



Planning Commission City Hall - 1711 Miner Street, Idaho Springs, CO 80452 Agenda

Monday, July 20, 2026

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Video from Meetings are viewable on the City's Website.

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participate in a meeting remotely.

1. **Call to Order (6:00 PM)**
2. **Roll Call**
3. **Agenda Approval**
 - a. Motion to approve the agenda of July 20th, 2026
4. **Public Comment**
5. **Conflict of Interest**
6. **Approval of Minutes**
 - a. Motion to approve the minutes from June 4th, 2026
7. **General Updates**
8. **New Business**
 - a. PUBLIC HEARING: FDP26-001, A Request for a Final Development Plan for a fifty (50) unit affordable multifamily residential development at 1300 Colorado Boulevard, a 1.54-acre parcel, zoned C-2.
9. **Old Business**
10. **Adjourn**

In-person and remote meeting public attendance and participation instructions:

Participation

- To provide scheduled public comment, either in person or remotely, please fill out and return the Public Comment Form on the City's website. All requests must be submitted to the City Clerk (cityclerk@idahospringsco.com) by 6 p.m. (Six) the Wednesday before the scheduled meeting.
- To provide unscheduled public comment, please join the Zoom Meeting, identify yourself with your full first and last name, and use the "Raise Hand" feature to indicate your desire to speak.

General Guidelines

- Each public comment, whether scheduled or unscheduled, is limited to three (3) minutes.
- The Commission typically does not provide feedback during public comment sessions.
- If you would like to provide materials for the Commission to review along with your Comment, please sign up for Scheduled Public Comment and provide those materials to the City Clerk by the Wednesday Deadline.



**PLANNING COMMISSION
MINUTES - DRAFT
June 4th, 2026**

CALL TO ORDER

Chair Cindy Olson called the meeting to order at 6:00 pm on Thursday June 4th, 2026.

ROLL CALL

Commissioners present were Alternate Judy Murphy, Chuck Howard and Chair Cindy Olson. Alternate Jefferson Lich, Vice Chair Ursula Cruzalegui and Caitlin Maxwell were absent, Commissioner Kent Slaymaker was in attendance via ZOOM. Staff present were Community Development Planner Dylan Graves and Deputy City Clerk Wonder Martell. Associate City Attorney Nick Klein was in attendance via ZOOM.

AGENDA APPROVAL

Commissioner Murphy moved to approve the agenda. Commissioner Howard seconded, second followed by an all in favor voice vote, motion carries.

PUBLIC COMMENT

There was no public comment.

CONFLICT OF INTEREST

There was no conflict.

APPROVAL OF MINUTES

Commissioner Howard moved to approve the minutes from May 7th, 2026. Commissioner Murphy seconded. Second followed by an all in favor voice vote. Motion carries.

GENERAL UPDATES

Community Development Planner Dylan Graves advised the commission that the Comp plan is 95% ready, there are a couple of housekeeping items left, and it should be done by the middle of next week. Mr. Graves stated he will send to the commission and place the website as a draft and ask for the public's input, and hopefully by the next meeting they can reconvene, as it's a very long document. Chair Olson asked Mr. Graves when he anticipated that it will be to them to recommend it to City Council. Mr. Graves stated that it would most likely be back to them for recommendation in August. Mr. Graves reminded the commission that as of July, the meeting would go back to their regularly scheduled day of Wednesday. Mr. Graves advised the commission that he is working on exterior lighting and looking at updating the noise ordinance and the Idaho Springs Municipal Code regarding noise.

NEW BUSINESS

CUP26-002: A request for a Conditional Use Permit (CUP) for an allowance for a private parking lot use to be established at 2833 and 2821 Colorado Blvd, zoned C-2.

STAFF: Community Development Planner Mr. Graves advised the commission that this is a request to allow a parking lot to function as an allowed use. Currently not primary use allowable, only as a secondary use. This lot would function like a city lot but would not be governed or maintained by the city, only by the property owner. 2833 is currently vacant. Mr. Graves advised the commission that he did not receive any negative comments back from any referral agencies. Mr.

Graves stated staff feels Criteria 1 is met, meets the minimum widths, the sole access to this lot would be via Colorado Blvd, which has a turning lane. There has been no formal traffic analysis performed, but staff did a small study using IT Trip Generation Manual. Criteria 2 is the Comp Plan, this meets the land use as it provides service for current commercial uses in the area. Criteria 3 Impact to neighboring properties. Mr. Graves stated that its not expected to impact any more than a currently allowed use would. Since it is on private property and is not being leased to the city as part of the city's managed parking system, the private property owner will have full responsibility for maintenance, management, operations, and enforcement.

