

West Colfax Urban Renewal Plan

April 2014

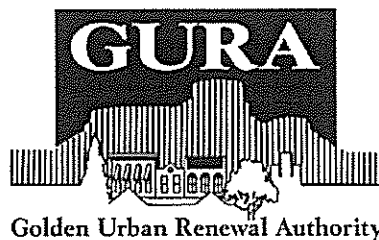


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1.0 Preface and Background

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 I-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.

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 SUBDIVISION RECORDED 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. F0207055 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

SUBDIVISION RECORDED IN RECEPTION NO. F0904638 OF THE JEFFERSON COUNTY RECORDS; THENCE NORTHWESTERLY ALONG THE WESTERLY LINE OF SAID LOT 13 TO THE COMMON CORNER OF LOT 13 AND LOT 15 OF INTERPLAZA WEST FILING NO. 4, A SUBDIVISION RECORDED IN RECEPTION NO. F1095607 OF THE JEFFERSON COUNTY RECORDS; THENCE NORTHEASTERLY ALONG THE EASTERLY LINES OF TRACT B OF SAID INTERPLAZA WEST FILING NO. 4 TO THE COMMON CORNER OF SAID TRACT B, LOT 13, BLOCK 1 OF INTERPLAZA WEST FILING NO. 2, A SUBDIVISION RECORDED AT RECEPTION NO. F0904638 OF THE JEFFERSON COUNTY RECORDS, AND LOT 1 OF INTERPLAZA WEST FILING NO. 2 REPLAT A, A SUBDIVISION RECORDED IN RECEPTION NO. 2012114221 OF THE JEFFERSON COUNTY RECORDS; THENCE EASTERLY ALONG THE SOUTHERLY LINES OF LOTS 1 AND 2 OF SAID INTERPLAZA WEST FILING NO.2 REPLAT A AND LOT 5 OF SAID INTERPLAZA WEST FILING NO. 2 AND LOTS 1 AND 2 OF INTERPLAZA WEST FILING NO. 6, A SUBDIVISION RECORDED IN THE JEFFERSON COUNTY RECORDS IN RECEPTION NO. 2007029756 AND THE SOUTH LINE OF LOT 1, INTERPLAZA WEST FILING NO. 7, A SUBDIVISION RECORDED IN RECEPTION NO. 2007038085 TO THE NORTHEAST CORNER OF LOT 12, BLOCK 1, INTERPLAZA WEST FILING NO. 3, A SUBDIVISION RECORDED IN RECEPTION NO. F1034224 OF THE JEFFERSON COUNTY RECORDS; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 12 TO THE SOUTH CORNER COMMON WITH LOT 11 OF SAID INTERPLAZA WEST FILING NO. 3; THENCE EASTERLY AND NORTHERLY ALONG THE SOUTHERN AND EASTERN LINES OF SAID LOT 11 AND THE EASTERLY LINES OF LOTS 10B AND 10A OF SAID INTERPLAZA WEST FILING NO. 3 AND ALONG THE EASTERN LINE OF TRACT A OF SAID INTERPLAZA WEST FILING NO. 2 TO THE NORTHEAST CORNER OF SAID TRACT A; THENCE WESTERLY ALONG THE NORTHERN LINES OF SAID TRACT A, THE NORTHERN LINE OF LOT 2 OF SAID INTERPLAZA WEST FILING NO.7, THE NORTHERN LINES OF LOTS 2 AND 1 OF SAID INTERPLAZA WEST FILING NO.6, LOT 5 OF SAID INTERPLAZA WEST FILING NO. 2 AND THE NORTHERN LINES OF LOTS 2 AND 1 OF SAID INTERPLAZA WEST FILING NO. 2 REPLAT A TO THE NORTHMOST COMMON CORNER OF SAID LOT 1 AND TRACT B OF SAID INTERPLAZA WEST FILING NO. 4; THENCE NORTHWESTERLY TO THE NORTHEAST CORNER OF THAT TRACT OF LAND DESCRIBED IN BOOK 543 AT PAGE 403 OF THE JEFFERSON COUNTY RECORDS; THENCE WESTERLY ALONG SAID NORTH LINE, ALONG THE NORTH LINE OF SIXTH AVENUE PLACE SUBDIVISION, A SUBDIVISION RECORDED IN RECEPTION NO. 83014995 OF THE JEFFERSON COUNTY RECORDS AND ALONG THE NORTH LINE OF THAT TRACT OF LAND DESCRIBED IN RECEPTION NO. F0749244 OF THE JEFFERSON COUNTY RECORDS; THENCE SOUTHERLY ALONG THE COMMON LINE OF THAT TRACT OF LAND DEEDED TO THE CITY OF GOLDEN BY DOCUMENT RECORDED IN RECEPTION NO. 80018327 AND THAT TRACT OF LAND DESCRIBED IN RECEPTION NO. F0749244 OF THE JEFFERSON COUNTY RECORDS TO A POINT ON THE NORTHERLY LINE OF THAT TRACT OF LAND DEEDED TO THE COLORADO DEPARTMENT OF

