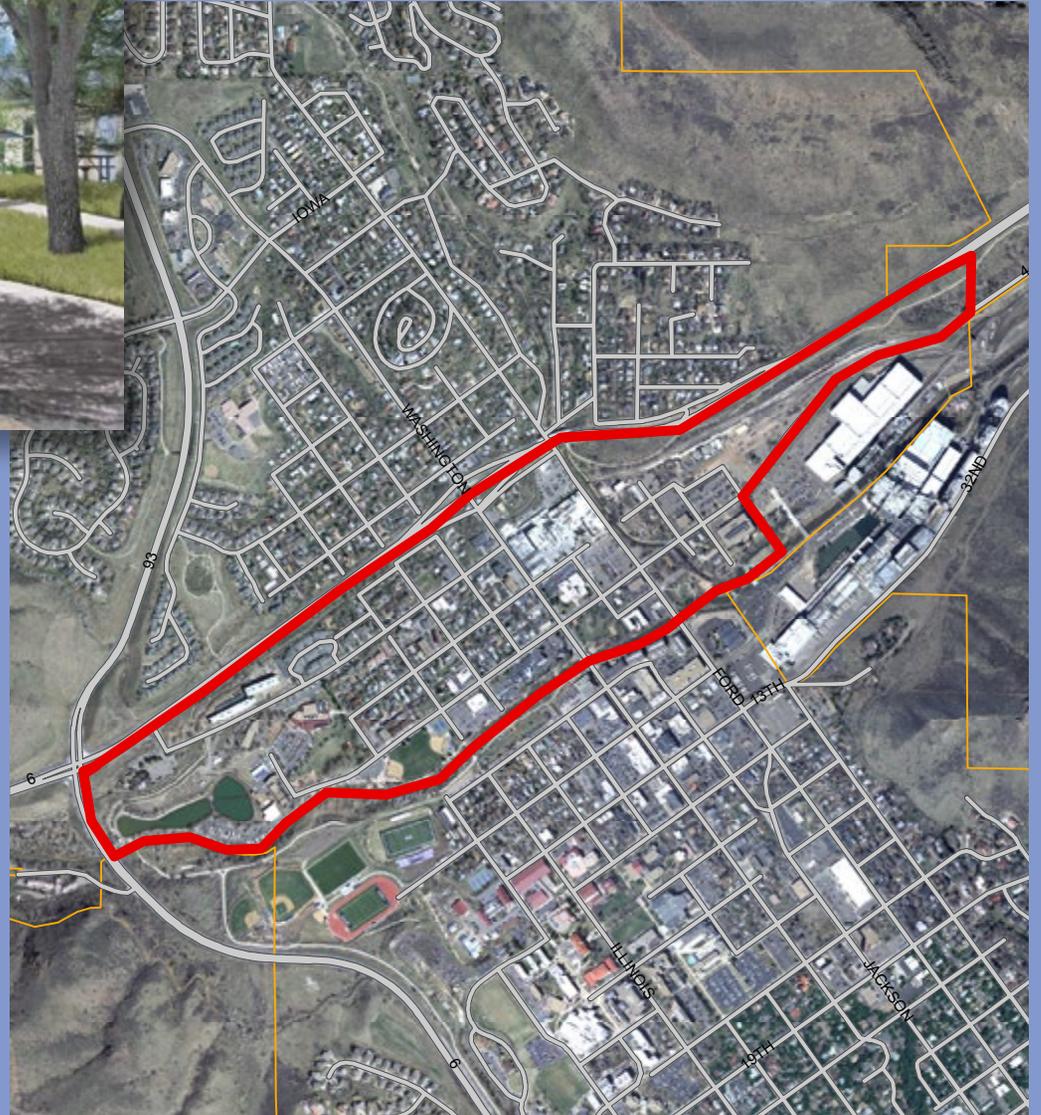


# NORTH CLEAR CREEK NEIGHBORHOOD PLAN



FEBRUARY 9, 2017

# North Clear Creek Neighborhood Plan



City of  
Golden

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# Executive Summary

The North Clear Creek Neighborhood Plan is a component of the City of Golden Comprehensive Plan to help implement the Value Themes, which were created by the residents of Golden through the Golden Vision 2030 Plan. The Plan focuses on the existing and anticipated conditions within the North Clear Creek Plan Area and establishes parameters for public investment, building, and site design that will guide future redevelopment.

This document is a guideline; it is not a regulation. The recommendations of the plan will be used to initiate and evaluate possible changes to the city's land use regulations and to serve as a launching pad for future public planning efforts for designated areas of change. Plan recommendations are summarized below and provided in detail in Chapter 3.

## Short-Term Goals (0-2 Years)

- Washington Avenue Complete Street information gathering is complete; upcoming public open houses will begin in early 2017.
- Top priority pedestrian improvements and results of the plan area walkability audit will be considered both during scheduled street repaving and as a part of Planning Commission Walkability and Bikeability funding conversations.
- The City will plan and fund a trail connection around the Community Center connecting 8th Street to 10th Street.
- A more functional bus stop at Parfet Park will be vetted through a mobility hub project.
- The City will investigate funding and viability of an alternative trail linkage of the North Clear Creek Trail to connect Parfet Park to Vanover Park.
- Planning and Parks staff will compare outcomes of the Parks and Recreation Master Plan and this plan document to determine where it is appropriate to stripe biking and walking lanes on both the north and south Clear Creek Trail to ease conflict and congestion.
- The City will continue to promote new development and rehabilitation loan programs through private, non-profit and public sector organizations to preserve a range of affordable housing choices. Zoning and other regulatory changes to promote housing affordability will also be considered.



## Medium-Term Goals (2-5 Years)

- A community wide public planning effort for the “Areas of Significant Change” (refer to Section 3.3 Areas of Significant Change) will be developed which will be inclusive of the outcomes of this plan and begin with conversations with property owners to understand their future goals and receive their permission and cooperation.
- The City will engage property owners and the public to explore zoning regulatory tools for the “Areas of Significant Change” including CoorsTek and Goosetown to reflect community values and neighborhood plan outcomes. This may include use of a form-based code or overlay district(s), and/or further enhancement of the City's site development standards.
- The City will evaluate existing 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.
- The City will develop policy recommendations to provide viewshed protection in the urban Clear Creek Corridor which could include setback requirements for future development along Clear Creek and would modify the existing policy language within the Downtown Standards and Guidelines Section 18.40.772 (5).

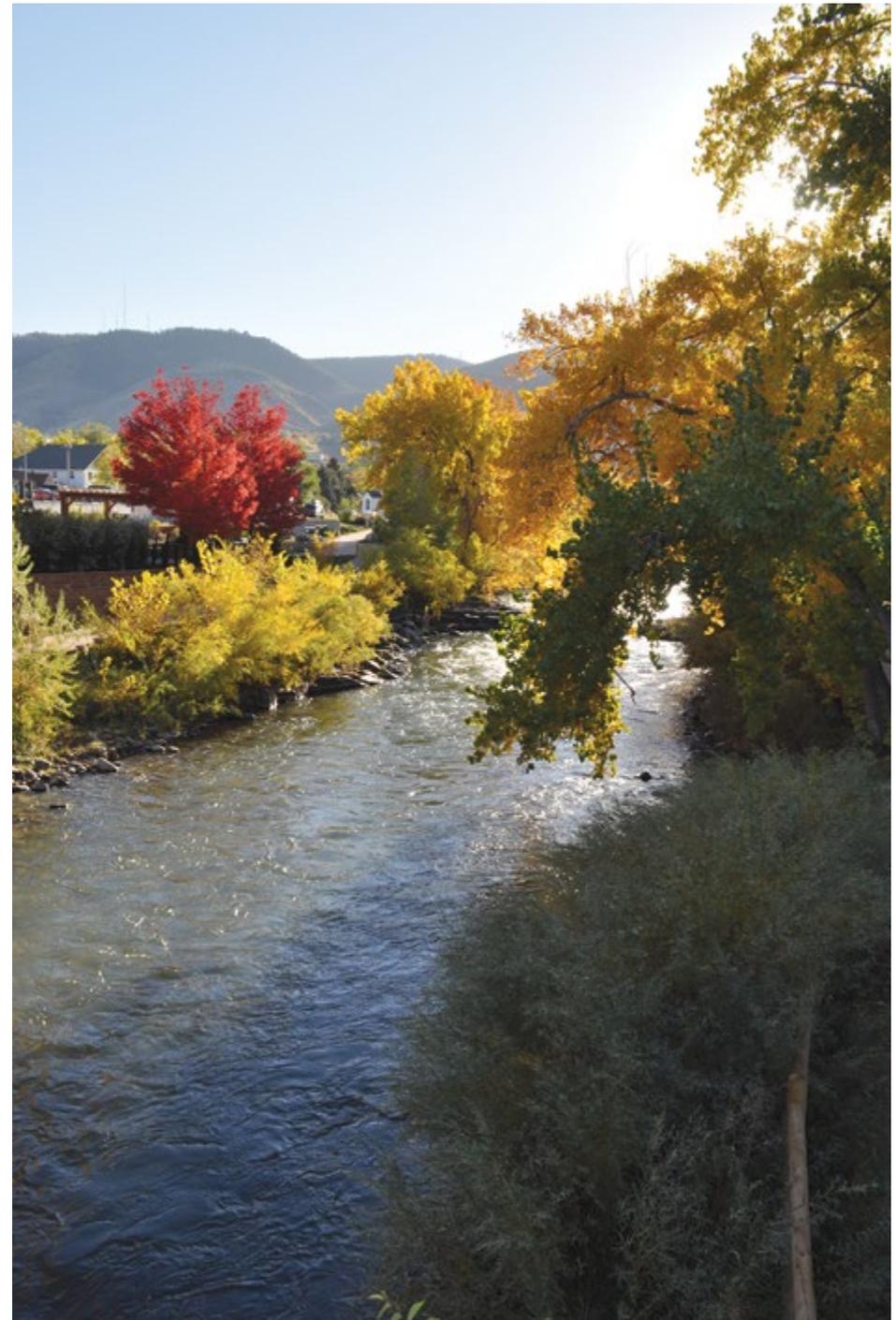
- The City will develop policy recommendations to provide watershed resource protection in the urban Clear Creek Corridor which could include creating setback requirements for future development along Clear Creek and be added to the Downtown Standards and Guidelines Section 18.40.740 of the municipal code.
- The City will investigate the pros and cons of public/private partnerships to facilitate future appropriate commercial and/or mixed use development consistent with this plan in designated areas of expected change.
- The City will consider funding a Complete Street for 10th Street from Washington Avenue to Maple Street as per the outcomes of the Clear Creek Management Plan and this plan document as a part of Planning Commission Walkability and Bikeability funding conversations.

### Long-Term Goals (5 Years or More)

- City staff will work with MillerCoors to discuss future plans for the brewery and potential modifications to the existing Coors North Industrial Official Development Plan as an “Area of Influence.”

### Implementation Tools

There are several tools at the disposal of City staff and elected officials to implement the short, medium and long term goals outlined in this plan document. These could include vacating streets and complete street improvements, zoning modifications, tax increment financing, city-funded initiatives, identifying and funding future park areas and improvements, engagement of private land owners to discuss long range land use planning, and most importantly, public engagement efforts to help determine future land uses and zoning modifications in “Areas of Change” and “Areas of Influence.”



## North Clear Creek Neighborhood Plan

### WELCOME TO THE NORTH CLEAR CREEK NEIGHBORHOOD PLAN

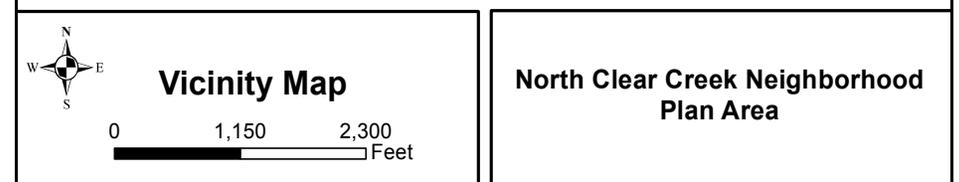
#### 1.1 The Vision

The community values that came out of the two-year outreach process known as Golden Vision 2030 (GV 2030) are the foundation of this plan, as well as the Comprehensive Plan as a whole.

The vision behind the Comprehensive Plan was to create a document that reflects the community's values and can function as a guide for Golden's future. The plan seeks to:

- Derive the goals and strategies for Golden's future directly from community values
- Provide direction for all related policy documents, as well as for zoning code changes, budget decisions and capital investments
- Integrate the community's commitment to historic preservation, sustainability and public health
- Use it to evaluate regulations and processes employed daily by the City
- Include measurable goals and strategies to ensure implementation

Neighborhood plans are components of the Comprehensive Plan that get more specific in how the community values apply on the ground in specific areas. Neighborhood plans function as microcosms of the Comprehensive Plan for these particular pockets of the larger community. The neighborhood planning process involves going through each of the guiding principles and community values and determining how each value is or should be manifested in that neighborhood. Each neighborhood plan will look at the map of "Areas of Stability and Change," and discuss how this impacts them. A more in depth discussion on the areas of change found within each neighborhood is needed to get the most appropriate outcome. Those involved in the neighborhood planning process should refer back



to part 3 of the Comprehensive Plan and the section "Creating Sense of Place and Making Connections" when beginning discussions on the "Areas of Change."

## 1.2 The Values

The results of the Golden Vision 2030 project provided community values that the citizens of Golden felt were important in preserving the lifestyle they cherish. One aspect of the neighborhood plans is to ensure that the recommendations fit within the context of the values. While not every value can be quantified or regulated, the hope is that some values can be indirectly achieved through the use of quality urban design, public and private investment.



*The community values created from Golden Vision 2030:*

### Guiding Principles

These two structural principles are the foundation upon which the Golden community intends to act and make decisions.

#### • **Responsive Government**

Our City government is responsive, approachable, and good at listening, welcomes participation and involvement, is fair to all parts of the City and is accountable.