Mr. Graves advised the commission that the applicant has proposed approximately 20 parking spaces at the subject property, each meeting the minimum parking space dimensional requirements found in the ISMC (8.5' x 18'). The drive lane proposed within the site is 24' wide. Mr. Graves advised the commission that staff had been brainstorming on potential conditions and some mentioned were:

1. Parking spaces shall meet minimum parking dimensional standards and shall be delineated on-site to the City's satisfaction.
2. A condition concerning compliance with the City's parking plan.
3. A condition concerning operating hours.
4. A condition concerning possible security measures at the parking lot.

Staff generally support the application, with the only concern being about traffic impacts. Staff note that traffic impacts are unlikely to be significantly different from by-right uses in the C-2 district. As such, city staff support approval of the proposed Conditional Use Permit to allow private parking lot use to be established at 2821 and 2833 Colorado Boulevard.

APPLICANT: Ken Nelson Jr – 13417 Hwy 144, Lot 1 Fort Morgan CO

Mr. Nelson advised the commission that he did not have much more to add. Mr. Nelson stated that the lots have already been paved, sealed and striped. They are at a minimum 9' wide and 18' in length, most spots are at an angle to provide for a longer space and the drive lane between the spaces is 24'.

DISCUSSION-

Community Development Planner Mr. Graves stated that the original request was for a conditional use permit for 10 years, but the Idaho Springs Municipal Code is not written that way, there is no good mechanism to approve for a certain amount of time and he recommends a CUP that runs with the property.

Associate City Attorney Nick Klein stated that the CUP allows council to revoke and Mr. Graves had described that right. Mr. Graves stated that the commission can place conditions that must be followed or the CUP gets revoked. Chair Olson stated that the ordinance should have been changed first to give a time frame to CUP's and she is not comfortable with 10 years or with the property as what if the property owner changes. Attorney Klein stated there is no code basis to put time limits, it only allows council to revoke the CUP, there are no allowable time frame constraints. Chair Olson asked if the applicant could ask for 5 years? The intent is not to have all things change into parking lots, hopefully sometime in the future these spaces will be used for an alternative use. Applicant Ken Nelson Jr stated that his lease with the towing company is longer than 5 years. Chair Olson stated again that she has a hard time with this being allowed for more than 5 years.

Commissioner Murphy asked Associate Attorney Klein if the maintenance gets bad enough, would that be enough for City Council to revoke the CUP. Attorney Klein stated that if maintenance was a condition that was not being met, it could be revoked. Chair Olson stated she would like to add no overnight parking or overnight storage as a condition and setting the parking hours to be the same as the City parking rules. Chair Olson asked if this type of use required a business license, which it would. Commissioner Murphy mentioned that the city would not make any money from this lot, is there oversight of the property, will there be someone there watching? Mr. Graves stated that's a good question for applicant Ken Nelson Jr. Chair Olson asked Mr. Nelson if he intended to use kiosks. Mr. Nelson stated that he was in conversation with Interstate Parking and he is looking to get approval for this use prior to signing an agreement with Interstate Parking.

Chair Olson stated there needs to some sense of management and she's back to the 5 year topic. Ms. Olson asked staff if there were some CUP's in town that had time limits on them. Mr. Graves stated to Attorney Klein that the CUP for AVA to have camping is the only one. Attorney Klein advised that the difference of that one, is the applicant submitted the Conditional Use Permit application with the understanding that it was good for one year, it was a self-imposed condition. Commissioner Slaymaker stated that the AVA applicant was concerned that it would not be allowed/approved and that's why there was a time limit concession. Chair Olson asked about adding a condition that would require a traffic analysis after 6 years, if the applicant was willing to add the time limit of 5 years for re-review, because if it's a voluntary inclusion from the applicant then it can be a condition to re-visit in 5 years.

Commissioner Slaymaker asked if the timing discussion was because they may not want this to be a parking lot forever, unless the property gets sold or the ordinance gets changed to allow for timeframe. The parking lot is a great use now but later, it maybe not. Commissioner Murphy asked about the rules on snow removal, does it have to be removed within a certain time frame. Mr. Graves advised the commission that they were not reviewing the operation plan, but the use of the property. Commissioner Slaymaker stated good point, the use of the lot, and not the internal business practice is what this commission is reviewing, whether or not this use meets the criteria for approval. Chair Olson mentioned that she had a hard time approving without a time limit. Chair Olson asked Applicant Ken Nelson Jr if he would put the 5 year time frame on this CUP or they could hold off until the ordinance gets changed.