TRANSPORTATION BY DOCUMENT RECORDED 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 RECEPTION 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

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 EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 40; THENCE NORTHERLY 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

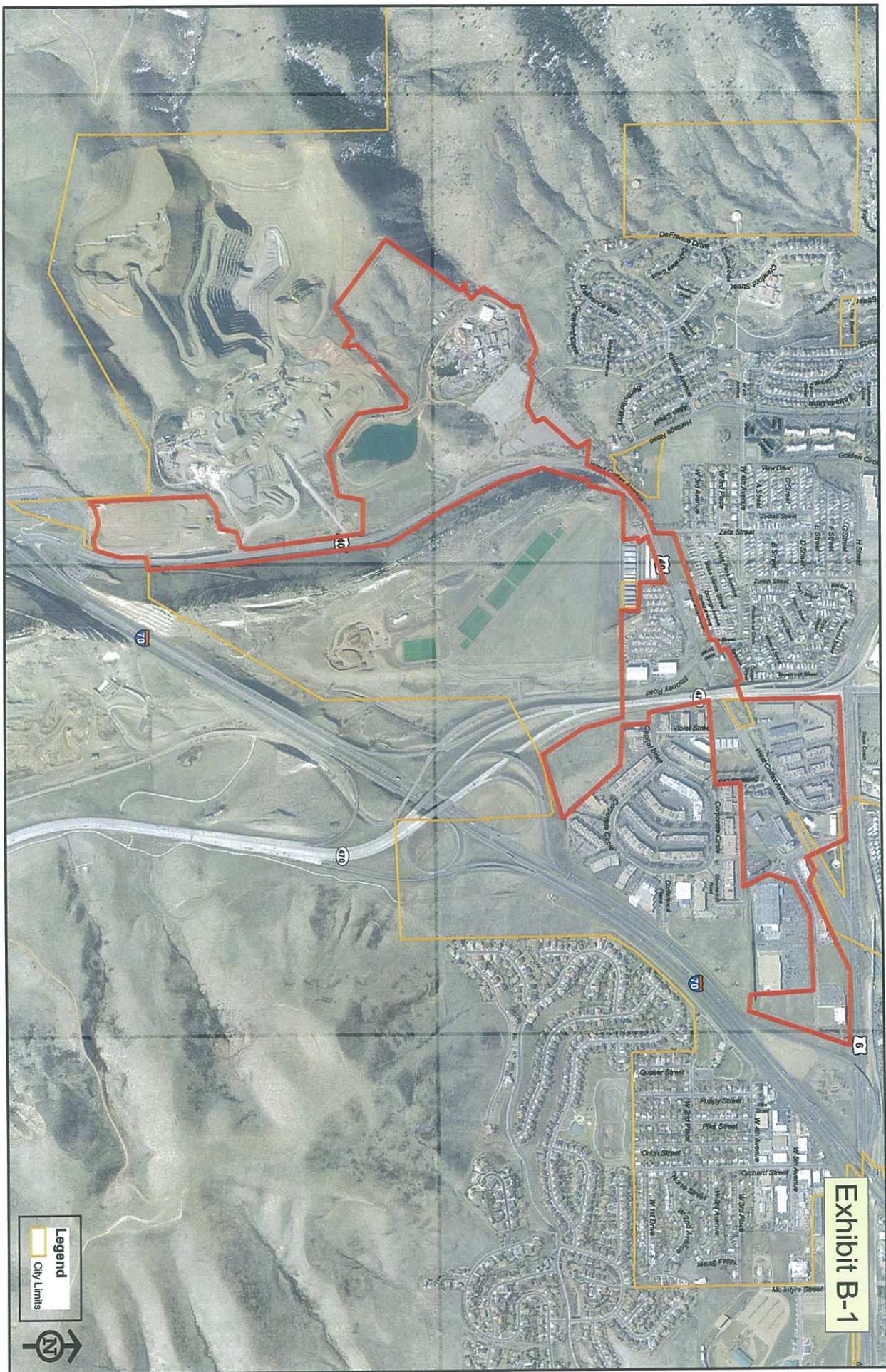
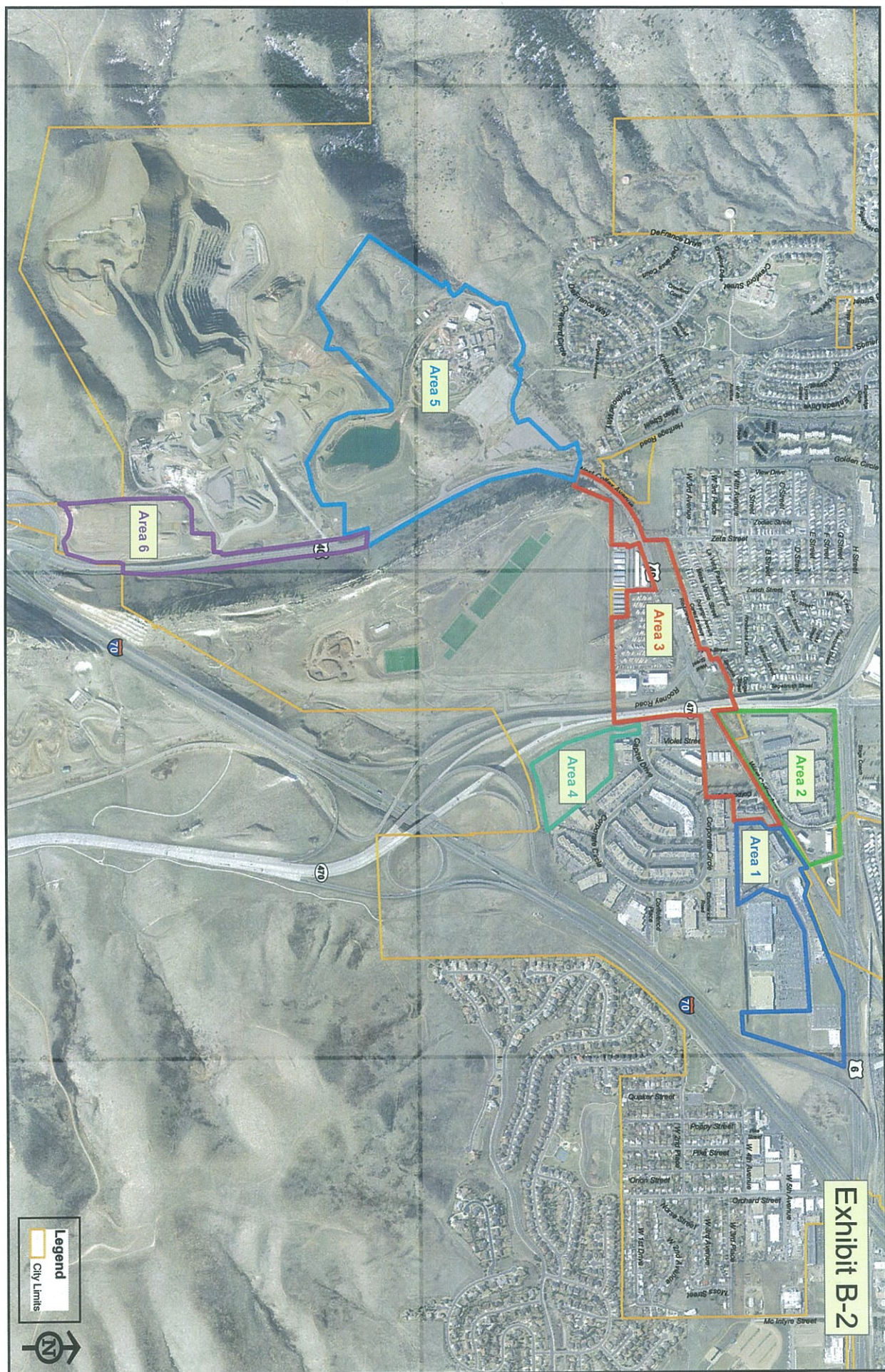


