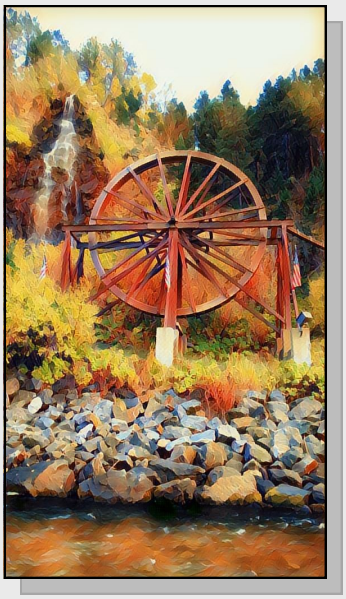
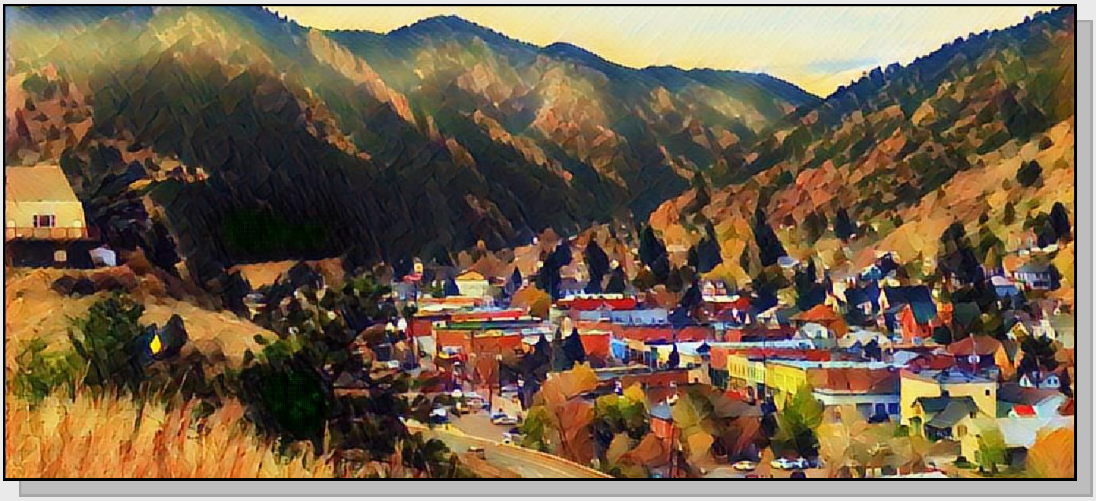
ENVISION IDAHO SPRINGS 2017

CITY OF IDAHO SPRINGS COMPREHENSIVE PLAN





ADOPTED NOVEMBER 13, 2017

TABLE OF CONTENTS (headings linked to document)

I. INTRODUCTION
- PURPOSE OF THE COMPREHENSIVE PLAN
- HOW TO USE THIS PLAN
- RELATIONSHIP TO OTHER PLANS
- PLAN AMENDMENTS
- NEED FOR THE UPDATE
- PUBLIC INVOLVEMENT

II. BACKGROUND
- HISTORIC PERSPECTIVE
- KEY ASSETS
- DEMOGRAPHICS
- ECONOMY

III. VISION STATEMENT
- GOAL STATEMENTS

IIIV. LAND USE AND COMMUNITY CHARACTER ELEMENT
- LAND USE CATEGORIES
- CHARACTER AREAS
- LAND USE AND COMMUNITY CHARACTER OBJECTIVES AND STRATEGIES

V. HOUSING ELEMENT
- HOUSING DIVERSITY
- RESOURCES FOR AFFORDABLE HOUSING
- MULTIFAMILY DEVELOPMENT
- SENIOR HOUSING
- ACCESSORY DWELLING UNITS
- HOUSING OBJECTIVES AND STRATEGIES

VI. TRANSPORTATION ELEMENT
- INTERSTATE 70
- COLORADO BOULEVARD RECONSTRUCTION
- PARKING
- CLEAR CREEK GREENWAY
- SALES TAX FOR ROAD IMPROVEMENTS
- MAJOR ACCESS ROADS
- TRANSPORTATION OBJECTIVES AND STRATEGIES

VII. ECONOMIC DEVELOPMENT AND TOURISM ELEMENT
- LOCATIONAL ADVANTAGE
- LOCAL ECONOMIC ISSUES
- ECONOMIC DEVELOPMENT STUDIES
- ECONOMIC DEVELOPMENT AND TOURISM OBJECTIVES AND STRATEGIES

VIII. ENVIRONMENT ELEMENT
- ENVIRONMENTAL HAZARDS
- PRESERVING WATER QUALITY
- IMPACTS TO AIR, NOISE AND LIGHT
- RESPECTING WILDLIFE
- ENVIRONMENT OBJECTIVES AND STRATEGIES

IX. PARKS, OPEN SPACE, TRAILS AND RECREATION
- EXISTING RECREATIONAL OPPORTUNITIES
- IDAHO SPRINGS RECREATIONAL FACILITIES
- RECENT RECREATIONAL PROJECTS
- OPEN SPACE, TRAILS AND RECREATION OBJECTIVES AND STRATEGIES

X. HISTORIC RESOURCES
- HISTORIC PRESERVATION DEFINITION
- BENEFITS OF HISTORIC PRESERVATION
- NATIONAL REGISTER OF HISTORIC PLACES
- 106 REGULATIONS
- IDAHO SPRINGS AND HISTORIC PRESERVATION
- HISTORIC RESOURCES OBJECIVES AND STRATEGIES

XI. PUBLIC FACILITIES AND SERVICES ELEMENT
- CITY SERVICES
- WATER SYSTEM
- WASTEWATER SYSTEM
- STORMWATER & DRAINAGE
- SCHOOLS
- BROADBAND TECHNOLOGY
- PUBLIC FACILITIES & SERVICES OBJECTIVES AND STRATEGIES

XII. FUTURE ANNEXATIONS

XIII. IMPLEMENTATION

XIV. MAPS
- VICINITY MAP
- LAND USE AND CHARACTER AREA RECOMMENDATIONS
- POTENTIAL MULTIFAMILY SITES
- PARKS, OPEN SPACE AND TRAILS
- HISTORIC RESOURCES
- PUBLIC WATER AND INFRASTRUCTURE
- HAZARDS
- WILDLIFE

XIV. RESOURCES / REFERENCES

This Idaho Springs Comprehensive Plan is a complete revision of the plan adopted in 2008. It reflects the changes in the community that have occurred since 2008 and includes updated tables, goals, and maps that reflect the vision of the Idaho Springs community. It is intended to state the current conditions the City is facing, present the issues that impact the City, and put forth a vision for the future of the City.

ACKNOWLEDGEMENTS

Approved and adopted jointly by the
Idaho Springs City Council
and
Idaho Springs Planning Commission by
Resolution 28-2017 on November 13, 2017

Planning Commission Members

Bill Mehrer, Chair
Kate Collier
Chuck Howard
Cindy Olson
Don Reimer
Ursula Cruzalegui

City Council Members

Michael Hillman, Mayor
Robert Bowland
John Curtis
Scott Pennell
Jason Siegel
Tracy Stokes
Mike Vieweg

City of Idaho Springs Contributing Staff

Comprehensive Plan prepared by Alan Tiefenbach, Community Development Planner
Carmen Beery, City Attorney
John Bordoni, Public Works Supervisor
Diane Breece, City Clerk
Katherine Cook, Utilities Clerk
Chris Malanka, Police Chief
Andrew Marsh, City Administrator
Dan Wolf, Wastewater Treatment Plant Supervisor

* Special thanks to the Clear Creek County Mapping Department

INTRODUCTION

PURPOSE OF THE COMPREHENSIVE PLAN

The Colorado Revised Statutes give the authority and responsibility to municipalities to "make and adopt a master plan for the physical development of the municipality" (C.R.S. 31-23-206). The statute further states: "The Plan shall be made with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality and its environs which will, in accordance with present and future needs, best promote health, safety, order, convenience, prosperity and general welfare." (C.R.S. 31-23-207).

The Comprehensive Plan is a long-range plan that looks into the future. It articulates a vision for the future of the City of Idaho Springs and provides the goals and actions to achieve that vision. It is a policy document that provides guidance to City Council, Planning Commission, City Staff, residents, businesses, and developers to facilitate informed decisions about the current and future needs of the community. It is a valuable tool developed to:

- Promote the community's vision for the future of Idaho Springs;
- Be a guide for consistent decision making;
- Maintain and improve the physical environment of the City;
- Be used as the basis for more specific rules, regulations, and ordinances that implement the policies expressed through the Comprehensive Plan;
- Identify and set budgeting priorities;
- Be used as the basis for future capital improvements, City projects, and evaluation of annexations and development proposals;
- Plan in a thoughtful, cohesive, and comprehensive manner; and,
- Protect the health, safety, and general welfare of the citizens in the community.

The Comprehensive Plan is a long-range plan that looks into the future.

HOW TO USE THIS PLAN

This Plan is a tool for decision-makers and property owners to use in making choices about public investment and land development in the future. It is also used when assessing development proposals such as rezonings, or amending regulations. The City has established a vision for Idaho Springs, with goals that build from this vision. Objectives and strategies specifically articulate how to achieve the Community Vision. As it is an advisory policy document, this Plan will influence subsequent revisions to the Municipal Code to ensure consistency between the two. Proposed changes in land use should generally conform to the Plan's goals, objectives and maps. It is critical that the City follow up on the recommendations of this Plan through such measures as an action plan or implementation plan.

RELATIONSHIP TO OTHER PLANS

To make a decision about a proposed project, the 2017 Idaho Springs Comprehensive Plan is intended to be used with and guide the development of City regulations such as the Zoning Ordinance, Subdivision Regulations and future projects of the Capital Improvement Plan. Numerous other plans and studies have been undertaken over the years which have influenced and impacted decisions made within the City of Idaho Springs. Many of these plans have not been implemented fully due to lack of knowledge that they exist, financial implications, the number of these studies or conflicting information and duplicative efforts. This Comprehensive Plan attempts to incorporate, recognize or reference the recommendations of these documents. Some of these documents include:

- Clear Creek County Master Plan 2030 (2017)
- Boomer Bond Summary Report (2017)
- The East End Action Plan (2016)
- City of Idaho Springs Source Water Protection Plan (2016)
- Clear Creek County Mini Blueprint 2.0 (2016)
- Idaho Springs Highest and Best Use Feasibility Study for the Interstate 70 Economic Hub at Exit 240 (2016)
- Clear Creek County Hazard Mitigation Plan (2016)
- Planning for Hazards: Land Use Solutions for Colorado (2016)
- Idaho Springs Community Wildfire Protection Implementation Plan (2014)

- Advanced Guideway System Feasibility Study (2014)
- Clear Creek and Gilpin Counties Broadband Assessment (2013)
- Imagine Clear Creek County Economic Agenda (2012)
- Downtown assessment for the Colorado community of Idaho Springs (2012)
- Clear Creek County Housing Needs Assessment (2012)
- I-70 Mountain Corridor Record of Decision and Final Programmatic Environmental Impact Statement (2011)
- Idaho Springs Area of Special Attention Report (2010)
- Virginia Canyon Open Space Concept (2006)

PLAN AMENDMENTS

An amendment is required when a requested change significantly alters the land use recommendations or other elements of the Comprehensive Plan document. Amendments to the Comprehensive Plan will be approved by City Council with a recommendation by the Planning Commission. An amendment may be submitted concurrently with a rezoning, subdivision, development permit or other land use application. An amendment may be requested by a citizen, property owner, City or County official, or City staff.

CRITERIA FOR PLAN AMENDMENTS

The City may amend the Comprehensive Plan if the proposed change is consistent with the vision (intent), goals and polices of the Plan and one or more of the following:

- ***Subsequent events have invalidated the original premise and findings; and/or***
- ***The character and/or condition of the area has changed in that the amendment is consistent with this Plan; and/or***
- ***The community or area will derive benefits from the proposed amendment.***

NEED FOR THE UPDATE

This Plan is part of a continuing effort by Idaho Springs to guide its future as a community. The first city plan was adopted in 1994 and followed by updates in 2001, 2004, 2005 and 2008. The City has also developed and adopted a 3 Mile Area Plan, required by State Statute for annexations, by a series of six resolutions beginning in 1991, through the currently adopted resolution in 2008. Article V of the City of Idaho Springs Municipal Code directs the Administration Department to "monitor, develop and propose amendments to the City's Comprehensive Plan, as adopted by the City Council."

Since the last update in 2008, there have been significant changes in city infrastructure, the global economy, development patterns, population and the demographics of the Denver Metropolitan Area. Although many of the goals and policies in the Plan remain accurate and appropriate for the City, this update is intended to consider the future of the City of Idaho Springs, as much of the 2008 effort focused on the history of the City and as a snapshot of where it was at that particular point in time.

PUBLIC INVOLVEMENT

This Plan was developed and reviewed in public meetings and workshops at Idaho Springs Planning Commission meetings from October 2016 through November 2017. Informational articles appeared in the Clear Creek Courant in February and July of 2017 describing the plan revision and inviting members of the public to attend Commission work sessions.

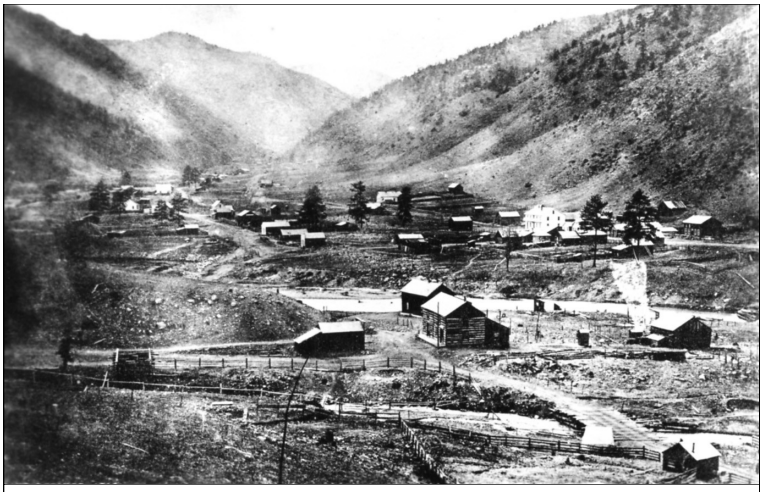
A kickoff meeting was held on March 7, 2017 at City Hall where every property owner in Idaho Springs was notified and approximately 70 persons attended. A website was created and all associated plan elements were posted for public review and comment. Email notifications were sent to representatives of more than 30 different organizations and to consultants familiar with the City. In addition, email notifications were sent to all interested parties and stakeholders who registered on a mailing list. A land use community meeting was held on June 28, 2017 where at least 15 people attended, and a final meeting to present the Plan to the public was held on October 17, 2017. Plan elements were presented to the Planning Commission at eight separate public hearings for their review and comment.

The final Plan was presented to the Planning Commission on November 1, 2017 and to the City Council on November 13, 2017 where a final resolution adopting the Plan was passed.

BACKGROUND

HISTORIC PERSPECTIVE

During the winter of 1858-59, George Jackson set up camp at the point where Chicago Creek and Clear Creek met. It was here that Mr. Jackson discovered gold on January 7, 1859 and helped spark the Colorado Gold Rush. Within a matter of months following Mr. Jackson's discovery, thousands flocked to the region bringing the first major white populations into the area and settling the cities of Denver, Boulder, Central City and Idaho Springs. By 1861, the region was no longer considered part of the Kansas Territory but the new territory of Colorado. The population of the area now known as Clear Creek County quickly grew to more than 60,000 people. When the Gold Rush ended, the territory continued to prosper in part because of the railroads built for the transport of gold. Statehood came in 1876, only 15 years after Colorado had become a territory.



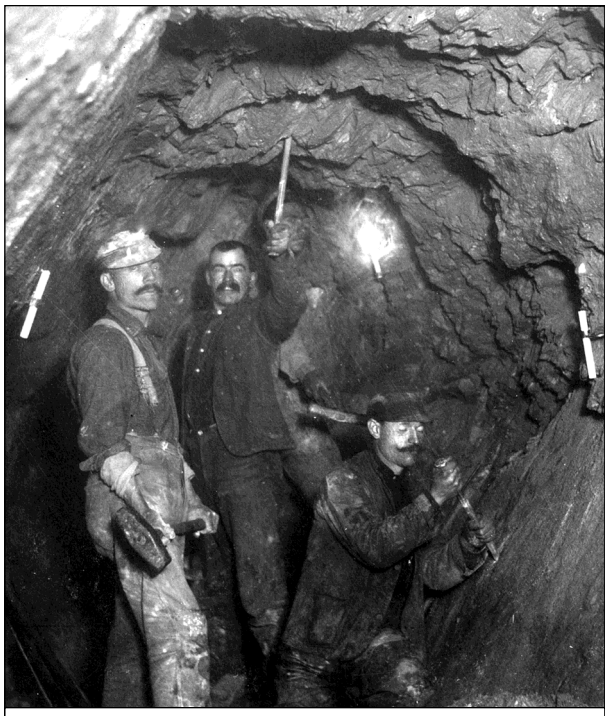
Idaho Springs, circa 1870s

Idaho Springs is located between the ridges that made many fortunes. It is easy to see how the City grew around the mines and followed the contours of the land. Industry developed along Clear Creek, homes and narrow streets sprang up at the base of the steep inclines and the residents built a host of churches and shops. In the middle of this, the Miner Street commercial district grew into the cornerstone of Idaho Springs' historic landscape. All of these elements - the topography, the mines, the homes, the shops, the churches and the creek - have survived relatively intact and, when viewed as a whole, afford modern day Coloradoans a rare insight into the history not just of Colorado but of development in the western United States.

Mining and Idaho Springs

For many years mining was an important part of the local economy. Mining brought railroads, wagon roads and commerce to the new city. With the advent of the 20th century, the number of mines and active claims began to shrink as the easily mined ores played out. A few large mining companies started to monopolize mining in the area and a population which had once approached 7,000 began to drop. The decline in precious mineral mining and population continued through the first half of the 20th century, and most of the mines had closed down by the end of World War II.

Idaho Springs grew from the gold nuggets found in Chicago and Clear Creeks. Those who came to claim the gold concentrated their efforts underground and made a relatively small impact on the landscape. Their true legacy was the City of Idaho Springs, a community built to support the mining industry and the needs of its workforce. The construction of housing, shops, streets and public facilities was carefully scaled to those needs and succeeding generations have maintained this practice. As a result, the appearance of much of the City of Idaho Springs remains in many ways as it looked in the days of the Gold Rush.

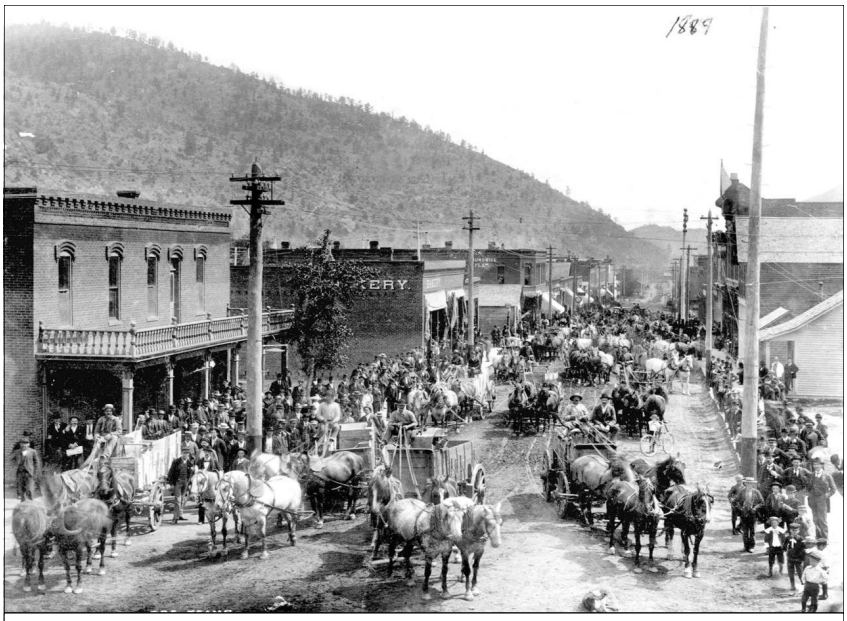


Miners in the Lord Byron Gold Mine, Early 1900s

Many of the towns created by the miners of the 1800s have disappeared or become ghost towns. Idaho Springs, widely regarded as one of the first sites of a major Colorado gold strike, is among the handful of western gold rush towns that have survived to the present day. Unlike many of the others, however, Idaho Springs has not just survived but continues to be a vibrant community with a thriving downtown, steady population and a strong economy.

Miner Street

The development of Idaho Springs' Miner Street commercial area coincided with the Gold Rush and it still boasts an array of Victorian era homes and commercial buildings. The area has been designated a Historic District and was named to the National Register of Historic Places in 1984. In 1988, the City of Idaho Springs created its own historical preservation district to further protect and preserve the City and, most especially, the Miner Street commercial area. The proposed expansion of I-70 prompted Colorado Preservation, Inc. to add Idaho Springs and other historic areas along the I-70/Clear Creek Expansion Corridor to its List of Endangered Places in Colorado in 2005.



Ore Teams along Miner Street, 1889.

The historic fiber of the City extends beyond the Historic District. From the layout of the streets, to the homes built on the mountainside, to the Argo Mine building … all of these elements play a part in the story of Idaho Springs and how Idaho Springs contributed to the growth of Colorado and to the westward expansion of the United States of America.

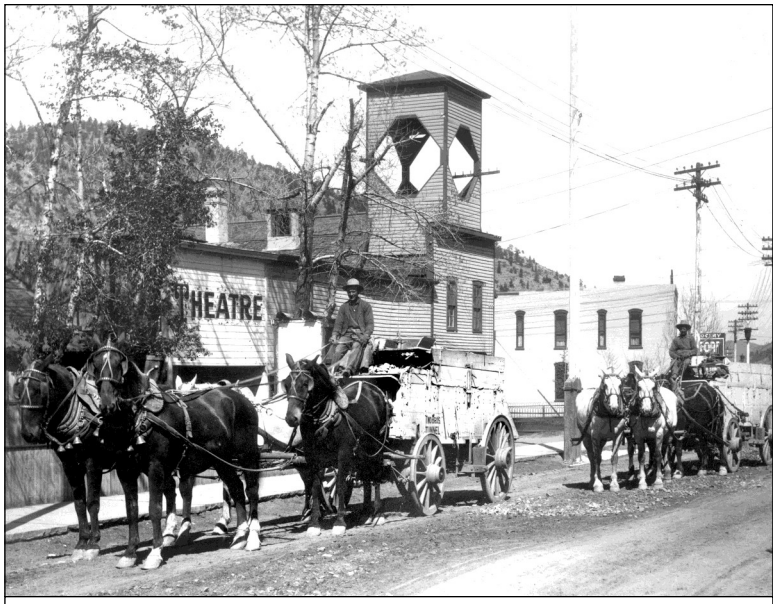
Population Growth

To the west of the City, winter resort development grew rapidly. As the ski industry developed, so did the resort communities. With competition for limited land, costs of housing skyrocketed. Service workers and support services started to locate in less costly communities, and workers began commuting to and from the resort areas. With the maturation of the resort industry, attention began to focus on expanding tourism marketing to a year round audience to support the large investments being made in those areas. This shift in focus and metro area growth contributed to large numbers of visitors traveling to and from the Denver area, either from the airport or from their metro area homes to winter and summer recreation sites via Interstate 70.

With the substantial population growth in Colorado since World War II, the metropolitan Front Range has grown westward. Early development occurred near Lookout Mountain, Evergreen, Bergen Park, Genesee and El Rancho. It is continuing to move westward into Clear Creek County at Floyd Hill and on land west of Evergreen. Increasingly these areas have attracted relatively affluent families who commute to the metro Denver area while living in the mountains. This same development pattern is occurring in Clear Creek County and is expected to continue. Significant growth has occurred in unincorporated Clear Creek County in areas west of Evergreen, at Floyd Hill and Saddleback and in the Dumont-Lawson-Downieville area.

Transportation

Beginning with pack mule trails and continuing through the era of wagon roads and railroads, transportation in Idaho Springs has mirrored the development of the State of Colorado. As U.S. Highways 6 and 40 were constructed, the ability to easily travel to and through Idaho Springs was established. The routing of I-70 through Idaho Springs took about a third of the easily developable land in the City and reserved it for transportation rather than commercial or residential development. It also displaced many homes, businesses and historic structures in the City and reconfigured the manner in which the traveling public viewed the City. Where earlier routes went through the community, I-70 created a situation where high speed traffic flows by the various districts of the City with a back yard and back door view of both residential and commercial properties. A large number of travelers on I-70 only know Idaho Springs through this less attractive view of the City. No longer do highways pass through smaller communities, instead they pass by those same communities with access and egress ramps allowing travelers to stop for food, rest and gas, only to get back on the interstate to continue their trip to their eventual destination.



Ore wagons along Miner Street, late 1800s.

Impacts of the Gaming Industry

In 1990, Colorado voters passed Amendment 50, which permitted limited stakes gaming in Black Hawk, Central City and Cripple Creek. The introduction of the gaming industry in Black Hawk and Central City has impacted Idaho Springs. Service economy employment has created pressures on available affordable housing stock in and near the City. The seven day work week and extended late night hours associated with gaming related recreation has changed the more traditional work force involvement in the community and has affected family life as more parents are away from home during non-traditional hours.

CITY OF IDAHO SPRINGS KEY ASSETS

- With its location being less than thirty miles from the Denver metro area, Idaho Springs allows for easy day travel to and from Denver. Thousands of vehicles pass by the City with its four I-70 interchanges each day.
- Clear Creek, the second most rafted river in the State, directly bisects the City.
- Idaho Springs is surrounded by mountainous terrain which holds significant recreational opportunities.
- The Indian Hot Springs, discovered by George Jackson several days before his gold strike, now serves as a major tourist destination.
- The Mount Evans Scenic Byway, originating directly from town, is easily accessible from the metro area.
- The City of Idaho Springs maintains a historical character in terms of mining and historic architecture in the central business district, offers tours of structures which are on the National Historic Register such as the Argo Gold Mine and Mill, and has adopted 1041 regulations to ensure that the historic character of the community is retained.
- The City is located near two other towns which retain heritage assets, Central City and Georgetown. Heritage tourism is starting to emerge as an increasingly viable segment of the tourism economy.

Tourism and tourism-support industries will continue to be the mainstay of the local economy.

DEMOGRAPHICS

Population Impacts

Since the 1950s the percentage of Clear Creek County's population living in unincorporated areas has substantially increased, while the percentage of the county's population living in Idaho Springs has been reduced from a high of almost 54% to less than 20% in 2014. Such a marked change has resulted in demands for county services which outstrip revenues.

Since the middle of the 20th century, the City has experienced minor swings in population based upon economic cycles associated with mining and tourism. First, the construction of U.S. Highways 6 and 40 started the expansion of automobile tourism, which has been the mainstay of the local economy for half a century. Later, the construction of I-70 brought both opportunities and challenges. The interstate's location and ability to move people to and from more distant areas quickly enhanced the development of mountain resort communities, first as ski resorts and more recently as year round destinations. It also shortened day travel time from the Denver metro area to mountain communities across western Colorado. It is estimated that as many as 10,000 visitors come to Idaho Springs each day during the peak season.

Growth projections for Idaho Springs vary considerably depending upon the source. The City has adequate water supply to meet these projected needs although expansion will be required of the waste water treatment plant.

Data suggests population growth has been stagnant, with a reduction in number of families with children living in the City. Assumption is some second home retiree impacts may be occurring. Due to lack of construction of new multifamily residential units, motels in Idaho Springs are being used for workforce housing. This additional population would not be reflected in these estimates.

*Table 1: Idaho Springs Population and Growth Rate:

Year	Population	Annual Growth Rate		Average Household Size
1980	2,077			2.5
1990	1,834	-1.2%		2.41
2000	1,889	0.3%		2.25
2003	1,854	-0.7%		2.25
2006	1,840	-0.1%		2.23
2010	1,717	-1.67%		2.18
2014	1753	.52%		2.2

*Table 2: Population trends

Area	2000	2003	2006	2010	2014
Clear Creek County	9,367	9,654	9,747	9,088	9,153
Idaho Springs	1,889	1,854	1,840	1,717	1,753
Empire	400	399	354	282	287
Georgetown	1,088	1,125	1,153	1,034	1,000
Silver Plume	202	208	200	170	171
Unincorporated areas	5,787	6,024	6,200	5,885	5,942

*Source: Denver Regional Council of Governments

Great Recession Impacts

As is demonstrated by the population trend chart above, Clear Creek County experienced a significant population decrease in 2010, presumably due to the economic impacts of the Great Recession. Since this time, all municipalities except Georgetown have experienced slight population gains, with Georgetown experiencing additional decline in population. The City of Idaho Springs accounted for 55% of the population increase in Clear Creek County between 2010 and 2014, as compared to contributing to the decline between 2003 and 2006. The US Census Bureau predicts an estimated Idaho Springs population of at least 2,000 by the year 2020.

Denver and Colorado Growth

Colorado is recently experiencing unprecedented population growth, with the US Census Bureau reporting Colorado as the second fastest growing state in 2015. Most of this population growth is occurring in the Denver Metropolitan Statistical Area* (MSA), with a population increase of as much as 100,000 per year. Given the City of Idaho Springs is less than 30 minutes from the Denver Metro, pressures for additional housing as well as transportation improvements will be paramount in the foreseeable future.

IDAHO SPRINGS AGE BREAKDOWN			
Under 5 years	8.0%	45 to 49 years	4.60%
5 to 9 years	2.70%	50 to 54 years	8.40%
10 to 14 years	6.50%	55 to 59 years	9.30%
15 to 19 years	3.90%	60 to 64 years	8.20%
20 to 24 years	9.20%	65 to 69 years	5.40%
25 to 29 years	3.80%	70 to 74 years	2.80%
30 to 34 years	3.90%	75 to 79 years	2.40%
35 to 39 years	5.00%	80 to 84 years	3.60%
40 to 44 years	10.80%	85 years and over	1.00%
Source: US Census, 2015 American Community Survey			

* The United States Office of Management and Budget has defined the Denver-Aurora-Lakewood, CO Metropolitan Statistical Area (MSA) consisting of ten Colorado counties: the City and County of Denver, Arapahoe County, Jefferson County, Adams County, Douglas County, the City and County of Broomfield, Elbert County, Park County, Clear Creek County, and Gilpin County. However, the Denver Region, as defined by the Denver Regional Council of Governments (DRCOG), does not include Elbert County and Park County, but does include Boulder County and southwest Weld County.

Idaho Springs is Aging

The median age in Idaho Springs is estimated at 41.7 years old, an increase from 38.7 years it was during the previous 2008 Comprehensive Master Plan revision. Although slightly younger than the median age of 48 in Clear Creek County, Idaho Springs still has a higher median age as compared to the Region which is listed as 36 years old. As can be seen below, 15% of the population of Idaho Springs is over 65 years old, as opposed to the 9.5% it was when this Comprehensive Master Plan was last revised.