Attorney Klein stated denial of this CUP, in order to wait for the ordinance to be changed is not proper for denial, the applicant has a right to have this viewed as the code is written at the time the applicant was submitted. Chair Olson said she's having a hard time with this as AVA had a time frame and it seems they are using different rules for this one. Mr. Nelson said no as he has leases longer than 5 years at this time. Commissioner Slaymaker stated waiting for the ordinance is waiting for future law and not current law. Attorney Klein stated that the code speaks to the criteria for approval, for the commission to impose conditions they must provide the rational basis of what the code provides for. Commissioner Murphy asked about a 7-year time limit to cover the existing leases. Chair Olson stated that would be a compromise with a 7-year time limit. Mr. Graves asked how the compliance with the 3 criteria change if there is a 5 or 7 year approval period versus being approved with the property but if they don't operate properly and the CUP gets revoked.

Chair Olson stated that she had not heard of a time frame not being allowed and with that being thrown at them at this point was a bit confusing and committing to forever is not in the best interest of the city. Attorney Klein stated the code states that the approval of a conditional use requires the imposition of conditions or requirements designed to eliminate, reduce or mitigate adverse impacts resulting from the proposed use. Proposed timeline does not accomplish those items. Chair Olson stated that a traffic analysis condition should be added for Colorado Blvd and Miner Street within the next 5 years. Attorney Klein stated that is a appropriate condition. Chair Olson mentioned that this area can change, and this condition should be added to both CUP's. Commissioner Howard stated that the CUP for 2833 is fine, but the 2815 should be looked at.

Chair Olson mentioned adding a condition for traffic study within the next 5 years. Applicant Ken Nelson Jr. stated that parking is for what's already currently there, a hotel would bring way more traffic to the area, the parking is to accommodate what's already coming in from the interstate. Commissioner Slaymaker agreed with Applicant Ken Nelson Jr. Chair Olson mentioned that McDonalds could leave and change into something else we have no idea what changes are incoming within the next 5 years, just looking at forever. Commissioner Slaymaker stated he was ready to vote. Community Development Planner Mr. Graves reminded the commission to include any conditions in the motion. Associate City Attorney Nick Klein offered to make the motion and then the commissioners can just say "so moved" if the motion is desired, there is consensus on no overnight storage and no parking from 2am to 6am. Commissioner Howard stated he would drop the traffic analysis from the list of conditions.

MOTION - Associate Attorney Nick Klein made the motion a motion to recommend approval of CUP26-002 a conditional use permit for a parking lot use at 2833 and 2821 Colorado Blvd with the following conditions;

1. No overnight parking from 2 am to 6 am
2. No overnight storage on the property

Commissioner Slaymaker moved on the motion, Commissioner Howard seconded, second followed by a roll call vote. Motion carries 3-1 with Chair Olson voting no.

CUP26-003 a request for a conditional use permit at 2815 Miner Street for a private parking lot use.

STAFF- Community Development Planner Mr. Graves stated that the property currently has a small apartment complex on the western side of the property. No changes to this use are proposed. The parking use is anticipated to take up the eastern half of the lot, which is currently vacant and was previously used as a storage area for the towing company that previously occupied the adjacent property. The applicant has stated that 15 spaces could be accommodated at this site.

A traffic study or analysis was not performed to assess the impact that the use would have on the roadway system or on adjacent properties. However, discussing the application with the city's engineer and the city's public works director, they did not have concerns about a significant increase in traffic beyond what Miner Street and the intersection of Miner and Colorado Boulevard could handle. Staff recommends approval of this application.

Chair Olson mentioned if someone wanted to put up a cart and sell coffee, they cannot do that with this conditional use so they couldn't do that. Mr. Graves advised that a coffee cart is an allowed use, it could potentially be an easier process because its already allowed. Chair Olson asked if they would have to come back to change this into something other than a parking lot, to which Mr. Graves advised that it would require a FDP.

APPLICANT – Ken Nelson Jr. Mr. Nelson stated everything has been covered there is no anticipation for any coffee shop going up, there is a food truck on Colorado Blvd, on city property and is already there. Mr. Nelson does not have any plans other than having parking lots there for a long while.

