West Colfax Urban Renewal Plan

April 2014

Golden Urban Renewal Authority
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1.0 Preface and Background

The West Colfax Avenue Urban Renewal Plan (“Plan”) is an urban renewal plan prepared for the Golden Urban Renewal Authority (“Authority”) and the City of Golden (“the City”) pursuant to the provisions of the Urban Renewal Law, Colorado Revised Statutes §§ 31-25-101 et seq. (“Urban Renewal Law”).

Pursuant to Urban Renewal Law, one or more urban renewal areas may exist within the boundaries of the municipality. The Authority is currently responsible for three ongoing urban renewal plan areas:

1. The Downtown Golden Urban Renewal Area and Project was established in December 1989 and the Tax Increment Financing (TIF) collection period will expire at the end of 2014.
2. The Central Neighborhoods Urban Renewal Area and Project was established in May 2013 and the TIF collection period will expire at the end of 2038.
3. The Parfet/Briarwood Urban Renewal Area and Project was established in May 2013 and the TIF collection period will expire at the end of 2038.

This Plan is for the proposed West Colfax Avenue Urban Renewal Area (hereafter, the “Urban Renewal Area”) situated generally on both sides of West Colfax Avenue (US 40) between the eastern end of the property known as the Interplaza retail development and 1-70 Exit 259 located approximately 2.3 miles west. The Urban Renewal Area is legally described in a Legal Description, included as Appendix A, and depicted on the Proposed Urban Renewal Area Map, included as Appendix B.1.

This Plan describes the framework for certain public undertakings constituting urban renewal projects and other authorized activities under the Urban Renewal Law in the Urban Renewal Area. Terms used in the Plan have the same meaning as in the Urban Renewal Law unless otherwise defined in the Plan.

The administration of urban renewal projects and the implementation and enforcement of the Plan, including, without limitation, the preparation and execution of any implementing documents, shall be performed in accordance with one or more agreements to be executed by the Authority, the City, and the proposed developer of various projects within the Urban Renewal Area, as deemed necessary (“the Agreements”).

In executing this Plan, the Authority is focusing on furthering the community values and goals described in Golden Vision 2030 report approved by City Council on December 9, 2010, the current City Comprehensive Plan, and the South Neighborhoods Plan as updated and amended. Completion of urban renewal project(s) within the Urban Renewal Area is anticipated to occur over a time period of up to 25 years.
2.0 Findings

2.1 Finding of Blight

The West Colfax Avenue Blight Study (dated January 9th, 2014) (hereafter, the “Blight Study”) noted conditions that would support a finding that the Urban Renewal Area is “blighted” as defined by the Urban Renewal Law (Appendix D). In accordance with Colorado Urban Renewal Law, at least four (4) blight factors must be present within the area to be considered a blighted area, and at least (5) factors must be present if eminent domain is to be used. The following five (5) factors were found to be substantially present in the initial survey area as a whole:

(b) Predominance of defective or inadequate street layout;
(d) Unsanitary or unsafe conditions;
(e) Deterioration of site or other improvements;
(f) Unusual topography or inadequate public improvements or utilities;
(k.5) The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements.

The City may adopt an urban renewal plan if it finds that, by reason of the factors identified as present in the Blight Study, Survey Area as a whole impairs or arrests the sound growth of the City of Golden, retards the provision of housing accommodations, or constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare of the Golden Community per Colorado Revised Statute 31-25-103(2).

2.2 Preparation of this Urban Renewal Plan

The findings and recommendations contained herein were formulated, in part, from information collected from site inspections of the Urban Renewal Area, and review of public documents including the Golden Municipal Code and Golden Comprehensive Plan 2011 Update. The Blight Study is incorporated herein by this reference.

2.3 Urban Renewal Plan Area Authorization

Based on the evidence of blight, the Urban Renewal Area is appropriate for undertakings and activities of the Authority pursuant to the Urban Renewal Law. The intent of the Authority is to facilitate the construction, installation, operation, and maintenance of quality development and improvements permitted by the Urban Renewal Law.
3.0 Conformance

3.1 Urban Renewal Law

This Plan is in conformity with the applicable statutory requirements of the Urban Renewal Law.

3.2 City of Golden Regulatory Documents

3.2.1 Comprehensive Plan

In June 2011, the City adopted its current Comprehensive Plan Update. The Comprehensive Plan includes the goals and policies of the community that help guide development and growth, including areas contained within the City’s designated urban renewal areas. The South Neighborhoods Plan was then adopted by City Council in the Fall of 2012. Applicable development standards and goals for the West Colfax area in the South Neighborhoods Plan can be found in Appendix C of this document.

3.2.2 Zoning Code

The properties within the Urban Renewal Area are contained within the zoning categories of C-1 (limited commercial), C-2 (general commercial), M-2 (general industrial), and the Heritage Square II PUD, Knight and Cunningham PUD, McNeil Bullock PUD, Creekside PUD, Interstates Denver West PUD, 6th Avenue Place PUD, Hayden Property PUD, and Interplaza West PUD Official Development Plans. Land uses and development standards for properties within the Urban Renewal Area are subject to the terms and conditions of the City of Golden Municipal Code and this Plan.

