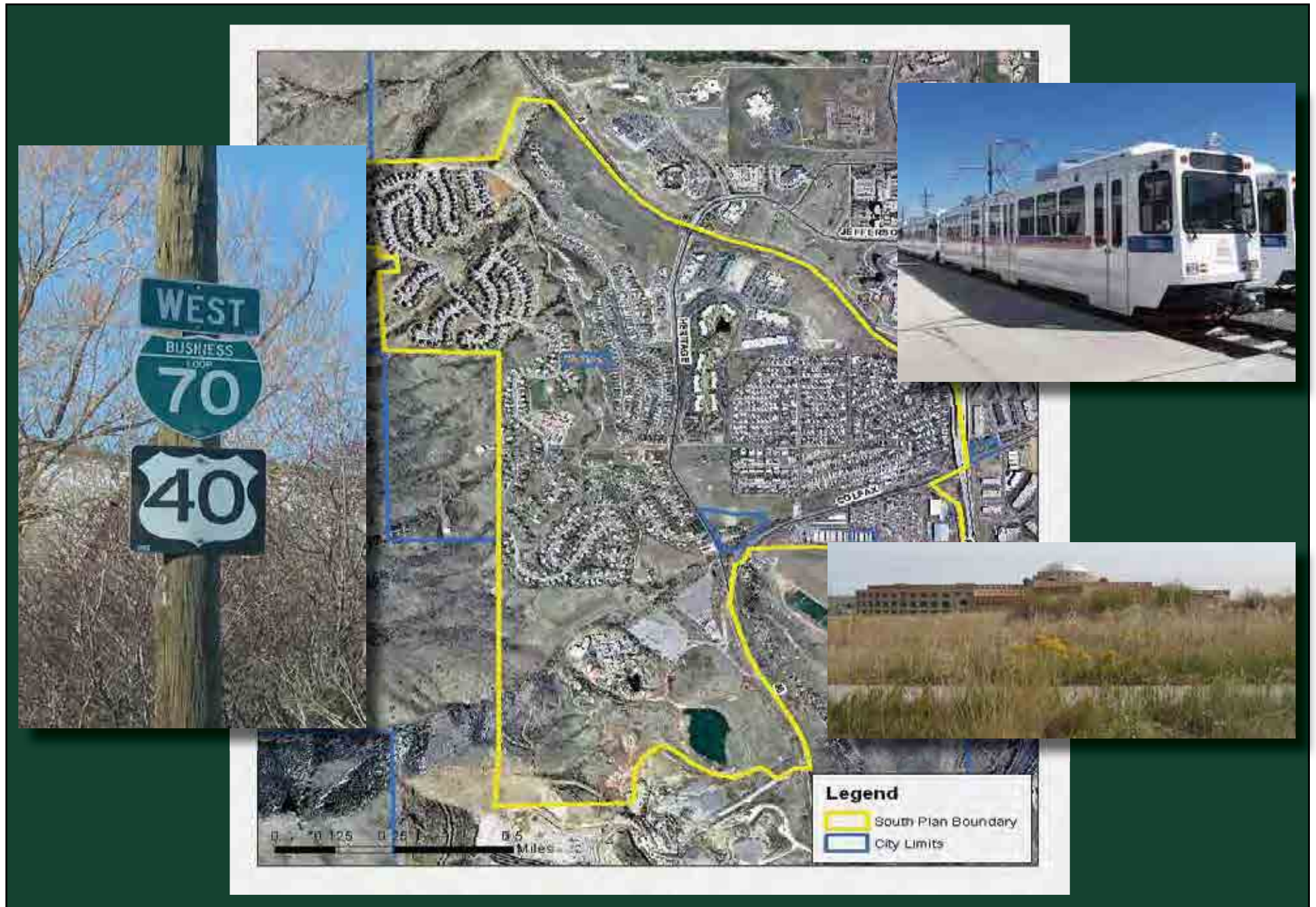


SOUTH NEIGHBORHOODS PLAN



September 2012

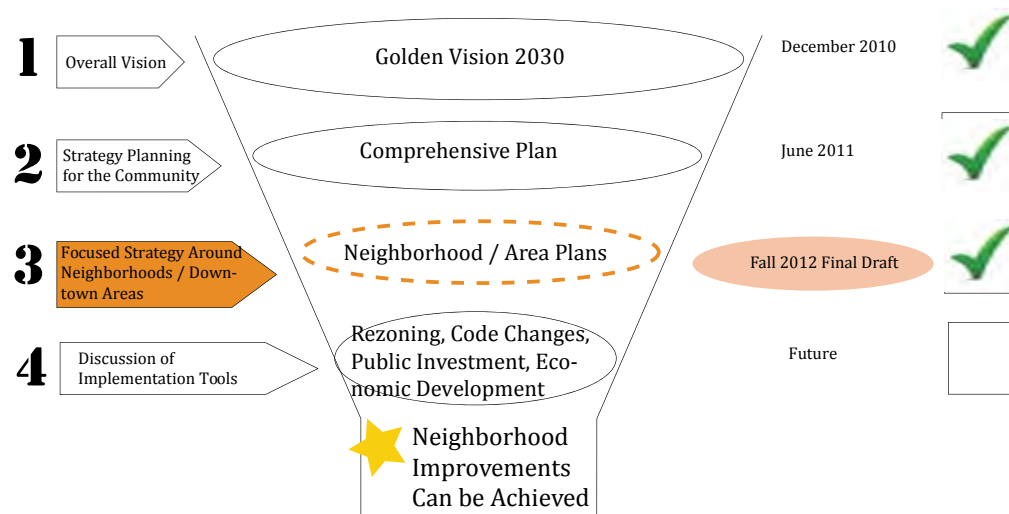
SOUTH NEIGHBORHOODS PLAN

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APPENDICES

Appendix A -- Summary of Public Input: Open House
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NEIGHBORHOOD PLANNING PROCESS



The neighborhood planning process fits into a system where the Golden Vision and Golden Comprehensive Plan both set the framework and vision for the subsequent plans.

At the neighborhood level, the plans are focused on the specifics to that neighborhood, and are pointed enough to address these issues.

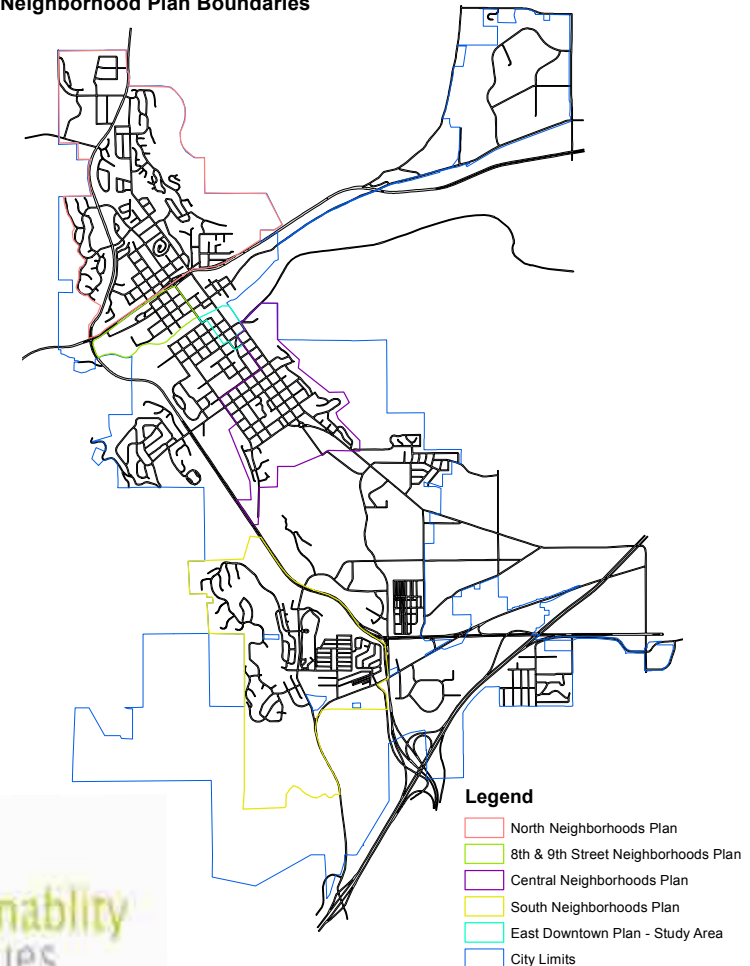
The North and 8th and 9th Street Neighborhood Plans were adopted before the Golden Vision surveys, which helped to cast a vision for Golden into the year 2030. Since Golden Vision 2030, the City has updated the Comprehensive Plan and adopted the Central Neighborhoods Plan. The South Neighborhoods Plan was adopted by Council in late 2012.

The neighborhood planning process is intended to give the community the opportunity to come out and see if the Golden Vision 2030 goals and Comprehensive Plan goals are being achieved. After gathering public input, the South Neighborhoods Plan will be ready to be considered for adoption.

Neighborhood Plans Completed to Date

North	2009
8th and 9th Street	2003
Central	2012
South	2012
* East Downtown (In the Early Stages)	—

Neighborhood Plan Boundaries



**1****WELCOME TO THE
SOUTH
NEIGHBORHOODS****2****CURRENT
CONDITIONS****3****RECOMMENDATIONS****4****IMPLEMENTATION****THE VISION****THE VALUES****PROJECT HISTORY AND
NEIGHBORHOOD OUTREACH**

SOUTH NEIGHBORHOODS PLAN

WELCOME TO THE SOUTH NEIGHBORHOODS

The South 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 concerns of the South 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 feel are 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, and public and private investment.

The community values created from Golden Vision 2030 are:

Guiding Principles

- o Responsive Government
- o Controlled and Directed Change
- 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.

Exhibit 1: South Neighborhoods Area





1

WELCOME TO THE
SOUTH
NEIGHBORHOODS

2

CURRENT
CONDITIONS

3

RECOMMENDATIONS

4

IMPLEMENTATION

THE VISION

THE VALUES

PROJECT HISTORY AND
NEIGHBORHOOD OUTREACH

1.3 Project History and Neighborhood Outreach

The neighborhood plan was created with significant public input from the residents of the South Neighborhoods area. The project was initially kicked off in early 2008 with a series of neighborhood open houses. After a significant amount of early input, the neighborhood plan was then postponed while the City embarked on the Golden Vision 2030 community planning effort. Upon completion and adoption of Golden Vision 2030 in late 2010, the neighborhood planning efforts were reignited with a base of core values produced from Golden Vision 2030 as well as a broader neighborhood planning area.

A status update was mailed to all households in the South Neighborhoods area in May 2011, detailing the earlier process, and discussing the results of the initial conversation. The input received through the various initial meetings and discussions is very consistent with GV 2030 community goals. The early input indicated strong support for the following:

1. In spite of the overall size of the area, the residents describe it as a ... "close knit, small, friendly, fun, safe area, with pride of ownership, open beautiful areas for families to play, hike, run, enjoy the wildlife, and just love our neighborhood."
2. Residents also describe the area in terms of clean air, quiet evenings, a safe feeling walking at night, with a variety of housing options. Residents indicate a sense of ownership in the area and an appreciation of good neighbors, open space, bike trails, parks, creek, safety, and good schools. The residents mostly appreciate each other and the unpretentiousness of it, and also report a lot of neighborhood pride.
3. The most consistent request for public investment is for pedestrian and bike improvements throughout the area, and for improvements to West Colfax and Heritage Road to provide pedestrian and bike facilities and safety and convenience for all users. The other area of requested investment relates to Heritage Dells Park amenities, and a suggested additional south area neighborhood park.

4. From a transportation point of view, there is a consistent level of concern about a few facilities that should be addressed over time, as follows:

- a. Concern about the future of the US 6/SH 93 corridor and the impacts of changes that may be proposed by Golden or the region.
- b. Concerns about Heritage Road related to current and future use and impacts.
- c. Concerns about US 40 (West Colfax Avenue) and potential land use, pedestrian, and bicycle improvements.

1.4 Major Changes between the 2008 Meetings and 2011 Project Resumption

Even though the neighborhood planning process was on hold during the GV 2030 process, several of the neighborhood recommendations were accomplished or secured funding during that time period.

Kimball Street Sidewalk Reconstruction. In 2009, based in part on the Walkability Task Force recommendations, the City reconstructed Kimball Street west of Heritage Road to slow vehicle traffic and install detached sidewalks.

West Corridor Light Rail Station Pedestrian Bridge and Circulator Bus. In early 2011, the City was awarded grant funds to help complete construction of a pedestrian bridge from the Golden Ridge office park to the end of line light rail station, and for a three year start-up project for a local circulator bus. The pedestrian bridge funding is a partnership with RTD, and the bus is a partnership with RTD and CSM. Both should be operational when the light rail line opens in 2013.



Bachman open space purchase. In late 2010, Golden and Jefferson County purchased approximately 14 acres of the vacant 17 acre Bachman family parcel at the southeast corner of West 4th Avenue and Heritage Road. This parcel was recommended as the site of a potential neighborhood park in both the Parks and Recreation Master Plan, and also in the neighborhood planning meetings.

Exhibit 2: Bachman Open Space Annexation

Bachman Property



Exhibit 3: Eagle Ridge Hogback Open Space Purchase



Eagle Ridge hogback open space purchase. In early 2011, the City of Golden purchased 8 acres of the 14 acre commercially zoned vacant parcel at the southwest corner of Heritage Road and US 6. Preservation of the “hogback” geologic feature portion of this parcel has been discussed for years, and was a neighborhood recommendation in 2008.

1.5 Community Discussion

Following the May 2011 status mailer, sent to all households in the South Neighborhoods planning area, a new kick-off workshop meeting was held on October 4, 2011, using a combination focus group and open house format where participants were invited to view exhibits and provide their comments directly on posters, and specific discussions were facilitated about the Colfax corridor part of the planning area.

The main focus of the October 4, 2011 meeting was the two main “Areas of Change” as identified in the Comprehensive Plan. These two areas include the Colfax Avenue corridor, and the vacant commercial portions of Eagle Ridge and Golden Ridge, across from the West Corridor light rail end of line station. See Exhibits 4A and 4B.



