
  - Signature "Gates" water tower and sign
  - Large brick warehouses adjacent to Broadway Station
- Enhance pedestrian connections through the Marketplace and across adjacent streets.
- Create a gateway that links the station to the retail center.
- Develop a linear park for pedestrian and bicycle movement between the Broadway and Alameda stations.
- Continue Cherokee Street to the Denver Design Center and Broadway Station. Maintain and develop the grid pattern of streets and alleys to reinforce the block pattern and the existing urban structure.



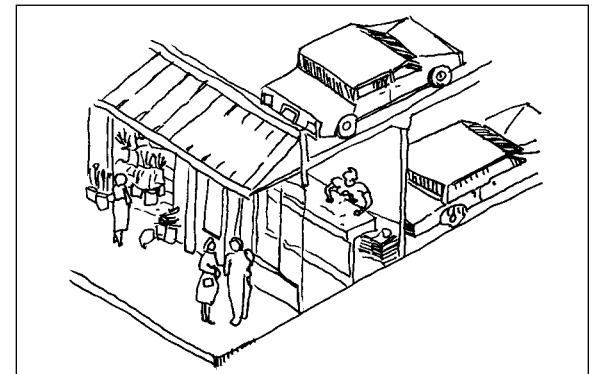
- Develop pedestrian-oriented commercial space along Alaska Avenue within the existing Broadway Marketplace parking lot, preferably around structured parking.

### ***Urban Design Strategies***

- Site**
  - Provide convenient pedestrian access from the public right of way, parking areas, and transit areas and utilize pedestrian-friendly site and building design.
  - Do not locate parking and/or drive aisles between buildings and the public street.
  - Design new streets to align with and continue the Denver street grid. Retain and be constructed to Denver standards.
  - Locate detached sidewalks and street trees adjacent to all public and private streets.
- Building Orientation**
  - Locate building walls at the property line adjacent to the public street, creating a consistent “street wall.”
  - Locate parking underground, to the rear of buildings, or in structures wrapped in ground floor active uses.
  - Locate loading, storage, HVAC, garbage dumpsters, noise generators and other service functions away from pedestrian routes and access points. Screen service functions from view using walls, fences and landscaping. Delivery and other service operations are expected to avoid disturbing adjoining residences and properties.
- Massing and Scale**
  - Buildings should be 4-12 stories tall. Taller buildings are expected to step back at the fourth story to reduce the overall mass and scale.
  - Ensure that new buildings consistent with the height restrictions of the Washington Park View Plane and any other view protection corridors (see page 111).
- Materials**
  - Use durable materials, especially at the ground floor. Brick, masonry, metals, cast in place concrete, tile, glass, glass block systems, etc. are acceptable materials.
  - Relate to existing buildings through the use of similar scale elements present in standard brick, modular stone, cast stone accents, concrete masonry and detailed stucco.
  - Use carefully detailed combinations of materials to reinforce architectural scaling requirements.



**Screen wall with trellis**



**Pedestrian businesses screening parking**





**Prominent entries and storefront window systems on street-facing facades**

#### ► Detailing

- Include human-scaled building elements and architectural variation, including form, detail, materials and colors to provide visual interest. Prominent and/or decorative parapets and cornices are appropriate.
- All glazing should be recessed and subdivided by systems of framing and mullions to reinforce architectural scaling elements.
- Windows on the residential portion of any building should reflect the more vertically oriented, deeply set punched opening characteristics typical of traditional Denver architecture.
- Size and proportions of storefront systems in mixed use or commercial buildings should be subdivided by substantial columns, piers and or wall areas that visually bring the building mass and structural system to the ground.
- Use prominent windows and operable doors at the street-facing facades.

#### ► Streetscape

- Detached sidewalks with generous tree lawns shall be incorporated into new development.
- Streetscape elements shall be used to unify the TOD districts. The streetscape may include lighting, benches, landscaping, pavement patterns, public art and/or similar elements.

## Transportation and Circulation

### *Primary Issues and Opportunities*

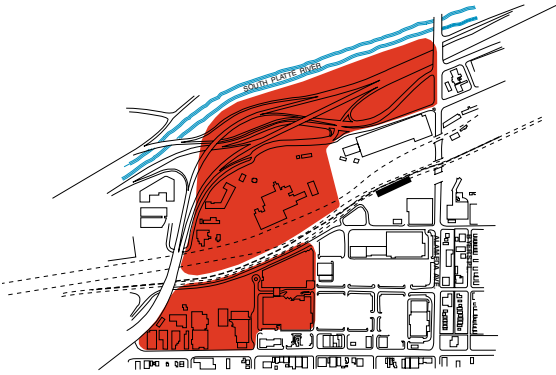
- Threat of inappropriate alignment of new light rail line that could cut off Gates redevelopment area from the LRT station.
- Street, bicycle and sidewalk connections to and between the stations are poor or nonexistent.
- Connections to the parks west of the South Platte River and the greenway are difficult and unsafe.
- Alameda Avenue underpass lacks pedestrian, bicycle and handicapped accessibility. It has drainage problems and is unsightly.
- The Denver street grid is incomplete and fractured in the area.
- There is simultaneously too much surface retail parking and too little commuter parking.
- A north-south freight rail is active and is a major presence at both stops.

**Goals**

- ▮ Construct new tracks, buttresses, highway lanes and local streets in a manner that reinforces the connection and use of the redevelopment area. Pedestrians and bicyclists must have usable access to the stations.

**Recommendations**

- ▮ Develop a green corridor connection between stations.
- ▮ Improve pedestrian crossings of perimeter streets through improved signal timing and sidewalks.
- ▮ Create a pedestrian and bicycle bridge over the tracks, Santa Fe Drive and the South Platte River to the river path.
- ▮ Maintain and reintroduce the street grid into new developments to the greatest extent possible, including:
  - At Alameda Station: West Nevada Place, West Dakota Place, West Alaska Place, West Virginia Avenue, and South Bannock Street
  - At Broadway Station: West Exposition Avenue, West Ohio Avenue, West Kentucky Avenue, West Tennessee Avenue, South Acoma Street, South Bannock Street, and South Cherokee Street
- ▮ Enhance the Alameda underpass with new sidewalks, ADA ramps, and bicycle lanes. Integrate streetscaping elements and artwork to enhance the aesthetics of the underpass.
- ▮ Develop structured parking wrapped in active uses to be shared by retailers, residents and commuters on the site of the existing surface lots both at and adjacent to the train stations.



**Home Depot is a destination retail store near I-25**

## RETAIL CENTERS

The retail centers are destination business areas, including retail and offices. The subarea may contain some moderate-density housing, but is predominantly commercial. The area may eventually redevelop to a more intense use, but that is not anticipated within the planning horizon of this plan. Nevertheless, new development should be located to maintain options for future intensification.

### Land Use

#### *Primary Issues and Opportunities*

- ▮ The retail areas are easily accessible by vehicles, but not by transit or pedestrians.

#### *Goals*

- ▮ Develop the area with destination retail or wholesale businesses and services.

#### *Recommendations*

- ▮ Support redevelopment proposals on vacant and underutilized sites.

### Urban Form

#### *Primary Issues and Opportunities*

- ▮ Large-scale retail development can create gaps in the urban design of the area and present a poor entry to the neighborhood.

#### *Goals*

- ▮ Design retail centers to address the urban context.
- ▮ Develop retail centers to be safe, convenient and comfortable for drivers, pedestrians and bicyclists.
- ▮ Construct retail center sites in a manner that establishes a pattern and character for the long-term evolution to more intense and dense uses over time.

- Use new development to reinforce the character and quality of public streets through buildings that provide orientation and access toward the street.

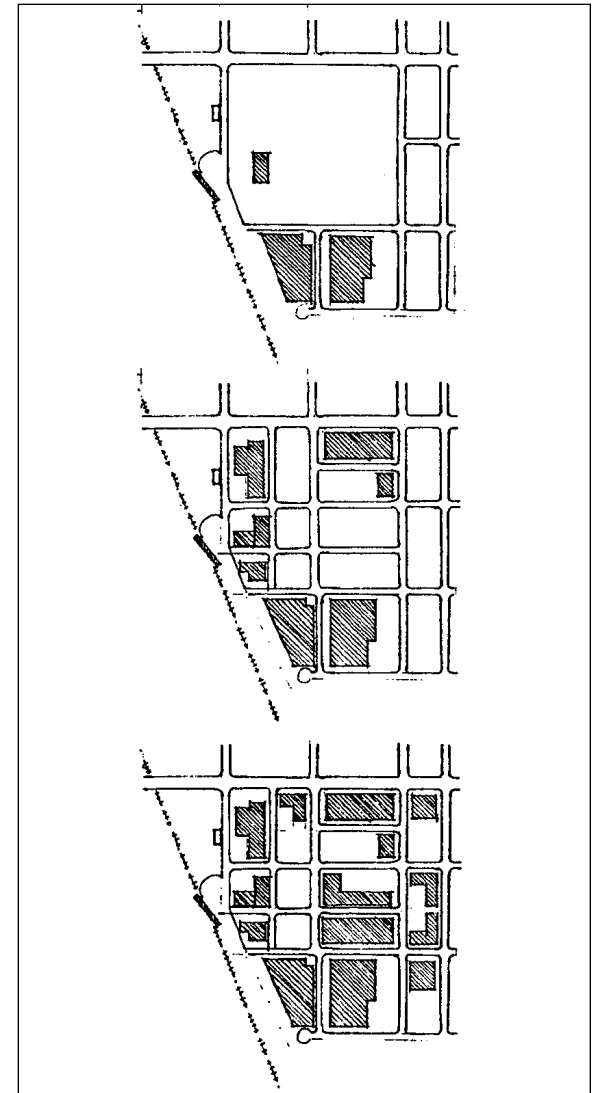
### ***Urban Design Strategies***

#### Site

- Continue and extend the Denver street grid. Construct private streets to City of Denver standards.
- Provide detached sidewalks and street trees along both sides of all public and private streets.
- Provide direct pedestrian access from the public street by internal sidewalks.
- Connect primary building entries to the street sidewalk by the most direct route practicable.
- Provide entrances to large retail buildings that reduce walking distance from cars, facilitate pedestrian and bicycle access from public sidewalks, and mitigate unbroken walls and facades. At least one entry per retail bay or tenant is appropriate.
- Locate building entries and internal sidewalks to facilitate pedestrian access between retail sites.
- Divide surface parking lots into small and moderate-sized parcels to reduce expanses of pavement. Landscape and provide pedestrian access to buildings from distinct parking areas.
- Public art, water features, pocket parks and public gathering places should be included in large sites and located to encourage public use.

#### Building Orientation

- Buildings are expected to be parallel to the street grid and adjacent to the street. Do not place or orient buildings, parking, circulation, or service facilities on a lot in such a way as to treat primary street frontage as a rear lot line.
- All building frontages visible from a street or residential area are expected to have the equivalent treatment of the primary building façade.
- Locate parking to the interior of building sites and screen it from the public rights of way. Structured parking is expected to have active ground-floor uses.
- Locate loading, storage, HVAC, garbage dumpsters and other service functions away from pedestrian routes and access points. Screen service functions from view using walls, fences and landscaping. Delivery and other service operations is expected to avoid disturbing adjoining residences and properties.
- Locate auto-oriented and drive-through uses away from street frontage. Locate drive-up and drive-through facilities on the side or rear of a building and away from residential uses.



**Development over time**



**Design Center on Broadway provides a destination for interior design and architectural products**

- Massing and Scale**
  - New development is expected to relate architecturally to other existing or proposed development.
  - Articulate facades to reduce massive scale and uniform appearance of large retail buildings.
- Materials and Colors**
  - Exterior building materials is expected to be of durable, solid materials such as brick, stone, other masonry, cast in place concrete, or steel. Commercial storefront systems are appropriate on the ground floor. Stucco systems may be used above the lower 10'-0" of buildings.
  - Colors should be complimentary to building architecture and to the adjacent neighborhood.
- Detailing**
  - Building facades facing arterial streets are expected to either be the primary entry façade or of comparable quality in terms of architecture, materials and detailing. Corner buildings need only provide public entry on one street-oriented façade.
  - Ground floor facades that face public streets are expected to have display windows, entry areas, awnings, or other such features along 2/3 of the horizontal length.
  - Use architectural features and patterns that provide visual interest at the pedestrian level, and reduce monolithic aesthetic effects. Repeating patterns of color, texture, material or change in plane are integral parts of the building fabric, not superficially applied.
  - All building frontages visible from a street or residential area are expected to have the equivalent treatment of the primary building façade.
  - Sign locations and design are expected to relate to the building architecture.
- Streetscape**
  - Detached sidewalks and street trees shall be required along both sides of all public and private streets. Use internal sidewalks to connect the public street to buildings.
  - Provide internal landscaping within surface parking lots.

## **Transportation and Circulation**

### ***Primary Issues and Opportunities***

- ▶ The intersection of Alameda Avenue, Santa Fe Drive and I-25 is unsafe and poorly designed.

### ***Goals***

- ▶ Improve the safety and accessibility of the intersection.

### ***Recommendations***

- ▶ Site and design adjacent development to keep access away from the intersection.
- ▶ Add safe bicycle and pedestrian connections.







# **IMPLEMENTATION PLAN**

Implementation of the recommendations in this plan will occur through a series of private, public-private, and public actions. The scale of many implementation actions will be small. Many will not be subject to public debate or review, while others will be extensively reviewed and intensely debated.

Implementation by the private sector may be accomplished through new construction or major renovations. If they are located and designed consistent with the recommendations in the Plan, each new house, office building, business, sidewalk, park facility and tree will help achieve the vision for Baker. Most of the implementation strategies rely on partnerships between public agencies and the private sector, including developers, property owners and residents, and neighborhood associations. It will take the combined efforts of all to realize the goals of the plan.

Public implementation actions will be both initiated by the City and reactive to opportunities or proposals as they arise. Directed public actions may include a change in operations, such as maintenance programs; the planning and construction of public infrastructure, funded through the City's capital improvements program or general fund; or adoption of regulatory changes, such as zoning language, design guidelines and map amendments. Implementation may include the review of private uses and construction for consistency with the plan. Review processes vary depending on the type and location of construction and uses being reviewed. Review may be limited to City agency and utility review for projects proposed under existing regulations. It may also include review by neighborhood associations, adjacent property owners, the Denver Planning Board and Denver City Council for zoning changes or map amendments.

The Baker Neighborhood Plan identifies the top administrative and capital improvement project priorities. This list includes both specific projects that were identified in the planning process and general awareness of opportunities that may develop later.

Implementation actions include three general categories:

- ▶ Regulatory actions (e.g. zoning, design review, landmark district, view protection)
- ▶ Public investment (e.g. transportation, parks, facilities, utilities)
- ▶ Partnerships between the public and private sectors (e.g. residents, businesses, neighborhood associations, special districts).

Regulation is a powerful but not entirely sufficient tool for bringing about the vision of the neighborhood plan. While creating the regulatory framework of zoning and design standards, the public sector also must create a climate that attracts private investment. The neighborhood residents, businesses and others must also do their parts to implement the neighborhood plan.

## REGULATORY ACTIONS

**Use the recommendations of the neighborhood plan in City review of all development and infrastructure projects.**

- ▶ CPDA and other City agencies will use the Baker Neighborhood Plan to guide decision-making and development-review comments, consistent with applicable City rules, regulations and procedures.
- ▶ Implement design standards as outlined in the framework and subarea plans for all new construction projects.
- ▶ CPDA expects that all significant private and public proposals and projects be referred to the neighborhood associations for information and comment.
- ▶ All neighborhood associations should be knowledgeable of the plan and use it in the evaluation of proposals and association actions.
- ▶ Initiate or support zoning changes to better achieve the plan goals, especially in the Areas of Change (see map on page 80).
- ▶ Develop and apply a TOD zone district for Gates and Alameda stations.
- ▶ Support site by site rezonings that implement the Plan vision.
- ▶ Use Plan recommendations to inform regulators as they work on citywide zoning changes and rules and regulations for development review.
- ▶ Use other zoning changes to bring regulations into compliance with the Plan vision.

Priority	Action	Timeframe	Strategies
1	Remove existing non-conforming uses	Medium-long term	<ul style="list-style-type: none"> <li>• Engage owners in constructive dialogue.</li> </ul>
2	Zoning changes where discrepancies between existing regulations and desired land uses occur	Medium-long term	<ul style="list-style-type: none"> <li>• Support individual site rezoning applications that further the vision.</li> <li>• Develop and apply a zone district that enables transit-oriented development for that subarea.</li> </ul>
3	Slow traffic on residential streets	Ongoing	<ul style="list-style-type: none"> <li>• Public Works and CPDA to develop a traffic management program.</li> <li>• Use plan design guidelines in administrative development review.</li> </ul>
4	Implement design guidelines	Ongoing	<ul style="list-style-type: none"> <li>• Use plan design guidelines in rezoning applications.</li> <li>• Use plan design guidelines as a resources in revisions to citywide regulatory framework to encourage site-appropriate design.</li> </ul>

These general recommendations outline the top priorities for regulatory actions at the time the plan was prepared. Other opportunities may arise that will require a neighborhood response and that will become higher priorities. The list of recommendations show general implementation actions in this category, while the following chart takes some of the specific community priorities and adds more strategic information.

