# South Golden Road Neighborhoods Plan

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Welcome to the South Golden Road Neighborhoods Plan</td>
<td>1</td>
</tr>
<tr>
<td>1.1 The Vision</td>
<td>1</td>
</tr>
<tr>
<td>1.2 The Values</td>
<td>2</td>
</tr>
<tr>
<td>1.3 Project History and Neighborhood Outreach</td>
<td>3</td>
</tr>
<tr>
<td>2 - Current Conditions</td>
<td>5</td>
</tr>
<tr>
<td>2.1 Neighborhood Location</td>
<td>5</td>
</tr>
<tr>
<td>2.2 The Neighborhoods Today</td>
<td>5</td>
</tr>
<tr>
<td>2.3 Architecture and Housing Styles</td>
<td>5</td>
</tr>
<tr>
<td>2.4 Parks, Recreation and Open Space</td>
<td>6</td>
</tr>
<tr>
<td>2.5 Commercial and Retail Spaces</td>
<td>6</td>
</tr>
<tr>
<td>2.6 Transportation, Streetscape and sidewalks</td>
<td>6</td>
</tr>
<tr>
<td>3 - Recommendations</td>
<td>7</td>
</tr>
<tr>
<td>3.1 General Neighborhood Recommendations</td>
<td>7</td>
</tr>
<tr>
<td>3.1.1 Transportation and Streets</td>
<td>8</td>
</tr>
<tr>
<td>3.1.2 Residential</td>
<td>10</td>
</tr>
<tr>
<td>3.1.3 Parks and Open Space</td>
<td>10</td>
</tr>
<tr>
<td>3.2 Golden Vision Value Driven Recommendations</td>
<td>11</td>
</tr>
<tr>
<td>3.3 Areas of Significant Change</td>
<td>11</td>
</tr>
<tr>
<td>4 - Implementation</td>
<td>12-14</td>
</tr>
<tr>
<td>Appendix A: Open House Meeting Comments</td>
<td></td>
</tr>
<tr>
<td>Appendix B: Streetscape Concepts &amp; Bike Map</td>
<td></td>
</tr>
<tr>
<td>Appendix C: Roundabout Traffic &amp; Pedestrian Studies</td>
<td></td>
</tr>
<tr>
<td>Appendix D: Public Hearing Minutes</td>
<td></td>
</tr>
<tr>
<td>Appendix E: Planning Commission Resolution PC15-01</td>
<td></td>
</tr>
</tbody>
</table>
South Golden Road Neighborhoods Plan

WELCOME TO THE SOUTH GOLDEN ROAD NEIGHBORHOODS

The South Golden Road Neighborhoods 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 South Golden Road Neighborhoods area and establishes parameters for public investment, building, and site design that will guide future redevelopment.

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 Project History and Neighborhood Outreach

This Neighborhood Plan was created with significant public input from the residents of the South Golden Road area. The process began in April 2015, when over 900 property owners and tenants within the neighborhoods were invited to attend a public open house held by City staff. At the open house, residents were asked to provide comments and concerns to City staff and complete several exercises. The exercises looked to gauge the following input:

- If you were king/queen of your neighborhood, what would be your first priority?
- As a business owner/tenant, what areas of concern are most important to you?
- What public amenities would you like to see?
- How do you envision South Golden Road in the future?

A second neighborhood meeting was held on July 28, 2015 and focused primarily on addressing issues and concerns that were raised during the first neighborhood meeting. In addition to City Planning staff, representatives from departments including Public Works, Parks, Jefferson County Planning & Zoning, and Jefferson County Parks and Open Space were on hand to receive feedback and display conceptual drawings regarding comments and ideas shared at the first meeting.

The representative from Jefferson County Planning & Zoning was on hand to see specifically what types of comments or concerns citizens had regarding the South Golden Road corridor east of King Soopers, which is located in unincorporated Jefferson County. Since many residents in the area are unaware of the City boundary, the area known as Pleasant View to the east is often considered part of the “community” of Golden, and Planning Commission wished to approach planning for the area more broadly and cooperatively with Jefferson County. Jefferson County’s involvement in any future development or redevelopment along the corridor is extremely important due to the County’s long-term plans for the Pleasant View area.