Data indicates the percentage of Idaho Springs' residents that are high school graduates (93.7%) is slightly less than Clear Creek County as a whole (96%), but is higher than the Denver Region as a whole (90.2%). However, ¼ of Idaho Springs residents have at least a Bachelor's Degree, which is significantly lower than the approximately 40% of the residents within Clear Creek County and the Denver Region.

ECONOMY

Economies do not follow jurisdictional boundaries. Idaho Springs' economy is regional in nature and is shaped by the metro area economy and that of the central mountain area. Idaho Springs' economy is mostly based upon tourism, whereas Clear Creek County's primary economy is split between accommodation and food services (20%) and mining / oil and gas exploration (25%). The Henderson Mine, which is Clear Creek County's largest private employer, is reducing operations and is eventually targeted to close, which is expected to affect the County profoundly. Although a significant amount of County revenue in the form of property taxes will be reduced as a result of this closure, the City of Idaho Springs is mostly dependent upon tourism-based sales tax revenue and is not expected to incur the same magnitude of economic impacts as the County except from services provided by the County and Special Districts.

Sales tax receipts account for an average of 50% of the Idaho Springs General Fund. Since 2010, Idaho Springs has seen a consistent increase in sales tax revenues, with a significant increase in revenue after 2014. Part of this increase is due to a 1% increase in sales tax to fund street infrastructure improvements; although this increase could also be a result of the increasing Colorado population growth of more than 8% since 2010. Since marijuana was legalized for recreational use in 2013, there has been additional General Fund revenue of as much as $112,000 total.

City of Idaho Springs Basic Demographics

Source: Denver Regional Council of Governments (DRCOG); Community Profiles, 2014

POPULATION	1,753
HOUSEHOLDS	883
AVERAGE HOUSEHOLD SIZE	2.2
MEDIAN AGE	41.7
TOTAL POPULATION IN LABOR FORCE	1,087
MEDIAN HOUSEHOLD INCOME	$52,064
HIGH SCHOOL DIPLOMA OR MORE	93.7%
BACHELOR'S DEGREE OR MORE	24.8%
SINGLE OCCUPANCY COMMUTERS	73.2%

City of Idaho Springs Sales Tax and Budget Percentage

Year	Sales Tax	Annual Change
2005	$1,022,194.05	+ 12.5%
2006	$1,037,752.71	+ 1.5%
2007	$1,161,116.28	+ 11.8%
2010	$1,139,203	-1.89%
2011	$1,209,631	+6.2%
2012	$1,302,551	+7.68%
2013	$1,385,771	+6.39%
2014	$1,545,538	+11.53%
2015	$2,036,865	+31.80%
2016	$2,302,973	+13.06%

* The 2015 increase in sales tax is a result of the passage of the 1% sales tax increase to fund infrastructure improvements.

Idaho Springs has a median household income of approximately $52,064. This is significantly less than the $68,531 median household income reflected for Clear Creek County, but comparable to the United States median income of $53,889. With the average price of a home

in Idaho Springs being approximately $275,000, home ownership continues to be a challenge for many employed in the Idaho Springs service industry.

Retail trade and services account for as much as 50% of the employment activity within the City. Other economic sectors, including mining, real estate, construction, communications, public utilities, manufacturing, finance, insurance and miscellaneous activities account for the remaining 50%.

As might be expected in a service focused economy, the Clear Creek Economic Development Corporation (CCEDC) reports that, "Retail trade is a major component of the County's employment, income, and sales tax. It is noted, however, that major sales leakage occurs . . . from County residents spending their disposable income outside of Clear Creek County. . ." Most of this leakage is related to goods and services, particularly groceries and home improvement and hardware items that are more varied and affordable in "big box" retailers located in Evergreen, Golden and Lakewood. The City of Idaho Springs does not have available land or population density large enough to support the location of these types of retailers.

It is also noted that the County's dollar receipts from per capita sales are substantially less than the regional average in the Denver metro. It is unlikely that significant change in spending patterns will occur and that major purchases by county residents will continue to be made in the metro area.

CCEDC is concerned about the negative economic consequences which would result from any multi-year construction period related to I-70 capacity expansion. Of particular concern is the impact on commuter traffic involving residents who live in Clear Creek County but work in either the resort towns to the west or the Denver metro area. They estimate that commuting workers account for 30% of the employment and income base for the county.

By virtue of being a short-term stop location rather than a destination for most visitors, the Idaho Springs tourism economy can be significantly affected by changes in the "convenience" factor for visitors. Unless properly mitigated, any I-70 expansion could result in a dramatic decrease in the City's tourist-related income. If an I-70 expansion is approved, it will also be important to engage the Colorado Department of Transportation in the development of mitigation measures designed to combat this potential negative economic impact on the City.

VISION STATEMENT

The City of Idaho Springs has developed the Vision Statement in order to provide a strong base for the goals and objectives of the community. The Vision Statement is intended to set direction for the City's future rather than being simply a prediction. The statement describes what Idaho Springs should become and what it strives to achieve.

CITY OF IDAHO SPRINGS VISION STATEMENT

"Idaho Springs is dedicated to preserving its culture as a historic mining community, ensuring quality of life and its economic future through both preservation and responsible development, striving for an inclusive community, designing a complete transportation system, promoting recreational opportunities and implementing the wise use of community and natural resources."

This Vision Statement leads to the following Plan Elements, each with a goal, which will serve as the framework of this Comprehensive Plan:

PLAN ELEMENT GOAL STATEMENTS

LAND USE: *"We will maintain and enhance our community character and quality of life, while lessening the adverse effects of growth and directing new development to appropriate locations that are cost effective to serve."*

HOUSING: *"We will respect our existing single-family neighborhoods, provide a diversity of housing to promote a complete community, and accommodate all needs to allow people to live in Idaho Springs throughout their lives."*

TRANSPORTATION: *"We will promote an efficient multi-modal transportation system that serves the mobility needs of residents and visitors, providing safe, convenient connections between key destinations while considering neighborhood impacts."*

ECONOMIC DEVELOPMENT AND TOURISM: *"We value our local businesses, we will maintain a vibrant historic downtown community, promote tourism as a year round destination resort, and seek to accommodate a balance of land uses that create jobs to enhance our economic diversity."*

ENVIRONMENT: *"We will preserve water quality, protect from the effects of hazardous conditions, foster appropriate management of our natural resources, and aspire to minimize impacts from development on our community."*

PARKS, OPEN SPACE, TRAILS AND RECREATION: *"We aspire to be an active, healthy community that appreciates the outdoors, our connection to the natural environment and fosters sustainable recreational opportunities within our mountain community for all ages and abilities."*

HISTORIC RESOURCES: *"We will celebrate and preserve our mining history and resources to provide future generations a sense of place and connection to our past."*

PUBLIC FACILITIES AND SERVICES: *"We will prioritize the provision of high quality municipal services, maintain appropriate service levels, and fund necessary capital improvements and their maintenance to serve the needs of current and future residents and visitors."*

LAND USE AND COMMUNITY CHARACTER

Goal: "We will maintain and enhance our community character and quality of life, while lessening the adverse effects of growth and directing new development to appropriate locations that are cost effective to serve."

The Land Use and Community Character Element encourages appropriate land use patterns, seeks to preserve Idaho Springs' character and quality of life, protects property values, and supports redevelopment that takes advantage of existing infrastructure. The below recommendations do not change the existing zoning of property. However, these recommendations should be consulted for future development proposals, updates to the zoning code, development standards, and other matters relating to the character, future land use or development patterns of the City.

Sense of Place

Maintaining the mountain community character of the City of Idaho Springs is a primary concern of residents. The City includes many structures which are more than 100 years old, streets which are steep, narrow, and winding, a rich mining history, creekside development, mountain topography, and a historic main street which is listed on the National Register of Historic Places. These are some of what give Idaho Springs its sense of place. "Sense of Place" can be described as the character or identity that makes a place unique.

Recent Development Pressures

The State of Colorado is undergoing unprecedented population growth. Much of this population growth is occurring within the Denver metropolitan area. The City of Idaho Springs, being the first mountain town west of the metropolitan area on I-70, is expected to experience increasing development pressure. When development occurs, it is paramount to retain existing structures which strengthen Idaho Springs' identity, and ensure new development is compatible and appropriate with the City's sense of place.

LAND USE CATEGORIES

This plan element establishes the following use categories within the City of Idaho Springs:

1. MIXED DENSITY RESIDENTIAL: Areas most appropriate for single family residential development, both attached and detached. Future development in these areas should be respectful of surrounding housing types, densities, building scale and massing, and predominant architecture.

2. MULTIFAMILY: Appropriate for higher density multifamily use.

3. TRANSITIONAL MIXED USE: These are areas typically connecting residential areas to commercial areas. Development should maintain or be respectful of residential character. Appropriate uses in these areas include single family residential, attached single family and townhouses, multifamily within converted existing single family residences, retail uses of less than 5,000 square feet per business, civic uses, office uses, lesson and art studios, daycares, hospitality, tourist services, professional services and restaurants. Other uses may be considered when similar in use and impacts to those listed above.

4. MIXED USE: Areas that are commercial in nature and allow all the uses in Transitional Mixed Use areas, except residential uses are most appropriate above ground floor commercial. Single family detached, single family attached, and multifamily units within converted single family residences could be appropriate directly adjacent to Colorado Boulevard.

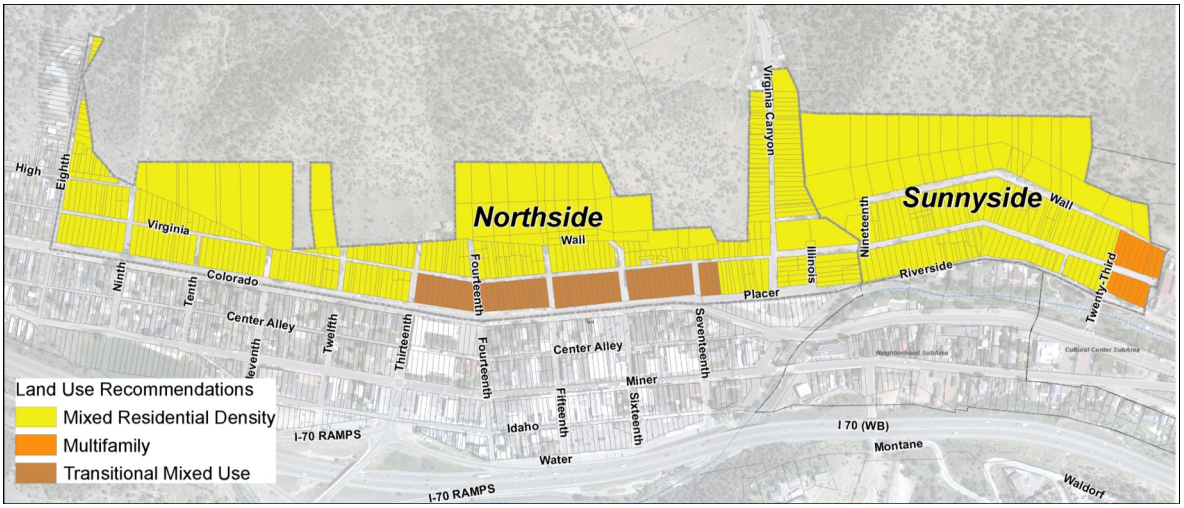
5. REGIONAL COMMERCIAL: Uses that may have a regional draw. This includes retail and office uses of any size, hotels, public facilities and schools, tourism services and hospitals. Multifamily residential could also be appropriate in this category in the Exit 240 Area and some areas of the East End.

6. INDUSTRIAL: Uses such as heavy equipment storage, LP gas facilities, public works facilities, industrial plants, self-storage, automotive or RV storage, assembling, fabrication, finishing, manufacturing, packaging, or processing of goods, mineral extraction or similar uses. Uses may include working with hazardous materials.

CHARACTER AREAS

There are portions of the City that can be better identified as neighborhoods or Character Areas. This Element identifies seven Character Areas in the City, describes what makes them unique, and gives recommendations to strengthen, guide or protect these areas. These Areas are identified on the *City of Idaho Springs' Land Use and Character Areas Map.*

SUNNYSIDE - NORTHSIDE NEIGHBORHOODS



The Sunnyside and Northside Neighborhoods are generally bounded by Wall Street to the north, Colorado Blvd to the south, the apartment complex at 23rd Avenue and the Argo-Riverside Area to the east and 8th Avenue to the west. Many of the northern houses in this area are stepped into the adjacent mountains. Predominant architecture includes Victorian and Bungalow style, with hipped and gabled roofs and clapboard siding. Virginia Canyon contains more varied styles of architecture, and a less consistent theme.

Most of this area consists of mature and established residences, built in the late 1800s and early 1900s. Preserving and protecting existing structures in the designated residential areas is a priority. If preservation or restoration is not feasible, new residential development should be consistent with the surrounding neighborhood in terms of architecture, size, massing and density. Land use changes are not anticipated, although non-residential uses are appropriate in the transitional mixed use area. Any additional development or redevelopment of the multifamily units to the east of 23rd Street should respect the existing character of Sunnyside. Also, Virginia Street provides east-west access across the City originating from this area; future

development in the Argo-Riverside Area should prevent additional pass-through traffic along this street.

Victorian Houses along Riverside Dr. in Sunnyside

There are opportunities for enhanced non-motorized access and amenities in these neighborhoods. This includes a better midblock pedestrian connection in Sunnyside from Wall Street to Riverside Drive as well as from Riverside Drive to the Virginia Canyon-Northside Area to the north and west. Opportunities exist in Sunnyside for a passive park to address Clear Creek.

Northside includes Virginia Canyon Road (also known as "Oh My God Road") which provides exceptionally scenic access up into Central City, is a popular scenic driving route, and has excellent potential for bicycling and tourism routes into Russell Gulch and Central City. The City owns a significant amount of the mountainside property in this area.

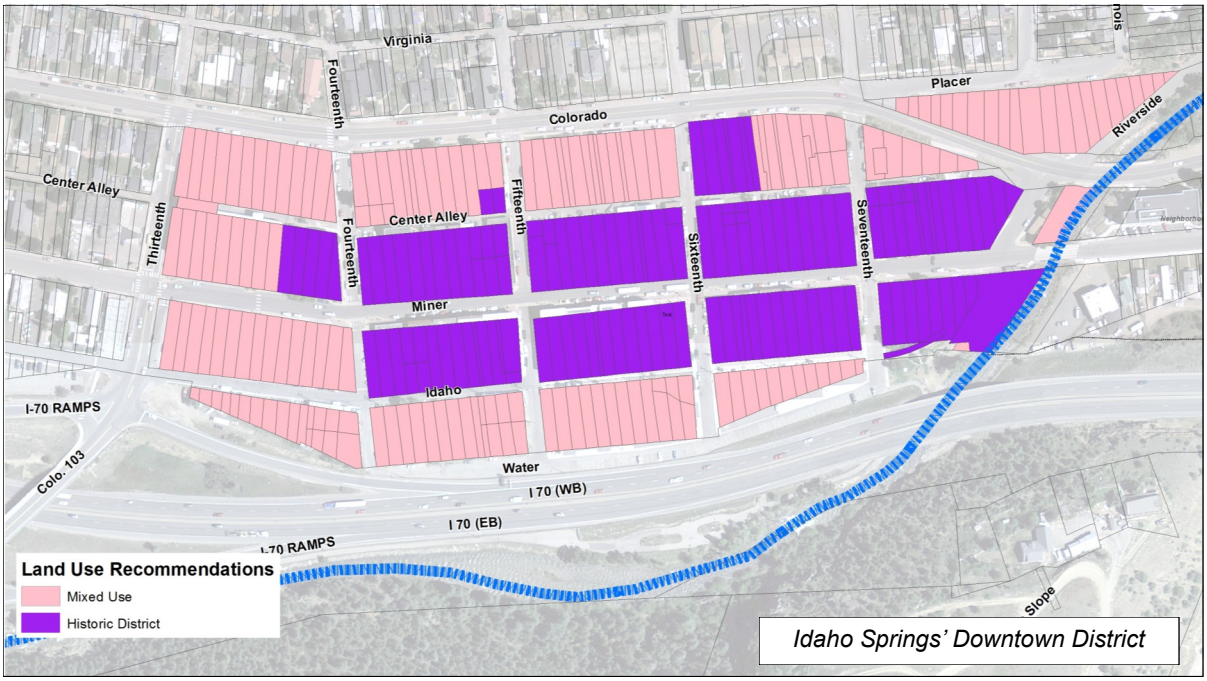
DOWNTOWN DISTRICT

The Idaho Springs Downtown District is generally bounded by Colorado Boulevard to the north, I-70 to the south, Clear Creek to the east and 13th Avenue to the west. This area includes portions of Colorado Boulevard, the Idaho Springs Historic Commercial District, and Charlie Tayler Water Wheel Park. Colorado Boulevard in this area is comprised of a mixture of newer and older single family homes, public and civic buildings, shops and restaurants.

Idaho Springs Historic Commercial District

Beginning at Clear Creek and extending west to 14th, the Idaho Springs Historic Commercial District is the centerpiece of the Idaho Springs community. This area is listed on the National Register of Historic Places and features one of the strongest historic commercial districts remaining in Colorado. The District contains a substantial number of visitor and resident

oriented service and retail businesses. Substantial investment has gone into streetscape enhancement, off street parking and collaborative efforts in historic development and preservation. Although most of the buildings in the historic downtown are not the original clapboard frame buildings that once housed markets, hardware stores, banks, offices and saloons of the 19th century mining town, the brick buildings that exist today are well over 100 years old. These buildings reflect the later 19th century commercial style characterized by recessed entrances, large display windows, elaborate metal cornices, cast-iron pilasters, and intricate patterns of decorative brickwork. Later modifications, particularly on the first floor storefronts, include the use of stucco, board and batten, plywood sheathing and composition stone. It is paramount to preserve the character of this area.



Idaho Springs' Downtown District

Designation of Historic District

In January of 1984, the Idaho Springs Downtown Commercial District was added to the National Register of Historic Places. In 1988 the City Council adopted Ordinance No. 4, Series 1988, establishing the Idaho Springs Historic Preservation District, creating the Idaho Springs Historic Preservation Review Commission. The Ordinance created regulations and criteria for the consideration of applications for Certificates of Appropriateness. Historical Preservation Review Commission approval is required for external modifications to structures in the Historic District.

Historic Miner Street today from 15th Avenue looking East

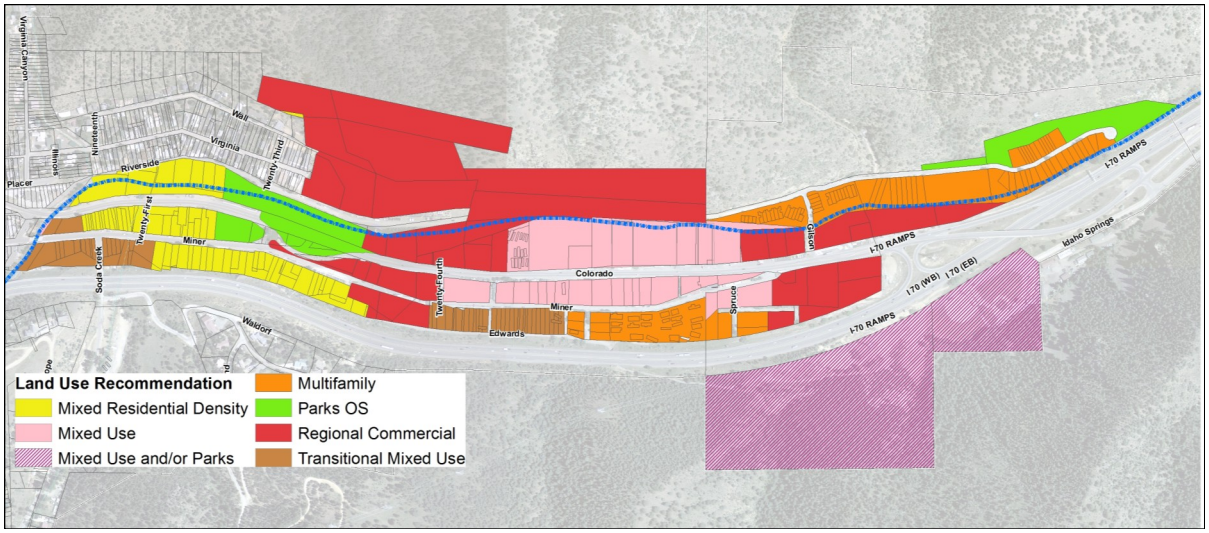
Downtown District Challenges

There are challenges inhibiting the historic Downtown from being enjoyed to its full potential. The form and character of historic Miner Street is not addressed by the present zoning regulations. The current zoning could allow uses (such as self-storage, heavy manufacturing and automotive repair facilities) that are incompatible with the Historic District. Parking requirements have prevented adaptive reuse of structures for other uses, such as second story residential units. Tourism has been reduced by a deficiency in downtown parking availability. The "Idahoe Mall," which is a paved walkway framing the Historic District to its south between 15th and 17th Avenues, is isolated and lacks definition. Visitors along Miner Street have little indication of the existence of Charlie Tayler Water Wheel Park. Most importantly, the Downtown as viewed from I-70 is of the backs of buildings, parking lots and trash cans, although some businesses have made substantial investments to improve the backs of their buildings facing I-70. Creating a more attractive "face" of this area of Idaho Springs north of I -70 and between Thirteenth and Seventeenth Avenue is critical to bolstering the image of the City of Idaho Springs.

Appropriate Development

As the Idaho Springs Downtown Commercial District is the heart of the City of Idaho Springs, the historical character and uses in the area should be preserved, maintained and celebrated. Future development in this mixed use area should be pedestrian scaled tourist and local oriented goods and services such as cafes and restaurants with outdoor seating, tourist services, office uses, small retail stores and office buildings. Residential should be encouraged above commercial uses or behind commercial storefronts in this area. Single family residences, duplexes and single family residences converted to multi-family could also be appropriate directly adjacent to Colorado Boulevard. Non-residential development facing Colorado Boulevard should maintain residential character.

THE EAST END



The East End lies east of Clear Creek, west of Hidden Valley / Twin Tunnels, and south of Riverside Drive (but includes the Argo Mine and Mill).

This area consists largely of highway service commercial developments including food and beverage, retail, service and lodging establishments. This area developed along what had previously been the U.S. 6 & 40 corridor, and much of it is a remnant of highway-style development of the 1950s. The quality of development in the area ranges considerably with recent renovation or development of lodging facilities, retail stores and food service establishments leading reinvestment efforts in the area. The East End also includes manufactured home residential parks and single-family residences.

Idaho Springs' East End provides significant sales tax generation, jobs and general housing. The area includes the City's principal grocery store, pharmacy, restaurants, service stations and liquor outlets. The East End is primarily oriented toward the automobile.

Colorado Boulevard west of Gilson Avenue, looking west

East End Action Plan

The City of Idaho Springs procured grant money from the Department of Local Affairs (DOLA) to complete an economic development strategy for the East End of Idaho Springs. This Plan, called the *East End Action Plan*, was completed by studioINSITE in January 2017 and includes a comprehensive strategy for the planning area. Results of this Plan included a market study of the area, land use recommendations, recommended road templates, steps for implementation, and an overlay district to implement the plan.

Five sub-areas have been identified in the East End:

1. East End Neighborhood
2. East End Cultural Center
3. Mixed Use Corridor
4. Gateway Commercial Center
5. Recreation Center

The East End Action Plan was adopted by City Council on May 8, 2017. The East End Action Plan should be consulted for development in this area.

WEST END

Beginning at 13th Avenue, the area to the west of the Historic District and to the end of the developed portion of the City is primarily residential. Non-residential properties in the form of motels, bed & breakfast operations and some service businesses are found in the area, generally along Miner Street and Colorado Boulevard. A mix of well-preserved Victorian era homes, newly renovated homes and manufactured housing blend to create a strong, eclectic area that serves as the core of the residential portion of the community. South of Colorado Blvd, primarily west of 8th Avenue, there exists a large number of manufactured and mobile homes, as well as light industrial uses.

The "West End" as viewed from Miner Street at 10th Avenue looking east.

West End Transitional Mixed Use Area

The surrounding character is diverse in this area, including houses built in the early 1900s to manufactured homes over 40 years old,

multifamily apartments, duplexes, triplexes, and motels. Future development can draw on varied uses, styles and architecture, as long as it remains sensitive to existing residences and addresses Colorado Boulevard. High density multifamily uses could be appropriate, but should not directly abut Colorado Boulevard. Any new development directly abutting I-70 should pay particular design attention to the elevations visible from I-70. A range of options to enhance the appearance of this area as viewed from I-70, including replacement of aging housing stock, screening or removal of outdoor storage, additional landscaping, sound-walls, and strategic positioning of buildings should be explored.

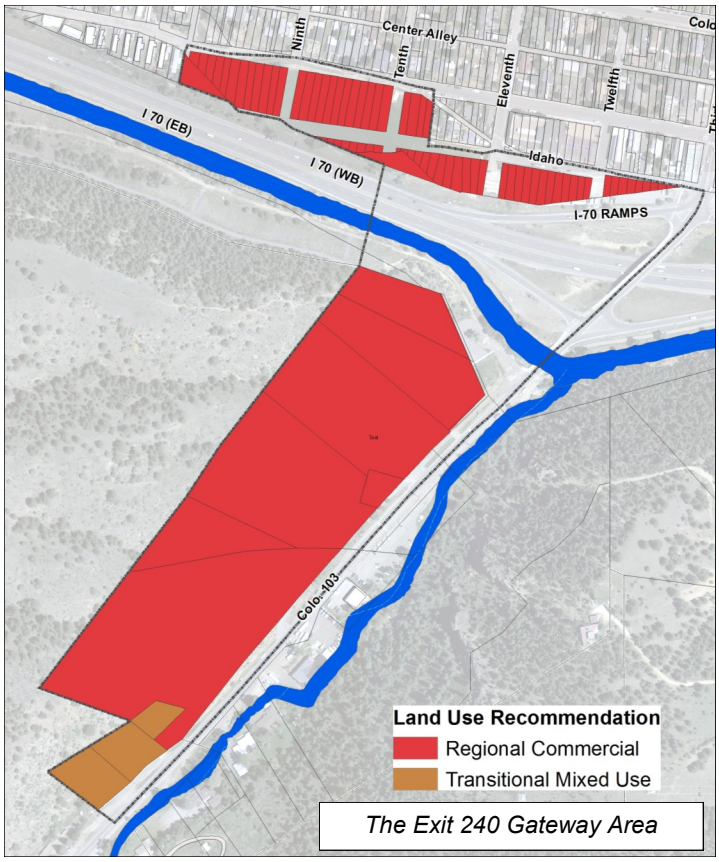
Western Gateway

The intersection of Colorado Boulevard and Stanley Road, especially as viewed from Stanley Road traveling northeast, is the western gateway into the City and should provide an announcement of entrance into the City. Upgrades such as decorative features in the Colorado Boulevard / Stanley Road "island," limits on lighting, enhanced signage, berming and screening along Stanley Road, especially on the southern side, and better management of outdoor storage should be considered.

EXIT 240 GATEWAY AREA

The Exit 240 Gateway Area is located along the south and north sides of Interstate-70 at the Exit 240 interchange. It includes the former middle and high school building, a U.S. Forest Service building, the hill west of the school building, the school district bus facility and the football field.

In 2016, Idaho Springs and Clear Creek County Economic Development Corporation

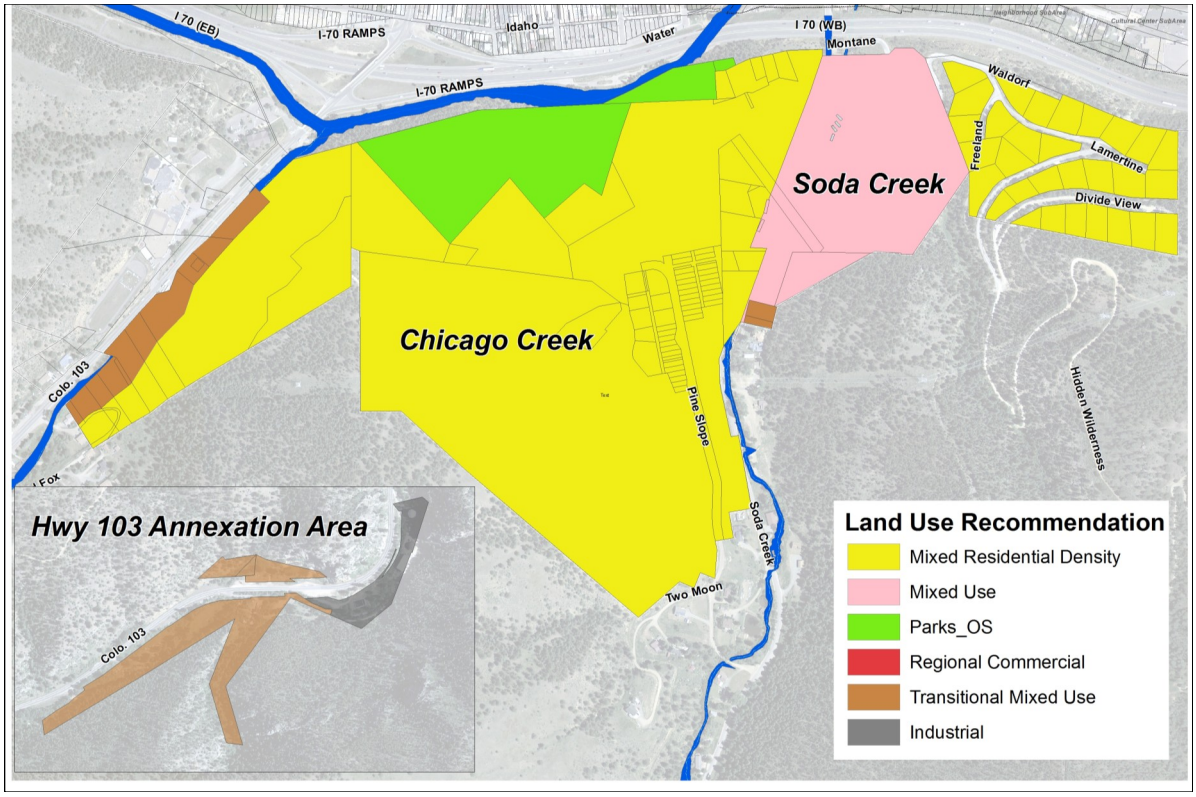


The Exit 240 Gateway Area

contracted with a consultant to complete the *Highest and Best Use Economic Feasibility Study for the Interstate 70 Economic Hub at Exit 240*. This market analysis recommended development scenarios including mixed uses, hotels, multifamily residential, office and the possibility of a mountain adventure center. Heights in excess of 35' may be appropriate on the southern portion of this area, such as in the location of the former school.