#### • **Controlled and Directed Change**

Our community values require that we direct and manage change, assure smart growth (transportation & development), affordable housing and sustainability. As a community, we expect sustainability that preserves the small town look, feel and character.

### Community Values

The Heart & Soul values comprise a set of community elements that are consistently very important to Golden residents in most or all situations. These values are to be a substantial consideration in all major community decisions. Our community values include:

- A. An accessible and walkable community
- B. Active outdoors and the environment
- C. Safe, clean and quiet neighborhoods



- D. Support for local business and downtown
- E. Convenience and community amenities
- F. Support for our history, culture and education
- G. A family and kid friendly town
- H. Friendliness and appreciation of our neighbors
- I. Our sense of community
- J. Belonging/volunteerism

When making specific recommendations, these values will be guides to ensure that no recommendation is made that would significantly clash with the stated values. Recommendations should support the community values, as well as promote the continuation of the values per the decision making model shown in Figure 1 of Golden Vision 2030 and the Comprehensive Plan. This model will be shown later in this plan, under “Implementation.”

**1.3 Neighborhood Outreach and History**

The North Clear Creek Neighborhood Plan was created with significant public input from neighboring residents, stakeholders, and other Golden residents interested in the future of this iconic area of Golden. The process began in January of 2016, when approximately 50 Golden residents, business owners, and other community stakeholders took part in the first public open house held by City staff. At the open house, residents were asked to provide feedback on specific questions pertaining to the plan area as well as their thoughts on two defined future “Areas of Significant Change.”



In addition to City Planning staff, representatives from Public Works, Parks, Planning, Special Events and Police were on hand to answer questions and provide feedback while also displaying conceptual drawings and trigger questions intended to stimulate idea sharing.

Concurrent with the initial open house and information gathering session, a survey was provided, not only in paper format at the neighborhood meeting, but also on Golden’s MySidewalk page, <http://goldenvision.cityofgolden.net/initiatives>, a forum for community members to not only answer questions and leave comments, but also have ongoing discussion about community issues and needs. The survey results from both the Open House and MySidewalk were then compiled and analyzed in preparation for the second open house which took place in March.

**North Clear Creek Neighborhood Plan Calendar**  
*Save the Date!*

<p><b>January 13, 2016</b> Open House #1 5:30-7:00pm Golden Community Center</p> <p>How do you envision the future of 8th, 9th and 10th Streets including Goosetown?</p> <p>Take a survey, identify neighborhood strengths and concerns. Share what you love about your neighborhood and ideas for future change. *food provided</p>	<p><b>March 9, 2016</b> Open House #2 5:30-7:00pm Golden Community Center</p> <p>Join your neighbors to give feedback on topics related to your neighborhood.</p> <p>View results of the North Clear Creek Neighborhood Survey and set goals for the future. *food provided</p>	<p><b>April 13, 2016</b> Workshop Begins at 5:30pm Golden Community Center</p> <p>Work with your neighbors to prioritize goals for the future of the North Clear Creek Neighborhood.</p> <p>Input from this planning process will shape the North Clear Creek Neighborhood Draft Plan. *food provided</p>
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For more information and to take a short survey, visit [www.cityofgolden.net/links/NCClearCreekPlan](http://www.cityofgolden.net/links/NCClearCreekPlan)

*Each of the three meetings had a great turnout showing the community’s investment in the plan area.*

attempted a unique polling method by allocating \$50 in play money to each resident and asking them to apportion their budget towards projects in order of priority. Pedestrian improvements or Washington Avenue streetscape improvements with the most funds would be deemed a top priority. This exercise provided clear guidance on certain projects which could be added to walkability and bikeability capital improvement lists and influence the Washington Avenue Complete Street public engagement process which began in 2016.

On April 13, Planning staff held a final open house to prioritize the many pedestrian needs requested for the plan area as well as begin conversations regarding the Washington Avenue Complete Street, focusing on the segment from 10th Street to Hwy 58 and how it relates to information gathered on the plan area. For this meeting, staff

The comments received and the conversations with neighbors have become the basis for the recommendations for the North Clear Creek Neighborhood Plan. Responses have been compiled and included in Appendix A and B.

## History of the Area

The North Clear Creek neighborhood area is one of the oldest and most significant areas of Golden. Its documented history begins before the City itself, as early as the 1840s when Black Kettle and the Cheyenne tribe camped in the area of Clear Creek at today's Ford Street Bridge. On April 30, 1859 David King Wall arrived, becoming Golden's first citizen as the first permanent settler of the valley. Where the railyards at Depot Street are today he established the region's first garden farm, irrigating the land from Tucker Gulch, proving the "Great American Desert" could grow fresh vegetables and giving rise to Colorado agriculture. Wall was among the founders of Golden on June 16, 1859 and his claim became part of the Original Town plat. The Original Town extended from East Street to today's Cheyenne Street and from Clear Creek to beyond today's Highway 58. William A.H. Loveland soon after established the railyards of the Colorado Central Railroad along 8th Street, the first railroad into the mountains, in 1868.

Washington Avenue between Arapahoe Gulch and Jackson Street is an original part of Downtown Golden. Golden's first building, the Boston Company General Store, stood at today's Parfet Park with its cornerstone laid on July 4, 1859. Commercial buildings have lined the Avenue since then including the Stewart Block at 922 Washington Avenue (1892); the Barron Building, originally a classic western false front shoe shop (1879); and the Genuine Auto Parts building at 900 Washington Avenue (1959). Now the Mountain Toad Brewery, its site has reverted to its historical roots, its southern beer garden being the site of the Office Saloon (1869-1998).

West of Arapahoe Gulch, north of 10th Street and extending to today's Lions Park, was the historic 9th Street neighborhood, originally known as Garrison Street, one of the earliest residential districts of the city. Its first homes were built in the 1860s many of which remain today as a part of the 8th and 9th Street Historic District, which was established in 2004. ([Click Here for a Walking Tour of the District - https://cityofgolden.maps.arcgis.com/apps/MapTour/index.html?appid=aea8f2634bf143f88ab855878217d13b](https://cityofgolden.maps.arcgis.com/apps/MapTour/index.html?appid=aea8f2634bf143f88ab855878217d13b)). Unique among them is the Dollison Home Place at 711 Arapahoe Street (1868), built while owner George W. Dollison lived out of a covered wagon. It was faced with stone around 1950 and given matching companion units to create the Home Stead Lodges, now one of the best preserved early auto lodging courts. Other important homes include



*Golden High School, now the American Mountaineering Center.  
Photo credit: Rick Gardner.*

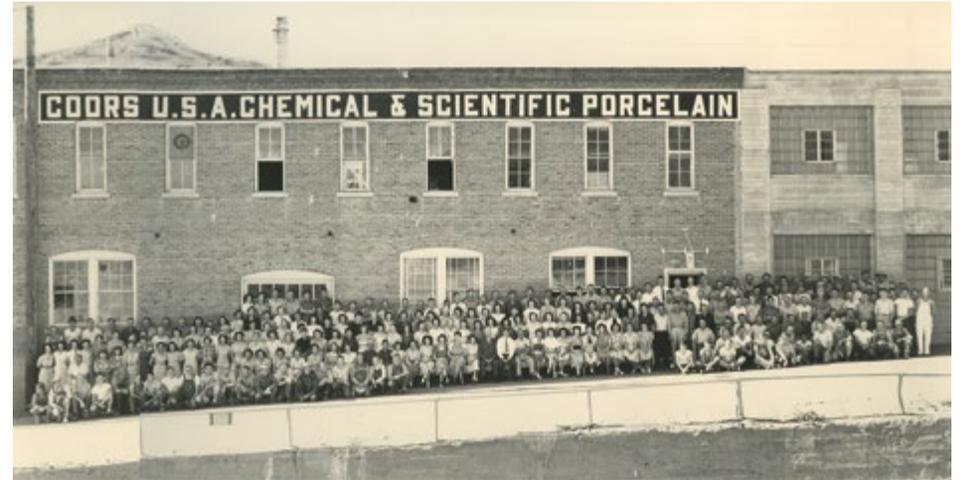
that of Judge Joseph Mann at 717 Arapahoe Street (1873); teacher Gertrude Bell's home at 817 Arapahoe Street (1938); the Gayton Residence at 900 10th Street (1878, originally colored yellow); the Spears Cash Grocery at 911 9th Street (built 1926, still possessing original signage); the home of Judge Andrew Bowdry Baird at 921 9th Street (1870); Jonas Barber's home at 1000 8th Street (1871); the home used as the Trenton Smelting Works office at 1013 9th Street (circa 1876); and more.

9th Street was a blue collar neighborhood of Golden with industrial plants in its midst that chiefly stood around the railroad up today's 8th Street. These included the Rock Flour Mills Warehouse at 917 8th Street (1881); Golden Pressed & Fire Brick Works at today's 1000 block (1873, destroyed by fire 1895); Trenton Smelting Works west of today's Golden Community Center (1875-1880s); and Geijsbeek Pottery where the private park north of 8th Street and west of Church Ditch is now (1901-1913, also United States Glazed Brick & Pottery). After the last industry departed in 1937 and the rail line became a highway, the 8th Street commercial corridor converted to serving automobile customers. Golden's first

drive-up restaurants included the A&W at 8th and Washington (1955-1958); Lila & Tip's Dairy (a Valentine Diner at 8th and Cheyenne, 1953-2000s). What is now one of the remaining iconic barn-styled Dairy Queens at 8th and Arapahoe was built in 1965 (now El Dorado restaurant). At 1000 10th Street was built the Center Drive Inn (1961). At the west end of 8th Street the Waystation Inn was built in 1965, a steakhouse and ski shop of rustic wood buildings crafted by Timber Lodge. This was transformed to the distinctive Briarwood Inn in 1979, now the longest operating independent standalone restaurant in Golden's history!

Government properties have played an important role in this area since the 1800s. Public Works dates to 1879 when Golden's municipal water facilities were built, and its oldest remaining building at 1400 10th Street was built in 1952. The ever popular Clear Creek RV Park, historically Golden's municipal campground, was established in 1947. The Golden City Hall, at 911 10th Street, was built as a multi-building complex in 1958-1976, long home to City Hall, Golden Library and the Golden History Center. Golden High School, taking the place of the Eagle Corral (1860-1922), became a new north side landmark in Golden's first urban renewal project. It was joined by Parfet Park in 1925, designed as a companion landscape for the school, both products of the City Beautiful Movement. Other parks along this corridor include Lions Park (1973) and Vanover Park (1989). The Golden Community Center was built in 1994.

The Coors Porcelain plant, now CoorsTek, is the most important landmark of the area and among the most important in the region. CoorsTek began in 1910 as the Herold China & Pottery, operating out of the Colorado Glass Works Warehouse built in 1886. From there it expanded to a major industrial complex of worldwide significance, recognizable by its century-old Ford Street brick facade with Coors banner head built in 1916. When trade with Germany was cut off, the plant became a key supplier of scientific porcelain to the Allies in both World Wars, including the Manhattan Project. It has continued as an important contributor to the scientific and defense industries, from components of the first Telstar satellite to missile nose cones to body and vehicle armor. The metal building at 9th and Washington has its own historic distinction as this was where the invention of the seamless aluminum can took place that revolutionized the beverage container industry. Today this plant, continues as an important part of the now global CoorsTek operation, manufacturing chemical and scientific labware, armor, wear resistant products and more.



*Coors Porcelain Plant. Photo credit: Rick Gardner.*

Goosetown is one of Golden's most important historic neighborhoods, it was Golden's historic German immigrant neighborhood that grew up around the Colorado Central railyards. Historically Goosetown was the area east of Ford Street, north of Clear Creek and south of today's Highway 58 extending to Golden's eastern limits. The Anfang Residence at 210 Depot Street stood around what was once its geographic center. Over time many Goosetown buildings have been destroyed by parking, vandalism, neglect, and the Tucker Gulch floods that also claimed 2 lives.

Most remaining structures in Goosetown are key landmarks. The railyards of Depot Street, established in 1868, retain its historic configurations as well as the ruins of the Colorado Central Roundhouse at their northeast edge (a brick and concrete foundation wall built in 1870). Overlooking the railyards to its northwest are a remaining portion of benchland likely used by the Wall farm along with stone remains of the Benjamin Lime Kiln near the tracks. The 900 block of 9th Street includes homes mostly built in 1867 (the Wells, Boutwell and Maas homes of 506-518 9th Street), along with Golden's oldest fire station buildings, the Loveland Fire Station (1879, now in rear of 506 9th Street) and 3rd Ware Fire Station (1927, now American Legion at 500 9th Street). The Masonic Temple (1950, 500 10th Street) is home to one of Colorado's oldest Masonic lodges. The Burgess House (1866, 1015 Ford Street) was one of Golden's longest operating and important hotels.

THE VISION

THE VALUES

NEIGHBORHOOD OUTREACH  
AND HISTORY

PREVIOUS PLANNING  
DOCUMENTS

The Golden Mill is a uniquely important and historic institution to Golden. This establishment has been in place since it was founded as a flour mill by David Barnes in 1865, whose landmark home built that year stands at 622 Water Street. Golden Mill long possessed an iconic multi-story grain elevator (1865-1952), and is housed today in its historic warehouse constructed in 1923. Likely the oldest animal products businesses in Colorado, the Golden Mill has resided in Golden for 150 years and is one of the oldest commercial establishments in the state.



*The Golden Mill. Photo credit: Rick Gardner.*

Unique within the North Clear Creek Neighborhoods are not only historic structures, but also signage of historical significance. Widely recognizable is the Coors Porcelain banner head atop its Ford Street façade, first painted in 1920, reading “COORS U.S.A. CHEMICAL & SCIENTIFIC PORCELAIN”. Hidden but also very significant, is the Durham Tobacco sign painted upon the small brick shed in the rear of the Boutwell Residence at 514 9th Street. Painted by the traveling artists of the American Tobacco Company, this ghost sign reads “SMOKE DURHAM TOBACCO” with an artistic frame around. It seems mysteriously painted on the rear wall of the shed, facing the alley. However, when it was painted no buildings then intervened between the alley and the railroad along 8th Street, and it advertised to passengers traveling on the railroad.