3.3 Urban Renewal Plan Objectives

The objectives of this Plan are as follows:

- To prevent or eliminate slum or conditions of blight, which in turn will attract capital investment in the Urban Renewal Area and assist in strengthening the City’s tax base.
- To prevent physical and economic deterioration or the spread of blight within or near the Urban Renewal Area.
- To eliminate conditions of blight which exist in the Urban Renewal Area, which impair or arrest the sound growth of the municipality.
- To contribute to the economic stability of the City.
- To promote a development pattern designed to serve the community and region through a balanced mix of employment, retail and service businesses.
- To improve pedestrian and vehicular circulation and safety.
- To implement the Comprehensive Plan and other related City plans.
- To encourage new development that is compatible in scale and design with the existing character of the Urban Renewal Area.
- To encourage development in the area consistent with the Corporate Center Business Park and the City’s development goals.
4.0 Urban Renewal Activities

It is the intent of the Authority to eliminate or prevent conditions of slum or blight by stimulating private sector development in and around the Urban Renewal Area. The Authority works in collaboration with elected officials, City administrators, private developers, financing sources, as well as the community. The combination of public and private investment will assist in implementing activities consistent with the objectives of this Plan. The implementation of this Plan shall be the responsibility of the Authority. The Authority shall have all the powers set forth, enumerated, or reasonably necessary to carry out the Plan, as such powers may be provided in this Plan and in C.R.S. 31-24-101, et. seq., and in particular, but not by limitation, C.R.S. 31-25-105, et. seq.

4.1 Authorized Urban Renewal Techniques

In undertaking urban renewal activities within the Urban Renewal Area, the Authority is authorized to utilize any of the following renewal techniques and activities, pursuant to the Urban Renewal Law, and as deemed appropriate for the elimination or prevention of slum or blighted areas. Nothing in this section shall be deemed a limitation on the use of any other power provided in the Plan or under the Urban Renewal Law unless specifically stated herein.

A. Demolition
The Authority may provide for the demolition and clearance of buildings, structures and other improvements in the Urban Renewal Area.

B. Public Improvements
The Authority may cause, finance or facilitate the design, installation, construction and reconstruction of any public improvements in the Urban Renewal Area, insofar as such improvements enhance the success of the Urban Renewal Area and respond to community needs and deliver benefits, and subject to specific approval of the public improvements by the City.

C. Property Acquisition
In the event the Authority determines it is necessary to acquire any real property to implement this Plan, the Authority may do so by any authorized means except eminent domain. This Plan also authorizes the use of eminent domain pursuant to the Urban Renewal Law, but the Authority is not authorized to initiate eminent domain proceedings without first obtaining the approval of the City Council, by majority vote on a resolution so authorizing, at a public hearing.

D. Owner Participation Agreements
The Authority may enter into ownership participation agreements with property owners or developers in the Urban Renewal Area for the development or redevelopment of their property. The agreements are intended to facilitate participation and assistance that the Authority may choose to provide to such owners and developers. Owner participation and other agreements of this nature will contain, at a minimum, provisions requiring:

• Compliance with the West Colfax Avenue Urban Renewal Plan and all applicable City ordinances and regulations;
• Covenants to begin and complete development, construction, or rehabilitation of both public and private improvements within a period of time considered to be appropriate by the Authority; and
• The financial commitment(s) of each party.
Nothing in an owner Participation Agreement shall be construed to require the Authority to exercise, or refrain from exercising, a power in violation of the law.

E. Renewal and Rehabilitation
Appropriate activities may include such undertakings and activities authorized by the Urban Renewal Law or this Plan, including but not limited to those techniques identified in this section determined to be necessary or desirable.

F. Property Management
It may be necessary from time to time, for the Authority to acquire property and maintain it until such time when the property can be integrated into a larger assemblage of land to complete a redevelopment project, or otherwise transferred to a private property owner. During the period that the Authority owns this acquired property; such property will be under the management and control of the Authority and may be rented or leased pending its disposition for redevelopment.

G. Demolition, Clearance & Site Preparation
The Authority may demolish and clear buildings, structures, and other improvements from any property it acquires in accordance with this Plan.

H. Property Disposition
The Authority may dispose of property it acquires by means of a reasonable competitive bidding process or by any other reasonable means established by the Authority in accordance with the Urban Renewal Law and pursuant to redevelopment agreements between the Authority and such purchasers. All such agreements shall conform to the requirements of the Urban Renewal Law.

I. Cooperative Agreements
For the purposes of planning and implementing this Plan, the Authority may enter into one or more cooperative agreements with the City or other public entities. Such agreements may include provisions regarding project financing and implementation; design, location and construction of public improvements; and any other matters required to implement this Plan.
5.0 Redevelopment Opportunities and Design Goals

The real property within the Urban Renewal Area plays a unique role in the ongoing and future success of the city’s largest commercial corridor (West Colfax Avenue), and largest concentration of multi-tenant light industrial commercial space (Corporate Center Business Park). The Urban Renewal Area has the opportunity to complement and support the primary job creation and expansion activities that occur in Corporate Center and to facilitate desirable commercial, retail, and mixed use projects within the corridor. The Urban Renewal Area also creates the opportunity to create a substantial step toward the community’s goals for the Colfax Corridor. In its current blighted state, the Urban Renewal Area is not achieving any of these community goals.

One or more public-private partnerships to facilitate redevelopment of the Urban Renewal Area, along with other improvements, would prove substantially beneficial to the City by eliminating or preventing occurrence or reoccurrence of conditions of slum, blight, or blighting conditions.

5.1 Land Use Goals

The City’s goals for the Colfax Corridor include the strengthening of the area as a mix of land uses appropriate to its role as a commercial and employment corridor. The current zoning on the property within the Urban Renewal Area allows many of the desired uses. However, mixed residential and non-residential uses for most of the area would require rezoning or PUD amendment, subject to the urban form requirements detailed in this section and Appendix C.

5.2 Urban Form Goals

In order to begin the evolution of the Colfax Corridor into a more desirable urban form in support of the goals and values of the City of Golden, Golden Vision 2030 Project, Golden Comprehensive Plan, and the South Neighborhoods Plan, development and redevelopment projects within the plan area will be expected to comply with the following design standards:

5.2.1 Overall Approach

In keeping with Golden Vision 2030 values and the South Neighborhoods Plan, the three main design themes of public and private investment assisted by the Authority will be safety, aesthetics, and convenience. All three of these themes are lacking to some degree in the area.

