

City of Golden Memorandum



To: City Council and Planning Commission
Thru: Jason Slowinsky, City Manager
From: Amber Wesner, Senior Planner, through Rick Muriby, Planning Manager and Steve Glueck, Director of Community and Economic Development
Date: February 27, 2019
Re: Neighborhood Planning Implementation Update

Golden has created a number of visionary documents over the past decade that were based on extensive community outreach and citizen input. The most visionary of these documents is Golden Vision 2030 (2010), which contains the community's "Heart and Soul" values. This two-year community input process netted a set of value statements that were used as the basis for the City's Comprehensive Plan (2011), which contains the City's policies related to land use and future development. Following the adoption of the Comprehensive Plan, Planning Commission and staff embarked on a number of new neighborhood plans in the community, which are considered areas of focus within the Comprehensive Plan, beginning with the Central Neighborhoods Plan (2012). The idea is to translate the community values into land use goals for specific areas of town. This memo is intended to serve as an update to Planning Commission and City Council regarding the implementation efforts of completed neighborhood plans

I. Background

When a neighborhood plan is adopted, it becomes a part of the Comprehensive Plan, providing recommendations for specific areas of the community. The values, policies, and goals can provide the foundation for land use regulations, but they are not enforceable as regulations. In order to become law, plan recommendations must shape modifications to zoning regulations. If the existing zoning regulations do not adequately match the community's vision or goals, then the focus for change should be on changes to the zoning regulations.

This report focuses on the status of neighborhood plan implementation based on the recommendations of each plan completed to date.

II. Summary/ Bottom Line

The information in the next several pages demonstrates that the City has made great progress in implementing the recommendations of adopted neighborhood plans. The largest area of recommendations (both complete and to be completed) involves capital investments. This list may be helpful for Council to compare with other lists of recommended capital investments. The primary policy recommendations for future consideration include:

- Continued emphasis on “form-based codes” or other ways to address in-fill single family and multi-family residential infill development. (CMU zoning is an example of form-based code in the Central Neighborhoods)
- Evaluate the 8th Street zoning and whether changes are warranted.
- As staff continues to work on R-2 potential zoning changes with regards to mass and bulk, should similar consideration also be given for R-3 zoned properties under 22,000 square feet.
- A Comprehensive Plan “Significant Area of Change,” Goosetown, should be considered a top priority public engagement effort and review of zoning in order to stay ahead of the proposed city acquisition of several MillerCoors properties in the neighborhood.
- Commission and Council may also choose to consider an overhaul of the overall land use regulations, which could include the aforementioned changes as well as others and would necessitate a multi-year process.

In an effort to consider the correct direction for future zoning changes, staff has provided below an outline of the recommendations of each neighborhood plan and implementation progress.

III. 8th and 9th Street Neighborhood Plan (2007)

This first neighborhood plan effort began in spring 2006, and was formally adopted by Planning Commission and City Council in September 2007. The implementation recommendations for that plan are listed in Chapter 3 of the document.

A. Character

- Complete a consolidated design review handbook for Golden's residential historic districts to improve the quality and completeness of design review assistance and suggestions for all structures within the 8th and 9th Street historic district. *Completed and adopted in 2008.*
- Enact improvements to the site development standards in Chapter 18.40 of the Municipal Code to increase the authority of Planning Commission to address the compatibility of new development, both in terms of design and bulk. *Two code amendments were enacted in 2009 and 2010; All multi-family site plans now require a public hearing review in front of Planning Commission. In addition, height limits for infill multi-family were reduced from 35' to 30' to lessen the number of three story projects. Sustainability menu in 18.40 enacted in 2010 also helps, but is not directly related to bulk and architecture.*
- Enact infill regulations related to the mass and scale of additions and new single family dwelling construction, including setback adjustments, bulk limitations on accessory buildings and lot coverage standards. *Council enacted coverage and bulk limitations for accessory buildings in 2007. To date, Council has been unsure about graduated setbacks and coverage, although the proposed R-2 zoning changes may include graduated setbacks and further bulk limitations.*
- Implement programs to encourage home ownership and investment opportunities in the Neighborhood, including first time homebuyer programs. *A program was initiated in 2009 based upon the Housing Affordability task force. It had not proven to be effective. Several housing affordability policies have been added to the*

Comprehensive Plan.

- The Neighborhood should form an association to increase communication and Neighborhood participation. ***Need to find neighborhood leaders to champion this recommendation, if still desired by current residents.***

B. Land Use

- Working with the Neighborhood and property owners, review the commercial zoning on 8th Street west of Washington and make a recommendation regarding maintaining or adjusting the current zoning pattern for the commercially zoned area. ***As the street has been redeveloped in several areas, there may not be a need today to adjust the zoning pattern in the commercially zoned area, as it contains an eclectic mix of uses and a previous effort to change the zoning failed to gain traction following the initial adoption of this plan.***
- Research a form-based policy for zoning regulations, rather than a zoning policy that relies on density. ***CMU zoning has been developed and refined through the years for the Central Neighborhoods through an extensive public engagement effort. This zoning could also be expanded to other areas of town or modified for other areas of town as appropriate.***
- Provide assistance to property owners who agree to covenant their properties for the purposes of restricting further increases in residential density. ***Further research needed.***
- Consider an adjustment to the R-3 zone district such that the minimum lot size for higher density multi-family would be increased from the existing 10,500 square feet. For parcels under a specific size, the permitted residential uses would be based upon the R-2 development standards. ***Concept presented to City Council in fall 2007 and mentioned again over the years. Council uncertain of level of support. Again, the R-2 zoning changes proposed may be more appropriate in certain R-3 zoned areas of town and for lots only for lots under 22,000 square feet.***
- For the existing commercial uses, encourage small scale commercial uses that will serve the Neighborhood. ***On-going strategy. As Commercial zoning requires 25% of a mixed-use project to be commercial, the small-scale commercial uses are incentivized by the zoning.***

C. Housing

- Promote residential rehabilitation loan programs through the Jeffco Housing Authority for eligible owner-occupied dwellings for seniors and low and moderate-income households. ***On-going funding for this program.***
- Research a housing program that would encourage home ownership and could include down payment assistance and/or deed restrictions for affordability. ***See identical recommendation above in character section.***

D. Transportation

- Perform a traffic (speed) study for 8th Street by the Public Works Department to determine if additional enforcement, street signs or traffic calming improvements are needed. ***City staff did perform speed studies on 8th Street that did not indicate a documented speeding problem. The issues of 8th Street design and operations came up again with the Walkability Task Force and the 2010 Clear Creek Master Plan efforts. With the***

development of the West 8th Apartments, traffic-calming measures were implemented on the west end of 8th Street and have proven successful based upon recent (2018) traffic studies.