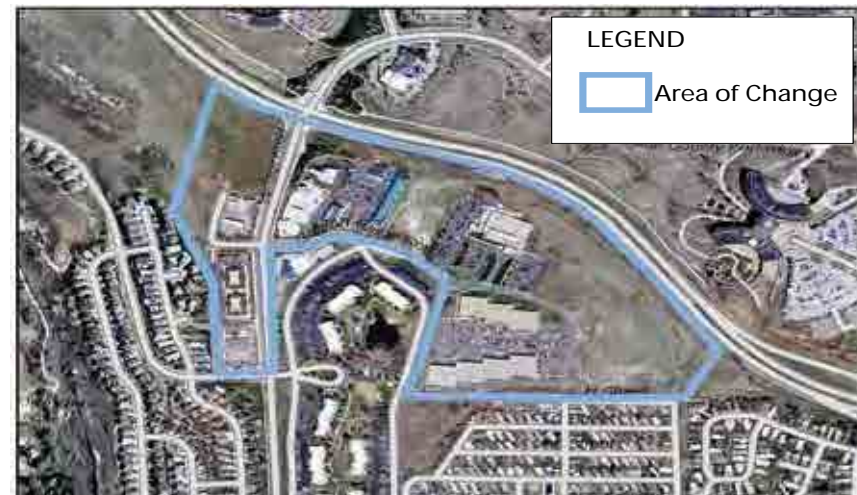
October 4, 2011 Neighborhood Meeting Workshop

For the weeks prior to and after the scheduled meeting, Planning staff encouraged residents to partake in an online survey that addressed some of the same questions that were used during the neighborhood workshop. The questions used in the online survey as well as during the neighborhood workshop are as follows:

Exhibit 4A: West Colfax Area of Change



Exhibit 4B: Golden Ridge/ Eagle Ridge Area of Change





1 WELCOME TO THE SOUTH NEIGHBORHOODS

2 CURRENT CONDITIONS

3 RECOMMENDATIONS

4 IMPLEMENTATION

THE VISION

THE VALUES

PROJECT HISTORY AND NEIGHBORHOOD OUTREACH

Colfax Area of Change Questions

1. In the context of the value themes, how should this area feel when you are walking or biking down the street? Conversely, how should it not feel?
2. What should this area look like to compliment the surrounding neighborhoods and fulfill the community values?
3. Can you name and describe other places you've been in Colorado that might be an inspiration for how this area should change over time?
4. How could this area be designed to enhance connections between neighbors and improve the sense of community?
5. Describe the kind of public spaces, such as plazas and play areas, which would entice you to linger in the area and connect with your friends and neighbors.

The participants brought many great ideas on how to make the area more inviting and safe, as well as provide public spaces for neighbors to connect. This input will help to define future development as a place that serves neighborhood needs, is sustainable and brings the community together.

Golden Ridge/ Eagle Ridge Area of Change Questions *Note that this area includes only the commercial portions of the Eagle Ridge and Golden Ridge PUD developments. No existing residential units or buildings are included.*

This exercise is designed to test preferences for different types of uses and designs for the Golden Ridge area that is immediately across the planned pedestrian bridge from the new light rail station. With the light rail station and pedestrian bridge in mind, please pick your preference for each choice:

1. Mix of office, retail, restaurant and housing to create continuous pedestrian activity and services for surrounding residents OR office use only with associated traffic spikes
2. Pedestrian oriented building and site design OR auto-oriented design with buildings surrounded by more convenient parking

3. Mix of housing types and prices OR no housing on site
4. Public plaza with seating and play areas OR office park layout with prominent parking
5. Sidewalk and road connections for access from surrounding neighborhoods OR a more isolated development from nearby residents
6. Building design should be mindful of the hillside/topography OR building design should primarily focus on needs of owners/tenants

Responses received from the on-line survey, focus group discussions, and prior neighborhood meetings were consistent and themes emerged. The comments received and the conversations with neighbors have become the basis for the recommendations for the South Neighborhoods Plan.



October 4, 2011 Neighborhood Meeting Workshop

CURRENT CONDITIONS

2.1 Neighborhood Location

The South Neighborhoods area lies on the south side of US 6, generally from the C-470 off-ramps west to the foothill slopes. This area of distinct neighborhoods comprises approximately 15% of the overall land area of the City and approximately 30% of the population of the community, and includes various types of land uses, topography, community perspectives and issues.

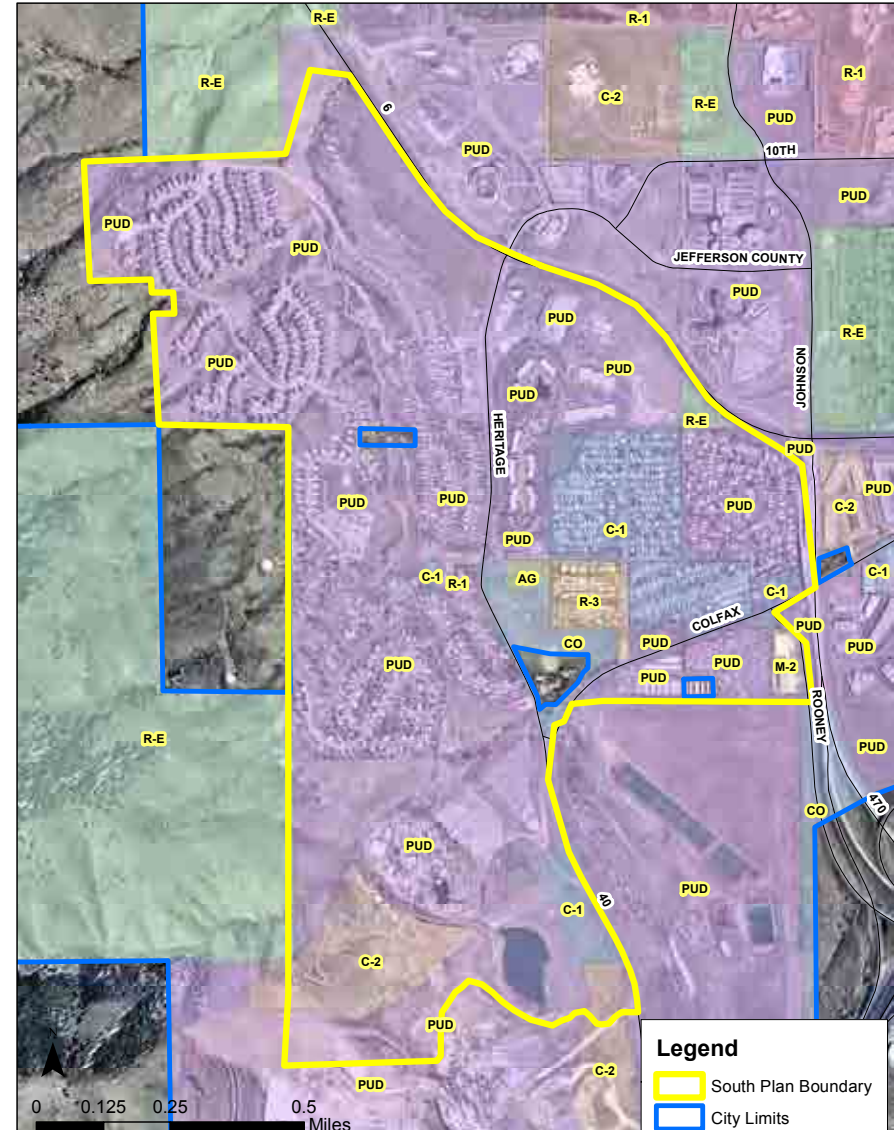
2.2 The Neighborhoods Yesterday and Today

Although the South Neighborhoods area seems more modern than other areas of Golden, it contains some of the oldest and most notable historic features of the Golden community. Native remains dating as far back as 5,500 years, including the Magic Mountain archaeological site, exist in this area. Gold rushers blazed today's Heritage Road and Colfax Avenue in 1859, and in 1861 their junction became the focal point of the town of Apex, a nebulous village with permanent buildings at the junction and tents running up the slope through today's Heritage Square.

After Apex faded by the 1870s, this area became ranches, with the Bachman family using the final building of the Apex townsite as part of their spread in the southwest part of the neighborhood, while the Tripp family ranched the northwest part. The Cambria company mined and kilned lime around the northern ridge in 1879-90s and the Parfet family mined clay at its southern end in the 1890s-early 1900s.

In 1937 the Colfax connection was built to the east connecting Colfax in Lakewood to the mountains which ultimately led to the roadway's far western development. The East Tincup western theme park was built and operated in the area between Zeta Street and LaVeta Pass Avenue in 1960-1963, followed by more traditional Colfax development of restaurants, service stations and retail stores. Golden suburban residential expansion arrived with Golden Ridge (1970s), Heritage Dells and Eagle Ridge (1980s), Tripp Ranch (1990s), and other developments, leading to the area's character as it is today.

Exhibit 5: South Neighborhoods Existing Zoning



2.3 Architecture and Housing Styles

Within the South Neighborhoods, the residential architectural styles are typically a modern suburban style of housing but are still characteristic of the size and construction of the era. The exceptions to this condition are the Golden Ridge and Heritage Village multi-family structures, the three sections of the Golden Terrace mobile home community, and the multi-family area south of West Fourth Avenue, immediately west of Zeta Street.

The residential areas have little to no vacant land. The few small vacant or underutilized residential parcels are quite visible, and will require careful design and planning, and should not alter the character and feel of their surroundings. Future residential development within the neighborhoods would primarily consist of redevelopment of existing residences.

2.4 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 major open space areas and connections, one developed neighborhood park (Heritage Dells) and a future neighborhood park site within the “Bachman” open space acquisition accomplished in 2010. The neighborhoods enjoy the Kinney Run trail connection to the US 6 regional trail and downtown Golden, as well as the substantial foothills open space and the Apex Park open space area above Heritage Square.

Exhibit 6 shows the one improved park (Heritage Dells) and extensive open space within this part of the City, with the neighborhoods plan area outlined in red.

Exhibit 6: Parks within the South Neighborhoods





2.5 Commercial and Retail Spaces

Commercial and retail uses are situated along West Colfax Avenue and in the northern portions of the Eagle Ridge and Golden Ridge areas. West Colfax Avenue in this area is a mix of convenience retail uses, self storage, an RV campground and Heritage Square. The portion of West Colfax Avenue directly east of the South Neighborhoods area has many similarities, and would also benefit from the recommendations contained later in this plan.

The non-residential portions of Eagle Ridge and Golden Ridge, along the US 6 frontage and the northern end of Heritage Road have a different character with existing and planned office uses in Golden Ridge, and neighborhood commercial uses existing along Heritage Road. As noted in the city-wide Comprehensive Plan, both the West Colfax corridor and the non-residential portions of Eagle Ridge and Golden Ridge are seen as areas of change. Discussion and recommendations for these areas constitute the majority of Chapter 3 of this plan.

2.6 Transportation, Streetscape and Sidewalks

In 2008, the Walkability Task Force was created and tasked to identify remaining walkability barriers, identify the major opportunities for enhancing walkability within the community and provide recommendations to City Council and staff that will make it safer and easier for citizens of all ages to walk to services, schools and recreation. The final Walkability Task Force plan recommended several areas of improvement within the South Neighborhoods, specifically addressing Heritage Road, West Colfax Avenue, the proposed pedestrian bridge access to the light rail station, Rooney Road, and various neighborhood connections. Current recommendations and suggested priorities are detailed in the next chapter.



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 and ensure that the recommendations for changes are in line with the Golden Vision 2030 direction as detailed in the Comprehensive Plan and neighborhood plans. While the majority of this chapter will address the recommendations for the "Areas of Change," it will also address smaller scale changes and additions, as well as public investments such as complete streets and neighborhood park investments.

While all recommendations are made with the Golden Vision 2030 Guiding Principles and Values in mind, there are several that will be emphasized in greater detail. These value themes are not more important, but they lend themselves more to land use recommendations.

3.1 General Neighborhood Recommendations

A majority of the area within the South Neighborhoods 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 homes or whole lot redevelopment, the overall character of the area will not be dramatically different in the coming years. This section will establish parameters and general recommendations for the neighborhood (referred to on Exhibit 7 as "Areas of Stability").

Exhibit 7: Areas of Stability and Areas of Change



GENERAL NEIGHBORHOOD RECOMMENDATIONS

AREAS OF CHANGE

DIFFERENCES BETWEEN AREAS OF STABILITY, INCREMENTAL CHANGE
AND SIGNIFICANT CHANGE (Golden Vision 2030)

Area of Stability

- Well established residential neighborhoods
- No community policy encouraging large scale changes
- No perceived economic forces prompting large scale change
- Encourage neighborhood investment that maintains existing character and scale

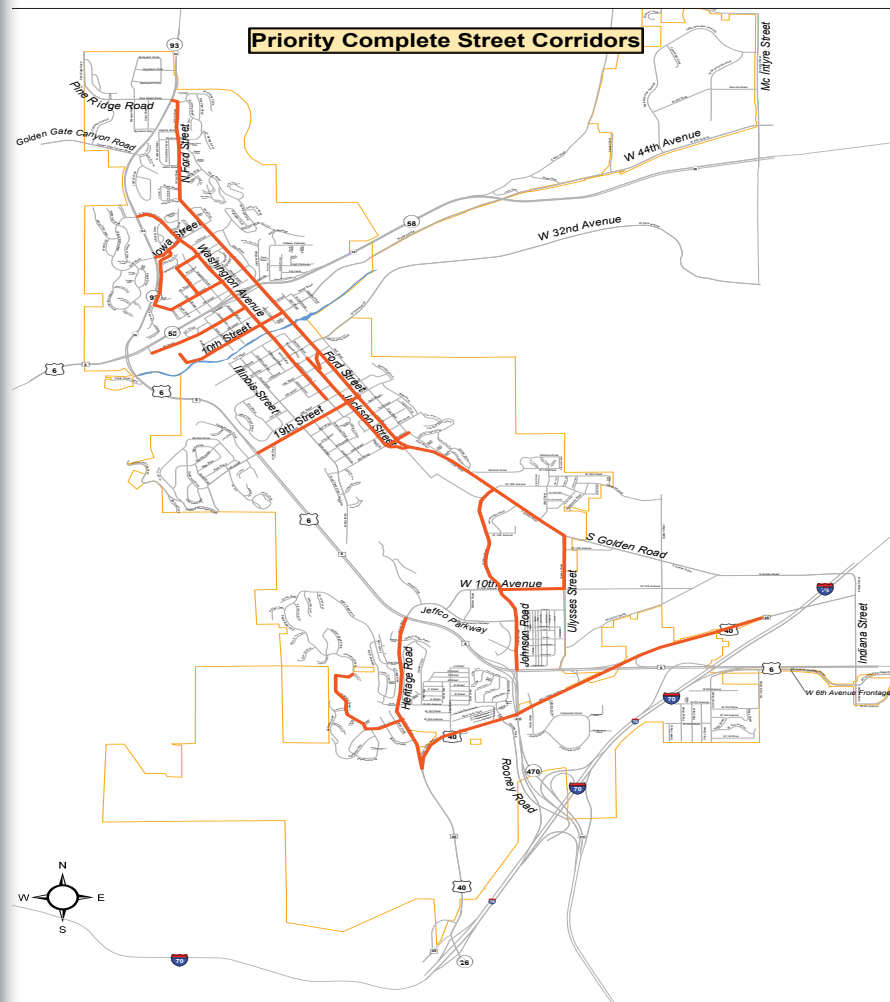
Area of Incremental Change

- Mostly downtown and Ford/Jackson corridor
- Traditionally more variety and mix of uses
- Community policy assumes individual parcels or block changes, but does not encourage large scale changes
- Economic forces support potential reinvestment and redevelopment
- Encourage reinvestment and redevelopment that supports Golden Vision and Neighborhood values

Area of Significant Change

- Locations where Golden Vision values and economic forces may lead to larger future changes
- Business Parks, Neighborhood Commercial, Colfax Ave, S. Golden Rd.
- Community policy assumes individual parcel or block change as well as possible large scale changes
- Economic forces support reinvestment or redevelopment, but may need public involvement
- Redevelopment that supports Golden Vision and Neighborhood Plan values should be clearly defined and encouraged

Exhibit 8: Priority Complete Streets Corridors -
Highlighted Orange Streets



3.1.1 Transportation
and Streets

In 2010, City Council adopted a Complete Streets Policy (Resolution No. 2059) which acknowledges the need to accommodate all modes of travel on City streets, including pedestrians, cyclists, motorists and mass transit riders. City Council defines complete streets as roadways designed and operated to enable safe, attractive and comfortable access and travel for all users. Within the South Neighborhoods, Heritage Road and West Colfax Avenue have been designated on the "Priority Complete Streets Corridors" map as priority streets by City Council for complete streets design.