The safety of neighbors, employees, visitors and customers will be addressed by the complete streets improvements described below, as well as other connections described in Exhibit C. Enhanced aesthetics will be achieved by designing streetscape and other infrastructure with a balance of design quality and function. While the area is not intended to include the level of design detail of the downtown Golden area, the Authority’s investment will be in place for generations and should reflect high quality, conscientious design. The above themes and the enhancement of commercial opportunities of all types will improve convenience, especially for residents, employees, and visitors.

The unique role of Colfax (US 40) as a continuous street throughout the Denver metropolitan area adds to the character to be maintained and enhanced. As the primary transportation route in South Golden, the
Colfax corridor also serves as a major recreational gateway. Infrastructure improvements should also recognize these users and their needs.

5.2.2 Subarea Recommendations

The Plan area has been divided into the Subareas depicted on the map attached as Exhibit B-2 for purposes of describing urban design goals and requirements.

Subarea 1. Interplaza

The Interplaza Development is a community/regional “big box” retail center that will likely retain this land use character throughout the period of this plan.

a. Because the development is adjacent to two limited access roadways (US 6 and I-70) and a unique stretch of US 40, existing buildings in Subarea 1 have been oriented internally along a private vehicular road. New buildings should continue to be oriented towards the internal road with increased emphasis on pedestrian circulation and connections, public spaces and plazas, and quality design.

b. In the portion of Subarea 1 west of the main entrance to the development, residential or mixed uses may be considered to support the smaller scale retail uses in this section.

c. At least one additional pedestrian connection to the employment opportunities to the south Corporate Center development should be constructed.

d. A generous sidewalk on this side of Colfax should connect Interplaza to nearby uses and the neighborhood to the west.

e. If the intersection of US 6 and US 40 (West Colfax Avenue) is reconstructed as a grade separated interchange in the future, pedestrian and bike connections to the east may become more feasible.

Subarea 2. North Side of US 40, East of C-470

Subarea 2 currently contains two light industrial complexes and a CDOT maintenance facility, and these uses are not likely to change in the immediate or mid-term futures. However, the new light rail facility and end of line station may influence future redevelopment proposals.

a. If a desirable direct pedestrian connection to the north side of US 6 at the light rail station can be achieved, this may be the most suitable area for a mid-rise mixed-use (commercial/office/residential) transit supportive redevelopment project. Such a connection may take different forms, but should be considered an absolute necessity for any substantial redevelopment.

b. The design of any mid-rise buildings should be carefully approached, and limited to no more than six stories.

c. Over time, Golden should encourage and try to facilitate the relocation of the CDOT maintenance facility.

d. The immediate infrastructure needs relate to the lack of a sidewalk on the north side of Colfax, the awkward transit connections, and the current state of the pedestrian street crossing east of Rooney Road.

e. The very preliminary discussions about a statewide high-speed rail system have included the idea of a west metropolitan Denver station in the immediate areas of Colfax east of C-470. If such discussions proceed, planning for land use and infrastructure changes in Subarea 2 will be more critical.
Subarea 3. South Side of US 40 west of Interplaza, and both sides west of C-470

Subarea 3 currently contains a wide variety of commercial uses and vacant land. There are three vacant parcels, one notable underutilized parcel at the entrance to Corporate Center, and several neighborhood oriented businesses that should be encouraged to expand and reinvest in their properties. Subarea 3 currently functions as an auto-oriented suburban to rural commercial strip with unconsolidated vehicular access and little consideration for alternative transportation modes. The primary uses facing Colfax tend to focus on neighborhood services and tourism based lodging. Both of these are viable directions for existing and new businesses.

a. New principal buildings should be located in direct proximity to and oriented toward the Colfax frontage with no parking or vehicular circulation between the building and the street right of way line.

b. In order to maintain neighborhood scale, the properties on the north side of Colfax should remain one or two story neighborhood retail and service uses.

c. Along the south side of Colfax, buildings can vary up to four stories in height with respect to natural viewsheds, with the first floor incorporating storefront design. Upper level uses may include any use permitted by zoning, with primary emphasis on building form and design.

d. For the properties with 150 feet or greater frontage along Colfax, the site plan should incorporate two buildings addressing the Colfax frontage, with a pedestrian scale plaza between each structure.

e. For large acreage properties with multiple buildings, structures located to the rear of the site should be designed and oriented to support the Colfax frontage and internal spaces.

f. The Colfax Corridor streetscape design will incorporate a strip no less than 25 feet in width (as measured from the existing or planned curb line) and no more than 50 feet in width in compliance with Chapter 18.40 of the Municipal Code.

g. The plan anticipates and supports the retention of the residential rental uses at 17250 W. Colfax Avenue. URA assistance for a project that eliminates most or all of the residential units is not anticipated.

Subarea 4. Hayden PUD Light Industrial Property

As one of the few larger employment zoned properties, it is important to facilitate a positive use of Subarea 4. Given its location at the south end of the business park, the urban form and design controls of the PUD zoning and Chapter 18.40 of the Municipal Code appropriately address such concerns.

Subarea 5. Heritage Square

Heritage Square represents a unique place in the South Neighborhoods Plan and the entire community. In its current state, it operates rather quietly and unobtrusively, having been owned by the owners of the adjacent gravel quarry since the early 1990's as somewhat of a buffer parcel. By authorizing the assistance made possible by the URA plan (if warranted) the community's ability to influence any future changes to this large property will be greater than those regulatory controls provided in the City Municipal Code.
West Colfax Avenue Urban Renewal Plan: Golden Urban Renewal Authority: City of Golden

In addition to the requirement of the South Neighborhoods Plan that any modification to the property requiring a zoning change be preceded by a formal neighborhood plan amendment; URA redevelopment assistance should be conditioned upon findings of furtherance of both community character and development goals in the City Comprehensive Plan. Such emphasis on the careful approach to the future of Heritage Square results from its undeniable potential impact on the entire corridor, and the lack of any current indication of potential change. Based upon its scale and location, any significant change to this property can affect the overall character of the entire South Neighborhood. At the same time, its size and scale demonstrate that future use and design should not be addressed solely from a general policy perspective.