There is potential for significant changes in land use and development character. There are also existing opportunities for adaptive reuse of the former middle and high school building. Some of these opportunities include private – public partnerships to construct workforce housing, hotels, conference centers, artisan incubators, public offices, a community center and a transit - oriented development site. Development should respect that this is a "gateway" into the City of Idaho Springs and the Mt. Evans Scenic Byway.

CHICAGO - SODA CREEK AREAS



Soda Creek Area

The Soda Creek Area contains the Hot Springs Pool and Lodge, Soda Creek, Montane Park Subdivision, Pine Slope Subdivision and Montague Placer Subdivisions, and several single family residences.

Mixed Use Gateway Area

This is the location of the Indian Hot Springs, a major amenity for the City of Idaho Springs that should be retained and enhanced. Future commercial development should be clustered near the Hot Springs and oriented to the street and Soda Creek. Tourist-related services are most appropriate in this area including hospitality services, restaurants, specialty retail, RV parks and campgrounds, and employee housing. Connectivity from this area under I-70 and to Miner Street should be enhanced in the Gateway Area. Strategies include street and road improvements, better walkability, informational signage, creekside sitting areas, and pedestrian (bollard type) lighting to draw pedestrians between the two destinations. Street lighting should be minimized to protect the dark sky, a valuable asset to visitors enjoying the mountain environment.

Montane Park and Pine Slope Subdivisions

These are two established residential subdivisions. Montane Park is located southeast of I-70 and Soda Creek Road at elevations ranging between 7,640 and 7,900 feet and was developed in the 1960s. Pine Slope is located southwest of I-70 and Soda Creek Road at elevations ranging between 7,650 and 7,750 feet, and was developed in the early 1900s. New residential development should be consistent with the surrounding neighborhoods in terms of housing stock, architecture, size, massing and density.

Montague Placer

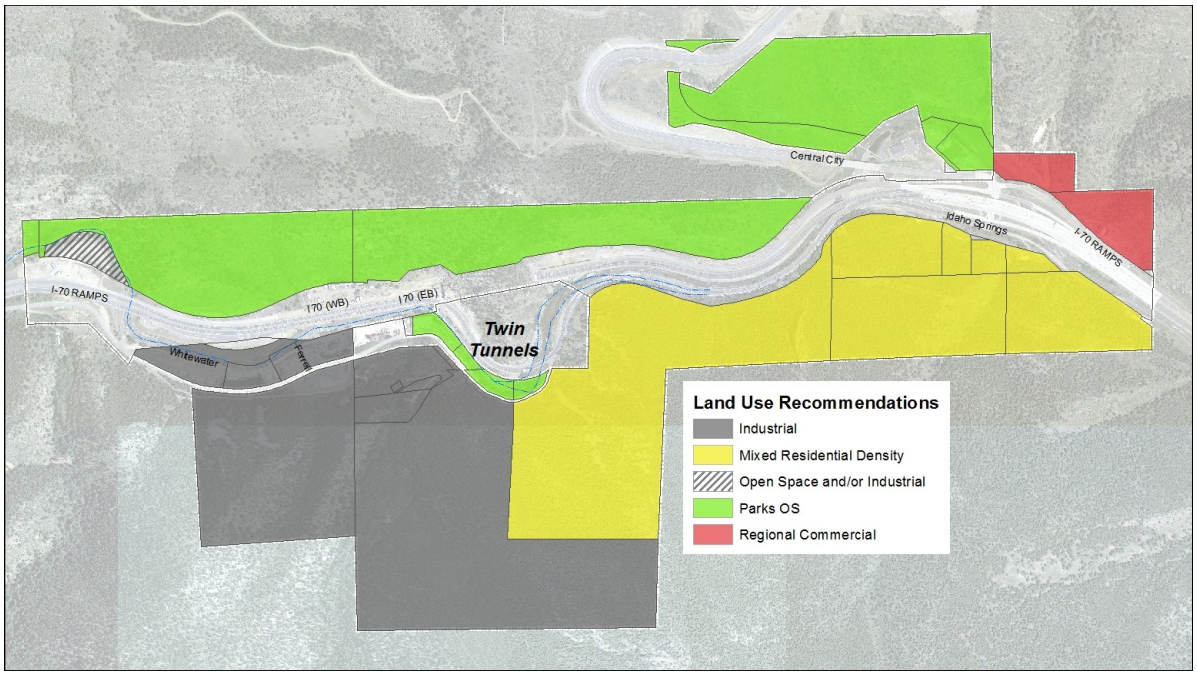
Montague Placer is located west of Pine Slope Road, above the City, at an elevation of between 7,760 to 8,200 feet. The approximately 52 acre property was platted in 2006 (as the Bristlecone Subdivision) to allow 52 single family residences. Due to the Great Recession and infrastructure costs related to streets, water and sewer, the plat was never completed. It will be challenging to

develop the property under this previously approved density. Mixed densities, including single family residential, townhouse, and multifamily residential could be appropriate on this site to offset the infrastructure costs. Heights for multifamily units in excess of 35' may be appropriate in this area.

Chicago Creek Area

The Chicago Creek Area is south of the Exit 240 Area. This includes the Cemetery, scattered businesses, and the Highway 103 Annexation Area which consists of the water treatment facility, event center, and several residential properties. Chicago Creek Road (County Road 103) serves as a primary access and scenic byway to Mt. Evans and experiences a significant amount of visitor traffic during the summer months. Tourism oriented hospitality uses, including RV parks, motels and campgrounds, are appropriate in this area as long as they respect and maintain the appearance of the surrounding mountain residential character. Better parking and staging should be pursued for the rafting industry which uses the confluence of Chicago Creek and Clear Creek as a launching area. Plans for enhanced bicycle connectivity in this area should be explored.

HIDDEN VALLEY & TWIN TUNNELS



The I-70 interchange at Hidden Valley includes the access for the Central City Parkway and East Idaho Springs Road (County Road 314.) This area was annexed into Idaho Springs, along with adjoining properties, in September 2004. Regional commercial development has already occurred near the interchange at Hidden Valley. Lack of water and sewer infrastructure will likely be the limiting factor in regard to the type and density of development in this area. This area is most suited for industrial uses, although residential would be appropriate south and east of the twin tunnels. If extension of infrastructure is feasible, higher density uses such as multifamily or RV parks could be appropriate in all areas. The valley is narrow in this area and any development will necessarily be fairly close to the interstate.

LAND USE AND COMMUNITY CHARACTER OBJECTIVES

Objective: Establish a pattern of future land uses that protects existing character, ensures compatibility with surrounding developments, and promotes the most efficient use of land.

Strategies

a. New development or redevelopment should follow the land use recommendations in the City of Idaho Springs Land Use and Character Area Map.
b. In the absence of a specific recommendation for a property, the compatibility of proposed land uses should be evaluated for each specific case.
c. New development should complement the neighborhood's mass and scale.
d. Support infill development and adaptive redevelopment that takes advantage of existing infrastructure and services.
e. In areas indicated where maximum heights in excess of 35' may be appropriate, it should be demonstrated that building height is compatible with the surrounding character and is the minimum height required for the project.
f. Seek public / private partnerships to foster more efficient use of land and existing structures, such as adaptive reuse of the previous middle and high school building for housing and community uses.
g. Future development should celebrate Clear Creek as an amenity.
h. Commercial Development along Colorado Boulevard should be sensitive to adjacent residential character.

Objective: Explore additional residential neighborhood amenities.

Strategies

a. An opportunity for a pocket park to better connect the Northside neighborhood to Clear Creek exists on City right-of-way directly across the street to the south from the Zion Lutheran Church, generally across Clear Creek (north) from the intersection of Colorado Boulevard and 21st Avenue.
b. Consider development of landscape features or a pocket park as a gateway between the Sunnyside and Virginia Canyon – Northside Neighborhoods at the Virginia Canyon "canal" north of the intersection of 19th Avenue and Virginia Street.
c. Consider installation of identity signage at the entrance of Virginia Canyon Road. This could also include cooperation with neighboring jurisdictions to locate historical point of interest markers within Virginia Canyon.

Objective: Beautify, preserve, and activate the Historic District.

Strategies

a. Encourage residential units above ground floor commercial uses through regulation revisions including parking reductions, reduction in tap fees or building permit fees.
b. Encourage public street activity through electrical connections, visible performance spaces and easy permitting processes.
c. Consider regulations that require vacant storefronts to address the public realm.
d. Work with the Historic Preservation Review Commission to create Zoning Regulations that reflect the existing character of the Historic District.

e. Beautify the downtown with murals celebrating the City of Idaho Springs' History. The large blank walls east and west of Citizen's Park as well as the backsides of downtown buildings could be examples.
f. Redesign Citizen's Park to make it more attractive and useable.
g. Outreach to downtown property owners to reactivate the Business Improvement District.
h. Consider placement of temporary parklets in underutilized public spaces.
i. Clearly identity the location of Charlie Tayler Water Wheel Park to visitors in the Historic District though signage, walkways, fencing and lighting.
j. Continue to work toward parking facilities outside the Historic District to allow closure of the District for main street events.

Objective: Upgrade the appearance of Idaho Springs as viewed from I-70.

Strategies

a. Future parking garage design should incorporate the building as a design element to serve as a sound barrier, explore multi-use opportunities, accentuate public space, screen unsightly buildings, and serve as a gateway into the City of Idaho Springs for I-70 travelers.
b. New development with significant visibility from I-70 should be designed with the appearance of facing the Interstate rather than backing to it.
c. Explore using parklets, informational or vendor kiosks, landscaping and other elements to create a barrier and sense of pedestrian enclosure between the paved walkway at the south perimeter of the Historic District between 15th and 17th Avenues and the large parking area adjacent to I-70.
d. Screen surface parking lots at the south side of town as viewed from I-70 through sound walls, fences, berming, and similar elements.

HOUSING

Goal: "We will respect our existing single-family neighborhoods, provide a diversity of housing to promote a complete community, and accommodate needs to allow people to live in Idaho Springs throughout their lives."

The Housing Element addresses the City's desire to promote a diverse housing supply and preserve the existing housing stock by encouraging a mixture of housing types, maintaining residential neighborhood quality, and providing opportunities that will assist in the development of affordable housing for low and moderate income families. Housing is one of the distinctive physical aspects of a community. Housing combines to form neighborhoods, and neighborhoods combine with other uses to form the community. Housing is more than just shelter; it is our living environment. Attainable and affordable housing is necessary for economic and business success. In communities where housing is unaffordable to the local workforce, it can reduce the number of employees a business can attract, as few will commute long distances from larger population centers for service-level wages. It also reduces residents' ability to obtain goods and services. This affects local businesses, and reduces sales tax available to local governments

As there is presently little housing for this income level in the City, businesses have found it challenging to attract or retain employees at service level jobs due to the lack of housing in the City and the economic unfeasibility of service workers commuting to Idaho Springs more than 30 miles from the Denver Metropolitan Area.

There is presently little available housing, especially at the workforce level, in the City of Idaho Springs.

HOUSING DIVERSITY

Idaho Springs is a City with an eclectic mix of housing. The City grew organically within the geographic constraints of the surrounding mountains and Clear Creek. Much of the housing was constructed in

the late 1800s and early 1900s and consists of a variety of home sizes, styles and income levels. Small multifamily structures were integrated into neighborhoods of large and small single family homes providing neighborhoods which comprised a variety of household sizes and incomes. The existing pattern of a mixture of housing types, family sizes and incomes in Idaho Springs is integral to the character of the community. Many of these long established housing types, such as duplexes and triplexes, exist in zone districts that presently do not allow them by right, and additional development processes with public hearings are required for any repairs or upgrades to them. The "newer" areas of housing in the City include multifamily units at the East End, and a significant number of manufactured homes at the south side of the City, adjacent to I-70. Much of the manufactured housing was constructed between 1950 and 1980.

Idaho Springs' Character is defined by its eclectic and varied styles of housing

RECENT HOUSING STUDIES

There have been several recent housing studies conducted. In 2012, the *Clear Creek County Housing Needs Assessment* was completed for Clear Creek County. In 2017, Economic & Planning Systems (EPS), Inc. completed the *Idaho Springs East End Market Analysis* as part of the East End Action Plan. These studies analyzed the three main issues with housing in the City of Idaho Springs (and Clear Creek County) - availability, quality/age, and affordability.

Availability of Housing

There has been little new housing construction in Idaho Springs since 2000, with approximately 950 existing housing units. EPS estimated a demand of at least 150 additional housing units over the next 10 years. There are presently 8 motels within the City of Idaho Springs, and most of these motels are being used as full-time housing. The lack of affordable housing has resulted in seasonal employees illegally camping in and around the City.

EPS calculated the type of housing stock in the City of Idaho Springs, as well as the ownership patterns, as can be seen below:

HOUSING UNITS BY TYPE, 2014

* Source: Economic & Planning Systems, (2017), *Idaho Springs East End Market Analysis*

Single Family Detached	**52%**	**5-9 Units Structures**	**2%**
Single Family, Attached	**14%**	**10-19 Unit Structures**	**5%**
2 Unit Structures	**1%**	**20-49 Unit Structures**	**6%**
3-4 Unit Structures	**14%**	**Mobile Home**	**7%**

HOUSING UNITS OWNED VS. RENTED 2016

* Source: Economic & Planning Systems, (2017), *Idaho Springs East End Market Analysis*

Owner-Occupied	**490**	**52%**
Renter-Occupied	**339**	**36%**
Vacant	**110**	**12%**

As can be seen, the majority of housing in Idaho Springs is single family residential, with more than a third of the population being renters.

Quality and Age of Housing

The existing housing stock is relatively old, with only 3 percent of the City's housing units built after 2000, while 44 percent were built before 1939 and one-third were built between 1960 and 1979. Older homes can be expensive to repair and update, many homes are not consistent with current building codes, and lower income owners often cannot afford a bank loan to make repairs. Upon aging to 40 or 50 years, houses are normally in need of considerable major structural repairs or renovation of major systems such as roofing, plumbing, and heating. There is also a sizeable number of manufactured homes within the City that are more than 40 years old, dilapidated, with owners who cannot afford to buy new ones. Given the high demand for workforce housing, versus the inadequate supply and limited options, some landlords have had little incentive to upkeep and maintain their properties.

Affordability of Housing

Attainable Housing

Attainable housing has been a growing concern in recent years as the increase in housing costs has outpaced wage increases. Attainable housing is usually described in one of two ways:

Due to the high demand for workforce housing, versus the inadequate supply and limited options, some landlords have had little incentive to upkeep and maintain their properties.

1. A general term to describe housing availability for all types of housing and income levels in a community.
2. When housing consumes no more than 30% of a household's gross, pre-tax income and can meet the "core housing need" which is housing that is safe, in a reasonable state of repair and large enough to accommodate household members.

Those who pay more than 30% of their income for housing expenses (rent/mortgage payment and utilities) are considered "cost burdened."

Lack of workforce housing has led some to live in Idaho Springs' numerous motels

Workforce Housing

The US Department of Housing and Development (HUD) defines "Workforce Housing" as housing available to those making between 50% to 120% Area Median Income. This is commonly thought of as housing available to teachers, firefighters, policeman, government workers, etc. Workforce housing should also be in relative proximity to the local workforce. A household making the Idaho Springs median household income of $52,000 and spending 30 percent of income on housing can afford a $207,000 home, or $800 in monthly rent. With the

current price of a single family home being $275,000 and typical rent being $1,300, many are priced out of the housing market or are cost burdened.

Affordable Housing

The City of Idaho Springs has a predominately service based economy. The typical service worker annual salary is approximately $22,000. A worker in the service industry can afford a mortgage or rent payment of approximately $550 monthly (an approximately $65,000 house).

In order for housing to be affordable to those earning incomes far below the market price of housing or rent in the City of Idaho Springs, subsidies, regulations or public-private partnerships may be required. One regulatory mechanism that could aid in the construction of new affordable housing is an "Inclusionary Housing Ordinance" which requires a certain number of deed restricted affordable units, or fees in lieu of units, be set aside whenever a new development project is proposed.

Idaho Springs' location in Clear Creek County can be beneficial for both HUD programs and United States Department of Agriculture (USDA) programs. Clear Creek County is within the Denver-Aurora-Lakewood Metropolitan Statistical Area (MSA). As this MSA is based on a higher urban income, more households in Idaho Springs could quality for HUD programs. However, Clear Creek County is also within the USDA's Rural Development Zone, which would qualify Idaho Springs households for Rural Development Funds.

RESOURCES FOR AFFORDABLE HOUSING

Resources exist to aid in more affordable housing. In addition to HUD and USDA programs, several prominent agencies include the Clear Creek Housing Authority, the Colorado Housing and Finance Authority (CHFA) and the Division of Housing of the Colorado Department of Local Affairs (DOLA). These agencies provide home purchase and refinance loans, land banking, grants, down payment assistance, closing costs assistance, and offer loans and credits to build or renovate multifamily housing for moderate to low income households. In addition, Idaho Springs is within an Enterprise Zone, which provides tax incentives to encourage job creation and capital investment.

MULTIFAMILY DEVELOPMENT

The majority of the City of Idaho Springs is already built out, and with the topographic constraints as well as the lack of infrastructure on available vacant land, there are limited opportunities for new low density single family residential developments. However, there are redevelopment sites within the City where high density multifamily should be encouraged. This includes large vacant properties in the periphery of the City that are currently lacking infrastructure, where encouraging a mix of housing along with increased density can result in the economies of scale to make housing units financially feasible. The *Potential Multifamily Opportunity Sites Map* indicates areas within the City where higher density multifamily housing could be encouraged. These areas are meant to represent where multifamily would be appropriate as a stand-alone use, although the map does not necessarily suggest these areas should be comprised entirely of multifamily residential.

SENIOR HOUSING

The Denver Region's population is undergoing unprecedented change. Twenty years from now, one in four of the Region's residents will be 60 years or older. During the next 10 years, the Region will experience a more than 40 percent increase in the 60-plus population. By comparison, the increase in all other age categories will be just over 10 percent during the same time. The growth in the older adult population will bring increased demands for aging services at the local and regional level and affect nearly every aspect of community life.

A growing population of elderly residents means greater demand for senior housing with specialized services. It also likely means more elderly people will want to continue living in the homes they own or have known for many years; that is, "aging in place." Universal Design needs to be retrofitted into existing structures and incorporated into new ones. "Universal Design" refers to a broad spectrum of ideas meant to produce products, buildings, or other built environments

Project Support, one of two senior housing projects in Idaho Springs

that are useable to the greatest extent possible by everyone, regardless of their age, ability, or status in life. Wheelchair ramps, essential for people in wheelchairs but also used by all, are a common example. There are also cabinets with pull-out shelves, kitchen counters at several heights to accommodate different tasks and postures, and other accommodations.

Currently, there are only two rent restricted properties that serve seniors in Idaho Springs. Project Support owns both properties. Project Support I is privately financed and has 14 units with 13 rent assistance units funded through donations. All units have one bedroom. Project Support II is a HUD property with 16 units, 15 with HUD rental assistance. There are no restricted rental properties targeted to families, individuals other than seniors, or persons with disabilities in Idaho Springs.

Boomer Bond

In 2017 the City of Idaho Springs participated with the Denver Council of Governments (DRCOG) in the "Boomer Bond" program. As described by DRCOG, the goal of the Boomer Bond assessment was to facilitate discussion between City Staff and external stakeholders and develop recommendations for supporting healthy aging within the community. Four areas were assessed – housing, mobility and access, support services and community living. The final document provided recommendations in regard to how prepared the City was to deal with an increasing senior population. Where possible, recommendations of the Boomer Bond were incorporated into this Comprehensive Plan.

ACCESSORY DWELLING UNITS

In addition to working toward including more multifamily units within the City of Idaho Springs, there are other measures that can be taken to increase housing opportunities within the City. Density can be increased within established neighborhoods with Accessory Dwelling Units. Accessory Dwelling Units (ADUs) are defined by the U.S Department of Housing and Urban Development (HUD) as the following:

> ***"Accessory dwelling units (ADUs) — also referred to as accessory apartments, second units, or granny flats are additional living quarters on single family lots that are independent of the primary dwelling unit. The separate living spaces are equipped with kitchen and bathroom facilities, and can be either attached or detached from the main residence."***

There are typically three different types of ADUs – interior, attached and detached. Interior ADUs are usually constructed by conversion of interior space, such as a garage or attic, into a living unit. Attached ADUs are typically additions on to the rear or side of a building. Detached ADUs are structures which are separate from the main building garage. They can be constructed over existing accessory structures, such as a detached garage, or they can be built as units that are separate from accessory and residential structures. ADUs are typically limited to a particular square footage or percentage in relation to the primary residential structure.

ADUS offer a variety of benefits. They help increase housing supply with relatively low impacts to the existing neighborhoods. They are less expensive than constructing separate housing units so they are more affordable. They can be designed to be concealed into existing buildings thus providing little indication of their existence. They can be connected to the infrastructure of the primary dwellings. They can also provide additional income for homeowners.

The City should explore how to incentivize the construction of ADUs in appropriate locations through such measures as regulation revisions, easier and lower cost permitting, reduced water and sewer tap costs, and public outreach.

SHORT TERM RENTALS

Short Term Rentals (STRs), or "Vacation Rentals By Owner" (VRBOs) are increasingly on the rise, especially in Colorado. They provide additional income to property owners, increase the vacation housing stock, and provide attractive alternatives to hotels, especially in mountain resort towns. However, the rise in Short Term Rentals has also led to considerable controversy. Complaints include renters being in the STR to "vacation" and disrupting the surrounding neighborhood, parking issues, unregulated STRs not paying taxes and having an unfair advantage over the hotel industry, reducing the availability of longer term renting, and increasing neighborhood rental rates. Consequently, Colorado municipalities are beginning to grapple with how to regulate STRs. In 2016 the Town of Georgetown adopted regulations to control the STR industry, which include notification of the surrounding community, yearly permitting, inspections, tax requirements, business licensing, parking requirements, and limiting the number of STRs to a certain percentage. The City should consider whether STRs pose a significant issue and if STRs should be regulated.

HOUSING OBJECTIVES

Objective: Maintain a diverse and affordable housing stock.

Strategies

a. Promote high density multifamily in locations as indicated on the Potential Multifamily Opportunity Sites Map.
b. Promote a wide range of housing alternatives including single family, multi-family and condominium/townhome development.
c. Create regulations that incentivize the construction of Accessory Dwelling Units and Workforce and Affordable Housing by such means as allowing multi-bedroom ADUs, fee waivers, water tap reductions, expedited and by-right permitting, etc.
d. Consider an Inclusionary Housing Ordinance that either requires a certain amount of units to be affordable or requires fees-in-lieu of housing units with new development proposals.
e. Encourage Developers to account for the housing needs of displaced residents whenever new housing projects are developed in place of existing older housing developments, such as existing mobile home communities.
f. Support the principle of "no net loss" in regard to workforce and affordable housing.
g. Encourage housing units on upper floor or behind existing storefronts of local businesses when adequate parking is demonstrated.
h. Facilitate discussions with major employers to understand the needs of their employees and possibly forge new partnerships to help meet employee housing needs through public/private partnerships.

i. Study the prevalence and impacts of Short Term Rentals in the community and whether regulation is warranted.
j. Cooperate with agencies such as CHFA, DOLA and Clear Creek Housing Authority to identify strategies for funding affordable housing projects and proactively outreach to potential developers.
k. Consider implementation of a Housing Committee, either with City representatives or as a cooperative public / private effort to implement the strategies of this Housing Element.

Objective: Preserve and renovate existing housing stock.

Strategies

a. Participate in the local designation of Victorian-era homes and in securing financial assistance in maintaining those properties.
b. Explore the rehabilitation and renovation of legally existing non-conforming multifamily units in appropriate locations within single family neighborhoods through mechanisms such as by-right permitting.
c. Regularly update and actively enforce the building codes, as may be amended which requires the application of minimum health, safety, and welfare standards to all new construction; reconstruction; historic preservation/ renovation; housing rehabilitation/adaptive reuse, and/or the removal of unsafe, unsanitary substandard structures.

Objective: Pursue programs to allow seniors the opportunity to "age in place."

Strategies

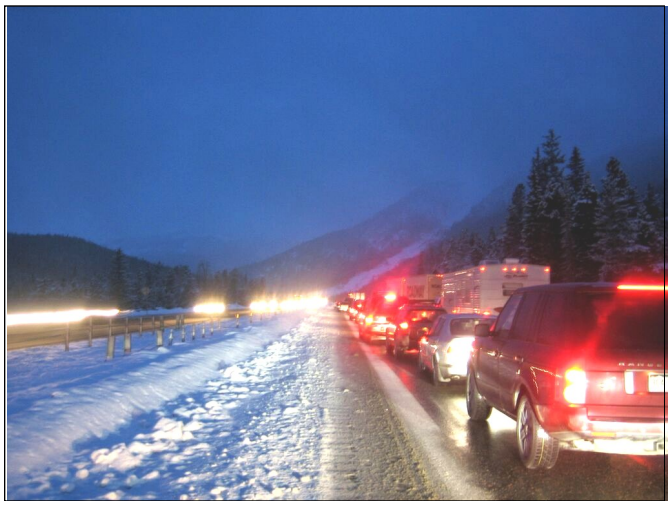
a. Participate in County and local jurisdictional efforts to locate and develop adequate facilities for seniors,
b. Participate in County and local jurisdictional efforts to locate and develop adequate facilities for seniors, including active adult housing, assisted living facilities, and elderly care facilities and programs.
c. Create incentives and opportunities for the development of senior housing or assisted living so that there are more age-in-place opportunities.

TRANSPORTATION

Goal: "We will promote an efficient multi-modal transportation system that serves the mobility needs of residents and visitors, providing safe, convenient connections between key destinations while considering neighborhood impacts."

INTERSTATE 70

Interstate 70 has significant impacts on the City of Idaho Springs, both positive and negative. When I-70 was constructed in the 1960s, it removed nearly a third of the historic downtown and cut the town off from Clear Creek. I-70 is the primary east/west route of commerce through the State of Colorado and provides access to the high country communities and other attractions. Prior to I-70, traffic originally traveled along US 6, Colorado Blvd and Miner Street on the way to the mountains and to Denver. Since the completion of I-70, traffic can now expeditiously bypass the City, and the current view of Idaho Springs is the backs of buildings and highway-oriented commercial uses. The majority of the thousands of travelers along this stretch of I-70 on any given day only know Idaho Springs through this perspective. The volume of traffic using I-70 is both a liability and opportunity for the City of Idaho Springs. Accommodating and managing traffic congestion along this historically non-urban corridor has become a problem of statewide relevance.



I-70 Programmatic Environmental Statement

Traffic congestion within the I-70 mountain corridor is a long-standing, serious transportation problem facing Colorado. Beginning in the late 1990s, the Colorado Department of Transportation (CDOT) undertook a

series of plans for improvements to the portion of the Interstate between Glenwood Springs and Golden. Federal regulations require Federal agencies to take into account the effects of their undertakings on surrounding communities and the environment. One requirement is for a Section 106 review to determine the impact of the project on historic resources. This also mandated the preparation of a Programmatic Environmental Impact Statement (PEIS), an analysis of the impacts of potential transportation improvements. The PEIS led to the formation of the I-70 Coalition and the Collaborative Effort, groups of stakeholders who were tasked with responding to the PEIS and reaching agreements on a transportation solution. In 2008 the Collaborative Effort signed an agreement known as the "Collaborative Agreement." This consisted of preferred strategies regarding I-70 known as the "Preferred Alternative" (PE). The Preferred Alternative was formalized in 2011 in a "Record of Decision" (ROD).

The Preferred Alternative

The "Preferred Alternative" is a solution to address I-70 transportation issues that was agreed upon by numerous stakeholders, including Idaho Springs.

The Preferred Alternative is a multimodal solution including non-infrastructure operational components, evaluation of an Advanced Guideway System (AGS is high speed mass transit, including rail that is capable of being elevated), and highway improvements. Non-infrastructure components include strategies such as increased traffic enforcement, demand management, and education. Evaluation of the feasibility of an Advanced Guideway System was completed in 2014, and it was determined that although AGS was technologically feasible, financing strategies have proven challenging. The highway improvements portion of the Preferred Alternative included such measures as widening the highway near Floyd Hill, interchange improvements, and a bike lane frontage road from Idaho Springs to Hidden Valley. Major projects that have already occurred include widening of the twin tunnels and construction of an east bound peak period shoulder lane.

Tier Two NEPA Document and 2011 Record of Decision

The 2011 Record of Decision, which defines the Preferred Alternative for the I-70 Mountain Corridor, is known as a Tier One NEPA document. As strategies of the Preferred Alternative are implemented, Tier Two NEPA processes (detailed review of the specific improvements) are

required. This Tier Two review includes "I-70 Context Sensitive Solutions," a process by which there is participation by stakeholders in the design of the improvements intended to ensure improvements fit the physical settings and preserve scenic, aesthetic, historic, and environmental resources. In 2014, CDOT, Clear Creek County and the City of Idaho Springs entered into a Memorandum of Understanding (MOU) with regard to the timing and extent of improvements per the ROD in the short term and long term. Some of this MOU included a commitment to support a proposed westbound peak period shoulder lane (PPSL) and widening of the westbound twin tunnels bore. This support was based on the success of an eastbound PPSL and eastbound tunnel widening project.

MATTERS OF STATEWIDE INTEREST AND AREAS OF SPECIAL ATTENTION

In 1974, the State of Colorado adopted a statute to further define the authority of state and local governments in making planning decisions for matters of statewide interest (such as highways). These powers are commonly referred to as "1041 Powers" or "Matters of Statewide Interest." The regulations allow local governments to designate 1041 areas and activities of state interest and grants them the ability to approve or deny projects within these areas through a public hearing process. In 2006, the City of Idaho Springs designated an area of statewide interest and approved regulations regarding review procedures, criteria and permitting processes. Following the 1041 regulations, the City of Idaho Springs proactively coordinated with CDOT in the development of the *Area of Special Attention Report (2010).* "Areas of Special Attention" are locations or stretches along the I-70 Mountain Corridor that have been identified with multiple or unique issues. The Idaho Springs Area of Special Attention Report provides planners and designers of the I-70 Mountain Corridor a record of discussions focused specifically on the Idaho Springs area. This report outlines strategies and engineering design solutions that should be considered during any I-70 improvements. In addition, in 2016 the Idaho Springs City Council passed a series of recommendations to be provided to CDOT for guidance in regard to the City's vision regarding ROD improvements to I-70 in the vicinity of Idaho Springs. These

1041 powers or "Matters of Statewide Interest" allow local governments to designate 1041 areas and grants them the ability to approve or deny projects within these areas through a public hearing process.

recommendations are recorded in the 1-70 Visioning Task Force Idaho Springs Executive Summary.