Based upon the complete streets policy and neighborhood input, the City should pursue the following in order to enhance the South Neighborhood's ability to be walkable, bikable, and accessible to all:

GENERAL NEIGHBORHOOD RECOMMENDATIONS

AREAS OF CHANGE

Near Term

- a. Complete the pedestrian bridge from the Golden Ridge commercial area to the light rail end of line station, as well as improved connections into nearby neighborhoods by the start of service in April 2013.



Rendering of Pedestrian Bridge over 6th Avenue going west

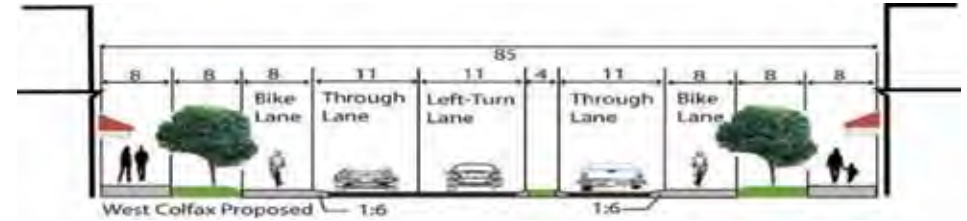
- b. Complete an interim Heritage Road “shoulder improvement” project to add northbound bike lanes to the east side of Heritage Road and to improve pedestrian connections.
- c. Implement the local circulator bus service to include most or all of the South Neighborhoods by the light rail opening in April 2013.

Mid to Longer Term

- a. Construct a bikepath and trail parallel to Colfax Avenue from Zeta Street west through the Bachman open space parcel and under Heritage Road, connecting to Apex Open Space Park.
- b. Improve West Colfax from Zeta Street east to US 6 as a complete street, with strong emphasis on pedestrian and bicycle modes of travel. The final design should strive to accommodate the various sizes and types of vehicles using the roadway, but also seek to lessen the speeds especially for eastbound traffic coming from the rural style highway to the southwest. If

phasing of the project is necessary, pedestrian improvements and connections into the neighborhood areas should occur first.

Exhibit 9: West Colfax Proposed Cross Section



- c. Improve Heritage Road from US 40 to US 6, including relocation or burial of the overhead utility lines. The final design of the Heritage Road improvements will be designed to accommodate current and future local traffic, but will not encourage additional regional traffic to and from I-70.
- d. Consider a bikepath and trail on the south side of US 6 from Heritage Road east to the C-470 trail (near Johnson Road) and another section west to the Kinney Run Trail
- e. Improve the rural section of US 40 southwest of Heritage Road to accommodate all users and slow traffic in transition to the community corridor beginning at Zeta Street.
- f. Add bicycle and pedestrian facilities along the “rural” section of US 40 from Heritage Road south to I-70.
- g. Add a sidewalk on the west side of Rooney Road from US 40 to the Rooney Road Sports Complex.
- h. Subject to environmental clearances from Jefferson County, add an open space trail connection along the northern edge of the Rooney Road Sports Complex property to provide an alternate neighborhood connection from Rooney Road west to the area near US 40 and Heritage Road.

GENERAL NEIGHBORHOOD RECOMMENDATIONS

AREAS OF CHANGE

3.1.2 Golden Vision Value Driven Recommendations

A. Enhance the active outdoors/ environment in the South Neighborhoods by means of the following:

Design and implement neighborhood park and open space improvements for the Bachman open space purchase completed in 2010. The park design process for this neighborhood park must include nearby and community stakeholders and should carefully address vehicular and pedestrian connections into and from the park.



Kinney Run Trail

Maintain and enhance improvements in the Heritage Dells Park and Kinney Run trail corridor.

Include provisions for gathering spots within private developments in the areas of change.

B. Enhance the safe, clean, quiet South Neighborhoods by means of the following:

Seek solutions to the regional transportation corridors adjacent to (and near) the neighborhoods (US 6, C-470, and I-70) that enhance neighborhood stability while providing appropriate access.

Tailor zoning and infill development regulations to assure the compatibility of the limited redevelopment expected in the South Neighborhoods areas of change. 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 change.

C. Enhance local business activity in the South Neighborhoods by means of the following:

Encourage and permit neighborhood scale businesses (maximum 20,000 square foot individual uses) in the Eagle Ridge, Golden Ridge, and Colfax Avenue areas of change.

Seek to improve direct pedestrian connections from existing residential areas to mixed use and neighborhood commercial uses.

3.1.3 Residential Areas

The South Neighborhoods area is comprised of several smaller neighborhoods all with their own character and style. While large-scale change is not expected within single family residential areas, there is potential for change within the multi-family and mobile home communities in the area.

A. Single Family Residential. With single family residential development mostly complete within the South Neighborhoods, the main form of single family development will either be additions, remodels, or whole lot redevelopment. Remodels and redevelopment of homes should take into account the neighborhood character and style.

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 the Planning Commission for neighborhood review and approval. Additionally, because multi-family projects are subject to Chapter 18.40 Design Standards and Guidelines, they will be required to complete the "Comprehensive Plan Compliance" questionnaire that is a part of the application process for approval. As noted in the areas of change discussion beginning later in this chapter, there is a possibility for the introduction of mixed use residential projects or single-use residential projects along West Colfax Avenue or in the Golden Ridge and Eagle Ridge areas. These opportunities, if they occur, will be governed primarily by the policies associated with those mixed use areas.

3.2 Areas of Stability

3.2.1 Golden Terrace Mobile Home Communities

The Golden Terrace mobile home community neighborhood is shown as an area of stability in the Golden Comprehensive Plan, since there is no known ownership, or real estate market force to indicate redevelopment would occur in the near future. In addition, there has been a marked increase in placement of new modular and mobile home units in the neighborhood, and the valuation of the new units seems to indicate increased owner investment.

At the same time, current and prior input received as part of the initial South Neighborhoods Plan open houses in 2008 and the Golden Vision process indicate that there is a feeling of uneasiness among neighborhood residents and the community as a whole that the area could experience rapid unexpected change if the corporate owners one day decide to sell the property for another use.

It would be irresponsible for the South Neighborhoods Plan to ignore the single ownership of the entire neighborhood, and the fact that the residents do not currently enjoy the same level of security about their future as other areas of stability throughout town. It is the recommendation of the South Neighborhoods planning effort that the City's actions in this area be based upon the following principles:

- The Golden community values the Golden Terrace neighborhood as a significant contributor to the community. Neither the City nor the community is encouraging any level of change or redevelopment for the area.
- The City recognizes that the residents in this neighborhood face a different level of uncertainty about their future than traditional owner occupied or rental situations.
- The City is willing to work with the land owner to identify strategies to maintain and enhance the neighborhood and may be able to consider special improvement district financing for infrastructure investment, if desired.

- The City is willing to work with residents if a reasonable percentage of the neighborhood wish to pursue options to propose and implement cooperative ownership or management alternatives to increase their equity investment and control over future investment and changes.

- In the event that the Golden Terrace community property owner at some point seeks to redevelop all or a portion of the property, the City will require an inclusive community process and an amendment of the South Neighborhoods Plan to define appropriate land use, character, transportation, and design elements, and to address impacts on existing residents.



Existing Golden Terrace Community

3.2.2 Heritage Square

Built in the 1950's as an amusement park, Heritage Square was acquired in the 1990's by the owner of the adjacent aggregate mining operation, and was owned by Lafarge North America, until its sale in late 2011 along with the adjacent aggregate quarry to Martin Marietta Materials, Inc. For this period, the owner's stated purpose in owning the property has been to control land use, with the area acting as a buffer between the quarry operations and the neighborhood to the north. In recent years, both the City and Jefferson County have acquired open space parcels along the northern edge of the Heritage Square area, creating more separation between the Heritage Dells neighborhood and any future change that may occur at the property. Based upon conversations with the various owners, City staff is not aware of any plan or intention to significantly change or redevelop Heritage Square within the next few years.



Heritage Square

The South Neighborhoods Plan recognizes the fact that the buildings and infrastructure of Heritage Square were built as a caricature of a Victorian Village and have already experienced deterioration, as well as the fact that the economic life of the existing improvements will at some point be exceeded. It is the recommendation of the South Neighborhoods planning effort that the City's actions in this area be based upon the following principles:

- The Golden community values Heritage Square as a significant contributor to the community. It provides recreation and commercial services to the community in a manner with relatively little community impact. Neither the City nor the community is encouraging any level of change or redevelopment for the area.
- The City will work with the land owner regarding any incremental additions or redevelopment of the property within the existing zoning, based upon City codes and regulations.
- In the event that the Heritage Square property owner at some point seeks to redevelop all or a portion of the property in a manner requiring rezoning, the City will require an inclusive community process and potentially, an amendment of the South Neighborhoods Plan to define appropriate land use, character, transportation, and design elements, and to address impacts on existing residents.

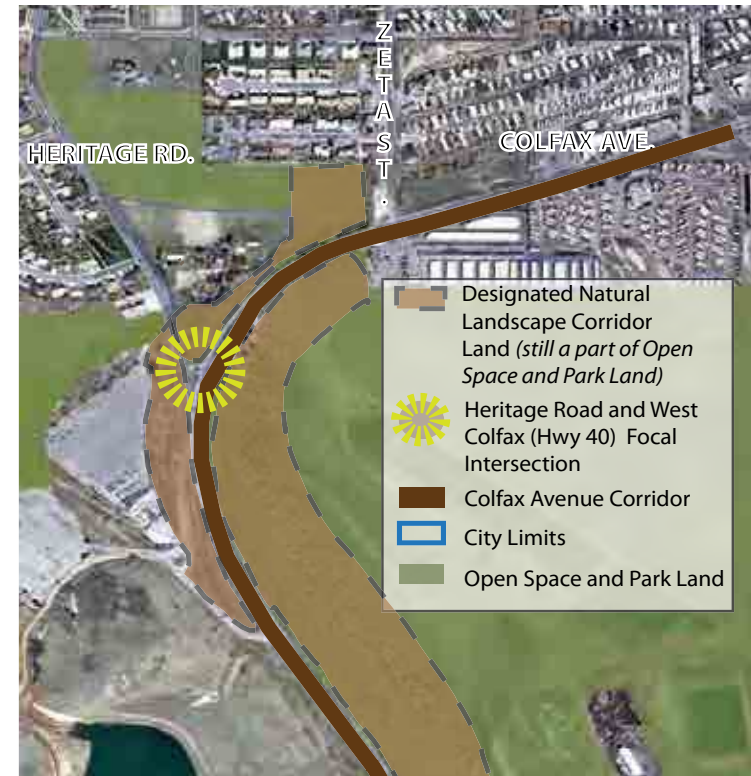


3.2.3 Heritage Road and US 40 Intersection Character

Although challenging for pedestrians, bikes, and vehicular users as an intersection, the area near the intersection of Heritage Road and US 40 has the opportunity to define the character of the southern portions of the neighborhoods through preservation of a natural landscape corridor from about Zeta Street westward to the main entrance of Heritage Square and beyond. The south and easterly edge of Highway 40 west of Zeta Street abuts Jefferson County open space, and the hog back geologic feature. This area is, and will remain, natural. The area on the northerly side of Highway 40 from Zeta Street west to Heritage Road is City owned open space acquired as part of the Bachman open space purchase, and will also remain open and natural (with the associated bikepath).

In order to complete the natural character entry into the South Neighborhoods, the Heritage Square property should maintain and over time improve (with appropriate plantings) the right of way and private strip located between the Heritage Square" lower parking lot" and Highway 40. Vehicular access to any further redevelopment of the lower parking area of Heritage Square should continue to be from consolidated access points, with no direct access to individual parcels or projects.

Exhibit 10: Natural Landscape Corridor





3.2.4 I-70 Influence Area

Open Space Area

The area along both sides of US Highway 40 from the South Neighborhoods proper south to I-70 at Exit 259 is directly tied to the South Neighborhoods, but has different issues and probable future conditions. As noted above, the hog back geologic feature and county open space extending over to Rooney Road is a stable element. Any changes or further improvements will all be on the east side of the hog back, with access to Rooney Road. No further changes along the Highway 40 side of this parcel are anticipated.

The primary recommendation from the earlier discussions and the 2008 walkability and bike task forces is for improved connections and pedestrian /bike facilities along US 40, and into the nearby County open space areas. In addition, the challenge for US 40 itself is to accommodate current and anticipated truck and passenger vehicle traffic in a manner to allow free flowing traffic, but perhaps with more desirable speeds. This will be part of the transportation design process noted earlier in the plan.

Gravel Quarry Area

The “Specification Aggregates” gravel quarry and associated uses was initially established in 1977, and is expected to continue for a number of decades. As a result of a land trade with Jefferson County in 2002, that resulted in the conveyance of substantial acres of new open space both around this neighborhood but also north of Golden, the quarry owner is obligated to convey approximately 280 acres of the quarry pit, operating buffers, and slopes to Jefferson County at the conclusion of mining and reclamation, unless the County chooses not to accept the conveyance. Accordingly, the South Neighborhoods Plan considers this area to be an area of stability with continued aggregate mining and no measurable change during the life of this plan.