- A road connection or bypass from 8th Street through the old city shops site to 10th Street should be considered. The City should critically analyze this area for possibilities of road connections to alleviate traffic congestion on 10th Street and to reduce traffic in residential areas. This option is also identified in the City of Golden Downtown Character Plan. ***This concept is included in the 2010 Clear Creek Corridor Plan, prior designs have been problematic from a grade and curve perspective. The City Mobility and Transportation Advisory Board plans to review the idea.***

E. Economic Vitality

- Support continued commercial and mixed uses in the commercially zoned parts of the Neighborhood; redevelopment should be in conformance with the Site Development Standards (Chapter 18.40 of the Golden Municipal Code). ***On-going strategy. Several residential and commercial uses have been developed since this report was adopted along 8th Street***
- Encourage smaller scale commercial uses that provide services to the surrounding residents. ***On-going strategy per the commercial zoning requirements.***

F. Public Investment

- Improve pedestrian connections to the north via the Washington Avenue bridge over State Highway 58, as well as an additional ramp from the Neighborhood to the pedestrian bridge over State Highway 58 at New Loveland Mine Park. ***Washington Avenue bridge reconstruction complete in 2009.***
- Construct missing sidewalks and connections in the Neighborhood, including 8th Street, and a needed connection from 8th Street to 10th Street east of the Community Center. ***Cheyenne Street sidewalk north of 10th Street installed in 2008. Some 8th Street improvements installed in 2008/2009. Grade challenges for connection from 8th to 10th at the Community Center. The proposed for City Funding 8th Street Cross Section was developed in 2013 and is taking shape as redevelopment occurs narrowing the street and providing a multiuse path and sidewalks.***
- Improve pedestrian safety within the Neighborhood, looking at crosswalks on 10th Street, safe crossings for children at the intersection of the Montessori School, and installing walks that are adequate in width. ***The Montessori School is now a day spa. The 8th Street Cross Section was developed and is taking shape as redevelopment occurs narrowing the street and providing a multi-use path and sidewalks.***
- Complete Arapahoe Gulch drainage improvements as approved by City Council in 2004 and 2005. ***Complete.***
- Design gateway improvements at State Highway 58 and Washington Avenue that complement the surrounding Neighborhoods, as well as welcoming community visitors. ***Some improvements incorporated into Washington Avenue bridge project.***
- Continue with Clear Creek Corridor investment and improvements. ***South side trail***

extension is complete. Clear Creek Corridor Master Plan has been adopted.

G. Environment

- Consider a comprehensive program to address the health and canopy benefits of public and private trees. *In 2010 Staff completed an asset inventory and hazard tree assessment of all city park and ROW trees. This project has led to a better understanding of the urban forest species diversity, improvement decision making in planting, removing and maintenance of trees now and eventually leading to a much healthier and larger forest canopy.*
- Ensure that storm water quality standards are met with all new construction and consider requiring infill development to design detention to mimic predevelopment hydrology, even for building additions. *On-going strategy.*

IV. Downtown Character Plan (2008)

In 2006, Board members from GURA, the Planning Commission, Parks and Recreation Advisory Board, and the Historic Preservation Board began reaching out to Golden’s citizens and businesses on the subject of the future of downtown. This “Downtown Character Committee” asked questions like: How should downtown look? Where should the downtown boundary be? What kinds of businesses and amenities are wanted or needed? How should the Clear Creek Corridor be preserved or improved? How should planning for Downtown be integrated with the planning for the Creek? The plan was adopted in 2008.

A. Major Policy Recommendations:

- In the course of the project, it was assumed that there would be some level of future GURA District plan update and/or boundary changes. The plan did not specifically suggest such changes, but assumed they would occur. *Downtown Development Authority and District created.*
- The major policy recommendation from a regulatory standpoint was the strong recommendation that new, specific qualitative downtown development standards and guidelines be added to Chapter 18.40 of the Municipal Code. *These major code changes were enacted by City Council in 2009.*
- The other major policy recommendation was the strong support for the Clear Creek Corridor master plan, and that such plan include a vision for the “comprehensive, strategic utilization of City-owned land” within the corridor. *The Clear Creek Corridor Master Plan included recommendations for land use along the corridor. With the proposed city offices relocation, a public engagement effort and further consideration is needed for the future use and zoning of city-owned parcels.*
- The Downtown Character Plan also suggested projects and programs related to the economic vitality of the retail and business community, including:
 - Updating detailed customer and workforce demographics to assist in retail business attraction and retention.

- Inventorying available commercial spaces.
- Analyzing gaps in the downtown business mix.
- Soliciting businesses to fit spaces and business mix goals.
- Improving internet access and businesses' web presence.

Progress has been made on all of the above items through current and planned DDA programs and investments

B. Capital or Operational Improvements

Using the input received from the public, the committee also assembled a number of recommendations for City actions or regulatory changes. These recommendations include the following:

Pedestrian Improvements

- Install pedestrian improvements at intersections and traffic calming. ***Crosswalk at Buffalo Bill statue improved.***
- Install pedestrian improvements crossing Ford at 14th. ***Some designs complete- no construction***
- Improve the pedestrian route from 14th to 19th (could be Jackson or Washington) ***Jackson Corridor project addresses. DDA studying Washington Avenue safety improvements.***
- Install pedestrian and streetscape improvements – 13th, Washington to Ford. ***Investigated by both GURA and Council. Second arch installed.***
- Install pedestrian and streetscape improvements for museum/ history park corridor - Arapahoe Street, 13th to 11th Streets. ***Recommended in walkability report. No construction to date but is a consideration in the current West Downtown Neighborhood Plan process.***
- Install pedestrian and streetscape improvements – Jackson, 14th to 24th. ***Jackson Corridor project completed in 2011.***
- Install pedestrian and streetscape improvements – Washington, 14th to 19th. ***Project proposed, waiting for funding.***
- Install pedestrian and streetscape improvements – 12th, Washington to Ford. ***No action***
- Construct a second connection to SH 58 pedestrian bridge from the 8th Street neighborhood. ***Complete***
- Improve the safety of the pedestrian crossing of US 6 at 19th Street. ***6th and 9th Interchange Complete***

Bicycle Improvements

- Add bike-racks in appropriate locations. ***Ongoing, new bike racks obtained using grant funding.***
- Add bike lockers at 10th and Washington. ***First phase project changed to racks at bus stop. Concrete pad installed in 2010 and racks purchased and installed.***

