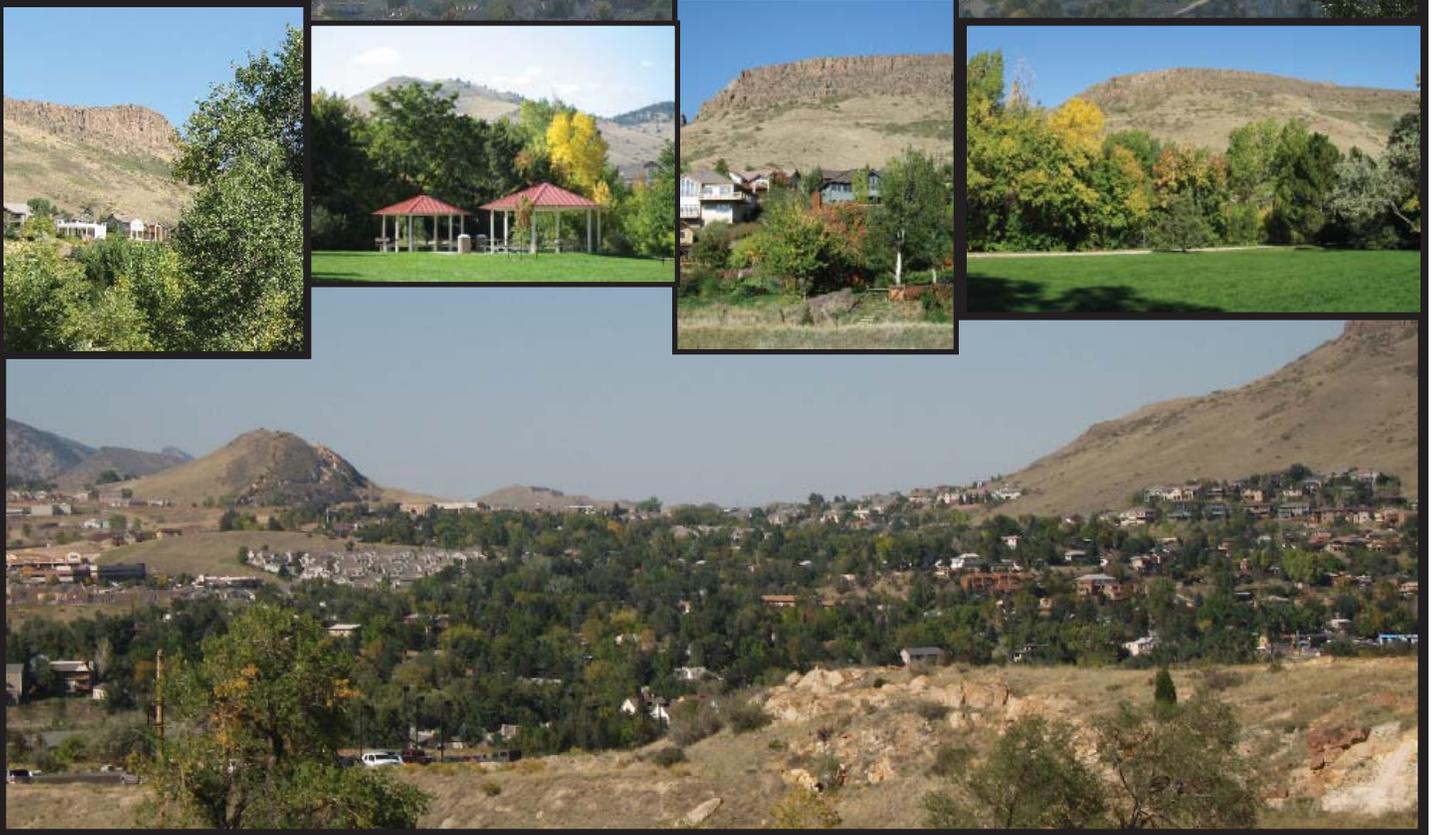


# North Neighborhoods Plan



*April 9, 2009*



City of  
**Golden**

PLANNING AND DEVELOPMENT

1445 10<sup>TH</sup> Street GOLDEN, CO 80401



City of  
Golden

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All photos and graphics are provided by the City of Golden unless otherwise noted.



RESOLUTION NO. 1958

A RESOLUTION OF THE GOLDEN CITY COUNCIL  
APPROVING THE NORTH NEIGHBORHOODS PLAN AND  
INCORPORATING THE PLAN IN REFERENCE AS PART OF  
THE GOLDEN COMPREHENSIVE PLAN

WHEREAS, by Resolution No. 1432, adopted on October 23, 2003, the City of Golden adopted the City of Golden Comprehensive Plan; and

WHEREAS, the North Neighborhoods Plan has been prepared to supplement portions of the Comprehensive Plan; and

WHEREAS, the Golden Planning Commission has completed a study of the proposed plan and held public hearings on November 19, 2008 and December 17, 2008 relative to the adoption of the plan; and

WHEREAS, the Golden Planning Commission unanimously adopted the North Neighborhoods Plan on December 17, 2008 and recommended that City Council approve said plan.

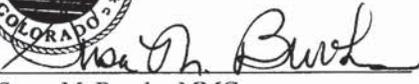
THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GOLDEN, COLORADO:

Section 1. The North Neighborhoods Plan as adopted by Planning Commission Resolution No. PC07-56 is hereby approved in reference as part of the City of Golden Comprehensive Plan.

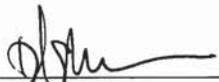
Section 2. In approving said North Neighborhoods Plan, City Council recognizes that said plan is a working and living document that must grow and remain flexible to meet the needs of the City of Golden. Therefore, said plan is approved with the understanding that Planning Commission and City Council 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.

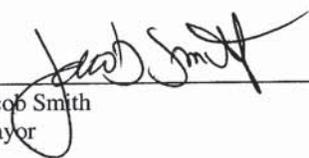
Adopted this 9th day of April, 2009.



  
Susan M. Brooks, MMC  
City Clerk

APPROVED AS TO FORM:

  
David S. Williamson  
City Attorney

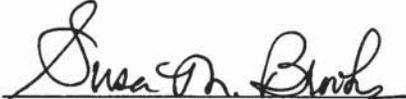
  
Jacob Smith  
Mayor

Resolution No. 1962  
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 rescheduled regular business meeting thereof held on the 9th day of April, A.D., 2009.



ATTEST:

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

# WELCOME TO THE NORTH NEIGHBORHOODS

## INTRODUCTION

The North Neighborhoods Plan is intended to supplement the existing City of Golden Comprehensive Plan and to assist elected and appointed officials in their decision making. The plan is intended to identify the major issues facing the neighborhoods, formulate action plans to address these issues, and promote the residents' vision of their neighborhood.

Concurrent with the development of this neighborhood plan, the Golden community was also engaged in several other efforts that may affect this area. In addition to the recommendations and suggestions contained in this document, North Neighborhoods residents should also consider the information contained in several other documents, including the Comprehensive Plan (2003 update, as it is further updated in the future), 2008 Parks and Recreation Master Plan, 2008 Downtown Character Plan, 2008 Walkability Task Force Report, 2008

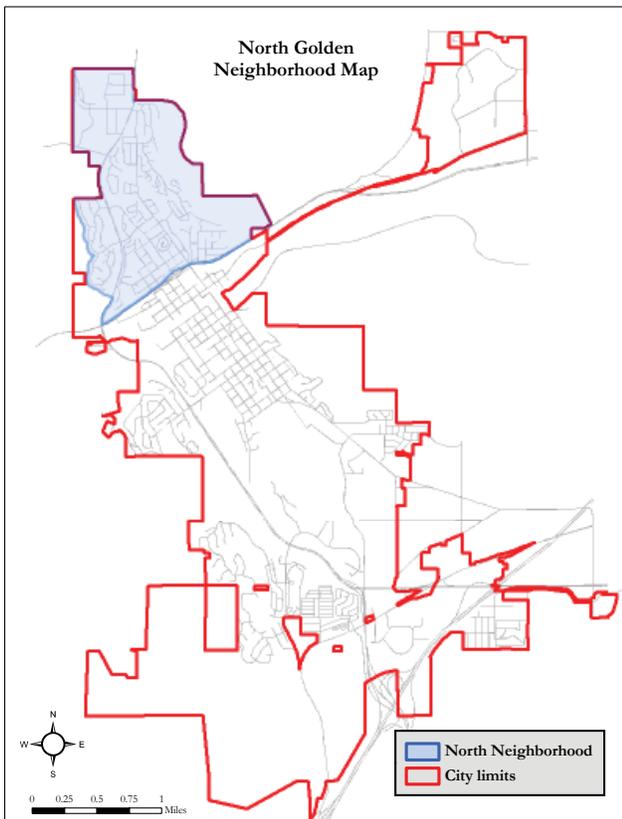
Bike Master Plan Task Force Report, and the 2008 Housing Affordability Task Force Report. All of these reports are available on the City's web site, [www.cityofgolden.net](http://www.cityofgolden.net) or upon request. The Parks Master Plan can be found on the Parks and Recreation home page, and the rest of the documents are found on the Planning Department home page. Excerpts from the Walkability and Bike Master Plan Task Force Reports are also contained in Appendix B and C to this document.

This new neighborhood plan was created with significant public input from the residents of the North Neighborhoods area. The process began in May 2007, when over 1600 residents of the neighborhood were invited to attend a public open house meeting held by the City of Golden Planning Commission. At the meeting, residents were asked to provide comments and concerns to the Commissioners and complete a questionnaire. The questionnaire contained the following questions:

- If you were king or queen of your neighborhood, what would be your first priority?
- How do you see your neighborhood 20 years from now? What will it look like?
- What do you see as the most significant problems impacting your neighborhood?

Following the open house, citizen comments were compiled as an appendix to this plan and were incorporated into the recommendations and strategies contained within this plan. The four main concerns of the group that attended the May 2007 open house were the following:

1. Trail Connections – Enhanced pedestrian and bike connections were the most desired amenity of all the comments. The residents want the City to widen existing sidewalks, add connections where they are missing, provide adequate sidewalks on both sides of Washington Avenue, promote safety in crossing streets and make connections to downtown. It appears that these amenities are widely used and important to residents of the north area.