COLORADO BOULEVARD RECONSTRUCTION

Beginning in the early 2000s, CDOT began reconstruction of the western portion of Colorado Boulevard from 7th Avenue to the western city limits, which was completed in 2005 (Phase One of Colorado Boulevard project). CDOT and the City of Idaho Springs eventually entered into an Intergovernmental Agreement to devolve Colorado Boulevard in 2015 (transferring jurisdiction to the City of Idaho Springs), and CDOT provided approximately 22 million dollars of funds through the Responsible Acceleration of Maintenance and Partnerships (RAMP) Program. These funds are being used by the City to reconstruct Colorado Boulevard from a State Highway to a multimodal City street including on-street parking and wider sidewalks. Phase Two, through the center of the town, was completed in summer of 2017 and Phase Three began in winter of 2017. In addition, the *East End Action Plan (2016)*, a redevelopment and revitalization strategy for the east half of the City, provides conceptual multimodal road templates that can be used for all of Idaho Springs.

PARKING

Lack of available parking is a significant problem in Idaho Springs. This is especially prevalent along historic Miner Street during peak times, in which the lack of available parking results in potential visitors leaving the town rather than patronizing the local businesses. Miner Street also lacks safe pedestrian crossings.

A recently completed section of Colorado Blvd, at Colorado Blvd and 9th Ave looking east.

In 2015, a parking study was conducted by CU Denver. This study concluded there was a significant parking deficiency and recommended parking management strategies including the construction of a parking garage for at least an additional 350-400 parking spaces. As of 2017

the City was involved with the feasibility and design of a parking structure as well as potential parking management strategies.

TRANSIT

Until 2016, the only transit available was for those with special needs such as through the Volunteers of America (VOA), Seniors Resource Center, and the Clear Creek Recreation District. Otherwise there was little available public transit in Clear Creek County. Clear Creek County and its associated municipalities have recently secured funding and have begun a public transit system known as the Clear Creek Prospector, a transit system between Georgetown, Empire, Dumont, Lawson, Downieville and Idaho Springs.

In July of 2015, CDOT began the Bustang Transit Service, with scheduled busses running between Denver and Glenwood Springs. In 2017, CDOT expanded stops along the route to include a stop in downtown Idaho Springs. At present, Greyhound also has scheduled stops in Downtown Idaho Springs. CDOT and the City of Idaho Springs have begun discussions regarding the future construction of a regional transit hub in the vicinity of the exit 240 intersection, which would include new "slip lanes" which facilitate convenient bus parking for passenger pick up and drop off.

CLEAR CREEK GREENWAY

The Peaks to Plains Trail is a collaborative effort to construct a 65 mile trail from the Continental Divide Trail at Loveland Pass to the South Platte River Trail in Denver and Adams County. Clear Creek County is presently engaged with the design of the Clear Creek Greenway segment – approximately 36 miles of this trail which begins at the Jefferson County line and ends in Empire. When completed, this greenway will provide a major non-motorized travel connection through the City of Idaho Springs. The Greenway segment at Charlie Tayler Waterwheel Park was completed in 2016 as part of the I-70 Eastbound Peak Period Shoulder Lane project. The next connection will pass along the Idaho Springs City Hall to the east, and continue on at the north side of Clear Creek adjacent to the Argo Mine and Mill before crossing back over Clear Creek near the old waste water treatment facility and exiting the City along East Idaho Springs Road (County Road 314). The alignment and possible future improvements along this multi-functional amenity within Idaho Springs is reflected in the Parks, Open Space, Trails and Recreation Element.

SALES TAX FOR ROAD IMPROVEMENTS

In 2015 the citizens of Idaho Springs approved a 1% sales tax increase to fund improvements to City streets other than Colorado Boulevard. Short term improvements include reconstruction of Soda Creek Road and Miner Street, with long term plans to improve streets City-wide.

MAJOR ACCESS ROADS

Other significant roads providing access into the City of Idaho Springs include Colorado Highway 103 (Mt. Evans Road), the Central City Parkway (maintained by Central City), and Virginia Canyon Road / Two Brothers Road (also known as "Oh My God Road"). Fall River Road, although not within the City of Idaho Springs limits, provides significant recreational opportunities, and at present there is no connection between it and Idaho Springs other than I-70.

TRANSPORTATION OBJECTIVES

Objective: Continue to participate and represent the City's vision in developing long-term solutions for Interstate 70.

Strategies

a. As part of any I-70 construction efforts, require that provisions of the Collaborative Agreement be used to enhance the operation and appearance of interchanges.
b. Remain active in the NEPA and I-70 Stakeholder process as it relates to solutions for congestion on Interstate 70.
c. The Context Sensitive Solutions (CSS) process as implemented through Project Leadership Teams must remain active through all phases of a project.
d. During any road construction, require mitigation of noise, dust, air and visual pollution.
e. During design of transportation improvements, the recommendations of the 2010 Idaho Springs Areas of Special Attention Report should be followed. This includes recognition of the four values - Mobility, a Healthy Town, Environmental, and Sustainability - that define the City's goals for future improvements and the associated design principles that address these values.
f. Promote the 2016 I-70 Vision Recommendations of the Idaho Springs City Council. These recommendations include a unified City-wide signage plan, timing of construction phases, communication with the public, enhancement of sound attenuation structures, improvements to the rafting staging area at exit 239, enhanced pedestrian connections from Exit 241 to the ballfield, and improvements to County Road 314.
g. Investigate Idaho Springs road ownership versus CDOT right-of-way during I-70 improvements (eg. Water Street, Miner Street, Edwards Street).

Objective: Develop and maintain safe, multimodal, attractive and efficient roadways.

Strategies

a. Ensure that streets effectively accommodate transit, pedestrian, bicycle and other modes of transportation safely. Streets should be considered as public spaces versus traffic infrastructure.
b. Promote a safer pedestrian experience in the vicinity of Exits 240 and 241.
c. Use traffic calming techniques as appropriate.
d. Recreational access and bus and trailer parking at State Highway 103 should be improved.
e. Continue to support advances in transportation technology, such as Autonomous Vehicles and Smart Cars.
f. Develop and implement a street maintenance program and Capital Improvements Plan.
g. Explore safer pedestrian crossings, such as "countdown timers" along Miner Street in the historic downtown area.
h. Promote a safe multi-modal connection from Fall River Road to the City of Idaho Springs.
i. Develop and implement streetscape improvements including designated crosswalks, landscaping and pedestrian furniture in commercial and business districts.
j. Develop road templates that address street section standards, intersection design, driveway standards as well as multimodal bicycle and pedestrian improvements. Consider the multi-modal and pedestrian friendly conceptual street sections of the East End Action Plan during this process.
k. Develop standards for required transportation improvements and off street parking solutions associated with traffic impacts of new developments.

Objective: Participate in long-term improvements on East Idaho Springs Road (County Road 314).

Strategies

a. Per the 2012 Intergovernmental Agreement, ensure CDOT completes the section of East Idaho Springs Road from east of the wastewater treatment plan to the former Game Check Station.
b. If I-70 expansion occurs, require CDOT to develop an appropriate mitigation plan to reconfigure and improve East Idaho Springs Road.
c. Explore the feasibility of rerouting portions of East Idaho Springs Road to allow for the usage of the existing right-of-way land for commercial purposes.
d. Consider annexing East Idaho Springs Road County Road 314, subject to transitional maintenance support until the road meets City standards.

Objective: Facilitate the enhancement of the image of Idaho Springs as viewed from I-70 by the traveling public.

Strategies

a. Ensure that all new road right-of-ways respect the historic assets of the community.
b. Ensure Idaho Springs remains visible from I-70 and any future AGS.
c. Develop a mitigation plan with CDOT to emphasize the enhancement of the visual image of the City from I-70. This could include better identification, lighting, appropriate screening and infrastructure improvements.
d. Explore establishment of a citizen's committee to make recommended visual improvements.

e. Develop a City-wide signage plan to thematically identify City gateways and wayfinding at all interstate interchanges.

Objective: Support the establishment of public transportation alternatives.

Strategies

a. Partner with other agencies and governments to develop, operate and maintain public transportation options within Idaho Springs and the I-70 corridor.
b. Work to locate a Regional Transit Station in the vicinity of the Exit 240 Interchange including a parking structure and bus "slip lanes."

Objective: Manage the supply, operations, and demand for parking to encourage economic vitality, safety, and livability.

Strategies

a. Consider eliminating parking requirements for off-street parking in the Historic Miner Street Business District when some or all of existing buildings are reused.
b. Consider reduced parking requirements for new or expanded uses in the Historic Miner Street Business District.
c. Implement parking management strategies, including possible metered parking, and residential parking permit zones.
d. Continue working toward a parking structure in the vicinity of the Downtown area north of I-70that compliments Idaho Spring's historic character.
e. Continue exploring a parking structure at the East End of Idaho Springs.

ECONOMIC DEVELOPMENT AND TOURISM

Goal: "We value our local businesses, we will maintain a vibrant historic community, promote tourism as a year round destination resort and seek to accommodate a balance of land uses that create jobs to enhance our economic diversity."

A community that offers a diverse and adequate number of jobs is necessary for economic sustainability. A healthy economy allows citizens to maintain a high quality of life and provides employment opportunities closer to home.

TOURISM ECONOMY

Idaho Springs has a predominately tourism and service based economy with sales tax being the primary revenue generator. Clear Creek County, the City of Idaho Springs, and Colorado as a whole provides recreation to millions of people yearly. Some of these recreational opportunities include skiing, fishing, hiking, camping, rafting, mine tours, and scenic driving. The world class recreational opportunities of the ski industry are accessed by I-70, heavily traveled all year, with the City of Idaho Springs being the first mountain town between the Denver metro area and the high country. Idaho Springs is well situated to capitalize on outdoor recreational activities.

Idaho Springs has a predominately tourism and service based economy.

LOCATIONAL ADVANTAGE

Thousands of cars pass though the City of Idaho Springs daily via I-70. The City should continue to work toward strategies to attract these travelers into the City.

The City of Idaho Springs anchors the Mount Evans Scenic Byway, the highest paved road in the United States, at its northern terminus, with the Idaho Springs Heritage Visitors Center

serving as the official starting point. Recreational activities include scenic driving, numerous hiking opportunities, cross country skiing, mountaineering, and wildlife viewing. The City has opportunities to capitalize on this advantage, such as additional tour information, recreational stores, locating of tourist services along County Road 103 (the Chicago Creek Road) or branding as the "Gateway to Mt. Evans."

Idaho Springs is also uniquely located at the bottom entrance to the Central City Parkway, one of the primary accesses to Gilpin County. The southern portion of Gilpin County contains Central City and Black Hawk, both historic gaming towns, the Central City Opera House, several museums and numerous other heritage tourism attractions. The Central City Parkway also provides access to the Peak to Peak Highway, numerous off-roading opportunities and the Indian Peaks Wilderness. As Gilpin County does not presently contain a grocery store, many of the goods and services needed by Gilpin County residents are obtained in the City of Idaho Springs. Idaho Springs and Clear Creek County have a unique opportunity to form a collaborative mutually synergistic relationship with its neighboring county.

Idaho Springs anchors the Mt. Evans Scenic Byway.
Source: http://clearcreekcounty.org

LOCAL ECONOMIC ISSUES

Service Jobs and the Lack of Affordable Housing

The median price of a home in Idaho Springs is approximately $275,000, which is out of reach of most of those employed in the Idaho Springs service industry. Rents in 2017 were listed as being approximately $1,300 for a one bedroom apartment, and there is a significant deficiency in the number of rental units. The majority of Idaho Springs residents commute out of Clear Creek County for primary jobs. Finding a sufficient number of qualified employees for the service industry jobs is often difficult due to the lack of affordable housing.

Retaining Visitors

Since the construction of I-70, Idaho Springs has historically been a stopping place for goods and services for travelers on their way to the higher mountain communities. However, Idaho Springs contains many recreational and cultural amenities that could be promoted to encourage destination tourism opportunities while continuing to protect quality of life. Retention of travelers for extended periods of time is key.

There is a perceived disconnect between the east and central downtown area of the City. The majority of automobile and traveler-related services exist on the east end. Many travelers stop at these highway-oriented services and then head back to I-70 without knowledge of the historic downtown area. The City should continue to explore ways to connect these sides cohesively and provide more indication regarding the historic main street.

Many travelers stop at Idaho Springs' highway-oriented services and then head back to I-70 without knowledge of the historic downtown area. Retention of these travelers for extended periods of time is key.

Closure of the Henderson Mine

Clear Creek County is preparing for the impending closure of the Henderson Mine. This closure will result in a significant loss of property tax revenue and jobs for the County. Consequently, Clear Creek County has begun exploring options to deal with this loss of revenue through the Imagine Clear Creek County Economic Agenda, the Clear Creek County Mini-Blueprint, and by participating in an Economic Resurgence and Resiliency Plan. The City of Idaho Springs may need to partner with the County for a more active role in maintaining County services in the future.

ECONOMIC DEVELOPMENT STUDIES

Downtown Assessment

The City of Idaho Springs has been involved with several economic development studies. In 2012, the *Downtown Assessment for the Colorado Community of Idaho Springs* was

completed by Downtown Colorado Inc, which involved participation from designers, architects, marketing specialists, planners, land use consultants, and finance experts. It determined the biggest economic issues were the number of studies without implementation, the lack of parking, the image of Idaho Springs from I-70, and the east end and historic downtown being separated from each other.

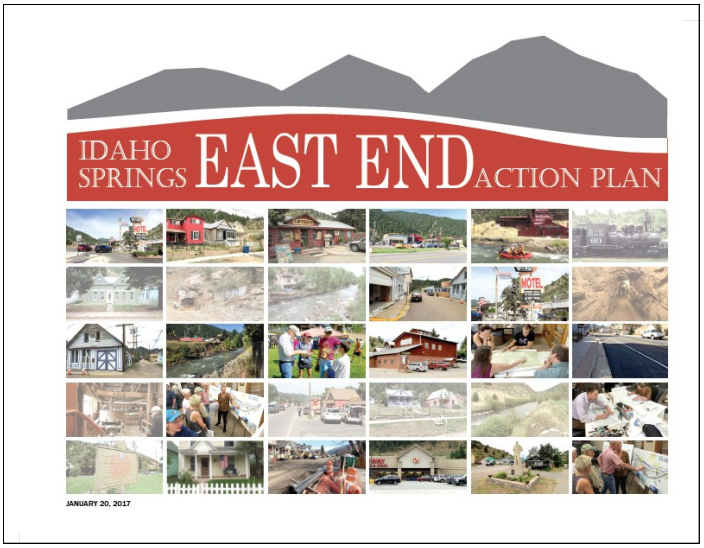
Exit 240 Feasibility Study

In cooperation with the Clear Creek Economic Development Corporation, and through additional grant funding by the Department of Local Affairs (DOLA), in 2016 Idaho Springs contracted with a consultant to complete the *Highest and Best Use Economic Feasibility Study for the Interstate 70 Economic Hub at Exit 240.* This study considered an approximately 79 acre area containing the land surrounding the previous Clear Creek Middle and High School building, Gold Digger Football Field and the school bus maintenance building. This market analysis gave recommendations regarding new locations for the bus maintenance facility as well as economic feasibility for potential redevelopment, which can be found in the Exit 240 Area of the Land Use and Community Character Element of this Comprehensive Plan.

The Clear Creek Economic Development Corporation (CCEDC) is a 501(c)(6) nonprofit established for the purpose of supporting local businesses. Initiated by a Community Development Block Grant through the State, the CCEDC offers services such business development services, loans, and holds a land bank.

East End Action Plan

Also through a grant funded by DOLA, in 2016 Idaho Springs retained a consultant to prepare an *East End Action Plan*. This plan was intended to formulate a redevelopment and revitalization strategy for eastern Idaho Springs in tandem with major reconstruction of Colorado Boulevard. The results of this plan indicated possible development scenarios and implementation strategies.



ECONOMIC DEVELOPMENT AND TOURISM OBJECTIVES

Objective: Maintain a strong business district.

Strategies

a. Ensure that a coordinated and holistic effort is made to preserve and promote the historic elements of the City.
b. Initiate periodic meetings between the City and business owners to facilitate communication.
c. Explore collaboration to implement a "Main Street" or Downtown Development Authority (DDA) program through DOLA. The DDA process is explained in detail in the 2012 Downtown Assessment and could be a mechanism to help fund construction of a downtown parking structure.
d. Explore installation of additional informational and way finding signage as appropriate.

Objective: Support tourism and special event activities.

Strategies

a. Proactively outreach to neighboring communities to promote tourism and other events in cooperation with Clear Creek County, Georgetown, Central City, and others.
b. Promote, develop and market the use of Idaho Springs' historic and recreational assets.
c. Consider creation of an economic development coordinator, either paid or volunteer, for the purpose of facilitating City sponsored community events,

marketing the City and supporting tourism boards and the Chamber of Commerce.

d. Promote Idaho Springs' history through interpretive plaques, murals and timelines.
e. Improve the visual image of Idaho Springs, especially as viewed from the I-70 corridor as recommended by the 2012 Downtown Assessment and East End Action Plan.

Objective: Actively pursue incentivizing economic development and supporting local businesses while protecting the Idaho Springs quality of life .

Strategies

a. Work to foster predictability. Strive for clear, simple regulations and consistency among Idaho Springs departments.
b. Continue and/or revise the use of sales tax incentive programs as appropriate.
c. Collaborate with public / private partnerships to incentivize redevelopment. This could include establishing multiple funding sources, facilitating stakeholder meetings, outreach to investors, providing infrastructure improvements, marketing, land assembly and City initiated rezoning.
d. Collaborate with the Clear Creek Economic Development Corporation as well as the State Office of Economic Development to attract technological and environmentally friendly businesses, and identify and market economic development strategies, such as land banking and tax credits.
e. Inventory infrastructure improvements needed for vacant and available properties and identify methods to improve the infrastructure to make it attractive for investment.
f. Review and modify zoning and subdivision regulations to support home-based and small business development.

Objective: Support development/redevelopment of the East End business district.

Strategies

a. Prioritize and strategize to implement the recommendations of the East End Action Plan. This includes formation of an Urban Renewal District, funds for business façade improvements, enhancements of the gateway areas, infrastructure improvements, and creation of an available properties database.

ENVIRONMENT

Goal: "We will preserve water quality, protect from the effects of hazardous conditions, foster appropriate management of our natural resources, and aspire to minimize impacts from development on our community."

People are attracted to the City of Idaho Springs because of its natural setting and resources. The surrounding mountains, the river corridors, the dark night sky, and healthy wildlife and habitat contribute to our quality of life and are important community assets which must be preserved. In addition, some natural resources, such as our water quality, present a direct impact on the health of our community and our economy.

Some of these amenities also pose significant risk from hazards. This includes wildfires from surrounding forests, potential flood risks, landslides, and long term impacts from historic mining activities. Many are drawn to build homes and businesses in places where risks are elevated, despite the potential loss of life and property. Often the simplest way to ensure safer communities is to prohibit building in hazardous areas. However, stopping development altogether in high-risk areas is not always feasible, and planners and local officials must balance the protection of public health and safety with other important goals such as economic development and respecting property rights.

This Element develops goals and strategies that will ensure that the environment within and adjacent to the community is preserved and enhanced, and allows appropriate development to occur while also protecting people and property from the impacts of environmental hazards. This Element addresses hazards, water quality, air, noise and light, and wildlife.

People are attracted to the City of Idaho Springs because of its natural setting and resources. However, many are drawn to build homes and businesses in places where risks are elevated, despite the potential loss of life and property.

ENVIRONMENTAL HAZARDS

Hazard Mitigation Plans

The Disaster Mitigation Act of 2000 gives communities the authority to prepare hazard mitigation plans to address risks to their communities. It requires that state and local governments develop, adopt, and routinely update hazard mitigation plans in order to remain eligible for pre- and post-disaster mitigation funding. Local hazard mitigation plans consolidate all the hazard-related information prepared by the community, including descriptions of potential hazards, risk assessments, identification of vulnerable populations, and mitigation strategies. Prior to 2000, federal disaster funding focused on disaster relief and recovery, with limited funding for hazard mitigation planning.

Clear Creek County participated in previous hazard mitigation plans as part of the Denver Regional Council of Governments (DRCOG). The DRCOG Natural Hazard Mitigation Plan included 7 counties (Adams, Arapahoe, Broomfield, Denver, Douglas, Clear Creek, and Gilpin) and 20 cities and towns and was approved by Federal Emergency Management Agency (FEMA) Region VIII in 2011. In accordance with FEMA preferences for individual hazard mitigation plans for each county or community, in 2016 Clear Creek County began creation of the *Clear Creek County Hazard Mitigation Plan.*

The Clear Creek County Hazard Mitigation Plan identifies potential hazards in Clear Creek County. The greatest threats to the City of Idaho Springs were identified as:

1. **Wildfires**
2. **Flooding**
3. **Geologic hazards.**

Wildfires

A wildfire is any uncontrolled fire occurring on undeveloped land that requires fire suppression. Wildfires can be ignited by lightning or by human activity such as smoking, campfires, equipment use, and arson.

Wildfires are of significant concern throughout Colorado. According to the Colorado State Forest Service, vegetation fires occur on an annual basis; most are controlled and contained early with limited damage. Decades of aggressive fire suppression in fire-dependent ecosystems, coupled with persistent drought, disease and insect infestation, have all converged to create a threat that is increasingly commanding both national attention and substantial resources. While originally intended to protect human settlement and forest resources, the practice of fire exclusion proved to be short-sighted and has led to the accumulation of hazardous fuels and weakened, overgrown timber, in these same "fire-dependent" regions. The Clear Creek County Hazard Mitigation Plan estimates there are approximately 200 structures within moderate to severe wildfire risk areas in Idaho Springs.

In 2014 the City of Idaho Springs, in cooperation with the Forest Service, Clear Creek Office of Emergency Management and Clear Creek Fire Authority completed the *City of Idaho Springs Area Community Wildfire Protection Implementation Plan (CWPP).* The Plan provides an assessment of wildfire risks and hazards, analyzes wildfire risk areas within and in the vicinity of Idaho Springs, and gives specific mitigation recommendations. These recommendations include public awareness, defensible space measures, reducing structural ignitability and fire breaks in specific locations. A Wildfire Hazard Map is included with this Plan that indicates wildfire risk areas as well as specific mitigation areas. The CWPP should be consulted for specific mitigation recommendations in each identified fire risk area.

Floods

The Federal Emergency Management Agency (FEMA) defines a flood as a general and temporary condition of partial or complete inundation of normally dry land area from:

- Overflow of inland or tidal waters; or
- Unusual and rapid accumulation or runoff of surface waters from any source; or
- Mudflow.

The causes of floods relate directly to the accumulation of water from precipitation, rapid snowmelt, or the failure of man-made structures, such as dams or levees. Floodplains are any land area susceptible to being inundated by floodwaters from any source. Because of the steep mountain slopes and narrow valleys in Clear Creek County, as well as the preference to live near bodies of water, development tends to occur near the streams and often within the floodplain. City streets and state and interstate highways cross the floodplains and often constrict the free-flowing streams with bridges and embankments. Continuing development is expected, and pressures leading to intensified floodplain use will probably accompany such development.

There have been several recent significant flood events in Idaho Springs. In 1998 and 2003 there were flash flood mudslides down Virginia Canyon that flooded basements, along with washouts of Virginia Canyon Road that occurred in 2004. A major flood event occurred in Northern Colorado in September of 2013. During this event, a number of private residence bridge and culvert crossing structures along Soda Creek Road in Idaho Springs sustained damage or were washed out. There are plans underway to begin reconstructing Soda Creek Road and upgrading drainage improvements. However, shallow flooding outside the channel will probably continue to occur in this area during major flood events.

National Flood Insurance Program (NFIP)

The NFIP makes federally backed flood insurance available to homeowners, renters, and business owners in participating communities. In order to be recognized as a participating community, certain minimum requirements must be met with building permits. These include new buildings being required to be elevated to protect against damage from the 100 year floodplain, and new development not aggravating existing flood problems.

2013 Idaho Springs Flood

For most participating communities, FEMA has prepared a detailed Flood Insurance Study (FIS). The study presents water surface elevations for floods of various magnitudes, including the 1% annual chance flood (the 100-year flood) and the 0.2% annual chance flood (the 500-year flood). Base flood elevations and the boundaries of the 100- and 500-year floodplains are shown on Flood Insurance Rate Map (FIRM), which are the principal tool for identifying the extent and location of the flood hazard. FIRMs are the most detailed and consistent data source available, and for many communities they represent the minimum area of oversight under their floodplain management program. In 2017, FEMA updated the FIRM Maps for Clear Creek County. A map with the most recent floodplain information has been included with this Comprehensive Plan.

The City should continue to discourage development, encroachment, or other improvements within designated floodplains, undertake drainage improvements when feasible, and foster education in regard to flood hazards.

Geologic Hazards

The Clear Creek County Hazard Mitigation Plan identifies the two potential geologic hazards within the City of Idaho Springs as being landsides and subsidence.

Landslides

A landslide is a general term for a downslope movement of soil, rock, and vegetation under gravitational influence. Some of the natural causes of ground instability are stream and lakeshore erosion, heavy rainfall, and poor quality natural materials. Human activities contribute to soil instability through grading of steep slopes or overloading them with artificial fill, by extensive irrigation, construction of impermeable surfaces, excessive groundwater withdrawal, and removal of stabilizing vegetation. Landslide potential can be exacerbated in areas where development occurs on slopes of greater than 30%.

Subsidence

According to the 2013 Colorado State Hazard Mitigation Plan, "ground subsidence is the sinking of land over human caused or natural underground voids and the settlement of native low density soils." As mining played a significant part of Idaho Springs' early economy, the

remnant mines and the underground passages that still exist result in void spaces in the rock. These voids can then be affected by natural and man-made processes such as caving, changes in flowage, or changes in overlying rock and soil material resulting in collapse or subsidence. There have been several recorded incidents of collapse and sinkholes in Clear Creek County. Hazards from these abandoned sites are complicated by the fact that many "final mine maps" are inaccurate or incomplete (Colorado Geological Survey 2014). There are some mapped, known mine hazard areas in Colorado and in Clear Creek County. Subsidence can result in severe structural damage or even loss of life. As development pressures increase, it is possible potential development could occur in locations where mining impacts still exist. In areas where subsidence hazards may be present, geotechnical analysis should be required prior to construction. A Mining Sites and Slope Map has been included with this Comprehensive Plan.

PRESERVING WATER QUALITY

Upper Clear Creek is a 394 square–mile drainage basin from the headwaters at the Continental Divide to the canyon mouth at the City of Golden. Clear Creek and its tributaries serve as the primary drinking water supply source for Idaho Springs as well as seven upper watershed towns. The water quality of Clear Creek has direct impacts upon countless species of fish, wildlife and aquatic plants along the drainage basin as well as on Standley Lake in Westminster, which serves as drinking water for the Cities of Northglenn, Thornton and Westminster. Clear Creek is one of the most heavily used water resources in the Colorado Front Range, with demands for drinking water, industrial water supply, recreation, fishing, wildlife and aesthetics. The rafting industry is one of Idaho Springs' biggest attractions; Clear Creek is the second most rafted river in Colorado.

Clear Creek Water Quality Issues:

Much of the early significant impairment of the Upper Clear Creek watershed was a result of heavy metal by-products from

mining operations. Contamination from past mining and milling operations has been reduced as remediation of sites such as the Argo Tunnel and the Central City / Clear Creek Superfund Site has occurred. According to the EPA, today the biggest contributor to water quality impairment is from non-point source (NPS) sources. NPS pollution is caused by rainfall or snowmelt moving over and through the ground. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into lakes, rivers, wetlands, coastal waters and ground waters. These contaminants include oil and antifreeze from automobiles, excess fertilizers, bacteria from livestock, and faulty septic systems.

Recent Efforts

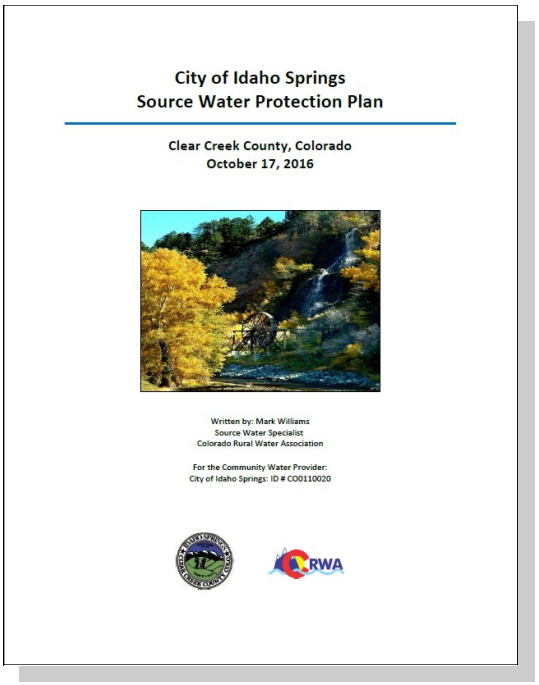
The City of Idaho Springs, Clear Creek County, and other stakeholders have been working diligently to improve water quality concerns throughout the Upper Clear Creek Basin. In 2006, the City adopted a watershed protection ordinance to protect the City's water resources from pollution and degradation within 5 miles upstream of the point of diversion. The City has jurisdiction over any activities "affecting the purity and/or volume of water available to the City water treatment plant and diversion points…and requires a permit for such activity in accordance with the procedures established by the City Council."

In the 1980s, the local upper Clear Creek entities and downstream users developed a plan to coordinate water quality issues, resulting in a Clear Creek Watershed Management Agreement and the establishment of the Upper Clear Creek Watershed Association (UCCWA). This association is responsible for overseeing water quality issues, and the City of Idaho Springs is an active member of the association. The UCCWA developed an *Upper Clear Creek Watershed Plan* which was first adopted in 2006 . This Plan provides a comprehensive evaluation of water quality conditions in the watershed and suggested actions.

Sourcewater Protection Plan

In 2016, the City of Idaho Springs partnered with the Colorado Rural Water Association (CRWA) in the development of a *Source Water Protection Plan.* It is founded on the concept that informed citizens, equipped with fundamental knowledge about their drinking water source and the threats to it, will be the most effective advocates for protecting this valuable resource. The Plan identifies a water protection area, lists potential contaminant sources, and outlines best management practices (BMPs) to decrease risks to the water source.

Most likely potential contaminant sources include wildfire, runoff and spills on roads, abandoned mines, septic failure and development.


City of Idaho Springs
Source Water Protection Plan

Clear Creek County, Colorado
October 17, 2016

Written by: Mark Williams
Source Water Specialist
Colorado Rural Water Association

For the Community Water Provider:
City of Idaho Springs: ID # CO0110020

IMPACTS TO AIR, NOISE AND LIGHT

As already mentioned, people are attracted to the City of Idaho Springs because of its natural setting and resources. Clean air, dark night skies and quiet are significant amenities that residents and visitors expect in a mountain environment.