Trail Improvements

- Install the Clear Creek trail extension - Maple to US 6 and along US 6 to 19th St. ***US 6 trail complete in 2010. South side trail of Clear Creek also complete in 2013.***
- Extend the unpaved trails up the Canyon. ***Peak to Plains Trail project underway***

- Create a loop trail on both sides of Clear Creek both west of Illinois Street and between Washington Avenue and Ford Street. ***West of Illinois complete with south side trail. Area between Washington and Ford relies on construction of portion next to Gold Apartments and Mill. Trail easement is secured for the Golden Mill section.***
- Improve parking and pedestrian areas for creek and park users at kayak area. ***Recommendations for these improvements came out of the Clear Creek Master Plan and are complete including additional creek access points.***
- Increased signage, waste bags and enforcement for pets along the Clear Creek trail. ***As a part of the Clear Creek Management Plan, the Golden Rule signage was installed as well as additional waste stations. Administrative regulations are in place and enforced by Park Ranger staff.***
- Install mileage markers along trails to encourage walking. ***Wayfinding assessment complete includes potential options.***

Streetscape/façade Improvements

- Promote a redesign of the covered walkways on Washington Avenue, eliminating the posts, and balancing the benefits of variety and consistency. ***GURA initiated a façade grant program that improved a few locations. DDA continues to provide and fund grant opportunities for façade improvements.***
- Continued and increased clean-up of downtown streets, sidewalks, and alleys. ***DDA power washing on a regular basis.***
- Install pedestrian and landscape oriented alley improvements, cooperatively approached with owners businesses, and users. ***Calvary Church is improving the a portion of Miner’s Alley as a part of their redevelopment project. DDA is pursuing art and light installation for Miner’s Alley from 11th to 14th. DDA also has funding façade improvements along the alley.***
- Build more and wider sidewalks and take advantage of streetscaping opportunities in general and specifically north of SH 58. ***Washington Avenue Complete Street project is underway from SH 58 to Hwy 93.***
- Participate in the new Washington Avenue Bridge over SH 58. ***Bridge and pedestrian bridges complete.***
- Discuss an ordinance requiring a minimum amount of maintenance on buildings and properties in the downtown area. ***The idea was presented to Council with mixed support. Was not pursued.***

Signage Improvements

- Update and redo city billboard on 6th Avenue. ***Complete***
- Install landscape and signage enhancements at gateways. ***Not yet funded. Wayfinding study completed in 2018 provided recommendations***
- Update and redo downtown directional signs. ***In progress***

Public and Recreational Amenities

- Encourage more outdoor seating. ***Outdoor Seating continues to increase.***
- Implement a stricter smoking ordinance downtown. ***Not allowed downtown or near parks/ Clear Creek***

- Enforce reasonable use of sidewalk for private use... not too much merchandise, signs, clutter. ***On-going. Reduction of sandwich board signs a big improvement.***
- Continue regular kayak course dredging and rebuilding as needed. ***Waterpark improvements occur every other year.***
- Finalize location for bandshell or similar entertainment venue. ***Not funded or designed.***

V. North Neighborhoods Plan (2009)

The North Neighborhoods Planning effort began in 2007, the plan was adopted in 2009. Many of the themes and specific recommendations are similar to the 8th and 9th Street Plan.

A. Character

- Enact improvements to the site development standards in Chapter 18.40 of the municipal code to increase the authority of Planning Commission to address the compatibility of new development both in terms of design and bulk. ***Identical to 8th and 9th Street above. Significant progress in some areas but more work to be done to align with Comprehensive Plan goals.***
- Enact infill regulations related to the mass and scale of additions and new single family dwelling construction, including setback adjustments, bulk limitations, and lot coverage standards. ***Identical to 8th and 9th Street above.***
- Implement programs to encourage home ownership and investment opportunities in the neighborhood, including first time homebuyer programs. ***Identical to 8th and 9th Street above.***
- Along with all existing mechanisms, the City strongly encourages and welcomes the organization of neighborhood groups for the purpose of empowering greater two way communications and opportunities for directed investment and local neighborhood improvement. ***This is reworded from the 8th and 9th Street Plan to be encouraged and voluntary. City Council's 2011 neighborhood grant program is directed at this need.***

B. Land Use

- Working with the neighborhood and property owners, review the options to either rezone parts of the R2 zoned areas north of SH 58, or alternately to retain the R2 zoning with form based regulations to address character and bulk, while maintaining flexibility in density. ***An earlier petition to rezone parts near 5th and 6th Street from R2 to R1 was met with mixed neighborhood support and was not pursued further. Staff is currently working on proposed changes to R-2 zoning specifically for the north neighborhood.***

C. Housing

- Promote residential rehabilitation loan programs through the Jeffco Housing Authority for eligible owner-occupied dwellings for seniors and low and moderate income households. ***On-going. Several affordable housing policies have been adopted resulting in a proposed Jeffco Housing Development in the central neighborhoods.***

D. Transportation

- Include neighborhood input and concerns in continued efforts to seek appropriate regional solutions for future improvements in the SH 93 corridor. ***The Golden Plan is in place and an***

agreement with CDOT to reduce the impacts of the future Beltway on the Golden Community and keep the community connected with grade separated interchange projects. The 6th and 19th project is complete.

- Include the needs of these neighborhoods in the 2008, 2009 Local Transit/Circulator Bus Study authorized by City Council. *The flexible route options currently deployed do provide service opportunities to the north. Staff continues to request that RTD reinstitute a route (formerly the 44 bus) to connect North Golden to the Ward Road light rail station.*
- Assure that the process for evaluating and determining City policy regarding the proposed Mesa Drive extension includes the following components: *Discussion not scheduled in recent years. Continues to depend upon SH 93 improvement design.*
 - Updated traffic studies for then current and future conditions on SH 93.
 - Up to date information on CDOT or other regional proposals for SH 93.
 - An inclusive discussion that involves all interested stakeholders east of SH 93 and north of SH 58.

