

Central Plains Community Plan *Update*

Comments on Draft Plan dated March 2011

Comment	Staff Response
Land Use Recommendations/Policies/Map	
Please consider research and development or light industrial in area 3 of the South Golden Road Corridor - maybe areas 2 and 3 should be the same.	Staff agrees that research and development and light industrial uses are appropriate for this area and have consolidated the land use areas along South Golden Road Corridor.
A 2.8 acre parcel has been annexed to the City of Golden at 18300 W. 4 th Avenue.	Our maps have been updated to reflect this change.
Area Specific Policies, Area 7, #2, could language be incorporated that the developer and residents should consider pedestrian and bicycling connectivity?	<p>This is covered by several transportation policies in the Comprehensive Master Plan (CMP), such as “Support street and road design that encourage walkable neighborhoods in the plains and in mountain Activity Centers.” And “Development in the plains and in Mountain Activity centers should be designed so that land uses are readily accessible by multiple modes of travel.”</p> <p>Additionally, policies will be added to the Housing, Open Space and Transportation chapters with the latest amendment to the CMP that discuss how neighborhoods, services, parks, transit and other amenities should be connected by trails.</p>
Area Specific Policies, Area 11 - Senior housing, could language be incorporated that the developer should consider pedestrian and bicycling access to neighboring commercial/retail/light industrial buildings, including wide enough sidewalks that would allow two people to walk comfortably abreast	<p>Amendments to the CMP will cover pedestrian and bicycle connections.</p> <p>A policy about the size of the sidewalk has been added to the Transportation section that says, “Along collector and arterial streets, a 6-8 foot wide sidewalk is recommended, which would allow for two people to comfortably walk abreast.”</p>

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Area Specific Policies, Area 17, #2, include the size of sidewalk (6-8 feet wide) to allow two people to walk comfortably abreast	A policy about the size of the sidewalk has been added to the Transportation section that says, "Along collector and arterial streets, a 6-8 foot wide sidewalk is recommended, which would allow for two people to comfortably walk abreast."
Area Specific Policies, Area 19, Add a #4 to include pedestrian and bicycle connectivity to promote alternative modes of transportation.	Amendments to the CMP will cover pedestrian and bicycle connections.
The properties owned by Bear Creek Development Corporation (BCDC) on South Table Mountain would be more accurate if noted as "future development" rather than "proposed open space". BCDC is prepared to use half its ground on South Table Mountain for open space purposes and use the other half for development. We are not prepared to be marginalized by other citizens' desires for inefficient amounts of open space and a tepid plan for good jobs. We can't think of a more beautiful place to work than South Table Mountain with its close proximity to NREL, the Colorado School of Mines and the County Seat. Our properties should be designated for business.	South Table Mountain is a part of the Front Range Mountain Backdrop area. This is an area that has high preservation value for Jefferson County. The Central Plains Area Plan will keep its recommendation for the tops and sides of South Table Mountain to be open space. At any time the property may be developed within the allowances of the existing zoning of R-1 and A-2.
BCDC property in Section 36 is labeled as existing open space, this is incorrect.	We have amended the Land Use recommendations map to show this property as proposed open space, not existing open space.
<p>When we spoke, we discussed a site at 10th and Ulysses. Since our phone conversation, I have walked the area. The site in question is 0.8 miles from the new light rail station at the Jefferson County Municipal Center. From the perspective of other metro areas, this is a very pedestrian and extremely bicycle friendly distance.</p> <p>My comment here addresses the larger issue of transit station area development opportunities. From an overall development perspective, all transit stations and centers in any metro area work best with increased density in close proximity. The stations/centers should be and become hubs of activity. The Jefferson County Municipal Station is adversely impacted from reaching its full potential due to the fact that the closest adjacent site for development is unavailable (the cemetery). With this in mind, the possible density of other nearby sites should be</p>	<p>One of the biggest concerns is the distance of areas 9 and 11 to the light rail station. The research that I've done talks about 1/4 to 1/2 mile being the distance that more intense development should be from transit stations or a 5-10 minute walk. Some places like to really concentrate on the 1/4 mile distance rather than the 1/2 mile. Like you were saying this property is approximately 0.8 miles from the station, the rest of Area 9 would be even further since the street network is fairly sparse on connections through this area. It took me 16 minutes to walk to the corner of 10th and Ulysses from the roundabout near the future light rail station. I consider myself to walk at a speed that is a little above average.</p> <p>While the land that is within a 5-10 minute walk is mostly</p>