# Existing Zoning and Proposed Land Use

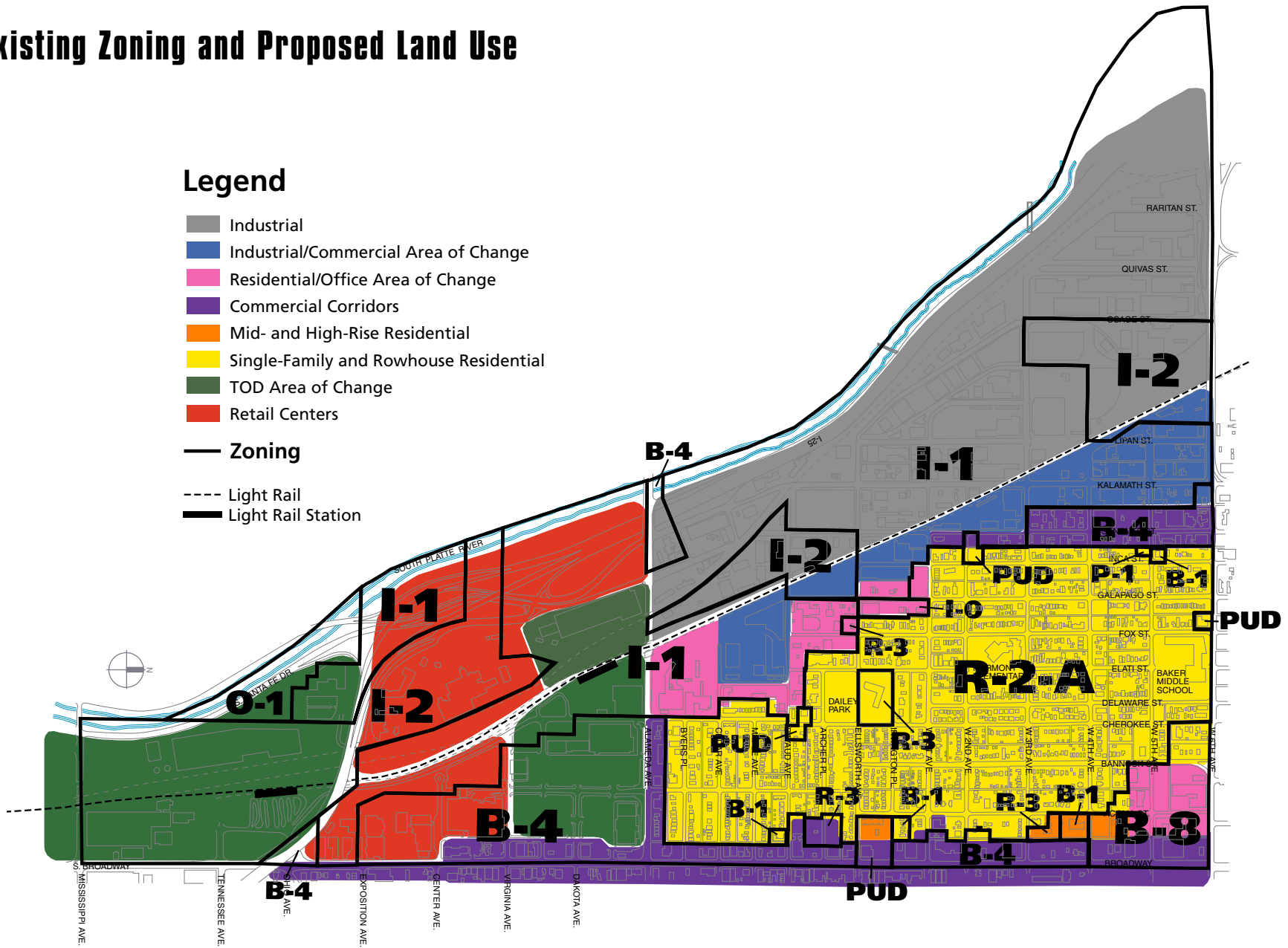
## Legend

- Industrial
- Industrial/Commercial Area of Change
- Residential/Office Area of Change
- Commercial Corridors
- Mid- and High-Rise Residential
- Single-Family and Rowhouse Residential
- TOD Area of Change
- Retail Centers

**— Zoning**

**- - - Light Rail**

**— Light Rail Station**



## PUBLIC INVESTMENT

### 1. Transportation and Mobility

- ▶ Improve access to Alameda light rail station.
- ▶ Separate grade of railroad and road at Santa Fe and Kalamath.
- ▶ Install curb, gutter and street improvements.
- ▶ Use the light rail extension alignment at Broadway station to reinforce TOD goals.
- ▶ Reconstruct Broadway overpass at I-25, maintaining full access to and from Broadway.
- ▶ Design and implement a greenway connection between Alameda and Broadway stations.
- ▶ Add bicycle lanes, bridges and racks at stations and other locations.
- ▶ Provide improved access points, especially sidewalks, on corridors.
- ▶ Develop the Alameda underpass to include bicycle and pedestrian paths (see map on page 83).

### 2. Parks

- ▶ Dailey Park improvements may include new flower beds and new or improved restrooms. Existing landscaping should be preserved and enhanced. Explore opportunities, such as closing the adjacent Archer Place or Ellsworth Avenue, to provide more parkland.
- ▶ Flores Park improvements could include repair and enhancement of playground equipment.
- ▶ Engage residents in open space planning for a new park at the Gates Rubber TOD site, currently an undeveloped part of Vanderbilt Park.
- ▶ Design and construct a new greenway connection between Broadway and Alameda stations.

### 3. Facilities

- ▶ Develop shared parking garage and lots on Broadway for commercial use and to support transit.
- ▶ Install bicycle parking at Alameda station.

These general recommendations outline the top priorities for regulatory actions at the time the plan was prepared. Other opportunities may arise that will require a neighborhood response and that will become higher priorities. The list of recommendations show general implementation actions in this category, while the following chart takes some of the specific community priorities and adds more strategic information.

#### 4. Utilities

- Develop a storm water drainage capacity study and improvements
- Develop infrastructure to support redevelopment of Gates Rubber and Broadway Marketplace sites.

The Baker neighborhood prioritized the following infrastructure improvements to be pursued. Other infrastructure investment should be made as opportunities arise.

Priority	Action	Timeframe	Strategies
1	Improve access to and appearance of South Platte River	Medium-long term	<ul style="list-style-type: none"> <li>• Parks/CPDA plan</li> <li>• CIP</li> <li>• Dedicated Parks funding</li> </ul>
2	Reduce crime	Short term	<ul style="list-style-type: none"> <li>• Neighborhood Watch</li> <li>• Work with DPD</li> <li>• Increase use of existing programs</li> </ul>
3	Facilities and landscaping improvements at Dailey Park	Short term	<ul style="list-style-type: none"> <li>• Parks/CPDA plan</li> <li>• CIP</li> <li>• Dedicated Parks funding</li> </ul>
4	Build bicycle connections	Medium term	<ul style="list-style-type: none"> <li>• CIP</li> <li>• Dedicated Parks funding</li> </ul>
5	Increase graffiti removal	Ongoing	<ul style="list-style-type: none"> <li>•</li> </ul>
6	Upgrade storm water drainage system	Long	<ul style="list-style-type: none"> <li>• Wastewater Management Department Enterprise Fund</li> </ul>
7	Post and enforce truck-exclusion routes	Short	<ul style="list-style-type: none"> <li>• CIP</li> <li>• FNI</li> </ul>
8	Improve pedestrian crossings of Alameda, Broadway, Santa Fe	Medium	<ul style="list-style-type: none"> <li>• PW operating</li> <li>• CIP</li> <li>• FNI</li> </ul>
9	Construct new linear park connection Alameda and Broadway LRT stations	Long	<ul style="list-style-type: none"> <li>• CIP</li> <li>• Parks Fund</li> <li>• RTD</li> <li>• Private development</li> </ul>
10	Develop Alameda underpass	Medium	<ul style="list-style-type: none"> <li>• Public Works Maintenance funds</li> <li>• CIP</li> </ul>

## Bike Route Connections



### Alameda Avenue: Platte River to Cherokee Street Connection (Routes D-7; D-I4; D-I6):

This section of Alameda Avenue is a central connection for three bicycle routes. The Platte River Trail connects to the north side of Alameda Avenue via a ramp. Between the ramp and Santa Fe Drive, bicyclists and pedestrians must cross three high-volume intersections complicated by turning movements at the I-25 exit ramp, Kalamath Street and Santa Fe Drive. Multiple curb cuts and an existing bus stop further complicate the route.



These general recommendations outline the top priorities for regulatory actions at the time the plan was prepared. Other opportunities may arise that will require a neighborhood response and that will become higher priorities. The list of recommendations show general implementation actions in this category, while the following chart takes some of the specific community priorities and adds more strategic information.

## PARTNERSHIPS

### **1. Make people aware of the neighborhood plan, its recommendations and its purpose as a road map for the neighborhood:**

- ▮ CPDA and Baker neighborhood associations will make copies of the plan available to the neighborhood.
- ▮ CPDA will distribute final plan internally to other city departments.
- ▮ CPDA and Baker neighborhood associations will make the plan available to potential developers and others as requested.
- ▮ Make Baker Neighborhood Plan available on the Internet.

### **2. Use public-private partnerships to acquire funding and labor for plan priorities.**

- ▮ Upgrade household utilities and building frames
- ▮ Restore facades of older buildings
- ▮ Pave unimproved and inadequate alleys (see map page 87)
- ▮ Restore inadequate tree lawns (see map page 86)
- ▮ Relay historic stone sidewalks
- ▮ Replace broken concrete walks (see map page 88)
- ▮ I-25 and Broadway viaduct improvements
- ▮ Alameda underpass improvements, including bicycle and pedestrian access
- ▮ Add sidewalks and trees along 6th Avenue
- ▮ Environmental contamination clean-up through Brownfields reclamation programs, especially on the neighborhood edges and at the transit-oriented developments..

### **3. Work with RTD on new service decisions.**

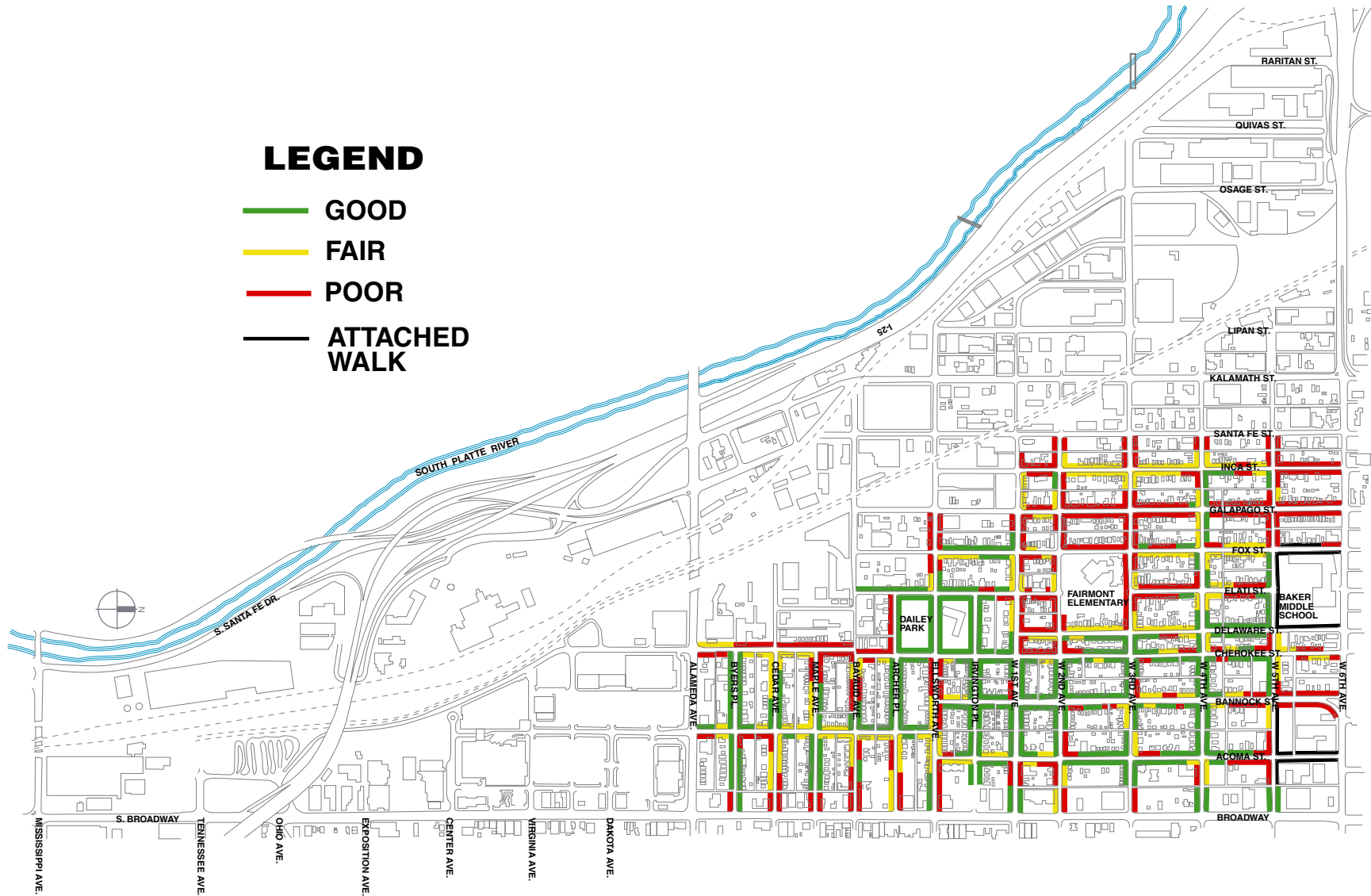
- ▮ Participate in Capitol Connector transit study to promote local interests, as well as city and region-wide connections.

- Provide neighborhood input for bus route and service changes.
- Participate in transit-service planning related to transit-oriented development, changes to highway and rail configurations, and improvements to infrastructure.
- Redevelop the Alameda underpass to include better bicycle and pedestrian connections, attractive design and solve drainage problems.

partnerships table

Priority	Action	Timeframe	Strategies
1	Pave alleys	Short-term	<ul style="list-style-type: none"> <li>• Focus Neighborhood Initiative (FNI)</li> <li>• Capital Improvement Programs (CIP)</li> <li>• LID</li> <li>• Property owners</li> </ul>
2	Add and replace sidewalks throughout neighborhood	Ongoing	<ul style="list-style-type: none"> <li>• FNI</li> <li>• CIP</li> <li>• Property owners</li> </ul>
3	Rail separation on Santa Fe and Kalamath	Long-term	<ul style="list-style-type: none"> <li>• CDOT highway maintenance project</li> <li>• Railroad funding</li> </ul>
4	Improve maintenance and appearance of residential buildings	Ongoing	<ul style="list-style-type: none"> <li>• Property owners</li> </ul>
5	Add sidewalks and trees to 6 <sup>th</sup> Avenue	Medium	<ul style="list-style-type: none"> <li>• FNI</li> <li>• Forestry</li> <li>• Property owners/businesses</li> </ul>
6	Add needed curbs, gutters and sidewalks	Ongoing	<ul style="list-style-type: none"> <li>• FNI</li> <li>• CIP</li> </ul>
7	Increase use of street, pedestrian and bus stop lighting to increase safety	Short	<ul style="list-style-type: none"> <li>• LID</li> <li>• RTD</li> <li>• Bond issues/neighborhood small project</li> </ul>
8	Upgrade utilities and telecommunications	Long	<ul style="list-style-type: none"> <li>• Utilities</li> </ul>
9	Develop new park and recreation facilities at Gates TOD	Long	<ul style="list-style-type: none"> <li>• CIP</li> <li>• Parks Fund</li> <li>• Private development</li> </ul>
10	Plant and maintain treelawns throughout the neighborhood	Ongoing	<ul style="list-style-type: none"> <li>• FNI, Community Block Grants</li> <li>• Parks Fund</li> <li>• Property owners</li> <li>• Neighborhood associations</li> </ul>
11	Remediate environmental contamination	Medium-Long term	<ul style="list-style-type: none"> <li>• EPA/MOED brownfields remediation funds</li> <li>• Property owners</li> </ul>
12	Parking solutions at LRT, Broadway, Santa Fe	Medium-long term	<ul style="list-style-type: none"> <li>• RTD</li> <li>• Local improvement district</li> <li>• Property owners</li> </ul>
13	Improve pedestrian connections to Alameda station	Medium	<ul style="list-style-type: none"> <li>• CIP</li> <li>• FNI</li> <li>• RTD</li> </ul>
14	Develop TODs at Gates and Alameda	Long	<ul style="list-style-type: none"> <li>• CIP</li> <li>• Property owners</li> <li>• RTD</li> <li>• CDOT</li> <li>• LID</li> <li>• Parks</li> </ul>
15	Mitigate negative effects of new LRT service; increase benefits of new LRT service	Medium	<ul style="list-style-type: none"> <li>• CIP</li> <li>• RTD</li> <li>• LID</li> <li>• Neighborhood associations</li> <li>• Property owners</li> </ul>
16	Improve transit service to neighborhood: safety, comfort and convenience	Ongoing	<ul style="list-style-type: none"> <li>• RTD</li> <li>• Neighborhood associations</li> </ul>