Responses received from both meetings were consistent and themes emerged. These included roundabout safety, connectivity, and overall streetscape improvements. One response stated, “Working with building owners to clean up existing buildings would make this area much more desirable as is”. All the responses have been compiled and included as Appendix A.
History of the Area

South Golden Road has had a long-standing history of being used as a major thoroughfare. Before any of the surrounding highways were constructed, South Golden Road was used heavily as a connection between Denver and Golden. A trolley, known as the Denver-Golden Interurban line, used to pass through the Pleasant View area and along South Golden Road to downtown Golden. This area was home to a number of large ranches, including the George Morrison Ranch, which is now the location of King Soopers.

Golden Cemetery - Created in 1873, Golden Cemetery is Golden's largest designated historic place, listed on the National Historic Register and as a Landmark Property, which provides the City's strongest level of protection. Golden Cemetery received this level of protection because of its proximity to the West Corridor light rail terminal; Golden's prior history of burial ground losses and relocations; and because it is the final resting place of many former citizens from Golden and the surrounding area.*

Churches - The South Golden Road area features a significant collection of houses of worship from across many Christian denominations in the Golden community. These churches are civic and architectural landmarks of the area, the original buildings of each being reasonably well preserved, with each church located within its own self-contained campus. There is the potential for this collection of churches, as well as the adjoining Seventh Day Adventist Church and possibly also First United Methodist Church, to be historically designated as a multiple property listing on the National Historic Register. The historic church buildings of the South Golden Road Plan area include: Golden Church of the Nazarene, 17455 West 16th Avenue (built 1959); Faith Lutheran Church, 17701 West 16th Avenue (National Register eligible as original building and bell tower, built 1962 and 1963); First Presbyterian Church, 17707 West 16th Avenue (National Register eligible as original building and bell tower, built 1958, additional building built in 1964); Christ the Answer Church, 705 Ulysses Street (Golden designation eligible, built 1955); and St. Joseph's Catholic Church, 977 Ulysses Street (built 1965). St. Joseph's Catholic Church and the Golden Church of Christ are additional similar church landmarks of the area, as well as Calvary Baptist Church (built 1955) just outside of it at 17050 South Golden Road.*

*Information provided by local historian Rick Gardner
CURRENT CONDITIONS

2.1 Neighborhood Location

The South Golden Road Neighborhood Plan incorporates several areas. The boundary includes everything east of the intersection of Rimrock Drive and South Golden Road just east of Ulysses, which is the eastern most edge of the City limits. The Plan area then extends south to US 6 and includes everything between Ulysses Street and Johnson Road. Boundary Map here again?

The large residential areas at the north end of the Neighborhood Plan are known as the Southridge and Rimrock Neighborhoods. Both neighborhoods are more than 50 years old and primarily consist of single family homes, multiple places of worship and multi-family apartments. South Golden Road is the main commercial thoroughfare and has always been a busy connection between the Pleasant View area and downtown Golden. Ulysses Street is also a historic thoroughfare in the area, likely dating to around 1873. Bell Middle School is located in the central portion of the Neighborhood Plan and was originally built in 1963. An area that has gone through the most recent development is the Jefferson Office Park located at the northwest corner of Johnson Road and West 10th Avenue. Located at the southern most portion of the Neighborhood Plan is the Golden Cemetery. The cemetery was established in 1873, is designated as a national landmark, and is Golden’s largest designated historic place.

2.2 Architecture and Housing Style

The South Golden Road neighborhoods have a variety of architectural styles. These styles range from post World War II ranch homes, which were built in the mid-60’s, to multi-story homes built in the 1980’s. The area is fully built out with little to no vacant land and any type of residential development would consist of 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.

2.3 Parks, Recreation and Open Space

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 open space areas located throughout the City. Currently, within the plan boundary, there are several formalized and social trail connections to the popular South Table Mountain. Jefferson County Parks and Open Space is launching a master planning process which could formalize and add additional connections to South Table in the near future. Bike route connectivity is available through the neighborhoods, along Ulysses Street and Johnson Road, eventually connecting with shared bike paths and routes leading to downtown Golden.