Subarea 6. Gateway Village

As noted in the South Neighborhoods Plan, Subarea 6 of the URA is a highway oriented commercial project, primarily planned as retail and service uses for the greater area and specific I-70 corridor. As such, its internally focused design and somewhat suburban retail character is appropriate. Inclusion in the URA plan area could help with the extension of water, sewer, and pedestrian infrastructure desired by the community, and help facilitate the overall complete streets improvement for Colfax Avenue. URA participation will be determined by demonstrated need, with design guidance provided by Chapter 18.40 of the Municipal Code.

5.3 Public Infrastructure Projects

The most immediate infrastructure needs for the Urban Renewal Area include the installation of pedestrian, transit accessibility, and streetscape improvements on both sides of West Colfax Avenue from Heritage Road to the entrance of the Interplaza Development. There is also substantial need to improve the intersection of Colfax Avenue and Heritage Road, and install improvements from Heritage Road to I-70 in order to transition from a rural high-speed roadway to a City complete street. Such improvements will likely be phased. Additional storm drainage improvements and utility undergrounding are also anticipated.

- There is a substantial opportunity to immediately benefit existing neighborhood residents and businesses by designing and installing a pedestrian and bike infrastructure, streetscape improvement, and signage project for the north side of West Colfax from Zeta Street to C-470 (just east of Rooney Road).

- Connection along the south side of West Colfax Avenue from Rooney Road to at least Violet Street should be established to better connect the area retail, employment opportunities, and the charter school (located in the Corporate Center development).

- A third potential early connection improvement to be investigated relates to bike/pedestrian connections to the light rail station. Although not physically located within the URA Plan area, providing safe and enhanced connections either to the US-6 and Johnson Road intersection or directly to the US-6 pedestrian bridge would significantly benefit residents and area employees.
West Colfax Avenue Urban Renewal Plan: Golden Urban Renewal Authority: City of Golden

- The largest infrastructure project anticipated for the West Colfax corridor will be the complete streets transformation from US-6 to I-70. This major project will require significant design and will be an investment that neither the City nor the URA project will be able to fund immediately. Cooperatively, GURA and the City should look for ways to fund the project, with a long-term repayment by the future funds of the URA project.

- Large-scale streetscape infrastructure improvements funded by the URA project will be subject to a design character review to ensure compliance with current community visions regarding the appearance and function of the future West Colfax corridor.
6.0 Project Financing

Development of the permitted land uses on the properties within the Urban Renewal Area will likely require GURA participation in financing various types of costs either directly or through cost-sharing arrangements with other public entities such as the City of Golden, and/or with one or more developers. A prior section of this document -- Section 4.0 Urban Renewal Activities -- describes the purposes for which financing may be required. The Authority is expressly authorized to finance projects permitted under the Colorado Urban Renewal Law and this Plan by any method authorized by the Urban Renewal Law and specific Agreement with the City of Golden, when required.

6.1 Tax Increment Financing

Tax Increment Financing (TIF) is one method through which GURA can generate revenue within the Urban Renewal Area. Under the TIF financing method, the property taxes levied after the effective date of the approval of this Plan upon taxable property in the Urban Renewal Area each year by or for the benefit of any public body, or all or a portion of municipal sales taxes collected with the Urban Renewal Area, or both such taxes, shall be divided for a period not to exceed twenty-five (25) years according to this section and any further separate agreement between the Authority and the City. This Plan intends to authorize, and hereby does authorize, the use of both property tax increment and sales tax increment for urban renewal projects within the Plan Area. This Plan imposes limitations on the use of sales tax increment, as described below.

6.1.1. Property Tax Base Amount. That portion of the taxes which are produced by the levy at the rate fixed each year by or for such public body upon the valuation for assessment of taxable property in the Urban Renewal Area last certified prior to the effective date of approval of the Plan or, as to any area later added to the Urban Renewal Area, the effective date of the modification of the Plan shall be paid into the funds of each public body as are all other taxes collected by or for said public body. Such funds shall constitute the “Base.”

6.1.2. Property Tax Increment Amount. That portion of said property taxes, in excess of such Base amount shall be allocated to and, when collected, paid into a special fund of the Authority to be used for purposes anticipated by this Urban Renewal Plan as further limited in Section 6.1.4 below.

6.1.3. Use of Sales Tax Increment. This Plan provides the required authority for the use of sales tax increment for urban renewal projects within the Plan Area. However, until a specific project is proposed, all incremental sales tax revenues shall continue to be paid into the general fund of the City. In the event that the Authority desires to use incremental sales tax revenues for a specific urban renewal project, it shall request authorization from the City, which may be provided, at the City’s discretion, by means of a separate agreement between the Authority and City Council. The amount of incremental sales taxes which may be used by the Authority for a specific urban renewal project shall be as set forth in such separate agreement.

6.1.4. Use of Increment. Notwithstanding the provisions of Section 4 and 4.1 above, the use of such incremental property taxes described above shall be limited to the following, unless specifically authorized by a separate agreement with City Council:
a. Ownership participation agreements with property owners or developers in the Urban Renewal Area for the development or redevelopment of their property.
b. Construction of public improvements as specifically approved by the City.
c. Reimbursement to the Authority of reasonable direct costs for legal or consultant review associated with authorized projects.
d. Reasonable administrative costs of the authority.

6.2 Other Financing Options

The Authority may from time to time employ other financing mechanisms as permitted by law, including but not limited to those described herein.

6.2.1 Loans from the City or other URA Plan Special Funds. With the substantial emphasis on infrastructure investments, it is likely that the Authority will seek to employ loans from either the City or another URA Plan Special Fund to begin such investments as soon as fiscally responsible. Such loans shall be negotiated with specific mutually acceptable terms and provisions.