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<p>increased substantially to compensate for a zero density at the cemetery. If I am reading the map correctly, the site at 10th and Ulysses is listed at 10 du/acre. This is a definite increase compared to the surrounding area that is listed at 4.5 du/acre. The area currently noted as #9 and 4.5 du/acre is an existing neighborhood. This neighborhood could have a chance, if organized, to play the role of an agent for change if it were allowed to have increased density. In relation to the light rail station, to compensate for the cemetery and its 0 density, all other nearby areas need to allow for substantially higher densities. Even if a substantially higher density is permitted, it is not a given higher density will be achieved, but the opportunity will exist.</p> <p>The area around this station will ultimately change over time. With the enormous public investment in FasTracks (and given RTD will be going to the voters for more funding), increased development opportunities at and near station locations are essential to achieve a metro area transit system wide success. With the most logical site removed from the development discussion, if the surrounding areas are given an opportunity with substantially higher densities, they will at least possess the potential to play a very important role.</p>	<p>government or cemetery, I am not convinced that ,therefore, the land outside the area would be viable for more intense development. My concern is that the site is just far enough away that it is outside of the realm of what is typically looked at for Transit Oriented Development. I listened to a lecture on TOD's and one speaker talked about how you have to look at the context and concentration of an area to determine density. Therefore, I feel more comfortable looking at the density of the surrounding area and seeing what is compatible. The multi-family developments near in this area are at 7.7 du/ac, 7.8 du/ac and 17 du/ac. The residential behind it is developed at approximately 4.5 du/ac, but could be built out under current zoning at slightly more than 6 du/ac. Since this property is along a collector street near a bus line, I am still comfortable with the recommendation of 10 du/ac.</p> <p>Another thing that was discussed in some of the research I did was the safety of walking. The route that people would take would be right past the Jefferson County Detention Facility. While I felt fairly safe walking that route during the day, I would not feel comfortable walking along there after dark. In the winter it would be dark for the evening commute.</p> <p>If you have an example of development near a light rail station that is outside of the 1/4 to 1/2 mile radius, I would be willing to look at it to see if it changes my mind. But at this point in time I am inclined to keep the proposed recommendation for the area at 10 du/acre.</p>
<p>Would it be possible to request that the vacant land south of Colfax east of Orchard be used for a community garden rather than a passive park? I am willing to get community support for this idea.</p>	<p>A sentence has been added to the policy in the plan regarding the property near Orchard and Colfax, which states, "If desired by the property owner and neighborhood, a community garden may be considered in this area."</p>
<p>In the document titled "Central Plains Land Use Categories", in section E. Neighborhood Commercial, item 2 refers to "All Small-Scale Retail</p>	<p>Thank you for noting this. Staff has renamed the commercial categories and the references to Small-Scale and Medium-</p>

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<p>land uses”. Likewise, in section F. Large Scale Commercial, item 2 refers to “All Medium-Scale Retail land uses”. I cannot find any definition of or other reference to or explanation of what Small-scale or medium scale retail consists of. Can you clarify this? Am I missing something?</p>	<p>Scale are no longer relevant. Small-Scale is now “Limited Commercial” and Medium-Scale is now Neighborhood Commercial. Please also note that there is no longer a Regional Scale Commercial category. Regional and Large Scale Commercial have been combined under “Large Scale Commercial”. The Large Scale Commercial Category has been modified to say: Commercial uses that may have a regional draw. This includes retail and office uses of any size, hotels and motels, hospitals, and automobile dealerships.</p>
<p>Area 16, 7: “Traffic generated should be similar to that of residential development.” – What does this mean?</p>	<p>The Institute of Transportation Engineers manual shows that residential typically generates 10 trips per day. We want the traffic generated from a use to be similar to this number, not a use that adds hundreds of trips per day to the area.</p>
<p>Area 17, 2: Regarding Moss St. and McIntyre St. – Clarify that we want sidewalks on both sides. The template for these roads has sidewalks. Moss St. should be added as a collector in the Major Thoroughfare Plan. Not their place to dictate where we build sidewalks (or bike lanes). Conform to roadway standard templates.</p>	<p>We have clarified that sidewalks should occur on both sides. Although the template may already show sidewalks, we added language about sidewalks because this document is generally used when someone rezones the property, at which time an applicant can attempt to alter any of our typical standards. We want to make it clear that new development should provide sidewalks and not alter our standards. We agree that Moss St. should be shown on the Major Thoroughfare Plan as a collector, however, that is not a plan that Planning & Zoning updates.</p>
<p>Area 17, 3: “A bike lane should be provided along Moss Street.” Change the words bike lane to paved shoulders, but would be wide enough for bike lanes if we implemented a collector standard.</p>	<p>We have changed the wording from “bike lane” to “bicycle accommodations” to allow for whatever is the most practical along this road.</p>
<p>Area 18, 1: “West 7th Avenue and Moss Street should be improved through this area to include cohesive street landscaping, sidewalks, and a bike lane to make pedestrian and bicycle movement safer in the area.” – Both 7th Avenue and Moss Street should be shown as collectors. Already in Lakewood’s improvement plan for Colorado Mills, and in templates. Again, not their place to tell us where to put bike lanes \$\$\$\$. Conform to standard residential template.</p>	<p>Community plans do not show what types of roads are in the plan areas, like the Major Thoroughfare plan.</p> <p>This plan is used mainly when someone rezones a property, to give them guidance for what the county wants. The policies may be redundant with existing templates or they may go beyond existing templates.</p>