*History Section Credit – Rick Gardner.*

### 1.4 Previous Planning Documents

Often referred to as the heart of Golden, Clear Creek is frequented by fishermen, kayakers, tubers, sunbathers, runners, bikers and more. Several planning documents and public processes have already been completed to ensure the future viability of this Golden natural resource.

The Clear Creek Management Plan ([www.cityofgolden.net/media/ClearCreekManagementPlan.pdf](http://www.cityofgolden.net/media/ClearCreekManagementPlan.pdf)) [see map to the right on the next page] serves as a guiding document for management of Clear Creek by providing a framework for monitoring creek use and incorporating new management strategies when they are needed to protect the Clear Creek experience. The plan was adopted by Golden City Council on June 12, 2014 and will serve as an Appendix to the Clear Creek Master Plan, along with the Clear Creek Ecosystem Assessment which was developed to address impacts of use. Each of these three plans provides a complete package to ensure Clear Creek remains a fun, safe place to play while protecting natural resource values. The intent of the Clear Creek Management Plan is to establish a framework for managing the wide variety of recreational uses while balancing the need to restore and preserve the creek and its banks.

The plan does its job addressing the primary concerns heard from residents regarding the creek and how it is being used. Management strategies developed include addressing trail use, impact on adjacent neighborhoods, managing in-creek uses, managing creek bank uses, communications, parking, economics, and most importantly, safety of users.

The Clear Creek Master Plan ([www.cityofgolden.net/media/clearcreekplan.pdf](http://www.cityofgolden.net/media/clearcreekplan.pdf)) guides the development and redevelopment of the corridor and covers a span of 10-15 years. The Scope of Work was focused on enhancing parkland and recreation opportunities, establishing cohesive character, improving circulation and parking, reducing user conflicts, improving opportunities for events and programmed activities, and ensuring an extensive public process. The plan was adopted by Golden City Council on April 11, 2011.

Due to extensive public outreach and planning already complete, the North Clear Creek Neighborhood Plan did not place emphasis on Clear Creek, but rather on the current conditions of the neighborhood as a whole, and the success of these previous planning documents.

The North Clear Creek Neighborhood Plan Area is also included in the Downtown Character Plan Area; thus the recommendations of the Downtown Character Plan also influence this plan. The Downtown Character Plan ([www.cityofgolden.net](http://www.cityofgolden.net))



## CURRENT CONDITIONS

### 2.1 Neighborhood Location

The North Clear Creek Neighborhood Plan incorporates several areas as described in the history section and including the 8th and 9th Street Historic District, the Clear Creek Corridor, a portion of Downtown Golden and Goosetown. The boundary includes everything east of Sixth Avenue, north to Highway 58, east to Coors, with a south boundary as the Clear Creek Corridor.



### 2.2 The Neighborhoods Today

The North Clear Creek Neighborhood consists of a variety of land uses. It offers a wide variety of housing types, a commercial corridor at the northern end of Downtown Golden, Community Parks including Parfet, Vanover, and Lion's Parks, trails, Clear Creek, and several municipal facilities including Fire Station One, City Hall and Police, the Golden History Museums, the Clear Creek RV Park, the Water Treatment Plant, Planning and Public Works offices and the Golden Community Center.

The largest residential area is the 8th and 9th Street Historic District at the north and west end of the plan area. This area consists primarily of single family homes, with a rich history dating back to the 1860s. Another residential area, albeit much smaller in scale, is the Goosetown neighborhood adjacent to the MillerCoors Brewery and east of downtown. This area includes primarily single family homes with some commercial uses dispersed throughout the neighborhood.

Washington Avenue is the main commercial thoroughfare connecting Hwy 58 to Downtown Golden. 10th Street is also a historic thoroughfare in the area, running east and west and likely dating to around 1860.



### 2.3 Architecture and Housing Styles

The North Clear Creek Neighborhood Plan area hosts a variety of architectural styles. These styles range from historic structures dating as far back as the 1860s to multifamily homes built recently. The area is fully built out with little to no vacant land and any type of residential development would consist of additions or redevelopment of existing residences. Industrial and commercial use properties have a higher probability of significant change, which will be discussed in further detail in Chapter 3 of this plan.

### 2.4 Parks, Recreation, Trails and Museums

One of the values that came out of the Golden Vision 2030 process was "Active outdoors and the environment." The City as a whole values the variety of parks, trails and recreation areas located throughout the City. Currently, within the plan boundary, there are several popular community parks. Pedestrian connectivity is available through the neighborhoods, along Clear Creek, Washington Avenue and 10th Street and eventually connecting with shared bike paths and routes leading to downtown Golden and other parts of the City.

An area that has gone through the most recent change is the Clear Creek Corridor, running along the south end of the neighborhood plan area from 6th Avenue to

# 1 WELCOME TO THE NORTH CLEAR CREEK NEIGHBORHOOD

# 2 CURRENT CONDITIONS

# 3 RECOMMENDATIONS

# 4 IMPLEMENTATION

NEIGHBORHOOD LOCATION

THE NEIGHBORHOODS TODAY

ARCHITECTURE AND HOUSING STYLES

PARKS, RECREATION AND OPEN SPACE

COMMERCIAL AND RETAIL SPACES

TRANSPORTATION, STREETScape AND SIDEWALKS

MillerCoors Brewery. After an extensive public process, the Clear Creek Master Plan outlined land use recommendations for the future of the corridor and an environmental assessment completed in 2013 resulted in a half million in expenditures towards trail improvements, restoration of creek banks, fencing for protection of sensitive areas, revitalization of the popular Clear Creek Whitewater Park, widened sidewalks, improved access points and viewing areas, and reconfigured parking to better accommodate the many users who frequent the creek.

Parfet Park, Golden’s oldest community park was built in the early 1900s; it is located in the heart of town at the north end of the Downtown Area and is characterized as a Community Park, which includes creek access and a small creek-side play area, a sand volleyball court, bike parking and a bus stop, and hosts many special events throughout the year on its large open space.

Vanover Park, built in 1990, is a quiet neighborhood park and includes a take out for kayakers as well as a small natural playground and contemplative space to have lunch or read a book. Connected to downtown via the south side Clear Creek Trail, it also provides access to the popular Tucker Gulch Trail.

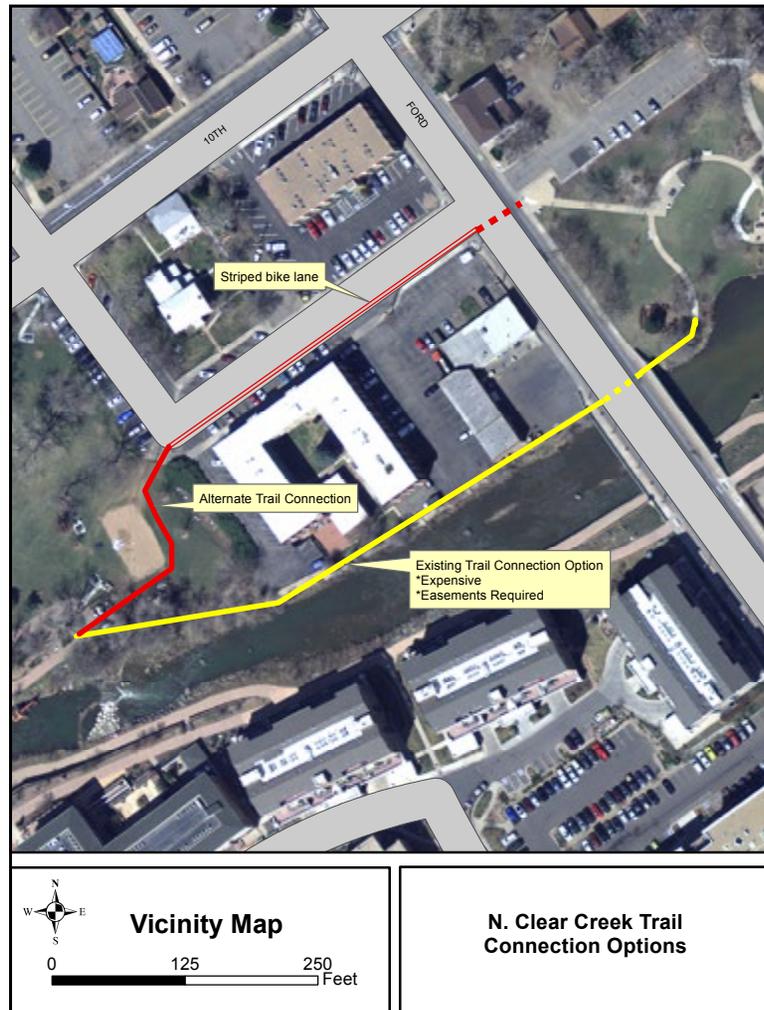
Lions Park and Lions Ballfields, built in the 1960s, are active community park spaces offering special events, hosting small private gatherings in its two pavilions, a large playground, ballfield space for softball and youth t-ball programs, and the best place to sit and watch the fireworks on the Fourth of July.

The Clear Creek Corridor is also home to the Golden History Museums including

the History Center, the Clear Creek History Park and the Astor House Museum. The Golden History Center brings in new and interesting exhibits, and the History Park preserves historic homes and a school house and offers camp and craft programs. The Astor House was the first hotel in Colorado built in 1867, it operated as a boarding and rooming house until 1971, nearly 100 years! The Astor

House is currently undergoing renovations with the help of grant funding to ensure it is structurally sound and its history can live on for future visitors.

The North Side of the Clear Creek Trail has been a hot topic through several planning processes regarding Clear Creek. The Clear Creek Master Plan recommended a cantilevered trail to make the last connection from Parfet to Vanover Park (shown in yellow, map to the left). The cantilevered trail initially proposed would run along the north side of the creek and would require easements from adjacent property owners and a hefty price tag. The Parks and Recreation Department asked residents what alternative might be suitable to complete this connection during the North Clear Creek Neighborhood planning process. Comments were supportive of an alternate connection (shown in red) to include a trail cutting through Parfet Park to Water Street. At Water Street, a striped bike and pedestrian path would take users to a crosswalk at Ford, making the connection to the entrance of Vanover Park. With this connection, the Clear Creek Corridor Loop will be complete, an approximately 3-mile loop using both the north and south trails along the creek. This potential connection is included on capital improvement priority lists for both the Parks and Recreation Advisory Board and Planning Commission and included in the recommendations section of this plan.



## 2.5 Commercial and Retail Spaces

Along with several public facilities as mentioned, the Golden Visitor's Center and many other commercial uses take up residence in the North Clear Creek Neighborhood Plan area. Primarily along Washington Avenue and included in the Downtown Area, are several small retail locations, a brewery, the CoorsTek building, the American Mountaineering Center, and other small commercial properties. Moving further east along 10th Street leads to the entrance of MillerCoors and the famous Coors Brewery. Both the CoorsTek property and the area east of Ford Street and West of Coors Brewery (referred to as Goosetown) are indicated as Areas of Incremental or Significant Change in the City of Golden Comprehensive Plan. During the public planning process for the North Clear Creek Neighborhood Plan, residents were asked what uses would be appropriate in each of these areas. Respondents leaned towards mixed uses to include residential and commercial uses with a height limitation, and some recreational uses (such as a spray pad) on the CoorsTek property. Respondents suggested Goosetown as an appropriate location for mixed uses as well, likely transit-oriented with the potential future for the RTD Golden Line to connect Golden to Arvada and lower height buildings as compared to CoorsTek. It is also an area with the potential for affordable or mixed income housing and some recreation amenities. Findings will be discussed in greater detail in Chapter 3.

## 2.6 Transportation, Streetscape and Sidewalks

While pedestrian access along Clear Creek is favorable, throughout a majority of the residential areas within the neighborhoods there are wide streets with narrow sidewalks or no sidewalks at all. City Council adopted a "Complete Streets" resolution 2059 (Appendix C), which reinforces the policy that over time, the City should upgrade priority corridors to make all modes of travel safe and accessible, recognizing that low volume streets will likely remain as is for many years. Washington Avenue from 10th Street to Hwy 93, a portion of which is included in the plan area, received a federal grant to make it a complete street. The Public Works Department launched a public engagement effort in February of 2016. During the third public meeting for the North Clear Creek Neighborhoods Plan, staff asked residents what complete street amenities were appropriate for the portion of Washington Ave running from 10th Street to Hwy 58 within the right of way available. Responses pointed towards the need for one traffic lane in each direction, bike lanes, and wider sidewalks with no median.

8th Street, with its mix of residential and commercially zoned areas, has also gone through a planning process in recent years to determine the appropriate traffic lane width, calming needed, and widened sidewalks for better walkability and bikeability. This streetscape plan is in place today, with implementation as each infill property along 8th Street is developed.

To better understand the specific needs of sidewalk connections on neighborhood streets, the Planning and Public Works staff participated in walking audit trainings led by Healthy Jeffco and Jefferson County Public Health in the spring of 2016. Trainings included how to audit a street for safety, walkability, bikeability and more. With strong participation from Golden Walks volunteers, a walking audit was completed for the plan area. Results indicate specific barriers, comfort levels, and recommendations. (Appendix D).

In 2007, Golden City Council set sustainability goals to include reducing vehicle miles traveled in Golden. In 2014, Planning staff conducted a feasibility study for a bike share program in Golden similar to the popular B-Cycle in Denver. The result was the Golden Bike Library which launched in 2016 at the Golden Visitor's Center in the heart of Golden and the North Clear Creek Neighborhood Plan Area. The library is a bike share program where visitors, residents, local employees and students can "check-out" a bike for a limited time period for local use in Golden. What makes a bike library different than a traditional bike share program like "B-cycle" in Denver is that the library has a variety of bike sizes available, including 18", 15", 13" frames with 21 speeds and kid's bikes. Each light-weight geared bike is perfect to address Golden's hills. As of the date of this writing, the Golden Bike Library has been very popular, renting approximately 600 bikes per month. For more information and to reserve a bike, residents and visitors can visit [www.goldenbikelibrary.com](http://www.goldenbikelibrary.com).