E. Economic Vitality

- Support commercial and employment uses in the appropriately zoned portions of the neighborhoods; development and redevelopment should be in conformance with the Site Development Standards (Chapter 18.40 of the Municipal Code). *On-going.*
- Adopt stricter, but more efficient lighting regulations to prevent light pollution from commercial properties to residential uses. Consider regulations to shut off commercial lights at night and pay attention to the challenges of grade differences when approving commercial light fixtures. *Chapter 18.34 enacted in 2009, creating strict lighting requirements related to fully cut-off fixtures and keeping light contained on site.*

F. Public Investment

- Improve pedestrian connections to the south via the Washington Avenue bridge over SH 58 as well as an additional ramp from the neighborhood to the pedestrian bridge over SH 58 at the New Loveland Mine Park. *Washington Avenue bridge complete in 2009. West pedestrian bridge also complete.*
- Inventory missing sidewalks and connections in the neighborhood, and include these needs in the city wide walkability Task Force effort to direct capital investment. *Inventory was part of walkability review. The result was to focus on desired walking routes, not locations with missing sidewalk if not a priority route. Annual prioritization and recommendation for CIP.*
- Complete the school zone pedestrian plan and seek high priority for funding necessary improvements. *Safe Routes to Schools grant in 2017 and 2018 included identifying safe routes to schools, providing new crosswalks on these routes, signage, and tools for school leaders.*
- Increase maintenance and enhancement of existing trail and open space amenities, especially in the Tucker and Cressman Gulch trail corridors, and the three neighborhood parks. *North Table Mountain Trail reroute and improvements - 2008*
- Seek to secure a neighborhood park for the north hillside area, and to provide amenities suitable for the area. *Norman D Park remodeled in 2012.*
- Place special emphasis on the pedestrian connectors, mainly east to west across Washington Avenue between SH 58 and Iowa Street, in front of Mitchell Elementary school, along the

student corridor, and north to south across SH 58 between SH 93 and Ford Street. *Addressed as a part of the Washington Avenue Complete Street project currently underway.*

G. Environment

- Consider a comprehensive program to address the health and canopy benefits of public and private trees. *On-going inventory and asset management system deployed.*
- Ensure that storm water quality standards are met with all new construction and consider requiring infill development to design stormwater detention to mimic predevelopment hydrology, even for building additions. *On-going for larger new development. The Sustainability menu in Chapter 18.40 encourages storm water quality improvements for smaller and infill projects, and the City's storm water coordinator is making sure best practices are followed and requirements are updated.*

VI. Central Neighborhoods Plan (2012)

Character

- The City should enact zoning style regulatory tools for the “Areas of Change” to reflect community values and neighborhood plan goals. This may include use of a form-based code or overlay district(s), or further enhancement of the City’s site development standards and guidelines to achieve the pedestrian-oriented design approach described in the values, and to pay special attention to transitions and the edges between redevelopment and existing residential properties. *As a direct result of the Central Neighborhoods Plan, Community Mixed Use zoning (CMU) was enacted in 2013 in certain portions of the Central Neighborhoods Plan area. This zoning district focuses on the form of building, pedestrian safety, amenities and aesthetics, and surrounding neighborhood context.*
- Promote establishment of neighborhood groups or organizations to empower area residents and provide a communication network for ideas and concerns. *Staff is making efforts to reach out to residents and take meetings to the people in order to engage neighborhood groups. In addition, the city’s new communication platform, www.guidinggolden.com, provides opportunities for residents to communicate with each other, staff and Council members regarding policy conversations, development projects, and other city interests.*

Land Use

- The City should consider regulatory changes to allow a vibrant mix of uses in Areas of Change to serve neighborhood needs, but also balance the desire for quiet residential streets surrounding these areas. *CMU zoning provides this mix of uses with varying height requirements to be sensitive to adjacent primarily residential neighborhoods. It was also refined in 2018 to reduce bulk and mass of buildings even further while increasing open space requirements for residential uses.*
- The City should evaluate the existing C-1 zoning between 21st and 23rd Streets and determine whether to pursue a rezoning to the RC or similar zone district. *CMU zoning covers this area along Ford and Jackson Streets.*

Housing

- The City should promote residential rehabilitation loan programs through Jeffco Housing Authority and other neighborhood investment mechanisms for eligible owner occupied dwellings for seniors and low and moderate income households. ***On-going. Several affordable housing policies have been adopted resulting in a proposed Jeffco Housing Development in the central neighborhoods.***

Transportation

- Plan for transit infrastructure for the existing RTD bus lines, as well as the planned circulator bus, which will serve the area. Amenities should enhance safety for riders and include bus shelters, seating, trash/recycling containers, bike parking, lighting and landscaping. ***The city's Call-n-Ride bus and Circulator Bus began operations in Golden shortly following the adoption of this plan, providing flexible transportation options throughout the city, with some regularly schedule stops. The Jackson Corridor project is complete. In 2011, South Golden Road bike improvements were completed from the high school roundabout to Johnson Road.***

Public Investment

- The City should continue to pursue the acquisition and future development of a neighborhood park site to serve the eastern portion of the neighborhoods. ***In 2017, the city acquired the DeLong Property to serve as a future neighborhood park to serve this area.***
- Include implementation of enhanced neighborhood amenities as determined annually with City Council's approval of the budget and update of the 10 year Capital Improvement Program. Continuation of interim phase (restriping) bike lane improvements along South Golden Road from the high school roundabout to Johnson Road should be a high priority. ***The Jackson Corridor project is complete including bike lanes from the high school roundabout to Johnson Road. GURA continues to fund small walkability projects in the area.***

Environment

- Parks, trees and trail connections are important components of this plan, and will be addressed in decisions on zoning, urban renewal and development applications. ***On-going and included in the Parks and Recreation Master Plan Update.***
- Ensure that storm water quality standards are met with all new construction and consider requiring infill development to design storm water detention to mimic predevelopment hydrology, even for building additions. Opportunities for innovative porous landscape detention geared for urban areas should be explored, such as curb cuts for landscaping along streetscape and in parking islands and the use of bioswales to provide infiltration and water quality. ***On-going for larger new development. The Sustainability menu in Chapter 18.40 encourages storm water quality improvements for smaller and infill projects.***

VII. South Neighborhoods Plan (2012)

Character and Land Use

- The City should enact zoning style regulatory tools for the Areas of Change to reflect community values and neighborhood plan goals. This may include use of a form based code or further enhancement of the City’s site development standards and guidelines to achieve the pedestrian oriented design approach described in the values. *There is a potential to consider Community Mixed Use zoning for portions of the south neighborhoods plan area, especially when redevelopment occurs along West Colfax Avenue and South Golden Road.*
- The City should reevaluate options for bulk and character regulations for single-family neighborhoods citywide to address redevelopment changes over time. *In 2014, the land use regulations for single-family development were modified to add a maximum lot coverage requirement of no more than 40% including accessory structures.*