Air Quality, Noise and Light Issues

Air pollution is presently created by automobile and truck traffic that travels through Idaho Springs in addition to pollution created by wood-burning appliances within the community. Less air pollution means increased health of residents. The majority of the noise pollution within Idaho Springs is likewise created by various activities related primarily to traffic and commercial uses found along Colorado Blvd and Miner Street. Reduction in noise pollution results in higher quality of life. Lighting along I-70, the commercial areas, headlights from improperly designed parking facilities and streetlights can interrupt sleep as well as inhibit views of the night sky. Lighting that provides security without excess light spill allows people to continue to appreciate the night sky and protects wildlife.

RESPECTING WILDLIFE

A variety of wildlife and habitat exists in and around the City of Idaho Springs. Wildlife in the area includes deer, elk, mountain lions, bighorn sheep, bobcats, lynx, coyotes, black bears, on rare occasions a moose, and a variety of small animals. Waterfowl, songbirds, and raptors, such as the bald eagle, hawk, and owl, live or migrate through the area. The health and survival of wildlife depends on the amount and quality of habitat. Wildlife contributes to the quality of life

within the City of Idaho Springs, and provides significant attraction for residents as well as visitors to the City.

Issues Regarding Wildlife

As development occurs, habitat is fragmented, nesting, calving and birthing sites can be compromised, wildlife corridors are interrupted, and human / wildlife encounters increase. Of particular concern are areas identified as severe winter range. Colorado Parks and Wildlife defines "Severe Winter Range" as "that part of the overall range where 90% of the individuals are located when the annual snowpack is at its maximum and/or temperatures are at a minimum in the two worst winters out of ten." Development impacts within these areas can have significant impacts to a local wildlife population.

The Preble's Meadow Jumping Mouse is listed as a threatened species by the US Fish and Wildlife Service. This mouse is commonly found in areas in or near stream channels, riparian habitats, floodplains, wetlands including wet meadows (both natural and those created by seeps from man-made structures such as dams, irrigation canals, ditches, and areas within 300 feet of 100-year floodplains associated with rivers and creeks). Elevations are typically at 7,600 feet and lower. If disturbance is proposed within 100 feet of Clear Creek in identified habitat areas, Colorado Parks and Wildlife should be contacted to determine if the disturbance areas pose a risk to the species. It is possible CPW will not allow disturbance in the most critical areas.

The City of Idaho Springs community cares deeply for its local wildlife and understands careful planning is needed to ensure that important habitat is not adversely impacted.

ENVIRONMENT OBJECTIVES

Objective: Development should not aggravate, accelerate, or increase the level of risk from natural hazards.

Strategies

a. Consider creation of a Hazard Overlay District that applies additional hazard mitigation/risk reduction regulations to existing zone districts. This could include geologic analysis and mitigation measures for development occurring in geologic hazard areas, and defensible space permits for development proposed in severe wildfire hazards areas.
b. Prevent or mitigate construction on slopes of greater than 30%.
c. Update the zoning code to avoid or reflect appropriate land uses and intensities near known hazard areas.
d. Participate in the National Flood Insurance Program's Community Rating System (CRS) - this is a voluntary, incentive-based community program that recognizes, encourages, and rewards local floodplain management activities that exceed minimum standards.
e. Prevent development or intrusion into floodplains, streams and wetlands without adequate mitigation. This could include required aquatic buffers or setbacks.
f. Coordinate with first responders to inform and educate citizens on accomplishing defensible space on private properties. This can be done through meetings, special "wildfire days" involving fire department and forest service officials, mailings, or other events.
g. Work with public and private landowners and developers to identify safe secondary means of egress/access.
h. Create a hazard mapping/GIS database by coordinating with USGS, Clear Creek County and CDOT to further study and map vulnerable areas.

Objective: Protect and preserve water quality and groundwater resources

Strategies

a. Continue to actively participate with the Upper Clear Creek Watershed Association, and the Clear Creek Watershed Foundation.
b. Educate and inform the public to reduce point-source pollution through such means as "Drains to Creek" stenciling on pertinent storm sewers.
c. Review the recommendations of the Idaho Springs Source Water Protection Plan and consider action to implement recommendations. These include establishing procedure regarding spills, updating floodplain regulations, and providing maps of the source water protection area to adjacent municipalities with requests for notification of development activities occurring within this area.
d. Develop a best management practices (BMP) manual and pursue inclusion of critical BMPs into the Municipal Code.

Objective: Encourage the effective management of air quality and the impacts of light and noise.

Strategies

a. Site and design new development to minimize air, light, and noise impacts to adjacent properties.
b. Require a sensory impact report when development may cause significant impacts to light, or noise.

c. Consider revising building requirements to require the installation of alternatives to wood burning stoves or create requirements that wood burning devices be high-efficiency and low emissions.
d. Assess and mitigate the use of outdoor speakers, amplified music, and/or paging systems where residential uses could be impacted.
e. Work with property owners and CDOT to create a plan to reduce the impacts of noise coming from activities along I-70. This may include the installation of berms, sound attenuating structures or fencing.
f. Develop "dark sky" lighting regulations that would apply to the height of light poles, intensity of the luminaries, types of bulbs, light shielding, and maximum allowed foot-candles from property.

Objective: Minimize and/or mitigate impacts to wildlife, their habitats and migration corridors as development occurs.

Strategies

a. New developments should be required to consider the existing species found within the immediate area, and take actions to mitigate any potential negative impacts to wildlife.
b. New development proposed within severe winter range areas should be required to contact the Colorado Division of Wildlife for suggestions for mitigation.
c. Potential disturbance in areas identified as Preble's Meadow Jumping Mouse habitat must be referred to Colorado Division of Parks and Wildlife for evaluation.
d. Fencing in identified wildlife areas should be wildlife friendly, such as what is recommended by Colorado Parks and Wildlife.
e. Encourage the use of bear-resistant containers, especially in human-bear conflict areas.

PARKS, OPEN SPACE, TRAILS AND RECREATION

Goal: "We aspire to be an active, healthy community that appreciates the outdoors, our connection to the natural environment and fosters sustainable recreational opportunities within our mountain community for all ages and abilities."

Parks and recreation facilities and programs contribute to the livability of a community by enhancing its quality of life. By providing options for recreation and relaxation, they promote good health, general well-being, and a strong sense of community. There are many benefits to having a vibrant and viable parks, trails, and recreation system. It provides diverse opportunities for residents of all ages and abilities to engage in a healthy lifestyle, expand life experiences, and connect with others in the community. In addition, a strong parks and recreation system increases property values, draws new businesses to the city, and provides environmental benefits such as improving water quality, preventing flooding, protecting natural resource areas, preserving hazard areas and improving air quality.

EXISTING RECREATIONAL OPPORTUNITIES

As a tourism-oriented community, Idaho Springs has a wide range of recreational venues within a short distance of the city. Skiing, snowboarding, rock climbing, rafting, fishing, bicycling, hiking and hunting activities are readily accessible. Federal lands are a significant portion of the county's total land area and the Arapaho and Roosevelt National Forests are near the city limits. Open mountain slopes are the defining feature of the area as over 80% of Clear Creek County is public lands.

In order to build an economic niche as an outdoor recreation destination, the City must have the infrastructure in place. Idaho Springs has additional opportunities to capitalize on its natural amenities to become more of a destination rather than a pass-through location for goods and services for travelers in route to the Summit County mountain resort communities. These opportunities and mechanisms for funding and maintenance could be explored through the creation of a Recreation Master Plan.

IDAHO SPRINGS RECREATIONAL FACILITIES

Recreational resources within the City of Idaho Springs include:

1. **Carlson Elementary School & Bob Leathers Playground**
2. **Citizens Park**
3. **City Hall Park (including locomotive)**
4. **Clear Creek (fishing, rafting, swimming, etc.)**
5. **Clear Creek Greenway**
6. **Clear Creek Metro District Recreation Center**
7. **Clear Creek School District Football Fields**
8. **Courtney-Ryley-Cooper Park**
9. **Shelly/Quinn Ball Fields (East End Ballfields)**
10. **Idaho Springs Visitor Center and Heritage Museum**
11. **Hillside Park**
12. **Idaho Springs Cemetery (outside of the City Limits)**
13. **Idaho Springs Library & Memorial**
14. **Idaho Springs Skateboard park**
15. **Macy/Mill Park**
16. **Montgomery Park & fishing access**
17. **Mt. Evans Scenic and Historic Byway**
18. **Scott Lancaster Bridge & non-motorized trail corridor**
19. **Underhill Museum**
20. **United Center**
21. **Waterwheel Park**
22. **Idaho Springs Community Garden**

Locations of existing parks and trails as well as future opportunities are indicated on the *City of Idaho Springs Parks, Open Space and Trails Map.*

THE CLEAR CREEK METROPOLITAN RECREATION DISTRICT

The Clear Creek Metropolitan Recreation District was formed in 1979 to enhance the park and recreation amenities that would be available to Clear Creek County residents and to provide facilities that were beyond the capabilities of the individual cities and towns. The District covers most of Clear Creek County, including the City of Idaho Springs and the Towns of Georgetown, Silver Plume, and Empire. Within the City of Idaho Springs, the District maintains the Clear Creek Recreation Center - a state of the art facility containing two swimming pools, jacuzzis, weight room, basketball and other sport courts and meeting rooms. The District also maintains the Shelly/Quinn Ball Fields, near Exit 241 of I-70.

The newly redesigned Clear Creek County Recreational Facility.

The District will be exploring creative ways to compensate for any potential loss of property tax revenue. It is possible the City will have to enter into additional cost-sharing and maintenance arrangements with the District.

RECENT RECREATIONAL PROJECTS

Clear Creek Greenway

The development of a 36 mile greenway for Clear Creek County's residents and visitors has become a priority of the Clear Creek County Open Space Program, and a focal point of its 2003 Open Space Plan. Running alongside Clear Creek between Jefferson County and the Continental Divide, a greenway is envisioned to serve as the backbone of the County. It will tie together communities with a string of parks, recreational facilities, open space and commercial recreational opportunities. The Greenway will incorporate, enhance and create many types of

active and passive recreational opportunities along Clear Creek. Those opportunities include kayaking, rafting, hiking, walking, biking, picnicking, camping and fishing. The non-profit Clear Creek County Greenway Authority (CCGA) was established in 2013 to help facilitate the continued development and operation of the Greenway.

The Idaho Springs Greenway Segment

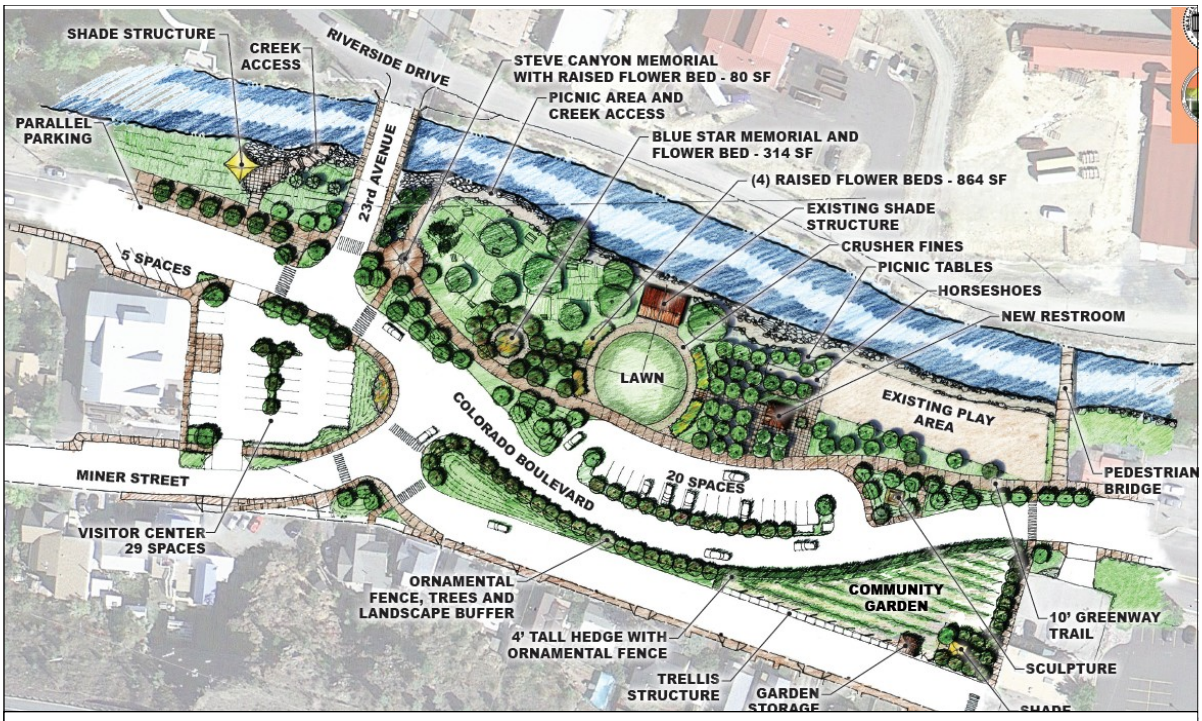
Plans are underway to design and build a 14-mile segment from Hidden Valley to Empire Junction. This Greenway is planned to run directly through the City of Idaho Springs along the length of Clear Creek. This will provide a critical non-motorized connection that is currently lacking. At present, bicyclists and other recreationalists do not have specifically constructed and dedicated routes. The Greenway will provide safe passage and can serve as an artery to connect numerous other recreational and tourism-related projects. The City should continue to cooperate with the County and the Greenway Authority and to explore how amenities can utilize this major greenway system.

A recently completed segment of the Clear Creek Greenway in the vicinity of Water Wheel Park

Courtney Ryley Cooper Park

Courtney Ryley Cooper Park (CRC) is the City's main park, located toward the middle of the City at 23d Avenue and Colorado Boulevard. The Park is presently undergoing expansion and eventual redevelopment in tandem with the Clear Creek Greenway and Colorado Blvd projects. This redevelopment includes shifting Colorado Boulevard to the south to double the size of the park, enhancing the area surrounding the central shade structure to include a grass

amphitheater, additional parking, new restrooms, better river access for rafting, new picnic areas, new pedestrian bridge crossing Clear Creek at the east of the park, and relocation and redevelopment of the community garden. The area and configuration of the park is being established as part of the Colorado Boulevard and Clear Creek Greenway project; actual development of the park will occur as separate funding becomes available.



Conceptual sketch of the redeveloped CRC Park

Virginia Canyon Open Space

In 1994, Clear Creek County acquired approximately 7,400 acres of property from the U.S. Bureau of Land Management. This land is generally the majority of the hillside north of the City. In 2003, the County transferred approximately 424 acres of this property to the City of Idaho Springs. As part of the transfer agreement, Idaho Springs prepared a long range management plan for the site. This *Virginia Canyon Open Space Concept Plan* (also known as "Area 28") was prepared in 2006 through grants with the Colorado Department of Natural Resources (Division of Reclamation Mining and Safety) and the Denver Regional Council of Governments (DRCOG). Stakeholders involved in this early process included Clear Creek County, Colorado State Parks, and the International Mountain Biking Association (IMBA). The

Plan conceptualized 10-15 miles of trails, designed for mountain bikes, although at the time the project did not go forward.

Recent Developments with the Virginia Canyon Open Space

In 2016 there was renewed interest in the Virginia Canyon Open Space, driven by new leadership, design of the Greenway and potential Argo Mill and Tunnel redevelopment. In order to determine the political climate and actual feasibility, staff organized a meeting to discuss the project. This meeting was well attended and included several members of the Colorado Mountain Bike Association (COMBA), Team Evergreen (both associations representing thousands of bicyclists), a local bike shop, 6 individuals with Clear Creek County (including two Commissioners), THK Associates, and the Clear Creek Tourism Bureau. The results of this meeting were overwhelmingly positive, with all individuals voicing their support for staff to move forward with a list of action items.

The Virginia Canyon Open Space comprises a majority of the Idaho Springs northern hillsides

City Council Support

Recognizing the recreational and economic development potential of this park within the City limits, in 2017 the City Council directed staff to continue to move this project forward as an open space for both hiking and mountain biking. Connection points are envisioned to include the Clear Creek Greenway and Virginia Canyon Road, with a future possibility to connect to Central City. The City should continue to cooperate with interested agencies and seek funding opportunities to make it a priority to develop this park.

OPEN SPACE, TRAILS AND RECREATION OBJECTIVES

Objective: Create a quality system of recreational facilities, parks, trails and pathways.

Strategies

a. Develop a City-wide recreational master plan that addresses existing facilities, provides recommendations on new facilities, and addresses operations and maintenance.
b. Develop new trail connections and parks as indicated on the City of Idaho Springs Parks, Open Space and Trails Map.
c. Continue to look for additional sources of funding for acquiring open space lands and constructing trails.
d. Identify opportunities to create smaller public open spaces, such as neighborhood parks, plazas, pocket parks, courtyards and "parklets."

Objective: Support continued development and improvement on the Clear Creek Greenway.

Strategies

a. Develop and promote appropriate recreational development along Clear Creek.
b. Explore opportunities to connect future developments and recreational facilities to the Greenway.
c. Market and promote the Greenway as a major regional amenity.

Objective: Develop Virginia Canyon Open Space for recreational uses.

Strategies

a. Complete the design and development of the Virginia Canyon Open Space.
b. Identify and prioritize parcels for future acquisition of trail connections for the Virginia Canyon Open Space.
c. Work with other agencies and volunteer groups such as the Clear Creek Greenway Authority, Clear Creek County, and COMBA to plan, fund, develop, and maintain the Virginia Canyon Open Space.

Objective: Provide park amenities for residents of all ages and abilities.

Strategies

a. Annually assess the needs of the community as demographics change to address and update park amenities as resources permit.
b. Expand Macy / Ruth Mill Park to the west, and provide better connections from the park to the residential areas along Miner Street to the south.
c. Consider development of a City Park on the City-owned property in the Pine Slope Subdivision Area, near the existing water tank.
d. Consider expansion and co-location of recreational amenities at the vacant land just west of the Shelly Quinn Ball Fields.

HISTORIC RESOURCES

Goal: "We will celebrate and preserve our mining history and resources to provide future generations a sense of place and connection to our past."

The Idaho Springs Historic District is one of the primary attractions for tourists visiting the City. The eclectic collection of historic buildings and rich mining history is a significant contributor to Idaho Springs' sense of place and are highly valued by its residents. Idaho Springs contains an array of Victorian era homes and commercial buildings, especially in the downtown area along Miner Street. Many of the structures within the City exceed 100 years in age.

When historic buildings and neighborhoods are torn down or allowed to deteriorate, a part of our past disappears forever.

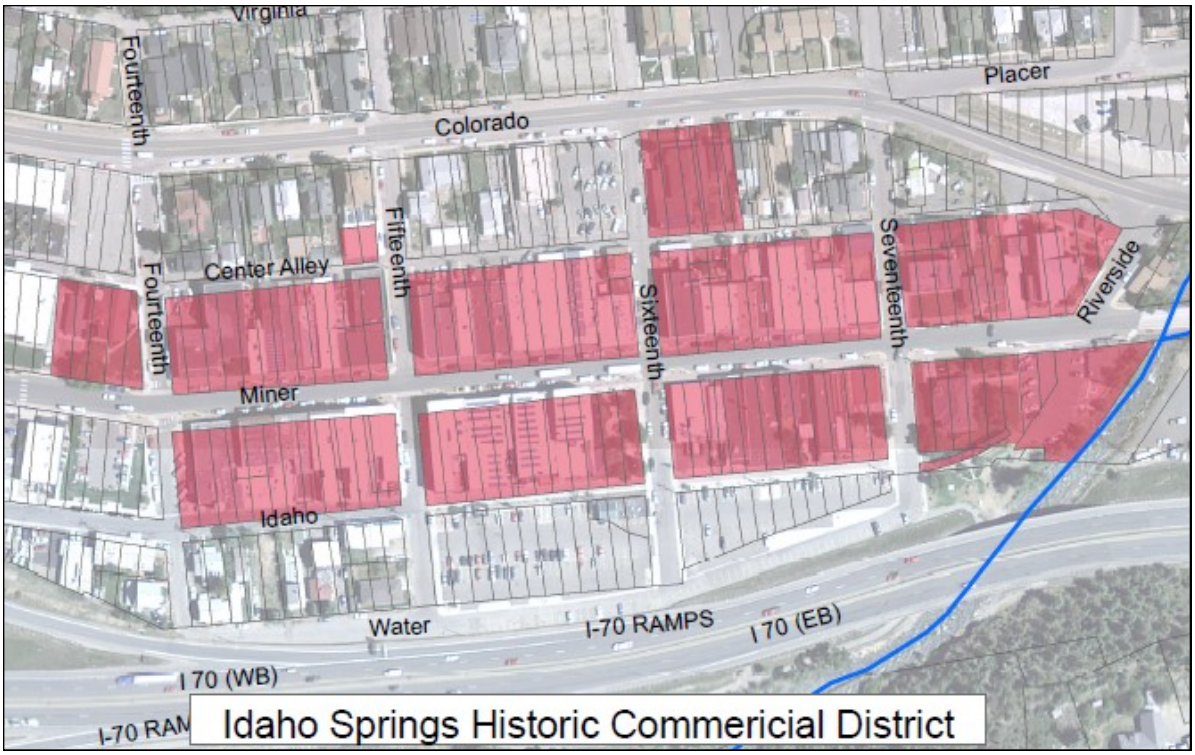
WHAT IS HISTORIC PRESERVATION?

History Colorado describes Historic Preservation as "the process of identifying, protecting, enhancing, and interpreting buildings, structures, sites, objects, districts and landscapes of historic and cultural significance." History Colorado notes that historic preservation is important because it helps define our communities, and the resources of where we live, work and play. When historic buildings and neighborhoods are torn down or allowed to deteriorate, a part of our past disappears forever.

BENEFITS OF HISTORIC PRESERVATION

• **Defining a community's identity**	• **Encouraging reuse of existing buildings**
• **Preserving a community's past**	• **Benefiting local businesses**
• **Revitalizing Main Streets**	• **Significantly increasing tourism**
• **Increasing tax base**	• **Serving as a vehicle for additional funding**
• **Increasing property values**	

Historic Preservation has proven to provide many benefits. Colorado Preservation Inc. has indicated studies have shown that every $1 million spent on historic preservation in Colorado leads to $1.03 million in additional spending, and $636,700 in increased household incomes across the state.



HERITAGE TOURISM

The National Trust for Historic Preservation defines heritage tourism as "traveling to experience the places, artifacts, and activities that authentically represent the stories and people of the past and present." It has been estimated that as many as 75 percent of US tourists have participated in some sort of heritage tourist activity in any given year. Colorado Preservation Inc. has estimated approximately 73.3 million leisure trips took place in Colorado during 2015. These tourists spent over $19.1 billion on travel that year, supporting over 160,000 jobs throughout the state. In addition, tourism activities generated $1.1 billion in state and local taxes, not including property taxes. Spending generated by overnight travel in particular accounted for approximately $17.1 billion.

THE NATIONAL REGISTER OF HISTORIC PLACES AND SECTION 106 REVIEW

The Methodist Episcopal Church is a Nationally Registered Landmark

In the National Historic Preservation Act of 1966, Congress created a program to preserve and restore the United States' historic and cultural resources. One result of this program is the National Register of Historic Places. The National Register is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering, and culture. Listing in the National Register can qualify select properties for federal funding, tax credits and grant funding.

Section 106 in Regard to Effects of Federally-Funded Projects on Historic Resources.

Another result of the Historic Preservation Act of 1966 is the requirement for Section 106 review. Section 106 requires federal agencies to consider the effects on historic properties of any federally funded projects. When a federal or federally - funded project is proposed, a survey to establish the "Area of Potential Effects" (APEs) is required. If historic properties in the APE could be potentially affected, Section 106 requires the federal agency to explore possible ways to eliminate or mitigate the adverse effect. For properties that are listed on the National Register, Section 106 requires the Advisory Council on Historic Preservation an opportunity to

Section 106 requires federal agencies to consider the effects on historic properties of any federally funded projects.

comment on all projects affecting historic properties either listed in or determined eligible for listing in the National Register. The Advisory Council oversees and ensures the consideration of historic properties in the federal planning process.

Idaho Springs Area of Potential Effect

Due to the wealth of historic resources, the number of historic mines in and around the ridges surrounding Idaho Springs, and the impacts that have been associated with I-70 highway improvements, the City of Idaho Springs has consistently held the position that the City of Idaho Springs APE should extend the length of the City from ridgeline to ridgeline.

1041 REGULATIONS IN REGARD TO HISTORIC PRESERVATION

1041 Regulations allow local governments to designate 1041 areas and grants them the ability to approve or deny projects within these areas through a public hearing process.

In addition to Section 106 review, in 1974, the State of Colorado adopted a statute to further define the authority of state and local governments in making planning decisions for matters of statewide interest (such as federally funded projects). These powers are commonly referred to as "1041 Powers or "Matters of Statewide Interest." The regulations allow local governments to designate 1041 areas and activities of state interest and grants them the ability to approve or deny projects within these areas through a public hearing process. In 2006, the City of Idaho Springs designated the City as a 1041 Area and approved regulations regarding review procedure, criteria and permitting process for any statewide interest and activities projects within this area. This includes the effects a proposed project may have on historic resources.

THE COLORADO CERTIFIED LOCAL GOVERNMENT PROGRAM

As part of the 1966 National Historic Preservation Act, Congress created state historic preservation offices to encourage preservation. These offices are funded through the National Park Service. In Colorado, it is History Colorado's Office of Archaeology and Historic

Preservation which assumes this role. Governments that participate and meet minimum criteria for historic preservation can become what is known as Certified Local Governments (CLGs). Requirements for CLGs include local preservation ordinances, establishment of a historic preservation commission, quarterly meetings, and a survey (inventory) of historic properties that is no more than 10 years old. CLGs that have state registered resources can receive benefits such as technical expertise, tax credits and grant funding for improvements or restorations for these resources.

IDAHO SPRINGS AND HISTORIC PRESERVATION

In 1984, the Idaho Springs Downtown Commercial District was surveyed and added to the National Register of Historic Places. The District included 57 individual structures. In 1988 the City Council adopted an ordinance establishing the Idaho Springs Historic Preservation District, became a Certified Local Government, and created the Idaho Springs Historic Preservation Review Commission (HPRC). Idaho Springs' Historic Preservation Ordinance requires certificates of appropriateness for building permits or demolition permits for exterior modifications to any structures located within the Idaho Springs Historic Downtown District, or a locally, nationally or state registered historic resource. The City should explore completing a historical resources survey of the entire City.

2002 Reconnaissance Survey

In 2002 the City of Idaho Springs HPRC selected a qualified member of their commission to conduct a reconnaissance survey to determine which residences in the City were 50 years or older, had outstanding architectural styles or features, or were associated with people associated with the historical context of the City of Idaho Springs. A $24,000 grant was awarded to Idaho Springs for this purpose, and a map was completed indicating the following:

1. Properties that had already been surveyed;
2. Potentially eligible historic properties that had not yet been surveyed;
3. Properties warranting further research that had not yet been surveyed;
4. Non-Contributing Sites.

The result of this project was to consider the possibility of another historic district along Colorado Boulevard west of 13th as well as to serve as a resource to encourage additional Section 106 review on future CDOT projects.

HISTORICAL SOCIETY OF IDAHO SPRINGS

In 2004, the City entered into a partnership agreement with the Historical Society of Idaho Springs wherein the partners established joint ownership of a number of historic properties within the City. The City continues to work with the Historical Society, under the partnership agreement, to operate, maintain, and improve the various properties and to continue welcoming and retention efforts at the Heritage Museum and Visitor Center.

The Historical Society of Idaho Springs is a 501(C)(3) nonprofit membership organization that was established in 1964 and has maintained a long mutually beneficial partnership with the City of Idaho Springs. The establishment of the downtown national historic district was a major goal reached as it was listed on the National Register in 1984. The ability of the Historical Society to successfully raise significant funds (approximately $1.4 million) toward common goals with the City has also resulted in numerous accomplishments.

Among those accomplishments are the restoration and maintenance support of the Charlie Tayler Waterwheel, exterior restoration of the narrow gauge train and the construction and operation of the Idaho Springs Visitor Center that houses the history museum, including a US Forest Service information Office. Funds from multiple sources have already been secured to restore the Central Hose House and the Jackson Monument. All of the noted properties are City owned. The preservation of the City's historic

Restoration of Idaho Springs' iconic waterwheel is a result of the City's partnership with the Historical Society.

assets is an important goal for both entities not only for the intrinsic historic value to the community but as a major catalyst for the very important, lucrative and growing Heritage Tourism industry.

In addition to the 57 structures within the Idaho Springs Historic Downtown Commercial District, which are listed on the National Register of Historic Places, the City boasts the following registered historic sites:

National Register of Historic Places
1. Argo Mill and Tunnel (2351 Riverside Drive)
2. Hose House #2 (NE corner of 6th Ave and Colorado Blvd)
3. Methodist Episcopal Church (1400 Colorado Blvd)
4. Miner Street Bridge (East of Miner St and 17th Ave)
5. Bryan Hose House (Illinois St and Virginia St)

State Registered Historic Properties
1. Elks Lodge #607 (1600 Colorado Blvd)
2. Charlie Tayler Waterwheel (South of City Hall, opposite side of I-70)

Locally Registered Historic Property
1. Blue Ribbon Tunnel(adjacent to Charlie Tayler Waterwheel Park)
2. Steve Canyon Statue (NE corner of 23d Ave and Colorado Blvd)
3. City Hall
4. Zion Evangelical Lutheran Church (1921 Virginia St)
5. 804 Colorado Blvd – private residence
6. 1520 Virginia St – private residence

The Idaho Springs Registered Historic Resources map indicates the location of the Historic Downtown District and additional historic resources.

HISTORIC RESOURCES ELEMENT OBJECTIVES

Objective: Continue to protect & preserve the historic resources of the Idaho Springs area.

Strategies

a. Explore how to increase participation in the HPRC and reduce duplication of services. Consider retaining the services of an architect or preservationist to educate and make recommendations to the HPRC.
b. Ensure the building permit review process requires HPRC review prior to application of building permits and not following building permit approval.
c. Work with the State or other potential entities toward available grants to complete a City-wide survey of historic properties.
d. Continue to work with the Historic Society of Idaho Springs and its leadership committee to preserve, protect and improve the historic resources of the community.
e. Maintain the integrity of the Idaho Springs 1041 Regulations and the associated 1041 Impact Area.

Objective: Promote the benefits of historic preservation.

Strategies

a. Identify and promote incentives for local property owners to assist with preservation efforts.

b. Create and distribute handouts and a website which clearly explain the benefits and the process for obtaining tax credits and grants associated with renovation, preservation and upkeep of historic properties.
c. Prepare content on cultural resources through multiple media sources (website, podcasts, road markers, etc.).
d. Develop preservation tourism opportunities that help increase the economic viability of the historic resources of the community.
e. Coordinate with the Historical Society of Idaho Springs, the HPRC and History Colorado to educate decision makers and the public in regard to the benefits and impacts of historic preservation.