*Mayor Sloan cuts the ribbon at the Opening of the Golden Bike Library.*

## RECOMMENDATIONS

After evaluating the current conditions of the neighborhood, it is important to look at specific sites and areas that have the potential for redevelopment in the future and to provide more specific direction or establish redevelopment standards. It is also important to keep the citizens’ values of Golden Vision 2030 prominent in such discussions to ensure that the recommendations for changes are in line with the Golden Vision 2030 direction as detailed in the Comprehensive Plan. This chapter will address the recommendations for “Areas of Change,” as well as recommendations for public investment, such as streetscape improvements, park investments, sidewalk and safety improvements. For purposes of this discussion, “short term” is defined as 0-2 years, “medium term” 2-5 years, and “long term” is more than 5 years.

### 3.1 General Neighborhood Recommendations

Most of the residential areas of the North Clear Creek Neighborhood Plan are considered stable, in that no significant change in development pattern or intensity is anticipated. While there will most likely be renovations of single family homes or whole lot redevelopment, the overall character of the area will not see significant change in the coming years. Oppositely, the two “Areas of Significant Change” within the Neighborhood Plan, defined as the CoorsTek Area of Significant Change and the Goosetown Area of Significant Change, may see much greater changes in the future, depending on market conditions. This section of the plan is intended to establish parameters and general recommendations for the North Clear Creek Neighborhood.

#### 3.1.1 Transportation, Streetscape and Sidewalks

Based upon the neighborhood input received during the public outreach process, the City should pursue the following transportation improvements in order to meet or enhance the North Clear Creek Neighborhood’s ability to be a safer, more walkable, and bikeable neighborhood for residents and visitors:

##### Washington Avenue Complete Street

One of the primary topics of discussion during the three neighborhood meetings was removing barriers to pedestrians. Many of the survey responses were also geared towards pedestrian improvements.

### Washington Avenue Complete Streets Public Planning Process

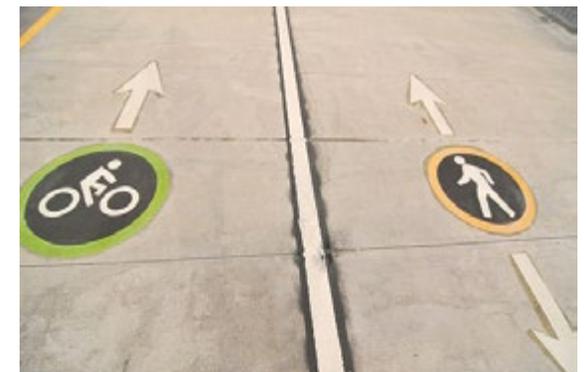
The Public Works Department was awarded Complete Streets Grant from the Colorado Department of Transportation for Washington Avenue from 10th Street north to Hwy 93. A public engagement process was launched in February, 2016 to start the discussion to determine concerns and needs of Golden residents living in the area. Several attendees provided feedback including comments regarding everything from RTD parking and access, to pedestrian safety and traffic calming. This initial information gathering phase was conducted without a concept plan for the complete street. The next step in the process will be a series of public engagement opportunities launching in the fall of 2016 with conceptual designs derived from initial feedback at both the February meeting and the North Clear Creek Neighborhood feedback which focused on the portion of Washington Avenue between 10th Street and Hwy 58.

### Washington Avenue Complete Streets Implementation and Timeline

1. Preliminary information gathering has been completed by the Public Works and Planning Departments and will culminate in conceptual plans to discuss with a newly created multi-board task force and at upcoming public open houses beginning in early 2017 - **short term**
2. Pedestrian counts and speed readings will be conducted providing indications as to what pedestrian infrastructure and traffic calming measures are warranted based on federal standards and guidelines. - **short term**

### Walkability/Bikeability

One of the primary topics of discussion during the three neighborhood meetings was removing barriers to pedestrians. Many of the survey comments were also geared towards pedestrian improvements. Staff compiled comments from both the online survey and written



survey responses, as well as the results to the question “What changes could we make to improve the pedestrian and bicyclist experience in the North Clear Creek Neighborhoods?” at the first public meeting. Attendees were also asked to mark barriers to pedestrians on a map of the plan area. The conversation continued through the third neighborhood meeting, where attendees were asked to prioritize from the list of improvements requested. The top requested pedestrian improvements included additional crosswalks along 10th Street west of Washington; striping a walking and biking lane along both sides of the Clear Creek Trail; a trail connection around the Golden Community Center from 8th to 10th Street; and lastly, approval of an alternative temporary trail to the long-term vision of a cantilevered trail connecting Parfet Park to Vanover Park which would create a safe, continuous loop around Clear Creek.

Crosswalks are a popular subject within any neighborhood plan. Staff suggested further study of 10th Street as a complete street providing multi-modal travel opportunities, traffic calming and crosswalks where warranted, as the most comprehensive approach to making 10th Street more pedestrian friendly and helping to address safety concerns. Also, an outcome of the Clear Creek Master Plan, the Master Plan provides recommendations for a 10th Street Boulevard to include parking which would narrow the street, provide tree island bump outs for traffic calming, and better pedestrian improvements including sidewalks and improved crosswalks.

Another common theme which emerged from the public engagement process was the need for better sidewalks and sidewalk connections on neighborhood streets, in particular, through the historic 8th and 9th Street neighborhood. To better understand this need and have more specific projects identified, the Golden Walks volunteers conducted a walk audit in July to assess walkability in the neighborhood. Audit results included specific needs and pedestrian barriers on residential streets within the plan area which are not typically audited. A summary of the audit results is provided in Appendix D.

### ***Walkability/Bikeability Implementation and Timeline***

1. Top priority pedestrian improvements as indicated by the public process should be explored in the **short term**. While much can be accomplished with present funding or is currently budgeted, staff will evaluate future funding needs and request budget allocations as appropriate and available.



*Clear Creek Master Plan Rendering of 10th Street with traffic calming and pedestrian improvements.*

2. Results of the walkability audit should be considered both during scheduled street repaving and as a part of Public Works and Planning Walkability and Bikeability conversations in the **short to medium term**.
3. Planning Staff should work with the Parks and Recreation Department and the Parks and Recreation Advisory Board to explore options for striping separate biking and walking paths along both the north and south sides of the Clear Creek Trail in the **short term**. The biggest obstacle would be the trail width available along certain segments of trail.
4. Another way to engage overall walkability and connectivity, especially in the two Areas of Significant Change, is to implement a form-based type of zoning similar to our CMU zoning for future development. This is something Planning staff would carefully look at in the **short to medium term** and would be driven by redevelopment in these areas. Staff would also support rezoning that creates a more pedestrian friendly environment, along with any concerns, and also work to determine how to provide vehicle access to parking in the rear of future buildings.

### **3.1.2 Housing**

There are two main residential neighborhoods in the North Clear Creek Neighborhood Plan area including the 8th and 9th Street Historic District and portions of Goosetown. While large scale change is not anticipated within single

family residential areas, there are several areas zoned R3 or Commercial which have a higher potential for change within the area. Planning staff has seen a large increase in the number of accessory dwelling units in the neighborhood plan area as well as some requests for “tourist homes” or short term rentals. Additionally, several recent cases on 8th Street in commercially zoned areas have requested Special Use Permits for 100% residential uses to build multi-family residential units.

**A. Single Family Residential**

With single family residential development mostly complete in the North Clear Creek Plan Neighborhood, the main form of single family development will either be remodels or whole lot redevelopment. In these cases, the Neighborhood Plan recommends the following:

- Remodel or redevelopment of single family lots must adhere to the guidelines and restrictions listed within the City of Golden zoning code located in Title 18 of the Municipal Code and the Historic Preservation Guidelines if applicable.
- Remodels and redevelopment of homes should respect the neighborhood character and style and any historic character or designation during the design of the home.

**B. Multi-Family Residential**

Infill multi-family residential remodels or redevelopment are subject to Chapter 18.40 of the Municipal Code, and are required to be presented to Planning Commission for public hearing and approval. Additionally, because multi-family projects are subject to Chapter 18.40, they will be required to complete the “Comprehensive Plan Compliance” questionnaire that is part of the application process for approval.

**C. Low and Middle Income Affordable Housing**

- To address a top priority of Planning Commission, the City hired a Community Development Analyst in 2016 with a focus on increasing and enabling housing affordable to low, moderate and middle income households in Golden. Staff completed a policy framework which was added as an addendum to the City of Golden Comprehensive Plan and outline guidelines for future

opportunities in Golden with the goal to encourage development of more affordable housing.

- The City should continue to promote new development and rehabilitation loan programs through private, non-profit and public sector organizations and other neighborhood investment mechanisms to preserve a range of affordable housing choices in the community. There is an understanding that Golden’s best opportunity for providing affordable housing to residents is to retain the existing affordable housing stock. Zoning and other regulatory changes to promote housing affordability will also be considered. **short to medium term**
- The community recognizes that housing affordability is directly related to the proximity of public transit and complete streets that provide safe pedestrian and bike infrastructure for inexpensive transportation options. Reducing or eliminating the need for car ownership can reduce the financial burden on families, as well as the costs associated with the housing itself due to the requirement to provide parking on site.
- Ideal locations for affordable housing units within the neighborhood are along the Washington Avenue corridor and in the “significant areas of change” outlined in Section 3.3 of this plan. If the Gold Line were extended to Golden, as desired, the potential for a transit center would be created and would be an appropriate location for affordable housing options. **medium to long term**
- Retail services, such as grocery stores, employment opportunities, and other community amenities should be easily accessible from affordable housing locations.

**3.1.3 Parks and Trails**

The North Clear Creek Neighborhood Plan area has more dedicated park space than any other neighborhood in Golden. Several trails provide access to other parts of the City, downtown, and regional open space areas. Due to their extensive use, recreation, and special events, Parfet Park, Lions Park, and Vanover Park receive annual funding and ongoing maintenance. Clear Creek and the Whitewater Park are funded to receive upgrades and regrading on a two-year

cycle to ensure safety, restore the banks, and maintain or create new routes for the whitewater course.

Other recommendations for parks and trails include, but are not limited to:

- Provide a trail linkage on the North Clear Creek Trail connecting Parfet Park to Vanover Park with a new trail and crosswalk at Ford Street as a short-term alternative to a trail adjacent to the creek on the north side as recommended in the Clear Creek Master Plan. When future redevelopment occurs along Clear Creek, a setback of up to 50 feet should be considered to account for future creek access and preservation.
- Enhance Clear Creek Trail for walkability and bikeability to avoid conflict on both the North and South Clear Creek Trail by providing striped lanes indicating biking or walking lanes where feasible.
- Work with Parks Staff to share the recommendations of neighborhood plan documents including the North Clear Creek Neighborhood Plan in the development of the Parks and Recreation Master Plan Update, occurring in late 2016 to early 2017.



### ***Parks Implementation and Timeline***

1. The City will work on a trail linkage of the North Clear Creek Trail to connect Parfet Park to Vanover Park in the **short term**. Any park and trail improvements in the North Clear Creek Neighborhood Plan Area should be delayed until the completion and adoption of the Parks and Recreation Master Plan Update.
2. The City will study the viability of striping biking and walking lanes on both the north and south Clear Creek Trail in the **short term**. Any park and trail improvements in the North Clear Creek Neighborhood Plan Area should be delayed until the completion and adoption of the Parks and Recreation Master Plan Update.

### **3.2 Golden Vision Value Driven Recommendations**

#### **Enhance safe and convenient access for pedestrians and cyclists by means of the following:**

- Provide safe, convenient and well-maintained biking and walking opportunities appropriate for all ages and ability levels.
- Commit to fostering multi-modal opportunities (trails, paths, pedestrian bridges, roads) that enhance and maintain universal access, mobility and connectivity within and throughout the community.

#### **Enhance safe, clean, quiet neighborhoods by means of the following:**

- Tailor zoning and infill development regulations to assure the compatibility of the limited redevelopment expected in the areas of stability. Infill parcels should respect both the existing topography and the scale and character of nearby uses.
- Develop policy recommendations to provide viewshed protection in the urban Clear Creek Corridor which could include setback requirements for future development along Clear Creek.
- Include clear, well-defined environmental, noise, and lighting considerations for development in the areas of significant change.

**Encourage an active, healthy community that appreciates the outdoors and our connection to the natural environment by means of the following:**

- Continue to fund Clear Creek preservation efforts to include mitigation of sensitive areas, bank restoration, increased enforcement of “The Golden Rule” including citations for dogs off leash, structures in the creek, alcohol and smoking, etc., during the summer season, and white water course maintenance and realignment.
- Through infill development, identify opportunities to create public spaces such as neighborhood parks and public plazas.
- With new development, consider the impacts to Clear Creek and how access and connections to the creek and trails could be provided.
- Consider new policy to provide watershed resource protection in the urban Clear Creek Corridor which could include creating setback requirements for future development along Clear Creek and added to the Downtown Standards and Guidelines Section 18.40.740 of the municipal code.
- Consider new policy to provide watershed 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).

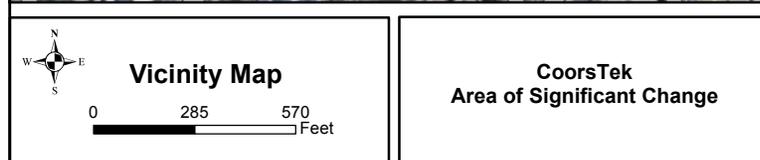
**Support our local businesses/and keeping a vibrant downtown for future generations by means of the following:**

- Attract a variety of locally owned businesses; developments should fill retail gaps and bring jobs to the community.

- Work to carefully balance the impact of special events with preservation of Golden’s parks and community feel through new Special Events Policies adopted in January of 2016.

**Retain convenience to services and amenities/and our proximity to Denver and mountains by means of the following:**

- Use rezoning and neighborhood planning processes like the North Clear Creek Neighborhood Plan to designate specific and strategic areas for community mixed-use and neighborhood retail development to improve convenience and multi-modal access to services.