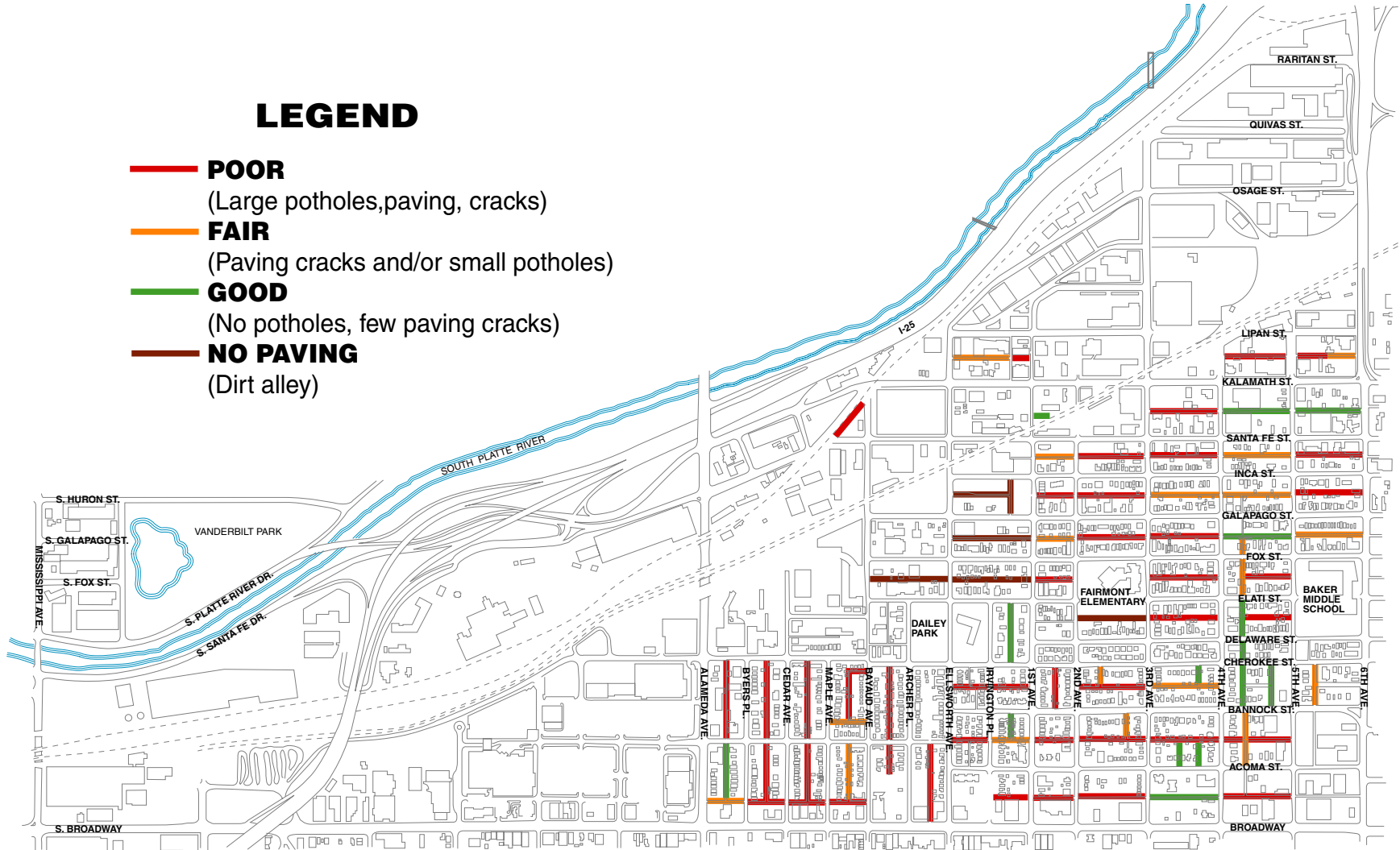
# Treelawn Conditions



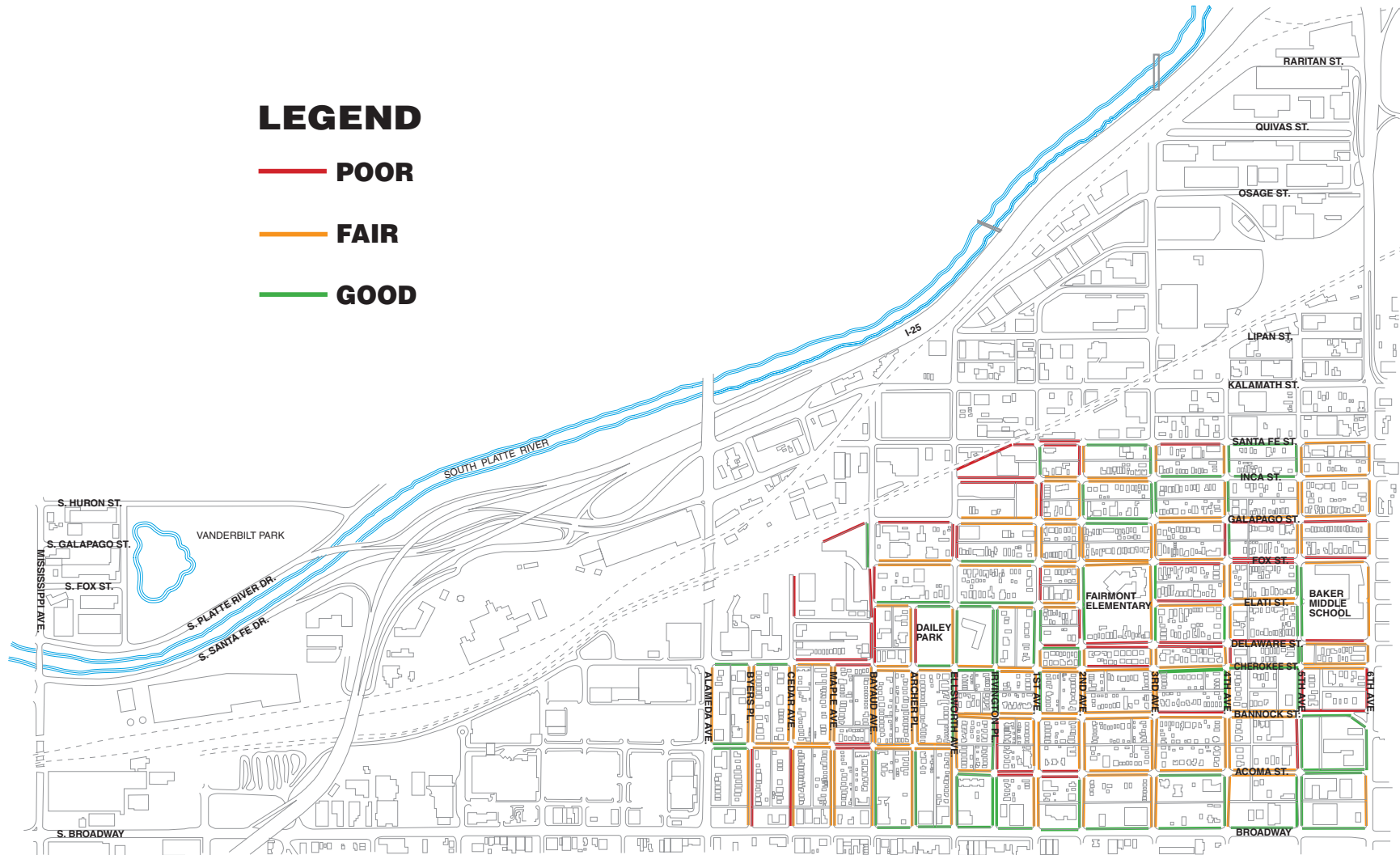
# Alley Conditions

## LEGEND

- **POOR**  
(Large potholes, paving, cracks)
- **FAIR**  
(Paving cracks and/or small potholes)
- **GOOD**  
(No potholes, few paving cracks)
- **NO PAVING**  
(Dirt alley)

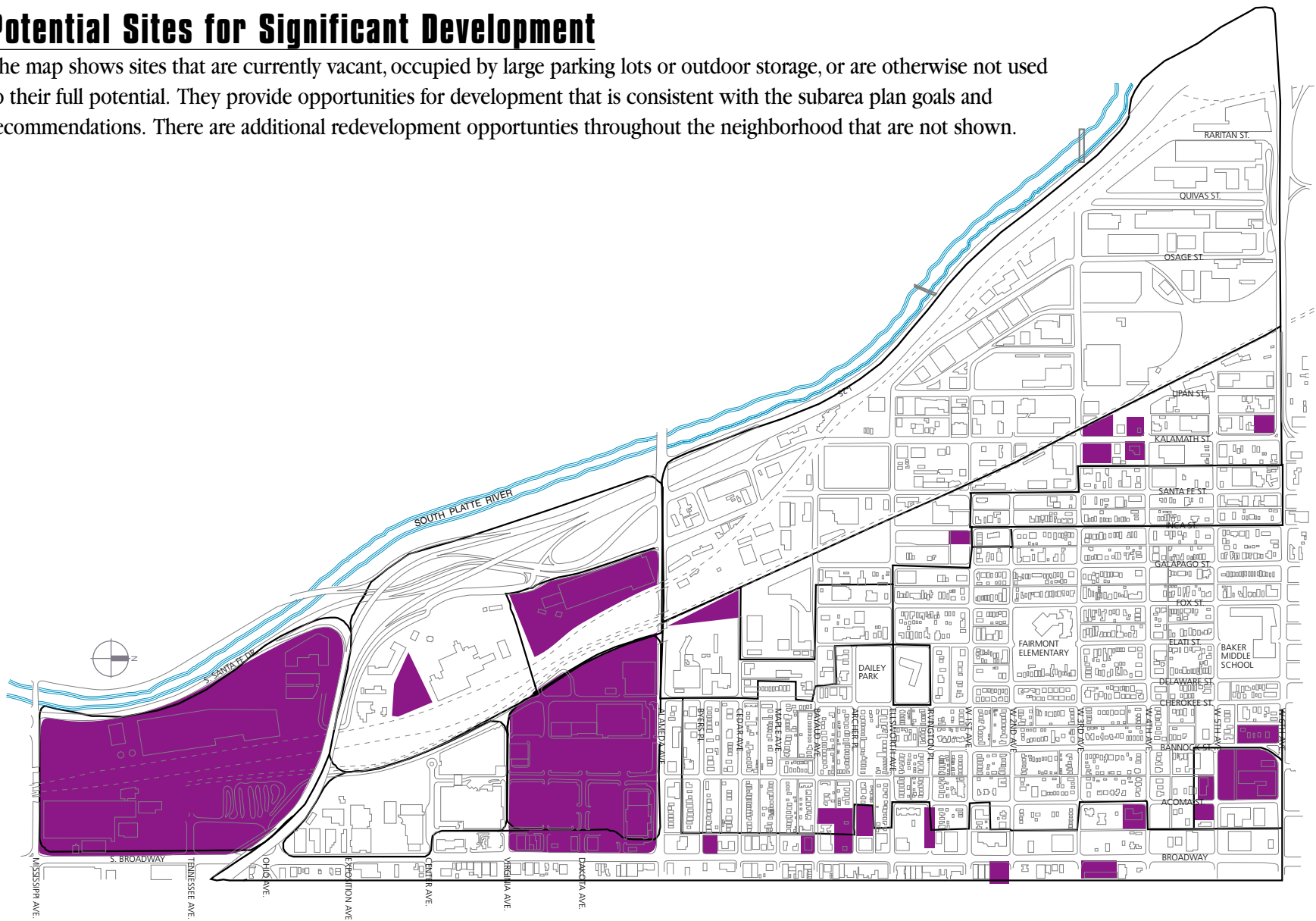


# Sidewalk Conditions



## Potential Sites for Significant Development

The map shows sites that are currently vacant, occupied by large parking lots or outdoor storage, or are otherwise not used to their full potential. They provide opportunities for development that is consistent with the subarea plan goals and recommendations. There are additional redevelopment opportunities throughout the neighborhood that are not shown.









# **ASSESSMENT OF EXISTING CONDITIONS**



An analysis and understanding of the Baker neighborhood in 2000 underlies the goals and vision of the neighborhood plan.



**Broadway served as a parade route during the 1940s**



**Broadway in the 1940s**

## HUMAN SERVICES AND DEMOGRAPHICS

### History

The area now known as the Baker neighborhood began as a rural suburb in the 1870s. People lived in widely scattered frame houses and rough cabins surrounded by large tracts of land. The early settlers cultivated vegetables and raised poultry for the local market. An Englishman named Frederick Greenway grew 20 varieties of strawberries on the land between Broadway, Bannock, Byers Place and Alameda. Until the early 1900s, vegetable farms lined the South Platte River.

The Lake Archer canal headgate took water out of the Platte River at what is now the intersection of Alameda and I-25. As part of Denver's water supply system, Lake Archer stretched from present-day Ellsworth Avenue to the Denver Water Department north of 6th Avenue. The presence of the lake was reflected in two early-day street names: prior to 1886 Galapago Street was known as Water Street and First Avenue was known as Lake Avenue.

People were first attracted to the Baker area because of its location on a "broad and beautiful plateau with a magnificent view of the mountains" and to get away from the noise and saloons of Denver. The Baker area experienced rapid residential development in the 1880s from the impetus of public transportation in the form of horse-drawn streetcars. Home to railroad and trolley workers, as well as prominent citizens such as Rocky Mountain News founder William Byers, the area was annexed to the city in 1883.

The neighborhood takes its name from a local landmark, Baker Middle School, which was named for James H. Baker, principal of Denver's first high school and president of Colorado University from 1892 to 1915.

After the mid-point of the 20th century, the Baker area experienced a loss of housing to business, industry and parking. Several of its streets were converted to allow parking on only one side to speed the

movement of motor vehicles through the area. After World War II many lovely homes were converted to several units to help ease the housing shortage. Throughout the 1990s Baker has experienced a steady rise in property values as many of the old homes continue to be renovated and inner city housing becomes more desirable. Many of the vacant lots are being developed with single family housing and townhomes.

## Population

The Baker Neighborhood consists of Census Tract 21. Data is from the 2000 U.S. Census.

**Population expanding at a slower rate than the city as a whole:** Baker had a population of 5810 people in 2000, an 11% increase from the 1990 population of 5247. The population of the city as a whole increased 18% during the same period.

**Larger households:** Baker had an average of 2.4 persons living in each household, compared with 2.27 persons per household in Denver.

**More children and fewer older adults:** In the Baker neighborhood, 33.4% of the population is age 18 or younger, compared to 24.5% of the City. People over age 65 comprise 6.2 percent of the neighborhood population and 11.2% for Denver.

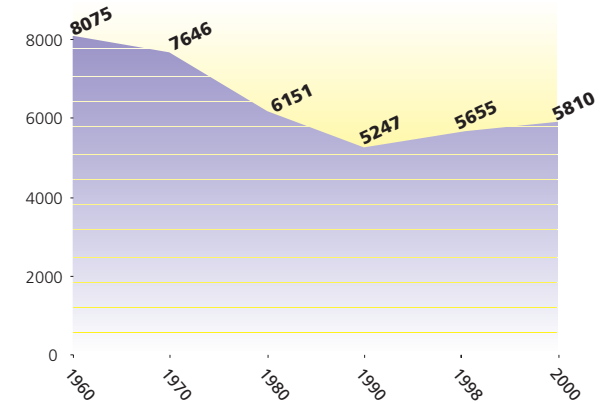
**More married couples:** 71.9% of the neighborhood families with children were married, compared to 69.6% for Denver.

**A more heavily Hispanic population:** Baker's population was 53.6% Anglo, 39.7% Hispanic, 2.9% Black, and 2.2% other. Denver as a whole is 52.2% Anglo, 31.5% Hispanic, 10.7% Black and 3.7% other.

**Population less proficient in English:** 42% of students in Baker's public schools are not proficient in English, an 11% increase between 1995 and 1998. In all of Denver's public schools, 19% of the students are not proficient in English, an 18% increase during the same period.

**A less educated population:** 58.77% and 19.91% of the neighborhood population have high school and college diplomas, respectively, compared to 79.20% and 29.05% of Denver's population.

## Population



## ENVIRONMENTAL CONDITIONS

An assessment of environmental conditions within the neighborhood shows 316 environmental records.

United States Environmental Protection Agency (US EPA) records include:

- ▶ National Priority List
- ▶ Resource Conservation and Recovery Act (RCRA) Corrective Actions
- ▶ RCRA permitted treatment, storage, disposal facilities
- ▶ RCRA registered small or large generators of hazardous waste
- ▶ RCRA violations/enforcement
- ▶ Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, aka Superfund) sites under review
- ▶ Facility Index System
- ▶ Toxic Release Inventory

State of Colorado records include:

- ▶ State equivalent priority list
- ▶ Leaking Underground Storage Tanks
- ▶ Solid waste landfills, incinerators or transfer stations
- ▶ Federal and State drinking water sources
- ▶ Registered underground storage tanks
- ▶ Registered aboveground storage tanks
- ▶ Agency Type of Record

## Environmental Sites



**Areas of Environmental Concern**

<b>Agency</b>	<b>Type of Record</b>	<b>No. w/in 1/8 mile</b>	<b>Sites</b>
US EPA	National Priority List	1	• Denver Radium
US EPA	RCRA Corrective Actions	1	• Barter Machinery, 701 W. Bayaud
State	State equivalent priority list	0	
US EPA	RCRA permitted treatment, storage, disposal facilities	0	
US EPA	CERCLA Sites under review	4	• Cherokee Solvents, 201 S. Cherokee St. • Continental Can Co., 241 S. Cherokee St. • Barter Machinery, 701 W. Bayaud • Denver Radium
State	Leaking Underground Storage Tanks	51	
State	Solid waste landfills, incinerators or transfer stations	7	
US EPA	Facility Index System	88	
USGS/State	Federal and State Drinking Water sources (wells)	15	
US EPA	Toxic Release Inventory	1	• Jackson Ice Cream, 400 Yuma St.
State	Registered underground storage tanks	80	
State	Registered aboveground storage tanks	8	
EPA	RCRA registered small or large generators of hazardous waste	20	• CCD Wastewater Management, 2000 W. 3 <sup>rd</sup> Ave. • Union Pacific, 680 Seminole • Rosemont Pharmaceuticals, 301 S. Cherokee St. • Exhibits, Inc., 601 Acoma St. • Automotive Design, 645 Acoma St. • WR Grace Co, 111 S. Navajo • Hawk Automotive, 330 Quivas • Public Service Co., 1123 W. 3 <sup>rd</sup> Avenue and 100 S. Santa Fe Dr. • US Autobody Paint, 450 Kalamath • Rickenbaugh, 444 Kalamath • Frankel Mfg., 285 Rio Grande • Office Scrapes, 80 S. Santa Fe Dr. • Barter Machinery, 701 W. Bayaud • Signs Inc., 201 S. Cherokee • Gates Sons Fleet Maintenance, 501 W. Cedar • Gates Sons, 125 S. Elati (2) • US Mix Products, 112 S. Santa Fe Dr. • One Hour Modern Cleaners, 103 Broadway
EPA	RCRA violations/enforcement actions	8	• Denver Wood Products, 1945 W. 3 <sup>rd</sup> Avenue • Rosemont Pharmaceuticals, 301 S. Cherokee St. • Exhibits, Inc., 601 Acoma St. • Iliff Meadows Partnership, 1001 W. Bayaud • Mibar, 77 S. Jason St. • Barter Machinery, 701 W. Bayaud • Signs Inc., 201 S. Cherokee • US Mix Products, 112 S. Santa Fe Dr.
EPA	State spills lists	32	

## LAND USE

The Baker neighborhood is centrally located within Denver. It is adjacent to the South Platte River, is traversed by I-25 and several railroad lines and is located near the Central Business District. Several commercial corridors cross the neighborhood. Because of the abundance of transportation corridors and citywide and regional connections, Baker's development followed a traditional pattern of industrial uses near the river and the railroad, commercial uses along major streets, and housing in the neighborhood's interior. However, land uses are not strictly separated: housing is also located in industrial and commercial areas; industry is found in residential blocks; mixed-use areas are scattered throughout the neighborhood.

Some general land use patterns are apparent. The western portion of the neighborhood is industrial. Residential uses comprise the heart of the neighborhood. The residential area is characterized by single family homes, duplexes, and rowhouses with a few high-density multifamily buildings. The neighborhood's eastern and southern edges are commercial/retail corridors along Broadway and Alameda Avenue. Throughout the neighborhood are pockets of mixed-use areas, where no single category of land use dominates.

### Natural Features, Parks and Open Space

Baker neighborhood houses three parks, a total of 38.36 acres. Dailey Park is located between Cherokee, Ellsworth, Elati and Archer Streets. A basketball court, playground, picnic tables and restrooms are located in the park. Vanderbilt Park is a narrow stretch of open space between the South Platte River and I-25 south of Alameda Ave. Hector M. Flores Park is a neighborhood pocket park at Galapago St. and W. 4th Ave. It contains a basketball court, playground and picnic table.


