PUBLIC FACILITIES & SERVICES

Goal: "We will prioritize the provision of high quality municipal services, maintain appropriate service levels, and fund necessary capital improvements and their maintenance to serve the needs of current and future residents and visitors."

The City of Idaho Springs is responsible for the following services:

- **Government administration**
- **Public Works**
- **Water and Waste Water Operations**
- **Police Protection**
- **Municipal Court**
- **Building inspections**
- **Planning and Community Development**

PUBLIC WORKS

The City of Idaho Springs' Public Works Department is located on Colorado Boulevard, at the extreme west end of the City, just before the westbound entrance to I-70 at Exit 239. The Public Works Department provides snow removal, street sweeping, street repair, landscape maintenance, parks maintenance, and maintenance of utilities. The City presently owns 3 snowplows, 2 loaders, a street sweeper and other various equipment.

The City is presently assessing potential locations for a new facility. Desired criteria include larger bays for vehicle repair, more office space, additional outdoor storage for sand and snow removal materials as well as consolidation of existing public works storage presently located near the ball fields near I-70 at Exit 241.

POLICE SERVICES

The current Idaho Springs Police Station

The Idaho Springs Police Department employs approximately 10 people, including sworn and support personnel. The existing facility is located in a former Colorado State Patrol Building located at Exit 241 of I-70. The Police Department is assessing a larger facility in a more central location in the downtown business district, desiring additional storage, locker rooms, better communications infrastructure, and more sheltered parking.

CITY / COUNTY COORDINATION

The City and the Clear Creek Metropolitan Recreation District share responsibilities for various park and community recreation services. Emergency medical services and fire protection are provided by countywide service districts or authorities.

Clear Creek County Social Services has an office in Idaho Springs. The County has recently partnered with Centura Health to locate a health clinic in a temporary location, with intentions to construct a larger, permanent facility with the City.

Clear Creek County operates a transfer station on Soda Creek Road approximately 1.5 mile south of I-70. Services provided include trash drop off and recycling, including electronics recycling. Xcel energy provides electric and gas service to the City of Idaho Springs. Solid waste collection is performed by private contractors or by individual homeowners.

Non-profit organizations, such as the Idaho Springs Garden Club and Scraps to Soil, provide volunteer community services such as gardening and plant upkeep within the City of Idaho Springs in selected locations.

WATER SYSTEM

The City obtains raw water from Chicago Creek, a tributary of Clear Creek, with additional water rights in Soda Creek. The water treatment plant is located about 3 ½ miles upstream on Chicago Creek with the water storage tank located west of Pine Slope Road at approximately 7,770 feet in elevation.

Plant capacities and capabilities have been upgraded and are adequate to address current needs, with normal operational and maintenance issues to be expected. A membrane/micro-filtration treatment plant was put on-line in April of 2002 and an upgrade to low-pressure membrane replacements was completed in December, 2007. Future plans include installation of additional filtration skids, replacement of raw water pumps, and carbon filter engineering. The capacity of the water treatment plant is 1.3 million gallons per day, with an annual average consumption of approximately 375,000 gallons per day. As of 2017, the City estimated 1,009 service connections remaining. Water supply will not be a constraint to development for the foreseeable future.

Water rights owned by the City include both direct and storage rights, to meet any reasonable growth forecasts. The City provides water leases to organizations such as Echo Mountain, and Camp Shwayder.

Water System Challenges

Some water lines in Idaho Springs are more than 75 years old. The City will continue to require replacement of aging water mains and service lines, as well as examination and inventory of line capacities and conditions to assure adequate flow for water delivery, both for consumption and fire flow needs.

Some water and sewer lines in Idaho Springs are more than 75 years old.

Water lines are being replaced with the Colorado Boulevard reconstruction project and are planned for replacement during Miner Street and Soda Creek Road reconstruction. Any new development at the

Twin Tunnels, Hidden Valley and Pine Slope will mandate the design and expansion of distribution lines.

Development in areas above the elevation of the water storage tank (approximately 7,770 feet) may also require the construction of additional pump stations and water storage facilities.

WASTEWATER SYSTEM

The Wastewater Treatment Plant near the Twin Tunnels has seen improved operations in recent years and a program has been created to address ongoing maintenance needs.

Wastewater System Issues

The facility is operating very near capacity, with one of the primary reasons being groundwater infiltration into the sewer system due to the age of sewer lines, especially during spring and summer when the water table rises. The current capacity of the system is 600,000 gallons per day, whereas it presently operates at as high as 80% of capacity (480,000 gallons per day). Per the State of Colorado, design for additional capacity is required for water treatment plants operating at more than 80% capacity, and this design is occurring.

STORMWATER & DRAINAGE

Soda Creek Road is one of the areas in the City with storm water drainage issues.

Drainage Issues

Due to its topography, the City is affected by significant drainage basins. Within the limited landmass of the City, homes, businesses and streets are often affected by storm drainage problems. A number of projects have been undertaken and more are being planned to address drainage issues across the community. One of these

projects will involve reconstruction of Soda Creek Road and remediation of significant drainage issues. To help determine future public improvements as well as direct development to appropriate areas, the City should consider a comprehensive drainage study.

SCHOOLS

The City's residents are served by a public elementary school located in Idaho Springs and by a combined middle and high school located on Floyd Hill. Both schools are operated by the Clear Creek School District. These schools have substantial capacity to serve increased enrollment. The City supports the District's efforts to maintain and improve programs at the three schools serving city residents. Substantial population growth and enrollment increases can occur without creating large capital investment needs. More importantly, population and enrollment increases are essential to maintaining the long-term viability of the school district.

BROADBAND TECHNOLOGY

Broadband Opportunities

Idaho Springs is mostly served with high speed broadband via a network of fiber and coax. In order to remain competitive and embrace emerging new technologies, the City should encourage upgrading broadband infrastructure whenever possible. When trenching and road improvements occur, fiber and/ or conduit should be installed to prepare for future technologies or colocation of telecommunications carriers. Policies that encourage placement of conduit or fiber optic cable when a trench is open eliminate much of the capital costs for network deployment as well as minimize community disruption and infrastructure damage.

PUBLIC FACILITIES AND SERVICES OBJECTIVES

Objective: Provide an effective and balanced system of community facilities, services and utilities to meet the current and future needs of the community and all of its citizens.

Strategies

a. Ensure existing services have the capacity for future development, and continue to upgrade public infrastructure systems as needed.
b. Provide and pay for those facilities and service which benefit the general community, but not those which benefit specific developments. Promote high-speed telecommunications connectivity throughout the City. Encourage installation of conduit and/or fiber cable when applicable trenching occurs, including during construction of new developments.
c. Consider regulations that encourage renewal energy such as hydroelectric power on Chicago Creek, a solar field on City-owned south facing hillsides, and wind power on hilltops.
d. Analyze utility line service extensions in terms of long-term costs including maintenance and operations.
e. Identify and continue to resolve wastewater collection line infiltration problems.
f. Monitor water and wastewater enterprise funds to ensure adequate revenues are generated to address debt service, operational and maintenance expenses.
g. Develop a specific plan for capitalizing upon the City's water assets.

Objective: Locate and design new public facilities and utilities to decrease cost, increase efficiency and reduce impacts on the surrounding community.

Strategies

a. Direct future development to areas best served by existing infrastructure.
b. Construct utilities and communication equipment to minimize visual obtrusiveness by utilizing stealth technology, coloring equipment, locating away from residential areas, and/or screening to blend with the surroundings.
c. Require electric power distribution systems, telephone and cable television lines to be located underground in all future developments.
d. Coordinate with the County, Special Districts and other quasi-governmental agencies in relocation, siting and possible co-location of public facilities such as the County bus maintenance facility, the police department and public works buildings and combination of the Clear Creek Fire and EMS Stations.

Objective: Utilize all available resources and technology to enhance services.

Strategies

a. Continue to use the capital improvement program to target priorities for upgrading the City's public facilities and improvements. Develop, update and implement capital improvement plans for city utilities.
b. Construct a database of existing and proposed infrastructure through the use of Geographic Information Systems (GIS).
c. Consider development of a comprehensive drainage study.

FUTURE ANNEXATIONS

Colorado State Statute limits municipal annexations to no more than three miles beyond a current City limit line in any given year, except under special circumstances. The legislature also requires that a municipality adopt an annexation master plan for the three-mile area (or Three Mile Plan, as they are commonly known) prior to the completion of any annexation. The Three Mile Plan is a document that guides municipalities in regard to what and where to annex, and for the municipality to consider how annexation will impact existing City service levels. This plan should be updated at least once a year. The City of Idaho Springs last updated its Three Mile Plan in 2008.

OBJECTIVE: Develop, update and implement an annexation policy

Strategies

a. Update or review the Three Mile Plan annually.
b. Incorporate open, public meetings early in the annexation process to identify and address issues of concern.
c. Use the Clear Creek Economic Development Corporation to analyze the long-term costs and benefits of any annexation.
d. Support the annexation of developments that provide a net long-term benefit to the community.
e. Ensure that all agreements and commitments between the City and an Annexor clearly identify the responsibilities and roles of each party.

IMPLEMENTATION

The process of implementing this Plan begins with its formal adoption and should continue as decisions are made in Idaho Springs during the life of the Plan. Development proposals should be measured against how they match the goals, objectives and strategies found in this document.

The policies listed in the Comprehensive Plan assume actions and programs that would be implemented by staff, contract consultants or appointed and elected officials. Much of the work involved in implementing a Comprehensive Plan will fall to staff and the Planning Commission as the new goals, objectives and strategies should be used as a benchmark to review proposals.

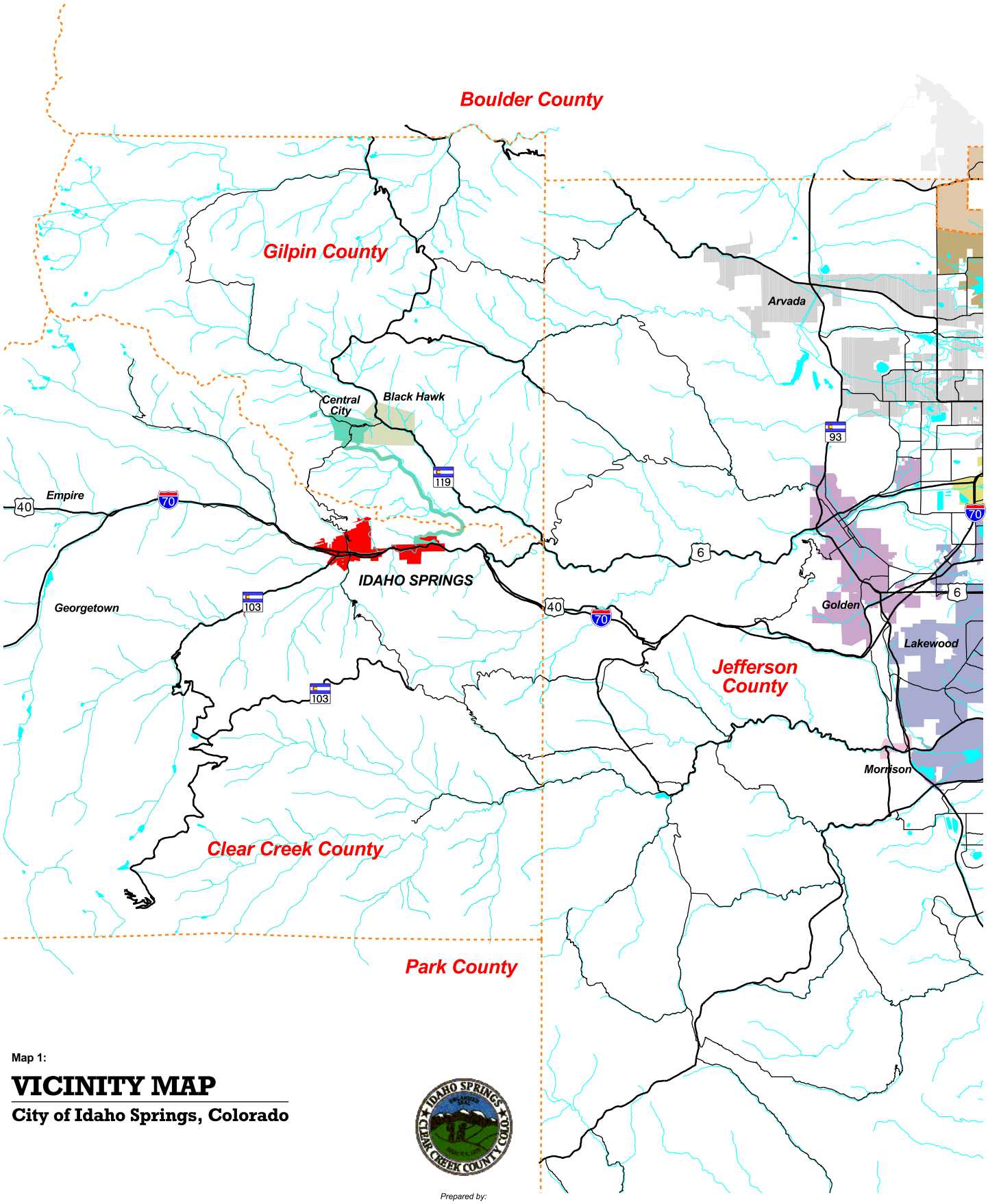
It is incumbent upon the Planning Commission and City Council to become familiar with the provisions of this Plan and to use it as a platform for deliberation, recommendations and action. Implementation of the strategies in this Plan will involve more effort by City of Idaho Springs staff since development review will be more detailed, coordination with other jurisdictions and providers will be more extensive, and issues to be addressed with the community during any annexation or development process have been expanded.

Wherever policies call for coordinated efforts with cities, towns, and special districts, elected and appointed officials have a definite role in maintaining relations with other entities and working toward solutions that benefit all concerned parties. Active participation in joint planning and policy development meetings is an important task for City of Idaho Springs elected and appointed officials. City officials must dedicate themselves to the principles and strategies in this Comprehensive Plan and make decisions based upon what is best for City as a whole.

For this Plan to be effective, the vision, goals, objectives, strategies and implementation techniques must be reviewed and if necessary, revised on a regular basis. A well-designed monitoring and evaluation program can help the Planning Commission and City Council recognize and understand progress and setbacks in achievement of the goals of the Comprehensive Plan.

IMPLEMENTATION

It is intended that an implementation plan will be prepared that outlines the strategies outlined in this Plan, level of importance, timelines for completion, and responsible parties. When completed, the implementation plan would become a part of this Comprehensive Plan.



Map 1:

VICINITY MAP

City of Idaho Springs, Colorado

Prepared by:

KATERS

July 14, 2008

City of Idaho Springs

Land Use and Character Area Map

- Character Areas
- East End (refer to East End Action Plan)
- East End SubArea (Refer to East End Action Plan)
- Historic District
- Gateway Area
- Creek or Stream

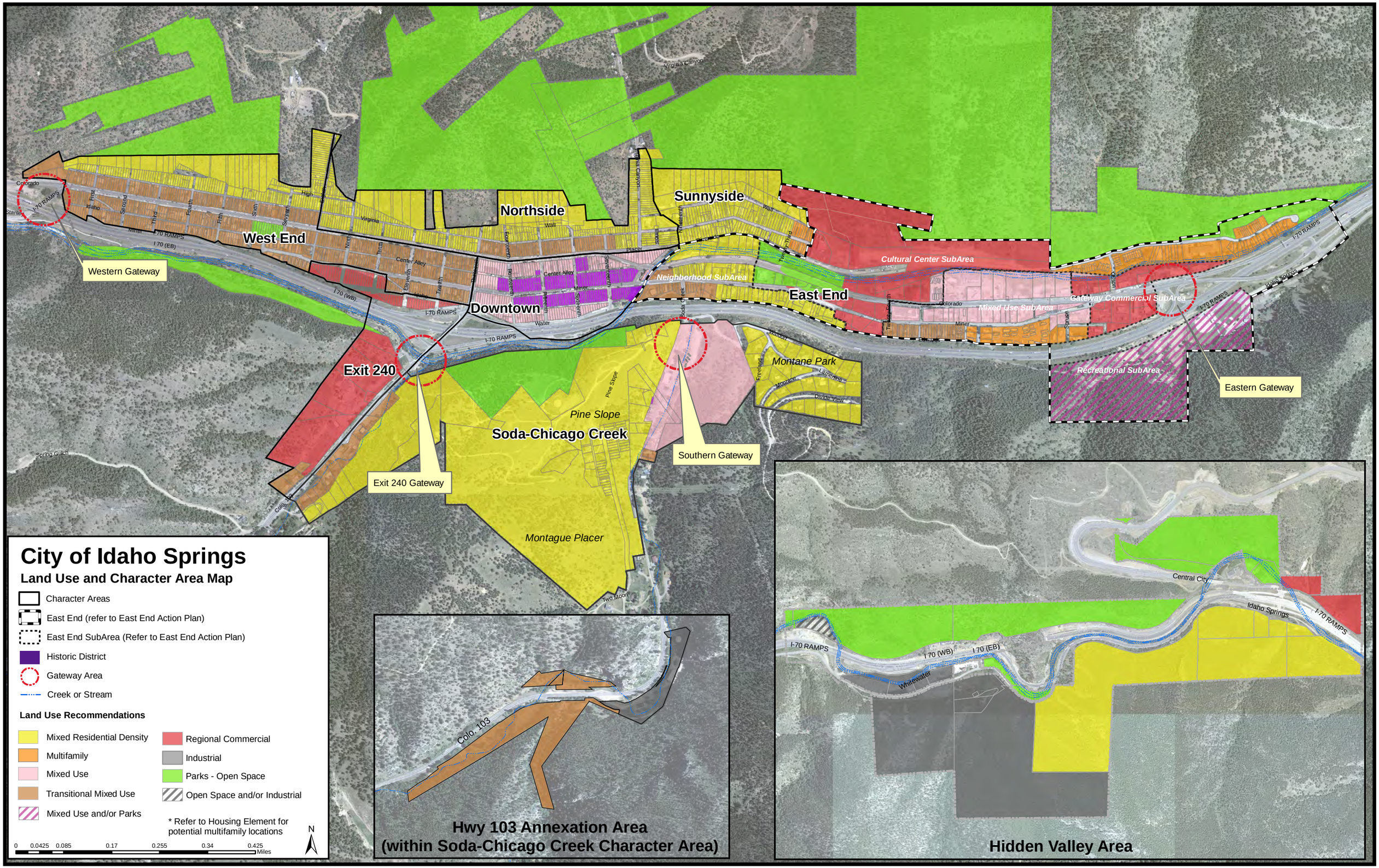
Land Use Recommendations

- Mixed Residential Density
- Multifamily
- Mixed Use
- Transitional Mixed Use
- Mixed Use and/or Parks
- Regional Commercial
- Industrial
- Parks - Open Space
- Open Space and/or Industrial

* Refer to Housing Element for potential multifamily locations

0 0.0425 0.085 0.17 0.255 0.34 0.425 Miles

N



City of Idaho Springs
Potential Multifamily Sites

(See Land Use Element for specific recommendations)

Potential Mulitfamily Site with possiblity of heights greater than 35'

Height Should not exceed 35'

Infrastructure Presently Unavailable

Clear Creek

Clear Creek

CityLimits

0 0.05 0.1 0.2 0.3 0.4 Miles

N

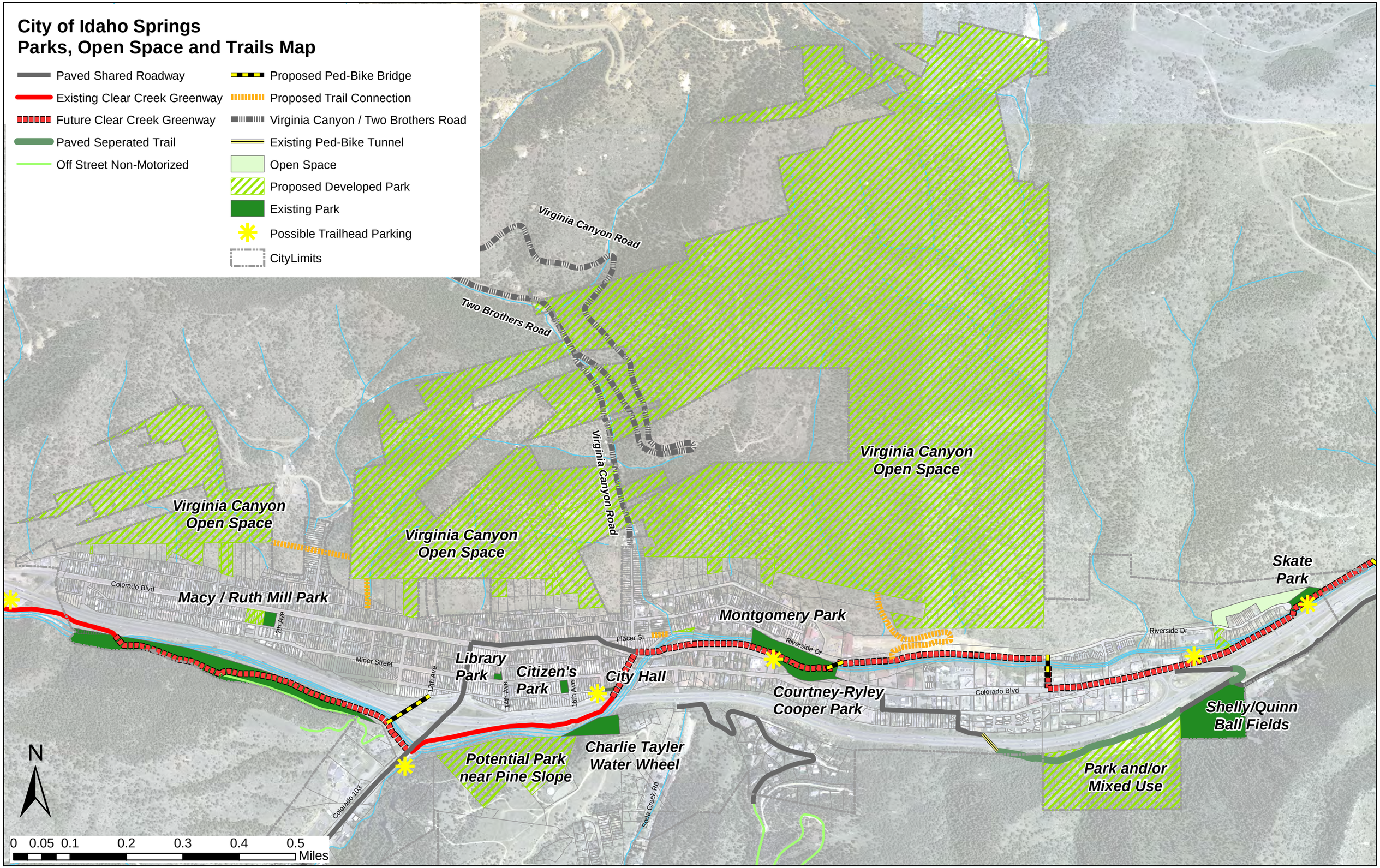
Third
Fourth
Fifth
Sixth
Seventh
Eighth
High
Ninth
Tenth
Eleventh
Twelfth
Thirteenth
Fourteenth
Fifteenth
Sixteenth
Seventeenth
Twenty-Third
Twenty-Fifth
Idaho
I-70 RAMPS
Virginia
Center Alley
Miner
Water
Wall
Placer
Colorado
Virginia Canyon
Riverside
Edwards
Gibson
Spruce
I 70 (WB)
I 70 (EB)
Waldorf
Freeland
Montana
Lamertine
Divide View
Colo. 103
Spring Gulch
Red Fox
Pine Slope
Soda Creek
Two Moon
Idaho Springs

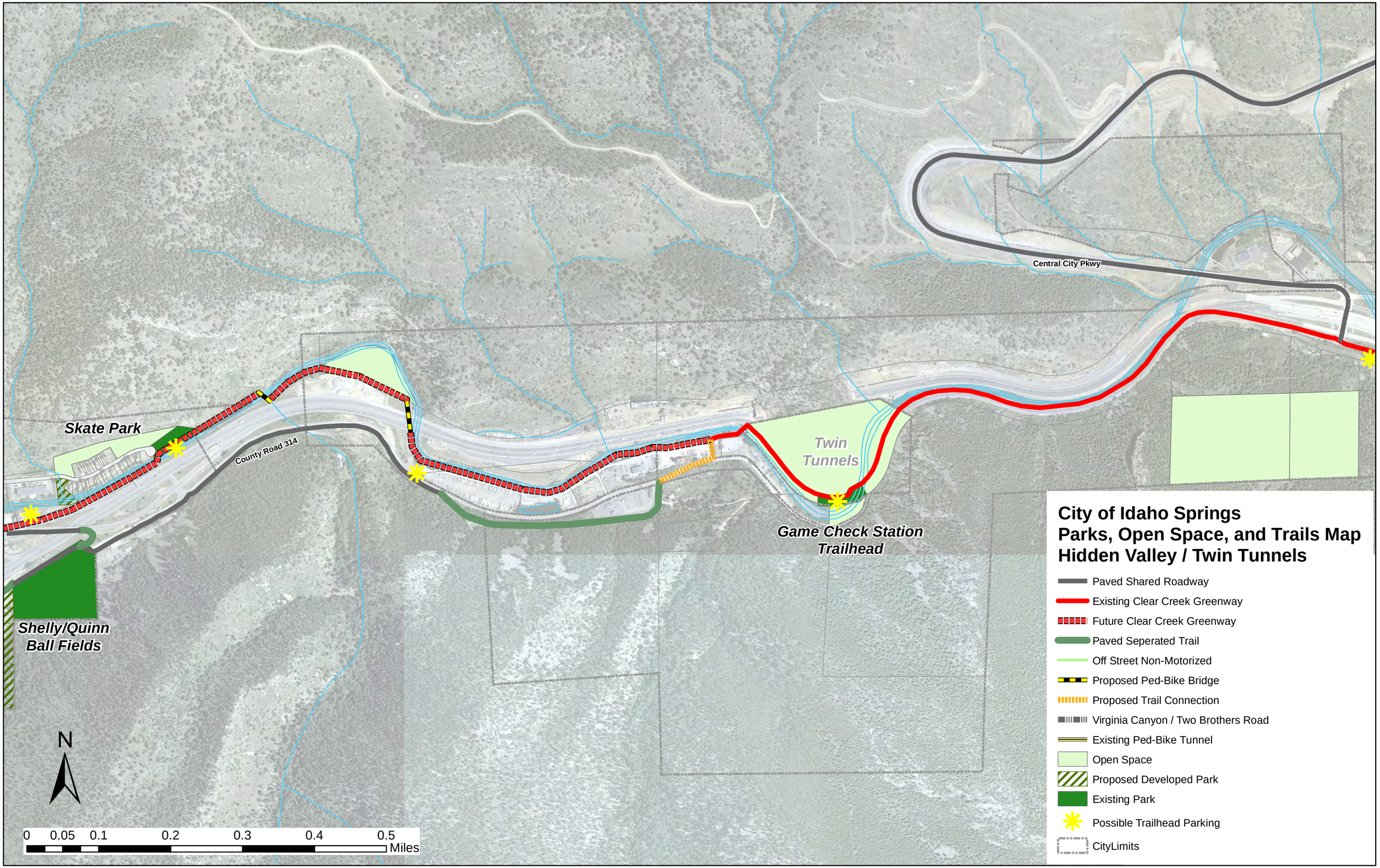
Hidden Valley Area

I 70 (WB)
I-70 RAMPS
I 70 (EB)
Idaho Springs
Whitewater
Ferrell

City of Idaho Springs
Parks, Open Space and Trails Map

- Paved Shared Roadway
- Existing Clear Creek Greenway
- Future Clear Creek Greenway
- Paved Seperated Trail
- Off Street Non-Motorized
- Proposed Ped-Bike Bridge
- Proposed Trail Connection
- Virginia Canyon / Two Brothers Road
- Existing Ped-Bike Tunnel
- Open Space
- Proposed Developed Park
- Existing Park
- Possible Trailhead Parking
- CityLimits




Central City Pkwy
Skate Park
County Road 314
Twin Tunnels
Game Check Station Trailhead
Shelly/Quinn Ball Fields
N
0 0.05 0.1 0.2 0.3 0.4 0.5 Miles
City of Idaho Springs
Parks, Open Space, and Trails Map
Hidden Valley / Twin Tunnels
Paved Shared Roadway
Existing Clear Creek Greenway
Future Clear Creek Greenway
Paved Seperated Trail
Off Street Non-Motorized
Proposed Ped-Bike Bridge
Proposed Trail Connection
Virginia Canyon / Two Brothers Road
Existing Ped-Bike Tunnel
Open Space
Proposed Developed Park
Existing Park
Possible Trailhead Parking
CityLimits