**3.3 Areas of Significant Change**

Beginning with the Golden Vision 2030 effort and finalized in the 2011 Comprehensive Plan update, the “Areas of Change” were established throughout the City. These “Areas of Change” are identified as areas where the property may be redeveloped in coming years or even decades. These areas are generally already developed but can benefit from either a complete redesign or merely improvements over time. In this neighborhood plan, the exact boundaries of the areas of change are provided in the following vicinity maps.

One “Area of Significant Change” in the North Clear Creek Plan is the CoorsTek area, with boundaries of 10th Street to the south, Hwy 58 to the north, Washington Ave to the west and Ford Street to the east. The southwest corner, home to the American Mountaineering Museum, is not included in the area of change. This area is listed as an “Area of Incremental Change” in

the Comprehensive Plan, although in order to stay ahead of future change in Golden, staff felt it was important to take note that CoorsTek could choose to relocate at any time, elevating the status of this area overnight to an “Area of Significant Change.” Thus, during the public outreach process for this plan, the area was discussed with the potential for significant change in the **medium to long-term future**.

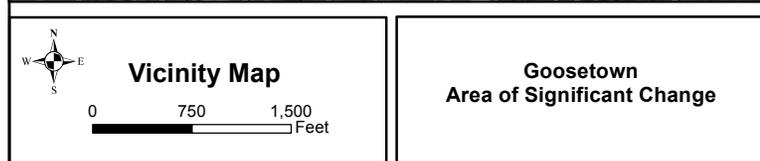
The CoorsTek Area of Significant Change consists of mainly commercial properties, with the majority of land area encompassed by CoorsTek. This area is completely built out with no significant changes expected in the short term. The area is currently zoned for manufacturing; staff recognizes the potential for future rezoning to allow for more of an emphasis on the form of development rather than the use. Any redevelopment of the area would take into account the results of the North Clear Creek Neighborhood Plan public engagement process, in which survey results and public meeting input directed the future of this space to include mixed-use development, mixed income housing for a range of markets, a vibrant mix of small retail uses such as a grocery store, restaurants, and a pharmacy. The area should also provide for more pedestrian friendly streets, attractive, and safe public and cultural spaces or a plaza. Discussions in public meetings have also recommended a portion of this space for public and cultural uses, such as relocation of City offices and the Golden History Museum to this area to allow for more event and park space along Clear Creek as recommended in the Clear Creek Master Plan. A lower scale or height of buildings is recommended along Washington Avenue to transition the overall scale into the residential neighborhoods.

The other “Area of Significant Change” within the North Clear Creek Neighborhood Plan is the Goosetown Area, with boundaries of Clear Creek to the south, Hwy 58 to the north, Ford Street to the west, and Golden City limits/

MillerCoors Brewery to the east. As mentioned in the history section of this plan, this area was home to the former Colorado Central Railroad Depot. It is primarily zoned commercial and includes a mix of single family and commercial properties. Staff recognizes the potential for future rezoning to allow for more of an emphasis on the “form” of development rather than the use. Any redevelopment of the area would take into account the results of the North Clear Creek Neighborhood Plan public engagement process in which survey results and public meeting input directed the future of this space to include mixed-use development with a maximum height of two stories, mixed income housing, attractive and safe public spaces, and a food hub similar to The Source or Avanti

in Denver, providing commercial space for small restaurants, a butcher, bakery, or food trucks for example. Lastly, residents indicated this area would make a good transit center with the potential for an RTD Golden Line Station in Golden. Connecting the Gold Line via bus to Golden should be considered in the medium term as well as Form-Based zoning in preparation for a future transit center. Should the adjacent MillerCoors brewery operations relocate at some future date, the City would consider incorporating those properties into the plans for this significant area of change. Redevelopment of this area was discussed with the potential for significant change in the **medium to long-term future**.

**Planning Commission expressed a desire for a community-wide planning effort and strategy for both the Goosetown and CoorsTek areas, which will need to be developed and is inclusive of the outcomes of this plan but also considers the current environment and the future goals and permission of existing property owners. Form-based zoning could achieve the desired outcomes of the plan and should be considered in future zoning discussions.**



## IMPLEMENTATION

Neighborhood plans are intended to complement the comprehensive plan, and should be referenced when considering a public or private project within that neighborhood's boundaries. The North Clear Creek Neighborhoods Plan aims to provide guidelines and recommendations for future changes that will ensure the neighborhood's future vibrancy and sustainability, while keeping in mind the wishes of the community.

Neighborhood plans are a part of the comprehensive plan, and therefore should be taken into account when planning a project within the neighborhood's boundary. Proposed land use projects will be evaluated using the "Comprehensive Plan Compliance" form and reviewed with the comprehensive plan and neighborhood plan recommendations, strategies and goals in mind.

Proposed projects located within "Areas of Significant Change" will be highly encouraged to include as many of the recommendations listed in Chapter 3 of this neighborhood plan as possible. Staff evaluation of proposed projects, as well as support and recommendation for approval to Planning Commission, will be based on the values of Golden Vision 2030, the strategies, goals, and policies found in the Comprehensive Plan, and the recommendations listed in the neighborhood plan. In addition, several specific actions are recommended below to further assure the neighborhood character and values are preserved and enhanced.

### Character

1. 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. **Short to medium term**
2. 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



*Rendering of Prospector Place at 13th and Jackson Streets showing an example of 4 story building with 3rd & 4th floors stepped back to reduce the overall mass of the building.*

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. **On-going**

### 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. **Short to medium term**
2. 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. **Medium to long term**

3. 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. **Medium to long term**



*Example of a public plaza space with fountains.*



*Washington Avenue Today.*

4. 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. **Short to medium term**

5. 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. **Medium to long term** 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 24) **Short to medium term**

### Transportation

1. 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. **Medium to long term**
2. 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. **Short-term**
3. 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; walk-ing 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. **Short to medium term**

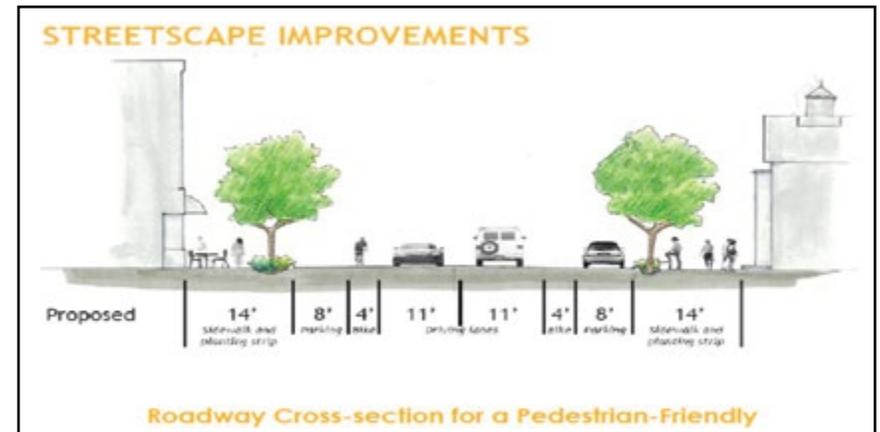
4. In considering bus stop needs and infrastructure, enhancement for a more functional bus stop at Parfet Park on Washington Avenue should be considered and should accommodate more connections and encourage usage. **Short-term**
5. On street parking availability within the 8th and 9th Street Neighborhood, 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. **Short to medium term**

**Economic Vitality**

1. 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. **Short-term**
2. In order to achieve such 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. **Medium to long term**
3. 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**

**Public Investment**

1. 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. **Short-term**



A rendering of what Washington Avenue could look like as a complete street.

**Environment**

1. 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**
2. 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**
3. 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**
4. 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. **Short to medium term**

5. 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). **Short to medium term**

### Sustainability

1. 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. **On-going**



Above: Solar panels on the roof of the Golden Community Center.



Left: The opening of the Golden Bike Library.



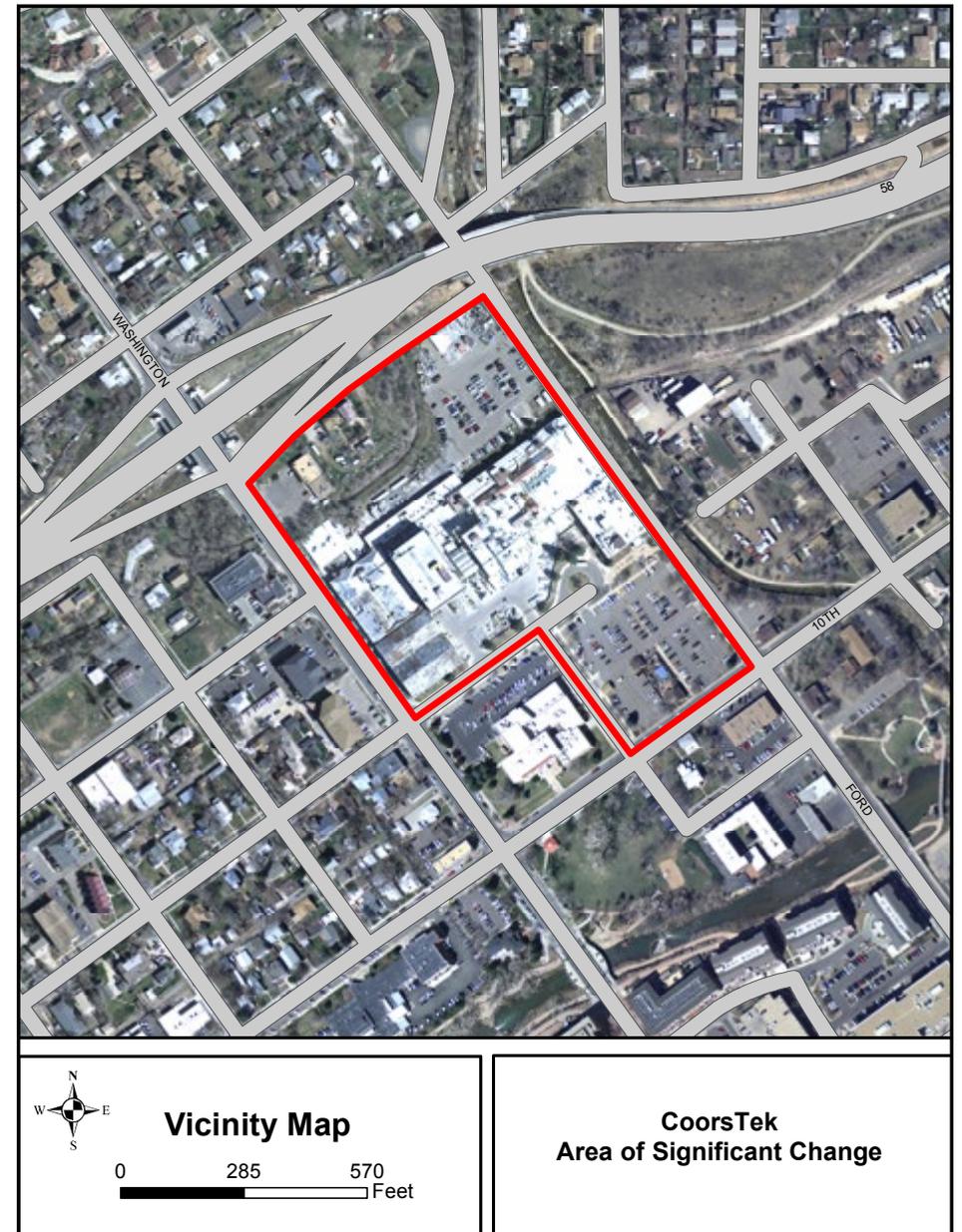
As is evidenced in the previous planning documents associated with the North Clear Creek Neighborhood Plan, and history dating back to 1850s, the plan area is of significant importance to Golden residents and visitors. While so much history has remained for decades and should be preserved, there is significant opportunity for future development and change in the heart of Golden. Elected officials, residents, and other stakeholders have the opportunity to understand past and future planning outcomes, and through potential redevelopment, work with a responsive local government to control and direct this future change as recommended through the guiding principles from Golden Vision 2030.