Transportation

- Secure the easement or right of way for the pedestrian plaza connection from Golden Ridge Road to the pedestrian bridge to the light rail end of line. *The city received a grant from the Denver Regional Council of Governments (DRCOG) to construct a pedestrian bridge connection from the Golden Ridge/ Overlook Development to the West Corridor Light Rail End of Line Station. The pedestrian bridge was completed in 2014.*
- Complete the pedestrian bridge project and implement the planned circulator bus service by April 2013. *Complete*
- Seek to fund interim and longer-term complete streets treatments for Heritage Road and West Colfax Avenue, as well as short and long term trail and neighborhood pedestrian connections. *The Heritage Road Complete Street project was completed in 2017. Several miscellaneous walkability sidewalk connections have been completed over the years including connections along West Colfax and Ulysses Street. In 2019, the City applied for a grant for a West Colfax Avenue complete street project.*

Economic Vitality

- In order to achieve the character, land uses, and community values recommended by this plan, the City, commercial owners, interested residents, and economic development agencies such as the City Economic Development Commission and Urban Renewal Authority should investigate the pros and cons of public/private partnerships to facilitate future commercial and mixed use development in the designated areas of change supportive of this plan and Golden Vision 2030 goals and values. *The West Colfax Urban Renewal Project was initiated in 2014 and is beginning to show results. On-going strategy*
- Evaluation of possible mixed use and residential uses in mixed-use areas citywide is indicating that the current value-neutral provisions of the City’s 1% growth system are not assisting in the Golden Vision 2030 value to promote the encouragement of housing. The City should consider refinements to the 1% growth system to encourage Golden Vision 2030-supportive housing, without affecting the overall amount of development allowed by the system. *In 2018, Council adopted the “Early Start” program for housing allocations, which allows affordable housing development to borrow allocations from the future.*

Public Investment

- As funding becomes available, the City should continue to pursue the future development of the Bachman acquisition neighborhood park site, including a possible open space use of the parcel in the interim. *The City, with assistance from Jefferson County, acquired 14 acres of the Bachman family property at 4th Avenue and Heritage Road for future open space and neighborhood park purposes. This parcel currently serves as open space, though a portion of it is slated to serve the identified need for a neighborhood park in the Parks and Recreation Master Plan.*

VIII. East Downtown Plan (2013)

Character and Land Use

- The City should carefully review any redevelopment proposals according to the overall and downtown specific standards and guidelines of Chapter 18.40 of the Municipal Code, and the urban design recommendations of this plan. *Ongoing Strategy for all new development in the area.*
- The City should evaluate whether the mixed-use per building requirements in the Municipal Code are still necessary, or whether a mixed-use neighborhood can include residential buildings with little or no non-residential space. *The definition of mixed-use was updated in 2013 to allow Planning Commission to grant flexibility to the 25% commercial component requirement through the Special Use Permit process. In addition, in 2015, the definition of mixed-use was updated to reflect mixed use on a single ownership rather than within one building.*

Transportation

- The pedestrian and bicycle connections recommended herein may be feasible for implementation on a spot basis if not associated with a major street project. Funding from the City or post GURA entity (if established) should be sought for such smaller projects. *The City has walkability funds that are utilized for a priority project list to build smaller scale connections. In addition, the Downtown Development Authority contributes to redevelopment projects by assisting with the building costs of public amenities in the downtown area and funds walkability and streetscape improvements.*

Economic Vitality

- In order to achieve the character, land uses, and community values recommended by this plan, the City should vigorously pursue the investigation of a successor entity to the current downtown urban renewal project. *The Downtown Development Authority was established in 2014.*

Public Investment

- As funding becomes available, the City and post GURA entity should seek to fund and implement both the Ford Street and Jackson Street visions contained in this plan, as well as the improvements to the 14th and Ford intersection. Funding should also be sought for portions of 12th, 13th, and 14th Street streetscape improvements not associated with

redevelopment projects (which should incorporate such changes in each specific project). *The street recommendations of this plan concerning Ford, Jackson, and 14th Streets improvements have largely been completed. Small-scale streetscape improvements have also been completed on portions of 12th, 13th and 14th Streets.*

IX. Golden Height/Golden Hills Neighborhoods Plan (2014)

Character

- The City should continue to enhance the residential character of the neighborhoods and work with residents to make all modes of travel safer and more accessible to all. The City should work with residents on the establishment of neighborhood groups or organizations to empower area residents and provide a communication network for ideas and concerns. *The city is utilizing new outreach strategies by holding development and neighborhood meetings within the neighborhood to bring information to the area residents.*

Land Use

- The City should work with the community to provide appropriate transitions between different use areas and mitigate any impacts. The greatest potential for change in the area relates to the vacant land known as “Overlook,” which is adjacent to I70 and accessed via 4th Avenue. This has been platted for 92 single family homes for many years, though market forces have kept it undeveloped to date. It should be noted that the property needs no further public approval prior to development unless there is a request for a rezoning to another use or a replat to change the lot configuration. If single-family homes continue to be unviable in this location, the owner may wish to propose another use, which would begin a public process with opportunities for neighborhood input that draws from Golden Vision Values. *The owner of this property is currently pursuing a request for rezoning to commercial uses, which has included neighborhood meetings and will include a future hearing at Planning Commission and City Council, likely in 2019.*

Housing

- The City should promote residential rehabilitation loan programs through Jeffco Housing Authority and other neighborhood investment mechanisms for eligible owner occupied dwellings for seniors and low and moderate-income households. *On going. Several affordable housing policies have been adopted. .*

Transportation

- Continue to work with RTD on the establishment of transit service for the area, with potential connections to light rail, Colorado Mills, Lakewood and central Golden. *On-going.*

Economic Vitality

- Develop an inclusive process to engage the community in an investigation of available economic development tools to help achieve Neighborhood Plan and Golden Vision 2030 goals and values. In order to achieve such goals and values, the City, commercial owners, interested residents and economic development agencies such as the City Economic

Development Commission and Urban Renewal Authority should investigate the pros and cons of public/private partnerships to facilitate future commercial and industrial development supportive of this plan in designated areas of expected change. *On-going strategy*

Public Investment

- The City should continue to pursue the implementation of an enhanced streetscape along Orchard Street to provide a more pedestrian feel, slow down traffic, and help to create a feeling of separation between the industrial and residential uses. Traffic calming infrastructure and neighborhood entry signage on Orchard Street *Completed in 2015.*

Environment

- Parks, trees and trail connections are important components of this plan, and will be addressed in decisions on zoning, economic development initiatives and development applications. *On-going and included in the Parks and Recreation Master Plan Update.*
- Ensure that storm water quality standards are met with all new construction and consider requiring infill development to design storm water detention to mimic predevelopment hydrology, even for building additions. Opportunities for innovative porous landscape detention geared for urban areas should be explored, such as curb cuts for landscaping along streetscape and in parking islands and the use of bioswales to provide infiltration and water quality. *On-going for larger new development. The Sustainability Menu in Chapter 18.40 encourages storm water quality improvements for smaller and infill projects.*