Exhibit 11: I-70 Area of Influence





GENERAL NEIGHBORHOOD RECOMMENDATIONS

AREAS OF CHANGE

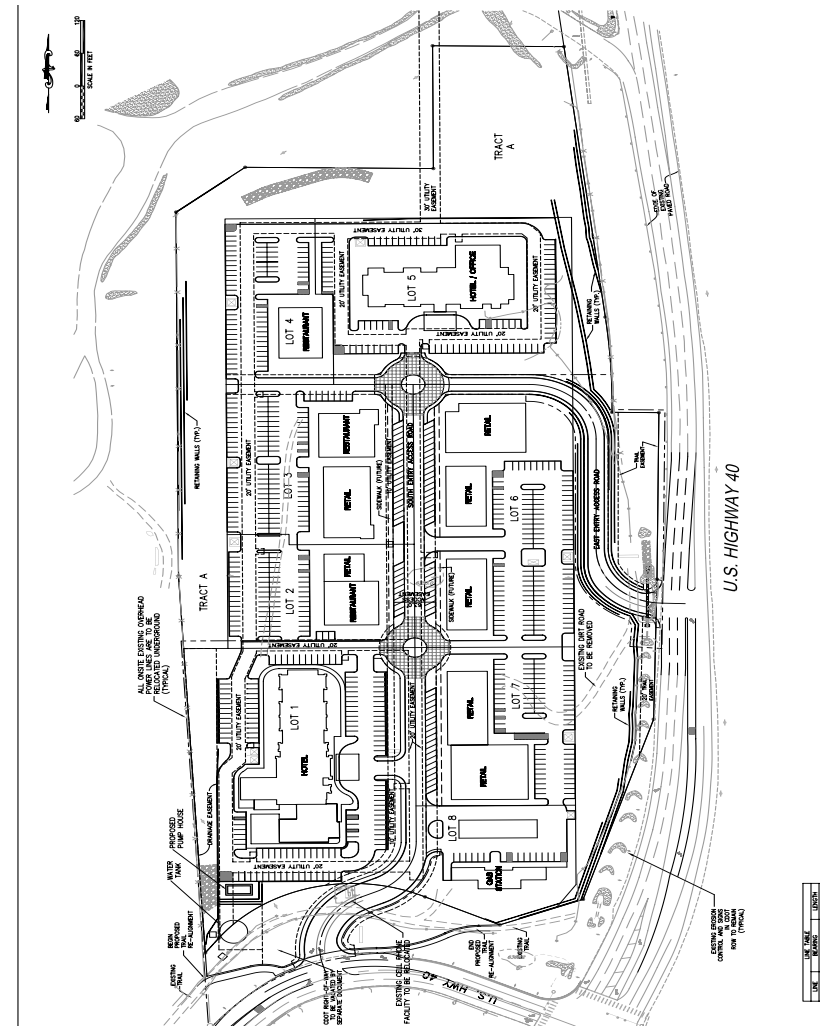
Gateway Village Area

Located south of the quarry property and immediately north of I-70 is a 21 acre parcel currently known as Gateway Village. The property was annexed to the City in 1970, and has remained vacant. In 2007 and 2008, the current owners developed a plan for a retail center to be anchored by a highway oriented hotel; gas, convenience and sporting goods uses; and a potential pet care and pet lodging facility. These uses would have covered about 1/3 of the project, leaving substantial land available for compatible retail, service, or office uses.

The owners received site plan and subdivision plat approval, invested substantial sums in site work, retaining walls, and utility installation, and were poised to start construction of the first buildings when financing problems associated with the recent recession halted the project. While the owners indicate that they continue to seek financing partners for the originally approved project, the City should be ready to consider other potential options, including:

- The highway oriented nature of the existing plan lessened anticipated traffic impacts on Heritage Road, and US 40 to the north. The City should continue to support site development plans featuring I-70 oriented retail uses as a fiscal benefit to the City with little impact.
- Alternate uses that may be appropriate in combination with a reasonable percentage of highway oriented retail include office, medical office, and light industrial space, all of which have lesser traffic impacts per equal square footage, and would continue to benefit the City with little impact.
- Given the quarry industrial operation and I-70 traffic impacts, as well as concerns about non-compatibility with Golden Vision and Comprehensive Plan values, residential uses should not be considered for the site.
- As noted in the implementation recommendations in Section 4 of this plan, the City should plan to investigate public/private partnerships that could spur appropriate commercial and/or employment use development on this parcel.

Exhibit 12: Gateway Village Possible Site Plan



3.3 Areas of Change

Beginning with the Golden Vision 2030 effort and finalized in the 2011 Comprehensive Plan update, the “Areas of Change” were established throughout the City. Two of these areas are located within the South Neighborhoods plan area. These “Areas of Change” are identified as areas where the property may be intensified or redeveloped for a better use of the space. These areas vary from vacant to already developed land but may benefit from a complete redesign or merely intensification or re-arrangement of use.

The first “Area of Significant Change” to be addressed in the South Neighborhoods plan is the West Colfax corridor (Exhibit 4A). Within the City of Golden, West Colfax Avenue is a high speed arterial generally bounded with “strip commercial” land uses and inadequate pedestrian and bike facilities and

neighborhood uses and connections. As noted below, neighborhood residents and employees would prefer a commercial corridor that is integrated into the neighborhood, and which can become more of a neighborhood focus.



West Colfax Businesses and Existing Streetscape



View from Existing Vacant Parcel at Golden Ridge

The second major “Area of Significant Change” in this area contains the developed and undeveloped commercial sections of the Golden Ridge and Eagle Ridge developments near US 6 on both sides of Heritage Road (Exhibit 4B). These two areas are partially developed with very prominent vacant parcels, whose future use and design should be guided by the City’s comprehensive plan and this neighborhood plan. Because of their prominent location and the impacts of the new light rail end of line station to be completed at the Jefferson County Administration Building across US 6, the future land uses, character, and design of this area should be approached carefully.

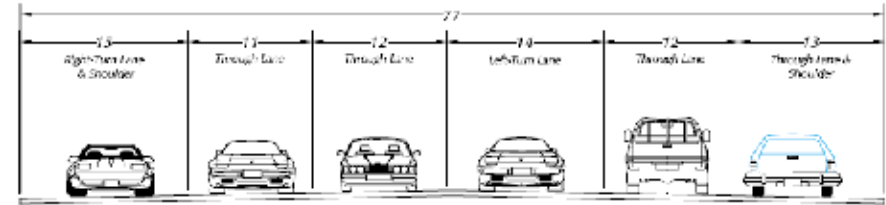
3.3.1 Recommendations for West Colfax Avenue Area of Change

By far, the primary message communicated in any of the on-line responses and the face to face discussions about this area is that the vehicular speed and uninviting nature of West Colfax Avenue is the one major barrier to the evolution of this part of the South Neighborhoods as a true neighborhood and community asset. While the introduction of more neighborhood oriented land uses and building placement and design are desirable, they will not be successful with the current street layout and function.

Exhibit 4A (repeated): West Colfax Area of Change



Exhibit 13: West Colfax Existing Conditions Cross Section



West Colfax Existing Conditions

A. Colfax Avenue as a Complete Street

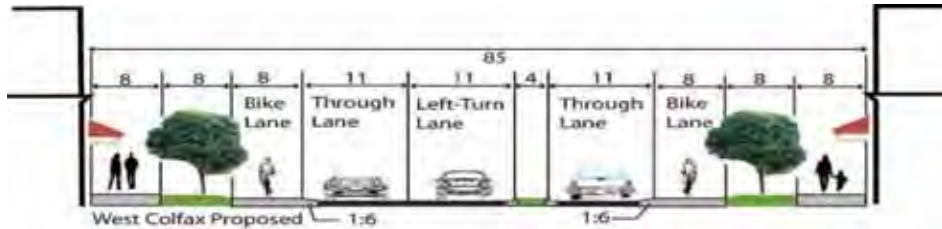
While the portion of West Colfax Avenue in the South Neighborhoods area extends eastward only to C-470 just east of Rooney Road, the complete streets analysis of Colfax extends eastward to the signalized entrance to the Interplaza retail development (Home Depot and Kohls). In this area, the current conditions include between 3 and 4 through lanes (2 in each direction at the east end) center left turn lanes, occasional right turn lanes, and no sidewalks or bike facilities. The travel lanes range up to 14 feet wide which is much wider than currently recommended for community arterials (11' or 12' is standard).

There are a number of potential options that would help with the effort to transform West Colfax into a complete street, however, the main point is that the current and future traffic volumes for all or most of the area only warrant one through lane in each direction, and the lanes should be configured with appropriate lane width, with sidewalks and bike facilities included. Exhibits 9 and 13 show the existing and potential cross section of West Colfax Avenue for the eastern area with the highest traffic volumes. As noted in Chapter 2 above, phased improvements of both Heritage Road and West Colfax Avenue will likely be necessary, and should be considered in the City-wide Capital Improvement Program discussion. A significant element of converting West Colfax Avenue to a complete street will be the burial or relocation of substantial overhead power lines along the street. The absolute first priority, however, should be safe pedestrian passage along and across the street.

GENERAL NEIGHBORHOOD RECOMMENDATIONS

AREAS OF CHANGE

Exhibit 9 (repeated): West Colfax Proposed Cross Section



Possible West Colfax Improvements (Rendering)



Possible West Colfax Improvements (Rendering)

B. Land Uses

The current zoning along the West Colfax Avenue corridor is a combination of C-1 commercial, and several commercial and light industrial PUD zones, with some M-2 manufacturing zoning along the west side of Rooney Road. The land uses vary from highway oriented convenience retail to restaurants, self storage and an RV park and campground. While many of these uses will remain in the near term, the City should encourage additional land uses including the following:

- Goods and services oriented to the large employment and residential base such as consumer goods, convenience goods, grocery, prepared food, restaurants, etc.
- Additional lodging and visitor oriented uses.
- Office and service uses.
- Light industrial uses in the larger depth parcels on the south side of Colfax, but typically not at the street frontage.
- In some locations, residential and mixed use residential uses may help to create the feeling of community that West Colfax Avenue currently lacks.
- Preserve both the larger and secondary hogbacks on the south side of US Highway 40, and protect them for future generations to enjoy the natural topography.

The introduction of new uses will be incremental and occur over time. The City's encouragement of new or improved uses in conformance with the plan will include promotion of the ideas contained herein and matching of willing buyers and sellers. The City does not expect itself or any related economic development agencies to take on the role of land developer or assembler.

GENERAL NEIGHBORHOOD RECOMMENDATIONS

AREAS OF CHANGE



Example of Building Setback Closer to Sidewalk (US Hwy 40, Steamboat Springs, CO)

C. Building Placement

In order to create a more pedestrian friendly commercial corridor in support of the nearby residential and employment uses, new buildings should be situated closer to sidewalks. Unlike more developed urban complete streets, the change will not likely result in a solid row of buildings framing the street, however over time the street will become increasingly oriented to the neighborhood instead of passing highway traffic. Recommendations for building setback include:

- The building should be sited so it is relatively close behind the property line and adjacent to the proposed complete street sidewalk to help create a walkable, pedestrian friendly area.
- Areas between the sidewalk and building that are set aside for public space and/or outdoor dining are strongly encouraged to add vitality to the sidewalk.
- The required parking for the building should be located at the side or rear of the building or the interior of the overall site and screened so that parking areas are not obviously visible to vehicular traffic or impede pedestrian access.

- The size and shape of individual parcels will dictate which street frontage is the primary focus, and how to best incorporate parking and vehicular circulation.

D. Building Height

The currently allowed maximum building height for C-1 zoned properties is 50 feet. At this point, the entire corridor consists of low one story buildings. The commercial highway nature of West Colfax will likely require that redevelopments be allowed to propose buildings of varied heights. However, the area represents both a gateway from the west as well as a transition into the residential part of the neighborhood on the north side of Colfax, and a transition to larger scale commercial projects to the east. In enacting form based zoning regulations for this area (anticipated to be under the Community Mixed Use zone district), Planning Commission should consider varied height zones to address view corridors of the hogback properties and foothills to the west, and to reflect the transitions into the neighborhood and transitions to the east. Additional design considerations to be added to regulatory tools implementing this plan include:

- Third (or third and fourth) story step backs should be required, to create less of an imposition on pedestrians on ground level.
- First floor areas of taller buildings facing the street should be used as retail/ restaurant/ service with the upper floors to be used as residential or office.

E. Architectural Detailing

A walkable human scale is the most important aspect for architectural detailing of this area. Detailing should be done in relation to the building height and treatment of windows, doors, and other openings. Ground level details should vary visually, creating focal points along the building facade. The following recommendations for architectural detailing should be incorporated:

- Large ground floor windows that create transparency between the sidewalk and the business.

GENERAL NEIGHBORHOOD RECOMMENDATIONS

AREAS OF CHANGE

- Use of color, texture and a tasteful variety of materials to help create visual interest.
- Building entries on street side and street corners.
- Awnings, porticos, patios or other similar architectural features are encouraged to enhance the user's experience and enliven the street.
- Building step backs at upper floors or building overhangs are encouraged to create more visual interest.

F. Sidewalks and Edge Treatments

The complete streets treatment recommended for West Colfax will be the defining factor in the sidewalks and streetscape treatments for this area. Streetscape recommendations along West Colfax Avenue will need to balance vehicular needs with pedestrian safety. A consistent treatment across all properties will help to create a safe environment for pedestrians.

Chapter 18.40 of the municipal code requires a sidewalk and landscape area and that maintains an average of 25' in width and no less than 15 feet wide for Colfax, measured from the proposed curb location. For most properties, this treatment will be appropriate with an eight foot wide (minimum) detached sidewalk. Where the specific new building can accommodate public uses in a narrower streetscape width, Planning Commission and/or staff have the ability to adjust that width. The streetscape treatment may also vary from the suburban landscape style anticipated in Chapter 18.40 to a more urban, hardscape treatment in certain locations. The more important design feature will be the complete streets design of the roadway and the provision of safe and functional pedestrian and bike facilities.

G. Parking

In order to promote a community scale commercial area that is also neighborhood and pedestrian friendly, parking is recommended to be located at the rear of the building, or the interior of the property, so that it is not

immediately adjacent or visible to roadways and will not create a visual or physical barrier for pedestrians on the sidewalk.

Allowing buildings to be sited closer to the front property line will allow for more flexible options to locate parking. Additionally, parking lot landscaping is encouraged to minimize the visual impact of paved surfaces.