2.2 The Neighborhoods Today

The South Golden Road Neighborhood area consists of a variety of land uses. It offers a wide variety of housing types, a commercial corridor, places of worship, a cemetery, Bell Middle School and Ulysses Park.
Southridge Park is located within the Southridge and Rimrock neighborhoods and is characterized as a neighborhood park, which includes 2 tennis courts, a playground, and hosts many soccer events in the summer months on a multiuse turf field. The Ulysses Sports Complex is a large community park in Golden providing 4 ball fields, 1 multiuse field, a playground, dog park and a skate park. The current skate park was constructed in the 1990’s. It was a first generation skate park that has served our citizens well through the years but has been identified and funded for replacement in the 2015 budget. Two public meetings were held to determine the design of the new approximately 12,000 square foot skate park in August and September of 2015. Construction is set to begin in 2016 with completion potentially in late 2016.

The Hockey Stop is located just south of Southridge Park and has seen a decreasing amount of usage over the years. Originally a popular spot for inline hockey leagues, as part of the South Golden Road Neighborhoods planning process, the Parks and Recreation Department asked residents what alternative uses they would like to see in place of the Hockey Stop. Comments included a community garden, dog park or a pickle ball court. At the time of this writing, the Recreation Division had purchased removable standards and equipment for pickle ball for the Hockey Stop due to demand for the sport with an older adult population, and the temporary nature of the equipment.

2.5 Commercial and Retail Spaces

Commercial and retail uses are situated along South Golden Road between Johnson Road and Ulysses Street. Along this corridor is a good mix of restaurant uses, medical facilities, an animal hospital, auto services, a grocery store and other small retail amenities. Further south of South Golden Road on Johnson Road is the United States Post Office and Jefferson Office Park.

The Village Shopping Center at the southeast corner of Johnson Road at South Golden Road contains many small retail services, which have been in place for quite some time. The shopping center itself was built in the mid-80’s and has not undergone any type of renovation. There is opportunity for this property to be redeveloped, the use intensified, as well as the option of moving buildings closer to South Golden Road and Johnson Road with parking at the rear to create a more pedestrian friendly atmosphere. There are several vacancies within the shopping center which may lead one to believe the development is nearing the end of it’s lifecycle. This will be discussed in greater detail in Chapter 3.

2.6 Transportation, Streetscape and Sidewalks

Throughout a majority of the residential areas within the Neighborhoods, there are wide right-of-ways, typically with narrow sidewalks and large expanses of asphalt. The City Council adopted a “Complete Streets” resolution, 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. During the neighborhood outreach process, many citizens discussed the need for more roundabout safety and education at each of the four roundabouts along South Golden Road. Streetscape improvements along the South Golden Road corridor were another item mentioned by many residents at the meetings. Both of these items will be addressed in the recommendations portion of this plan.
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 pressure 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 address smaller scale changes and additions. This chapter will also address recommendations for public investment, such as streetscape improvements, roundabout education, neighborhood park investments, and 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

The residential area of the Neighborhood Plan is 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 be dramatically different in the coming years. Additionally, there are “Areas of Significant Change” within the Neighborhood Plan, which may mean much greater changes over the years, depending on market conditions. This section will establish parameters and general recommendations for the neighborhood.

3.1.1 Transportation and Streets

Based upon the neighborhood input received during the public outreach process, the City should pursue the following in order to enhance the South Golden Road Neighborhoods ability to be a cleaner, safer, more walkable and bikeable neighborhood for all:

Roundabouts

Many of the concerns raised during the two neighborhood meetings were in regards to roundabout education and safety at each of the four roundabouts along South Golden Road. Suggestions residents brought up for roundabout safety included: push button flashing lights at pedestrian crossings, painting the crosswalk a more optic yellow, better education for drivers, single lane roundabouts, and keeping landscaping or art in the center of the roundabout at a minimum for easier sight distances. Many of these suggestions are regulated by state law and may be tougher to implement than others. The Johnson Road roundabout in particular received the most feedback regarding safety concerns.