Denver Urban Gardens manages a community garden at Fox Street and West 1st Avenue, and another at Bayaud Avenue and Bannock Street.

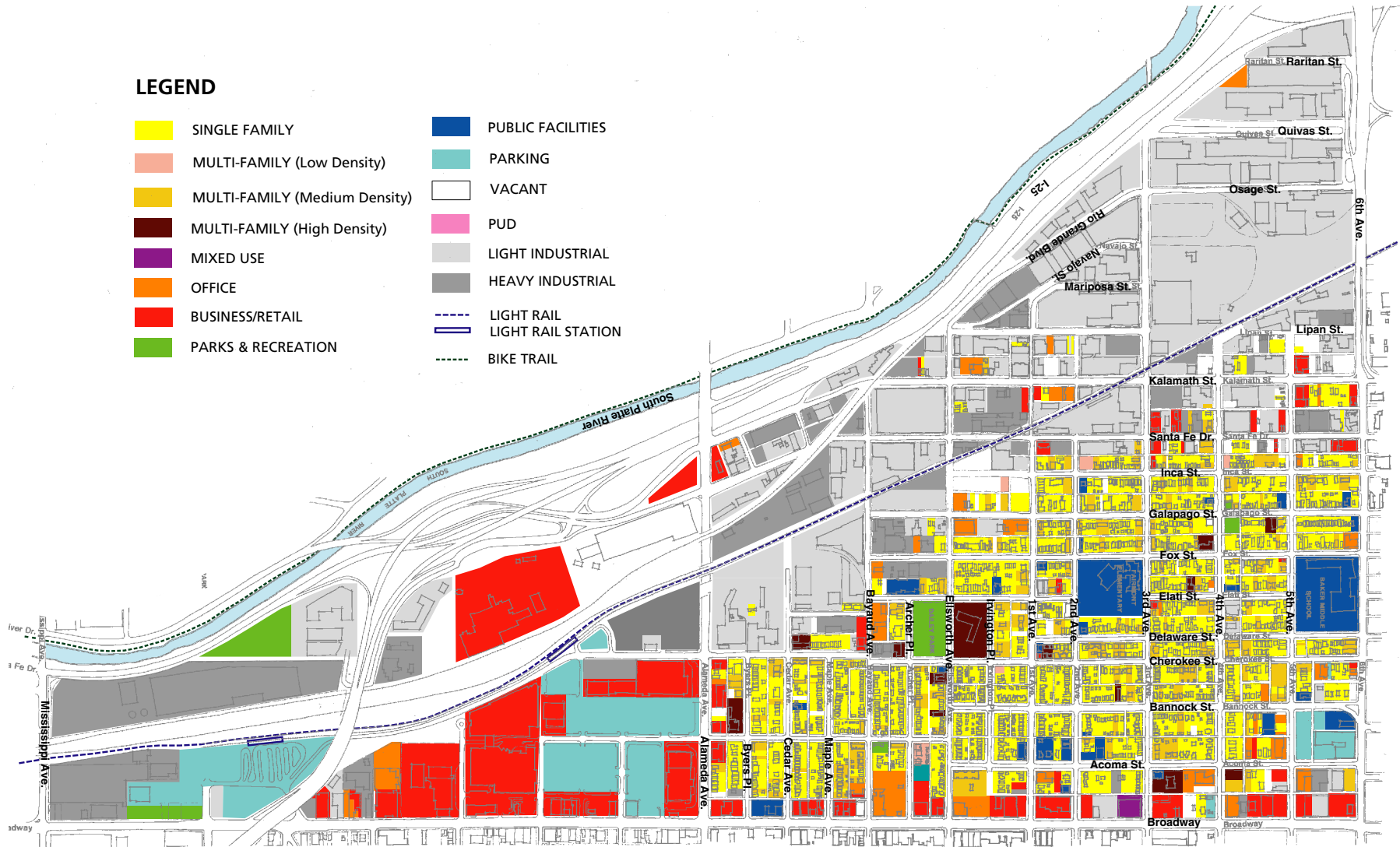
Land Use	No. of Acres	% of Total
Vacant	15.47	2.4
Single Family Residential	100.24	15.3
Multifamily Residential	35.15	5.4
Commercial (retail)	89.84	13.7
Services (offices)	18.18	2.8
Industrial	181.07	27.7
Transportation/Communications/ Utilities	111.09	17
Public and Quasi-Public	63.96	9.8
Parks and Recreation	38.36	5.9
<b>TOTAL</b>	<b>653.36</b>	<b>100</b>



# Existing Land Use

## LEGEND

	SINGLE FAMILY		PUBLIC FACILITIES
	MULTI-FAMILY (Low Density)		PARKING
	MULTI-FAMILY (Medium Density)		VACANT
	MULTI-FAMILY (High Density)		PUD
	MIXED USE		LIGHT INDUSTRIAL
	OFFICE		HEAVY INDUSTRIAL
	BUSINESS/RETAIL		LIGHT RAIL
	PARKS & RECREATION		LIGHT RAIL STATION
			BIKE TRAIL



Other nearby parks are Sunken Gardens at 8th Avenue and Delaware Street; Lincoln Park at 11th Avenue and Mariposa Street; and Denver Water's low-water demonstration garden at its headquarters at 1600 West 12th Avenue.

## Residential

About 20% of the land area in Baker is used for housing. Although there are a few high-rise structures, most buildings are less than 45-feet tall. Baker has a mix of single family houses, rowhouses and townhomes.

## Commercial: Retail and Office

**Broadway Street** from 6th Avenue on the north to I-25 on the south is the primary commercial corridor for the Baker neighborhood. Urban design elements and maintenance within these corridors is the responsibility of the Metro Denver Local Development Corporation (MDLDC), which has developed a comprehensive streetscape design for the corridor. The Broadway district is further divided into five sections:

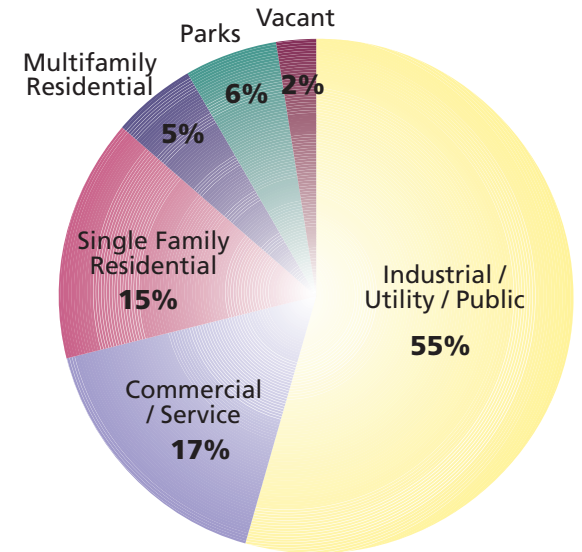
- ▮ Gateway Section, from Speer Boulevard south to 2nd Avenue;
- ▮ Boutique Section, from 2nd Avenue to Bayaud Avenue;
- ▮ Post Office Section, Bayaud Avenue to Alameda Avenue;
- ▮ Marketplace Section, Alameda Avenue to Broadway and Broadway south to Center Avenue;
- ▮ Design Center Section, Center Avenue to Ohio Avenue.

**West 6th Avenue** is a mixture of office, retail, residential and institutions (churches, community centers, Denver Health, and Baker Middle School) from Kalamath Street to Broadway.

**Santa Fe Drive** consists of both retail and industrial uses, with a few offices. North of West 4th Avenue, Santa Fe Drive is part of a local improvement district. Emphasis is on pedestrian access and neighborhood serving businesses, although more destination retail stores are locating on the corridor.

**Alameda Avenue** is a primary east-west connection across the neighborhood. It provides access to the South Platte River, as well as to the light rail station and destination retail center at Broadway and Cherokee Street. Land use is a mix of office and retail. Near Broadway, retail use of residential structures is common.

## Existing Land Use



**Industrial**

The industrial area is a mix of light and heavy manufacturing, warehousing and storage, and office and commercial uses that are accessory to the industrial uses. The industrial area is generally well-developed and provides an employment and tax base for the City of Denver. The industrial area is primarily contiguous and vibrant, although there are some nonconforming residential uses scattered through the eastern portion. Gates Rubber Company, south of I-25, is primarily vacant, except for some office uses.

## ZONING

The following descriptions and maps are for general information only. For official zoning interpretation and mapping, contact City of Denver Zoning Administration.

Most of the residential areas of the Baker neighborhood are zoned R-2-A, although there are a few areas of R-3. Residential uses are also allowed in the commercial zones. The R-2-A zone is a medium-density, multi-unit residential district that allows duplexes to be built at a density of 21.8 dwelling units per acre. R-3 is a high-density zone where the number of units is controlled by bulk standards and open space requirements. The development cannot exceed three times the site area (3:1 Floor Area Ratio).

The industrial area is zoned I-1 and I-2. The I-1 zone is a general industrial district while I-2 allows more intensive industrial uses. Development in both zones is controlled by bulk, setback and landscaping requirements. Buildings cannot exceed twice the site area (2:1 FAR) and some uses are conditional. There is also less than 2 acres of I-0 zoned land, a light industrial district (.5:1 FAR allowed as base, increase to 1:1 FAR in some circumstances).

Most of the commercial areas are zoned B-4, although the northeast corner of the neighborhood is zoned B-8. The B-8 zone is an intensive general business/high density residential district which provides for the concentration of retail, personal and business services, as well as residential and cultural uses. Developments may be built to four times the site area (4:1 FAR) plus floor area premiums (up to 6:1) for providing specific public amenities. The B-4 zone is a general business district that encourages commercial uses adjacent to arterial streets. A high intensity of uses is allowed, including a wide variety of consumer and business services, retail establishments, and many industrial uses. Building floor area cannot exceed twice the site area (2:1 FAR). There are also about two acres in the B-1 and B-2 zones. B-1 is a limited office district for services related to health care and B-2 is a general neighborhood business district.

Two special districts are represented in Baker. O-1 is an open space district for parks and other public uses, while P-1 is an off-street parking district.

In addition to these standard zones, there are four Planned Unit Developments (PUD) in the neighborhood:

- **PUD 82:** Office, commercial and residential uses on the site of the former St. Joseph's Elementary School at 604 W. 6th Ave.
- **PUD 87:** Condominiums, office and retail space at Broadway and W. Ellsworth.
- **PUD 393:** Industrial uses and a single family residence at 200-210 Santa Fe Drive.
- **PUD 474:** Auto repair facility at 65 S. Cherokee St.

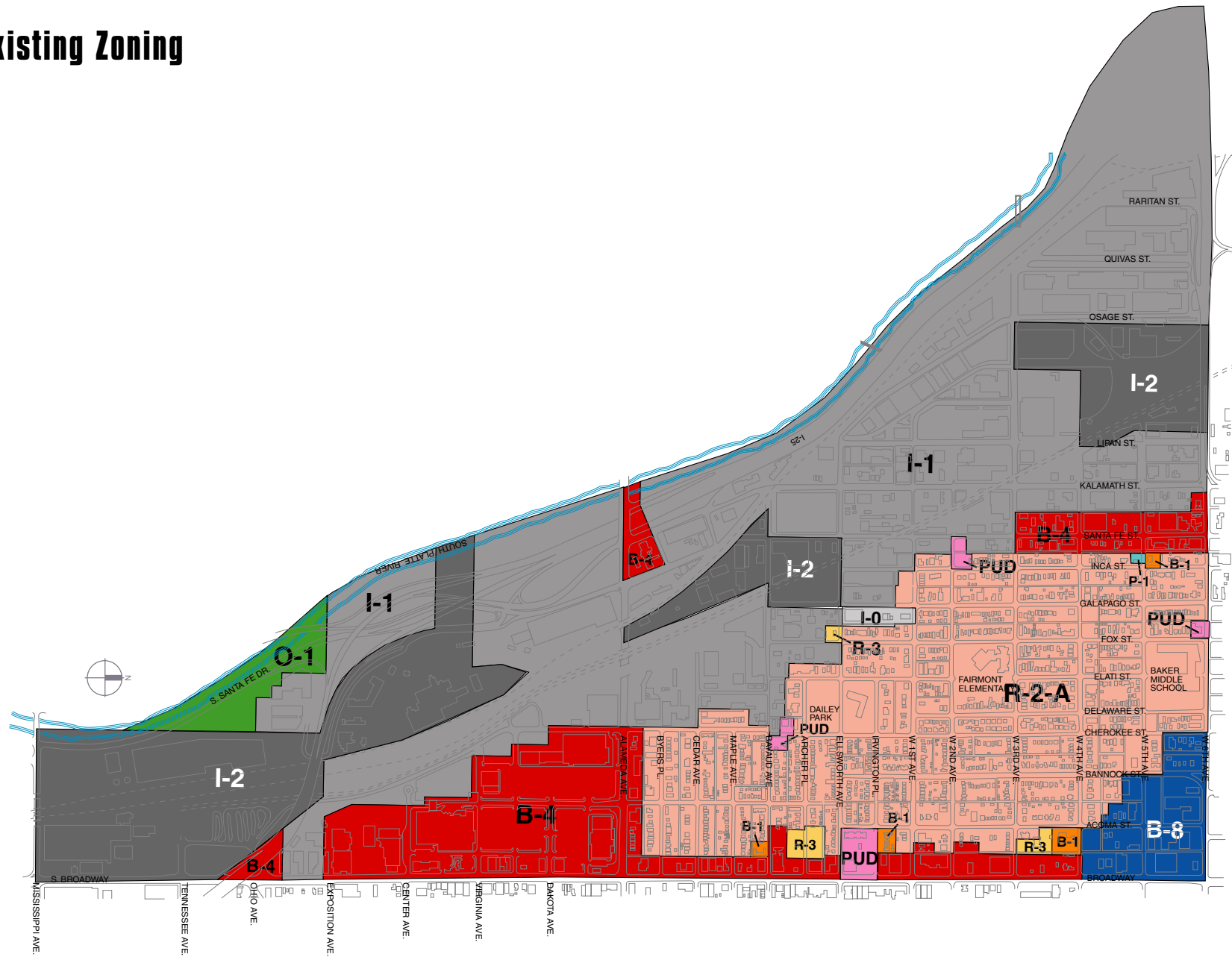
#### COMPARISON OF EXISTING LAND USE AND ZONING

This table shows actual land use in each zone, in acres. (*Non-conforming uses are italicized.*)

Zoning Class	Residential	Commercial/ Office	Industrial	Parks/ Recreation	Vacant	Total
B1	0	1.63	0	0	.22	1.85
B2	0	.35	0	0	0	.35
B4	3.97	67.92	8.21	0	2.89	83.01
B8	3.04	5.23	5.94	0	.43	16.65
I0	0	.41	1.15	0	0	1.56
I1	4.71	14.42	138.02	30.30	7.08	284.52
I2	0	15.67	98.88	0	.75	115.30
O1	0	0	0	4.00	0	4.00
P1	0	0	.09	0	0	.09
R2A	117.25	1.20	11.82	4.05	4.03	138.36
R3	6.43	1.18	0	0	.06	7.67
<b>Total</b>	<b>135.39</b>	<b>108.02</b>	<b>356.12</b>	<b>38.36</b>	<b>15.47</b>	<b>653.36</b>

Approximately 33.15 acres of developed land in the neighborhood do not conform with the underlying zone, amounting to about 5% of all land in the neighborhood. The majority of the discrepancy is industrial uses in commercial zones (14.15 acres), followed by industrial uses in residential zones (11.82 acres). There are also some residential uses in industrial zones (4.71 acres) and commercial uses in the residential zone districts (2.38 acres).

## Existing Zoning



## **MOBILITY**

### **Vehicular Circulation**

City streets fall under one of four classifications established by the Department of Public Works: local, collector, arterial or freeway. Baker contains streets in all of these categories.

Local streets provide direct access to adjacent properties and carry low volumes of traffic within the neighborhood. Daily volumes are less than 2000 vehicles.

***Baker local streets:*** 5th Ave.; 4th Ave.; 2nd Ave.; Irvington Place; Ellsworth Ave.; Archer Ave.; Maple Ave.; Cedar Ave.; Byers Ave.; Raritan Way; Quivas St.; Lipan St.; Inca St.; Fox St.; Elati St.; Delaware St.; Acoma St.

Collector streets collect and distribute traffic between arterial and local streets within the community and link major land use elements such as residential areas and shopping facilities. Daily volumes are 5000-12,000 vehicles.

***Baker collector streets:*** Galapago St.; Bannock St.; Bayaud Ave.; Cherokee St.; 3rd Ave.; 1st Ave.; Rio Grande Ct.

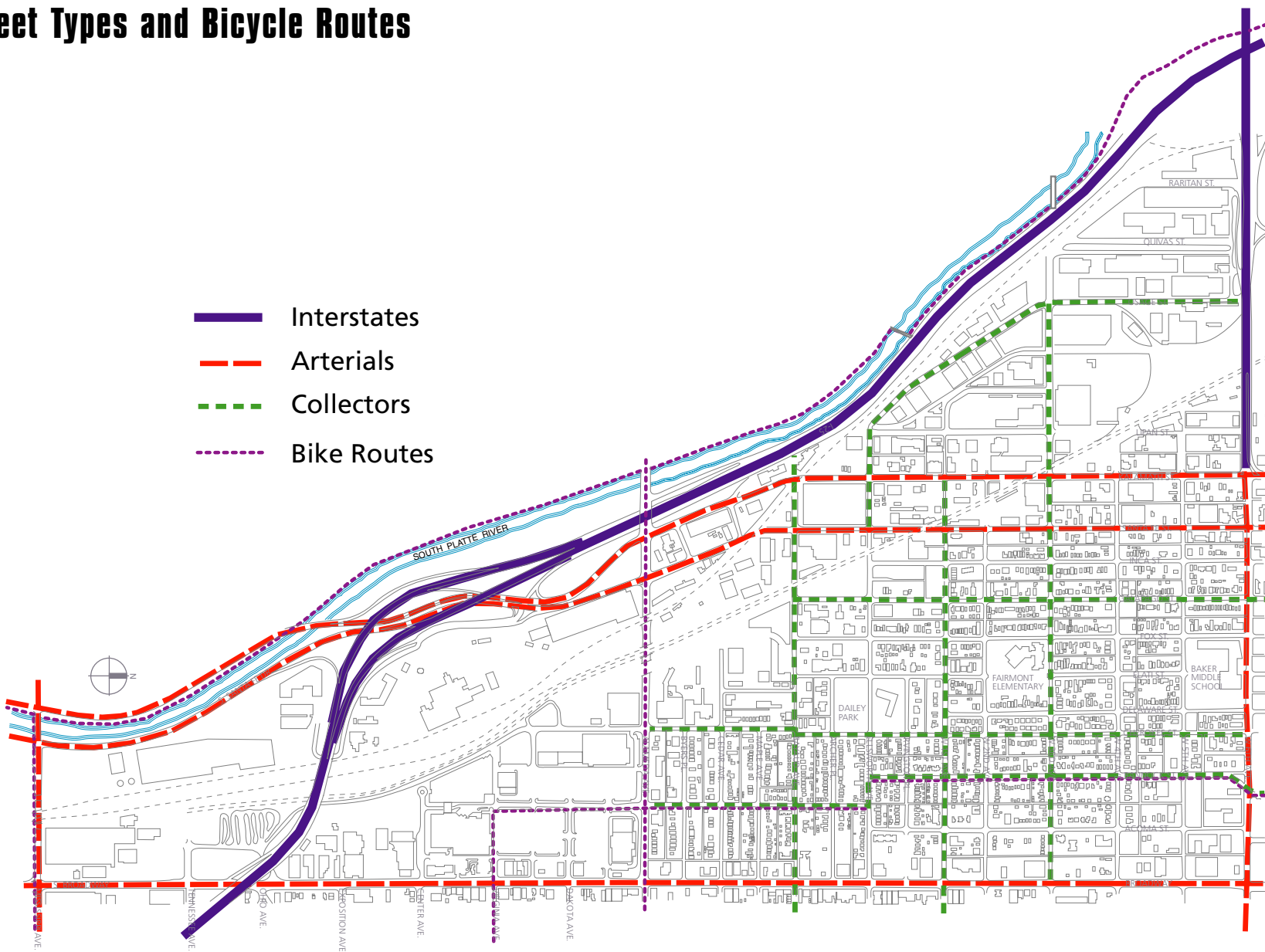
Arterial streets permit rapid and relatively unimpeded traffic movement throughout the city and serve as primary links between communities and major land use elements. Daily volumes are 17,500 to 35,000 vehicles.