Idaho Springs Registered Historic Resources

Nationally Registered

State Registered

Local Historic Designation

Historic District

Clear Creek

Clear Creek

N

Hose House #2

804 Colorado Blvd

1520 Virginia St

Elks Lodge #607

Methodist Episcopal Church

Bryan Hose House

Zion Evangelical Church

Argo Mill and Tunnel

Steve Canyon Statue

Miner Street Bridge

Downtown Commerical District

City Hall

Blue Ribbon Tunnel

Charlie Tayler Waterwheel

Jackson Monument

Cemetery Lots 1-386

0 0.05 0.1 0.2 0.3 0.4 0.5 Miles

Elks Lodge #607

Methodist Episcopal Church

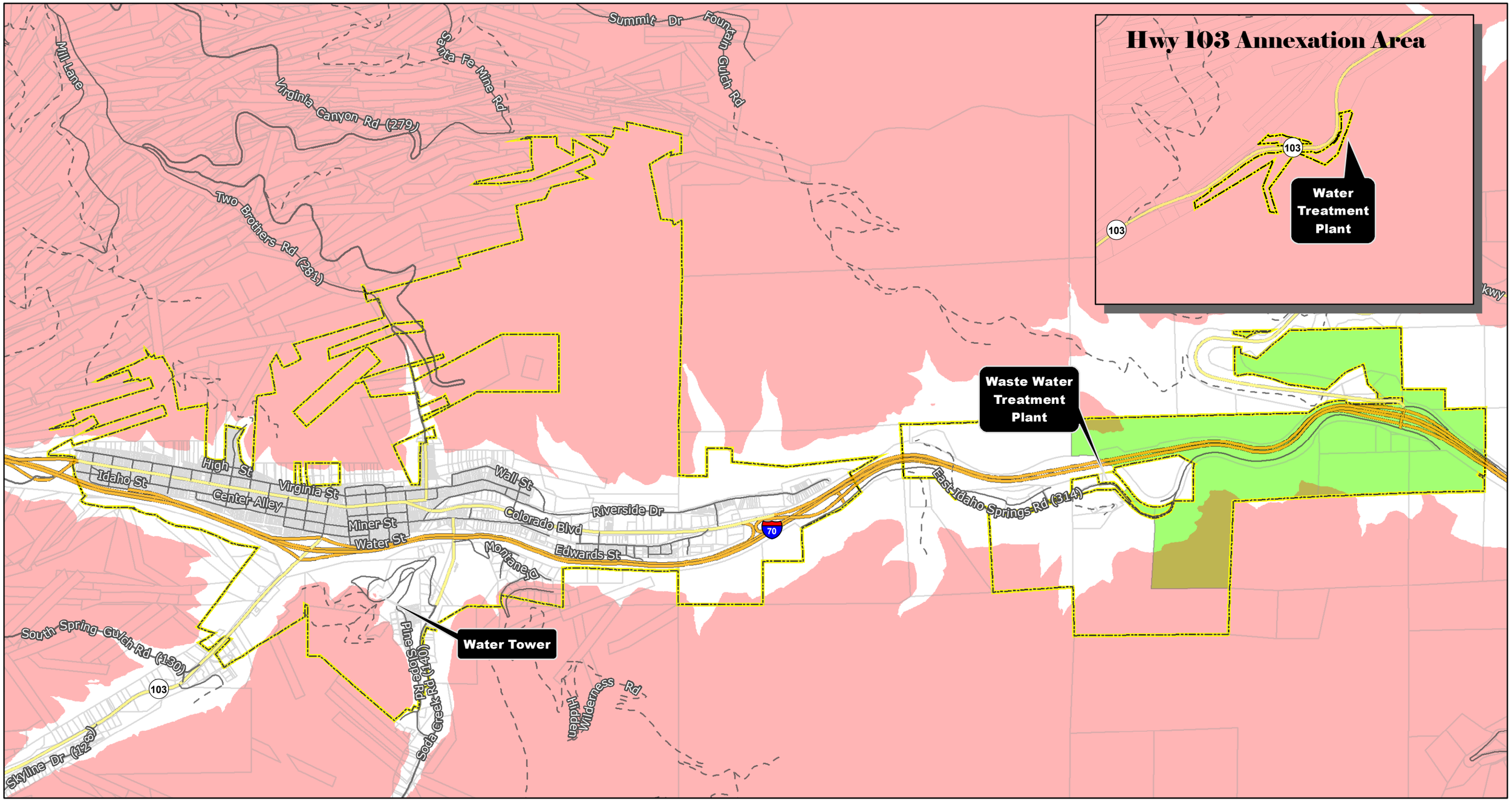
Miner Street Bridge

Downtown Commerical District

City Hall

Historic Commercial District

Idaho Springs - Public Water and Infrastructure



Idaho Springs City Limits

Water and Wastewater Service Currently Unavailable

Possible Secondary Water Pumping and Storage Required

N W E S

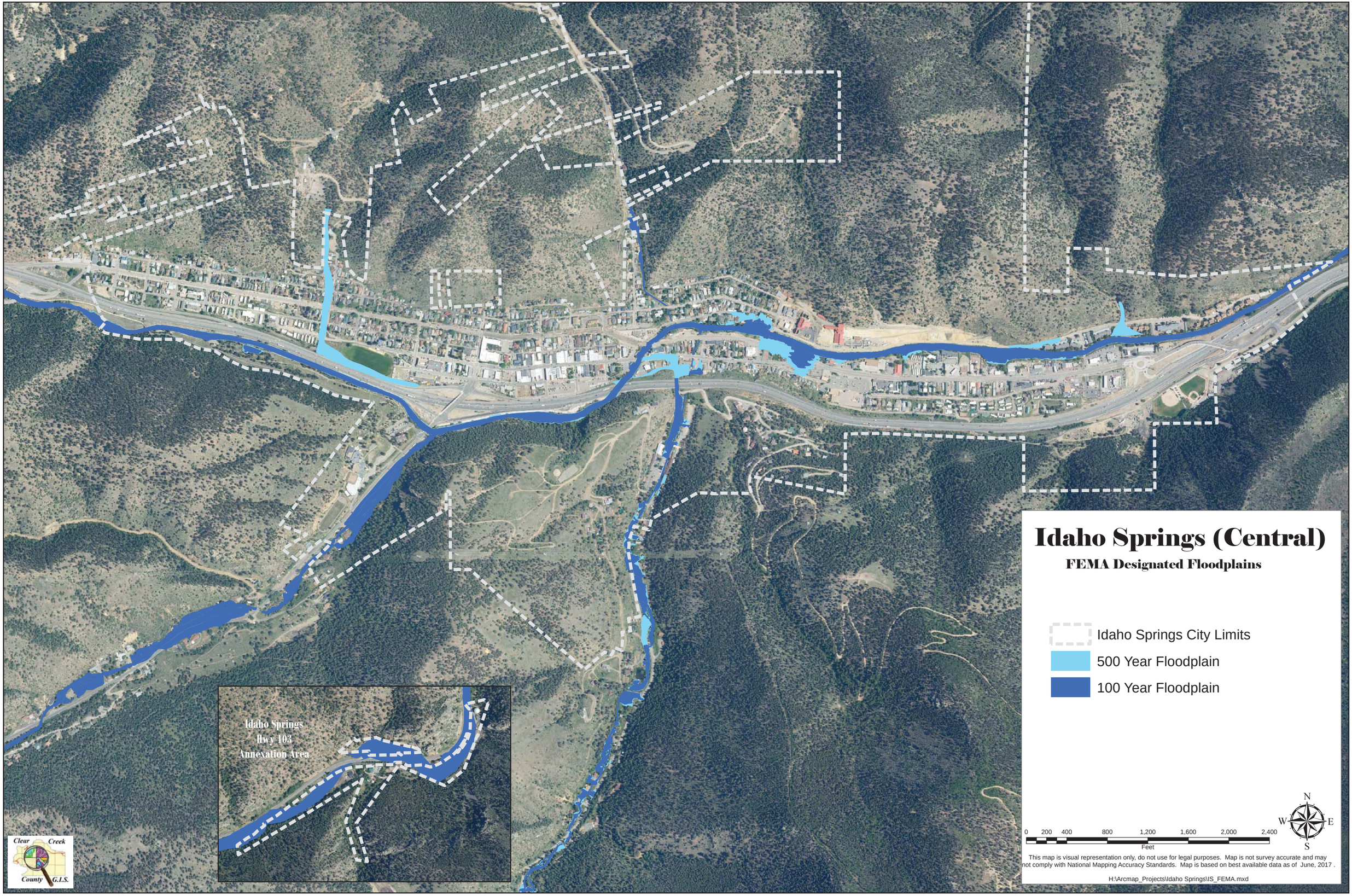
0 700 1,400 2,800 4,200 5,600 7,000

Feet

This map is visual representation only, do not use for legal purposes. Map is not survey accurate and may not comply with National Mapping Accuracy Standards. Map is based on best available data as of February, 2017 .

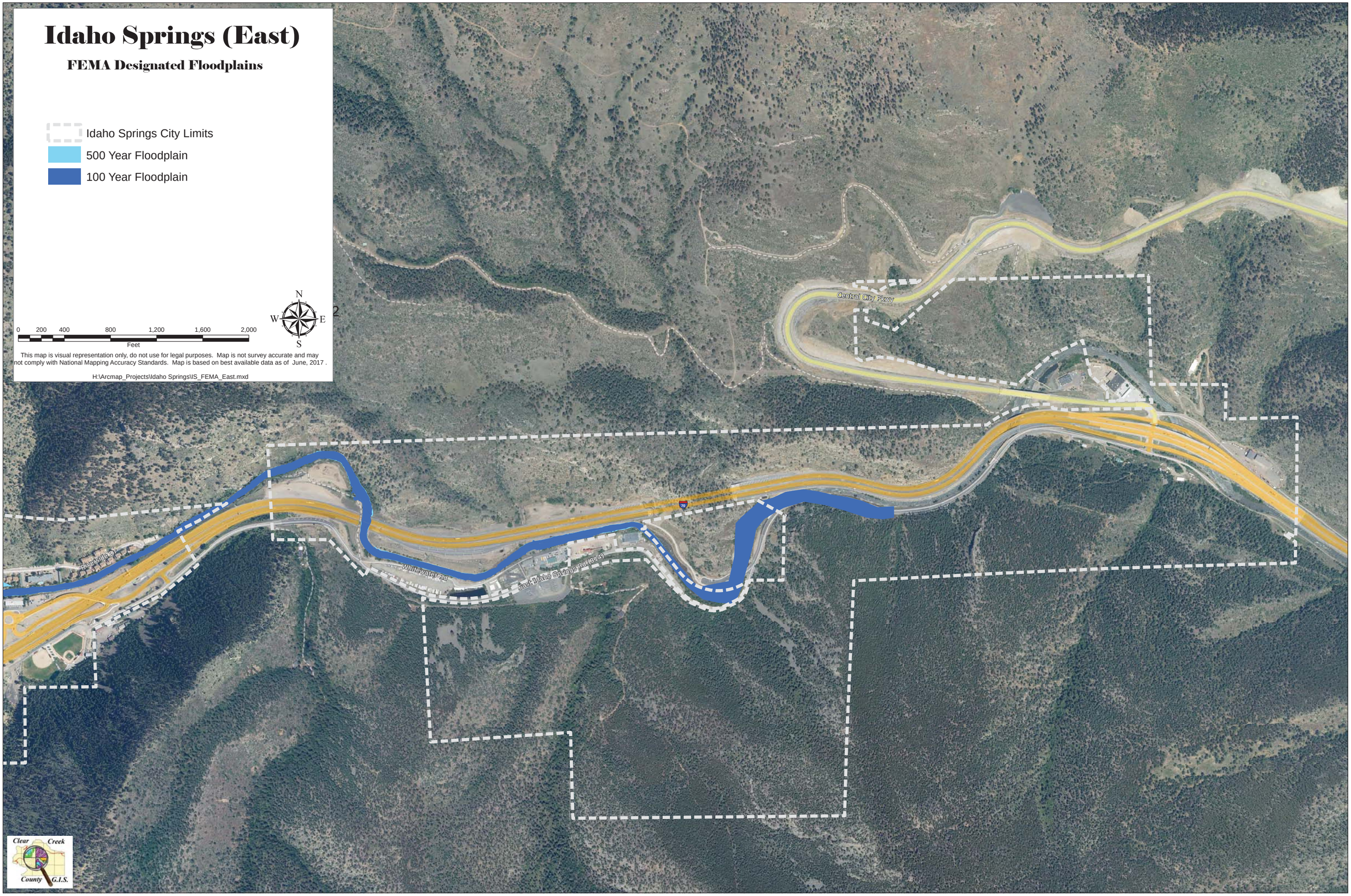
H:\Arcmap_Projects\Idaho Springs\PublicWaterInfrastructure.mxd

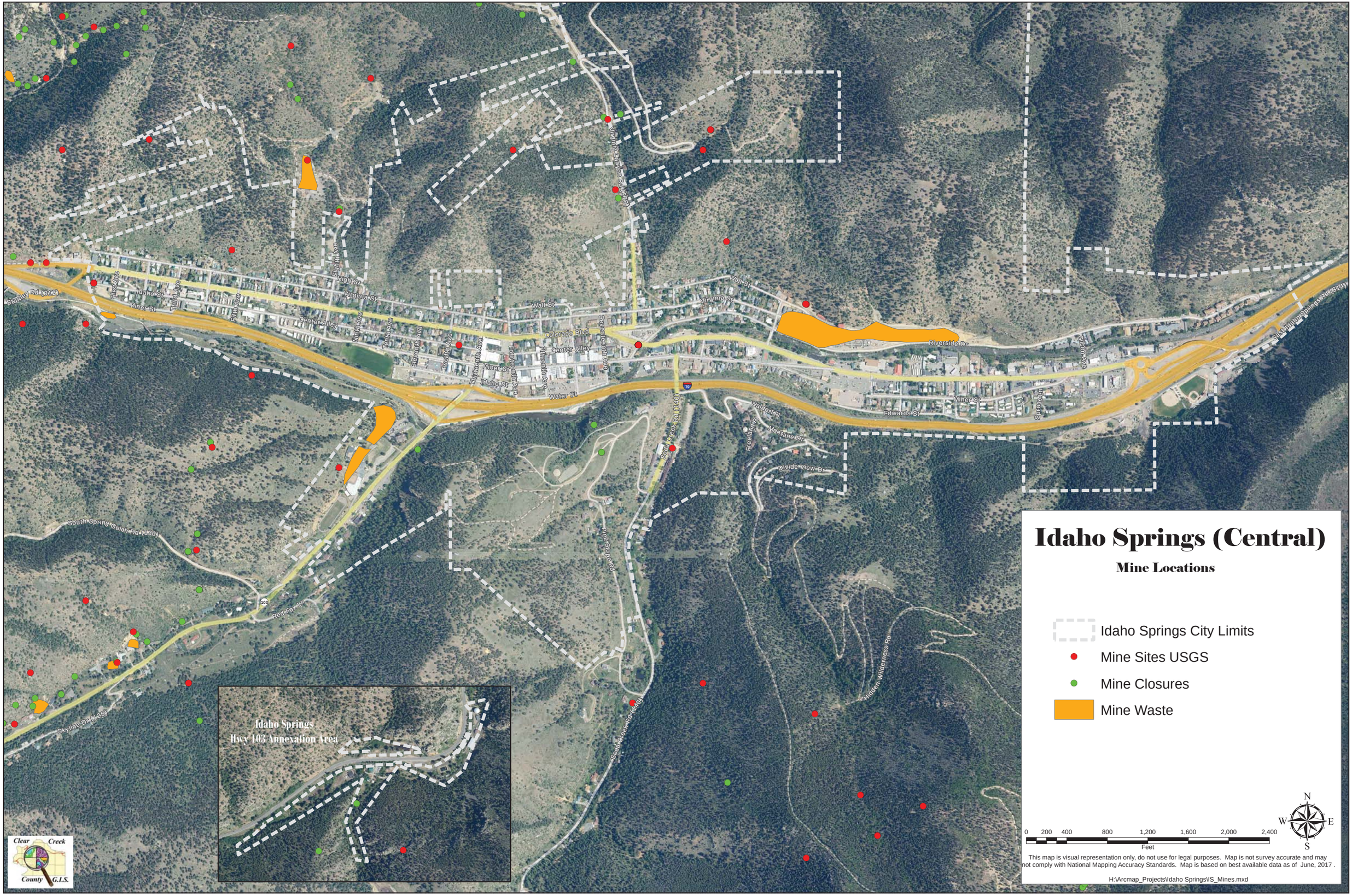
Clear Creek County G.I.S.


Idaho Springs (Central)
FEMA Designated Floodplains
Idaho Springs City Limits
500 Year Floodplain
100 Year Floodplain
0 200 400 800 1,200 1,600 2,000 2,400
Feet
N
W
E
S
This map is visual representation only, do not use for legal purposes. Map is not survey accurate and may not comply with National Mapping Accuracy Standards. Map is based on best available data as of June, 2017 .
H:\Arcmap_Projects\Idaho Springs\IS_FEMA.mxd
Idaho Springs
Hwy 103
Annexation Area
Clear Creek
County G.I.S.

Idaho Springs (East)

FEMA Designated Floodplains




Idaho Springs (Central)
Mine Locations
Idaho Springs City Limits
Mine Sites USGS
Mine Closures
Mine Waste
0 200 400 800 1,200 1,600 2,000 2,400
Feet
N
W
E
S
This map is visual representation only, do not use for legal purposes. Map is not survey accurate and may not comply with National Mapping Accuracy Standards. Map is based on best available data as of June, 2017 .
H:\Arcmap_Projects\Idaho Springs\IS_Mines.mxd
Idaho Springs
Hwy 103 Annexation Area
Clear Creek County G.I.S.
Stanley Rd (312)
First Ave
Idaho St
Miner St
Third Ave
Fifth Ave
Center Alley
Ninth Ave
Tenth Ave
Eleventh Ave
Twelfth Ave
Thirteenth Ave
Fourteenth Ave
Fifteenth Ave
High St
Virginia St
Wall St
Colorado Blvd
Water St
Virginia Canyon Rd (120)
Riverside Dr
Edwards St
Spruce St
Oak Ave
East Idaho Springs Rd (314)
Walderman
Montana Dr
Freeland Dr
Divide View Dr
South Creek Rd (120)
Pine Shepard
Hidden Wilderness Rd
South Spring Gulch Rd (130)
Reed Fox Lp
Skyline Dr (129)
70
103

Idaho Springs (East)

Mine Locations

Idaho Springs City Limits

Mine Sites USGS

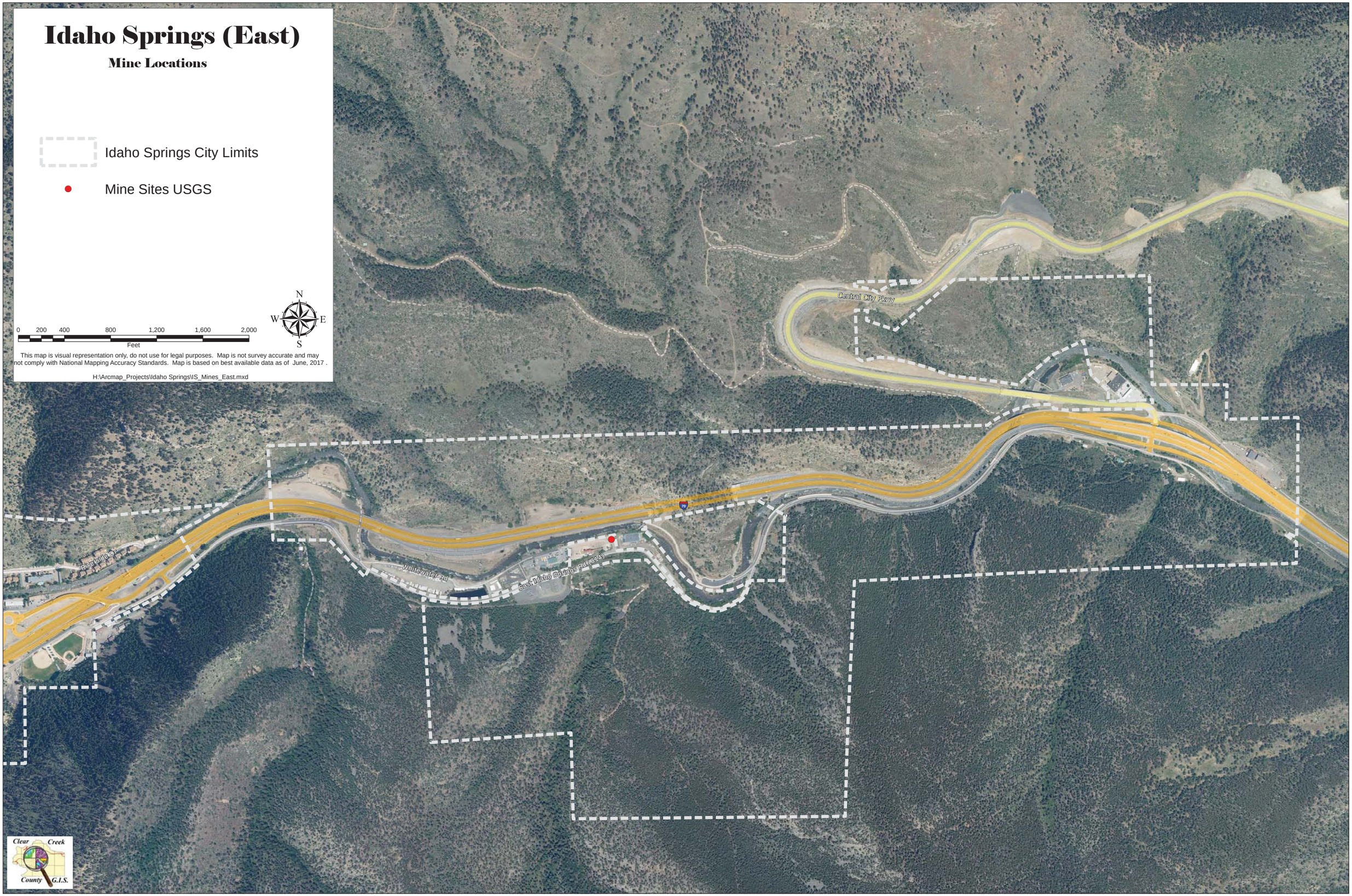
0 200 400 800 1,200 1,600 2,000

Feet

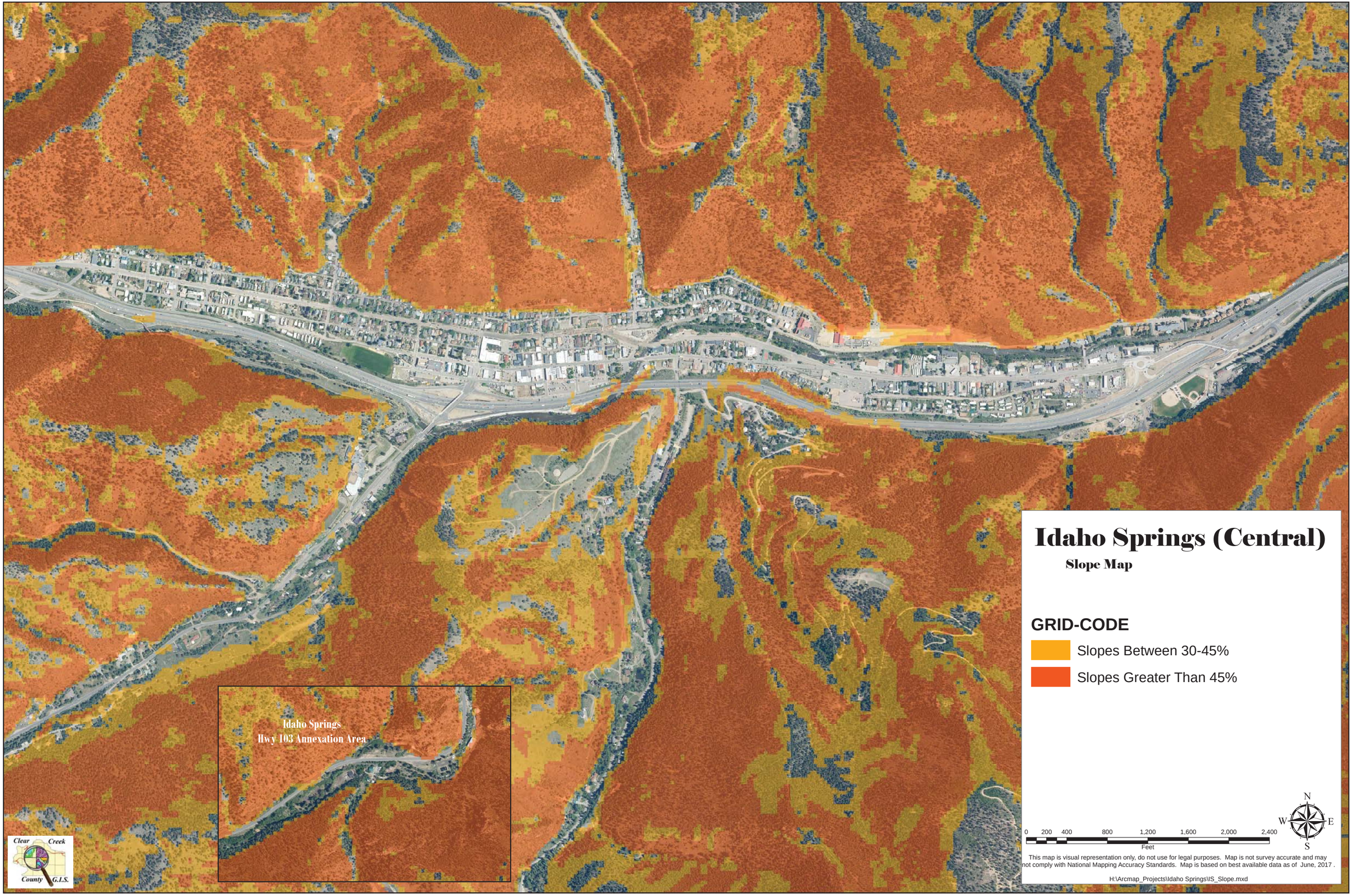
N W E S

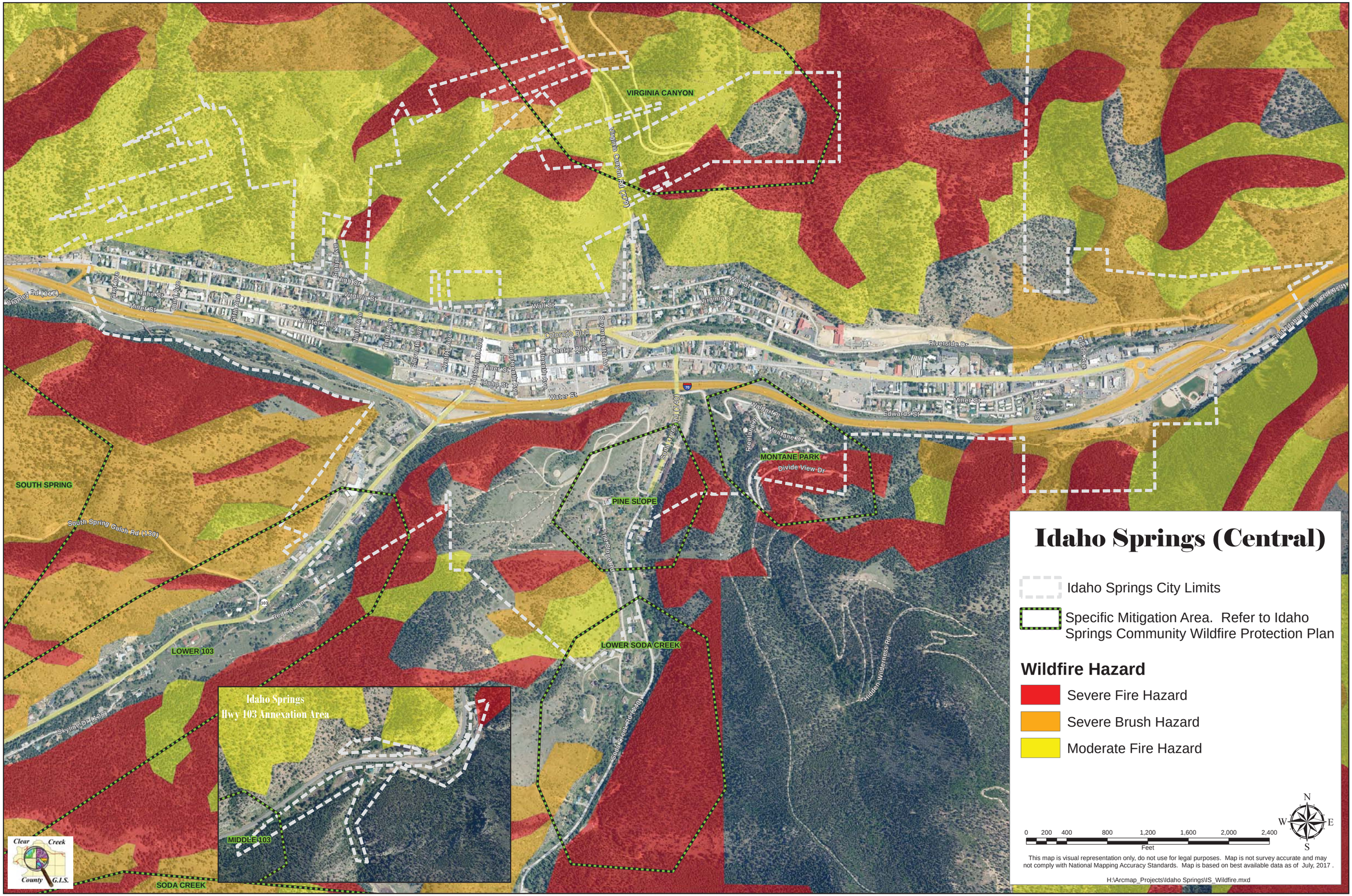
This map is visual representation only, do not use for legal purposes. Map is not survey accurate and may not comply with National Mapping Accuracy Standards. Map is based on best available data as of June, 2017 .

H:\Arcmap_Projects\Idaho Springs\IS_Mines_East.mxd



Clear Creek County G.I.S.


Idaho Springs (Central)
Slope Map
GRID-CODE
Slopes Between 30-45%
Slopes Greater Than 45%
Idaho Springs
Hwy 103 Annexation Area
0 200 400 800 1,200 1,600 2,000 2,400
Feet
N
W
E
S
This map is visual representation only, do not use for legal purposes. Map is not survey accurate and may not comply with National Mapping Accuracy Standards. Map is based on best available data as of June, 2017 .
H:\Arcmap_Projects\Idaho Springs\IS_Slope.mxd
Clear Creek
County G.I.S.