Community Connectivity

- The City should look for ways to foster community events and get the neighborhoods more involved in activities that can create a feeling of connectedness with the Golden community. Examples might include community gardens, neighborhood block parties, farmers market, or joint initiatives with the nearby Jeffco Fairgrounds and Foothills Animal Shelter. *In 2017, the City of Golden adopted Urban Agriculture regulations, which incentivize community gardens, produce stands, urban farming and neighborhood farmers markets in all zoning districts. The City also funds a grant program for neighborhood needs or block parties.*

X. South Golden Road Neighborhoods Plan (2016)

Character

- The City should enact zoning style regulatory tools for the Areas of Significant Change to reflect community values and neighborhood plan goals. This may include use of a form-based code or overlay district(s), or further enhancement of the City's site development standards. Guidelines to achieve the pedestrian oriented design approach described in the values will pay special attention to transitions and the edges between redevelopment and existing residential properties. *The public process and resulting Community Mixed Use*

zoning in the Central Neighborhoods has proved successful and could be considered or modified to apply to other areas of the community, but especially along the South Golden Road corridor.

- The City should continue to enhance the residential character of the neighborhoods and work with residents to make all modes of travel safer and more accessible for all. The City should work with residents on the establishment of neighborhood groups or organizations to empower area residents and provide a communication network for ideas and concerns. *Staff has taken a recent approach of hosting neighborhood meetings within the neighborhood as well as launching the city's public engagement site, www.guidinggolden.com as a forum to get the facts, encourage residents to discuss hot topics and ask staff and elected officials questions.*
- Work with Xcel to screen their facility (S. Golden Rd. and W. 16th Ave) in the short term, and possibly relocate it in long term, to allow for a more appropriate and desirable neighborhood use in future. Any type of change to the location would be required to go through a public process. *Discussions with Xcel on-going as they investigate the potential to consolidate properties and relocate assets for increased efficiency.*

Land Use

- The City should consider regulatory changes to allow a vibrant mix of uses in “Areas of Significant Change” to serve neighborhood needs, but also balance the desire for quiet residential streets surrounding these areas. *CMU Zoning to enhance pedestrian oriented design and consider neighborhood context.*
- Neighborhood feedback pointed to a desire for a pedestrian friendly commercial corridor along South Golden Road, with safer accommodations for all modes of travel, including walking, biking, auto and transit use. When given the choice, residents voted for wider sidewalks, raised bike lanes to keep cars and bikes separated, improved landscaping, public seating and other amenities. *Discussion not scheduled although this type of development is required as redevelopment occurs.*
- Public input also indicated a desire for a more aesthetically pleasing pedestrian experience along South Golden Road, including architecture with windows and doors facing the sidewalk, along with public amenities to create a feeling of “place” for this important neighborhood main street. The chosen designs also show buildings brought to the front of the lot to frame this public space, with parking in the back. This approach to future development would help increase pedestrian vitality along the street and improve neighborhood and community connectedness, an important Golden Vision value. *CMU zoning or a similar form-based zoning should be considered. Discussion not scheduled.*
- The City should evaluate the existing C-1, C-2, and PUD zoning between Johnson Road and Ulysses Street and determine whether to pursue a rezoning to the CMU zone district. Outreach to property and business owners will be used to explain the proposal, understand concerns and gauge the level of support *Discussion not yet scheduled.*

Affordable Housing

- The City should promote new development and rehabilitation loan programs through Jeffco Housing Authority and other neighborhood investment mechanisms for eligible owner occupied dwellings for low and moderate-income households. *On-going. Several*

affordable housing policies have been adopted. Rental assistance and rehabilitation programs have been funded as well.

Transportation

1. Plan for transit infrastructure for the existing RTD bus lines, as well as the circulator bus. Amenities should enhance safety for riders and include bus shelters, seating, trash/recycling containers, bike parking, lighting and landscaping. ***While bus shelters have been updated along South Golden Road, accommodation for all modes of travel and transit should be included in an overall streetscape plan, not yet scheduled.***
2. Wider sidewalks and raised bike lanes were also chosen to accommodate pedestrians and cyclists and keep them a safe distance from auto traffic along South Golden Road.
 - The City should plan for the desire to see better connectivity from the residential neighborhoods to and across South Golden Road, leading either to the shared path located behind the commercial corridor, or to a new shared path right along South Golden Road. The most requested crossing point enhancements were across S. Golden Road to Johnson Road, on the west side of the roundabout, and then across S. Golden Road at Utah Street on the east side of the roundabout. ***Discussion not scheduled, although the crossing improvements are included on the walkability priority list for when funding is available.***
 - Implementing a more convenient pedestrian connection between the Rimrock neighborhood and King Soopers was requested and one that is currently being pursued by City staff with the help of the property owner of King Soopers. Currently there is a social trail from the neighborhood, through the Golden Town Center landscaping behind King Soopers, and into the parking lot and loading dock. Staff has been working with the property owner to replace trees and install irrigation lines in the landscape area, and initial indications are that the property owner is open to negotiating an agreement to provide more formal pedestrian access from the neighborhood that would roughly follow the social paths. ***Staff worked with the Owners in 2016 and 2017 and came to an agreement, which restored the landscaping and formalized the pedestrian connection and access points from the neighborhood to the Golden Town Center.***

Economic Vitality

- Develop an inclusive process to engage the community in an investigation of available economic development tools to help achieve Neighborhood Plan and Golden Vision 2030 goals and values. ***On-going Strategy***
- In order to achieve such goals and values, the City, commercial owners, interested residents and economic development agencies such as the City Economic Development Commission and Urban Renewal Authority should investigate the pros and cons of public/private partnerships to facilitate future commercial and industrial development supportive of this plan in designated areas of expected change. ***On-going Strategy***

Public Investment

- The City should continue to pursue the implementation of an enhanced streetscape along South Golden Road to provide a more pedestrian feel, slow down traffic to help create a more neighborhood feel, and improve economic and neighborhood vitality. ***Traffic calming measures, bike lanes, and the addition of crosswalks have been implemented to provide a more pedestrian feel and slow traffic. A small walkability project to eliminate***

a sidewalk gap on Ulysses Street at South Golden Road was completed in 2018. An enhanced overall streetscape design has yet to be scheduled.