***Baker arterial streets:*** Broadway; Alameda Ave.; 6th Ave.; Mississippi Ave.; Kalamath St.; Santa Fe Drive;

Freeways permit traffic to flow rapidly and unimpeded through and around the metropolitan area.

***Baker freeways:*** Interstate 25, Hwy. 6





### Freight

Union Pacific and Burlington Northern and Santa Fe Railroad operate railroad lines through the industrial area.

The City of Denver has designated two routes in Baker as maximum weight trucking routes. Any vehicle over 10,000 pounds must use these routes if passing through the community. The truck routes are Santa Fe Drive/Kalamath St., and 6th/8th Ave.

### Transit

Buses serving the Baker neighborhood include:

**No. 0:** This route travels Broadway/Lincoln and provides service to downtown.

**No. 1:** This service connects Aurora with Lakewood, primarily along 1st Ave. between Galapago and Broadway, with a loop through downtown.

**No. 3:** This route connects Aurora to the Cherry Creek commercial area and downtown Denver, via E. Alameda and Broadway/Lincoln.

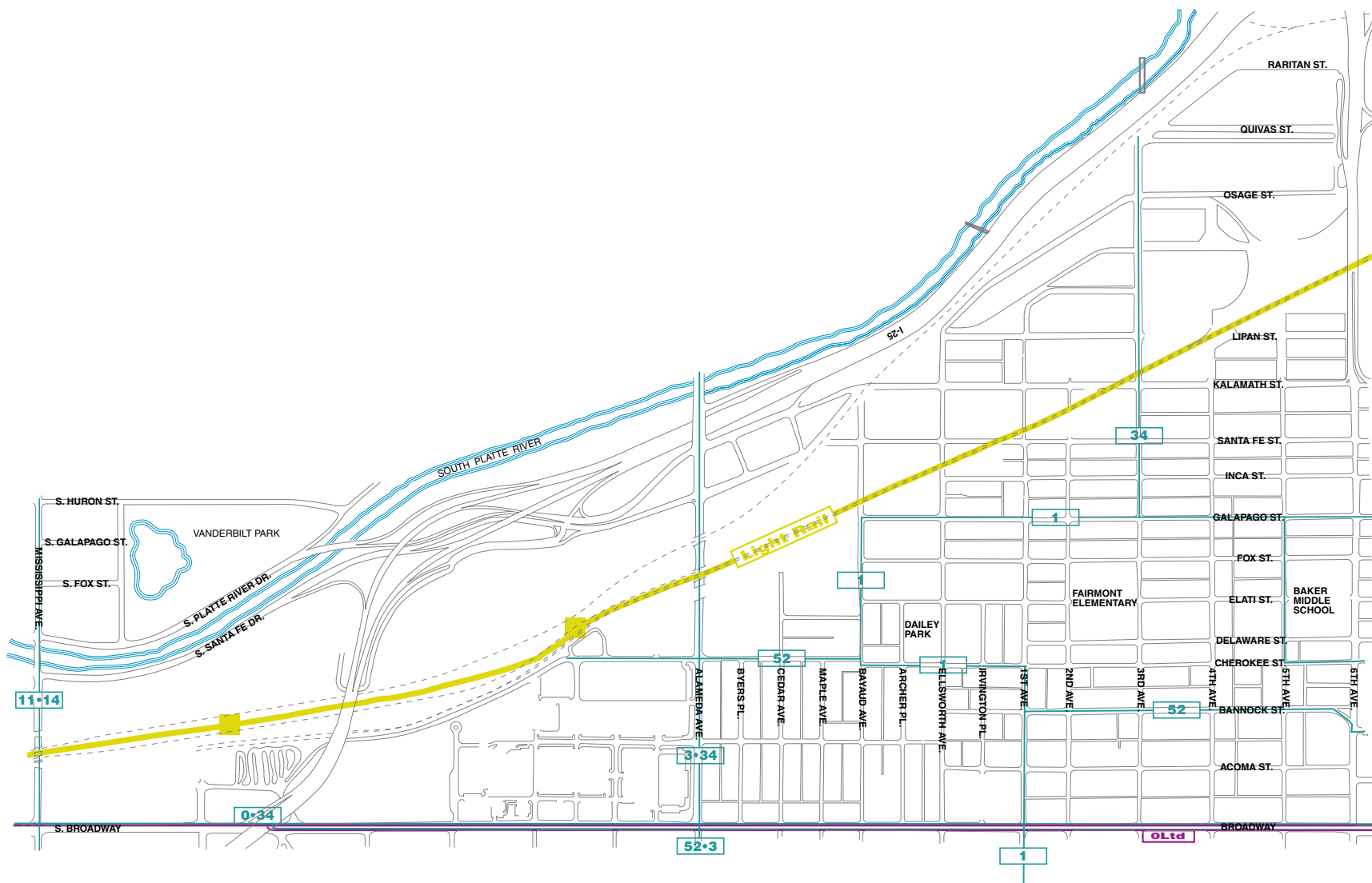
**No. 11:** This route is on Baker's southern edge, primarily in the vicinity of Gates Rubber Company. Although it does not directly serve the residential portions of Baker, #0 riders can connect with it on Mississippi Ave. for service west or east.

**No. 34:** This route connects the industrial businesses on West 3rd Avenue with the Broadway light rail station.

**No. 52:** This route connects the Olde Town Arvada park-n-ride with University Hills shopping center on Colorado Boulevard, by way of Downtown Denver, Denver Health Medical Center, and the Alameda light rail station.

A light rail line parallels the heavy rail tracks through the center of the Baker neighborhood. The line connects the Broadway station at I-25 with downtown Denver. Another neighborhood station is located at Cherokee Street south of Alameda Avenue. New light rail lines are planned that will connect the existing service to the southwest Metro area, along the Southeast Corridor to the Denver Technical Center and to Douglas County, and north through the Central Platte Valley to Denver's Union Terminal.

Baker has bicycle routes that connect to both downtown Denver and to the South Platte River Greenway.



**Pedestrian Circulation**

High volume streets within and bordering the neighborhood are difficult to cross and disrupt pedestrian circulation. Sidewalks are common throughout the residential area, but many are in poor condition. Landscaped areas and tree lawns are inconsistent. Broadway has maintained its identity as a tree-lined pedestrian corridor, but West 6th Avenue is hazardous and uncomfortable for pedestrians. The neighborhood has critical needs to increase pedestrian safety and improve pedestrian facilities such as sidewalks and crosswalks.

## LEGACIES

### Historic Landmark District and Structures

#### *Historic Residential Area*

The residential interior of the Baker neighborhood was listed as a National Register of Historic Places district in 1985 and designated a local Denver landmark district in 2000. The historic district is characterized by Queen Anne homes, built primarily between 1888 and 1893. The predominant architectural style in the residential area is a spindlework subtype of the Queen Anne house, characterized by a wide variety of turned wood ornamentation in porch supports and balustrades, friezes suspended from porch ceilings, and decorated bargeboards. Other subtypes of Queen Anne architecture in the neighborhood include half-timbered, free classic, and patterned masonry styles. Other architectural types are also represented in the district, including Italianate, Classical Revival, Dutch Colonial Revival, Denver Squares, and two Shotgun-style houses.

#### *Local Landmarks*

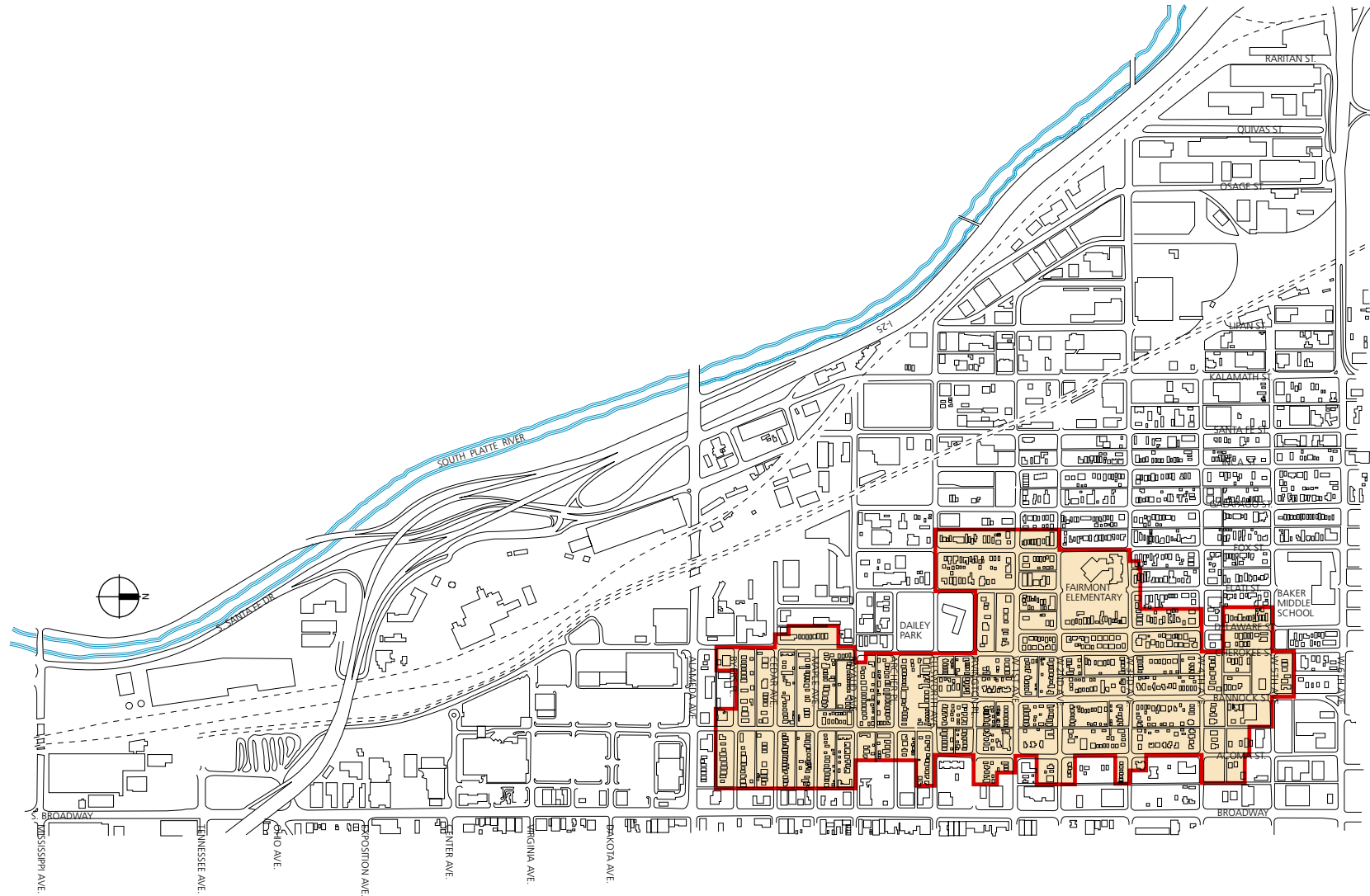
Three buildings within the Baker neighborhood have been listed as Denver Historic Landmark Structures. The Coyle/Chase House at 532 W. 4th Avenue was the childhood home of Mary Coyle Chase, the author of the 1945 Pulitzer Prize-winning play “Harvey.” Fire Station #11, located at 40 W. Second Ave., was a Works Progress Administration project that was built about 1936. The First and Broadway Building at 101-115 Broadway was built in 1907 as the First Avenue Hotel.

The Mayan Theater, 110 Broadway, is an art deco theater built in 1930 and is another Denver Landmark building along Broadway. The Leeman Auto Building, on the eastside of Broadway at 6th Avenue is another Landmark structure. Although these buildings are located just outside the official neighborhood boundaries, they influence and enrich the Baker community.



**The historic Fire Station No. 11**

# Historic District



**View Preservation**

The portion of the neighborhood south of Alameda Avenue lies within the Washington Park View Plane. The City of Denver uses additional building height restrictions to preserve views from public reference points. This view plane originates at the intersection of South Franklin Street and East Arizona Avenue, on the east side of Washington Park.

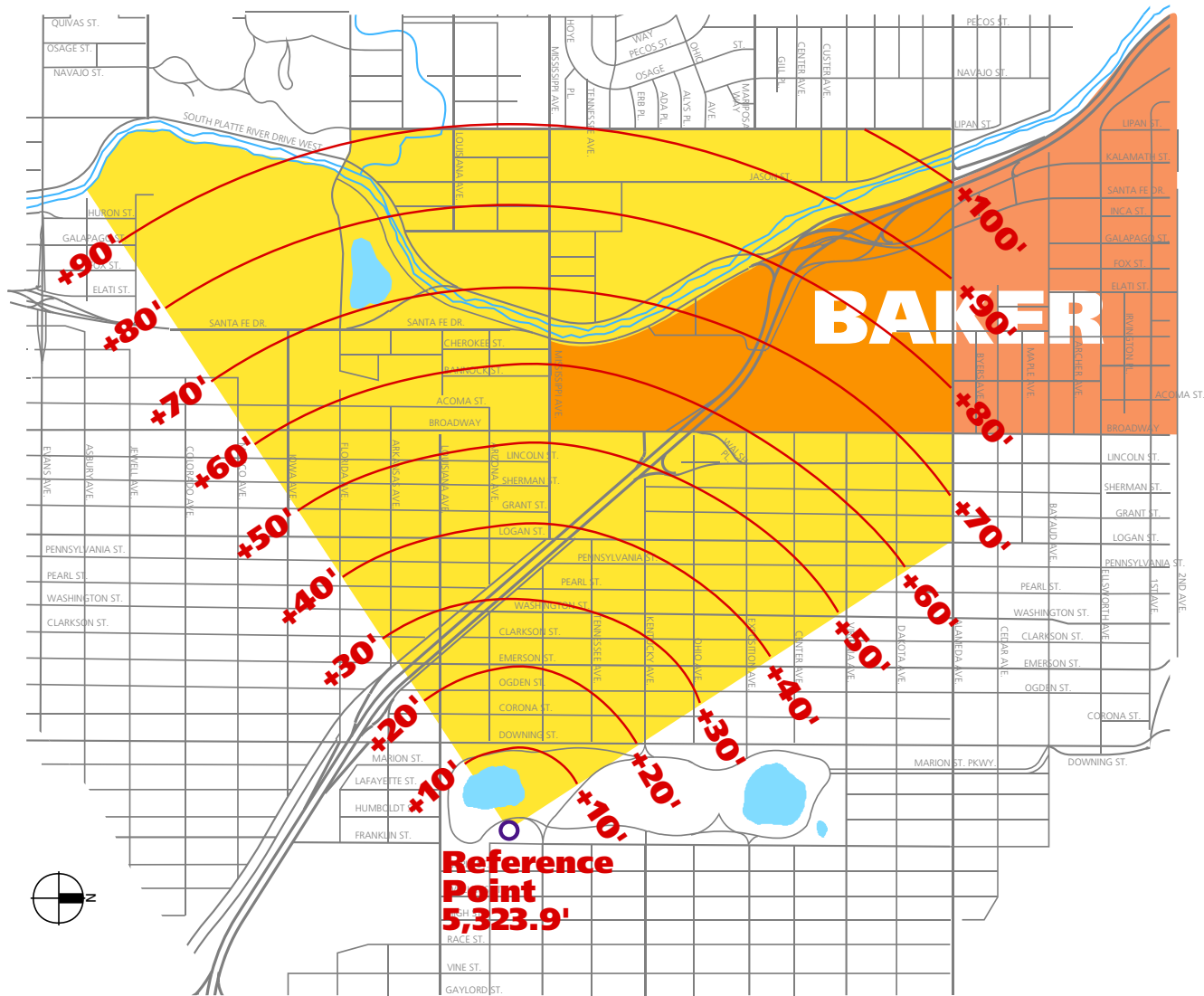
Building heights in Baker, south of Alameda Avenue, are restricted to an elevation of 5,323.9 feet above sea level, plus one foot for each 100-feet of horizontal distance from the reference point. The South Platte River at Alameda Avenue is approximately 10,000 feet from the view plane reference point.



**This view from Washington Park is protected through building height restrictions**



# View Preservation Corridor



## HOUSING

### Housing Units

**Decreasing number of housing units:** In 1981 there were 2660 residential units in Baker. In 1990, this increased very slightly to 2675 units. However, by 2000 the number had decreased to 2556 units, including 350 public housing units and three residential care facilities.

**Density:** With 2556 dwelling units on 135.39 residential acres, Baker has an average density of 18.88 dwelling units per acre.