*North Neighborhoods Location*



*North Neighborhood Boundaries*

2. Noise mitigation – Not surprisingly, traffic from State Highway 93 was cited most often as a significant problem. Increased noise from a potential future widening of SH 93 was also a concern, as was traffic from State Highway 58. The potential Mesa Drive extension was mentioned often, indicating that this is an issue that should be adequately addressed by the City.

3. Upkeep of older homes – A mix of concerns included deteriorating homes, lack of exterior improvements in older homes, overgrown landscaping and junk in yards. One interesting note is that people didn't have many complaints about the existing architecture and variety of homes, but were mainly concerned with scale and bulk.

4. Density – Most issues in this neighborhood were not similar to the recent issues surrounding infill in the downtown neighborhoods. There were opposing views of either increasing density in this area versus keeping the smaller sized historic homes. Specifically mentioned were suggestions for more small single

family homes and duplexes, not multi-family units. Still, residents of a small area west of Washington Avenue along SH 58 were considering requesting a rezoning from their current R-2 to R-1 due to concerns of scrape-offs for multi-family projects.

Subsequent to the open house, residents were invited to join members of the Planning Commission on two walking tours: one west of Washington Avenue and one east of Washington Avenue. These two walking tours, held on Saturdays in late August and September, 2007, allowed Commission members to view the neighborhood from the perspective of residents who live in the area or use the recreation trails in the area. A summary of the comments provided by residents who attended the walking tours is provided in detail in Appendix A.

## CONTEXT OF THE NEIGHBORHOODS

The north neighborhoods of Golden are located north of State Highway 58 which bisects the city running east-west. Within this larger area, there appear to be four smaller sub areas with their own distinct characteristics: North Historic, North Central, North Hillside, and North Suburban sub areas. The four areas are depicted on the map on page 9, and can best be described as follows:



*1871 Photo of North Golden*

**North Historic** – This sub area contains all properties east of State Highway 93 and west of Washington Avenue, north of SH 58.

**North Central** – This sub area is bounded by Tucker Gulch and Ford Street on the east, and Washington Avenue and the west and north sides of the North Golden Edge subdivision on the west.

**North Hillside** – The North Hillside sub area consists of the area east of Tucker Gulch and Ford Street, plus the Golden Pond senior housing facility.

**North Suburban** - The North Suburban sub area includes all of the land west of SH 93 plus the Canyon View 1 and Canyon View 2 subdivisions.

## HISTORIC OVERVIEW OF THE NEIGHBORHOODS

In 1864, shortly after Golden was incorporated, William A. H. Loveland built Colorado's first railway company, the Colorado Central Railway Company in the North Neighborhoods area. After the gold rush of the mid 1800's, the process of extracting silver, gold, and copper from the Black Hawk and Central City area required more efficient transportation than rough wagon roads adjacent to Clear Creek. The Intermountain Railway, the first narrow gauge railroad into the Rocky Mountains, was built from Golden to Black Hawk in 1872. The rail delivered a larger amount of ore to Denver than what could have been achieved previously, but also set the stage for the success of other industries in Golden.

With Golden's diverse geologic layers (much

like other areas of the Front Range), extraction of materials became big business. The New Loveland Mine extracted coal and extended close to where Mitchell Elementary and the Mountain Ridge subdivision are today. The mine was abandoned in 1879, but later reopened in the 1890's after new market demand. White Ash Mine, located on the south side of Clear Creek across from what is now the City of Golden RV Park, was operated during the 1880's and also yielded a significant amount of high-quality coal. In 1889, an accident killed ten workers of the White Ash Coal & Mining Company when the mine became inundated with water after the old Loveland Mine shaft broke through to the White Ash Mine operations. Until recently, a granite monument was located at the west end of 12th Street in memorial of the miners who died. Recommendations are being developed for a new location for this memorial.



*An example of the Folk Victorian style architecture common to the older portion of the North Neighborhood*

The brick industry was also well established in the North Neighborhoods. The Parfet family started mining clay in 1877. In 1910, G.W. Parfet Jr. formed a partnership with Jesse Rubey of Rubey National Bank of Golden and two Denver brick families, the Geddes and Serries. The partnership was called the Rubey Clay Company, thus the inspiration for naming Rubey Drive in the North Neighborhoods area. The Geddes and Serries families also had a brick plant named the Golden Fire Brick Company located two miles north of Golden off State Highway 93. The plant contained 12 kilns and was capable of producing 18 million bricks per year from the excellent clays in the Golden area. Both the coal and clay industries fueled the railroad development in north Golden, although it was the earlier gold mining era that gave both industries continued success. As much as Golden is known today for its breweries and gold mining history, it was the coal and clay mined in the North Neighborhoods that contributed significantly to the economy in the late 1800's.



*North Golden circa mid-1800's*

Until 1992 when the SH 93 by-pass was built, Washington Avenue served as the main access through Golden. Through the 1970's and 1980's, the vehicular circulation for the north neighborhoods became increasingly congested with a marked negative impact on residents and motorists alike. The solution envisioned by City Council at the time, was a new roadway connection from the intersection of US 6 and SH 58 to the present day intersection of Golden Gate Canyon Road and SH 93. While the City of Golden was convinced that this was a good solution, the Colorado Department of Transportation was not prepared to fund the project. Eventually, City Council was forced to place a weight limit on Washington Avenue north of SH 58 significantly impacting truck traffic, and CDOT proceeded with the

construction in late 1990. Construction of this road altered the North Neighborhoods in two significant ways. The introduction of the new connection removed substantial amounts of regional traffic from Ford Street and Washington Avenue, and the Canyon Point annexation led to the new development of the late 1990s, including the Mountain Ridge subdivision, Mitchell School, Canyon Point Villas, Canyon Point Cottages, and the neighborhood commercial center at Iowa Street and SH 93.



*Golden Cliffs on North Table Mountain*

## THE NEIGHBORHOODS TODAY

The North Neighborhoods area is a predominantly residential community with active people and small businesses. It offers a wide variety of housing types, a small commercial area, an industrial business park, and easy access to major adjacent open space areas and several recreational trails. The planning area is comprised of four sub areas within the neighborhood: the historic, older areas; the central area; the hillside area adjacent to North Table Mountain; and newer suburban areas. North Table Mountain, Mount Galbraith and State Highway 58 form the boundaries of the Neighborhoods, while State Highway 93 and Washington Avenue bisect areas within the Neighborhoods. The area offers quick service retail stores in the Canyon Point Commercial center which serves both local residents and motorists using State Highway 93. Mitchell Elementary School serves the North Neighborhoods as well. The geographic constraints of this Neighborhood are typical of Golden and offer a valley setting unique to the Front Range. The North Neighborhoods are both physically and politically defined by the adjacent land forms and public lands and open space. With such fixed neighborhood and community boundaries,

the neighborhood limits are not likely to change. The map on page 15 depicts these adjacent public areas. These important elements make the North Neighborhoods area attractive for local residents.



*Pedestrian bridge over Tucker Gulch*



## Chapter 2

# CURRENT CONDITIONS

**Architecture And Housing Styles:** There are four distinct sub areas within this planning area.

### 1. North – Historic

This area within the North Neighborhoods is nearest to the downtown area and contains a variety of architectural styles, within a compact pattern of density. Bounded by State Highway 93 on the west, State Highway 58 on the south and Washington Avenue on the east and north, this area contains most of the older housing stock within the North Neighborhoods area and almost all of the office and retail businesses. Mitchell School and a portion of the Canyon Point development fall within the western edge of this area.

### 2. North – Central

This area contains mostly residential properties, except for a few commercial businesses. Steeper hillsides are common in this neighborhood and street grades that exceed the City's standard are common

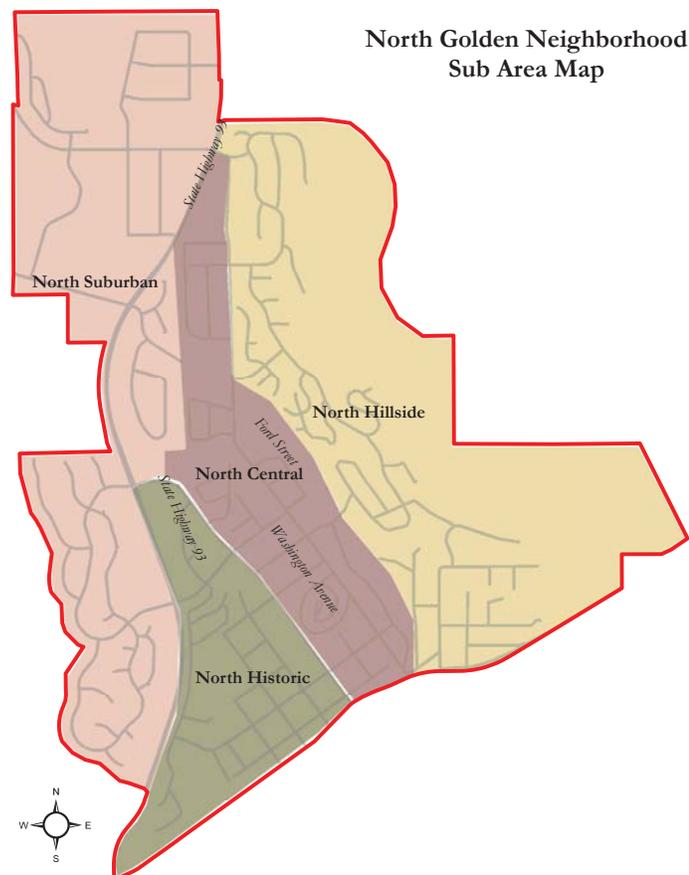
throughout. It is generally bounded by Washington Avenue and Tucker Gulch and Ford Street on the east and west sides, extending up to the Golden Pond senior housing project at Pine Ridge Road and SH 93. Older Folk Victorian, Gothic Revival, Foursquare and Bungalow style homes are found in the lower (southern) section of this area. Brick ranch homes built in the mid-20th century are typical in the northern part of this area.

### 3. North – Hillside

Development along the southwesterly hillside of North Table Mountain produced mainly walk-out single-family homes. The age of homes range primarily from post World War II to the present. Few of the areas were built by production builders, and there is a perception of more variety of style.