Idaho Springs (Central)
Idaho Springs City Limits
Specific Mitigation Area. Refer to Idaho Springs Community Wildfire Protection Plan
Wildfire Hazard
Severe Fire Hazard
Severe Brush Hazard
Moderate Fire Hazard
0 200 400 800 1,200 1,600 2,000 2,400
Feet
N
W
E
S
This map is visual representation only, do not use for legal purposes. Map is not survey accurate and may not comply with National Mapping Accuracy Standards. Map is based on best available data as of July, 2017 .
H:\Arcmap_Projects\Idaho Springs\IS_Wildfire.mxd
VIRGINIA CANYON
SOUTH SPRING
MONTANE PARK
PINE SLOPE
LOWER 103
LOWER SODA CREEK
MIDDLE 103
SODA CREEK
Idaho Springs
Hwy 103 Annexation Area
Clear Creek County G.I.S.
Virginia Canyon Rd (V40)
Stanley Rd (S12)
South Spring Gulch Rd (S30)
Skyline Dr (S28)
Red Fox Run
Soda Creek Rd (S40)
Pine Slope Rd
Hidden Wilderness Rd
Divide View Dr
Montane Dr
Freeland Dr
Waldenrai
Riverside Dr
Edwards St
Miner St
Water St
Colorado Blvd
Center Alley
Wall St
Virginia St
High St
Idaho St
Fifth Ave
Sixth Ave
Seventh Ave
Eighth Ave
Ninth Ave
Tenth Ave
Eleventh Ave
Twelfth Ave
Thirteenth Ave
Fourteenth Ave
Fifteenth Ave
Sixteenth Ave
Seventeenth Ave
Eighteenth Ave
Nineteenth Ave
Twentieth Ave
Spruce St
Oregon Ave
East Idaho Springs Rd (S14)
70
103

Idaho Springs (East)

Idaho Springs City Limits

Wildfire Hazard

Severe Fire Hazard

Severe Brush Hazard

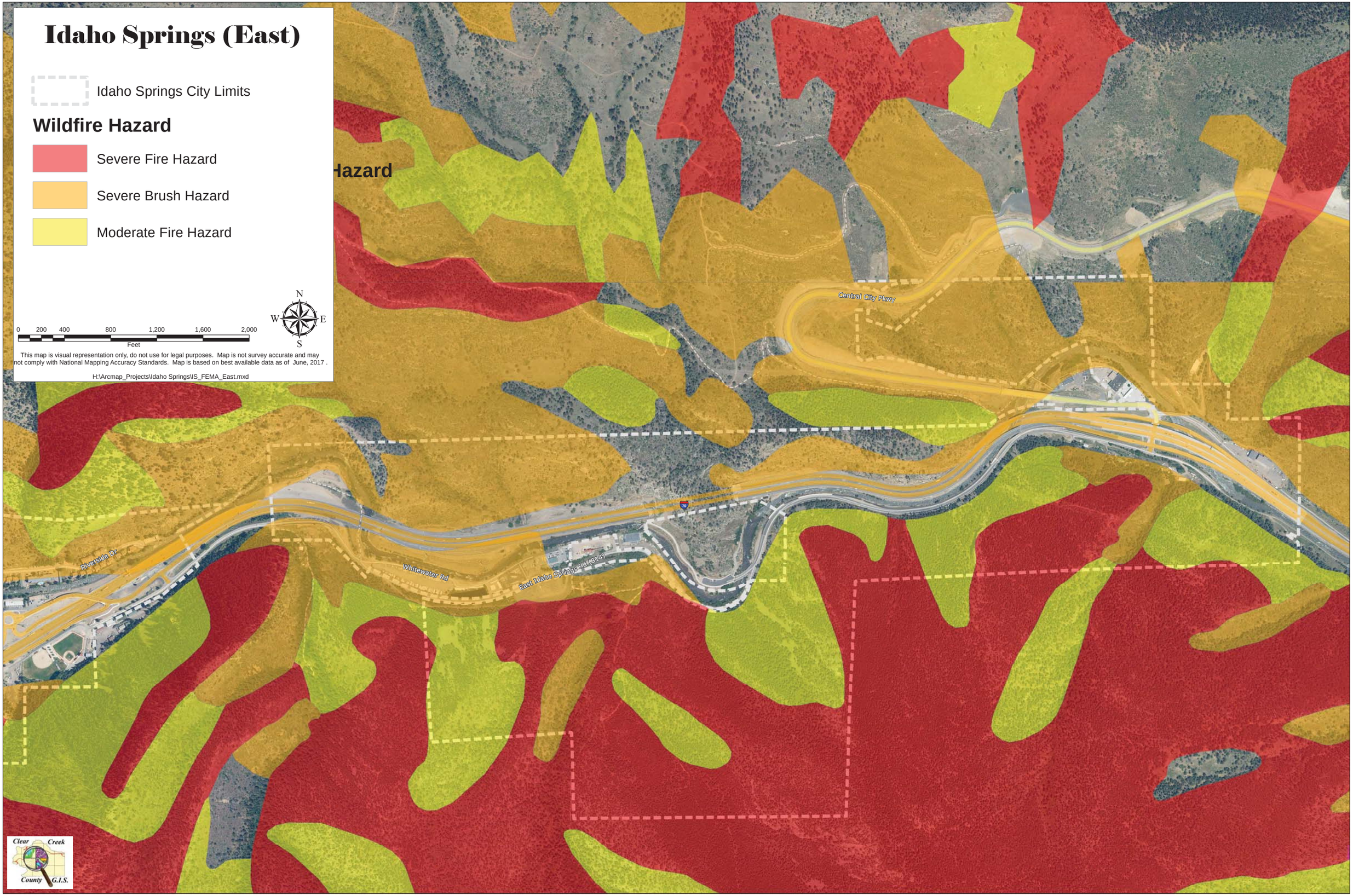
Moderate Fire Hazard

0 200 400 800 1,200 1,600 2,000
Feet

N W E S

This map is visual representation only, do not use for legal purposes. Map is not survey accurate and may not comply with National Mapping Accuracy Standards. Map is based on best available data as of June, 2017 .

H:\Arcmap_Projects\Idaho Springs\IS_FEMA_East.mxd



Clear Creek County G.I.S.

Idaho Springs (Central)

Black Bear Habitat

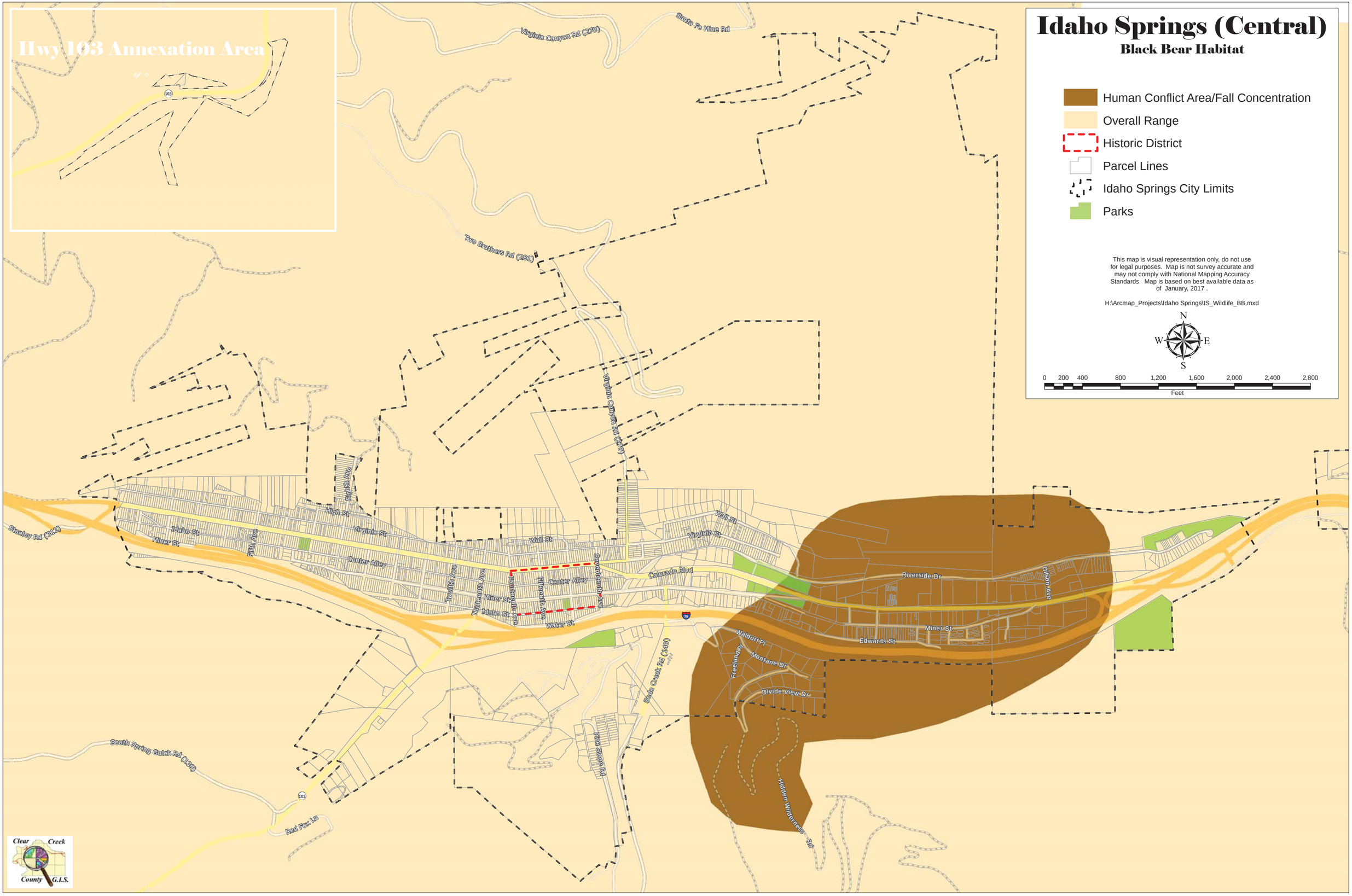
- Human Conflict Area/Fall Concentration
- Overall Range
- Historic District
- Parcel Lines
- Idaho Springs City Limits
- Parks

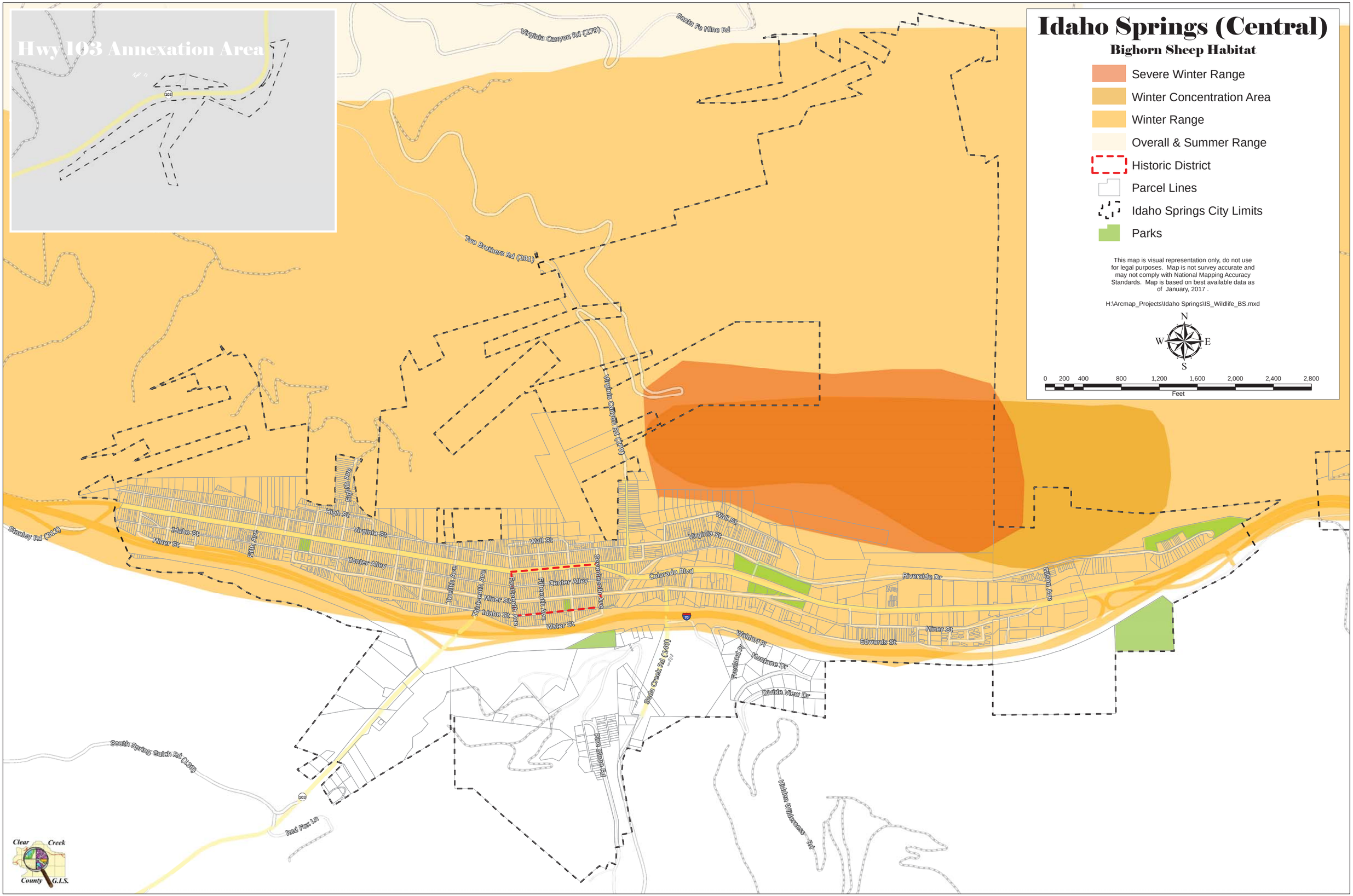
This map is visual representation only, do not use for legal purposes. Map is not survey accurate and may not comply with National Mapping Accuracy Standards. Map is based on best available data as of January, 2017 .

H:\Arcmap_Projects\Idaho Springs\IS_Wildlife_BB.mxd

N W E S

0 200 400 800 1,200 1,600 2,000 2,400 2,800
Feet




Idaho Springs (Central)
Bighorn Sheep Habitat
Severe Winter Range
Winter Concentration Area
Winter Range
Overall & Summer Range
Historic District
Parcel Lines
Idaho Springs City Limits
Parks
This map is visual representation only, do not use for legal purposes. Map is not survey accurate and may not comply with National Mapping Accuracy Standards. Map is based on best available data as of January, 2017 .
H:\Arcmap_Projects\Idaho Springs\IS_Wildlife_BS.mxd
N
W
E
S
0 200 400 800 1,200 1,600 2,000 2,400 2,800
Feet
Hwy 103 Annexation Area
103
Virginia Canyon Rd (279)
Santa Fe Mine Rd
Two Brothers Rd (281)
Virginia Canyon Rd (279)
Stanley Rd (212)
Idaho St
Miner St
Fifth Ave
High St
Virginia St
Center Alley
Wall St
Fourteenth Ave
Thirteenth Ave
Twelfth Ave
Sixteenth Ave
Colorado Blvd
Riverside Dr
Elson Ave
Water St
Edwards St
Waldorf Pl
Montana Dr
Divide View Dr
Soda Creek Rd (1410)
Blue Sheep Rd
Hidden Wilderness Rd
South Spring Gulch Rd (1409)
Red Fox Ln
70
103
Clear Creek County G.I.S.

Idaho Springs (East)

Bighorn Sheep Habitat

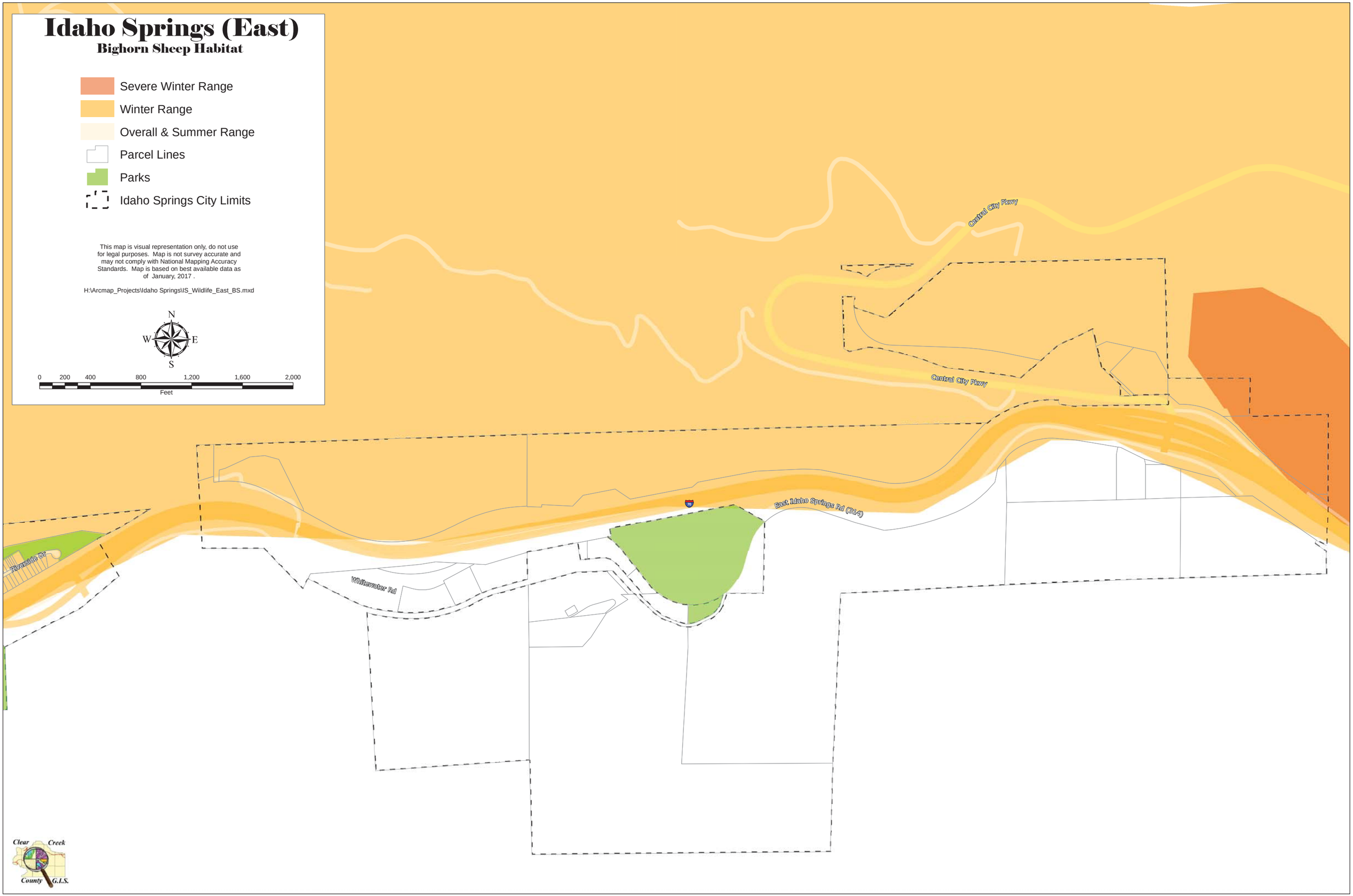
- Severe Winter Range
- Winter Range
- Overall & Summer Range
- Parcel Lines
- Parks
- Idaho Springs City Limits

This map is visual representation only, do not use for legal purposes. Map is not survey accurate and may not comply with National Mapping Accuracy Standards. Map is based on best available data as of January, 2017 .

H:\Arcmap_Projects\Idaho Springs\IS_Wildlife_East_BS.mxd

N
W E
S

0 200 400 800 1,200 1,600 2,000
Feet



Clear Creek County G.I.S.

Idaho Springs (Central)

Elk Habitat

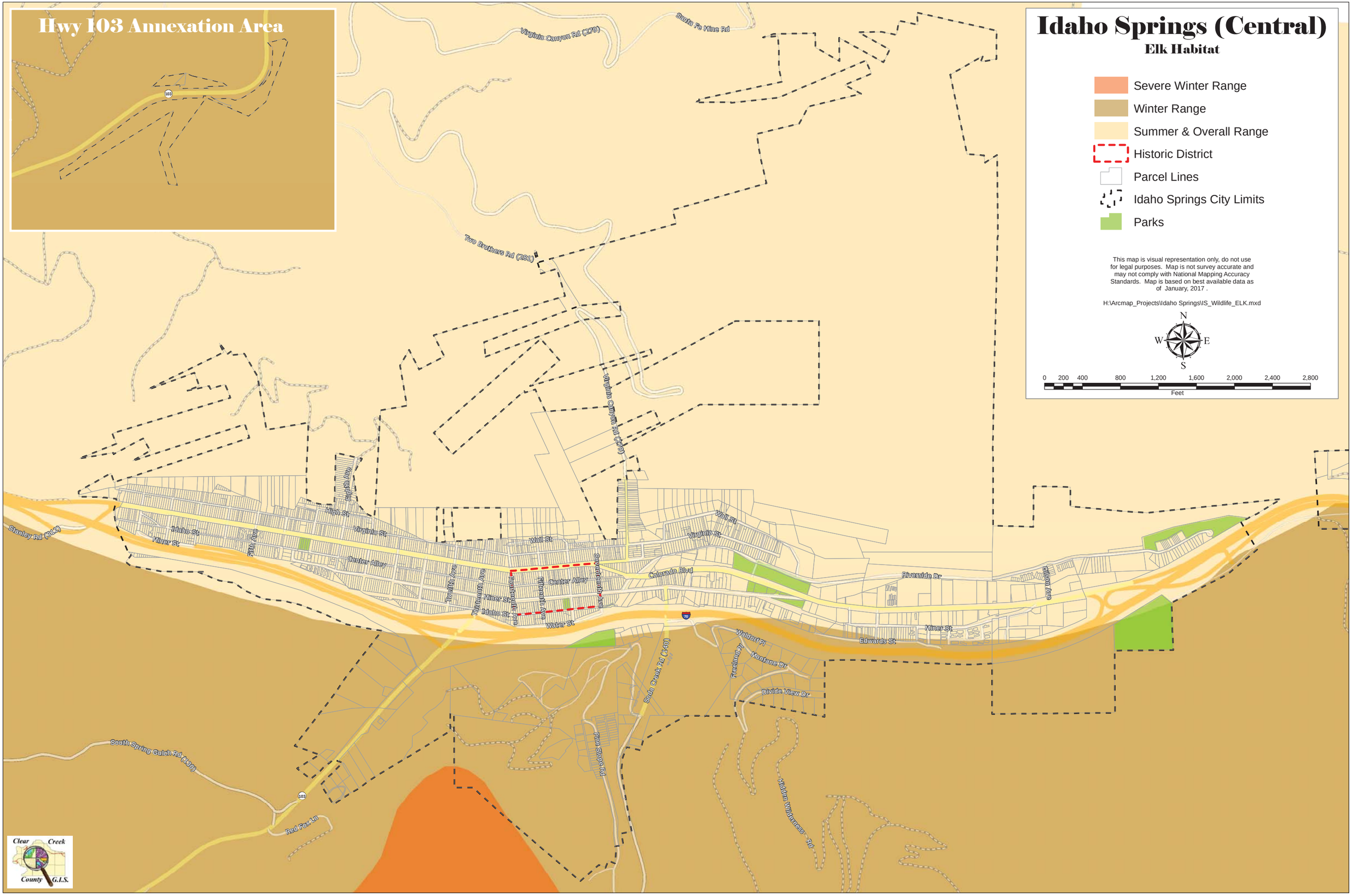
- Severe Winter Range
- Winter Range
- Summer & Overall Range
- Historic District
- Parcel Lines
- Idaho Springs City Limits
- Parks

This map is visual representation only, do not use for legal purposes. Map is not survey accurate and may not comply with National Mapping Accuracy Standards. Map is based on best available data as of January, 2017 .

H:\Arcmap_Projects\Idaho Springs\IS_Wildlife_ELK.mxd

N W E S

0 200 400 800 1,200 1,600 2,000 2,400 2,800
Feet



Idaho Springs (Central)

Mountain Lion & Lynx Habitat

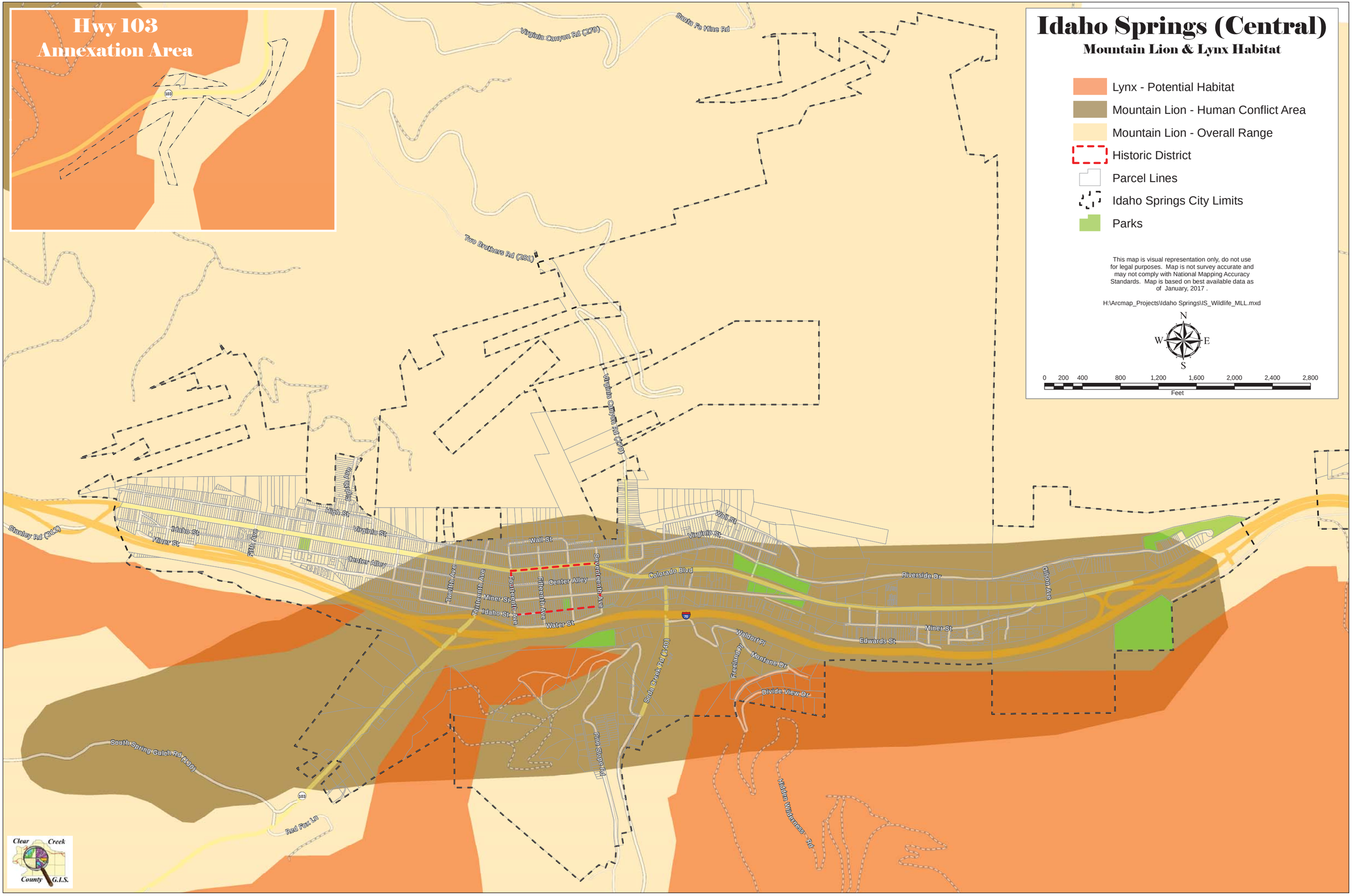
- Lynx - Potential Habitat
- Mountain Lion - Human Conflict Area
- Mountain Lion - Overall Range
- Historic District
- Parcel Lines
- Idaho Springs City Limits
- Parks

This map is visual representation only, do not use for legal purposes. Map is not survey accurate and may not comply with National Mapping Accuracy Standards. Map is based on best available data as of January, 2017 .

H:\Arcmap_Projects\Idaho Springs\IS_Wildlife_MLL.mxd

N W E S

0 200 400 800 1,200 1,600 2,000 2,400 2,800
Feet



RESOURCES

Chabin Concepts. (September 2014). ***Economic Agenda; Imagine Clear Creek County***. http://www.co.clear-creek.co.us/DocumentCenter/View/4697

City of Idaho Springs. (2016). ***I-70 Visioning Task Force Recommendations.*** https://www.colorado.gov/pacific/sites/default/files/I-70%20Visioning%202016.pdf

City of Idaho Springs (October 2007). ***City of Idaho Springs Design Guidelines for Historic Structures.*** https://www.colorado.gov/pacific/sites/default/files/Design%20Review%20Guidelines.pdf

Clear Creek Consultants and Matrix Design Group. (February 2014). ***Upper Clear Creek Watershed Plan Update***. https://www.colorado.gov/pacific/sites/default/files/CCWatershedPlan_02-06-14_FINAL.pdf

Clear Creek County. (November 2005). ***Clear Creek Greenway Plan.*** http://www.co.clear-creek.co.us/DocumentCenter/Home/View/928

Clear Creek County. (2017) ***Clear Creek County 2017 Community Master Plan***. http://www.co.clear-creek.co.us/DocumentCenter/View/929

Colorado Department of Local Affairs. (March 2016) ***Planning for Hazards: Land Use Solutions for Colorado.*** https://planningforhazards.com/home

Colorado Department of Local Affairs. (March 2017) ***Affordable Housing Guide for Local Officials***. https://dola.gitbooks.io/affordable-housing-guide/

Colorado Department of Transportation. (August 2014). ***Advanced Guideway System Feasibility Study (AGS).*** https://www.codot.gov/projects/AGSstudy

Colorado Department of Transportation. (June 2012). ***I-70 Mountain Corridor Record of Decision and Final Programmatic Environmental Impact Statement.*** https://www.codot.gov/projects/i-70-old-mountaincorridor/documents/Final_I70_ROD_Combined_061611maintext.pdf

Colorado Department of Transportation and City of Idaho Springs. (May 2010). ***Idaho Springs Area of Special Attention Report***. https://www.colorado.gov/pacific/sites/default/files/Area%20of%20Special%20Attention%20Report.pdf

Colorado Department of Transportation and City of Idaho Springs. (April 2012). ***Advanced Guideway System (AGS) Feasibility Study.*** https://www.codot.gov/projects/AGSstudy

Colorado Department of Transportation (2008) ***Collaborative Effort Consensus Recommendation***. https://www.codot.gov/projects/contextsensitivesolutions/docs/pdfs/ce/collaborative-effort-consensus-recommendation/view

Colorado Department of Transportation (2011). ***I-70 Record of Decision.*** https://www.codot.gov/projects/i-70-old-mountaincorridor/i-70-record-of-decision.html

Community Strategies Institute. (March 2012). ***Clear Creek County Housing Needs Economic Development Corporation Clear Creek County Assessment***. http://www.co.clear-creek.co.us/DocumentCenter/Home/View/2440

Clear Creek Fire Authority. (August 2014). ***Community Wildfire Protection Implementation Plan, Idaho Springs Area.*** http://www.co.clear-creek.co.us/DocumentCenter/Home/View/4542

Denver Regional Council of Governments. (July 2017). ***City of Idaho Springs Boomer Bond Summary Report.*** https://www.colorado.gov/pacific/idahosprings/documents-5

Downtown Colorado, Inc. (May 2012). ***Downtown assessment for the Colorado community of Idaho Springs.*** https://www.colorado.gov/pacific/sites/default/files/downtown%20idaho%20springs%20technical%20assistance%20program%202012.pdf

Ohrtman, F. (October 2013). ***Clear Creek and Gilpin Counties Broadband Assessment***. https://ecfsapi.fcc.gov/file/7521088690.pdf

studioINSITE (January 20, 2017). ***The East End Action Plan.*** https://www.colorado.gov/pacific/idahosprings/east-end-action-plan

Tetra Tech. (May 2016). ***Clear Creek County Hazard Mitigation Plan.*** https://www.colorado.gov/pacific/sites/default/files/MASTER_Clear%20Creek%20HMP%2005_02_16.pdf

THK Associates, Inc. (August 1, 2016) ***Idaho Springs Highest and Best Use Feasibility Study for the Interstate 70 Economic Hub at Exit 240.*** https://www.colorado.gov/pacific/sites/default/files/FINAL-EXIT%20240%20ECON%20FEASIBILITY%20STUDY%20%28002%29.pdf

Walsh Environmental Scientists and Engineers, LLC. (August 2008). ***Community Wildfire Protection Plan.*** http://www.co.clear-creek.co.us/DocumentCenter/Home/View/184

Williams, M. (October 17, 2016). ***City of Idaho Springs Source Water Protection Plan***. https://www.colorado.gov/pacific/sites/default/files/Idaho%20Springs%20Source%20Water%20Protection%20Plan%2010-17-16_1.pdf