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	We have changed the wording from “bike lane” to bicycle accommodations”.
Area 32, 2: Regarding a safety and operational study on South Golden Road. – Will an open house satisfy this or do we need a separate study?	This policy will be deleted. This was covered by the South Golden Road Corridor Study.
Area 32, 4: Delete this sentence – “A template for landscaping along the South Golden Road corridor should be created to improve the appearance of the corridor.”	We will keep this policy. It mainly applies to rezoning cases, so that development along the corridor is consistent as piecemeal redevelopment occurs.
Area 32, 6: Regarding exploring traffic calming on S. Golden Road – Why? There is no speeding problem.	We will be keeping this policy. Traffic calming can address safety issues, as well as speeding issues.
Area 32, 7: Regarding building murals on South Golden Road – Why? Possibly remove this sentence.	Several murals exist on the sides of buildings on South Golden Road. They add character to the area and according to the Sheriff’s office may also cut down on graffiti.
Area 32, 8: Wordsmith – “Encourage landscaped medians and streetscape areas to break up stretches of asphalt.”	This policy has been modified to say: “Encourage landscaping to break up stretches of asphalt.”
Area 32: General Comments – Area streetlights in the corridor adequate? Existing ROW constraints make most of these “wishes” unfeasible. Landscaping must be maintained, R&B does not.	We have added street lighting to a policy regarding a template for landscaping along South Golden Road. Landscaping does not have to be in the right-of-way, it could be on the private property just outside of the right-of-way. Planning & Zoning typically does not count landscaping inside the right-of-way towards meeting landscaping requirements.
Land Use Implementation, 1, d: Remove the words “consider stoplight countdown timers where appropriate.”	This language will be kept as it is only one possibility in a list of things to be considered. It is not a directive.
Land Use Implementation, 1, e, 2): Regarding allowing reduced parking requirements – We need to be cautious about waving parking requirements. We don’t want parking to spill into residential areas.	We agree, that is why the second sentence reads that safeguards should be taken that [parking] does not spill into adjacent neighborhoods and streets.

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Open Space, Parks & Recreation Policies and Map	
The Plan proposes several trails across the BCDC property on South Table Mountain, We believe designating trails and open space on our property is misleading.	We have altered the alignment of the trails, so they do not include BCDC property.
Traffic & Transportation Policies	
Transportation System Improvements - Could there be some consideration that traffic calming measures be incorporated if Youngfield is improved, such as, well marked pedestrian crossings, road islands for pedestrians crossing the street midway, curb cuts, and to consider adopting Complete Streets principles to enable all modes of transportation to be a viable option on Youngfield? Just a consideration, since just widening the road is an "out of date" approach in moving all types of traffic (pedestrians, pedestrians with disabilities, public transportation, vehicles and bicycling).	The City of Lakewood's template does include a 4 foot bike lane and a 5 foot walk on both sides of Youngfield Street. We have modified item c. under Policy 1 regarding improving Youngfield to say, "The County should coordinate with Lakewood and/or Wheat Ridge to ensure consistent site design, landscape improvements, and pedestrian/bicycle improvements through this corridor. Complete Street principles should be considered with any design."
Safety Improvement Policy 5: Remove sentence – "Existing traffic calming measures along Eldridge Street from 20 th to 32 nd should be evaluated and further enhanced if needed."	We have changed the sentence to say that traffic calming measures should be evaluated and further "modified" rather than "enhanced".
General comment – Utilize 10 th Avenue for bi-directional traffic.	We have added a policy under Transportation System Improvements to say, "Analyze West 10 th Avenue for bi-directional traffic."
Transportation System Improvements Policy 3: Regarding the County pursuing new regional funding for improvements to the I-70/US 6 interchange – Has this been identified as a priority for the County?	This is identified as a potential roadway project on the 2002 Addendum to the Countywide Transportation Plan.
Other	
Last two sentence of History – Pleasant View: Sentences discuss the historical connections of this area to the KKK – One person asked if this is relevant.	While not the most flattering historical information regarding this area, it was information that was in the previous plan and a part of the history of the area. The language will remain as is.