H. Public Spaces

As the Colfax corridor evolves over time, one very desirable feature will be the introduction of public spaces. A public space serves many purposes, but primarily helps to create a gathering spot for residents, employees and visitors where they can linger and connect with one another. The following recommendations for public spaces within the Area of Change should be considered:



Example of Effective Public Spaces

**1**WELCOME TO THE
SOUTH**2**CURRENT
CONDITIONS**3**

RECOMMENDATIONS

4

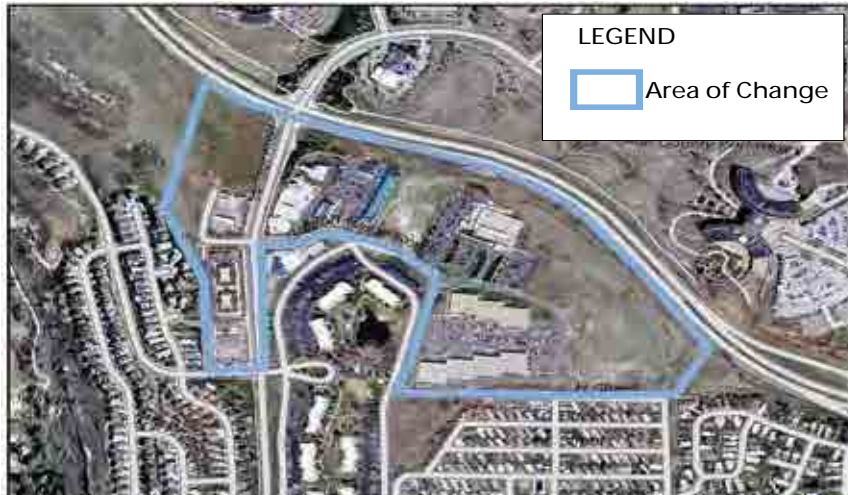
IMPLEMENTATION

GENERAL NEIGHBORHOOD RECOMMENDATIONS**AREAS OF CHANGE**

- Publicly accessible spaces should be easily visible and accessible from the street and sidewalk, and ideally located at a crossroads, where walking paths intersect.
- Use public spaces to provide attractive pedestrian connections back into adjacent residential and employment uses.
- Public spaces should be smaller scale, and designers should avoid creating too large of plazas, in order to provide a more intimate space for people to connect.
- An interesting variety of materials for pavement, which can include: pavers, brick, colored and patterned concrete and stone. The public plaza area needs to have a distinguishing appearance from the remainder of the commercial area.
- A water feature is an amenity that is appreciated by all ages. Whether it is interactive or passive, a water feature is something that the entire public space can center around.
- Benches and/or chairs in small groupings allow users to gather informally. Provide a variety of options for different functions and visual interest.
- Picnic tables or small café tables that are not fixed in place are amenities that help to create inviting spaces for people to gather. Tables and chairs should be maintained by the property owner.
- Informal seating, such as low planter walls and broad steps that face public space are also important for casual seating.
- Landscaping is an important part of what makes a place feel comfortable and inviting. Landscape standards are addressed in Chapter 18.40 Site Development Regulations of the City of Golden Municipal Code.

3.3.2 Recommendations for Golden Ridge/ Eagle Ridge Area of Change

Exhibit 4B (repeated): Golden Ridge/ Eagle Ridge Area of Change



The Golden Ridge and Eagle Ridge Area of Change is actually two distinct areas; 1) the current neighborhood retail and businesses focus along both sides of Heritage Road, and 2) the larger scale office or potentially mixed use area in the central and eastern portions of Golden Ridge that will be directly influenced by the presence of the light rail end of line station. At the October 2011 workshop, most conversation focused on the eastern end of Golden Ridge, where potentially larger scale development and redevelopment may occur. Within that conversation, there was strong support for the following general parameters:

- In different ways, the vacant Eagle Ridge parcel by the “hogback” and the vacant Golden Ridge parcels are significantly impacted and defined by the existing topography. Development of the Golden Ridge parcels must respect the impact of the current “plateau” substantially above US 6 by holding height and bulk down in proximity to their northern slope.

The vacant Eagle Ridge parcel must be carefully designed to enhance its corner location and not detract from the “hogback” geologic feature.

- Despite some prior concerns about additional residential uses in Golden Ridge, the best future mix of land uses would be a mix of office, retail, restaurant and housing, to balance traffic impacts and peak hours, and to create continuous activity and vitality for the area.
- As much as possible, building and site designs should be pedestrian oriented rather than traditional suburban style buildings surrounded by parking.
- Overall housing in the area should encourage a mix of housing types and prices.
- New development should add to and improve sidewalk and road connections to and between the surrounding areas.
- The most critical connecting element within the vacant Golden Ridge area will be the recommended pedestrian plaza from Golden Ridge Road to the pedestrian bridge connection to the light rail station.



Entering the Pedestrian Plaza from the south side of the Pedestrian Bridge
(Rendering)

3.3.3 *Specific Recommendations for Golden Ridge Business Park Area*

A. *Land Uses*

The current zoning within the Golden Ridge Business Park area is a PUD that allows primarily office and light industrial uses. This zoning was approved in the mid-1990's and may no longer reflect the best uses for the site. While there will be many design and coordination points to evaluate, the community should be willing to consider the addition of residential and neighborhood retail uses subject to the following criteria:

- Site design and building placement must respect the height and bulk limitations detailed below, to avoid a condition where new buildings “loom” over US 6.
- The character of the area should remain as mixed use
- Site and project design must recognize that Golden is not a dense urban environment. Project design will not be as dense as downtown Golden mixed use areas and especially not as dense as transit supportive uses in Denver.

B. *Building Placement*

Unlike traditional complete streets and urban settings, building placement in Golden Ridge must address the relationship to the large slope and US 6, internal streets, and in some cases, the major pedestrian connection from the area to the light rail pedestrian bridge connection.

- New buildings should address US 6 architecturally, but be oriented toward the internal street and the major pedestrian connections and plazas. For lots impacted by the primary pedestrian plaza, buildings should be sited facing, and relatively close to the easement or lot line defining the plaza connection.



Potential View from Jefferson County Building with Pedestrian Bridge, Plaza, and Possible Mixed Use Area



Possible View of US Hwy 6 west with Pedestrian Bridge and Lower Scale Edge Development in Golden Ridge

GENERAL NEIGHBORHOOD RECOMMENDATIONS

AREAS OF CHANGE

- These buildings should have entrances and storefront design to take advantage of future opportunities for pedestrian scale uses as they become economically viable. Areas that are set aside for public space and/or outdoor seating or dining are strongly encouraged to add vitality to the pedestrian plaza connection.

- The required parking for the building should be located within the interior of the overall site so that parking areas are not obviously visible to vehicular traffic or impede pedestrian access.

C. Building Height

The allowed maximum building height within the Golden Ridge Filing No. 2 PUD zoned properties is 60 feet, with a lower height within 100 feet of the property line adjacent to US Hwy 6. While these heights are consistent with the nearby condominiums and may be appropriate, a more sensitive height and bulk treatment is appropriate along the northern edges of the lots adjacent to US 6 to assure a compatible character of design. Some of the design considerations to be added to regulatory tools implementing this plan may include:

- Building height could be limited to two story and no more than thirty-five (35) feet high with seventy-five (75) feet of the top of slope along US 6 (to be specifically defined in the zoning tool.)
- Alternatively, a performance based regulation to achieve the desired relationship to the existing land forms could be pursued.
- It is appropriate to consider up to five stories and higher than the current maximum elevation above sea level for the southern parts of the property.

D. Public Spaces

The introduction to public spaces and the primary pedestrian plaza connection to the pedestrian bridge will be a crucial part of the success of the area. The following recommendations for public spaces within the Area of Change should be considered:

- The City should acquire by donation or purchase an easement or ownership of an approximate forty foot wide corridor between Golden Ridge Road and the location where the pedestrian bridge sidewalk connection reaches the top of slope, in order to assure that the desirable pedestrian plaza connection between the neighborhood uses and the light rail station is maintained. The design, ownership, and maintenance of this area should be determined with the approval of the first adjacent development.

- Publicly accessible spaces should be easily visible and accessible from the street and sidewalk, and ideally located at a crossroads, where walking paths intersect.

- Use public spaces to provide attractive pedestrian connections back into adjacent residential and employment uses.



Example of Public Plaza Space in a Walkway

**GENERAL NEIGHBORHOOD RECOMMENDATIONS****AREAS OF CHANGE**

- Public spaces can be smaller scale, and designers should avoid temptations to make them too large in order to provide a more intimate setting for people to connect.
- Use an interesting variety of materials for pavement, which can include: pavers, brick, colored and patterned concrete and stone. The public plaza area needs to have a distinguishing appearance from the remainder of the commercial area.
- A water feature is an amenity that is appreciated by all ages. Whether it is interactive or passive, a water feature is something that the entire public space can center around.
- Provide benches and/or chairs in small groupings that allow users to gather informally. Provide a variety of options for different functions and visual interest.
- Picnic tables or small café tables that are not fixed in place are amenities that help to create inviting spaces for people to gather. Tables and chairs should be maintained by the property owner.
- Informal seating, such as low planter walls and broad steps that face public space are also important for casual seating.
- Landscaping is an important part of what makes a place feel comfortable and inviting. Landscape standards are addressed in Chapter 18.40 Site Development Regulations of the City of Golden Municipal Code.

GENERAL NEIGHBORHOOD RECOMMENDATIONS

AREAS OF CHANGE

E. Sidewalks, Trails and Connections

In addition to the pedestrian connections to be achieved within the Golden Ridge Business Park area, the opportunities for additional short term and long term connections should be accommodated or preserved. These include the potential regional trail along the south side of US 6 from the C-470 trail west to Heritage Road or the Kinney Run trail, and connections into the Golden Ridge Condominium and Golden Terrace communities.

Exhibit 14: Golden Ridge and Light Rail Terminus Pedestrian Circulation





3.3.4 *Specific Recommendations for the Heritage Road Commercial Uses and the Vacant Eagle Ridge Parcel*

Exhibit 15: Eagle Ridge Vacant Parcel and Heritage Road



A. Land Uses

The current zoning within the affected portions of the Golden Ridge and Eagle Ridge PUDs allows primarily retail and office uses. The only question for this area is whether an urban village scenario for the vacant Eagle Ridge parcel would warrant consideration of residential or mixed use residential uses. This consideration should be subject to the following criteria:

- The character of the area should remain as a neighborhood retail center. Given its lack of connection to the rest of the residential neighborhood, residential uses should be approached very carefully, and not as the predominant use in any proposal



Example of a Neighborhood Center Development

- Site and project design must recognize that Golden is not a dense urban environment. A mixed use neighborhood urban center must still reflect Golden's character and overall land use patterns.

B. Building Placement

Future building placement along Heritage Road should be treated similarly to West Colfax Avenue. Building placement in the vacant Eagle Ridge parcel must address the relationship to US 6, internal streets, and internal public spaces.

- New buildings should address US 6 architecturally, but also orient toward the internal street and public spaces.
- Buildings should have entrances and storefront design to take advantage of future opportunities for pedestrian scale uses as they become economically viable. Areas that are set aside for public space and/or outdoor seating or dining are strongly encouraged to add vitality to the pedestrian plaza connection.
- The required parking for the building should be located within the interior of the overall site so that parking areas are not obviously visible to vehicular traffic or impede pedestrian access.

**IMPLEMENTATION STRATEGIES****GENERAL NEIGHBORHOOD RECOMMENDATIONS****C. Building Height**

Current building height limitations of thirty-five (35) feet in Eagle Ridge and Golden Ridge should be maintained.

D. Public Spaces

The introduction of public spaces as key design elements of new development and redevelopment should be emphasized:

- Publicly accessible spaces should be easily visible and accessible from the street and sidewalk, and ideally located at a crossroads, where walking paths intersect.
- Use public spaces to provide attractive pedestrian connections back into adjacent residential and employment uses.
- Public spaces should be smaller scale, and designers should avoid creating spaces too large in order to provide a more intimate setting for people to connect
- Use an interesting variety of materials for pavement, which can include: pavers, brick, colored and patterned concrete and stone. The public plaza area needs to have a distinguishing appearance from the remainder of the commercial area.
- A water feature is an amenity that is appreciated by all ages. Whether it is interactive or passive, a water feature is something that the entire public space can center around.
- Provide benches and/or chairs in small groupings that allow users to gather informally. Provide a variety of options for different functions and visual interest.
- Picnic tables or small café tables that are not fixed in place are amenities that help to create inviting spaces for people to gather. Tables and chairs should be maintained by the property owner.



Example of an Effective Public Space in a Neighborhood Center

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Informal seating, such as low planter walls and broad steps that face public space are also important for casual seating.

- Landscaping is an important part of what makes a place feel comfortable and inviting. Landscape standards are addressed in Chapter 18.40 Site Development Regulations of the City of Golden Municipal Code.

E. Sidewalks, Trails and Connections

In addition to the pedestrian connections to be achieved within the specific parcels, there are opportunities for additional short term and long term connections, shown in Exhibit 13.

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 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.

IMPLEMENTATION STRATEGIES

IMPLEMENTATION

Exhibit 16: How This Plan is Used

Neighborhood plans are intended as a component of the comprehensive plan and should be referenced when considering a project within that neighborhood's boundaries. The South Neighborhoods Plan provides guidelines and recommendations for future changes, while keeping in mind the wishes of the community.

Proposed projects located within the "Areas of 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.

Character and Land Use

1. The City should enact zoning style regulatory tools for the Areas of Change to reflect community values and neighborhood plan goals. This may include use of a form based code or further enhancement of the City's site development standards and guidelines to achieve the pedestrian oriented design approach described in the values.

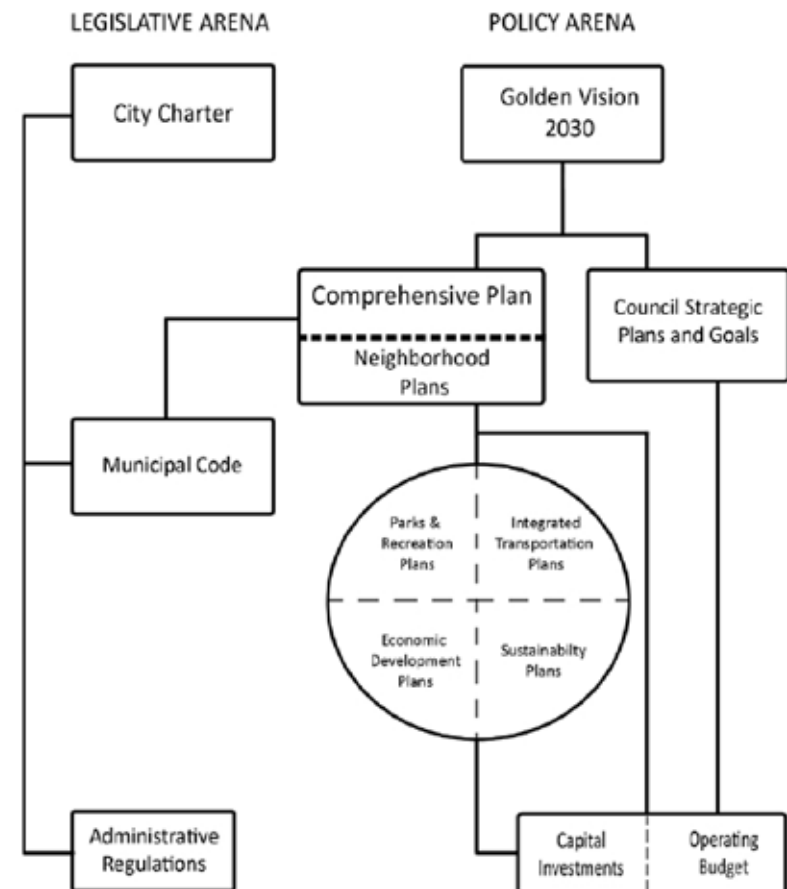
2. The City should reevaluate options for bulk and character regulations for single family neighborhoods city-wide to address redevelopment changes over time.