6.2.2 External Loans and Bonding. The Plan is designed to provide for the use of tax increment financing as one tool to facilitate investment and reinvestment within the Area. However, in addition to tax increment financing, the Authority shall be authorized to finance implementation of the Plan by any method authorized by the Act. The Authority is committed to making a variety of strategies and mechanisms available which are financial, physical, market, and organizational in nature. It is the intent of the Plan to use the tools either independently or in various combinations. Given the obstacles associated with redevelopment, the Authority recognized that it is imperative that solutions and resources be put in place that are comprehensive, flexible, and creative.
7.0 Development Standards and Procedures

Development of the permitted land uses on the properties within the Urban Renewal Area shall be in accordance with the City's Code and/or specific standards and procedures established in connection with the City's zoning, land use, and design approvals for such properties, all as now exist or as hereafter amended. Nothing in this Plan shall be deemed an approval of any currently pending use, or any proposed future use.

8.0 Modification of the Plan

This Plan may be modified or amended pursuant to requirements and procedures set forth in C.R.S. 31-25-107 of the Urban Renewal Law governing such modifications or amendments to the extent such modifications or amendments do not conflict with the Agreements. Nothing herein shall be construed to require the Authority to first obtain the permission of any party to an Agreement prior to amending or modifying this Plan. The Authority may in specific cases allow minor variations from the provisions of the Plan if it determines that a literal enforcement of the provisions of the Plan would constitute an unreasonable limitation beyond the intent or purpose of the Plan.

9.0 Severability

If any portion of this Plan is held to be invalid or unenforceable, such invalidity will not affect the remaining portions of the Plan.

10.0 Effective Date of the Plan

This Plan shall be effective upon its final approval by the Golden City Council. Except as otherwise permitted under the Urban Renewal Law, the term of the TIF period is twenty-five (25) years from the effective date of the Plan or a separate Increment Agreement with the city, whichever is later, unless the Authority deems, to the extent consistent with the terms in the Agreements, that all activities to accomplish the Project have been completed and all debts incurred to finance such activities and all expenses of the Authority have been repaid. In that event, the Authority may declare the Plan fully implemented.
Appendix A: Legal Description
A TRACT OF LAND LOCATED IN SECTIONS 10, 11, AND 15, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH P.M. JEFFERSON COUNTY, COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE ONE-QUARTER CORNER COMMON TO SECTIONS 10 AND 11; THENCE NORTH ALONG THE LINE BETWEEN SECTIONS 10 AND 11 A DISTANCE OF 175.00 FEET; THENCE EASTERLY PARALLEL WITH THE EAST-WEST CENTERLINE OF SAID SECTION 11 A DISTANCE OF 309.00 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID SECTION 11 A DISTANCE OF 175.00 FEET TO A POINT ON THE EAST-WEST CENTERLINE OF SAID SECTION 11; THENCE EAST ALONG SAID CENTERLINE TO A POINT ON THE WESTERLY LINE OF TRACT A OF GOLDEN BUSINESS CENTER SUBDIVISION, A SUBDIVISIONRecorded in the Jefferson County Records in Reception No. 2008063165; THENCE SOUTHERLY ALONG THE WESTERLY LINES OF SAID TRACT A AND LOT 1 OF SAID GOLDEN BUSINESS CENTER SUBDIVISION TO THE SOUTHMOST CORNER OF SAID LOT 1; THENCE EASTERLY ALONG THE SOUTHERLY LINES OF LOTS 1, 2, 3, 4 AND 5 OF SAID GOLDEN BUSINESS CENTER SUBDIVISION TO THE EAST MOST CORNER OF SAID LOT 4; THENCE NORTHERLY ALONG THE EASTERLY LINE OF SAID LOT 4 TO THE NORTHEAST CORNER OF SAID LOT 4; THENCE WESTERLY ALONG THE NORTH LINE OF SAID LOT 4 AND THE NORTHERLY LINE OF SAID TRACT A TO THE SOUTHWESTERLY COMMON TO TRACT A AND LOT 2, CORPORATE CENTER BUSINESS PARK REPLAT NO. 2 AS RECORDED IN RECEPTION NO. F0210755 OF THE JEFFERSON COUNTY RECORDS; THENCE NORTH ALONG THE COMMON LINE BETWEEN TRACT A AND SAID LOT 2 AND ITS' NORTHERLY EXTENSION TO A POINT ON THE NORTHERN LINE OF CAPITOL DRIVE AS SHOWN ON THE PLAT OF CORPORATE CENTER BUSINESS PARK FILING NO.3, AS RECORDED IN RECEPTION NO. 2006029817 OF THE JEFFERSON COUNTY RECORDS; THENCE WESTERLY AND NORTHERLY ALONG THE SOUTHERLY AND WESTERLY LINES OF LOT 1A OF SAID CORPORATE CENTER BUSINESS PARK FILING NO. 3 TO THE NORTHWEST CORNER OF SAID LOT 1A; THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT 1A AND ITS EASTERLY EXTENSION TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF VIOLET STREET; THENCE NORTH ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHWEST CORNER OF LOT 2A, BLOCK 1, CORPORATE CENTER BLOCK 1 REPLAT NO. 1 AS RECORDED IN RECEPTION NO. F0817146 OF THE JEFFERSON COUNTY RECORDS; THENCE EASTERLY ALONG THE NORTH LINE OF LOTS 2A AND 2B OF SAID CORPORATE CENTER BLOCK 1 REPLAT NO. 1 TO A POINT ON THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 1, CORPORATE PLACE SUBDIVISION FILING NO. 2 AS RECORDED IN RECEPTION NO. 84064370 OF THE JEFFERSON COUNTY RECORDS; THENCE EASTERLY ALONG THE NORTHERLY LINES OF LOTS 1 AND 2 OF SAID CORPORATE PLACE SUBDIVISION FILING NO. 2 AND ALONG THE NORTH LINE OF LOT 1, BLOCK 6 OF SAID CORPORATE CENTER BUSINESS PARK TO THE SOUTHWEST CORNER OF LOT 13 OF INTERPLAZA WEST FILING NO. 2A
TRANSPORTATION BY DOCUMENTRecorded in Reception No. F0523431
of the Jefferson County Records; Thence Southwesterly along
said Northerly Line and its Westerly Extension to a point on
the Easterly Line of that Tract of Land described in Recep- 
ition No. 2006089656 of the Jefferson County Records; Thence 
Northerly, Westerly, and Southerly along the Easterly, 
Northerly, and Westerly Lines of said Tract of Land to the
intersection of the Westerly Line of said Tract and the
Easterly Extension of the North Line of Lot 2, Block 1, East
Tincup Village Subdivision, a Subdivision recorded in Reception
No. F0136456 of the Jefferson County Records; Thence Westerly
along said Extension and the Northerly Line of said Lot 2 to
the Northwesterly Corner of said Lot 2; Thence Northerly and
Westerly along the Southerly Lines of Lot 1, Block 1, of said
East Tincup Village Subdivision to the Southwest of said Lot 1;
Thence Southerly along the Easterly Right-of-Way Line of Zeta
Street to a point on the Northerly Right-of-Way Line of U.S.
Highway 40 as described in Book 424 at Page 143 of the Jefferson
County Records; Thence Westerly along said Northerly Right-
of-Way Line and along the Right-of-Way Line described in Book
1193 at Page 177 of the Jefferson County Records to a point on
the Westerly Right-of-Way Line of Heritage Road; Thence
Northerly along said Right-of-Way Line to the Northmost
Corner of Lot 1 Heritage Square Filing 2, a Subdivision recorded
in the Jefferson County Records in Reception No. 2005014570;
Thence Westerly and Southerly along the Northerly and
Westerly Lines of Lot 1 to the Northmost Corner of Lot 2 of
said Heritage Square Filing 2; Thence Westerly and Southerly
along the Northern and Western Lines of Lots 2, 4, and 5 of said
Heritage Square Filing 2 to the Southwest Most Corner of said
Lot 5, being the common corner to Lot 5, Lot 12, Tract C, and
Tract G of said Heritage Square Filing 2; Thence Southeasterly
along the Southern Lines of Lots 5 and 6 of said Heritage
Square Filing 2 to the common corner of Lot 6, Lot 11, and Tract
F of said Heritage Square Filing 2; Thence Southerly and
Easterly along the Westerly and Southerly Lines of said Tract
F to the common corner of Tract F, Lot 12, and Lot 8 of said
Heritage Square Filing 2; Thence Easterly along the line
between said Lots 8 and 12 to a point on the Westerly Right-of-
Way Line of U.S. Highway 40; Thence Southerly along said
Westerly Right-of-Way Line to the Southeast Corner of said Lot
12; Thence Southerly along the Easterly Line of that Tract of
Land Deeded to Jefferson County by document recorded in
Reception No. F1609852 of the Jefferson County Records to a
Point on the Northerly Line of that Tract of Land Deeded to
Colorado Department of Transportation by Document