### Age of Housing Units

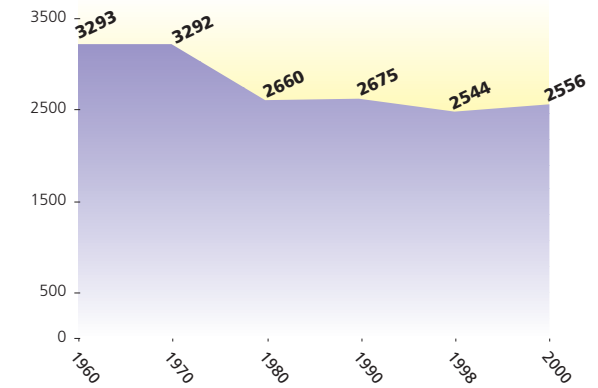
**Aging housing stock:** Assessor's data show that 86% of Baker's housing units were built before 1940, compared to 28% of dwellings in the entire city.

### Average Values

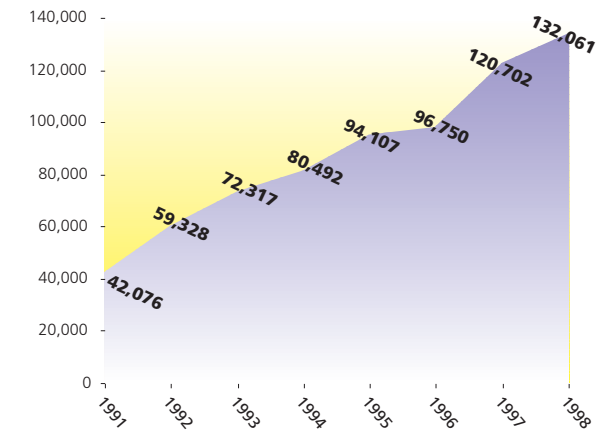
**Lower prices than Denver average:** According to the Assessors' Office, the average value of a Baker home in 2000 was \$132,061 and the average value of a Denver home that year was \$172,730. Baker housing sold for \$132 per square foot, compared to a \$154 per square foot mean price in Denver as a whole.

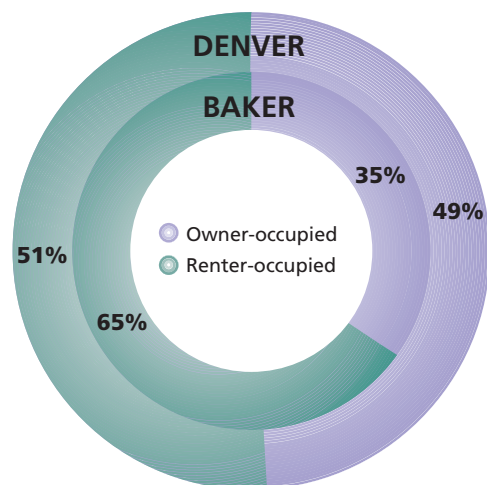
**High rate of value increase:** Baker's average home price was \$42,076 in 1991 and was \$132,061 in 1998, a 314% increase.

**Housing Units available**



**Average Home Sale Price**



**Owner- versus Renter-occupied Housing****Owner-occupied housing**

**More tenants paying lower rents:** 64.79% of Baker dwelling units were rented, compared to the Denver average of 50.80%. Renters paid an average of \$265 in Baker, compared to \$363 in the city.

**Residents pay more income on housing:** In Baker, 40.5% of occupants were paying more than 30% of their income in rents, and in Denver this figure was 38.6%.

**Less vacant housing:** 5.58% of Baker's housing units were vacant in 1998, and 11.97% were vacant city-wide.

**Public and Special Residential Uses**

**More subsidized housing:** In 1999, Baker had 13.7% of its housing units utilized as publicly-assisted housing and 1.4% was in use as residential care facilities. The corresponding figures for the city were 6.6% and .8% respectively.

**Residential care facilities:** three residential care facilities, or group homes, are registered within the Baker neighborhood.

## ECONOMIC ACTIVITY

### Income and Employment

**Lower incomes and more children in poverty:** The median income in Baker is \$20,848, compared to the Denver median of \$33,983. 58.85% of Baker children live in poverty, more than double the Denver average of 27.42%.

**More people receiving public assistance:** 6.30% of Baker's population received public assistance in 1998 and 3.55% received Aid to Families with Dependent Children/Temporary Assistance to Needy Families compared to 4.56% and 3.02%, respectively, of Denver's population. 83.52% of children attending public school qualified for the free lunch program, compared to 56.54% of the students throughout the city.

**Losing total jobs:** Baker provided 9397 jobs in 1996 and 10402 jobs in 1993. An estimated 9.7% of the total neighborhood jobs have been lost since 1990. In 2000, Denver as a whole provided 426,778 jobs, a gain of 1.8% since 1990.

### Market Conditions

Business located in the Baker neighborhood paid \$7,932,047 in sales and use taxes in 1999, representing about \$226,629,914 of sales. This is about 1.4% of the total city tax collections for sales and use taxes.

There are about 300 businesses in Baker, including the industrial and commercial sections and smaller businesses in the residential core.

Property owners and business people on Broadway formed a Local Improvement District (LID) in 1980 to improve and maintain the public realm along the corridor. The district has been expanded several times over the years and now stretches from 2nd Avenue to Ohio Avenue. Future expansion is possible from 2nd Avenue to 6th Avenue. Owners of real property pay an assessment based on square foot of

### Employment by Occupation

Occupation	No.	%
Agriculture	11	0.1
Mining	11	0.1
Construction	643	6.2
Manufacturing	1103	10.6
Transportation, Communications, Public Utilities	259	2.5
Wholesale Trade	3819	36.7
Retail Trade	1396	13.4
Finance, Insurance, Real Estate	271	2.6
Services	1308	12.6
Government	1348	13.0
Military	0	0.0
All Other	233	2.2
<b>TOTAL</b>	<b>10,402</b>	<b>100.0</b>

land in exchange for improved maintenance, streetscape improvements, enhanced security, and marketing of the neighborhood.

The western industrial section is currently experiencing a period of growth and reinvestment, enhancing the vitality of the Denver's industrial market. The location attracts distribution companies of all types because of its access to and from all areas of metropolitan Denver.

### Inventory of Baker Businesses

In 1999, there were about 300 businesses in Baker, including the industrial and commercial sections and smaller businesses in the residential core.

#### Building and Construction

##### Material and Farm Equipment

ABC Custom Iron and Lock  
AAA Metric Supply Inc.  
Ace High Glass Inc.  
Adams John Locksmith  
Alpine AC and Heating Service  
American roofing Sheet Metal Co.  
Arapahoe House Inc.  
Atlantis Equipment Co.  
Augie Construction & Millwork Inc.  
Awning Company of America  
Bath and Kitchen Design Center  
Blackinton and Becker Inc  
Calahan Construction Inc  
Cashway Electric Supply  
Central Regridgeration Inc  
Colo Wire and Cable Co  
Colorado Climate Control Inc  
Commercial Lighting  
Commercial Testing Labs  
Concrete Foundations Inc.  
Contractors Heating and Supply Inc  
CPS Distributors Inc  
Crescent Electric Supply  
Dahl Inc  
Design Materials Inc.

Distributors Service Co  
El Rey Distributing Inc  
Electrical Agencies Company  
Environmental Materials Inc  
Flink Supply Co  
Gates and Sons Inc  
Granite/Marble Import Inc  
HBF Marble and Granite LLC  
The Home Depot  
Hyder Construction Inc  
Jim Dawson Co  
Lighting Services Inc  
MacDonald Lumber Co  
The Mitters Touch  
Nielsen Plastering Co  
NPW Contracting Inc  
PE Ohair and Co  
Palace Construction Company Inc  
Palace Enterprises  
Plastering Specialties Inc.  
PPG Industries Inc.  
Rampart Plumbing and Heating  
Supply Inc  
Rent All Service Inc  
Rio Grande Company  
Santa Fe Carpenter Shop  
Shaw Construction LLC

Silver Brush Productions  
SMS Studio  
Stark Lumber Co  
Starward Supply Co  
Suntronics Inc  
Tobin Refrigeration Inc  
Tom Meyer Sheet Metal Inc  
Tools for Bending Inc  
Tricomm Systems Inc  
Tuff Shed Inc  
Uncle Mikes Pool Coping Stones  
United States Welding Inc  
The Veneer Works  
Wildwood Joinery and Design Inc

#### General Merchandise

Colorado Pen Company  
Grocery and Delicatessens  
3rd Avenue Market  
7-11 Food Stores  
7-11 Food Stores #23899  
Albertsons  
First Avenue Grocery  
Grocery Express  
La Tiendita  
Sam's Club  
Sav O Mat Inc

**Automotive Dealers and Gasoline Stations**

ABC Imports and Salvage Inc  
 All Imports  
 Astro Automotive MGT Inc  
 Bavarian Autohaus Inc  
 Cadillac Plastic Group Inc  
 Central Auto and Truck Service  
 Colorado Clutch Co  
 Denver Body Shop  
 Denver Rubber Co  
 Eisenbuds Inc  
 Enterprise Rent a Car  
 Insync Creative Marketing Inc  
 Jerry's Standard  
 KOK Oil Co Inc  
 Mile Hi Body Shop Inc  
 NAPA Auto Parts Inc  
 Olympic Distributing Co.  
 Parts Import Inc  
 Quezada Auto Repair  
 Rainbow Designs  
 Rauls Auto Trim Inc  
 Rauls Paint and Auto Supplies  
 Santa Fe Auto  
 Service Oil Co  
 Tarin Auto Electric  
 Total Petroleum  
 Volvo Specialists

**Apparel and Accessories**

Barry MFG Co  
 Why Not! From Down Under

**Home Furnishings and Equipment**

574 Santa Fe Drive LLC  
 Allure Rug Studio  
 Avenrich Glamboyant  
 Avis Upholstering Ltd.  
 Beyond Technology

Cash Registers to Go Inc  
 Chess Inc  
 Cover Up Custom Upholstery Inc  
 Crawford Printing Ink Inc  
 Custom Shades and Specialties  
 Customized Tabs  
 Denver Floor Designs Inc  
 Discreet Systems  
 Estate Pro  
 Everything for Offices  
 Fine Materials  
 Guitar Clinic  
 Input EZ Corp  
 JK Concepts Inc  
 Kacey Fine Furniture  
 Kimbulian and Noury Oriental Rug  
 Larimer Woodworking Inc  
 Las Vegas Adult Palace  
 Mariposa Supply  
 Mid Continent Office Distribution Inc  
 No Necktie Productions Inc  
 Personal Computer Systems Corp  
 Possibilities for Design Inc  
 Pro File Systems Inc  
 ROH Properties  
 Ruins Etc.  
 Shaw Contract Flooring Services Inc.  
 Supportek Inc  
 Veterans Interiors Inc

**Eating and Drinking Places**

Breakfast King  
 Breckenridge Brewery of Colorado  
 Burger King #4732  
 Culinaire Inc  
 Denny's Restaurant #370  
 Fifth Avenue Tavern  
 Heavenly Daze Brewery  
 The Hot Dog Guy

Lucille's Bar  
 Lundco Inc  
 Nancy's Edible Treats  
 Planet Perk Inc  
 Santa Fe Bar Inc  
 Yan Kee Noodle Company  
 YJ&K Inc

**Miscellaneous Stores**

A1 Quick Haul  
 Accuracy First Printing  
 Adrian Brown Consultants Inc  
 Advance Neon Sign Co  
 Advanced Interior Manufacture Inc  
 All Clay  
 Always and Forever Private Event Facility  
 Amalgamated Transit Union Local #150  
 Apex Multimedia  
 Art Dynamic and Graphic Signs  
 Aspen Trophies Inc  
 Aspire Model and Talent Inc.  
 Bada Boom Productions  
 Ben and Sons Inc  
 Best Wood Designs  
 Big Timber Taxidermy  
 Birlauf & Steen Inc  
 Boyd Investment Co  
 Breckenridge Holding Co  
 Brokers International Ltd.  
 Browne Bros Parking & Decorating Inc  
 Busick Insulated Glass Inc  
 By Jeeves  
 Carlston Ann YC  
 The Carpet Magnet Co  
 Castleworks  
 The Cat Hospital of Denver  
 Chavez Produce  
 Cherokee Street Investments Inc.

Color Graphix Incorporated	Jordan Art Consulting	Paper
Colorado Federation of Teachers	K&M Cigarettes Store	Ricks Rocky Mtn Wreaths
Colorado Film and Video Association	Kaiser Sign and Design Inc	Rocky Mountain Cable Assemblies Inc
Colorado Mold Supply	Kalidascope Paiting Services Inc	Rocky Mountain Delivery Inc
Concrete Solutions LLC	Karen White Studio	Rosemont Pharmaceutical Corp
Consolidated Parts Inc	Kick in the Grass	Saint Augustine Orthodox Church
Cooperation Inc	Kidskits Inc	Santa Fe Treasures
Dacks Texturing Service Inc	Kimball Electronics Inc	Savoy Color Imaging
Dean the Printer	Lifelike Taxisdermy Inc	Scott Group
Denver Federation for Paraprofessionals	Lockheed Martin Corporation	Shades & Such
Dever Typographical Union	Lyon Studio	Signs Inc
Denver Woodwrights LLC	Mercnats Building Maintenance LLC	The Slide Printer
Dewey Obenchain Films Inc	Metron Inc	Spearhead Inc
Distinctive Mantle Designs	Mile High Appraisal	Stanisz Construction Inc
Dixon Paper Company	Mile High Ceramics Inc	Stella Adler Technique Workshop
Dolan Bookbinding	Mountain X-Ray and Equipment Inc	Stobie Mary
Driver Development Center	Multi Arts LLC	Strasburg Sharon
Eggen Violin Shop	National Repack Distribution Services	Summit Pressed Brick & tile
Episcopal Church of St. Peter and St. Mary	North American Services Inc	Svedala Industries Inc.
Exhibit Design Builders LLC	Open Press Ltd.	SVS Architecture
Expanded Colora	Optics Unlimited	TG X Ray Ltd.
Far Blue	Out West Productions	Thermo Tech Division of Minnesota
Fastening Systems Inc	Pacific Food Products Inc	Tip Top Nails
Gina Siegel CMT	Pantech Machine Services	Total Vending Services Inc
Gryphon Design	Pastime Co	Tree of Life Wellness Systems Inc
Hilary Depolo Marketing Consultation	Pearl Trade Bindery Inc	Tri Gables Realty Co
Holtby Michael E. LCSW	Plateau Machinery Inc	The Tribe
Howell Construction	Platte River Art Service	Turbo Press Inc
Hutchs	Platte River Letterpress	Vision Contracting Inc
Ian Adamson Properties	Point Ground	The Walman Optical Co
Ian Smith Information	Pressed 4 Time #139	Watson Compact
Industrial Western Inc	Pressed 4 Time #205	Wavemedia Productions
International Union of Bricklayers and Allied Cra	Printers Personnel Inc	Weimar William C, DDS
JE Dunn Construction Co	R&R Pallet Recycling	Westwood Insurance Agency
Jenson Advertising	R Solutions	The Women's Art Center and Gallery
Jimenez Alan Jay Esq.	Rann M Pest Management	Zen Pottery Equipment Inc.
JL Silver	Rapid Molds	
	Register Graphics Inc	
	Remote Broadcasts Inc	
	Rice Investment Company Rice	



## NEIGHBORHOOD FACILITIES AND ORGANIZATIONS

### Public, Cultural and Religious Facilities

Three facilities in the Denver Public Schools system are located in Baker. Fairmont Elementary School, 520 West 3rd Avenue, educates children from kindergarten through fifth grade. Baker Middle School, 574 West 6th Avenue, has students in sixth through eighth grades, and West High School, 951 Elati Street, teaches students in ninth through 12th grades.

The La Familia Recreation Center is located at 65 S. Elati St., near Dailey Park. The Baker Community Garden on the northeast corner of Bannock and Bayaud provides additional open space for the community.

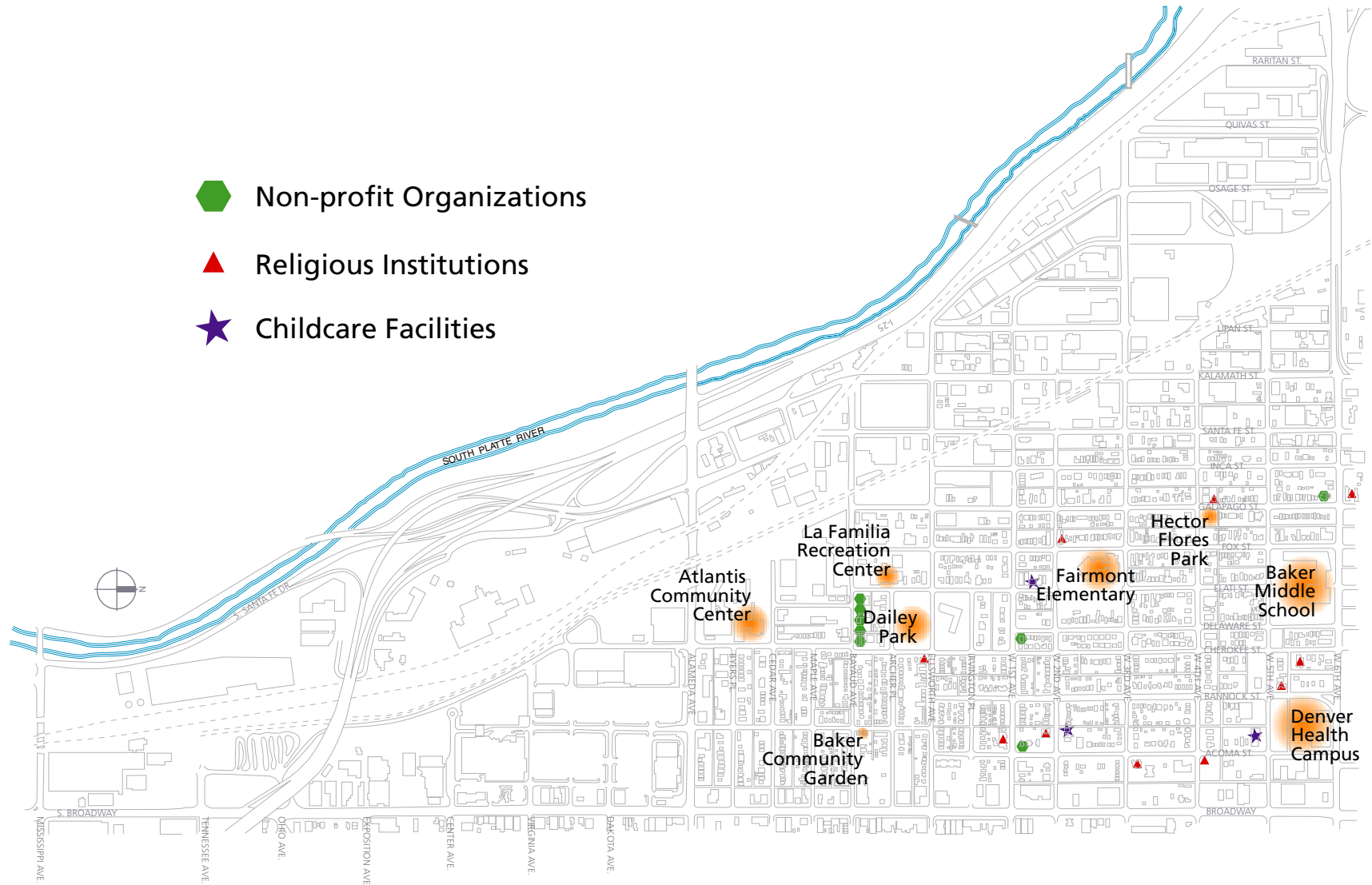
Atlantis Community Center is located at 188 W. Cedar Ave.