# INDEX OF MAPS:

North Clear Creek Neighborhood Boundaries Map



CoorsTek Area of Significant Change Map



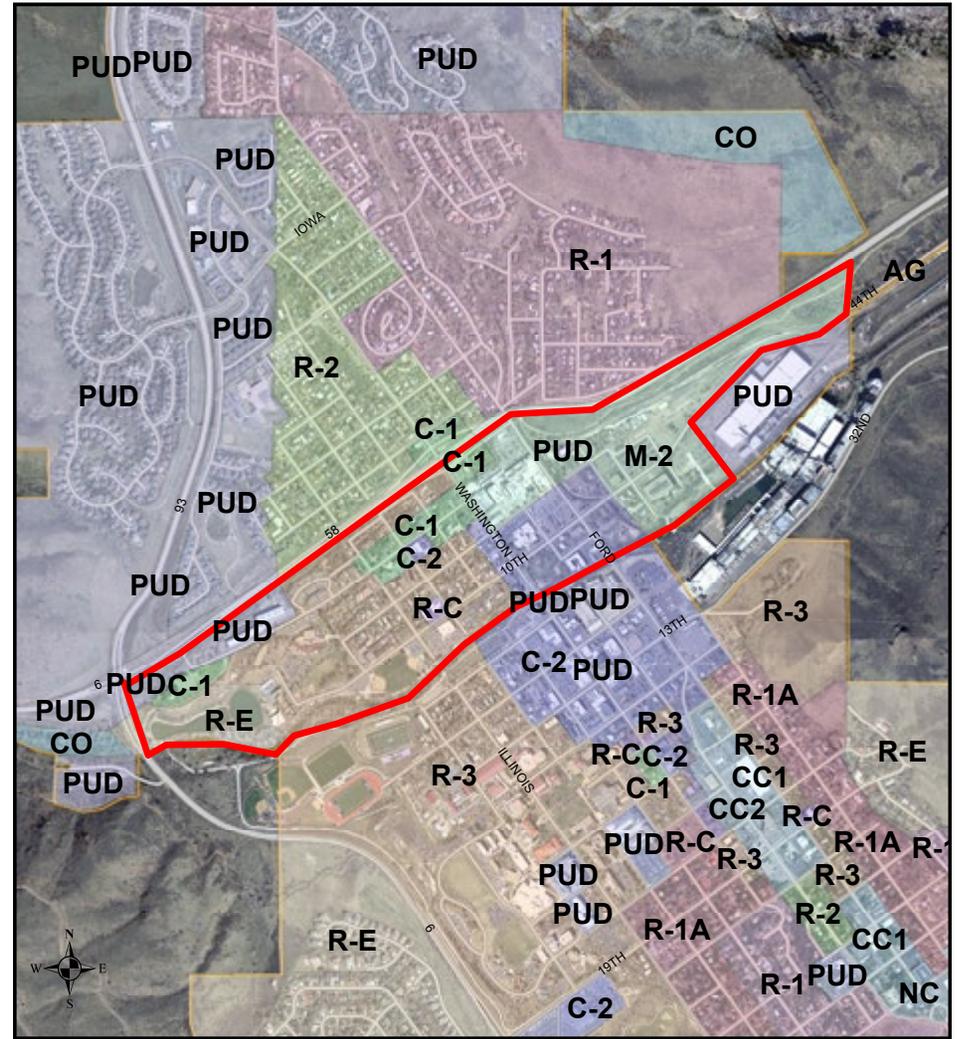
Goosetown Area of Significant Change Map



**Vicinity Map**

**Goosetown  
Area of Significant Change**

Current Zoning Map



**Zoning Designations**

- R-E - Residential
- R-3 - Residential/Multiple Household
- R-C - Commercial
- C-1 - Commercial
- C-2 - Commercial
- M-2 - Manufacturing

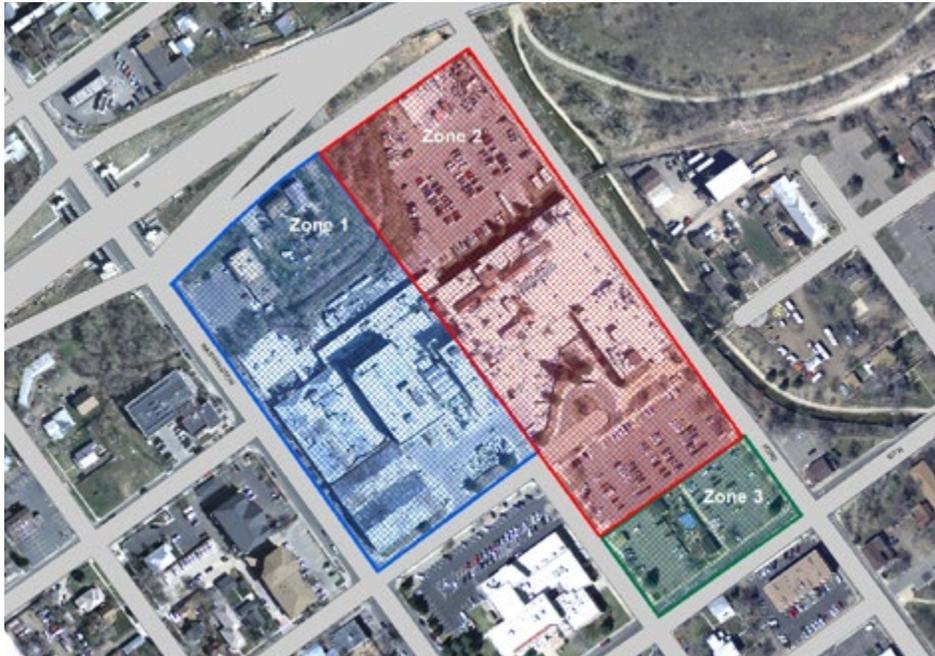
# Appendix A:

## WHAT WE HEARD - OPEN HOUSE FEEDBACK SUMMARIES

*“Our community values require that we direct and manage change, assure smart growth (transportation & development), affordable housing, and sustainability.”*

### Open House #1 - Results

Results of the 1st North Clear Creek Neighborhoods’ Plan indicated a desire for mixed-use development in the long-term future of this area of significant change - **CoorsTek**.



Results of the 1st North Clear Creek Neighborhoods’ Plan indicated a desire for a transit-oriented, mixed-use development, with park amenities in the long-term future of this area of significant change - **Goosetown**.



### Open House #2 - Results

#### Top requested pedestrian improvements in the plan area:

- Crosswalk at 10th and Illinois
- Crosswalk at 8th and Washington
- Crosswalk at 10th and Cheyenne
- Support to walking and biking lanes separated on Clear Creek Trail where possible
- Connection from 8th Street to 10th Street at the Golden Community Center
- Crosswalk from 9th Street across Ford

#### North Clear Creek Trail Connection

- There was overall support for the N. Clear Creek Trail alternate connection through Parfet Park

**Goosetown Area of Significant Change**

- Public Plaza option was chose over park space
- Transit hub with /RTD station
- Mixed use development with max 2 story heights
- Food hub similar to “the Source”

**CoorsTek Area of Significant Change**

- Public plaza space with fountains
- Mixed use development with max 2-3 story building height
- Mixed income housing \$200,000-\$300,000 and \$500,000 and up price ranges
- Commercial uses including restaurants, small grocery, pharmacy. Extension of downtown

**Open House #3 - Results**

*Money exercise to determine priority improvements*

**Pedestrian Improvements by Priority Ranking:**

1. \$123 North Clear Creek Trail connection through Parfet Park to Vanover Park
2. \$94 Crosswalk at 10th Street and Illinois Street
3. \$93 Separated walking and biking striped lanes on Clear Creek Trail
4. \$90 Connection from the Community Center 8th Street parking lot to Lion’s Park
5. \$73 Crosswalk at 8th Street and Washington Avenue
6. \$65 Crosswalk at 10th Street and Cheyenne Street

**Washington Ave Improvements by Priority Ranking:**

1. \$114 One traffic lane in each direction, bike lanes, and wider sidewalks with no median
2. \$90 One traffic lane in each direction, bike lanes, small existing sidewalks and a traffic refuge (median)
3. \$77 Washington Ave as it is today, two traffic lanes in each direction, small existing sidewalks, no bike lane.

*WHAT WE KNOW*

**Several city planning documents directly influence the North Clear Creek Neighborhoods’ Plan.**

**Recommendations**

<p><b>Downtown Character Plan</b> (Adopted 2008)</p>	<ul style="list-style-type: none"> <li>• Extend the Washington Ave Streetscape to Hwy 93</li> <li>• Analyze gaps in business mix, what do we need, and where?</li> <li>• Downtown Design Guidelines include Washington Ave to Hwy 58</li> <li>• Transit opportunities could include bike lanes, circulator bus, RTD Gold Line/Transit Area in Goosetown</li> <li>• Improve access to Clear Creek</li> <li>• Emphasize essential workforce housing &amp; increase density</li> </ul>
<p><b>8<sup>th</sup> &amp; 9<sup>th</sup> Street Neighborhood Plan</b> (Adopted 2007)</p>	<ul style="list-style-type: none"> <li>• Program to encourage home ownership</li> <li>• Promote rehabilitation loan programs for low income households</li> <li>• Site Development standards and infill regulations</li> <li>• Evaluate commercial zoning in the neighborhood</li> <li>• Encourage small scale commercial uses</li> <li>• Perform traffic and parking studies</li> <li>• Analyze potential 8<sup>th</sup> Street connection to Clear Creek</li> <li>• Support mixed use in commercially zoned areas</li> <li>• Improve pedestrian connections to Clear Creek</li> <li>• Gateway improvements at State Hwy 58 and Washington</li> <li>• Clear Creek Corridor investment and improvements</li> <li>• Program to address the health of tree canopy</li> <li>• Storm water quality standards met- New Development</li> </ul>
<p><b>Clear Creek Master Plan (Land Use) &amp;</b> (Adopted 2011) <b>Clear Creek Management Plan</b> (Adopted 2014)</p>	<ul style="list-style-type: none"> <li>• Management actions to balance preservation of creek with use</li> <li>• Recommended land use projects</li> </ul>

# Appendix B:

## NORTH CLEAR CREEK NEIGHBORHOOD SURVEY RESULTS SUMMARY

### 1. Where is your home or business located?

8th & 9th Street ..... 15 responses

10th Street ..... 3 responses

Goosetown..... 5 responses

Other:

- Garden St.
- Miller Place
- N of Hwy 58 between Ford & Washington
- Mountain Ridge neighborhood
- North of Highway 58
- Elm Circle
- East St in North Golden

### 2. I wish there were more \_\_\_\_\_ in the North Clear Creek Neighborhoods.

Crosswalks..... 5 responses

Bike Lanes..... 4 response

Close by parking ..... 3 responses

Mixed-use..... 1 response

Other:

- Parties
- Sound wall on HWY 58
- Ziplines
- Sherpa Restaurants
- LESS people, events, and cars
- Traffic Control
- Right turn lanes on Ford between 10th and 14th Streets
- Bike Lanes along 8th
- A way to access 9th and 10th from 8th Street
- More parks/informal meeting places

### 3. Goosetown is identified as an area of potential significant change in the City of Golden Comprehensive Plan. Which of the following should guide the future of this area long-term?

Affordable Housing ... 12 responses

Mixed Use ..... 10 responses

Multi-family Res ..... 5 response

Commercial ..... 2 responses

Educational..... 2 responses

Recreational ..... 10 responses

Transit-oriented..... 14 responses

Other:

- More trails
- Single Family Residential
- No light rail
- Would love to see this area as shopping food hub with connection to Old Town Arvada
- Neighborhood grocery store
- Bike path to new transit area
- Parking - event hub
- Artist lofts and galleries

### 4. The CoorsTek block is identified as an area of potential significant change in the City of Golden Comprehensive Plan.

Affordable ..... 7 response

Mixed Use ..... 12 responses

Multi-family..... 4 response

Educational..... 3 responses

Recreational ..... 11 responses

Commercial ..... 6 responses

Other:

- Artists lofts and galleries
- Small stores, no big box
- Parking, event hub
- Parking & local connectivity and transit to downtown. Reroute Washington St. traffic to Ford St. directly, with priority.
- Parking
- Park

### 5. Can you identify another residential, commercial, retail or public space in Colorado that could be an inspiration for the CoorsTek area of change?

Belmar- Lakewood..... 4 responses

Old Town Arvada ..... 6 responses

Civic Center ..... 4 responses

Other:

- Creede, CO
- No Civic near Washington
- Belmar is too modern
- Any of the above on a smaller scale
- The Source on Brighton Blvd in Denver
- Mixed Use spaces in RINO
- No to all but civic space
- No to all
- Downtown Golden
- Aspen around Big Field
- Civic centre so that Fire, Police and City are not destroyed by the first catastrophic flood.

- And a restaurant or two, for city employees convenience and for the rest of us.
- Revitalized industrial zone with a commercial code such as REO in Denver.
- Alternatively, an indoor soccer/sporting complex

**6. What are the top three reasons you love the North Clear Creek Neighborhoods?**

Recreational Opportunities ..... 12 responses

Access to downtown & public transportation ..... 17 responses

Community feel, friendly, and welcoming ..... 15 responses

Safe, clean, well-maintained ... 8 responses

Community Events ..... 2 responses

Other:

- No to Community Events
- Recreation space, farmer’s market, library and trails
- Small town feel, for now. Please don’t continue to crowd that out.

**7. What are the 3 most significant issues that affect the North Clear Creek Neighborhoods?**

Walking & Bikeability Needs ... 10 responses

Parking Management ..... 10 responses

Lack of Diverse Housing ..... 2 responses

Lack of Access to Public Transportation ..... 2 responses

Preservation of Clear Creek..... 13 responses

Balancing regional use vs. local use ..... 10 responses

Other:

- Affordable Housing & Street Design
- Impact of summer events on neighborhood

- Summer day-time tourists
- No berm to protect the neighborhood from catastrophic flood.
- It is choppy and feels exclude from historic downtown. Grow the two together.
- Too many events in this area. This has been conveyed numerous times over the years and the local residents are paying the price for hosting myriad of events.
- Proper upkeep of rental properties or other properties

**8. What changes could we make to improve the pedestrian and bicyclist experience in the North Clear Creek Neighborhoods?**

Indicate biking and walking lanes on trails ..... 5 responses

Provide better sidewalk connections on neighborhood streets..... 17 responses

Ensure adequate bike parking at public facilities..... No responses

Install wayfinding signage along Clear Creek..... 7 responses

Other:

- Enforce regulation on audible signal when bike pass pedestrians, require bell, register bikes
- It is impossible to use Clear Creek trail on a bike in the summer due to events, farmer’s market, art festivals, tubers, etc.
- Wider, ADA accessible sidewalks
- Ford St. is so narrow by Coors Tek that it is unsafe for vehicles and bicyclists to share the road
- Remove the protruding curb corners from 10th x Wash and 10th x Ford so that RTD buses can turn without damaging their vehicles & using 3/4 of the road. And do anything cost-effective to reduce bike theft.

- Bike routes clearly marked on streets for people who don’t want to use the path on busy days.
- Better north-south connection around the Community Center
- Less focus on cars with more encouragement of people to walk or bike in Golden; less about cars more about things that get people out of the cars and encountering each other on the sidewalks and parks
- Please, please fix the bike lane on 10th east of Ford St. It is horrible!
- Eliminate double-curve opposite 8th Street apartments
- Add crosswalks on 10th Street

**9. The public improvements and management strategies which came out of the 2014 Clear Creek Management Plan were successful.**

True ..... 10 responses

False ..... 2 responses

**10. If false, what changes, management strategies, or public improvements would you suggest to make Clear Creek a more enjoyable public space?**

- Need RTD to come to downtown Golden without any extra parking
- Golden is doing terrific!
- It is a good start but not successful yet
- Zipline near the creek!
- Mostly, still require increased enforcement of rules and more zero tolerance for abusers of the privilege
- Still need more patrol of Lion’s Park in summer, lights in the pavilions are on all night long with people lingering and drinking after dark.
- Signage at crosswalks that are enforced
- By reducing the number of traffic lanes on

Ford Street, traffic now backs up between 10th & 14th. Cars are waiting thru multiple lights to get thru one intersection during peak times. This is increasing pollution and wasting gas. At minimum, right turn lanes should be re-installed on Ford St.