PROJECT G68-4
RECORDED IN RECEPTION NO. F2138549 OF THE JEFFERSON COUNTY RECORDS; THENCE EASTERLY ALONG THE NORTHERLY LINES OF SAID TRACT TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 40; THENCE NORTHERLY ALONG SAID WESTERLY LINE TO A POINT ON THE EAST-WEST CENTERLINE OF SAID SECTION 15; THENCE EASTERLY ALONG SAID CENTERLINE TO A POINT ON THE EAST-WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 40; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE INTERSECTION OF SAID EASTERLY RIGHT-OF-WAY LINE AND THE EAST-WEST CENTERLINE OF SAID SECTION 10; THENCE EASTERLY ALONG SAID EAST-WEST CENTERLINE TO THE SOUTHWEST CORNER OF THAT TRACT OF LAND DESCRIBED IN RECEPTION NO. 93037870 OF THE JEFFERSON COUNTY RECORDS; THENCE NORTHERLY ALONG THE WESTERLY LINES OF SAID TRACT AND THE WESTERLY LINES OF THAT TRACT DESCRIBED IN RECEPTION NO. F1018198 TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 40; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE INTERSECTION OF SAID SOUTHERLY LINE WITH THE WEST LINE OF SAID SECTION 11; THENCE SOUTH ALONG SAID WEST LINE TO THE POINT OF BEGINNING.

PREPARED BY:
STEVEN D. LISTER
FOR AND ON BEHALF OF:
SDL SURVEYING, LLC
15230 GREAT ROCK ROAD
BRIGHTON, COLORADO 80603
303-637-9435

PROJECT G68-4
PREPARED 03/03/2014
Appendix B: Urban Renewal Project Maps
Appendix C: Development Standards from South Neighborhoods Plan
On Exhibit 7, "Areas of Stability", parameters and general recommendations for the neighborhood (referred to as "stability") will be considered in the coming years. This section will explain how stability will be maintained and the overall character of the area will not undergo major changes. While these will most likely be enhancements of single homes, 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.

3.1 General Neighborhood Recommendations

These stability areas were developed to support recommendations for future development, as these areas remain intact due to recent investment and planning. These areas are also critical to maintain the character and stability of the area.

Recommendations for changes are in line with the Golden Vision 2030 and the Comprehensive Plan and will be considered in future development.