Transportation

1. Secure the easement or right of way for the pedestrian plaza connection from Golden Ridge Road to the pedestrian bridge to the light rail end of line.

2. Complete the pedestrian bridge project and implement the planned circulator bus service by April 2013.

3. Seek to fund interim and longer term complete streets treatments for Heritage Road and West Colfax Avenue, as well as short and long term trail and neighborhood pedestrian connections.





IMPLEMENTATION STRATEGIES

Economic Vitality

1. In order to achieve the character, land uses, and community values recommended by this plan, the City, commercial owners, interested residents, and economic development agencies such as the City Economic Development Commission and Urban Renewal Authority should investigate the pros and cons of public/private partnerships to facilitate future commercial and mixed use development in the designated areas of change supportive of this plan and Golden Vision 2030 goals and values. This evaluation may lead to different approaches for the West Colfax and Golden Ridge/ Eagle Ridge areas based upon the nature of existing uses and eligibility criteria.

2. Evaluation of possible mixed use and residential uses in mixed use areas city-wide is indicating that the current value-neutral provisions of the City's 1% growth system are not assisting in the Golden Vision 2030 value to promote the encouragement of housing. The City should consider refinements to the 1% growth system to encourage Golden Vision 2030-supportive housing, without affecting the overall amount of development allowed by the system.

Public Investment

1. As funding becomes available, the City should continue to pursue the future development of the Bachman acquisition neighborhood park site, including a possible open space use of the parcel in the interim.

APPENDIX A

Summary of Public Input

Open House: February 21, 2012

South Area Trends / Themes

Results from 2008 Open Houses as start of Neighborhood Plan process

Character

Although this is a larger area, the character described by the residents seems to feature

- more intimate and friendly scale
- stability in developed areas
- neighborhood character evolves with residents an over time – neighborhood will mature.

Land Use

- substantial fear/concern about physical and character impacts of developing vacant ground
- prevent development - buy it all
- fear/concern about development/redevelopment spurred by light rail
- wild life accommodation more significant concern than in any prior plan (is this driven by Bachman parcel?)
- desire for services/retail, but preference for status quo
- a start of the discussion of future changes / but no defined desired future
- prevent change

Transportation

Range from big picture to neighborhood specific

- regional concern about US 6/Beltway future and impacts
- operational concerns for Heritage Road. Concerns for current/future impacts equated with volume (perhaps inaccurately)
- Specific concerns about Heritage Road and US 40 intersection
- concern about FasTracks traffic impacts (perhaps inaccurately)
- major need for bike/ped improvements on Heritage Road / Colfax
- desire for good pedestrian connection to light rail
- support for neighborhood bus service
- dislike for traffic calming / but at the same time continued resident speeding concern
- support for walkability /desire for enhancements

Parks / Trails / Amenities

- open space generally as a way to prevent development
- some concern for an additional neighborhood park
- lots of suggested amenities / improvements

Neighborhood Upkeep / Environmental

- concern for individual upkeep / renters, number of vehicles
- smaller issues – dogs, desire for communication / interaction
- continued tower health concerns
- desire for more convenient recycling
- conflicting desires for more lighting and less lighting (dark skies)

Public Services

- general support for city services
- some school districts and taxation comments

I AM A.....SINGLE ADULT

As a single adult,

Why did you seek out this neighborhood?

- Cost effective housing
- Location, location
- My landlord made me a deal on rent
- Beauty of location/isolation
- Location
- Location next to mountains & friendly small town feel
- Biker's heaven
- Location near mountains, access to open space, less congested than other communities, houses have space between neighbors
- Small town feel, great cycling & fun trails, easy access to downtown
- View

What park or trail amenities do you use in the area?

- Walking paths – no parks that are convenient
- Trails, roads, bike lane
- Adjacent to open space
- Dog park areas only
- Humans only – no dogs
- Bike paths, pedestrian paths, Apex and other trails
- Bike and walking trails
- Apex, dog areas, walking, biking trails
- Apex, Centennial Cone – all Jeffco open space parks
- Golden bike trail system
- Golden parks
- Apex, White Ranch, Kinney bike path, Heritage Square
- Apex, Centennial Cone, Green Mtn., bike paths and lanes
- Bike paths all the time

What other park or trail amenities would you like to see added?

- Small park areas along walking paths
- Running/Walking only paths
- More education about trail courtesy and info on trail stewardship – partner with COMBA & IMBA

- Alternate hike versus bike days on open space parks like Centennial Cone.
- Better education on trail/path courtesy
- Dog park! If you don't like dog parks, don't go there...but don't oppose them for those of us who do.

Are there any businesses or services that you would really like to see in the neighborhood?

- Drive thru coffee
- Sit down restaurant
- Craft store
- Affordable clothing store
- Dairy Queen
- Coffee shop or café
- Local owned coffee shop, not Starbucks
- Ice Cream store
- Jamba Juice
- Qdoba
- Bagel shop with coffee
- Sunflower Foods
- Vitamin Cottage
- Gym
- Rec center
- Small high quality grocery

What are other comments you have as a single person living in the neighborhood? Please provide them here...

- More single activities
- Art film theatre

I Am A.....HOMEOWNER

As a homeowner, one of the biggest concerns to me about the neighborhood is....

- Over development
- Under development
- Tax dollars going to waste
- Not developing our open spaces
- Overdevelopment, traffic, loss of wildlife
- Change of residential use to commercial
- Overdevelopment running off our wildlife's open space
- Losing my home to TOD
- Keeping the neighborhood small
- Crime and vandalism if the city & JCSD can't stop it we're next.
- More people, more risk.
- Wild traffic islands (Eagle Ridge)
- Over building
- Vacant buildings
- Quality of maintenance – it feels very junky in places
- Small town feel adds to the likeability of Golden
- Grow with thought over long term
- Development of Bachman/Heritage consistent with residential property
- Ignorance of emergency access
- Not a big concern but ignorance of dog owners using my front lawn for dogs to urinate/defecate and not seem to care
- Lack of standards in terms of maintenance, houses falling into disrepair, rental houses
- What will be built on the corner of 6th and Heritage Rd – DO NOT want a hotel or taller than 2 story building
- What will be built on corner of Kimball & Fire Station
- What will happen to 6th Ave between Heritage & Hwy 58 – noise factor; wildlife disturbance
- Develop single family homes – quality construction –prominent builder at least 500K and up

As a homeowner, I think one of the biggest threats to my property value is....

- Population congestion
- Poor maintenance on homes and streets
- Traffic congestion
- Non-developed land
- Too many trucks parked on streets-can't walk on the sidewalks next to them

- Rentals in Eagle Ridge homes
- Towers
- Too much traffic
- Condition of streets
- I'm not worried about my property value. I think Golden is doing a great job.
- Lights on Look Out Mountain
- Dead wildlife on road because no underpass for them.
- Loose dogs and their mess
- Parkway
- Proposed condos at Eagle Ridge
- Transients getting off rail line
- Lack of code enforcement
- Allowing current home owners let their property deteriorate/disrepair
- Lack of a HOA
- Loud traffic - motorcycles

How true are these for YOU? On a scale of 1 to 5 with 1 being the best and 5 being the worst, mark your answer under each question

As a homeowner, I feel that my street is adequately maintained (swept, plowed, pothole repairs, etc)...

1 = 13; 2 = 7; 3 = 3; 4 = 2; 5 = 2;

Comments: Privately maintained, poor snow control, plows are good, could use road improvements, I'm so pleased with how well Golden takes care of the above, repairs, this is easy...as a professional engineer, this costs nothing compared to law enforcement, traffic control and a full time city attorney who knows the Constitution and State Statutes, great street maintenance, 4th Ave needs work, repairs, potholes, drainage, there are H2O issues due to neglect of the street

As a homeowner, I feel that my street or neighborhood has adequate street lighting that makes me feel safe to walk at night if I want to....

1 = 12; 2 = 3; 3 = 4; 4 = 0; 5 = 0;

Comments: We need more lighting in all of the new neighborhood, Good – no more it would be disturbing for sleep, no we need more lighting in Eagle Ridge, I would prefer lights that shine down, not out, prefer dark skies, traffic speed controls installed at approaches to school if 19th & Heritage Sq. RR crossing can do it, why can't we?

As a homeowner, I feel that the condition of my neighborhood contributes positively to the appreciation of my home....

1 = 24; 2 = 4; 3 = 1; 4 = 1; 5 = 1;

Comments: Depends on which neighborhood – some are well maintained, others look neglected and run down.

As a homeowner, I feel that the neighborhood is welcoming to me.....

1 = 25; 2 = 2; 3 = 1; 4 = 0; 5 = 0;

What are other comments you have as a homeowner? Please provide them here...

- We pay \$200/month in property taxes and do you really think any of this matters to Gotham City GPD?
- Rentals in neighborhoods
- Protect open space
- Property taxes – growth/valuations
- Rentals
- Rental to mines students causes loud fights, parties til 3am
- Love the wildlife and open spaces surrounding us
- The best asset is the wildlife and open space – keep it
- New tower upsetting and ominous
- Love wildlife, space between neighbors and quiet
- Would like to see less bright lights at night
- Enforce “no multi-family” ordinance in single family neighborhoods
- Great place to live
- Provide recycling pick-up point in our neighborhood
- Still concerned about towers
- If people feel they need more lights please make them low level/solar point down so as not to add to the light pollution. I did not choose to live next to a car lot
- I would like to see better wildlife crossing from foothills toward Fossil Trace area (build 6th Ave under a grassy walkover)
- Love having trails and open space – please continue
- Love Heritage Dells park

I Am A.....RENTER

As a Renter, the reason why I chose this neighborhood is....

- My landlord made me a deal on rent
- School of Mines

As a Renter, the one thing I find most difficult about this neighborhood is....

- Rental rates are high - \$1400 for something you pay \$900 for in Lakewood

As a Renter, the one thing that would make it easier for me to stay longer in this neighborhood is....

- Getting a job in the neighborhood
- Affordability

How true are these for YOU? On a scale of 1 to 5 with 1 being the best and 5 being the worst, mark your answer under each question

I feel that there are an adequate number of housing sizes available to me within the neighborhood....

1 = 1; 2 = 0; 3 = 0; 4 = 0; 5 = 0;

I feel that there are an adequate range of rental prices available to me within the neighborhood....

1 = 0; 2 = 1; 3 = 0; 4 = 0; 5 = 0;

I feel that the neighborhood is welcoming to me....

1 = 2; 2 = 0; 3 = 0; 4 = 0; 5 = 0;

What are other comments you have as a renter? Please provide them here...

I Am A.....SENIOR CITIZEN

As a Senior, the things I like most about this neighborhood are....

- Convenient to shopping, etc.
- Near medical care
- Clean air
- Quiet evenings
- RTD access
- I feel safe walking at night
- Variety of housing options

As a Senior, the things that are most difficult about this neighborhood are.....

- Dangerous for pedestrians crossing 6th Ave at Heritage Rd
- Inadequate bus service
- Need neighborhood shuttles
- Need pedestrian overpasses
- Need wildlife underpasses
- Need strict dog controls
- The towers on Lookout that shower us with electronic fallout
- No safe walking along Heritage, no shoulder for breakdowns
- Middling range housing under \$1,000 a month

As a Senior, I wish there were more of these things in this neighborhood.....

- Walking paths
- Parks
- More bike paths on this end of town
- Accessible recycling it is silly to drive to the canyon for 10lbs of newspaper.
- Curbside recycling
- Recycling
- Supermarket
- Open space designated for recreation, wildlife

How true are these for YOU? On a scale of 1 to 5 with 1 being the best and 5 being the worst, mark your answer under each question

This neighborhood provides an adequate choice of housing options for me to be able to stay here in retirement....

1 = 0; 2 = 0; 3 = 5; 4 = 0; 5 = 0;

Comments: If we keep the trailer parks!

I feel that there are enough medical services close to this neighborhood.....

1 = 3; 2 = 0; 3 = 1; 4 = 0; 5 = 0;

What are other comments you have as a senior living in this neighborhood?
Please provide them here...

- A pedestrian bridge over 6th Avenue to light rail would make safer access.

I Am A.....COMMUTER

When I leave for work from my neighborhood, the most difficult thing in getting out of my neighborhood is...

- Turn lane on US40
- Left turn lane on 40
- Left turn lane on 40
- Turn left on 40 – its dangerous as well
- I go up to I-70 to avoid the left turn
- No sidewalks that connect south
- Sun glare and hoping to see chicane at Eagle Ridge Dr

It would make it easier for me to get to work if I had....

- More frequent bus downtown
- Bike lockers at park
- Public transportation
- We need a right hand turning queue onto Heritage Rd from 6th Avenue eastbound. The traffic congestion really sucks now after 5 AM on 6th Avenue
- Extend the right turn lane back further (west)
- The ability to use the “bike” paths for scooter use
- Lightrail

How true are these for YOU? On a scale of 1 to 5 with 1 being the best and 5 being the worst, mark your answer under each question.

I work within the neighborhood or within Golden....

1 = 2; 2 = 0; 3 = 1; 4 = 0; 5 = 6;

I live close enough to work that I could take alternative transportation (walk, bike, bus) if I wanted to.....

1 = 1; 2 = 3; 3 = 1; 4 = 0; 5 = 4;

Comments: I drive to bus station then bus, drive to bus, can't wait for lightrail, walking & safely biking to lightrail via bike path – would never need a car, bus, bike, combo of both

I don't use alternative transportation, but would if it was closer to where I live....

1 = 6; 2 = 1; 3 = 0; 4 = 0; 5 = 1;

Comments: If it is convenient, need more Sunday service. If it wasn't a 2.5 hour RTD commute to Ken Caryl & C470

I don't work in Golden, but would prefer to if a position were available.....

1 = 5; 2 = 0; 3 = 0; 4 = 0; 5 = 1;

When driving in the neighborhood, I often find myself frustrated at traffic and congestion...