### 4. North – Suburban

The north suburban portion of the area includes three recent single family subdivisions, a vacant rural



unincorporated parcel, and a large industrial business park. These more modern suburban type areas include subdivisions built in the mid to late 1990's and mid 2000's such as Canyon View Subdivision Filing No. 1 (North Forty), Canyon View Subdivision Filing No. 2 (KB Homes), Canyon View Subdivision Filing No. 3 (Richmond Homes), and Canyon Point Filings No. 1, 3, and 7 (Mountain Ridge). Home styles in these developments tend toward the larger end of Golden's home sizes and are of contemporary architecture. Since these areas have been recently constructed, there may not be as many concerns regarding needed improvements.



*Contemporary architecture typical of the 1990-2000s architecture in newer suburban areas*

## GEOLOGIC INFORMATION

The primary geologic concern, especially for the western portions of the North Neighborhoods involves the presence of potentially expansive soils and bedrock. From the mid 1990's on, the engineering solution to potentially expansive bedrock and soils has been to over-excavate below basement levels and to re-constitute the soil before construction. While this method of construction has been largely successful in preventing damage to homes and infrastructure, homeowners of existing buildings should recognize these signs of compromises to the foundation of a building. Owners planning to build new structures in this neighborhood should also thoroughly consider the potential impacts of these concerns and mitigate accordingly. Damage to residential buildings may suddenly appear as sudden cracks in brick or stone facing, sags in the roofline, separation of steps or fireplace from building, sudden appearance or widening of cracks in drywall or plaster, pits or sags around the building, distorted window and door frames, basement or foundation pulling away from the building, or sudden pits or sags around the home.

## PARKS, RECREATION AND OPEN SPACE:

The City of Golden Comprehensive Plan outlines goals for providing parks and open space areas for recreational use and strategies to involve neighborhoods in the management and planning of local parks. Additionally in 2007, the Parks and Recreation Board worked on adopting a Parks Master Plan which includes specific strategies to improve the city's park system. This plan has identified a potential need for additional neighborhood park amenities in the southern part of the hillside sub area east of Ford Street and north of SH 58. Given the developed state of the sub area, finding opportunities to address this need will be a challenge.

Several city parks are located in the North Neighborhoods and include the following:

- New Loveland Mine Park – This park was built in 1996 is situated in the same location of the original Loveland Mine and is located at the west end of 5th Street and Rubey Drive.
- White Ash Mine Park – Located at 1400 Iowa Street, was completed in 1998 in conjunction with the development at Mountain Ridge. The park is named after the high producing coal mine in the area that was in existence in the late 1800's.
- Norman D. Park – The family of Norman D. Peery donated this land on North Ford Street and Mesa Drive, which has become a popular park for the north part of the neighborhood. An extension of this park to the west was created in 2006 when the regional bike path was extended through the new Canyon View Filing No. 2 subdivision at which time the park received an upgraded regional bicycle and pedestrian trail that connects the trail along State Highway 93 to the Tucker Gulch trail.
- Cressman Gulch Park – This is a neighborhood park located on Cressman Gulch Trail north of Wyoming Street and Mesa Court. The nearest access to the playground by automobile is from the intersection of Wyoming Street and Mesa Court in North Golden. The park also doubles as an overflow detention area in case of flooding within Cressman Gulch.
- Home Made Park – this private parcel owned by the Foss family has been informally maintained for several years. It appears to be used by neighbors adjacent to the Tucker Gulch area. The City should consider providing funds to maintain this park, if allowed by the private owners.



The North Neighborhoods are essentially bounded by public lands, committed open space, or the foothills. The area will primarily retain the current boundaries.

The North Neighborhoods are further served and defined by a few major open spaces and public lands:

- North Table Mountain – A volcanic formation popularized by its unique geologic features and rock climbing appeal, this treasured Colorado landmark has been preserved through funding provided by Jefferson County, the City of Golden, conservation groups, private owners and the Access Fund. A parking lot to access hiking trails to the top of the mountain is located at the east end of Peery Parkway. Further access and recreation improvements will be installed by Jefferson County.
- Mount Galbraith Park – The other main Jefferson County Open Space parcel impacting the North Neighborhoods is located west of the Mountain Ridge subdivision. This regional open space and trail amenity is maintained by Jefferson County, with access from Golden Gate Canyon Road and through the Mountain Ridge subdivision.
- State and County lands - Although not open to public use, two parcels immediately north of the Neighborhoods further define the future limits of the Neighborhoods. The State of Colorado Board of Land Commissioners owns a 160 acre parcel including the mined portions of the Dakota Hogback. In addition, Jefferson County acquired most of the “Ramstetter Family Ranch” on both sides of SH 93. The parcel on the east side of SH 93 is incorporated into the North Table Mountain Facility. The parcel on the west side of SH 93 was acquired by a combination of county open space and general fund monies. The use of this parcel is to be determined.

## PEDESTRIAN FACILITIES

The North Neighborhoods area is rich in pedestrian connections and opportunities, but also quite constrained by barriers and the need for enhanced pedestrian facilities. On the south end, there are four connections from the area to downtown; the pedestrian bridge connected to the SH 93 bikepath (0.4 mile west of Washington), Washington Avenue over SH 58, Ford Street under SH 58, and the Tucker Gulch Trail. Each of these connections has recommended enhancements. The ramps from the pedestrian bridge direct pedestrians westerly down to 8th Street while a second more direct connection from the bridge would be desired. Washington Avenue is being improved in 2008 as the main pedestrian connection. Ford Street and Tucker

Gulch Trail both go below SH 58, but could certainly be enhanced.

While there are a number of neighborhood pedestrian access points for North Table Mountain, access to Mount Galbraith open space and across SH 93 is limited to Iowa Street and the pedestrian bridge at Mitchell School. Residents who provided input for this plan wanted strong connections to these destinations, as well as internal to the area.

There are many gaps, inconsistencies, and missing pedestrian connections in the North Neighborhoods area, however, many are on very low traffic volume streets, and would likely not rank highly on a city wide priority list. Given the desirability for walking throughout the Neighborhoods, it is necessary to identify the most critical pedestrian infrastructure needs, and to coordinate them with other neighborhoods and a city wide walkability effort.

In conjunction with the preparation of this North Neighborhoods Plan, the City Planning and Public Works departments have begun the preparation of a specific school zone pedestrian plan for the areas near Mitchell Elementary School. This school zone pedestrian plan, which will be repeated near other schools is a very detailed review of existing and proposed facilities to serve school populations in the area.

## URBAN FOREST

The North Neighborhoods contain several large, older trees in the historic part of the neighborhood while many younger trees (less than 20 years old) dominate a majority of the area. Inventories of trees adjacent to the public streets in the neighborhood were done in 1998 and 2000 in conjunction with the Colorado State Forest Service. More than 450 trees were identified in the inventory and recommendations were made based on their appearance and condition. The City is working toward an ongoing maintenance and inventory program for all street trees within the city rights-of-way. The City Forester is committed to timely response of street trees that require necessary maintenance. In the next several years, the City will attempt to fill spaces within the rights-of-way that may benefit from additional shade trees.

## TRANSPORTATION

Local and collector streets such as Ford Street, Washington Avenue, and Iowa Drive, provide access to the majority of residential areas. Washington Avenue also serves as the main entrance to downtown Golden from State Highway 93. In the older portions of the North Neighborhoods area, the typical street section is a 66-foot rights-of-way with 36 feet of paved roadway. Washington Avenue has 80 feet of rights-of-way. The local street rights-of-way in the post World War II parts of the area are generally narrower, and do not provide detached sidewalks. North-south alleys are typically 10 feet wide and east-west alleys are 20 feet wide. Maintenance of the public rights-of-way in the North Neighborhoods is the responsibility of the Department of Public Works. Overall street repair is scheduled year-to-year by the City's Pavement Management Plan. In general, streets within the North Neighborhoods area are in very good condition and only require periodic crack sealing and asphalt patching as necessary.

The most controversial local transportation issue in recent years involves the proposal to construct a local street connection from the intersection of Ford Street and Mesa Drive westerly to the intersection of Golden Gate Canyon Road and SH 93. This road was first proposed in the adoption stage of the 1984 Major Street Plan. It was debated and included in the adoption action by City Council, but not added to the document. Similarly when the Thoroughfare Plan was updated in 1992 to correct certain naming discrepancies with the regional transportation plans, it was acknowledged but not shown. The specific proposal for a new road along the north side of Tucker Gulch from Ford Street to SH 93 is intended to further improve neighborhood access for the residents along Ford Street and to the east. Proponents of the connection recognize that it will reduce traffic along the residential portion of Iowa Street between Ford Street and Washington Avenue. Opponents of the road do not support the potential impacts to Norman D. Park. The potential impacts of CDOT's proposal for converting SH 93 into a high speed beltway further complicate the decision whether or not Mesa Drive is a benefit or detriment to the neighborhood. In adopting the 2008 Capital Budget, City Council discussed postponing further discussion of the connection until about 2018, in order to better understand the implications of changes to SH 93, and to provide for an informed discussion in

the community. Given the polarized opinions on this matter, it will be important that City Council and the community identify an effective manner in which to discuss and decide this policy issue of great concern to part of this North Neighborhoods area.

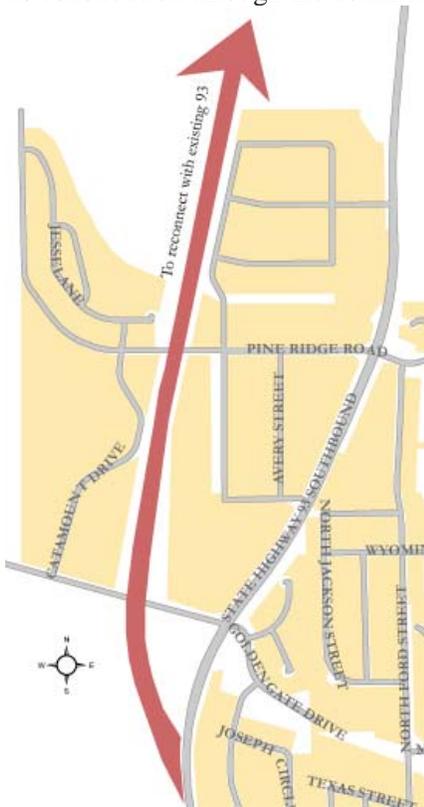
## STATE HIGHWAY 93 AND THE HISTORY OF THE BELTWAY

In 1990, City Council sent a letter to the W-470 Authority (now the Northwest Parkway Authority) which requested that any planned parkway include access to Johnson Road, be a slower speed limit of 60 mph, that the rights-of-way be limited to 200 feet, have a restriction on toll booths in Golden and that alternative alignments be considered. In 1991 plans were approved to build the on/off ramps at C-470 and U.S. 6 that are present today. City Council adopted a resolution in April 1997 which identified the completion of a beltway through Golden as a serious threat to the quality of life in Golden. The resolution stated that parallel corridors such as Indiana Street or Kipling Street should be considered and that any improvement of existing highways must not only mitigate impacts, but result in improved environmental conditions.