- Ford St next to Coors Tek is too narrow. It is unsafe for cars and bicyclists to share the road.
- Reduce ice accumulation between Illinois and the diagonal path segment along the tennis court. Close Illinois to traffic between 10th and creek. Remove E side curb. Provide access to parking lot directly from 10th.
- Provide electrical power at a suitable number of points to the Farmers' Market. Running generators is noisy, polluting and inefficient.
- More park ranger presence and enforcement of existing ordinances and new more stringent rules to manage and regulate high volume summer time uses. Jeffco should be contributing more to the management and care of this heavily used public place. Other advanced management strategies should be explored, considered and implemented.

# Appendix C:

## COMPLETE STREETS POLICY RESOLUTION 2059

### RESOLUTION NO. 2059

#### A RESOLUTION OF THE GOLDEN CITY COUNCIL RECOGNIZING THE ADOPTION OF A COMPLETE STREETS POLICY

WHEREAS, the City of Golden City Council recognizes the need to accommodate all modes of travel on City streets, including pedestrians, cyclists, motorists and mass transit riders; and

WHEREAS, the City of Golden seeks to meet the transportation needs of all its citizens by providing road networks that are safer, healthier, more livable and welcoming to everyone, regardless of age and ability; and

WHEREAS, City Council defines complete streets as roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street; and

WHEREAS, Complete Streets are typically designed to include wider sidewalks, pedestrian intersection treatments, bicycle facilities, enhanced landscaping, and transit accommodations; and

WHEREAS, a Complete Streets policy is consistent with the City of Golden sustainability goals and the Comprehensive Plan; and

WHEREAS, City Council has identified priority corridors for redesign that have been selected to provide the greatest benefit to the community.

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GOLDEN, COLORADO:

Section 1. City Council hereby establishes a Complete Streets Policy, which directs City staff to accommodate all modes of travel, including pedestrians, cyclists and transit riders, to the highest degree possible when redesigning the public right-of-way.

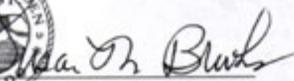
Section 2. The City Council authorizes staff to employ the approved "Priority Complete Streets Corridors" map, attached hereto as Exhibit A, which identifies those streets with the highest priority for improvement as resources become available.

Adopted this 10th day of June 2010.

  
Karen L. Oxman  
Mayor Pro Tem

Resolution No. 2059  
Page 2



  
Susan M. Brooks, MMC  
City Clerk

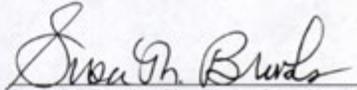
Approved as to form:

  
David S. Williamson  
City Attorney

I, Susan M. Brooks, City Clerk of the City of Golden, Colorado, do hereby certify that the foregoing is a true copy of a certain Resolution adopted by the City Council of the City of Golden, Colorado at a regular business meeting thereof held on the 10th day of June, A.D., 2010.



ATTEST:

  
Susan M. Brooks, City Clerk of the City of  
Golden, Colorado

# Appendix D:

## WALKABILITY AUDIT TEMPLATE & RESULTS SUMMARY



### City of Golden Walking Audit Worksheet

**Note: When completed, please return this form to audit leader / coordinator.**

**Project Area:**

**Segment audited with cross streets** ( \_\_\_\_\_ ) – Please write neatly.

**Date:**

The questions below provide you an opportunity to give input on the overall quality of the pedestrian environment in your study area. For each issue, please provide input on a scale of 1 – 5 with 1 representing low(er) quality and 5 representing high(er) quality. Record additional notes if you care to **but please write neatly**.

**Pedestrian Facilities** - presence of suitable walking surfaces, such as a sidewalks or multi-use paths (i.e. cement paths on which walking and biking are permitted).

1 No permanent facilities; pedestrians walk in road or on dirt shoulder or dirt path adjacent to road.

2

3 Sidewalk or multi-use path exists on one side of road; minor gaps in facilities exist (not including cross streets) but present no real obstacle to passage.

4

5 Continuous sidewalks or multi-use paths exist on both sides of road with no gaps (not including cross streets).

**Pedestrian Conflicts** – potential for conflict with motor vehicle traffic due to driveways, speed and volume of motorized traffic, large crosswalk distances at intersections, excessive distance between crosswalks or low pedestrian visibility.

1 High conflict potential (multiple conditions identified above exist and increase potential for conflict with motor vehicles)

2

3

4

5 Low conflict potential (the conditions identified above do not exist so potential for conflict with motor vehicles is reduced)

**Crosswalks** - presence and visibility of crosswalks at intersections in the study area.

1 Painted cross walks not present at intersections. At any signalized crosswalks, crossing times are not adequate to accommodate varied walking speeds, wheelchairs, and strollers.

2

3 Cross walks are present but paint is faded and difficult for motorists and pedestrians to see. At any signalized crosswalks, crossing times may not be adequate to accommodate varied walking speeds, wheelchairs, and strollers

4

5 Cross walks are clearly marked (painted) at major intersection. Also, at any signalized crosswalks, crossing times are sufficient to accommodate varied walking speeds, wheelchairs, and strollers.

**Maintenance** - How well maintained are the sidewalks, cross walks, etc.?

1 Major or frequent problems (cracking, buckling, overgrown vegetation, standing water, etc. on or near sidewalk(s), crosswalks, or adjacent walking or multi-use paths).

2

3

4

5 No problems – Sidewalks, crosswalks, or adjacent walking or multi-use paths are free of problems identified in # 1 above.

**Sidewalk or Path Width & Barriers** - Width of sidewalks or multi-use paths, accounting for existing barriers to passage along (i.e. utility poles, fire hydrants, benches).

1 No sidewalks or cement multi-use paths exist.

2 Sidewalks or multi-use paths are 3 feet wide or less and include significant barriers.

3

4 Sidewalks are five feet wide, multi-use paths are 10-feet wide with minimal barriers.

5 Sidewalks exceed five feet, multi-use paths are 10-feet wide, and no barriers to passage exist.

**Spatial Buffers** – Creating a More Pedestrian-Friendly Environment

1 No buffer (separation) from roadway (from motorized traffic) contributes to pedestrian discomfort.

2

3 Pedestrian zone (sidewalks or paths) separated from roadway by buffer but moderate level of discomfort still exists.

4

5 Buffer from roadway and elements in the pedestrian zone (i.e. furniture, trees, parklets) contribute to pedestrian comfort.

**Universal Accessibility** - ease of access for the mobility or visually impaired, and baby strollers.

1 Completely impassible for wheelchairs, visually impaired, or strollers.

2

3 Difficult for wheelchairs, visually impaired, or strollers but accessible route available.

4

5 Designed to facilitate wheelchair access, enable the visually impaired as well as strollers.

**Aesthetics** - How does the overall appearance of the audit area affect the pedestrian experience (quality of landscaping, and pedestrian-oriented features, such as benches and water fountains)?

1 Uninviting elements of the environment (graffiti, litter, poorly maintained infrastructure, lack of healthy vegetation) contribute to pedestrian discomfort and discourage walking.

2

3 Pedestrian environment is tolerable but does not necessarily feel inviting.

4

5 Pleasant / Inviting – pedestrian environment encourages walking for varied ages and abilities.

---

**Shade** amount of shade, accounting for different times of day, created either by tree canopy, buildings, or other objects.

1 No shade

2

3 Partial shade

4

5 Full shade

---

**Your rating:** Add up your scores from above

\_\_\_\_\_ points of a possible 45 (total points)

**Your Observations & Impressions (Please write neatly)**

1. Please describe the location in the study area that could benefit the most from improvements to increase safety?
2. Briefly describe what is the most unpleasant element of your study area and why?
3. Please list 2 - 3 improvements that would make your study area more appropriate and inviting for pedestrian use (for walking to work, school, or for exercise or recreational use).
4. Briefly describe or list what the most pleasant and inviting elements of your study area are (use back for more space).

## WALKING AUDIT SUMMARY

Completed by: *Golden Walks Volunteers and Saoirse Charis-Graves*

**Walk Scoring: The lower the number, the higher the need for improvements. The following street segments are listed low walk score to high walk score.**

**Segment: 7th Street from Washington Ave to Ford Street**

**Pedestrian Facilities:** No permanent facilities; pedestrians walk in road or on dirt shoulder

**Pedestrian Conflicts:** low conflict potential

**Crosswalks:** No crosswalks present, likely unwarranted, difficult visibility at intersections and due to parking.

**Maintenance:** Major or frequent problems

**Sidewalk or Path Width & Barriers:** No sidewalks or paths exist

**Spatial Buffers:** No separation from roadway

**Universal Accessibility:** Completely impassible for wheelchairs, visually impaired or strollers

**Aesthetics:** Uninviting elements of the environment would discourage walking

**Shade:** No shade

**Walk Score: 13**

---

**Segment: East Street**

**Pedestrian Facilities:** No permanent facilities; pedestrians walk in road or on dirt shoulder

**Pedestrian Conflicts:** low conflict potential

**Crosswalks:** No crosswalks present, likely unwarranted, difficult visibility at intersections and due to parking.

**Maintenance:** Major or frequent problems

**Sidewalk or Path Width & Barriers:** No sidewalks or paths exist

**Spatial Buffers:** No separation from roadway

**Universal Accessibility:** Completely impassible for wheelchairs, visually impaired or strollers

**Aesthetics:** Uninviting elements of the environment would discourage walking

**Shade:** No shade

**Walk Score: 13**

**Segment: Vasquez Street**

Pedestrian Facilities: No permanent facilities; pedestrians walk in road or on dirt shoulder

Pedestrian Conflicts: low conflict potential

Crosswalks: No crosswalks present, likely unwarranted, difficult visibility at intersections and due to parking.

Maintenance: Major or frequent problems

Sidewalk or Path Width & Barriers: No sidewalks or paths exist

Spatial Buffers: No separation from roadway

Universal Accessibility: Completely impassible for wheelchairs, visually impaired or strollers

Aesthetics: Uninviting elements of the environment would discourage walking

Shade: No shade

**Walk Score: 13**

---

**Segment: 7th Street from Washington Ave to Ford Street**

Pedestrian Facilities: No permanent facilities; pedestrians walk in road or on dirt shoulder

Pedestrian Conflicts: low conflict potential

Crosswalks: No crosswalks present, likely unwarranted, difficult visibility at intersections and due to parking.

Maintenance: Major or frequent problems

Sidewalk or Path Width & Barriers: No sidewalks or paths exist

Spatial Buffers: No separation from roadway

Universal Accessibility: Completely impassible for wheelchairs, visually impaired or strollers

Aesthetics: Uninviting elements of the environment would discourage walking

Shade: No shade

**Walk Score: 13**

---

**Segment: Depot Street**

Pedestrian Facilities: No permanent facilities; pedestrians walk in road or on dirt shoulder

Pedestrian Conflicts: low conflict potential

Crosswalks: No crosswalks present, likely unwarranted, difficult visibility at intersections and due to parking.

Maintenance: Major or frequent problems

Sidewalk or Path Width & Barriers: No sidewalks or paths exist

Spatial Buffers: No separation from roadway

Universal Accessibility: Completely impassible for wheelchairs, visually impaired or strollers

Aesthetics: Uninviting elements of the environment would discourage walking

Shade: No shade

**Walk Score: 13**

---

**Segment: 9th Street east of Jackson**

Pedestrian Facilities: Continuous sidewalks or multi-use paths exist on one side of road with minor gaps

Pedestrian Conflicts: Low conflict potential due to low traffic volume

Crosswalks: Crosswalks are not present, likely unwarranted

Maintenance: Relatively major or frequent problems such as cracking, buckling, vegetation exist

Sidewalk or Path Width & Barriers: Sidewalks are 3’ wide or less and include significant barriers

Spatial Buffers: No separation from roadway

Universal Accessibility: Completely impassible for wheelchair access, the visually impaired as well as strollers

Aesthetics: Pedestrian environment is uninviting, there are homes of interest, with overgrown vegetation and lots of concrete

Shade: No shade

**Walk Score: 18**

---

**Segment: 7th Street**

Pedestrian Facilities: No permanent facilities, peds walk in road or on dirt shoulder

Pedestrian Conflicts: Low conflict potential due to low speeds and volume of traffic

Crosswalks: Painted cross walks are not present at intersections, though likely not warranted

Maintenance: Major or frequent problems (cracking, buckling, overgrown vegetation, etc)

Sidewalk or Path Width & Barriers: No sidewalks or cement multi-use paths exist

Spatial Buffers: No buffer from roadway contributes to pedestrian discomfort

Universal Accessibility: Difficult for wheelchairs, visually impaired, or strollers, but alternative routes are available.

Aesthetics: Older, almost rural, Hwy 58, noisy

Shade: Partial shade

Notes: Potential for safe route for kids to access Mitchell Elementary.

**Walk Score: 19**

---

**Segment: 8th Street, Washington Ave to Illinois Street**

Pedestrian Facilities: Not continuous on both sides, walking in gutter. Sidewalks exist on one side of road

Pedestrian Conflicts: Volume, width of street, parking limits visibility, some conflict potential

Crosswalks: Painted cross walks not present at intersections.

Maintenance: Sidewalks that exist are okay, some overgrown vegetation

Sidewalk or Path Width & Barriers: 32" to 8',

Spatial Buffers: Some great buffers, some pushing pedestrians into traffic

Universal Accessibility: One side(north) good, south side needs improvement

Aesthetics: Varied from great to horrible, piles of trash

Shade: partial shade

**Walk Score: 19**

---

**Segment: Illinois Street**

Pedestrian Facilities: Narrow or missing walks, parking lots create gaps in facilities

Pedestrian Conflicts: Low conflict potential

Crosswalks: No crosswalks present, likely unwarranted, difficult visibility at intersections and due to parking.