Denver Public Library has two branch buildings that serve the neighborhood. The Ross-Broadway Branch Library is located at 33 E. Bayaud Avenue and the Byers Branch Library is located at 675 Santa Fe Drive.

Denver Health and Hospital's main campus is located at the northern boundary of the neighborhood, between 6th Ave. and 8th Ave., Speer Boulevard to Delaware St. A trauma education center was recently added south of West 6th Avenue.

Baker maintains its diversity in the provision of religious facilities. Examples include: First Avenue Presbyterian Church at 120 W. 1st Ave.; St. Peter & St. Mary Episcopal Church at 126 W. 2nd Ave.; St. Augustine's Orthodox Church at 55 W. 3rd Ave.; St. Joseph's Redemptorist Church at W. 6th Ave. & Galapago; Jeremiah Baptist Church at 465 Galapago St.; Templo Bethel Assembly of God at 201 Fox St.; All Gods Children Assembly at 520 Cherokee St.; Mission Denver Christian Church at Ellsworth and Lincoln; South Broadway Christian Church at 23 Lincoln St.; Living Waters Fellowship at 215 W. 5th Ave.; and Jehovah's Witnesses — Spanish at 290 W. Ellsworth Ave.

## Neighborhood Facilities



The neighborhood is home to several childcare centers, including Westside Day Care at 55 Elati St.; Babyland Nursery Montessori at 131 W. 2nd Ave.; and Denver Early Childhood Connections, 124 W. 5th Ave.

Several non-profit organization are located in the Baker community, including Arapahoe House, Bayaud Industries, Inc., Wishing Well, Evangelical Organizing Project, Labor Community Agency, Pet Net, Sobriety House, LARASA, The Stanley Foundation, Atlantis Community, Brokers International, Bannock Shelter for Boys, Bayaud Central Rehabilitation, Just for Today Inc., Street Intervention Project, Sobriety House Inc., and Mi Casa Resource Center.

## **Baker Neighborhood Associations**

### ***Baker Historic Neighborhood Association***

Baker Historic Neighborhood Association (BHNA), originally named Organized Baker Residents, was founded in 1978. It represents approximately 3,000 residents in the area.

The mission of BHNA is:

- ▶ Promoting cooperation and harmony among residents in the Baker neighborhood;
- ▶ Maintaining and promoting the residential character of the neighborhood;
- ▶ Assisting Baker residents in solving neighborhood problems;
- ▶ Assisting city, state and federal agencies in making informed decisions on issues related to Baker; and
- ▶ Developing and maintaining links to other neighborhood, nonprofit and governmental organizations to remain aware of and involved in issues that affect Baker.

BHNA's membership meets monthly and also communicates through a monthly newsletter and a web site for neighborhood communication and discussion. The association was the leader in designating a large portion of the neighborhood as a National Historic district in 1985 and as a Denver Historic Landmark district in 2000. The association also worked with the City to downzone the residential district for R3 to R2A, a direct implementation of the 1981 Westside Neighborhood Plan. BHNA is a member of Inter-Neighborhood Cooperation and is a registered neighborhood organization with the City and County of Denver.

***Diversified Broadway Business Association***

Diversified Broadway is an organization of merchants and property owners along the Broadway corridor. The group works to promote business and economic development opportunities.

***Metropolitan Denver Local Development Corporation/Broadway Partnership***

MDLDC is a non-profit neighborhood association formed in 1980 to manage the affairs of the Broadway Plaza Pedestrian Mall and Maintenance Districts. Its primary goals are to effectively and efficiently manage the maintenance district at a level of service desired by property owners and their merchant tenants; to maintain the district in a safe and orderly fashion for clients and customers of the district businesses; and to encourage neighborhood preservation and business revitalization. The organization represents 175 properties, 358 businesses and 1050 employees. Its planning area includes Broadway between I-25 and Speer Boulevard, and the district maintains 13,500 linear feet of streetscape improvements. The MDLDC board meets monthly.

***Sumner Neighborhood Association of Businesses***

Sumner NA is a neighborhood association registered with the City and County of Denver. Property owners and business people established the association in 1994 to address neighborhood issues of interaction with the Denver Police Department, graffiti, vandalism, illegal dumping, neighborhood nuisances, physical crimes, burglaries, abandoned structures, neighborhood lighting, development and city planning, legislation, neighborhood business networking, and improving the overall business atmosphere. The membership meets monthly.



# APPENDIX



## WISH LIST OF NEIGHBORHOOD PROJECTS

During the planning process, the Baker community generated a list of projects that could enhance the aesthetics, function, or identity of the neighborhood. Many of the ideas were far-reaching and visionary, but were found to be impractical, primarily because of cost constraints. These concepts were not carried forward in complete forms to the body of the plan or incorporated in the plan recommendations. However, there may come a time when Denver's resources are not as limited, or new opportunities may arise that make these concepts more feasible. The list is included here in the hopes that it may someday find fertile ground and some of the more visionary ideas may be developed.

- ▶ Building better connections from the residential neighborhood to the South Platte River, especially the greenway on the west side. This may include pedestrian and bicycle bridges over I-25 and the river, as well as on-street bicycle lanes and improved paths and sidewalks.
- ▶ Developing a landscaped, tree-lined median on Bannock Street.
- ▶ Adding a new park at Broadway Marketplace, perhaps on the surface of an underground parking structure.
- ▶ Using neighborhood gateways and identification signs that showcase the neighborhood as a unique place within the city. The signs should relate to the character of the historic district and the gateways should include opportunities for public art.
- ▶ Constructing a subway to connect Broadway Station to Civic Center Station downtown, causing minimal impact to surface land uses while providing additional transit service to area residents and employees.
- ▶ Adding another stop on the existing light rail line between Alameda Station and 10th & Osage, to better serve the existing neighborhood.

## RESULTS OF COMMUNITY ASSEMBLIES

In developing the Baker Neighborhood Plan, six large community meetings were held to develop the inventory of primary issues and goals, narrow the focus of the neighborhood plan, develop a list of implementation options, prioritize that list and confirm the concepts and recommendations of the plan. The entire plan was shaped to reflect that input. This appendix provides more details about the particular results of those meetings.

### AUGUST 1999: SWOT Analysis

Using a planning tool called Strengths, Weaknesses, Opportunities and Threats (SWOT), Baker stakeholders identified the following characteristics of the neighborhood (Note: Percentages may not add to 100 due to rounding):

#### Strengths

##### *Physical attributes*

	Mentions	% of Total
Historic character and revitalization efforts . . . . .	4	29
Central location and access to downtown, trails, metro area . . . . .	2	14
Views of the mountains and downtown . . . . .	1	7
Small geographic area . . . . .	1	7
<b>Subtotal</b> . . . . .	<b>8</b>	<b>57</b>

##### *Social attributes*

	Mentions	% of Total
Positive, committed individuals . . . . .	2	14
Strong neighborhood organization . . . . .	1	7
Cooperative business community . . . . .	1	7
Diverse population (age, ethnicity, sexuality) . . . . .	1	7
<b>Subtotal</b> . . . . .	<b>5</b>	<b>35</b>

##### *Economic attributes*

	Mentions	% of Total
Diverse retail offerings . . . . .	1	7
<b>Subtotal</b> . . . . .	<b>1</b>	<b>7</b>

**TOTAL # RESPONSES . . . . . 14 . . . . . 99**

#### Weaknesses

##### *Physical attributes*

	Mentions	% of Total
Lack of code enforcement . . . . .	2	13
Lack of buffer between industrial and residential uses . . . . .	1	6
Santa Fe corridor to Mississippi Ave. . . . .	1	6
Alameda corridor and underpass . . . . .	1	6
RTD lot on Alameda . . . . .	1	6
Graffiti . . . . .	1	6
Lack of surface infrastructure . . . . .	1	6
Neighborhood erosion through lack of redevelopment . . . . .	1	6
<b>Subtotal</b> . . . . .	<b>9</b>	<b>55</b>



***Social attributes***

	Mentions	% of Total
High transient population . . . . .	1	6
Lack of common ground between long-term residents and recent immigrants (language/cultural barriers) . . . . .	1	6
Neighborhood is split geographically and ethnically . . . . .	1	6
High rate of absentee ownership . . . . .	1	6
Crime and gangs . . . . .	1	6
Apathy of property owners and tenants . . . . .	1	6
<b>Subtotal</b> . . . . .	<b>6</b>	<b>36</b>

***Economic attributes***

	Mentions	% of Total
High cost of housing . . . . .	1	6
<b>Subtotal</b> . . . . .	<b>1</b>	<b>6</b>

**TOTAL # RESPONSES** . . . . . **16** . . . . . **97**

**Opportunities*****Physical Issues***

	Mentions	% of Total
Landscape and maintain public spaces . . . . .	3	14
Increase code enforcement . . . . .	2	9
Examine appropriateness of neighborhood zoning . . . . .	2	9
Examine zoning along neighborhood edges . . . . .	2	9
Create parks out of vacant lots . . . . .	1	5
Develop design guidelines . . . . .	1	5
Promote mixed-use development along Santa Fe/Kalamath . . . . .	1	5
Protect views . . . . .	1	5
Begin neighborhood planning efforts . . . . .	1	5
Educate residents on permit processes . . . . .	1	5
Become educated about mixed-use zoning . . . . .	1	5
<b>Subtotal</b> . . . . .	<b>16</b>	<b>76</b>

***Social Issues***

	Mentions	% of Total
Create neighborhood unity through fun events . . . . .	1	5
Create a neighborhood center with public meeting space . . . . .	1	5
Explore level of political interest in revitalization . . . . .	1	5
Involve youth in neighborhood projects . . . . .	1	5
Gentrification may lead to revitalization . . . . .	1	5
<b>Subtotal</b> . . . . .	<b>5</b>	<b>25</b>

***Economic Issues***

	Mentions	% of Total
Develop income-sensitive housing . . . . .	1	5
<b>Subtotal</b> . . . . .	<b>1</b>	<b>5</b>

**TOTAL # RESPONSES** . . . . . **22** . . . . . **106**

**Threats*****Physical Issues***

	Mentions	% of Total
Unplanned and incompatible development and design . . . . .	3	21
Types of uses allowed in B-4 corridors . . . . .	2	14
Traffic . . . . .	1	7
Possible expansion of Denver Health . . . . .	1	7
Buses on narrow, residential streets . . . . .	1	7
Lackluster code enforcement . . . . .	1	7
Substandard building and in-fill . . . . .	1	7
Residential interface with industrial areas . . . . .	1	7
Possible loss of access to neighborhood by trains blocking roads, loss of I-25 ramps . . . . .	1	7
<b>Subtotal</b> . . . . .	<b>12</b>	<b>84</b>

***Social Issues***

	Mentions	% of Total
Gangs and crime . . . . .	1	7
Fractionalization of neighborhood along ethnic lines . . . . .	1	7
<b>Subtotal . . . . .</b>	<b>2</b>	<b>14</b>

**TOTAL # RESPONSES . . . . . 14 . . . . 98**

**JUNE 2000: Strengths and Weaknesses**

The second large community gathering, attended by about 55 people, was used to confirm and expand the list of community strengths and weaknesses in the categories of Land Use, Urban Design, Housing, Transportation, Business Development, and Crime/Public Safety. The results of that meeting were (Note: Percentages may not add to 100 due to rounding):

***Land Use Strengths***

	Mentions	% of Total
Proximity of commercial and residential . . . . .	4	13
Distinction among different uses . . . . .	4	13
Variety of uses . . . . .	3	10
Small neighborhood with specific boundaries . . . . .	2	7
Historic character . . . . .	2	7
Synergy of uses among industrial, commercial and residential . . . . .	2	7
Good communication among industrial, commercial and residential . . . . .	2	7
Interest in restoration and preservation . . . . .	2	7
Distinction between residential and commercial . . . . .	2	7
Existing density . . . . .	2	7
Increasing property values . . . . .	2	7
Land available for redevelopment and new development . . . . .	1	3
Mixed-use residential . . . . .	1	3

Commitment to broad development . . . . . 1 . . . . 3  
**TOTAL . . . . . 30 . . . . 101**

***Land Use Weaknesses***

	Mentions	% of Total
Old infrastructure (water, sewer, power) . . . . .	5	17
No light rail stop . . . . .	2	7
Lack of open space . . . . .	2	7
Nonconforming uses (industrial vs. residential) . . . . .	2	7
Inadequate facilities for children . . . . .	2	7
Trucks navigating residential neighborhoods . . . . .	2	7
Small lots make infill and development difficult . . . . .	2	7
Poorly-maintained properties . . . . .	1	3
Inadequate landscaping and green . . . . .	1	3
Children playing in industrial areas . . . . .	1	3
Narrow streets and poor parking . . . . .	1	3
Parking issues due to mixed-use . . . . .	1	3
Restrictive zoning laws related to carriage houses and garages . . . . .	1	3
Modern residential structures . . . . .	1	3
Low density . . . . .	1	3
Inadequate planned development . . . . .	1	3
Increase in residential prices . . . . .	1	3
Loss of affordable housing . . . . .	1	3
Poor quality of pop-top and scrape-off development . . . . .	1	3
Antiquated zoning laws . . . . .	1	3
<b>TOTAL . . . . . 30 . . . . 98</b>		

***Urban Design Strengths***

	Mentions	% of Total
Walkable neighborhood, good pedestrian access . . . . .	3	14
High density promotes neighborhood intimacy . . . . .	3	14
Architectural style shows harmony and coherence . . . . .	3	14
Traditional town design of alleys, front porches, on-street parking . . . . .	2	10
Balance and integration between business and residential . . . . .	2	10
Industrial area adds to diversity . . . . .	2	10
Lighting on 3rd and 4th Avenues . . . . .	1	5

Historic designation signs . . . . .	1 . . . . .	5
Corner stores . . . . .	1 . . . . .	5
“Village-like” and self-contained . . . . .	1 . . . . .	5
Santa Fe buffers industrial and residential . . . . .	1 . . . . .	5
Flagstone sidewalks and traditional building materials . . . . .	1 . . . . .	5
<b>TOTAL . . . . .</b>	<b>21 . . . . .</b>	<b>102</b>

### *Urban Design Weaknesses*

	Mentions	% of Total
No design guidelines exist to protect old development and fit new construction into existing neighborhood . . . . .	3 . . . . .	25
No aesthetic guidelines related to building materials . . . . .	1 . . . . .	8
Need beautification of existing spaces . . . . .	1 . . . . .	8
Lack of open space . . . . .	1 . . . . .	8
No real monumentation to announce entry into the neighborhood or historic district . . . . .	1 . . . . .	8
Lack of design continuity of sidewalks, lighting, signs . . . . .	1 . . . . .	8
Lighting, sidewalks, signs need to reinforce historic elements to identify the unique character of neighborhood . . . . .	1 . . . . .	8
Better lighting needed for safety . . . . .	1 . . . . .	8
Zoning maintains status quo of existing development . . . . .	1 . . . . .	8
Industrial areas need improvement . . . . .	1 . . . . .	8
<b>Total . . . . .</b>	<b>12 . . . . .</b>	<b>97</b>

### *Housing Strengths*

	Mentions	% of Total
Historic architecture . . . . .	6 . . . . .	20
Variety of architecture . . . . .	1 . . . . .	3
Multiple economic levels . . . . .	3 . . . . .	10
Upswing in maintenance/pride of ownership . . . . .	3 . . . . .	10
Innovative/creative landscaping . . . . .	2 . . . . .	7
Renovations, returning to beauty . . . . .	2 . . . . .	7
Caring neighbors . . . . .	2 . . . . .	7
Ethnic diversity . . . . .	2 . . . . .	7
Close to downtown . . . . .	2 . . . . .	7
Houses for rent/sale available . . . . .	1 . . . . .	3
Good attention zoning . . . . .	1 . . . . .	3
Variety of types of housing . . . . .	1 . . . . .	3
Compactness of neighborhood/good neighboring . . . . .	1 . . . . .	3

More affordable than some city neighborhoods . . . . .	1 . . . . .	3
Ambience of neighborhood . . . . .	1 . . . . .	3
All level of schools . . . . .	1 . . . . .	3
<b>TOTAL . . . . .</b>	<b>30 . . . . .</b>	<b>99</b>

### *Housing Weaknesses*

	Mentions	% of Total
No rules for renovation/urban design . . . . .	4 . . . . .	11
Expensive to renovate, upkeep, maintain houses . . . . .	3 . . . . .	8
Lack of parking on street/garages not used for parking . . . . .	3 . . . . .	8
Alleys have tire hazards/dirty . . . . .	3 . . . . .	8
Less diversity as prices skyrocket . . . . .	2 . . . . .	5
Too many people in houses (e.g. 12 people in 2 bedrooms) . . . . .	2 . . . . .	5
Run down homes . . . . .	2 . . . . .	5
Housing is 110 years old, structurally challenged . . . . .	1 . . . . .	3
Work done without permits . . . . .	1 . . . . .	3
Prices are skyrocketing . . . . .	1 . . . . .	3
Affordable/attractive/ adequate housing disappearing . . . . .	1 . . . . .	3
Drug houses/selling . . . . .	1 . . . . .	3
Houses too close together . . . . .	1 . . . . .	3
Sidewalks need improvement . . . . .	1 . . . . .	3
Old wiring is a fire hazard, other fire hazards . . . . .	1 . . . . .	3
Upgrading wiring isn't affordable . . . . .	1 . . . . .	3
Graffiti . . . . .	1 . . . . .	3
Traffic . . . . .	1 . . . . .	3
Tree lawns very ugly . . . . .	1 . . . . .	3
Building codes not enforced . . . . .	1 . . . . .	3
Old sewer, water pipes, mains . . . . .	1 . . . . .	3
Lack of house, street, and alley lighting . . . . .	1 . . . . .	3
No senior housing available (Hirschfield changing pop.) . . . . .	1 . . . . .	3
More trash pickup, dumpsters . . . . .	1 . . . . .	3
<b>TOTAL . . . . .</b>	<b>36 . . . . .</b>	<b>101</b>