Later in 1998, City Council adopted Resolution 891 which supported the Countywide Transportation Plan and listed essential elements that must be included in the Northwest Quadrant Study. During this time, City efforts toward finding alternative alignments increased when a consultant was hired to model the proposed parkway and other alignment options. The City's study indicated that the beltway would not be the best technical solution to the traffic projections. The City also met with the CDOT director, State Highway Commission and then Governor Owens to express Golden's concerns. A series of neighborhood meetings were held to view the results of alternative strategies that included cut and cover designs and tunneling. In 2000, the Northwest Quadrant Feasibility Study final report recommended improvements over the next 20 years that included widening State Highway 93 from two to four lanes and grade separating intersections along U.S. 6 and State Highway 93. The City also hired consultants to study the four lane design that would meet the City's standards for speed and noise. The resulting report (referred to as the Muller study) included traffic projections for 2030 and included moving State Highway 93 to the west in the North Neighborhoods area. Golden has since acquired most of the new

rights-of-way needed for this realignment, which is located near the Canyon View Business Park. CDOT later disputed the findings of the study and initiated an Environmental Impact Statement (EIS) process in 2004 for a beltway.

As of mid 2008, CDOT ceased any activity on the EIS project. Concurrently, Jefferson County, the Cities of Arvada and Broomfield, and the Northwest Parkway Highway Authority created a new public highway authority with the stated purpose of seeking private funding for some portion of their proposed “beltway”. Golden City Council remains actively opposed to such a highway and is working to prevent its construction through the community.



Potential Realignment of Highway 93

## EXISTING LAND USES

The North Neighborhoods area is predominantly residential, with a small portion of the entire area being commercial or industrial. The majority of homes are single-family which were built in three main periods: the early 1900’s, 1950-1960 and the mid 1990’s. These phases progress northward starting with the oldest homes closest to downtown. Also in recent years, the industrial uses of the Canyon View Business Park and the retail and office uses in the Canyon Point Commercial area were completed. Table 2.1 shows the breakdown of land uses within the Neighborhood.

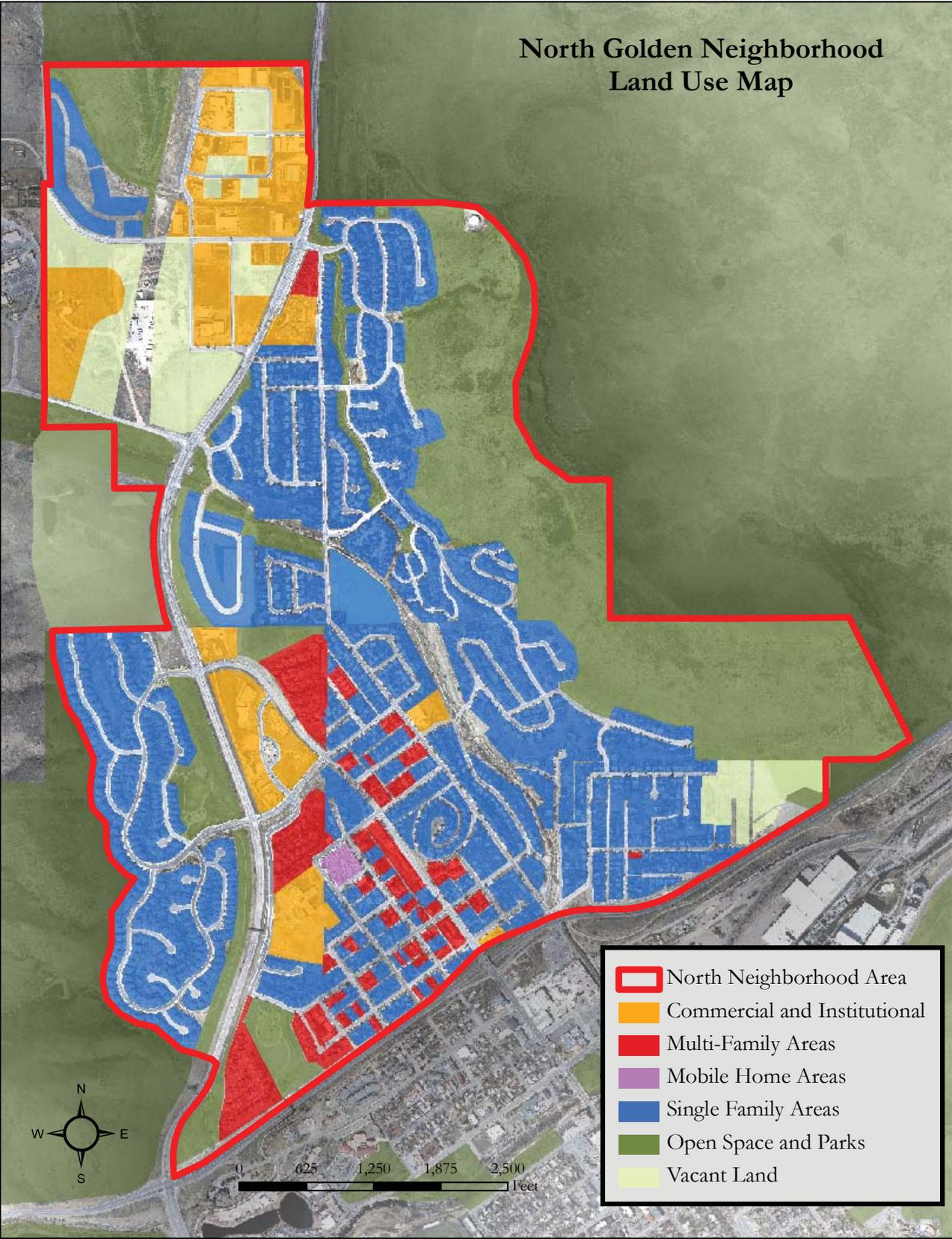
Land Use	Percentage
Open Space	118 acres or 11%
Single-family residential	656 acres or 61%
Multi-family residential	70 acres or 6.6%
Commercial	21 acres or 2%
Industrial	207 acres or 19%

Table 2.1

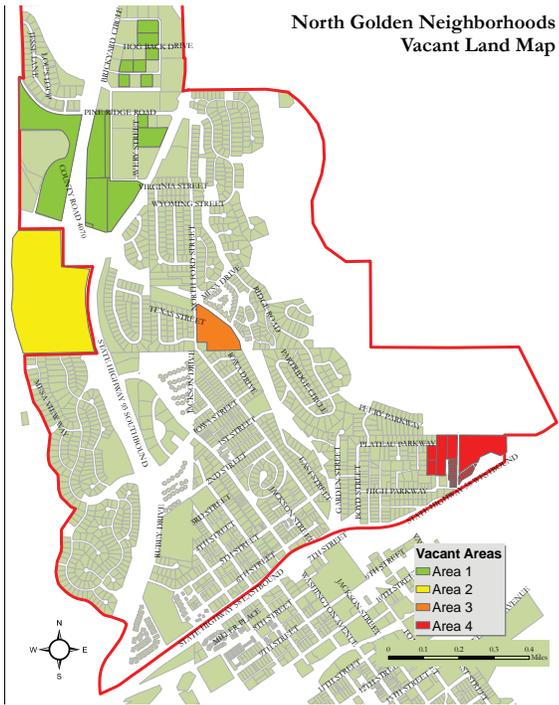
Vacant Land: Although at first glance it appears that there is a significant amount of vacant land available (see vacant land map, below), most of the upper hillside areas are preserved public lands, with the majority being open space maintained by Jefferson County or parkland owned by the City. Private vacant parcels with future development potential include:

- Area 1: Canyon View Business Park Filing 2 – The 17 acre parcel at the northwest corner of Golden Gate Canyon Road and SH 93 is the last significant commercial undeveloped parcel within the City and is on the west side of SH 93. Only a couple lots remain in the first two subdivisions in this large commercial and industrial area.
- Area 2: Approximately 70 acres of privately-owned developable land is located at the southwest corner of State Highway 93 and Golden Gate Canyon Road. This property is outside the incorporated limits of the City and would require annexation and zoning if the landowner requested to be provided with City services. The process to consider an annexation request of this area will be an important part of the future of the neighborhood in consideration by citizens and elected officials.
- Area 3: This 4 acre privately-owned farm property is located on North Ford Street adjacent to Tucker Gulch, and is zoned R-1 (single-family residential). The farm is a recognizable landmark in the community due to its prominence, and also because of its historic value to the neighborhood. Being at the intersection of the Tucker Gulch trail and Norman D. Park, many pedestrians enjoy its rural nature and informal landscape that transitions easily toward Tucker Gulch. Many residents feel that the City should work with the landowners to purchase some or all of this parcel for additional park and floodplain areas, should the owners ever desire to dispose of the property.
- Area 4: Located at the east end of Plateau Parkway, two private ownerships total approximately 7.5 acres of steep hillside, zoned R-1.

# North Golden Neighborhood Land Use Map



Current Land Use Map



The North Neighborhoods are predominantly single-family homes and multi-family developments. There are also approximately 65 multi-family projects and three apartment buildings.

## ZONING

Early subdivisions such as Barber’s 3rd Addition to Golden were platted as part of the original effort to plat the entire city in the mid-1800’s. Typical lots were 50 feet wide by 140 feet deep. While most of these lots have traditionally contained smaller single-family homes, the area was and is currently zoned R-2 (low density multiple household). Table 2.2 indicates the area of separate zoning districts.