Maintenance: Major or frequent problems with cracking, buckling, overgrown vegetation

Sidewalk or Path Width & Barriers: 4' walks with some barriers

Spatial Buffers: No buffer from roadway

Universal Accessibility: Completely impassible for wheelchairs, visually impaired or strollers

Aesthetics: Pedestrian environment is tolerable but does not feel inviting

Shade: Partial shade

**Walk Score: 20**

---

**Segment: Illinois Street**

Pedestrian Facilities: Narrow or missing walks, parking lots create gaps in facilities

Pedestrian Conflicts: Low conflict potential

Crosswalks: No crosswalks present, likely unwarranted, difficult visibility at intersections and due to parking.

Maintenance: Major or frequent problems with cracking, buckling, overgrown vegetation

Sidewalk or Path Width & Barriers: 4' walks with some barriers

Spatial Buffers: No buffer from roadway

Universal Accessibility: Completely impassible for wheelchairs, visually impaired or strollers

Aesthetics: Pedestrian environment is tolerable but does not feel inviting

Shade: Partial shade

**Walk Score: 20**

---

**Segment: 10th Street from Washington to Vasquez**

Pedestrian Facilities: Significant breaks or no sidewalk available

Pedestrian Conflicts: High conflict potential

Crosswalks: Some good crosswalks

Maintenance: Some vegetation, minor buckling

Sidewalk or Path Width & Barriers: sidewalks are small at 3' or less with significant barriers

Spatial Buffers: Pedestrian zones are separated from roadway but moderate level of discomfort exists

Universal Accessibility: Difficult for wheelchairs, visually impaired or strollers due to barriers or lack of walks in areas

Aesthetics: Pedestrian environment is tolerable but not inviting, good by Coors only

Shade: Partial shade

**Walk Score: 21**

---

**Segment: 7th Street from Washington Ave to Ford Street**

Pedestrian Facilities: No permanent facilities; pedestrians walk in road or on dirt shoulder

Pedestrian Conflicts: low conflict potential

Crosswalks: No crosswalks present, likely unwarranted, difficult visibility at intersections and due to parking.

Maintenance: Major or frequent problems

Sidewalk or Path Width & Barriers: No sidewalks or paths exist

Spatial Buffers: No separation from roadway

Universal Accessibility: Completely impassible for wheelchairs, visually impaired or strollers

Aesthetics: Uninviting elements of the environment would discourage walking

Shade: Partial shade

**Walk Score: 21**

---

**Segment: Miller Place**

Pedestrian Facilities: Sidewalk or path exists on one side of the road, minor gaps in facilities

Pedestrian Conflicts: low conflict potential

Crosswalks: Painted walks not present at intersections, no warranted

Maintenance: Major or frequent problems with cracking, buckling, vegetation, etc.

Sidewalk or Path Width & Barriers: gaps in existing sidewalks, 3' wide or less with significant barriers

Spatial Buffers: Little to no buffer from roadway

Universal Accessibility: Mostly impassible for wheelchairs, visually impaired or strollers

Aesthetics: Okay, some appeal, some discomfort

Shade: Partial shade

**Walk Score: 21**

---

**Segment: 8th Street, Illinois to Golden Community Center**

Pedestrian Facilities: Sidewalk exists on one side of the road, minor gaps exist. South side of the road walks are erratic

Pedestrian Conflicts: Speed, some narrow sidewalks. High conflict potential

Crosswalks: One present, not at all intersections

Maintenance: Problems on the north side of the road

Sidewalk or Path Width & Barriers: Inconsistent width of walks, good paths where space is available

Spatial Buffers: Inconsistent, cars are fast and frequent

Universal Accessibility: Difficult for wheelchairs, visually impaired, strollers, but accessible route is available.

Aesthetics: Inconsistent, around new development is great.

Shade: Partial Shade

**Walk Score: 22**

---

**Segment: Maple Street**

Pedestrian Facilities: Sidewalk or path on one side of the road, minor gaps in facilities exist

Pedestrian Conflicts: low conflict potential

Crosswalks: No crosswalks present, likely unwarranted, difficult visibility at intersections and due to parking.

Maintenance: Some vegetation, minor buckling

Sidewalk or Path Width & Barriers: sidewalks are small at 3' or less

Spatial Buffers: No separation from roadway

Universal Accessibility: Difficult for wheelchairs, visually impaired or strollers but accessible route is available

Aesthetics: Pedestrian environment is tolerable but not inviting

Shade: No shade

**Walk Score: 22**

---

**Segment: Jackson Street**

Pedestrian Facilities: Sidewalk or multi-use paths exist on one side of road, minor gaps in facilities exist

Pedestrian Conflicts: High conflict potential

Crosswalks: Some crosswalks are present, crosswalk maybe warranted at 9th for crossing to the bridge

Maintenance: On one side, clear and good maintenance

Sidewalk or Path Width & Barriers: Sidewalks are 5' wide, multi-use paths are 10 feet wide with minimal barriers

Spatial Buffers: No separation from roadway

Universal Accessibility: Good accessibility for wheelchairs, visually impaired or strollers, some challenges between 10th

Aesthetics: Pedestrian environment is tolerable but does not necessarily feel inviting

Shade: No shade

**Walk Score: 24**

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**Segment: 10th Street, Washington Avenue to Golden Community Center**

Pedestrian Facilities: Sidewalks or multi-use paths exist on both sides of the road, minor gaps, no real obstacles to passage.

Pedestrian Conflicts: High conflict potential due to excessive speeds, traffic volume

Crosswalks: Crosswalks are present, high volume of traffic, with parked cars visibility is low

Maintenance: No problems, sidewalks and paths in good condition

Sidewalk or Path Width & Barriers: 3-5' walks, with some barriers on north side

Spatial Buffers: Sidewalks are separated from roadway by buffer but moderate level of discomfort exists.

Universal Accessibility: Good access for mobility or visually impaired, strollers

Aesthetics: Traffic noise is the only issue, inviting area

Shade: Partial Shade

**Walk Score: 28**

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**Segment: Cheyenne Street**

Pedestrian Facilities: North side- narrows to no sidewalk, some breaks in walk, not continuous on both sides

Pedestrian Conflicts: low conflict potential

Crosswalks: No crosswalks present or warranted, low volume, vehicles parked limit visibility

Maintenance: Vegetation overgrowth, minor buckling in areas

Sidewalk or Path Width & Barriers: 3-4' some barriers in sidewalks

Spatial Buffers: North of 8th

Universal Accessibility: Difficult for wheelchairs, visually impaired, or strollers but accessible route available. Some vegetation overgrowth

Aesthetics: Fairly pleasant and inviting

Shade: Partial Shade

**Walk Score: 28**

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**Segment: Washington Ave to 7th Street**

Pedestrian Facilities: Continuous sidewalks on both sides of street

Pedestrian Conflicts: Higher level for conflict due to driveways, volume, speed and distance between crosswalks

Crosswalks: Distances, speed, volume, visibility. Some crosswalks present

Maintenance: Good maintenance, very little problems.

Sidewalk or Path Width & Barriers: 4-5' walks, some barriers

Spatial Buffers: Some separated paths but a moderate level of pedestrian discomfort exists

Universal Accessibility: Difficult for wheelchairs, visually impaired or strollers but accessible route available

Aesthetics: Some areas tolerable and some inviting

Shade: Partial shade

**Walk Score: 28**

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**Segment: Arapahoe from 10th Street to 7th Street**

Pedestrian Facilities: N. of 8th breaks in sidewalk or gaps in facilities

Pedestrian Conflicts: low conflict potential

Crosswalks: Parking at intersections are too close, low volume of traffic some crosswalks

Maintenance: Dead ends, good maintenance

Sidewalk or Path Width & Barriers: 3-5' sidewalks, some vegetation overgrowth

Spatial Buffers: New developments are good, some level of discomfort exists

Universal Accessibility: Difficult for wheelchairs, visually impaired or strollers but routes available

Aesthetics: Pedestrian environment is tolerable not inviting

Shade: Partial Shade

**Walk Score: 30**

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**Segment: 9th Street**

Pedestrian Facilities: Sidewalks on both sides, 4-5'

Pedestrian Conflicts: No crosswalks, likely unwarranted due to low conflict potential

Crosswalks: Unwarranted, not present at intersections

Maintenance: Vegetation overgrowth

Sidewalk or Path Width & Barriers: Sidewalks on both sides, 4-5' walks

Spatial Buffers: Special buffers present in most- low volume traffic, no discomfort

Universal Accessibility: Overgrowth of vegetation, difficult walks to wheelchairs

Aesthetics: Good trees, some adjacent properties poorly maintained

Shade: Good shade

**Walk Score: 30**

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**Segment: 9th Street east of Washington Ave, Washington to Jackson**

Pedestrian Facilities: Continuous sidewalks or multi-use paths exist on both sides of road with no gaps

Pedestrian Conflicts: Medium conflict potential due to traffic, speed, and volume

Crosswalks: Crosswalks are present, bricked, some difficulty with visibility

Maintenance: No problems

Sidewalk or Path Width & Barriers: Barrier on the south side walks only

Spatial Buffers: No separation from roadway

Universal Accessibility: Designed to facilitate wheelchair access, enable the visually impaired as well as strollers

Aesthetics: Pedestrian environment is tolerable but does not necessarily feel inviting

Shade: Partial shade

**Walk Score: 31**

**Segment: Archer Street**

Pedestrian Facilities: Sidewalk or path exists on one side of road, minor gaps in facilities

Pedestrian Conflicts: low conflict potential

Crosswalks: Crosswalks are clearly marked at major intersections

Maintenance: No problems

Sidewalk or Path Width & Barriers: 3' wide walks

Spatial Buffers: Pedestrian zone separated from the roadway, moderate level of discomfort still exists

Universal Accessibility: Good wheelchair access, accessible route is available

Aesthetics: Relatively pleasant and inviting

Shade: Partial shade

**Walk Score: 35**

# Appendix E:

## RESOLUTION OF PLANNING COMMISSION

### RESOLUTION NO. PC16-02

#### A RESOLUTION OF THE CITY OF GOLDEN PLANNING COMMISSION ADOPTING THE NORTH CLEAR CREEK NEIGHBORHOODS PLAN

WHEREAS, the City of Golden Planning Commission is charged by the Golden Municipal Code to plan for the future growth and development of the community; and

WHEREAS, Planning Commission, in conjunction with residents and landowners and other stakeholders within the North Clear Creek Neighborhood Boundary as defined in the plan have prepared this plan through public workshops and meetings which took place from January 2016 to and April 2016; and

WHEREAS, Planning Commission finds adoption of the North Clear Creek Neighborhood Plan will promote the goals and objectives shared by the community, in conjunction with Golden Vision 2030 and the City's adopted Comprehensive Plan; and

WHEREAS, Planning Commission conducted a public hearing on the adoption of the North Clear Creek Neighborhood Plan on January 4, 2017.

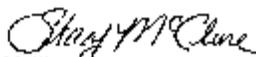
WHEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF GOLDEN, COLORADO:

Section 1. The North Clear Creek Neighborhood Plan is hereby ADOPTED as part of the City of Golden Comprehensive Plan by the City of Golden Planning Commission and recommended for APPROVAL to the Golden City Council.

Adopted this 4<sup>th</sup> day of January, 2017.

  
Patricia Evans, Acting Chair

ATTEST:

  
Stacy McClure, Secretary to  
Planning Commission

# Appendix F:

## CITY COUNCIL RESOLUTION 2553

### RESOLUTION NO. 2553

#### A RESOLUTION OF THE GOLDEN CITY COUNCIL APPROVING THE NORTH CLEAR CREEK NEIGHBORHOODS PLAN AND INCORPORATING THE PLAN AS PART OF THE GOLDEN COMPREHENSIVE PLAN

WHEREAS, by Resolution No. 2133, adopted on June 16, 2011, the City of Golden adopted the City of Golden Comprehensive Plan; and

WHEREAS, the North Clear Creek Neighborhoods Plan has been prepared to supplement the Comprehensive Plan; and

WHEREAS, the Golden Planning Commission has completed a study of the proposed plan and held a public hearing on January 4<sup>th</sup>, 2017 relative to the adoption of the plan; and

WHEREAS, the Golden Planning Commission adopted the North Clear Creek Neighborhoods Plan on January 4<sup>th</sup>, 2017 and recommended that City Council approve said plan.

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GOLDEN, COLORADO:

Section 1. The North Clear Creek Neighborhoods Plan as adopted by Planning Commission Resolution No. PC16-02 is hereby approved as part of the City of Golden Comprehensive Plan.

Section 2. In approving said North Clear Creek Neighborhoods Plan, City Council recognizes that said plan is a working and living document that must grow and remain flexible to meet the needs of the City of Golden. Therefore, said plan is approved with the understanding that Planning Commission and City Council will continue to review, analyze and amend the same as the needs of the community dictate and as based on good and proper planning considerations.

Adopted this 9<sup>th</sup> day of February 2017.



*Marynne S. Sloan*  
Marynne S. Sloan  
Mayor

*Susan M. Brooks*  
Susan M. Brooks, MMC  
City Clerk

APPROVED AS TO FORM:

*David S. Williamson*  
David S. Williamson  
City Attorney  
By \_\_\_\_\_  
Assistant City Attorney

Resolution No. 2553  
Page 2

I, Susan M. Brooks, City Clerk of the City of Golden, Colorado, do hereby certify that the foregoing is a true copy of a certain Resolution adopted by the City Council of the City of Golden, Colorado at a regular business meeting thereof held on the 9<sup>th</sup> day of February 2017.



ATTEST: *Susan M. Brooks*  
Susan M. Brooks, City Clerk of the City of Golden, Colorado



GOLDEN  
*Colorado*