### *Transportation Strengths*

	Mentions	% of Total
Neighborhood bordered by arterials, but limited through traffic . . . . .	3 . . . . .	23

Pedestrian-friendly and attractive streetscaping . . . . .	3 . . . . .	23
Multimodal (all means) available . . . . .	2 . . . . .	15
Non-highway access to downtown . . . . .	1 . . . . .	8
Transit-oriented development . . . . .	1 . . . . .	8
Broadway traffic businesses/pedestrians . . . . .	1 . . . . .	8
Light rail connections . . . . .	1 . . . . .	8
Light and heavy rail . . . . .	1 . . . . .	8
<b>Total . . . . .</b>	<b>13 . . . . .</b>	<b>101</b>

### ***Transportation Weaknesses***

	Mentions	% of Total
Pedestrian crossings unsafe . . . . .	1 . . . . .	5
Heavy rush-hour traffic . . . . .	1 . . . . .	5
Alameda Station is not pedestrian-friendly or transit-oriented . . . . .	1 . . . . .	5
Lack of a direct bus stop from Alameda station to north Broadway . . . . .	1 . . . . .	5
Cut through traffic due to arterials . . . . .	1 . . . . .	5
Noise pollution from trains . . . . .	1 . . . . .	5
Truck traffic/routes on narrow streets . . . . .	1 . . . . .	5
Heavy rail blocks traffic . . . . .	1 . . . . .	5
Commercial parking spills into residential areas . . . . .	1 . . . . .	5
Signal time and speed for business viability . . . . .	1 . . . . .	5
Not enough quick routes to downtown/too many stops . . . . .	1 . . . . .	5
Noise pollution from helicopters . . . . .	1 . . . . .	5
Lack of residential parking, even at night . . . . .	1 . . . . .	5
Ozone pollution . . . . .	1 . . . . .	5
Bike routes are not clearly marked/lack of signs . . . . .	1 . . . . .	5
I-25 expansion could lead to congestion . . . . .	1 . . . . .	5
Crime and danger (theft) at Alameda station and Broadway Marketplace . . . . .	1 . . . . .	5
Alleys and sidewalks need maintenance . . . . .	1 . . . . .	5
Poor access to Platte with various transit boundaries . . . . .	1 . . . . .	5
Grade level crossing at Santa Fe for heavy rail . . . . .	1 . . . . .	5
<b>TOTAL . . . . .</b>	<b>20 . . . . .</b>	<b>100</b>

### ***Business Development Strengths***

	Mentions	% of Total
Eclectic character . . . . .	3 . . . . .	23
Diversity of small businesses . . . . .	2 . . . . .	15
Values going up . . . . .	2 . . . . .	15
Owners live in nearby neighborhood . . . . .	2 . . . . .	15
Central location . . . . .	1 . . . . .	8
Local ownership and owner/operator . . . . .	1 . . . . .	8
Existing zoning laws clear . . . . .	1 . . . . .	8
Recreation Center serves business and residents . . . . .	1 . . . . .	8
<b>TOTAL . . . . .</b>	<b>13 . . . . .</b>	<b>100</b>

### ***Business Development Weaknesses***

	Mentions	% of Total
City government intimidating, non-responsive, too bureaucratic . . . . .	4 . . . . .	21
Lack of parking for patrons and employees . . . . .	3 . . . . .	16
Smarmy pornographic establishments . . . . .	4 . . . . .	21
Trash . . . . .	1 . . . . .	5
Run-down, poorly-maintained buildings . . . . .	2 . . . . .	11
Signage inability because of codes . . . . .	2 . . . . .	11
Too many poorly managed liquor establishments . . . . .	2 . . . . .	11
No neighborhood directory/lack of communication . . . . .	1 . . . . .	5
<b>TOTAL . . . . .</b>	<b>19 . . . . .</b>	<b>101</b>

### ***Public Safety Strengths***

	Mentions	% of Total
Presence of neighbors . . . . .	2 . . . . .	20
Strong neighborhood association . . . . .	1 . . . . .	10
Police responsive . . . . .	1 . . . . .	10
Coverage by police anti-gang cars . . . . .	1 . . . . .	10
Good fire department . . . . .	1 . . . . .	10
Awareness of neighborhood meetings . . . . .	1 . . . . .	10
Good alley policing . . . . .	1 . . . . .	10
Effective District Police Captain . . . . .	1 . . . . .	10
Graffiti under control . . . . .	1 . . . . .	10
<b>TOTAL . . . . .</b>	<b>10 . . . . .</b>	<b>100</b>

### Public Safety Weaknesses

	Mentions	% of Total
Need more blocks in neighborhood watch . . . . .	1	8
Alleys are dirty, need to be cleaner . . . . .	1	8
Insufficient number of detox vans . . . . .	1	8
Lack of policing in Dailey Park . . . . .	1	8
Lack of street and alley lighting . . . . .	1	8
High level of violent crime . . . . .	1	8
High level of substance abuse . . . . .	1	8
Streets unsafe . . . . .	1	8
Occurrence of gang recruitment . . . . .	1	8
Lack of curfew enforcement . . . . .	1	8
Need more bicycle police . . . . .	1	8
Lack of neighborhood participation by Hispanic residents . . . . .	1	8
<b>Total . . . . .</b>	<b>12</b>	<b>96</b>

### OCTOBER 2000: Industrial Issues, Opportunities and Priorities

About 70 property owners from the Baker industrial zones met to learn about the neighborhood planning effort, discuss the major issues confronting the area, and brainstorm possible solutions to the problems. Each member of the group was asked to indicate which issues are of most concern within the industrial areas by placing dots on the list of issues. Participants could also add new issues on blank sheets. These numbers also included issues that were identified in the surveys that were returned. In order of highest priority, the issues were identified as:

- Crime, graffiti, and gang activity = 27
- Poorly maintained properties and alleys = 15
- Lack of parking = 12

- Non-industrial uses in the industrial area = 11
- Poor streets and transportation options = 11
- Aging infrastructure and utilities = 9
- Unclear City rules and procedures for permitting, expansion = 8
- Increasing land values creates pressure to convert industrial buildings to housing = 6
- Environmental contamination = 6
- Lack of skilled workforce = 6
- Dangerous railroad crossings = 5
- Loss of truck loading zones = 5
- Lack of support services (transportation, housing) for employees = 5

The participants divided into three groups to discuss the issues and brainstorm possible solutions.

#### Issue

Crime, graffiti and gangs

#### Options

- Expand Neighborhood Watch program
- Add street lighting
- Remove graffiti immediately (property owners, city program)
- Lobby legislature for laws revoking drivers licenses for anyone convicted of graffiti
- Increase police presence, especially NPOs
- Volunteer with youth programs
- Increase police responsiveness to calls
- Keep neighborhood organizations active and vital

- Improve communication between neighborhood organizations (Sumner, Baker, Broadway)
- Involve tenants in enforcement, reporting
- Contract for private, paid security in area
- Create a new police precinct for the industrial area

### **Issue**

Poorly-maintained properties and alleys

### **Options**

- Increase code enforcement
- Increase penalties for non-compliance with codes
- City assist property owners to meet code requirements
- Provide tax incentives (credits/rebates) for improvements
- Create neighborhood improvement district
- Page police when dumping occurs; advertise the pager number
- Increase City funding for enforcement, resources
- Replace damaged dumpsters and add new ones
- Increase alley sweeping
- Add more lighting, especially sensor lighting in cages
- Increase weed control

### **Issue**

Lack of parking

### **Options**

- New uses should provide adequate parking
- Limit time parking in some areas (1st Ave.)
- Review parking restrictions/signs for appropriateness

### **Issue**

Non-industrial uses in industrial area

### **Options**

- Need governmental participation to amortize non-conforming residential uses
- Purchase/buy down; return in property taxes

### **Issue**

Poor streets and transportation

### **Options**

- Improve flow of traffic, not speed
- Improve street drainage
- Provide bus access
- Put traffic on corridors; discourage traffic on secondary streets (stop signs)
- Keep loading off Santa Fe/Kalamath during rush hour
- Complete transportation study of corridor
- Improve pedestrian crossing points
- Research adding a light rail stop between Alameda and 10th Ave.
- Add circulator buses
- Increase enforcement of existing laws (speeding, parking)

### **Issue**

Aging infrastructure

### Options

- ▶ Study and upgrade capacity of new and existing phone service
- ▶ Review power capacity and forecasts for new uses
- ▶ Replace old main sewer lines
- ▶ Replace old gas lines
- ▶ Repair potholes in streets and alleys
- ▶ Upgrade electrical to include fiber optics
- ▶ Assess adequacy of sewer and storm drainage system
- ▶ Railroad should remove and clean abandoned railroad spurs

### Issue

City rules and procedures

### Issue

Pressure for housing/transition between industrial and residential

### Options

- ▶ Maintain strong City policy against housing in the industrial zones
- ▶ Require rezoning for new uses
- ▶ Require new uses to mitigate traffic and other impacts
- ▶ Neighborhood organizations fight rezoning applications
- ▶ Increase funding available to businesses to renovate/improve their properties
- ▶ Educate residents about needs of industrial, including 24 hour activity, trucks and noise,

that make housing inappropriate

- ▶ Use landscaping to buffer uses
- ▶ Research funding options for buffering and maintenance, including tax incentives
- ▶ Transition area at Santa Fe and Kalamath
- ▶ Use design elements to buffer uses

### Issue

Environmental contamination

### Issue

Lack of skilled workforce

### Issue

Railroad crossings

### Options

- ▶ Elevate or depress railroad at Santa Fe/Kalamath, other stress points
- ▶ Keep trains from blocking traffic during rush hour
- ▶ Improve signage
- ▶ Consider pedestrian bridge over Santa Fe and Kalamath
- ▶ Require RR to maintain their right of way

### Issue

Loss of truck loading spaces

### Issue

Lack of support services for employees

### Option

- ▶ Increase bus routes and stops



## **FEBRUARY 2001: Commercial Corridor Issues, Opportunities and Priorities**

A meeting co-sponsored with the Broadway Partnership was attended by about 10 major land owners on the Broadway Corridor. The group prioritized issues and opportunities that affect commercial development.

Priorities	Implementation Options
<ol style="list-style-type: none"> <li>1. Support new and existing viable commercial businesses.</li> <li>2. Support employees by providing support such as childcare facilities, transit, and worker housing.</li> </ol>	<ul style="list-style-type: none"> <li>• City regulations and development review.</li> </ul>
<ol style="list-style-type: none"> <li>1. Implement an area-wide crime prevention program.</li> <li>2. Increase security patrols.</li> <li>3. Remove graffiti and repair vandalism immediately.</li> </ol>	<ul style="list-style-type: none"> <li>• Expand Neighborhood Watch program</li> <li>• Remove graffiti immediately (property owners, city program)</li> <li>• Increase police presence, especially NPOs</li> <li>• Increase police responsiveness to calls</li> <li>• Keep neighborhood organizations active and vital</li> <li>• Improve communication between neighborhood organizations (Sumner, Baker, Broadway)</li> <li>• Involve tenants in enforcement, reporting</li> </ul>

Priorities	Implementation Options
<ol style="list-style-type: none"> <li>1. Maintain existing on-street parking and transportation corridors.</li> <li>2. Identify areas for new on-street parking.</li> <li>3. Improve aging utilities and provide access to new technology.</li> <li>4. Construct right of way improvements, especially streets, curb and gutter, treelawn and sidewalks where needed.</li> <li>5. Enhance transportation options for residents and visitors, including light rail, circulator and regular buses, and sidewalks.</li> <li>6. Increase level of property maintenance.</li> </ol>	<ul style="list-style-type: none"> <li>• Identify parking areas to maintain.</li> <li>• Identify opportunities for additional parking areas.</li> <li>• New uses should provide adequate parking.</li> <li>• Limit time parking in some areas, adjacent to commercial or industrial uses.</li> <li>• Conduct capital improvement study for drainage, curb and gutter, sidewalk, and street improvements.</li> <li>• Replace old main sewer lines</li> <li>• Replace old gas lines</li> <li>• Repair potholes in streets and alleys</li> <li>• Assess adequacy of sewer and storm drainage system</li> <li>• Improve pedestrian crossing points</li> <li>• Identify areas needed for bus service and bus stops.</li> <li>• Pursue pilot program of circulator buses to connect industrial area to light rail stops, Broadway.</li> <li>• Increase enforcement of existing laws (speeding, parking)</li> </ul>
<ol style="list-style-type: none"> <li>1. Increase awareness of and participation in business association.</li> <li>2. Create action program for business association, including ongoing issues, priority actions and guiding policies.</li> <li>3. Address common issues with other neighborhood associations.</li> <li>4. Work with City agencies to address common issues, especially Police, Public Works/Transportation, Planning, Zoning, and Excise and License.</li> </ol>	<ul style="list-style-type: none"> <li>• Develop regular communication with other neighborhood associations.</li> <li>• Work with City agencies to clarify rules and regulations that affect properties.</li> <li>• Participate in public processes and hearings related to planning, capital improvements, rezoning applications, liquor license applications and renewals, etc.</li> <li>• Sponsor educational programs about neighborhood issues.</li> </ul>

### MAY 2001: Confirm and Refine Subarea Boundaries and Issues

This community meeting was attended by over 70 people, who reviewed the issues, goals, land use and design intent, and transportation issues for the neighborhood plan's eight subareas: Commercial corridors, Transit-oriented Development, Retail and Office Centers, Low-density residential; Medium-density residential; Industrial; Residential-Industrial Transition (later called Residential-Office Area of Change); and Industrial-Residential Transition (later called Industrial-Commercial Area of Change). Comments at the meeting were used to refine the subarea plans.

### FEBRUARY 2002: Community Implementation Priorities

An activity at the final large community meeting involved about 100 participants in ranking the importance of different implementation options. Each participant had 10 votes, in the form of fake money, called "Baker Bucks." The participants showed support for different options by "spending" the money. The options were organized by categories of land use and design; parks; traffic; transit, pedestrians and bicycles; safety; and infrastructure. The ranking of these issues weighed heavily toward short-term physical improvements rather than larger, longer-term projects. The results showed the following priorities (number of votes is shown in parentheses):

1. Pave alleys (76)
2. Improve access to and appearance of South Platte River (64)
3. Increase police patrols (53)
4. Facilities and landscaping improvements at Dailey Park (48)
5. Remove existing non-conforming uses (43)
6. Build bicycle connections (42)
7. Zoning changes where discrepancies between existing regulations and desired land uses occur (41)
8. Add and replace sidewalks throughout neighborhood (39)
9. Rail separation on Santa Fe and Kalamath (35)
10. Improve maintenance and appearance of residential buildings (31)
11. Increase graffiti removal (30)
12. Add sidewalks and trees to 6th Avenue (29)
13. Add needed curbs, gutters and sidewalks (23)  
Slow traffic on residential streets (23)
14. Increase use of street, pedestrian and bus stop lighting to increase safety (21)  
Upgrade storm water drainage system (21)
15. Post and enforce truck-exclusion routes (20)
16. Upgrade utilities and telecommunications (19)  
Develop new park and recreation facilities at Gates TOD (19)
17. Plant and maintain treelawns throughout the neighborhood (18)
18. Remediate environmental contamination (16)
19. Improve pedestrian crossings of Alameda, Broadway, Santa Fe (14)
20. Parking solutions at LRT, Broadway, Santa Fe (13)
21. Improve pedestrian connections to Alameda station (12)
22. Implement design guidelines (10)  
Construct new linear park connection Alameda and Broadway LRT stations (10)
23. Develop TODs at Gates and Alameda (9)
24. Mitigate negative effects of new LRT service; increase benefits of new LRT service (7)
25. Develop Alameda underpass (6)
26. Improve transit service to neighborhood: safety, comfort and convenience (2)



## GLOSSARY OF ACRONYMS AND TERMS

- Brownfields** Sites that are known or suspected to contain environmental contamination where clean-up, mitigation and redevelopment will bring the land back into economic viability
- CDOT** Colorado Department of Transportation
- CERCLA** Comprehensive Environmental Response, Compensation and Liability Act, aka Superfund
- CIP** Capital Improvements Program, a subset of Denver's annual budget used for capital improvements
- CPDA** Denver Community Planning and Development Agency
- EPA** United States Environmental Protection Agency
- FAR** Floor Area Ratio, the area of building as a ratio to the area of land
- FNI** Mayor's Focus Neighborhood Initiative, a city program to address infrastructure deficiencies in Denver's poorest neighborhoods
- Human-Scale** A design term that denotes building variety, contrast, fine detail, texture and proportion. It includes those elements which relate architecture to the size of an individual and includes an intuitive understanding of the function and size of buildings. Human-scale architectural elements allow for comfortable interaction and use and the environment by integrating individual buildings into their surrounding context.
- LID** Local Improvement District
- LPC** Landmark Preservation Commission
- LRT** Light Rail Train
- LUTP** Citywide Land Use and Transportation Plan
- MOED/IT** Mayor's Office of Economic Development and International Trade
- Parks Fund** Proposed dedicated funding stream for Denver parks; not yet approved
- PW** Denver Department of Public Works
- RCRA** Resource Conservation and Recovery Act
- RTD** Regional Transportation District
- TOD** Transit-Oriented Development
- USGS** United States Geographic Service

## DATA SOURCES

***History of Baker*** Smith, Kathryn. 1994 Baker Neighborhood Resource Guide.

***Architecture in Baker Historic District*** Widmann, Nancy. The Baker Historic District. Denver: Historic Denver, Inc., 1999

***Environmental Analysis*** Adrian Brown Consultants, Inc. Phase I Environmental Analysis of Baker, 2000.

***Demographic and Economic Profiles*** United States Census, 1980, 1990 and 2000; Denver Regional Council of Governments; Denver Community Planning and Development Agency

***Housing Profiles*** Denver Community Planning and Development Agency

***Land Use and Zoning Profiles*** Denver Community Planning and Development Agency; Denver Assessor's Office

***Business Inventory*** Denver Treasury Department