1 = 1; 2 = 1; 3 = 0; 4 = 2; 5 = 5;

Comments: Off of 6th onto Heritage, I don't have much trouble with this, off Heritage onto US40.

What are other comments you have as a commuter? Please provide them here...

- Lightrail needs to have more stops and also travel more of Golden
- Gus Bus
- Faster bus travel downtown-maybe it could have a Jeffco loop and short loop
- Difficult to cross 6th Avenue at Heritage Rd.
- I think it's fine
- I would like to see a bike bridge or tunnel at 6th & 19th Street

I Am A.....PARENT

As a Parent, I feel the best things about the neighborhood are.....

- I own part of it
- Good neighbors
- Open space, bike trails, park, creek
- Safe
- Safety, good schools
- We feel safe and have great neighbors
- Not cluttered
- The neighbors!
- Close parks
- The unpretentiousness of it, great neighbors, feel safe, love the trail & park
- Safe, a lot of pride
- Great relationship to open space
- The character – large lots
- Lots of open space
- It feels very safe

As a Parent, I feel the things that most concern me about the neighborhood are.....

- Speeding cars – doesn't matter how you design the road – they'll still speed
- Too much traffic
- Traffic that is fast and cuts corners
- Over building & vacancy of offices & condos
- Adults presuming the streets are a playground...even putting out signs in the travel or parking areas
- Fast traffic
- Safely getting to school
- Safe pedestrian ways along Heritage
- Making the public parks and open space relevant for young people as well as older people
- Need Ped x-ing signs
- Too many speed across the x-walk along the path across Kimball into the park
- Walkability
- Properties falling into disrepair not being maintained even though I like not having an HOA, I wouldn't mind some standards
- Speeding – please post more signs, more patrol, whatever it takes!
- Also DOGS, too many people without leashes you can't assume that we know your dog is friendly

As a Parent, for the neighborhood, I would like more.....

- Wider sidewalks
- Police patrols
- Opportunities to see neighbors
- Sidewalk, bike lanes, traffic calming
- Bike Lanes
- Police patrols and traffic control – if we don't ask/demand it we will be ignored and our children, our lives are... you call it what you want, taxpayer
- Vandalism of Shelton is not our problem but the FPD comes asking us for answers they fail to pursue
- Neighborhood parties!
- Police patrols
- Speed limit signs
- Quick, easy access to light rail
- Signage at the entrance to the neighborhood
- Interpretive signage along K Run Trail
- Improve "health" of the wetlands
- Improve or remove garden on south end of Shelton school parking lot
- Widen sidewalks
- Comprehensive ADA review for "accessibility" and "usability"

If your children currently attend Shelton Elementary or the Golden Independent School, what things would make it easier for your children to walk to school?

- No parents with children in the Jeffco School District in Golden. Define it like it is; Golden doesn't have any regard for your child's safety unless you start with the JCSD Board. The GHS is prime example, \$100K in debt and well behind schedule. The GCC has little regard for your children as defined by the JCSDB.
- Improve grading & surfacing of "alley" that connects north Berthoud Way to south entrance of H. Dells park
- The crosswalk on Kimball between Berthoud & Crawford Cir needs a pedestrian sign that lights up.

If your children are tweens or teenagers, what things in the neighborhood would help them stay safe?

- Occasionally patrol through park
- Add'l bus stops
- Walking/bike bridge over US-40 to Rooney Rd soccer complex (kids could bike or walk to & from if that road crossing wasn't so dangerous)
- Possibly better or addition of lighting in the parks

- Better bike route to Bell Middle
- Good crosswalk or bridge over Johnson Rd from bike path to Post Office side

What park amenities would you like for your children?

- Tennis courts
- More playground equipment
- Swimming pool in neighborhood
- Community garden
- Why is it only for grade schoolers – what about teenagers?
- More shade – or in Stone Bridge just shade at park by the time the trees grow kids will all be grown
- Climbing structure
- More park amenities geared towards young and especially teenagers
- Along K. Run Trail: rock/zen garden for children & adults
- More seating in park and along trail – use native stone
- Paint portable restroom fencing to look like surrounding foothills or ravines or?
- A positive area for teens to come together – climbing structure perhaps?
- Ask the teens they will have ideas

APPENDIX B

Summary of Public Input

Workshop: October 4, 2011

***Summary of Public Input
South Neighborhood Workshop; October 4, 2011***

- Traffic Calming in Eagle Ridge (Eagle Ridge Drive)
- Improve park amenities at Jefferson County Open Space just south of Heritage Dells
Neighborhood: Dog Park or Disc Golf?
- Repave Heritage Road
- Sidewalk along Colfax from Heritage Road to Home Depot complex
- New use of unusually large parking lot at bar along Colfax on North side.
- Development to attract and welcome people along Colfax – eateries for those in business park along and to east of Violet
- Traffic onto Golden Ridge is already heavy; The overall redevelopment of the area is a great idea, but traffic will be a main issue. A second road should open up to Colfax. This could go through the mobile home park area. The turnaround traffic is already heavy; an estimated 30-40 cars daily from people that miss the C-470 turn on 6th Ave.
- If the property owners of the Golden Terrace Community intend to change in the future an extensive community process should be held to discuss the future for land use, character, transportation, and design elements, and to address impacts on existing residents.

Heritage Square Comments

If you make any changes, I would want them to keep the idea of Heritage Square intact, just make it better.

***Colfax Significant Area of Change Group Discussion Question Results
South Neighborhood Workshop; October 4, 2011***

Colfax Area of Change: Table 1- Steve

- 1. In the context of the value themes, how should this area feel when you are walking or biking down the street? Conversely, how should it not feel?***
 - Safe
 - Not high speed
 - Sidewalks
 - Inviting
 - Narrow US 40; slow the speed
- 2. What should this area look like to compliment the surrounding neighborhoods and fulfill the community values?***
 - Green, not Downtown
 - Gathering , seating
 - Layout as Center
- 3. Can you name and describe other places you've been in Colorado that might be an inspiration for how this area should change over time?***
 - East Colfax / Colfax in Aurora
 - Winter Park
 - North Boulder
- 4. How could this area be designed to enhance connections between neighbors and improve the sense of community?***
 - Safe Crossing at Zeta and West Colfax
 - Lena Gulch Trail
- 5. Describe the kind of public spaces, such as plazas and play areas, which would entice you to linger in the area and connect with your friends and neighbors.***
 - Dog Park
 - Seating Walls, Separated from Traffic
 - Neighborhood Park
 - Cool Areas
 - New Areas in Vail – East of Downtown
 - Hardscape plazas, as gathering places
 - Public Plazas

- Places that show age, and change, and are funky
- People, places
- Multi-culturalism
- Mixed Use
- Slower Speed Roads
- Book entitled “Thrive for Happiest Places” – San Luis Obispo

Colfax Area of Change: Table 2- Rick

1. ***In the context of the value themes, how should this area feel when you are walking or biking down the street? Conversely, how should it not feel?***
 - Safe – traffic safety bicycle lane or path sidewalk connectivity
2. ***What should this area look like to compliment the surrounding neighborhoods and fulfill the community values?***
 - Preserve hogback outcrop view
 - Access to soccer fields near storage units
 - Improve crossing at Zeta for pedestrians. It is too fast right now for pedestrians.
 - Connecting trail over Heritage to cross Colfax
 - RTD bus routes
 - Lower profile building, street trees, clean it up, better landscaping
 - Retail services for visitors passing through as well as residents.
 - Neighborhood services, local restaurants, daycare etc.
3. ***Can you name and describe other places you’ve been in Colorado that might be an inspiration for how this area should change over time?***
 - Idaho Springs main Street, near Beaujo’s Pizzeria
 - Old S. Pearl St.
 - S. Gaylord, 32nd Ave in the Highlands
4. ***How could this area be designed to enhance connections between neighbors and improve the sense of community?***
(See Question 5 Results)
5. ***Describe the kind of public spaces, such as plazas and play areas, which would entice you to linger in the area and connect with your friends and neighbors.***

- Educational aspects of area history. Use themes of history in development.
- Depots, Mining, Agriculture Relics, etc. could be part of a local museum.
- Use history to build plaza for community connections
- Dog park south of RV park on County Land?
- Mountain Biking connection to hogback
- Parking on far west edge for trail access
- Indoor recreation center; soccer, ice rink etc.
- West end could use more outdoor recreation. East end close to highway could use indoor recreation, retail services, etc.
- Public Restrooms
- Theme for amenities – lights, trash cans
- Dancing fountains, kid activities and play areas
- Good seating availability
- Climbing walls – indoor and outdoor to draw in visitors
- Courtyards
- Very wide sidewalks/ amenities area for pedestrians, bikes, and a buffer from Colfax

Golden Ridge/ Eagle Ridge Area of Change Preference Survey Results
South Neighborhood Workshop; October 4, 2011

Question	Preference Survey Results			
1. How should the area outlined in red (Golden Ridge Area of Change) be used?	<i>Mix of office, retail, restaurant and housing to create continuous pedestrian activity and services for surrounding residents.</i>	12	Mainly office uses, associated with high traffic during certain times during the day	1
2. How should the area outlined in red feel?	Auto-oriented design with buildings surrounded by more convenient parking	1	<i>Pedestrian-oriented building and site design</i>	14
3. How should residential be handled?	<i>Mix of housing types and prices</i>	14	No housing on site	1
4. Who should use the area outlined in red?	<i>Public plaza with seating and play areas</i>	13	Office park layout with prominent parking space	1
5. How should access to the area be planned?	Isolated development from nearby residents	0	<i>Sidewalk and road connections for access to and between surrounding neighborhood</i>	14
6. How important is the hillside and associated views?	Golden Ridge Hillside development: Building bulk up to the edge of the hillside.	2	<i>Golden Ridge Hillside development: Building bulk set back from the edge of the hillside on the second and third stories.</i>	11

APPENDIX C

Responses from
Online Survey

Conducted: Fall 2011

Online South Neighborhoods Plan

Survey Results Fall 2011

20 Responses

Section 1: West Colfax Area of Change

1. In the context of the value themes, how should this commercially zoned area feel when you are walking or biking down the street? Conversely, how should it NOT feel?

This area should have an opportunity to be walkable/bikeable and healthy. At this point in time, there is not ANY feel of this. Given the number of bus stops in the area, businesses and the Free Horizon Montessori Charter School in the area, it must be a safe area that is welcoming and - just safe (vs. life threatening, as it feels now!)

Currently feels dangerous with cars speeding 40+ MPH. Bike and walk ways should be well defined and separate from the road.

Needs safer walking and biking access Not a "commercial strip"

Should feel modern. Should not feel busy and congested. Should not feel like cars are whizzing by.

It should feel user-friendly. It should include open/green space. It should have adequate access. It should NOT feel loud, operate overnight, or emit harmful/noxious substances

Should feel comfortable for cars and bikes plus peds

this area desperately needs a sidewalk and a bike lane. Shouldn't be so dark and scary.

Should feel vibrant and safe. Should NOT feel industrial.

it should feel safe to walk down either side of Colfax (it does not now). The cars that scream down Colfax coming from the west are not enforced for the speed limit. It should feel more walkable than it does, with connections between businesses. It shouldn't feel like you have to hop across obstacles just to walk in a straight line to get back to our neighborhoods from the commercial area.

Right now, this area is kind of a dump. The new sunny mart is the nicest feature- otherwise, it just feels like what it is- a liquor store, two biker bars and a gas station sitting between a mobile home park and a trailer community. It would be great if it felt more well developed, thought out, and added amenities and value to the neighborhoods surrounding it. Bike lanes would be nice or even a path connecting through the area. Well lighted, friendly and inviting.

It should feel safe, friendly, welcoming.... occasionally when I have friends coming to visit our Tripp Ranch home for the first time, I'm even a little embarrassed by that area they have to drive by since it makes it appear as if you're headed into an undesirable area...

Should feel: SAFE, new, classy, clean, applicable to needs of neighbors - restaurants, small shops, gas station, etc.. It should NOT feel like a dirty, unsafe, poorly lit, poorly maintained, sloppy, run down area like it does now!

I would appreciate the businesses along the two roads keeping their property clean so the area does not take on that "ratty" commercial flavor. Also the curve on Colfax is dangerous for bikers so a wide, bike-friendly path would be great.

Safe, wide sidewalks, far from road; should not feel like cars on Colfax are dangerous to pedestrians & bikers.

It could look a bit more presentable. Right now it is pretty barren (dirt, weeds, etc.).

2. *What should this commercial area look like to compliment the surrounding neighborhoods and fulfill the community values?*

There should be businesses that welcome those living in the areas around the target area. Additionally, the businesses should be open to people walking/biking to them, as there seems to be quite a bit of foot traffic in this area, as well as bus traffic, etc.....The businesses in this area and the school in this area both offer additional people whose needs can/should be filled. If it is clear that there are businesses that meet people's needs, they will be used by the daytime only residents, as well.

Currently feels uncared for, incohesive and dirty. Would like to see more landscaping, funds to provide low-cost loans for refacing commercial buildings, requirements for aesthetic compliance.

Should look modern.

Architecturally interesting, tasteful signage -- not fake Western or mountain.

more curb/gutter/ walk way and more attention to the land scaping along the road, with more lighting.

Commercial opportunities for local businesses + retail options that serve both nearby neighborhoods and captures regional travelers.

It should be redeveloped to have more attractive buildings, meaning small shops and offices or service establishments. The Sunny Mart is busy with locals, but the ugly commercial & industrial buildings make it feel like you shouldn't be there.

Walkability / bikeability from surrounding neighborhoods with sidewalks is huge -- why the "walkability" score has become such a big selling point in home sale listings. The look (although a quaint, homey look would be nice) becomes less important than accessibility...

For safety and easy accessibility, it should be well lit and look clean and safe. Fewer bars and biker-hangouts would potentially help with this.

Clean and possibly landscaped to upgrade the look.

Less trashed / less abandoned - this stretch just looks awful, like a community that doesn't care / invest

3. *Can you name and describe other commercial/ public places you've been in Colorado that might be an inspiration for how this area should change over time?*

East Colfax redevelopment in Denver (where the theatre is and East high school) is an area on a busy street that has developed businesses that make it clear they are there and are friendly to those who are potential customers. (I recognize it would be less dense, but it is the kind of transformation that could be a model.) This is a tough

question, as areas such as this aren't often transformed - it could be a model with respect to how to accommodate lower income housing, upper income housing (a little further back), school children and businesses on a busy road that could also provide business traffic as people catch I70. The traffic could be a big draw for this area!

Downtown Morrison and Golden.

Belmar, Lakewood CO

Shopping Center on South Santa Fe Drive.

yes, just on the east side of c-470/colfax.

Vibrant and innovative, but still responsive to "working class" feel and context. Realistic retail ambitions. Few examples come to mind, since most new and innovative developments are struggling right now.