Exhibit B-1



Appendix C: Development Standards from South Neighborhoods Plan



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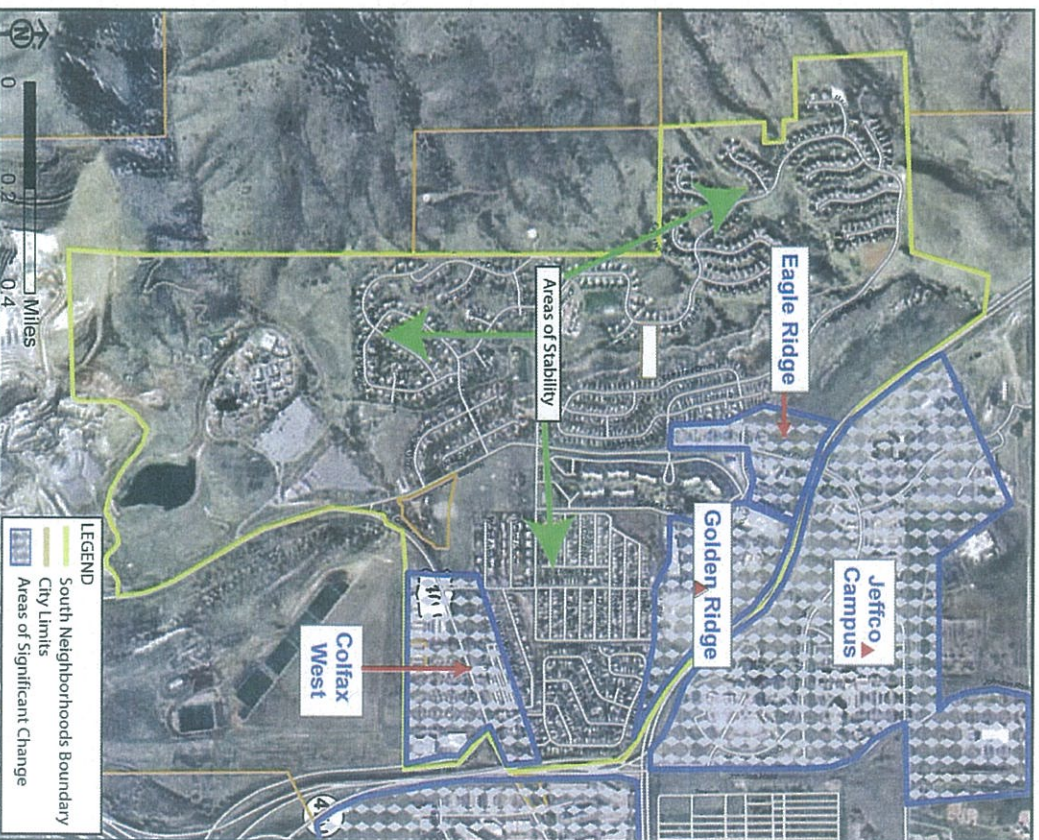
After evaluating the current conditions of the neighborhood, it is important to look at specific sites and areas that have the potential for redevelopment pressure in the future and to provide more specific direction or establish redevelopment standards. It is also important to keep the citizens' values 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