Zoning District	Percentage
CO – Conservation	35 acres or 3.1%
R1 – Residential, standard lot	247 acres or 23%
R2 – Low Density multiple household	88 acres or 8%
C1 – Limited Commercial	3.2 acres or 0.3%
PUD – Planned Unit Development	700 acres or 65.25%

Table 2.2

## FLOODPLAIN AREAS

Within the North Neighborhoods area there are three mapped floodplains. The Cressman Gulch and Tucker Gulch floodplains are documented on Federal Emergency Management Agency (FEMA) maps which are free through the FEMA website ([www.fema.gov](http://www.fema.gov)). The Arapahoe Gulch floodplain was mapped by the City and is available through documents at the City offices. Any renovations or additions to properties within the floodplain areas may be subject to additional building code requirements. To determine your property’s flood hazard, the City Public Works department can provide assistance with regards to information about flood zones, depth of flooding, etc. The Public Works department can also help with selecting an architect, engineer or contractor to assist with flood proofing your property. If requested, the Public Works Department will review flood information on file and produce a written Floodplain Determination for a property. A free Floodplain Determination may be requested by: Logging on to the City’s website at [www.cityofgolden.net](http://www.cityofgolden.net); Calling the Golden info line at 303-215-8882, and request item number 2903, or visit or call the City Engineer at 303-384-8156.



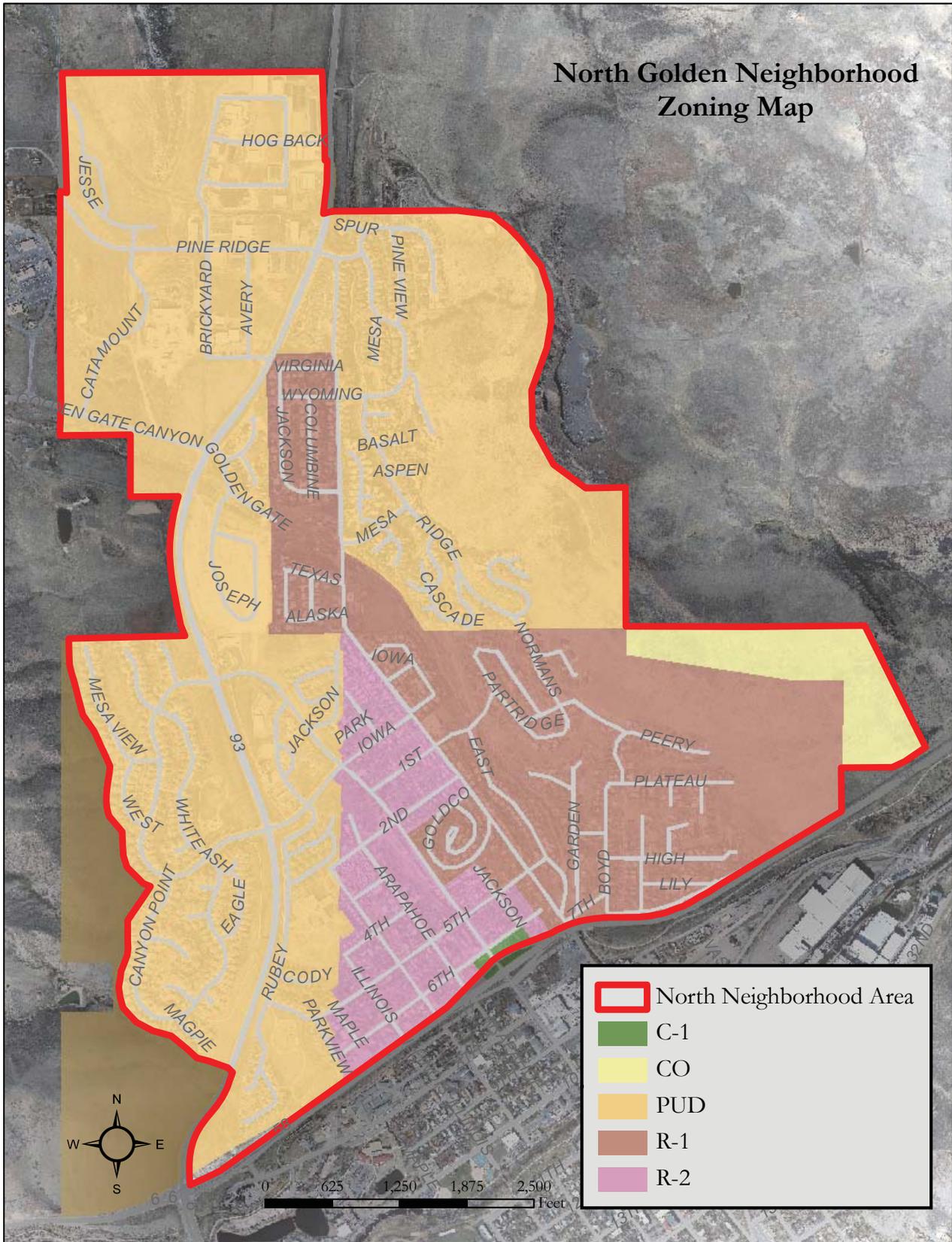
Floodplain Area Map

## OPPORTUNITIES AND PRESERVATION

Given the large size of the study area, there are relatively few developed areas where land uses are likely to change significantly in the foreseeable future. A number of individual homes in the portion of the North Historic and North Central areas south of Iowa Street may qualify for historic designation under Chapter 18.58 of the Municipal Code, and their owners may wish to investigate the benefits of such designation. Within these same areas, there are several areas of smaller homes where infill development may result in large additions and “scrape offs” with new larger homes impacting the character of the two sub areas. Based upon the information from North Neighborhoods residents, these two concerns are the biggest preservation issues.

The primary opportunities in the North Neighborhoods include the few remaining vacant parcels as listed previously in this chapter. As proposals are made for use of these parcels, they should be evaluated according to the recommendations in the following chapters, as well as other applicable City codes and policies.

# North Golden Neighborhood Zoning Map



Current Zoning Map

# Chapter 3

## NEIGHBORHOOD GOALS AND VISION

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### THE VISION

In 2008, the North Golden Neighborhoods are a part of the community characterized by remarkable stability and community character comprised of many diverse sub areas. The general pedestrian scale and walkability of the Neighborhoods combined with the proximity to desired community amenities and services serve to define the area character. The current residents seek to enhance the quality of life in the area while anticipating and addressing future land use and infrastructure changes. While the later chapters in this plan address specific policies and strategies, this chapter presents the overall goals and vision of the neighborhood. The Vision Statement below is the same statement as is included in the 2003 Comprehensive Plan. The Goals are specific to this neighborhood.

Golden is a unique and distinctive place which takes advantage of its natural and cultural resources. The city preserves its independent small-town character and friendly atmosphere.

Golden is a pleasant place to live, work, and visit. The city is a community that blends old and new in a manner that respects and maintains a timeless character based on its rich past.

The city has a variety of land uses, distinguishable neighborhoods, housing, job opportunities, and recreation options, making it possible for people of various backgrounds and incomes to live, work, shop, get services, be educated, and recreate here. The city's economy is strong and positioned to remain that way into the future. Land uses are arranged to be convenient and accessible for residents. Travel in the city and to the surrounding region is comfortable and convenient for pedestrians, cyclists, transit users, and auto drivers. The city has an intimate pedestrian atmosphere and a walkable environment. Most additional development in the city takes the form of infill and redevelopment. Change takes place in a compatible and positive manner, so that the city's attractive qualities are maintained. Neighborhood connectivity is maintained.

The city has an infrastructure that provides quality and cost-effective public services, leads the way with a commitment to continual reinvestment in the city, and creates a public realm that inspires and generates pride.

Preservation and improvement of the natural environment, including the surrounding mountains, is vitally important to Golden's character. Environmental impacts associated with transportation, growth, and development are minimized and mitigated to protect existing and future residents and workers of Golden.

Informal social interaction and formal associations are both important aspects of life in Golden. Residents feel they are part of Golden as a whole, and at the same time free to pursue their own social contacts as members of smaller formal and informal groups.



*North Neighborhoods in Spring*

### OVERALL NORTH NEIGHBORHOODS GOALS

The overall direction for goals for these Neighborhoods can also be found in the City of Golden Comprehensive Plan.

- Encourage a full range of citizen participation in the planning process, involving seniors, youth, and other identifiable groups.
- Establish partnerships and networks with neighborhood and community associations, local

agencies, property owners, developers, business people, and other groups in implementing community development projects.

- Encourage infill that is compatible to the surrounding neighborhood.
- Ensure that change takes place in a compatible and positive manner.
- Preserve and improve the City's natural, historical, scenic, and cultural resources.
- Provide a variety of housing types, prices, densities, sizes, architectural variety, and lot sizes in the city. The mix of housing should be distributed through the City.
- Ensure redevelopment provides an intimate pedestrian atmosphere and walkable environment.
- Provide a variety of modes of travel to access a diverse range of services and activities.
- Create a public realm that inspires and generates pride.
- Make a commitment to continual reinvestment in the City.

## SPECIFIC NEIGHBORHOOD GOALS FOR THE ENTIRE STUDY AREA

### 1. Character

- a. Support decisions that preserve the community's single-family and multi-family residential areas and amenities to support those uses.
- b. New and infill development should complement existing character and enhance existing amenities and pedestrian connections.
- c. New development on the west side of SH 93 should strive to create and improve connections of all types to the portion of the area east of the roadway.
- d. Seek to maintain the character and integrity of the existing single-family areas.
- e. Ensure safe and well-maintained housing.
- f. Maintain boundaries and limits created by adjacent public lands.

### 2. Public Safety

- a. Seek to improve communication among people, organizations, and associations within the neighborhood dealing with safety issues.

- b. The Golden Police Department should continue to promote community relations programs and implement strategies to reduce crime.

### 3. Land Use

- a. For the properties west of SH 93 and north of Golden Gate Canyon Road, allow appropriate commercial uses that serve local residents as well as motorists on SH 93. Although these parcels are not easily integrated into the areas east of existing SH 93, mixed uses and some carefully designed residential use may be appropriate.
- b. Facilitate form based infill residential development based primarily upon design, scale and character, allowing the diversity of density permitted in adjacent or nearby portions of the specific sub areas.
- c. For the property west of SH 93 and south of Golden Gate Canyon Road, any proposal must very carefully address the relationship to the single family residential neighborhood to the south, and the difficulty associated with access and integration to the areas east of the State Highway.