After evaluating the current conditions of the neighborhood, it is important to look at specific sites and areas that may be potential for redevelopments.
Recommendations

1. Complete the pedestrian bridge from the Golden Ridge Commercial area to the Golden Ridge Parkway by the fall of 2013.

2. Improve pedestrian access from the Golden Ridge Commercial area to the highway.

3. Connect to the open space corridor along the southwest edge of Heritage Road.

4. Add a sidewalk on the west side of Heritage Road from US 40 to the Avenue.

5. Add bike and pedestrian facilities along the "main" section of US 40 between the south side of US 40 at Heritage Road to the north side of US 40 at Heritage Road.

6. Consider a bridge and rail on the south side of US 40 from Heritage Road.

7. Complete an interim Heritage Road "shoulder improvement" project.

8. Complete an interim Heritage Road "shoulder improvement" project.

9. Complete an interim Heritage Road "shoulder improvement" project.

10. Connect to the pedestrian bridge along the Avenue going west.

11. Consider a bridge and rail on the north side of US 40 from Heritage Road.

12. Improve Heritage Road from US 40 to US 6, including recreation or

13. Complete the pedestrian bridge from the Golden Ridge Commercial area to the highway.

14. Improve pedestrian access from the Golden Ridge Commercial area to the highway.

15. Add a sidewalk on the west side of Heritage Road from US 40 to the Avenue.

16. Add bike and pedestrian facilities along the "main" section of US 40 between the south side of US 40 at Heritage Road to the north side of US 40 at Heritage Road.

17. Consider a bridge and rail on the south side of US 40 from Heritage Road.

18. Improve Heritage Road from US 40 to US 6, including recreation or

19. Complete an interim Heritage Road "shoulder improvement" project.

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21. Connect to the pedestrian bridge along the Avenue going west.

22. Consider a bridge and rail on the north side of US 40 from Heritage Road.

23. Improve Heritage Road from US 40 to US 6, including recreation or

24. Complete the pedestrian bridge from the Golden Ridge Commercial area to the highway.

25. Improve pedestrian access from the Golden Ridge Commercial area to the highway.

26. Add a sidewalk on the west side of Heritage Road from US 40 to the Avenue.

27. Add bike and pedestrian facilities along the "main" section of US 40 between the south side of US 40 at Heritage Road to the north side of US 40 at Heritage Road.

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32. Connect to the pedestrian bridge along the Avenue going west.

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34. Improve Heritage Road from US 40 to US 6, including recreation or

35. Complete the pedestrian bridge from the Golden Ridge Commercial area to the highway.


The City of Golden

3.2.2 Heritage Square

Heritage Square

The City will consider implementing the following initiatives to control the existing neighborhood, preserve the historic character, and maintain the integrity of the neighborhood:

- **Residential Development:** The City will work with landowners to address any incremental additions to the existing zoning based on City codes and regulations.
- **Commercial Development:** The City will work with landowners to address any incremental additions to the existing zoning based on City codes and regulations.
- **Historic Preservation:** The Golden community values Heritage Square as a significant contributor to the Golden community's identity. The City will continue to work with the Golden community to protect and preserve the historic character of Heritage Square.

**Zoning and Planning:**

The City Council has approved open space acres along the southern edge of the neighborhood and has worked to secure approval for the 1990s development. The City has secured approval for the 1990s development. The City will continue to work with the Golden community to protect and preserve the historic character of Heritage Square.

**Current Conditions:**

- **Historic Preservation:** The Golden community values Heritage Square as a significant contributor to the Golden community's identity. The City will continue to work with the Golden community to protect and preserve the historic character of Heritage Square.
- **Zoning and Planning:** The City Council has approved open space acres along the southern edge of the neighborhood and has worked to secure approval for the 1990s development. The City has secured approval for the 1990s development. The City will continue to work with the Golden community to protect and preserve the historic character of Heritage Square.

**Implementation Plan:**

The South Neighborhoods Plan recognizes the fact that the buildings and infrastructure of Heritage Square were built as a result of a Victorian-era boom.

**Areas of Change:**

- **Golden**
- **Current Conditions**
- **Implementation Plan**

---

**Welcome to the City of Golden**

City of Golden

3.2.2 Heritage Square

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**Implementation Plan:**

The South Neighborhoods Plan recognizes the fact that the buildings and infrastructure of Heritage Square were built as a result of a Victorian-era boom.

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**Welcome to the City of Golden**
Individual parcels or projects consistent with the consolidated access points with no direct access to future redevelopment of the lower parking area of Heritage Square should continue to be from consolidated access points, with no direct access to Heritage Square's lower parking lot and Highway 24. Pedestrian access to any Heritage Square lower parking lot and Highway 24 will be via the appropriate sidewalks and trails located between the aforementioned open space and public right-of-way.

In order to complete the natural character entry into the South Neighborhoods' associated bikeway, a new connection is required to be included in the open space acquisition and not within the street corridor. The area on the north of the 24th Street intersection could serve as part of the new bikeway. The area on the south of the 24th Street intersection could also include the new bikeway corridor. Pedestrian access is not required from the southern portion of the 24th Street intersection, as the entire intersection is on the main entrance of Heritage Road.

Although the intersection for pedestrians, bikes, and vehicular users is an intersection, the new intersection at Heritage Road and U.S. 40 has natural green space and only a bikeway feature.
nulling and no measurable change during the life of this plan. It is
considered this area to be an area of stability with continued
availability of the South Neighborhoods Plan. Accordingly, the South Neighborhoods
Jurisdiction of Yolo County is consistent with the condition of mining and reclamation&n
approximately 220 acres of the quarry, representing roughly 10
neighborhoods. Thus, the amount of gravel, the number of years, and the pace
the conformance of substantial acres of new open space would be
the result of a landfill, with Yolo County in 2002, that resulted in
established in 1977, and is expected to continue for a number of decades.

General Quarry Area

design process noted earlier in the plan.

The primary recommendation from the earlier discussions and the 2008
highway at this point are acknowledged.

4 Implementation

3 Recommendations

2 Conditions

1 Welcome To The

Golden

City of Golden

-3.2.4 I-70 Influence Area

Exhibit II: I-70 Area of Influence

Open Space Area

Backstop/open space and recreation fields.