The South Golden Road roundabouts were completed in 2000. Since that time, the Public Works Department conducts annual traffic counts in the corridor and updates pedestrian counts at the roundabouts every few years. The first pedestrian gap study was conducted in 2004, and subsequent traffic and pedestrian studies indicate adequate safe gaps in traffic for pedestrians to cross each of the four roundabouts. Accident history in the corridor is down from pre-roundabout conditions. Traffic volumes, traffic speeds, and pedestrian activity will continue to be monitored on a regular basis to assess trends and whether pedestrian crossing enhancements should be considered.
The traffic engineer’s task is to provide safe and efficient infrastructure for all mobility modes (vehicles, pedestrians and bicyclists), while ensuring compliance with design standards and employing engineering judgment. There is a broad spectrum of pedestrian treatments available, ranging from painted crosswalks, flashing warning beacons, pedestrian signals, raised crosswalks, to hybrid beacons, for various situations. However, misapplying a countermeasure to make a pedestrian “feel comfortable” may actually make the situation more dangerous.

A common complaint is vehicles fail to yield for pedestrians at roundabouts. The Colorado Model Traffic Code requires a vehicle to yield to a pedestrian who is in the crosswalk in the vehicle’s half of the roadway. A common misconception is that a vehicle must stop if there is a pedestrian on the sidewalk waiting to cross a street, but this is not true. The Traffic Code places an equal burden on the pedestrian to not step out into traffic when it will constitute a hazard. Yield compliance at the roundabouts will also continue to be monitored and will be assessed in the context of the Traffic Code.

Johnson Roundabout Study

City staff conducted multiple traffic studies at the Johnson Road and South Golden Road roundabout. The studies determined that between the roundabout and crosswalk for northbound travelers, the 85th percentile for the two day period was 20.1 mph. Maximum speed was 29.1 mph and, of the 10,066 cars counted over two days, only 28 cars were between 25 mph and 29.1 mph. This study and additional ones can be found under Appendix C.

Roundabout Implementation and Timeline

1. Roundabout safety campaign in short-term.

2. Ongoing roundabout safety information in the short-term will be available via the Public Works webpage on the City website and staff will work with the Communications Division to promote this message through a variety of mediums.

3. Pedestrian counts and speed readings have been conducted (Appendix C) at the Johnson roundabout in response to concerns from residents during the neighborhood meetings, and initial indications are that additional pedestrian infrastructure and traffic calming measures are not currently warranted based on federal standards and guidelines. However, due to concerns raised, staff recommends further conversations among residents, appointed and elected officials and City staff.

4. Additional studies will be conducted and more progressive action over the long-term to determine if new roundabout/crosswalk designs should be implemented. Traffic engineering to explore possible design or signage modifications in the short to medium-term.

5. Staff will also continue with monitoring for GAP studies in the medium-term.

Summary of accident & injury data on South Golden Road. Roundabouts were installed in 2000.
Walkability/Bikeability

Other comments received during both neighborhood meetings included the need for more bike and pedestrian friendly paths along either one side or both sides of South Golden Road between Ulysses Street and Johnson Road. Due to the volume of traffic along South Golden Road, it would not be feasible to add a bike lane within one of the heavily traveled vehicle lanes. However, off street options for both bikes and pedestrians will be explored for implementation.

Along with added paths, residents were asked what streetscape improvements they would like to see. The Planning Division showed several concepts for shared bike/pedestrian paths along South Golden Road and asked residents which they would like to see implemented. Specific streetscape improvements mentioned included: improved bus shelters, planter boxes and trash/recycle bins and more creative and attractive street lighting.

Walkability/Bikeability Implementation and timeline

1. Streetscape improvements such as improved bus shelters, trash/recycle bins and other attractive amenities should be explored in the short term. While much can be accomplished with present funding, staff will evaluate any future funding needed and request appropriate budget allocations.

2. Planning and Public Works Departments should explore options for a detached shared bike/pedestrian path along either side of South Golden Road in the short to medium term. The biggest obstacle may be the available right-of-way along the length of the corridor. Initial indications are that the City will need to commission survey work to determine available right-of-way and any obstacles currently located within City right-of-way.

3. Other ways to engage overall walkability and connectivity along South Golden Road is to implement a form based type of zoning such as CMU zoning. This is something Planning staff would carefully look at in the short to medium term and would be driven by redevelopment along the corridor. Staff will need to conduct outreach with property and business owners along the corridor to determine the level of support for rezoning that creates a more pedestrian friendly environment, along with any concerns, and also work to determine how to provide shared vehicle access to parking in the rear of future buildings.