### 4. Transportation: Improve transit accessibility

- a. Identify opportunities for additional local and circulator bus stops for serving new and existing developments
- b. Review and identify route revisions or additional shelters to be considered in future RTD service planning efforts
- c. Link the Mitchell School zone pedestrian plan with improved transit connections and school bus stops.

### 5. Transportation: Improve pedestrian and bike safety

- a. Support the requirement for wider more usable sidewalks in all areas.
- b. Identify locations for pedestrian connections in general, and enhancements at intersections, potentially including curb bulbs, intersection refuges, curb ramps, and pedestrian signals.
- c. Bike lanes should be included on all major streets such as Washington Avenue and North Ford Street. A bike lane currently ends heading north on North Ford Street at the steep hill but is currently used by bicyclists.

- d. Additional sidewalks are needed on Washington Avenue from Iowa Street to SH 93. Connections from other areas to these intersections are also needed to continue walking safely after crossing traffic.
6. Transportation: Mesa Drive extension
 

Assure that the process for evaluating and determining City policy regarding the proposed Mesa Drive extension includes the following components:

    - a. Updated traffic studies for then current and future conditions of SH 93 and alignment.
    - b. Up to date information on CDOT or other regional proposals for SH 93.
    - c. An inclusive discussion that involves all interested stakeholders east of SH 93 and north of SH 58.
  7. Transportation: Beltway proposals
    - a. The City should prioritize noise mitigation measures for existing conditions.
    - b. As additional berming is used on either side of SH 93, landscape materials and native grasses should be monitored for consistent growth and reseeding if necessary.
    - c. The City should continue to seek to implement SH 93 improvements consistent with the “Mueller Study.”
  8. Parks
    - a. Discontinuous trail connections such as in the North Forty neighborhood and the Canyon Point Commercial neighborhood along both sides of Washington Avenue should be completed.
    - b. The City should prioritize funding for improvements for the North Neighborhoods as described in the 2008 Parks Master Plan, including funds for the underserved parts of the north - hillside area east of North Ford Street and north of SH 58.
  9. North – Historic area
    - a. The City should investigate an alternate approach that maintains the current R2 zoning. The City should address neighborhood character from a design and form based approach. The City should continue to consider the bulk regulations prepared by Planning Commission to add certain limits to home size based upon lot size.
    - b. Pedestrian connections within the area are among the higher priority walkability improvements in the city. Coordinate the inventory of missing connections and substandard walks with the school zone pedestrian plan and the City wide walkability task force effort to prioritize needed capital investment.
    - c. Maintenance of remaining vacant commercial land within the Canyon Point Commercial area should address overgrown landscaping and missing or dying trees.
  10. North – Central area
    - a. Alley access should be examined for potential improvements in grading or base material. Alley conditions should be documented to ensure preservation of adequate width and condition.
    - b. The Tucker Gulch area should be maintained with overgrown tree removal to ensure adequate drainage and flood retention capabilities.
    - c. Improved connections to the Tucker Gulch trail system should be investigated. Additional benches should be provided along the trail. The lower portion of the trail should be considered for improvements adjacent to the rear of several private properties.
    - d. In consideration of future improvements to the Washington Avenue streetscape, plans should be careful to determine whether street redesigns may cause negative impacts to North Ford Street, i.e. pushing additional traffic onto North Ford Street instead. Design and, if possible, construct both North Ford and Washington Avenue concurrently to assure maintaining balance of use and impact.
    - e. Although traffic calming measures have improved the upper portion of North Ford Street, improvements to the lower portion of North Ford Street should include slowing of traffic, better pedestrian walkways, and an overall improvement to the streetscape.

## SPECIFIC GOALS FOR NEIGHBORHOOD SUB AREAS

9. North – Historic area
  - a. The City should investigate an alternate approach that maintains the current R2 zoning. The City should address neighborhood character from a design and

11. North – Hillside area
  - a. The informal park area east of Tucker Gulch along the lower part of Garden Street should be improved. The park should include safe pedestrian access to the Gulch and 7th Street.
  - b. Streetlights in this area are inconsistent and varied. The City should incorporate plans to standardize streetlights with full cut-off fixtures and enact a phasing plan to replace existing lights.
12. North – Suburban area
  - a. Approved site plan amenities such as landscaping and pedestrian paths should be regularly maintained.
  - b. The City should continue efforts to achieve the City’s standard of 55 DBA for appropriate noise levels for residents along the State Highway 93 corridor. Existing noise level measurements performed by the City’s consultant show that this area exceeds the current noise level standard.
13. State Highway 58
  - a. The City should work with CDOT to review opportunities to reduce speed and alternate lane designs to include medians, berms and a higher quality streetscape design between U.S. 6 and the Boyd Street exit. Designs should include a divided highway with wide grass median, 45 mph maximum speeds with a boulevard appearance including trees to line the highway.
  - b. A noise mitigation plan is needed for existing residential properties along SH 58. Opportunities to use berming and/or noise walls exist.
  - c. Efforts to integrate the North Neighborhoods to the 8th & 9th Street Neighborhoods should be considered. A connection over SH 58 at Illinois Street is desirable and would allow residents of the North Neighborhoods to walk downtown.



*North Ford streetscape*

# Chapter 4

## STRATEGIES AND IMPLEMENTATION

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The prior chapter listed overall community goals Golden's neighborhoods as well as specific long term goals for these neighborhoods. This chapter translates these specific goals into very specific, direct policies and strategies to achieve and maintain neighborhood goals and quality of life. These policies and strategies are grouped in the same chapters as the Comprehensive Plan.

### I. CHARACTER

1. Enact improvements to the site development standards in Chapter 18.40 of the municipal code to increase the authority of Planning Commission to address the compatibility of new development both in terms of design and bulk.
2. Enact infill regulations related to the mass and scale of additions and new single family dwelling construction, including setback adjustments, bulk limitations, and lot coverage standards.
3. Implement programs to encourage home ownership and investment opportunities in the neighborhood, including first time homebuyer programs.
4. Along with all existing mechanisms, the City strongly encourages and welcomes the organization of neighborhood groups for the purpose of empowering greater two way communications and opportunities for directed investment and local neighborhood improvement.

### II. LAND USE

1. Working with the neighborhood and property owners, review the options to either rezone parts of the R2 zoned areas north of SH 58, or alternately to retain the R2 zoning with form based regulations to address character and bulk, while maintaining flexibility in density.

### III. HOUSING

1. Promote residential rehabilitation loan programs through the Jeffco Housing Authority for eligible owner occupied dwellings for seniors and low and moderate income households.

### IV. TRANSPORTATION

1. Include neighborhood input and concerns in continued efforts to seek appropriate regional solutions for future improvements in the SH 93 corridor.
2. Include the needs of these neighborhoods in the 2008, 2009 Local Transit/Circulator Bus Study authorized by City Council.
3. Assure that the process for evaluating and determining City policy regarding the proposed Mesa Drive extension includes the following components:
  - a. Updated traffic studies for then current and future conditions on SH 93.
  - b. Up to date information on CDOT or other regional proposals for SH 93.
  - c. An inclusive discussion that involves all interested stakeholders east of SH 93 and north of SH 58.

### V. ECONOMIC VITALITY

1. Support commercial and employment uses in the appropriately zoned portions of the neighborhoods; development and redevelopment should be in conformance with the Site Development Standards (Chapter 18.40 of the Municipal Code).
2. Adopt stricter, but more efficient lighting regulations to prevent light pollution from commercial properties to residential uses. Consider regulations to shut off commercial lights at night and pay attention to the challenges of grade differences when approving commercial light fixtures.

### VI. PUBLIC INVESTMENT

Implementation of enhanced neighborhood amenities is determined annually with City Council's approval of the budget and update of the 10 year Capital Improvement Program. Progress and priorities

are reviewed on an ongoing basis. A few major recommendations for the North Neighborhoods are listed here. Other priorities will arise over time.

1. Improve pedestrian connections to the south via the Washington Avenue bridge over SH 58 as well as an additional ramp from the neighborhood to the pedestrian bridge over SH 58 at the New Loveland Mine Park.
2. Inventory missing sidewalks and connections in the neighborhood, and include these needs in the city wide walkability Task Force effort to direct capital investment. Neighborhood recommendations from the Walkability and Bicycle Plan Update Task Forces are listed in Appendices B and C.
3. Complete the school zone pedestrian plan and seek high priority for funding necessary improvements.
4. Increase maintenance and enhancement of existing trail and open space amenities, especially in the Tucker and Cressman Gulch trail corridors, and the three neighborhood parks.
5. Seek to secure a neighborhood park for north hillside area, and to provide amenities suitable for the area.
6. Place special emphasis on pedestrian connectors, mainly east to west across Washington Avenue between SH 58 and Iowa Street; in front of Mitchell Elementary School, along the student corridor; and north to south across SH 58 between SH 93 and Ford Street.

## VII. ENVIRONMENT

1. Consider a comprehensive program to address the health and canopy benefits of public and private trees.
2. Ensure that storm water quality standards are met with all new construction and consider requiring infill development to design stormwater detention to mimic predevelopment hydrology, even for building additions.

# Chapter 5

## FUTURE URBAN FORM

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### I. Neighborhood Values for Consideration in Land Use Cases

- Given the existing and potential future mix of uses, the scale, character, or impacts of the project can be more important than the proposed use. Is the scale and form of the proposal appropriate for the Neighborhood?
- The existing balance and mix of land uses is important. Does the proposed rezoning preserve the existing mix of uses? Does the proposal endanger the balance through too intensive land uses?
- Rezoning and most Special Use Permit cases should always provide a site plan for review.
- In cases where PUD zoning is proposed, the maximum building height should not be above what the existing or nearby zoning would have allowed.
- Connectivity through this Neighborhood from adjacent areas of the City is important.

### II. Criteria for Evaluating Land Use Cases

#### Health

- Preservation of an environment conducive to healthy living
- Appropriate density with attention toward the provision of private open space
- Provide for adequate recreation, either within the project or close to the project
- Walkability - provide continuity, eliminate barriers and missing links

#### Safety

- Mitigate traffic impacts with better street design while ensuring and providing for adequate pedestrian and bicycle safety.
- Avoid floodplain zones - Arapahoe Gulch floodplain affects many existing properties and will affect the height of future redevelopment projects.