Environment

- Parks, trees and trail connections are important components of this plan and will be addressed in decisions on zoning, economic development initiatives and development applications. *On-going and included in the Parks and Recreation Master Plan Update.*
- Ensure that storm water quality standards are met with all new construction and consider requiring infill development to design storm water detention to mimic predevelopment hydrology, even for building additions. Opportunities for innovative porous landscape detention geared for urban areas should be explored, such as curb cuts for landscaping along streetscape and in parking islands, and the use of bioswales to provide infiltration and water quality. *On-going for larger new development. The Sustainability Menu in Chapter 18.40 encourages storm water quality improvements for smaller and infill projects.*
- The City will continue to look at ways to make minor enhancements to Southridge Park. Many residents expressed interest in a community garden. There is the potential to set aside an area for this; however, a local volunteer group or non-profit organization would need to be in charge of administration and maintenance of the area. *City Staff enacted Urban Agriculture Regulations in 2017 to incentivize urban farming, community gardens, produce stands, green grocers, etc., by allowing these uses by right in all zoning districts.*

Sustainability

- Sustainability measures are an important component with any type of construction or redevelopment, and while the City already has best practices in place for single family, multi-family and commercial development, staff should encourage the use of any additional sustainability measures wherever and whenever possible. The City should look for ways to encourage increased energy efficiency, use of renewable energy, reuse and recycle materials, and preserve existing structures. *The Sustainability Menu, related to Site Plan requirements in Chapter 18.40, is regularly updated and enhanced, most recently in 2018.*

XI. North Clear Creek Neighborhood Plan (2017)

Character

- The City should enact zoning regulatory tools for the “Areas of Significant Change” to reflect community values and neighborhood plan goals. This may include use of a form-based code or overlay district(s), or further enhancement of the City’s site development standards. Guidelines to achieve the pedestrian-oriented design approach described in the values will pay special attention to transitions and the edges between redevelopment and existing residential properties. *This discussion has yet to be scheduled; a community-wide public planning effort for “Areas of Significant Change” should be developed. As a part of a complete land use regulation review, identified “Areas of Change” should be considered a top priority in any phasing schedule.*

- The City should continue to enhance the residential character of the neighborhoods, maintain a mix of housing types, and work with residents to make all modes of travel safer and more accessible for all. The City is currently working with the volunteer Golden Walks group to determine pedestrian barriers through walking audits. A walking audit is an opportunity for residents and stakeholders to gauge learning the opportunities and barriers related to making the area of study more safe and pleasant for pedestrians of all abilities. Recommendations will be cross-examined with the top pedestrian priorities of the North Clear Creek Neighborhood Plan Area as indicated through the public engagement process, and included in future capital budget discussions. The City should continue to work with residents on the establishment of neighborhood groups to empower area residents and provide a communication network for ideas and concerns. ***Walking group outcomes have been incorporated into this plan, with many small sidewalk connections completed as a result in 2017. Staff continues to take community planning conversations to the residents by providing information and encouraging feedback at local events and promoting the City's new public engagement website www.guidinggolden.com.***

Land Use

1. The City should consider regulatory changes to allow a vibrant mix of uses in “Areas of Significant Change” to serve neighborhood needs, but also balance the desire for quiet residential streets surrounding these areas. ***This discussion has yet to be scheduled; a community-wide public planning effort for “Areas of Significant Change” should be developed. As a part of a complete land use regulation review, identified “Areas of Change” should be considered a top priority in any phasing schedule.***
- Neighborhood feedback indicated the City should plan for future redevelopment of the CoorsTek “Area of Significant Change” to include mixed-use development with some mixed income housing, extending Downtown Golden north to Hwy 58. The area should also provide for more pedestrian friendly streets, attractive, and safe public spaces or a plaza. Lastly, a recommendation of the Clear Creek Master Plan, the CoorsTek area could also be a future home to public and cultural uses by relocating government offices and museums from Clear Creek/10th Street to this space. This would allow for more recreation, special event, and park-oriented uses along Clear Creek. See response above. ***Council and Planning Commission could consider Community Mixed Use Zoning for this area of change and which of the three CMU zoning designations applies to which area. This area also falls in the Downtown Area per Section 18.40.724 of the land use regulations, with a maximum height of 50 feet as it falls within height zone C. Council and Commission may wish to consider modifying the downtown area height zoned to be sensitive to the 8th and 9th Street neighborhood by extending height zone A a half block east from Washington Avenue and from 7th street to 9th Street.***
 - Neighborhood feedback indicated the City should plan for future redevelopment of the Goosetown “Area of Significant Change” to include a transit center for a possible future RTD Golden Line extension, transit-oriented and mixed-use development with some low to middle income housing, parks or plaza space, and a food hub. ***The City and the Downtown Development Authority should jointly look to partner and begin the redevelopment of this sub area of Goosetown in a manner that supports municipal needs, guides the future of the city-owned property following any acquisition, and aligns with the Golden Vision and this plan.***

- Neighborhood feedback pointed to a desire for the removal of pedestrian barriers in the North Clear Creek Plan Area, primarily along 10th Street and Washington Avenue including analyzing the need and appropriate locations for crosswalks, bike lanes, and sidewalks. The Clear Creek Master Plan outlined a detailed plan for 10th Street to address similar concerns as well as traffic calming measures, which will help increase pedestrian vitality along the street and improve neighborhood and community connectedness, an important Golden Vision value. Staff and elected officials should consider funding for a Complete Street for 10th Street from Washington Avenue to Maple Street. Washington Avenue has already received a grant from CDOT for a Complete Street for Washington Avenue from 10th Street to Hwy 93. ***The Washington Avenue Complete Street project is currently underway. The discussion has not been scheduled to fund a complete street for 10th Street from Washington Avenue to Maple Street per the outcomes of the Clear Creek Management Plan.***
- 2. The City should evaluate the existing commercial and industrial zoning in the CoorsTek and Goosetown “Areas of Significant Change” and consider form-based or Community Mixed Use (CMU) zoning areas such as south of downtown along Ford and Jackson Streets to encourage parking to the rear of development, good pedestrian access, and buildings brought to the front of the lot which allows development oriented towards the street. ***This discussion has yet to be scheduled; a community-wide public planning effort for “Areas of Significant Change” should be developed. As a part of a complete land use regulation review, identified “Areas of Change” should be considered a top priority in any phasing schedule.***
- The City should also evaluate the commercial zoning along 8th Street. Planning Commission has approved several Special Use Permits to allow for 100% residential uses along 8th Street rather than the 25% commercial component required in C-1 and C-2 zoning which makes up a portion of 8th Street. (Zoning map on page 30) ***While majority of 8th Street is developed, Council and Commission could consider rezoning portions of 8th Street, such as to Community Mixed Use, RC or R-3, recognizing that prior efforts after the initial 8th and 9th Street plan was adopted proved to be infeasible due to the resulting level of non-conformity.***