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Exhibit 8: Priority Complete Streets Corridors - Highlighted Orange Streets

3.1.1 Transportation and Streets

- 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

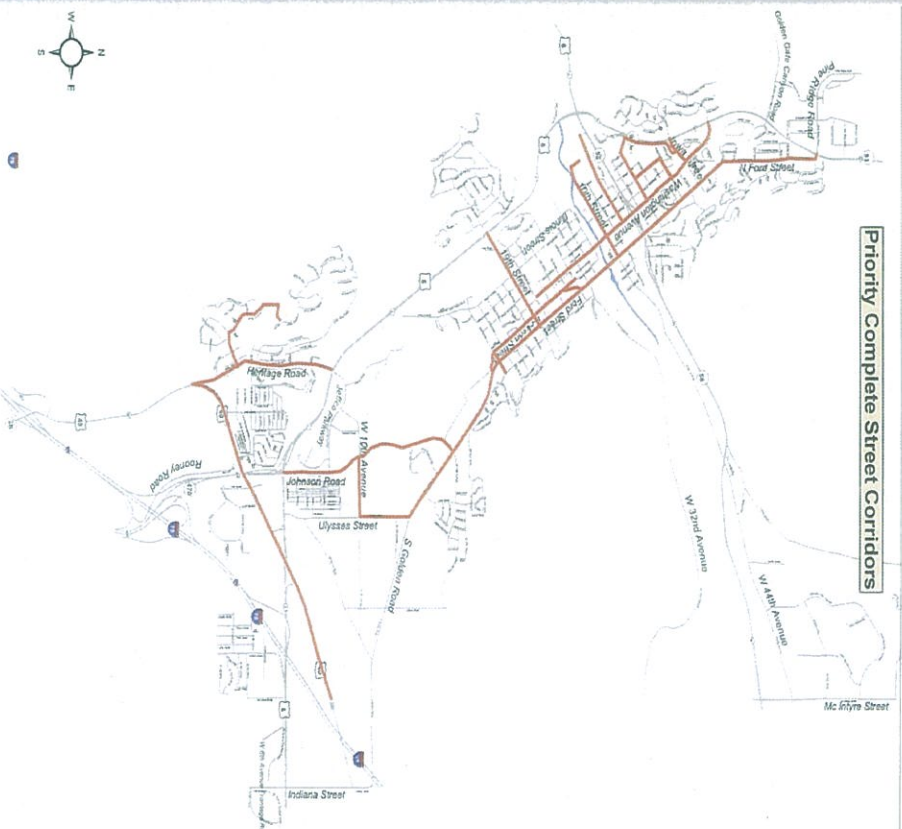
- Locations where Golden Vision values and economic forces may lead to larger future changes
- Business Parks, Neighborhood Commercial, Colfax Ave, S. Golden Rd.
- Community policy assumes individual parcel or block change as well as possible large scale changes
- Economic forces support reinvestment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

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- 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
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- 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



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:



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

- Rendering of Pedestrian Bridge over 6th Avenue going west

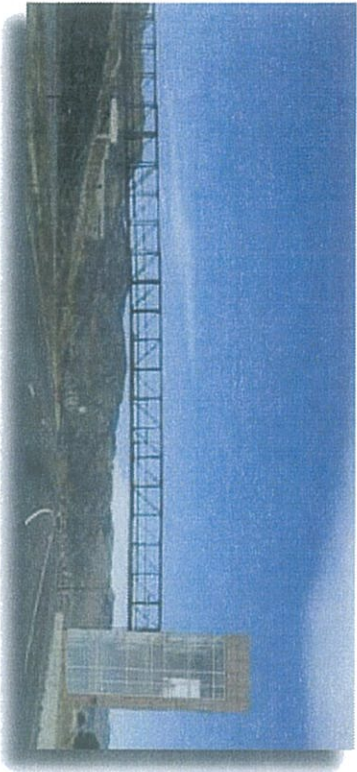
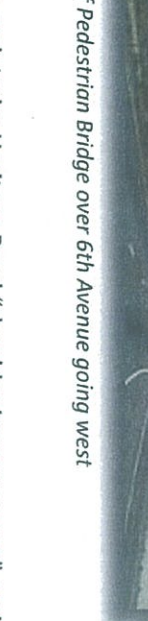