#### Welfare

- Consideration for architectural design appropriate to Golden but with opportunities for sustainable building design
- Preservation of Neighborhood character
- Zoning to ensure adequate Neighborhood commercial services
- Zoning to conserve natural resources

#### Specific to the North Neighborhood

- Minimize impacts from commercial uses on adjacent residential properties
- Keep C-1 and C-2 zoned areas scaled toward smaller, neighborhood sized uses
- Preserve the existing mix and balance of uses within the Neighborhoods
- Recognize the impacts of public uses and activities
- Mitigate the floodplain impacts from Arapahoe Gulch, in particular of downstream effects
- Completion of the employment center west of existing SH 93 and north of Golden Gate Canyon Road should improve the design quality of this area and it's mix of uses and integration to the remainder of the North Neighborhoods



## Appendix A

# OPEN HOUSE MEETING & COMMUNITY COMMENTS

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### Open House Meeting Comments from May 16, 2007

1. If you were king/queen of your neighborhood, what would be your first priority?

- Eliminate or greatly reduce noise pollution, especially at night.
- Paint the Coors Tech building a darker color, so they don't stand out like a sore thumb.
- Some residences' yards and commercial areas are a mess and should be required to be cleaned up.
- Some commercial places should not be so brightly lighted at night.
- Reduce dog barking
- Narrow the streets, widen the sidewalks, demo some houses and add streets.
- Design a place to put snow during snow removal.
- Put in a corner store on Ford and Mesa Drive.
- Create a new urbanist zoning ordinance with tax incentives so developers will follow it.
- Buy 706 Joseph Circle while it is still an empty lot. Put a street through it or at least a bike path.
- Reduce noise from 93.
- Plant a row of trees along east side of 93 north of Iowa to block light/signs of strip mall.
- Making the neighborhood pedestrian friendly. Boulder sets a great example of this. Crosswalks should blink and cars should have to yield to people crossing. And the Iowa would have a speed bump (between Washington and Ford).
- To make sure that Mesa Drive extension from Ford west does NOT go in. We don't want the increased traffic on Ford which is along a corridor for school children. It should not be put through a dedicated memorial park even though that side is not developed. It protects the riparian corridor.
- The easiest would be to have one trash service rather than garbage trucks going thru several times each day on several days.
- Rabbit control
- Some system to prevent individual homes from deteriorating or hoarding trash for all to view.
- Inadequate parks for northern edge of neighborhood.
- North trail from parking lot up North Table desperately needs grading or steps. Quite a scramble!
- Keep the neighborhood dogs from pooping in our yard.
- Properly signed pedestrian crossings. Proper enforcement of pedestrian crossings.
- Free curbside recycling from a single tendered(?) refuse collector
- Incentives for zeroscaping and renewable power.
- Remove parking from downtown Golden and make it pedestrian focused.
- Clean up Washington and north of Hwy 58. Currently there is very poor pedestrian access up to Iowa. The street is wider than it needs to be. The sidewalks are too narrow. The concrete retaining wall north of Jackson St is an eyesore and could be covered w/stone veneer. I see no need for 4 traffic lanes N. of 6th Street.
- Speed issues on Iowa St between Ford and Washington. Cars race to beat the stoplight. Speed bumps or other deterrents would be appreciated.
- Sound barriers along highway 58.
- To revitalize and cleanup existing housing. Majority of houses were built in early 50's and have had very little (recent) improvement. Junk cars as well as unkempt yards are common. Specifically along Boyd exist along Highway 58.
- To change code enforcement regulations or provide incentives to property owners to clean up & maintain the appearance of the Boyd St/Hwy 58/Sunshine area.
- To have a noise barrier placed between Hwy 58 and north Golden
- Designated bike lands & better connections between bike paths.
- I am a firm believer that a property owner has certain rights to develop or improve their property in so far as it does not impact others in a negative manners. What I am finding fault with are the developers with "deep pockets" that acquire parcels of land, develop them to the maximum, and then

walk away with a handsome profit. I wouldn't feel this way if they opted or selected to stay and live there. I know this seems like a disconnect...I just feel it is hurting Golden.

- Start implementing a variety of standards that address sustainability using our neighborhood plan e.g., wildlife corridors & riparian corridors, solar access as part of bulk & infill design standards, override covenants that restrict solar panels, micro wind turbines, override covenants and require new development to use native & xeriscape materials in landscape, require bike lands or multi-use paths in new development & retrofit older areas, incent & encourage energy efficient design including solar orientation, passive ventilation, etc., restrict building on steep slopes & in flood plain.
- Smaller, more energy & environmentally efficient homes.
- Maintain the character of the downtown Golden shopping area.
- Wider sidewalks which would narrow the roadways, slowing traffic.
- Bury utility lines along N. Ford
- Make certain traffic calming measures are never revoked.
- Continue amelioration of Norman D. Park.
- Sound mitigation along 93. Village at Mountain Ridge is building berms, but only south of Washington St. Sound mitigation should also be considered for the north side of Washington on 93.
- Light pollution from Alpenglow
- Sidewalks on both sides of Washington to the traffic lights on 93.
- Allow more development of smaller homes in the new subdivisions. The older areas with smaller homes are more attractive – the huge new “mcmansions” take away from the friendly small town atmosphere of Golden.
- Noise mitigation from 93.
- H93 noise mitigation, specifically, I'm requesting some of the Hayden fill dirt on behalf of our HOA for the EAST side of 93 along Rubey Drive between 5th & Mitchell Elementary.
- Reduce traffic on N. Ford, esp. Harley's & diesel trucks of all sizes.
- Protecting views to and from the neighborhood of both North Table Mountain and the foothills

- Enhancing green spaces and increasing open space throughout the neighborhood community proportional to development.
- Increase incentives for more energy efficient housing and commercial/retail development... (illegible) has solar/wind, etc.
- Enforce noise ordinance for vehicles without mufflers i.e. excessive vehicle noise.
- Our neighborhood is pretty good. What would make it better would be a neighborhood store or café we could walk to; I would also love to have an outdoor swimming pool somewhere in North Golden. Also a bike path along Highway 93 up to 58th Ave, so the kids could safely go back & forth. I like recreational & small commercial amenities within walking or biking distance. Also a connection from north Golden to downtown and to the planned Fast Tracks terminal at the Jeffco buildings would be really great. Again – anything that allows people access to amenities without driving is fantastic!
- Rezone to R1 – allow only single-family homes to be built. Stop allowing multiple unite dwellings on existing lots. Stop splitting lots to accommodate more growth.
- I would make all new zoning R-1 instead of the existing R-2. I think there is already a decent mix of single and multi-family homes; any additional multi-home establishments would impart a felling of over-density. I would immediately halt back-building apartments that exist on the alleys. These additional building by and large are eyesores and do not help to grow the neighborhood's health or continuity.

**Comments from the August 25, 2007 tour west of Washington Avenue**

- At the north end of New Loveland Mine Park, there needs to be a safe, formal trail from the water fountain to the sidewalk on 5th Street. Informal, steep dirt trail exists now.
- Sidewalks are too narrow on 5th Street which causes people to walk in the middle of the road. Sidewalks throughout the neighborhood are inconsistent.
- 6th Street and Parkview Court area closed public access to the Park.
- 6th Street contains a 36" sidewalk, missing connections, some detached, some attached
- 6th & Arapahoe: gulch flooding concerns
- 530 Arapahoe carriage house was originally a garage

(per Kathleen Borgen) why is it a subdivided sfr now?

- Concerns about nw corner of 5th & Cheyenne being demolished for future multi-family
- 5th Street: inconsistent sidewalks, some too close to properties to feel comfortable using them (feels like you're in someone's private space). Some attached, some detached.
- Nuisance violation: junk in alley between Illinois/ Cheyenne & 5th/4th
- Cheyenne sidewalks between 3rd/4th on west side are limited by retaining walls adjacent to 3' (2'?) sidewalks attached. This area is heavily used by children accessing rear of Mitchell Elementary. Consider restricting parking on one side to widen sidewalks on the other.
- Rubey/Iowa bike path does not continue along Iowa
- Vacant lots at Canyon Point Commercial area need trimming off west sidewalk
- Not enough trees on Highway 93 side of Canyon Point
- Native grass not growing at Starbucks

#### **Comments from the September 8, 2007 tour east of Washington Avenue**

- Tucker Gulch needs brush and tree removal to clear our overgrowth.
- Noxious weeds are prevalent in the informal park area on west side of Garden Street
- There is an overgrown area on 7th Street adjacent to SH 58 (State ROW or city?)
- Don't divide neighborhoods based on era of construction.
- Mesa drive should not be built.
- Drop lenses of cobra head streetlights are a problem
- We need a cap on the maximum allowable grade for development (Butte parkway)
- Vacant (Hillen) property could be developed in the future. Plan should note this.
- Sidewalks in this area are narrow (2'-3') but are consistent throughout the east neighborhood.
- Some vertical curbs were seen, but mostly Hollywood curbs exist.
- Maintenance of the gully off of Peery Parkway: who owns it? Who maintains it?

- Road connections are important
- There are several different types of streetlights in this area: cobrahead, hat, porchlight
- Access from Ford Street to Tucker Gulch trail is limited. Need more.
- Plan should have mention of the Cressman Park floodplain, management of it, pipes, and recent flood events.
- Walkability: install mile marker signs and repaint every year (on sidewalk or posts?)
- Describe public works' sound walls proposed near Virginia and Jackson Streets
- North Jackson Street is 36' road plus attached walk (2'-3')
- Note "homemade park" on Tucker Gulch trail. Is this public or private? Little public gathering places need maintenance. By who?
- More donated benches along Tucker Gulch trail are needed. Boomers are aging. Could use wider, softer benches.
- Three main issues in Garden Street area: walkability, floodplain maintenance in gulch, and upgrades to the informal park are needed.
- No sidewalk along west side of Garden Street. Safety concerns.
- More infrastructure focus in the plan for this area of neighborhood.