Downtown Golden.

Belmar

My favorite is the Highlands area in NW Denver, but again with that, it's not as much the look of those buildings (most are very blocky and basic), as it is the quaint/neighborhood feel and the quality of the shops/restaurants there.

The Highlands in Denver, the Stapleton area, Flatirons developments southeast of Boulder.

The commercial area north of Hwy 58 and just west of the I-70/Hwy 58 interchange is obviously commercial but also nicely landscaped and maintained. The buffer on the south side of Colfax in front of the RV park and storage site is well done and seems to be well maintained. More of this type of landscaping with trees which will just get better with time is great.

new bike lines in Golden near Clear Creek are great; more walkable areas, shops, better restaurants. Old-town Littleton, the Highlands are nice little areas

4. How could this commercial area be designed to enhance connections between neighbors and improve the sense of community?

Add sidewalks so people can actually get places by any other means than cars!!! (Sidewalks and bike lines all along Colfaxin alignment with CDOT's new Bike/Ped Policy!!) Finish paths to get to this area....right now, one can meander through neighborhoods and hope for the best - maybe some clear, enticing paths would be good?

Improved walkways, landscaping and public places.

Better maintained buildings

Promote a summer time street vendor event every Sunday something akin to what Belmar does.

Regular updates to surrounding neighborhoods about future businesses, construction, relevance to community needs.

If walkable, it will attract neighbors.

bike path

Facilitate and integrate safe pedestrian/bike connections between neighborhoods, Bachman park parcel, Rooney Road fields, Colfax corridor.

Improve the front areas of each of the businesses, add pocket parks to allow walkers to rest every so often. Incentivize local businesses to be on the corners, to encourage residents to walk to them.

Sidewalk both along Colfax as well as thru previous Bachman open space area -- would enhance connection/walkability to those neighborhoods and make it a destination.

Build a recreation center or a community center! Or an area with novel (not your everyday Applebee's etc.) restaurants/shops that have multi-cultural appeal (young professionals, retirement, family-oriented, etc.). Be unique!!!

Biking/walking access with safety in mind. Also, I've traveled this area of Colfax for 24 years and the yellow double stripe on Colfax is very important. I've seen it get faded and cars coming East on Colfax, around the curve can't see where they are supposed to drive. I've had them coming straight at me in my lane more than once as I traveled West on Colfax.

Less trashy, more family-friendly shops & restaurants, clean up abandoned, vacant areas, attract new businesses with walkability, a park

There is a desperate need for a pedestrian/bike path, or a sidewalk and a wide shoulder for biking. There is a school (Free Horizon Montessori) in the business park just to the east, but getting there by bike or on foot from the neighborhoods to the north and northwest of this area is a life threatening proposition.

5. Describe the kind of public spaces, such as plazas and play areas, which would entice you to linger in the area and connect with your friends and neighbors.

Green space - any at all! Add a park somewhere around here - this would serve the school children! A little plaza with a coffee shop, a few shops to meet necessities and possibly some drinking/dining spots. Any area that actually can be accessed without fear of being hit by a car would be great!

Outdoor eating areas, fountains, neighborhood garden.

Parks with covered picnic tables

Green spaces, park-like spots for meeting friends, water features

Shade is important in summer; protection from weather in winter. Awnings, trees, umbrellas

a safe area to walk that allows for seeing snakes and small critters in advance with some benches placed along the path.

Something interesting and different that utilizes the rock outcrop (in the RV park). Food/beer. Walkable from neighborhoods.

Lots of benches, pocket parks, areas to sit and play a game or talk with people. Big pieces of art with sitting areas around it. People might gather there just to look at them and talk. Install things that are small activities but that are recognizable to people. I mean if you want to meet your neighbor for a walk, meet up at the fountain, or the exercise area, or the sun dial. Stuff like that.

Outdoor seating areas -- both as part of a restaurant or coffee shop, as well as public seating with "natural" and simple kid distractions -- I think of the Arvada art center outside area with primarily just a big long cement dragon as an example!

Pearl street mall in Boulder. The shops at 32nd and Youngfield in the Highlands. (Awesome area!) A recreation center and/or park area.

I don't think we need more parks. As the commercial and retail store sites increase, parking access and safe entry/exit onto Colfax would be a big plus.

A park with a playground, sidewalks, cafes/coffee shops, easy parking

Open space or a park that connects with the Bachmann land would be a nice touch.

Section 2: Golden Ridge Area of Change

Question	Preference Survey Results			
1. How should the area outlined in red (Golden Ridge Area of Change) be used?	<i>Mix of office, retail, restaurant and housing to create continuous pedestrian activity and services for surrounding residents.</i>	17	More traditional office park use only, with little to no retail services or public space for nearby residents.	1
2. How should the area outlined in red feel?	Car-oriented design with individual buildings surrounded by parking for workers	1	<i>Pedestrian-oriented buildings with more of a "village feel"</i>	17
3. How should residential be handled?	<i>Mix of housing types and prices designed for proximity to light rail and on site retail services</i>	13	No housing component to future development within the area outlined in red	5
4. Who should use the area outlined in red?	<i>Public plaza with seating and play areas for residents, office workers and visitors.</i>	17	Office park layout with parking space but few, if any, public amenities	1

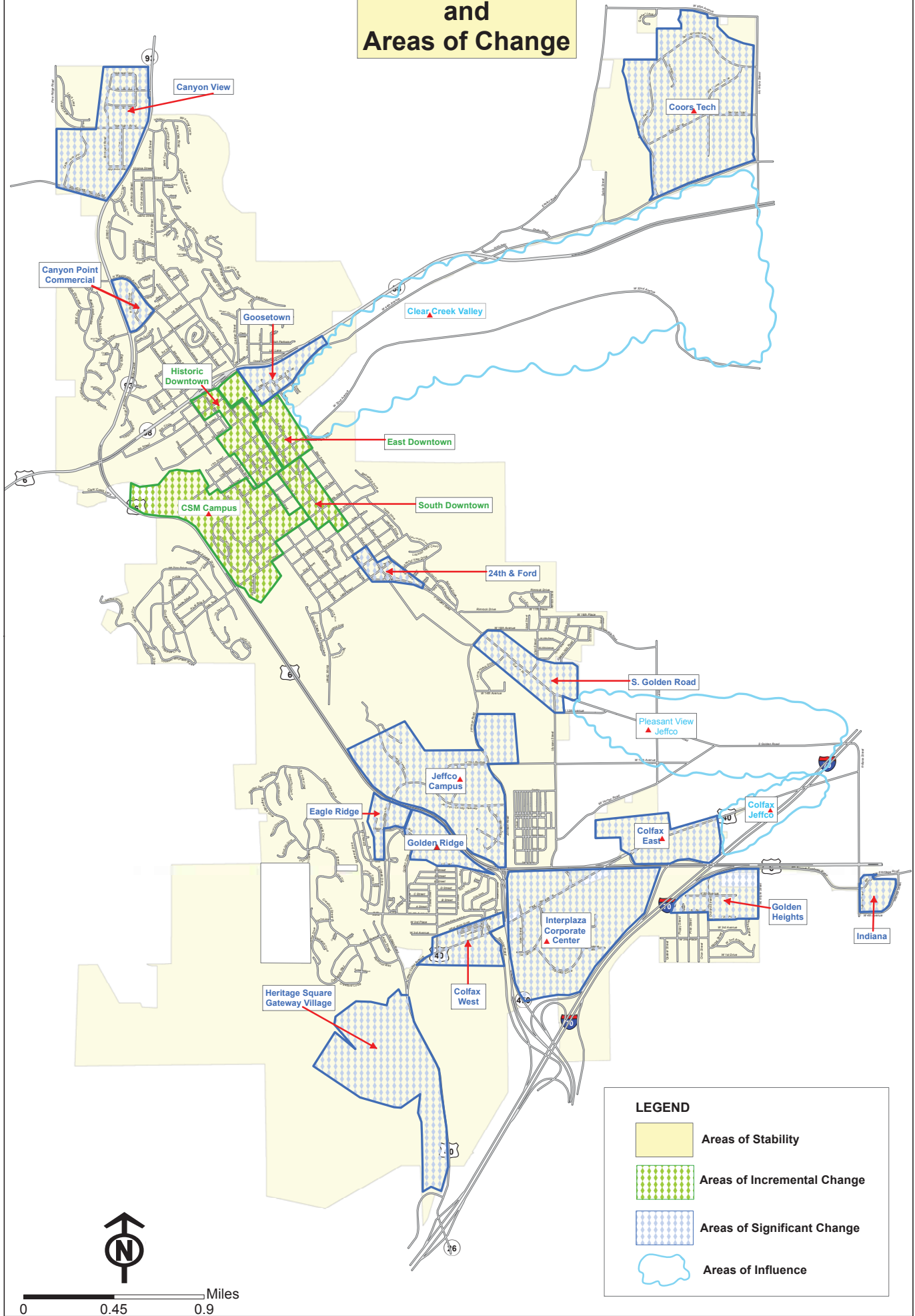
5. How should access to the area be planned?	Limited access development that is fairly isolated from nearby neighborhoods	2	<i>Sidewalk, bike, trail and road connections for access from surrounding neighborhood</i>	16
6. How important is the hillside and associated views?	Building design should primarily focus on the needs of the building owners.	1	<i>Building design should be sensitive to the hillside and existing topography.</i>	17

APPENDIX D

Areas of Change and Areas of Stability Map

From Comprehensive Plan
Update 2011

Areas of Stability and Areas of Change



APPENDIX E

Planning Commission
Public Hearing

Resolution No. PC12-23

RESOLUTION NO. PC12- 23

**A RESOLUTION OF THE CITY OF GOLDEN PLANNING
COMMISSION ADOPTING THE SOUTH NEIGHBORHOODS
PLAN**

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

WHEREAS, Planning Commission, in conjunction with residents and landowners within the South Neighborhoods has prepared this plan through public workshops and meetings in 2008, 2011, and 2012, as well as in the Golden Vision 2030 Project; and

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

WHEREAS, Planning Commission conducted public hearings on the adoption of the Plan on August 1st and September 5, 2012.

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

Section 1. The South Neighborhoods Plan is hereby ADOPTED as part of the City of Golden Comprehensive Plan by the City of Golden Planning Commission and recommended for APPROVAL to the Golden City Council, subject to the following revisions attached to this resolution as Exhibit A.

Adopted this 5th day of September, 2012.


Suzanne Stutzman, Chair

ATTEST:


Stacy McClure, Secretary to
Planning Commission

Exhibit A Plan Changes

1. Add a new subsection 3.11"Mid to Longer Term" (h) at the bottom of page 13 to say:

"Subject to environmental clearances from Jefferson County, add an open space trail connection along the northern edge of the Rooney Road Sports Complex property to provide an alternate neighborhood connection from Rooney Road west to the area near US 40 and Heritage Road."

2. Replace the last bullet on page 22 pertaining to preserving natural features with the following language:

"Preserve both the larger and secondary hogbacks on the south side of US Highway 40, and protect them for future generations to enjoy the natural topography."

3. Add the following language to the end of the last line of Page 22, pertaining to the management of directed change with respect for the wishes of property owners:

"The introduction of new uses will be incremental and occur over time. The City's encouragement of new or improved uses in conformance with the plan will include promotion of the ideas contained herein and matching of willing buyers and sellers. The City does not expect itself or any related economic development agencies to take on the role of land developer or assembler."

4. Replace the section entitled Building Height on page 23 as related to the Colfax Area of Change with the following:

"The currently allowed maximum building height for C-1 zoned properties is 50 feet. At this point, the entire corridor consists of low one story buildings. The commercial highway nature of West Colfax will likely require that redevelopments be allowed to propose buildings of varied heights. However, the area represents both a gateway from the west as well as a transition into the residential part of the neighborhood on the north side of Colfax, and a transition to larger scale commercial projects to the east. In enacting form based zoning regulations for this area (anticipated to be under the Community Mixed Use zone district), Planning Commission should consider varied height zones to address view corridors of the hogback properties and foothills to the west, and to reflect the transitions into the neighborhood and transitions to the east. Additional design considerations to be added to regulatory tools implementing this plan include:

- a. Third (or third and fourth) story step backs should be required, to create less of an imposition on pedestrians on ground level.
- b. First floor areas of taller buildings facing the street should to be used as retail/restaurant/service with the upper floors to be used as residential or office."

5. Modify the first sentence of Economic Vitality recommendation 2 on page 34 to read as follows:

“ Evaluation of possible mixed use and residential uses in mixed use areas *city-wide is indicating* that the current

6. Insert a new section 2 under “Character and Land Use” on page 33 regarding implementation, to read as follows:

“The City should re-evaluate options for bulk and character regulations for single family neighborhoods city-wide to address redevelopment changes over time.”

APPENDIX F

City Council
Public Hearing

Resolution No. 2219

RESOLUTION NO. 2219

**A RESOLUTION OF THE GOLDEN CITY COUNCIL
APPROVING THE SOUTH NEIGHBORHOODS PLAN AND
INCORPORATING THE PLAN AS PART OF THE GOLDEN
COMPREHENSIVE PLAN**

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

WHEREAS, the South Neighborhoods Plan has been prepared to supplement the Comprehensive Plan; and

WHEREAS, the Golden Planning Commission has completed a study of the proposed plan and held public hearings on August 1, 2012 and September 5, 2012 relative to the adoption of the plan; and

WHEREAS, the Golden Planning Commission adopted the South Neighborhoods Plan on September 5, 2012 and recommended that City Council approve said plan.

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

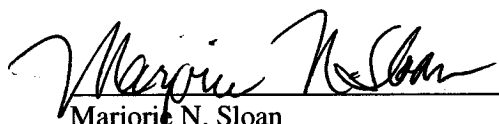
Section 1. The South Neighborhoods Plan as adopted by Planning Commission Resolution No. PC12-23 is hereby approved as part of the City of Golden Comprehensive Plan.

Section 2. In approving said South 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.

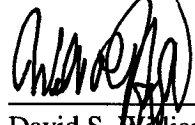
Adopted this 11th day of October, 2012.




Susan M. Brooks, MMC
City Clerk


Marjorie N. Sloan
Mayor

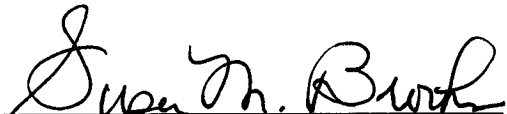
APPROVED AS TO FORM:


David S. Williamson
City Attorney

I, Susan M. Brooks, City Clerk of the City of Golden, Colorado, do hereby certify that the foregoing is a true copy of a certain Resolution adopted by the City Council of the City of Golden, Colorado at a rescheduled regular business meeting thereof held on the 11th day of October, A.D. 2012.



ATTEST:


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