Transportation

- Based on feedback gained on the Goosetown Area of Significant Change during the neighborhood planning process, a plan for transit infrastructure for the potential future RTD Gold Line into Golden should be a top priority. Amenities to a “Transit Hub” should include public plaza and recreation areas, a food hub and small retail, and mixed use developments that include mixed income housing. ***The City and the Downtown Development Authority should jointly look to partner and begin the redevelopment of this sub area of Goosetown in a manner that supports municipal needs, guides the future of the city-owned property following any acquisition and aligns with the Golden vision and this plan.***
- During the Washington Avenue Complete Streets public engagement process in 2017, staff should consider improvements from 10th Street to Hwy 58 to include one traffic lane in each direction, bike lanes, and wider sidewalks with no median. This could accommodate the pedestrian needs and calm traffic on the north end of the Downtown Area as indicated in Chapter 18.40 of the Golden Municipal code and to better serve the future redevelopment

of this area. *While a complete street was not funded for this section of Washington Avenue, modifications for bike lanes, restriping, and removal of the median were completed in 2018 as a part of a repaving project. As a part of any redevelopment of the CoorsTek “Area of Change”, wider sidewalks and better pedestrian access should be considered.*

- The City should plan for the desire to see better connectivity across the plan area by researching pedestrian barriers and solutions such as crosswalks if warranted; walking and biking striped lanes on Clear Creek trail, a trail connection around the Community Center connecting 8th Street to 10th Street, and a North Clear Creek Trail connection through Parfet Park with a crosswalk at Ford connecting to Vanover Park. *The City should also pursue a complete streets project for 10th Street. A complete street project is not yet discussed; recent conversations around funding a trail connection on the north side of Clear Creek and crosswalk across Ford Street to Vanover Park have gained traction once easements and funding can be secured. A trail connection around the Golden Community Center is on the walkability priority list but has challenges to construct due to grade.*
- In considering bus stop needs and infrastructure, enhancement for a more functional bus stop at Parfet Park on Washington Avenue should be considered and should accommodate more connections and encourage usage. *This project was investigated though the city’s Mobility Hub project in 2017. Discussions regarding moving the project forward have yet to be scheduled.*
- On street parking availability within the 8th and 9th Street Neighborhood, in particular, has been challenging at times and has led to the implementation of permit parking in some locations. Staff should continue to monitor parking issues and make adjustments as appropriate, including the reevaluation of existing parking requirements if needed. **On-going strategy**

Economic Vitality

- The City should develop an inclusive process to engage the community in an investigation of available economic development tools to help achieve Neighborhood Plan and Golden Vision 2030 goals and values. *Yet to be scheduled. Should occur as a part of the community engagement process for the plan area “Significant Areas of Change.”*
- In order to achieve the Golden Vision 2030 goals and values, the City, commercial owners, interested residents and economic development agencies such as the City Economic Development Commission and Downtown Development Authority should investigate the pros and cons of public/private partnerships to facilitate future appropriate commercial development consistent with this plan in designated areas of expected change. *Discussion not yet scheduled.*
- The City should continue to work closely with the Jefferson County Housing Authority and support other private and non-profit Golden redevelopment projects, which increase the availability of low and middle income housing opportunities in the Areas of Significant Change. *On-going. Several affordable housing policies have been adopted. Rental assistance and rehabilitation programs have also been funded in recent years.*

Public Investment

- *The City has received a grant to enhance the streetscape of Washington Avenue from 10th Street to Highway 93. The complete street project will increase a sense of safety for*

both vehicles and pedestrians, calm traffic speeds, and help to create a neighborhood feel, while also extending downtown north to improve economic and neighborhood vitality.

Environment

- The City understands parks, trees, and trail connections are important components of this plan and should be addressed in decisions on zoning, economic development initiatives and development applications. ***On-going strategy***
- Ensuring storm water quality standards are met with all new construction is important to the City and considering requiring infill development to design storm water detention that mimics predevelopment hydrology, even for building additions is important. Opportunities for innovative porous landscape detention geared for urban areas should be explored, such as curb cuts for landscaping along streetscapes and in parking islands, and the use of bioswales to provide infiltration and water quality improvements. ***On-going for larger new development. The Sustainability menu in Chapter 18.40 encourages storm water quality improvements for smaller and infill projects.***
- The City will continue to look at ways to make minor enhancements to the Clear Creek Corridor including both land use enhancements and people management strategies, which will help to preserve this cherished natural resource. ***On-going strategy, funding for creek maintenance occurs every two years.***
- The City should consider new policy to provide watershed resource protection in the urban Clear Creek Corridor which could include modifying the setback requirements for future development along Clear Creek as defined in Section 18.40.744. ***Discussion yet to be scheduled.***
- The City should consider new policy to provide viewshed protection or create view corridors within the North Clear Creek Neighborhood Plan area to complement the policy language within the Downtown Standards and Guidelines Section 18.40.772 (5). ***Discussion yet to be scheduled.***

Sustainability

- Sustainability measures are an important component to any type of construction or redevelopment, and while the City already has best practices in place for single family, multi-family and commercial development, staff should encourage the use of any additional sustainability measures wherever and whenever possible. ***A good example is the 2016 addition of the Golden Bike Library for use by residents and visitors to rent a bike to run errands, tour the city, or enjoy nearby trails. The bike library is a great opportunity to meet another sustainability goal, to reduce vehicle miles traveled.***
- The City should also look for ways to encourage increased energy efficiency, use of renewable energy, reuse and recycle materials, and preserve existing historic structures as much as possible, especially with the multitude of historic structures in the neighborhood plan area. ***Planning staff and Planning Commission are regularly working with the Sustainability Advisory Board to consider changes and additions to the sustainability requirements of new development in Golden, which also provides points for preserving older structures on site. The most recent update of the sustainability menu occurred in 2018.***

XII. Conclusion

As Council and Commission considers the many competing areas within which to focus, staff time and resources, staff seeks direction regarding any specific neighborhood planning implementation efforts that should be scheduled for specific discussion and/or action. Staff would recommend addressing the Goosetown Significant Area of Change in the near-term in anticipation of the proposed acquisition of several properties by the city. This public engagement effort should also include consideration of the city-owned properties along the creek, which would be vacated as a result of the move of staff offices and the Golden History Museums. Staff anticipates that capital investment discussions would occur in the context of larger CIP Budget conversations; however, the policy issues may be scheduled separately, as desired by Council and Commission perhaps as a complete overall haul of the land use regulations. Council and Commission should keep in mind phasing of this process will be required and we should anticipate at least two years for completion.