Logging area.

Gateway Village.

Spec aggregates quarry.

Backstop/open space.
Exhibit 12: Gateway Village Possible Site Plan
The issues identified include:

- Pedestrian passage and access across the street
- Height and intensity of structures
- Heritage considerations
- Road and rail grade separations
- Overhead power lines
- Compatibility with neighboring areas
- Existing landscape
- Existing infrastructure
- Future development needs
- Potential conflicts with other projects
- Potential for coordinated solutions
- Potential for corridor development
- Existing conditions
- Potential for mixed-use development
- Existing community concerns
- Potential for increased density
- Existing businesses and industries
- Potential for increased safety

The following options were considered:

1. A Complete Street
2. Exits to I-70
3. West Colfax Avenue
4. Current
5. Implementation

Recommendations:

- Improve pedestrian access
- Reduce conflicts with existing infrastructure
- Enhance economic development
- Improve connectivity and accessibility
- Enhance public safety
- Improve traffic flow
- Reduce congestion
- Enhance environmental sustainability
- Enhance aesthetic quality
- Enhance economic development
- Improve public health
Development changes to take on the role of land developer or assembler.

The city does not expect large or any other economic changes due to development changes. The introduction of new uses will be incremental and occur over time.

**Land Uses**

- New residential and commercial zones on the south side of US Highway 47.
- Protect them for future generations to employ the natural resources of the region.
- Light industrial uses in the nearest depth paws on the south side of Coker Avenue.
- Additional lodging and visitor oriented uses.
- Additional restaurant and visitor oriented uses.
- Goods and services oriented to the large employment and residential base within this community.

**Possible West Coker Avenue Improvements (land use)**

- Office and service uses.
- Light industrial uses in the nearest depth paws on the south side of Coker Avenue.
- Additional lodging and visitor oriented uses.
- Additional restaurant and visitor oriented uses.
- Goods and services oriented to the large employment and residential base within this community.

**Areas of Change**

- Implementation
- Recommendations
- Conditions
- Current
- Golden South Neighborhoods
- Welcome to The City of Golden

**General Neighborhood Recommendations**

- Reduce traffic congestion
- Improve public transportation
- Increase green space
- Enhance community safety

**Possible West Coker Avenue Improvements (land use)**

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- Light industrial uses in the nearest depth paws on the south side of Coker Avenue.
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- Additional restaurant and visitor oriented uses.
- Goods and services oriented to the large employment and residential base within this community.

**Exhibit 9 (repeated): West Coker Avenue Proposed Cross Section**

- Improved traffic flow
- Increased pedestrian safety
- Enhanced public transportation options
- Increased green space
- Improved community safety
large, ground floor windows that create transparency between the sidewalk.

The required parking for the building should be located at the side of the road.

Areas between the sidewalk and building that are set aside for public space should be pedestrian friendly areas.

E. Architectural Design

In the upper floors to be used as residential or retail/restaurant/office, the upper floors to be used as residential or

First floor areas of other buildings facing the street should be used as

More space for pedestrian access and to provide complete street sidewalk to help create a

The building setback includes:

Building setbacks include:

Example of building setback to sidewalk (15 ft. away, sidewalk pavers, etc.)

C. Building Height

The current allowable maximum building height for C-1 zoned properties is

The size and shape of individual parcels will dictate which street frontage

AREAS OF CHANGE

IMPLEMENTATION

RECOMMENDATIONS

CONDITIONS CURRENT

NO. UNIT

GOLDEN CITY OF

SOUTH NEIGHBORHOODS

WELCOME TO THE

1

2

3

4
Example of Effective Public Spaces

Parking

and functional pedestrian and bike pathways.

will be the complete streets design of the roadway and the provision of

landscape features at certain locations. The more important design features

landmarking the site will be Planning Commission and/or staff have the

landscape features will be appropriate with an event focus (recreation,

and other amenities in alignment of 25' in width and no less than 15' feet wide for

Chapter 1.8.0 of the multiclip code requires a sidewalk and landscape area

The complete streets features recognized for this area will be

Sidewalks and Edge Treatments

create more visual interest.

encouraged to enhance the user's experience and enrich the streetscape.

will encourage the use of local materials and permeable pavement.

Use of color, texture and a varied variety of materials to help create visual

Immediate adjacent or visible to roadways and will not create a visual or

PHASE 1

PHASE 2

PHASE 3

PHASE 4

South Neighborhood Plan

City of Golden

City Council Resolution No. 2219

Planning Commission Resolution No. 172-23

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Golden

City of Golden

South Neighborhood Plan

General Neighborhood Recommendations

Implementation

Recommendations

Current Conditions

Welcome to the

Golden

City of Golden
Development regulations of the City of Golden Municipal Code and other ordinances. Landscaping standards are addressed in Chapter 18.40. Site landscaping is an important part of what makes a place feel comfortable.

- Public sidewalks and crosswalks are important for casual walking.
- Public spaces are also important for casual seating.
- Public spaces should be maintained by the property owner.
- Public tables and chairs should help to create inviting spaces for people to gather.

- Provide a variety of options for different functions and visual interest.
- Provide benches and/or chairs in small groupings to gather informally.
- Provide benches and/or chairs in small groupings to gather informally.
- Benches and/or chairs in small groupings allow users to gather informally.
- Can create around.

- A water feature is an amenity that is appreciated by all ages. Whether it is a feature of passerby, a water feature is something that enhances the entire public space area.

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- An invitation for the movement of materials for pedestrians, which can include pavers.

- public spaces should be smaller scale, and design should avoid cluttering.

- Use public spaces to provide attractive pedestrian connections back into the street and sidewalk, and ideally located at a crossroads where walking paths intersect.

- Publicly accessible spaces should be easily visible and accessible from the street.

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