Example of CMU zoning along South Golden Road.
3.1.2 Residential

The South Golden Road Neighborhoods area is comprised of a several smaller neighborhoods. While large scale change is not anticipated within single family residential areas, there may be better potential for change within the multi-family zones in the area.

A. Single Family Residence

With single family residential development mostly complete within the South Golden Road Neighborhoods, 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.
- Remodels and redevelopment of homes should take into account 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.

3.1.3 Parks and Open Space

The South Golden Road Plan has a wide variety of parks as well as access to open space. Trailheads to open space on South Table Mountain are abundant and accessed by residents from the area and outside the area. While improvements to Southridge Park and Ulysses Sports Complex are always a continuing effort, recommendations for parks and open space include, but are not limited to:

- Include both passive and active park features for residents and users of all ages.
- Enhance trail connections for walkability and bikeability through the South Golden Road Neighborhoods Plan area.
- Work with Jefferson County Parks and Open Space on ways to improve trailhead and connectivity to South Table Mountain.

Parks Implementation and Timeline

1. The City will continue to research alternative uses for the Hockey Stop in the short term. Currently the Recreation Division is starting a pilot program for pickle ball using temporary standards and equipment in an effort to activate the space while meeting the demand for the sport with the increasing older adult population in Golden.

2. Design and implement neighborhood park improvements for Ulysses Sports Complex in the short term. Funding was approved in 2015 to make improvements to the skate park in Ulysses Park with an anticipated completion date in 2016. Other improvements will include enhancing American’s with Disabilities Act (ADA) access and making minor upgrades to lighting, existing buildings and restrooms.

The Parks and Recreation Advisory Board determines priority improvements to park space on an annual basis. When funding becomes available, a public engagement process ensues which includes a public meeting at the Parks and Recreation Advisory Board to gather feedback from residents and stakeholders or, depending on the magnitude of proposed changes and influence on surrounding neighborhoods, a public master planning process could be triggered. A master planning process would include several meetings to determine the best use for the space. Currently, a public planning process is taking place for Ulysses Skate park.
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-model 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.

- Include clear, well defined environmental, noise, and lighting considerations for development in the “areas of significant change.”

3.3 Areas of Significant Change

Beginning with the Golden Vision 2030 effort and finalized in the 2011 Comprehensive Plan update, “Areas of Change” were established throughout the City. These “Areas of Change” are identified as areas where the property may be redeveloped for a better use of space 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 being refined as discussed below.

One “Area of Significant Change” in the South Golden Road Neighborhood Plan is the South Golden Road corridor between Johnson Road and Ulysses Street. This area consists of mainly commercially used properties, primarily small retail stores and offices. This area is completely built out with no changes expected in the near term. This important corridor also has the possibility in the future for rezoning to allow for more of an emphasis on the “form” of development rather than the use. New zoning would take into account the need to accommodate more multi-family residential uses, local businesses and a vibrant mix of uses, more pedestrian friendly streets, and attractive and safe public spaces.

Many residents who attended the meetings were against any development along South Golden Road that was any higher than 2 stories. Residents liked the idea of safer, more walkable streets but were also concerned with losing views along the corridor. The majority of votes were for 1-2 story buildings brought closer to the street, as referenced earlier in the Plan.

The other “Area of Significant Change” within the Neighborhood Plan is at the northeast intersection of Johnson Road and West 10th Avenue. This area primarily consists of office uses and is almost completely built out with no changes likely for years to come.
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 South Golden Road Neighborhoods Plan aims to provide guidelines and recommendations for future changes, while keeping in mind the wishes of the community.

As shown in Exhibit A, the 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 the “Areas of Significant Change” will be highly encouraged to include as many of the recommendations listed in Chapter 3 of the 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 style regulatory tools for the “Areas of Significant Change” to reflect community values and neighborhood plan goals. This may include use of a form based code or overlay district(s), or further enhancement of the City’s site development standards. Guidelines to achieve the pedestrian oriented design approach described in the values will pay special attention to transitions and edges between redevelopment and existing residential properties.
2. The City should continue to enhance the residential character of the neighborhoods and work with residents to make all modes of travel safer and more accessible for all. The City should work with residents on the establishment of neighborhood groups or organizations to empower area residents and provide a communication network for ideas and concerns.