#### **Comments from the May 21, 2008 Open House Meeting**

- Flood hazard at Ford & Norman D. Park.
- Houses that front Ford Street in poor shape because of traffic on Ford Street.
- Mesa Drive will have negative impacts from Golden Gate Canyon Rd.
- Ford Street has heavy truck traffic due to stoplights on Washington Avenue.
- Build "green" in future common areas.
- When considering North Washington streetscape plans, also plan for North Ford Street so as not to push traffic onto Ford.
- Bring "Gus Bus" back to get to recreation center and Splash as well as to and from Golden Pond.
- Be strategic in goals - not just next few years.
- Foss property should be acquired by City for park

use and flood detention area.

- Too many unoperable vehicles on North Ford Street.
- Concerned about light pollution from commercial and industrial areas.
- Would like to see more consistent revegetation on berming on Hwy 93.
- Identify areas of berming and sound wall.
- Enforce speed limits on Hwy 93 and Hwy 58 in order to assist with noise mitigation.
- Create a safer pedestrian crossing from Mountain View at Hwy 93 and Washington.
- Bike lane is needed on North Ford Street.
- Opposed to rezoning parts of the North Neighborhoods from R-2 to R-1. Accessory units could be a good addition to the neighborhood.
- Consider closing the Boyd Street exit on Hwy 58 and installing a sound mitigation wall.
- Improve Loveland Mine Park to include basketball courts and swings.
- City codes regarding scrape-offs and new construction need to address the replacement structures ability to fit in with the character of the neighborhood.
- Provide a safe way for children to cross Washington Avenue between the North Historic and North Central neighborhoods.
- Implement safe routes for children attending Mitchell Elementary.
- A stoplight at Hwy 93 and Pine Ridge Rd would be very beneficial to the community in the north neighborhood.
- Ensure better stewardship of the land.
- Need for stronger enforcement of property codes.

**Excerpts from comments received from local historian, Richard Gardner**

The North Golden Neighborhood as mapped comprises several historical areas of Golden. The historic neighborhood west of Washington Avenue, north of Highway 58 and east of the Canyon Point subdivisions was known as Bible Flats, likely because of the Swedish Lutheran Church which overlooked it from the southeast corner of 5th and Washington. It developed starting in the 6th Street area in the 1880s, largely of working class homes, and built itself northward through the early 20th Century and post-World War II developments. The historic neighborhood east of Washington Avenue, west of Ford Street, and between 5th Street and Highway 58 was

known as Tom Cat Hill, with construction as far back as the 1860s and major landmarks such as the Swedish Lutheran Church and North School (southeast corner 6th and Washington) long standing as landmark outposts of Golden. More development ensued through the early 20th Century and as recently as the 1980s. North of this, between Washington Avenue, Ford Street, 2nd Street and 5th Street was Cemetery Hill, historically Golden's cemetery in use from 1860-73. Originally containing over 100 burials, it still had over 80 by the time redevelopment came in full force around 1955, when many graves were taken up and transferred into a common grave at Golden Cemetery. Identities of those not transferred before then are documented in my Golden Cemetery Shelter House project. Some remains have been discovered on Cemetery Hill since 1955, and its homes date primarily to the 1940s-50s, including the historically significant row along the south side of 2nd Street built in 1949 which was early veterans housing.

The neighborhood basically east of the angular East Street, west of Sunshine Parkway, north of Highway 58 and south of the Peery subdivisions was historically known as Dogtown (likely after prairie dogs), also Clark's Garden. It was developed starting with the homes along Boyd Street in 1879. East of this neighborhood as long as one stays atop the hill is the Sunshine Park neighborhood, developed as a postwar subdivision in the 1950s. When one drops off the hillside to the east it becomes historic Skunk Hollow, also Berthoud's Addition, platted by Edward L. Berthoud in 1879 and still with the noticeable Penrice house built that year. The neighborhood north of Cemetery Hill, built up during and after World War II, could be called the Golden Park area after its addition way back before anything was built. There are more modern subdivisions such as the Dunns' 1950s subdivision overlooking Sunshine Park; the Peery subdivisions of the 1980s adjoining this and on the slopes of North Table Mountain east of Tucker Gulch; other subdivisions north of Golden Park and west of Ford Street developed in the 1970s; the Mesa Meadows subdivisions built east of here in the 1990s; and the Canyon Point and Mountain Ridge developments west of Bible Flats and Golden Park built in the 1990s.

In the far northwest area are several very important historic areas. The historic townsite of the Gold Rush era Golden Gate City was at the entrance to Golden Gate Canyon, west of Highway 93 and south of the gulch, existing from 1859-1870s and likely an archaeological site in addition to later importance as the Brunel family's home. Northeast of here in the area of the former Kilgroe construction yards was the Golden Fire Brick

Works, which development began as a pressed clay quarry in 1874 and was the brick works from 1890-1963, from which the Brickyard House, possible foundational remains of buildings and kilns, innumerable bricks and pieces and the plant's fire clay mine (south end of hogback ridge with concrete powder shed). Most other development around here is very recent, with Spyderco vicinity buildings from the 1970s-80s.

Significant historic resources of the plan area include but are not necessarily limited to:

- Golden Gate City townsite (west of Highway 93, south of GGC Road, north of hilltop Brunel home)
- Brickyard House (1225 Catamount Drive)
- Golden Fire Clay Mine (south end of hogback)
- Telephone Switching Station (anonymous building on south side GGC Road)
- Brunel house (on Golden Gate townsite)
- Various homes of 6th Street area including designated Prout house at 6th and Arapahoe
- Various homes of east 500 block of Washington Avenue and 6th Street east of Washington
- Clark Farmhouse (built 1869, now part of condo complex, 711 5th Street)
- Any possible remaining graves on Cemetery Hill
- Dennis Resubdivision row of homes on south 600-700 block of 2nd Street
- Historic railroad track east of Tucker Gulch northeast of Hillside church
- Original building of Hillside church
- Historic homes on Boyd, Garden and Clark Streets
- Penrice home (112 High Parkway)
- Foss Ranch
- Historic gravel quarry remains north of Mesa Meadows and on slopes of North Table Mountain
- Historic railroad bridge remains where Tucker Gulch Trail crosses gulch at high bridge
- Historic well at NE corner Highways 58 and 93
- Peery house at 700 North Ford Street
- Archuleta house at 207 East Street (built 1870)
- Hockenedel house at 422 East Street (built 1870, has been on house tour)
- House Built in a Day (148 Washington Avenue)



## Appendix B

# SUMMARY OF WALKABILITY TASK FORCE RECOMMENDATIONS

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### Summary of Specific North Neighborhoods Issues Identified in the Walkability Task Force Report

Per City Council Resolution No. 1837, the Walkability Task Force was charged with identifying major remaining walkability barriers in the community and major opportunities for enhancing walkability, particularly:

- walkability to schools
- walkability as an alternative method of transportation, and
- walkability as additional recreational opportunities

Two priorities identified by the Task Force that directly impact the North Neighborhoods are as follows:

- Ford Street, between 7th to 10th Streets: Neighbors noted a glaring disconnection between the North Neighborhoods and downtown Golden due to poor sidewalk construction. It is considered a barrier and a hazard area with high speed traffic heading down the Ford Street hill to the intersection at 10th Street.

Recommendation: Utilize underground utility fund to bury lines and eliminate utility poles in the middle of the sidewalk and add a sidewalk on the east side of the street. If size allows, expand width of west side sidewalk. Lastly, add a crosswalk to help pedestrians reach the pedestrian bridge.

- Washington Avenue (10th Street to State Highway 93), including Crosswalks on Washington at 2nd and 5th Streets: in many locations it possesses no or inadequate sidewalks—especially given the volume and speed of motor vehicle traffic; there are inadequate sidewalks and no marked bike lanes.

Recommendations:

- Expand the scope of the previously adopted Washington Avenue streetscape design

effort to include Iowa Street to Highway 93 on the north and 7th to 10th Street on the south.

- Complete sidewalks need to be installed on both sides of Washington Avenue to facilitate pedestrian access - ideally 8 feet or more in width. Crossings should be narrowed and signage (including the use of pedestrian-activated lights), striping and/or street treatments should be used to make the existing crosswalk at 2nd Street more visible. A similar enhanced crosswalk should be installed at 5th Street.
- Enhanced police presence for enforcement of the crosswalk is also warranted.



# Appendix C

## SUMMARY OF BICYCLE TASK FORCE RECOMMENDATIONS

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### Summary of Bicycle Task Force Recommendations affecting North Area

#### Bicycle Task Force Overview:

The Bicycle Task Force (BTF) was established by City Council Resolution 1852, adopted April 10, 2008. City Council established the BTF to update the 2003 Bicycle Master Plan and accomplish four main goals:

1. Review the City of Golden Bicycle Master Plan;
2. Assess any conditions that have changed since the plan was adopted in 2003, including progress made in completing the improvements identified in the plan;
3. Provide specific recommendations to City Council and staff identifying any recommended updates to the plan; and
4. Provide specific recommendations to City Council and staff for the 2009 – 2018 Capital Improvement Plan that will make it easier for citizens of all ages to bicycle for recreation and for transportation Mitchell Elementary School:

Many of the recommendations of the BTF centered on providing safer bicycling access to Mitchell Elementary School, as serving student populations was a primary component of the City Council resolution.

The BTF recommended an upgrade to the corridor along Iowa Street from Ford Street to Highway 93. Currently the only option for students east of Washington Street is on-street bicycling, which is not suitable for elementary age cyclists. Off-street options are preferred over on-street for elementary age cyclists. There are several options listed below, but the BTF asked City Staff to create the best corridor possible with the right-of-way space available.

- Provide bicycle lanes on either side of Iowa Street from Ford Street to Hwy 93.
- Provide a shared use path along south side of

Iowa Street from Washington connecting to the shared path that begins on the west side of Hwy 93. A portion of the shared use path could be an infrastructure improvement required for the development of the lot on the southwest corner of Washington Avenue and Iowa Street.

#### Other Recommendations:

- **Bike Route:** Ford Street from Tucker Gulch Trail south to Iowa Street with route also provided along Iowa Street between Washington Avenue and Tucker Gulch Trail.
- **Shared Use Trail:** Close the small gap in the Highway 93 trail near Virginia Street.
- **Washington Avenue:** Complete planned improvements from 10th Avenue to Highway 93, which include bike lanes along either side of this corridor.