Figure 1: Proposed West Colfax Corridor Cross Section. The diagram illustrates a cross-section of a 85-foot wide corridor. The components from left to right are: a 6-foot sidewalk with a tree and a person walking; an 8-foot bike lane; an 8-foot through lane with a car; an 11-foot left-turn lane with a car; a 4-foot through lane with a car; an 11-foot bike lane with a tree and a person walking; and an 8-foot sidewalk with a tree and a person walking. The total width is 85 feet. The diagram is labeled "West Colfax Proposed" and "1:5".

- 

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
 - 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.



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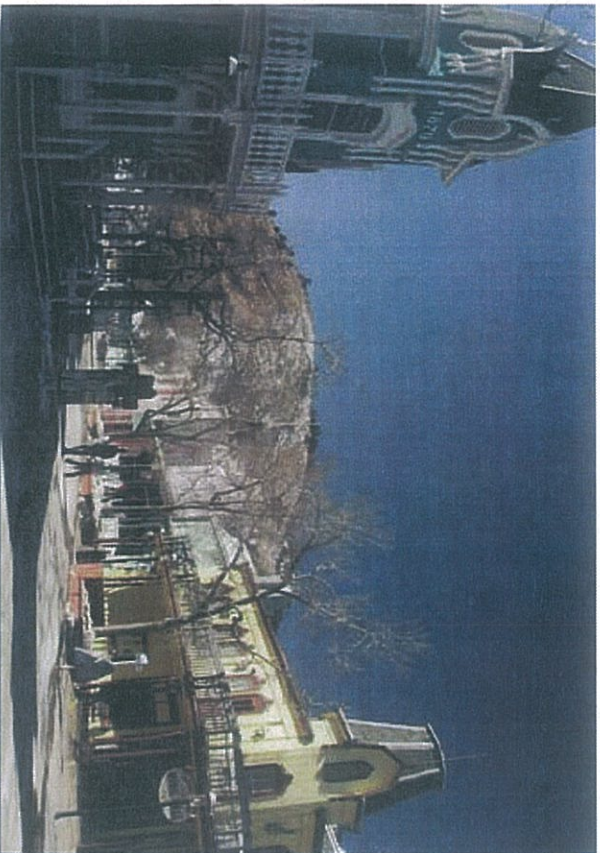
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3.2.2 Heritage Square

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.



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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





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3.2.4 I-70 Influence Area

Open Space Area

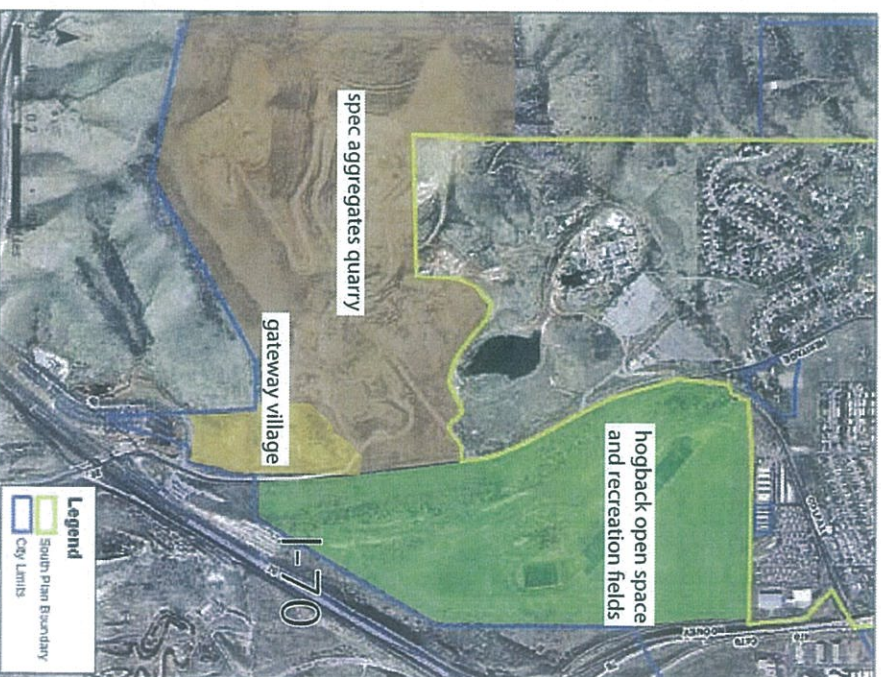
The area along both sides of US Highway 40 from the South Neighborhoods proper south to I-70 at Exit 259 is directly tied to the South Neighborhoods, but has different issues and probable future conditions. As noted above, the hog back geologic feature and county open space extending over to Rooney Road 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