3. Work with Xcel to screen their facility (S. Golden Rd. and W. 16th Ave) in the short term, and possibly relocate in the long-term, to allow for a more appropriate and desirable neighborhood use in the future. Any type of change to the location would be required to go through a public process.

**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.

2. Neighborhood feedback pointed to a desire for a pedestrian friendly commercial corridor along South Golden Road, with safer accommodations for all modes of travel, including walking, biking, auto and transit use. When given the choice, residents voted for wider sidewalks, raised bike lanes to keep cars and bikes separated, improved landscaping, public seating and other amenities.
3. Public input also indicated a desire for a more aesthetically pleasing pedestrian experience along South Golden Road, including architecture with windows and doors facing the sidewalk, along with public amenities to create a feeling of “place” for this important neighborhood main street. The chosen designs also show buildings brought to the front of the lot to frame this public space, with parking in the back. This approach to future development would help increase pedestrian vitality along the street and improve neighborhood and community connectedness, an important Golden Vision value.

4. The City should evaluate the existing C-1, C-2, and PUD zoning between Johnson Road and Ulysses Street and determine whether to pursue a rezoning to the CMU zone district. Outreach to property and business owners will be used to explain the proposal, understand concerns and gauge the level of support.

Affordable Housing

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

Transportation

1. Plan for transit infrastructure for the existing RTD bus lines, as well as the circulator bus. Amenities should enhance safety for riders and include bus shelters, seating, trash/recycling containers, bike parking, lighting and landscaping.

2. Wider sidewalks and raised bike lanes were also chosen to accommodate pedestrians and cyclists and keep them a safe distance from auto traffic along South Golden Road.

3. The City should plan for the desire to see better connectivity from the residential neighborhoods to and across South Golden Road either leading to the shared path located behind the commercial corridor, or to a new shared path right along South Golden Road. The most requested crossing point enhancements were across S. Golden Road to Johnson Road, on the west side of the roundabout, and then across S. Golden Road at Utah Street on the east side of the roundabout.
4. Implementing a more convenient pedestrian connection between the Rimrock neighborhood and King Soopers was requested, and is currently being pursued by City staff with the help of the property manager of King Soopers. Currently there is a social trail from the neighborhood, through the Golden Town Center landscaping behind King Soopers, and into the parking lot and loading dock. Staff has been working with the property owner to replace trees and install irrigation lines in the landscape area, initial indications are that the property owner is open to negotiating an agreement to provide more formal pedestrian access from the neighborhood that would roughly follow the social paths. Staff will continue to pursue an access agreement in the short to medium-term.

**Economic Vitality**

1. 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.

2. In order to achieve such goals and values, the City, commercial owners, interested residents and economic development agencies such as the City Economic Development Commission and Urban Renewal Authority should investigate the pros and cons of public/private partnerships to facilitate future commercial and industrial development supportive of this plan in designated areas of expected change.

**Public Investment**

1. The City should continue to pursue the implementation of an enhanced streetscape along South Golden Road to provide a more pedestrian feel, slow down traffic to help create a more neighborhood feel, and improve economic and neighborhood vitality.

**Environment**

1. Parks, trees and trail connections are important components of this plan and will be addressed in decisions on zoning, economic development initiatives and development applications. Ensure that storm water quality standards are met with all new construction and consider requiring infill development to design storm water detention to mimic predevelopment hydrology, even for building additions. Opportunities for innovative porous landscape detention geared for urban areas should be explored, such as curb cuts for landscaping along streetscape and in parking islands, and the use of bioswales to provide infiltration and water quality.

2. The City will continue to look at ways to make minor enhancements to Southridge Park. Many residents expressed interest in a community garden. There is the potential to set aside an area for this; however, a local volunteer group or non-profit organization would need to be in charge of administration and maintenance of the area.

**Sustainability**

1. Sustainability measures are an important component with any type of construction or redevelopment, and while the City already has best practices in place for single family, multi-family and commercial development, staff should encourage the use of any additional sustainability measures wherever and whenever possible. The City should look for ways to encourage increased energy efficiency, use of renewable energy, reuse and recycle materials, and preservation of existing structures.