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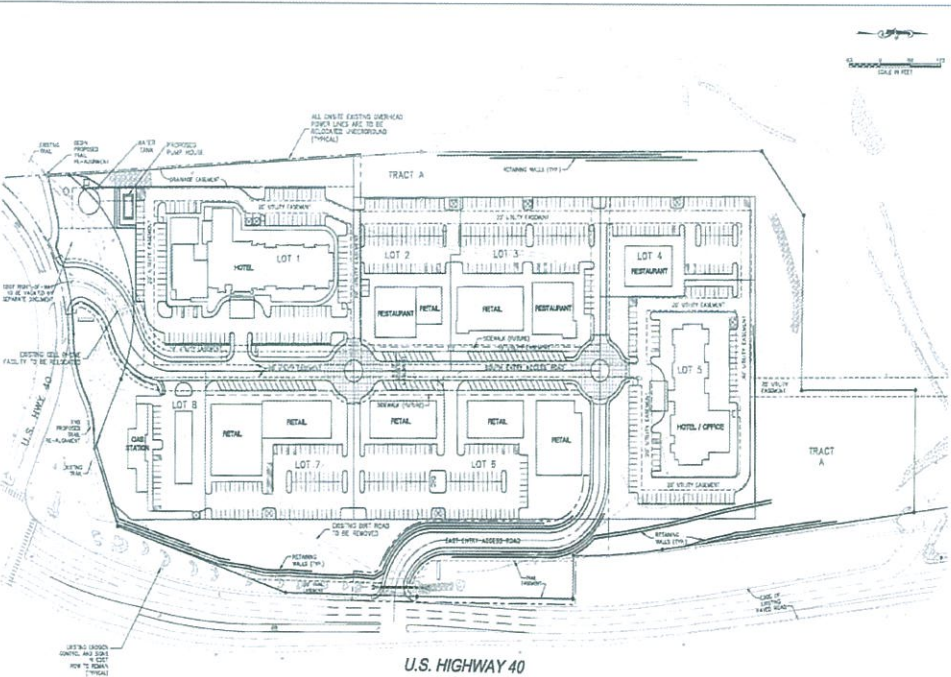
Gateway Village Area

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





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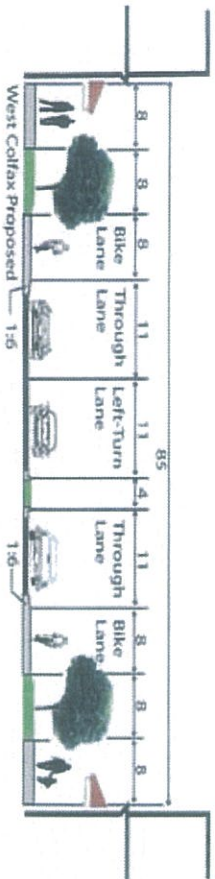
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Exhibit 9 (repeated): West Colfax Proposed Cross Section



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.



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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 redevelopment 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.



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- 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



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- 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.