MOTION- Associate Attorney Kick Klein made the motion a motion to recommend approval of CUP26-003 application, a conditional use permit for a parking lot use at 2815 Miner Street with the following conditions;

1. No overnight parking from 2 am to 6 am
2. No overnight storage on the property

Commissioner Slaymaker stated "so moved".

Chair Olson asked to add the other conditions, and asked if the other conditions were in the last motion. Associate Attorney Klein stated the only conditions were the ones stated in the motions. Chair Olson asked other commission members if the suggested conditions were in the last motion, to which they were not, and Chair Olson stated she was glad she voted no. Associate Attorney Nick Klein asked if she was looking at the potential conditions, and if that's what she was asking, that they are already in the code as existing, like the parking dimension standards which you have to comply with, and the parking plan one is a bit redundant. Mr. Klein also mentioned that Commissioner Slaymaker stated so moved so at this point the determination is if there is a second or not.

Commissioner Murphy seconded the motion. Second followed by a roll call vote. Motion carries 3-1 with Chair Olson voting no.

Associate Attorney Klein reminded the commission that the public hearing on this will be done at the second read at City Council.

OLD BUSINESS

No old business

ADJOURMENT

Chair Olson Adjourned the meeting at 7:00 pm to go into work session.

IDAHO SPRINGS PLANNING COMMISSION STAFF REPORT

Meeting Date: Monday, July 20, 2026	Page 1 of 12	Item: FDP26-001: Final Development Plan for a 50-unit Affordable Multifamily Residential Development at 1300 Colorado Blvd
Presented by: Dylan Graves Community Development Planner		

PROPOSAL:

This is a request for a Final Development Plan (FDP) for a 50-unit affordable multifamily residential development at 1300 Colorado Boulevard, the site of the former Carlson Elementary School, which is zoned Commercial Two (C-2).

This is an affordable housing project seeking Low Income Housing Tax Credits (LIHTC) to finance this project. The LIHTC requirements would require that the project be deed restricted, with all units offered at a maximum Area Median Income (AMI) of 60%. The average proposed AMI for this project is below this standard, at approximately 48.6% AMI. The units will range from 30-60% of the AMI for the community. 16 of these units would be priced at 30% of the city's AMI. These would help address the city's needs as identified in the adopted Regional Housing Needs Assessment (HNA) for the community, which calls for approximately 70 units needed in the 0-60% range by 2032 to keep up with the city's housing needs.

Because this is an affordable housing project, the city has expedited this review in keeping with the city's commitment for expedited / fast track review, which was established via Resolution #18, Series 2025. This ensured that the city meets state Proposition 123 requirements for affordable housing policies. This expedited review process requires a maximum of 90 days from complete submission to final decision. With this in mind, there are some items in this report that are not as fully fleshed out as city staff would like. As such, a number of conditions are proposed to ensure that these items are addressed prior to any building permit or engineering approvals are granted for the property.

The Clear Creek Regional Housing Authority (CCRHA) is planning to be a special limited partner for this project and is in support of the project currently. On July 20th, they are meeting to approve a resolution in acceptance of this partnership.

The applicant has been awarded Department of Local Affairs (DOLA) funding through the Division of Housing (DOH) for the project and is submitting for the 4% LIHTC funding round with an application due August 3rd.

APPLICANT: Austin Richardson, DW Development Group

ATTACHMENTS:

1. Site plan, floor plans, and elevation drawings
2. Applicant narrative
3. Applicant architectural review
4. Traffic analysis

BACKGROUND:

The ISMC requires that no building permit shall be issued in the R-3, R-M, C-1, C-2, C-3, I-1, L-I or HD Zone Districts for new buildings, expansions/additions of more than twenty percent (20%) of the gross floor area of

existing structures, or for any new development proposed in a PD Zone District, until an FDP meeting the requirements of this Article has been approved for it.

The subject property is zoned Commercial Two (C-2). By-right uses in the C-2 zone district include a variety of commercial uses. It also allows residential multifamily development as a by-right use. The proposed use is a by-right use in the C-2 zone district.

The proposed development is a fifty (50) unit multifamily residential development. The proposal contains two three-story, 25-unit buildings, one facing Colorado Boulevard and one facing Miner Street, with parking in between. Two accesses to the property will be provided, one on 13th Avenue and one on 14th Avenue.

The historical use of the property is an institutional / educational use, the former Carlson Elementary School. This change of use to multifamily residential is permitted by code in the C-2 zone district, per the Use Table in Section 21-50 of the Idaho Springs Municipal Code (ISMC).

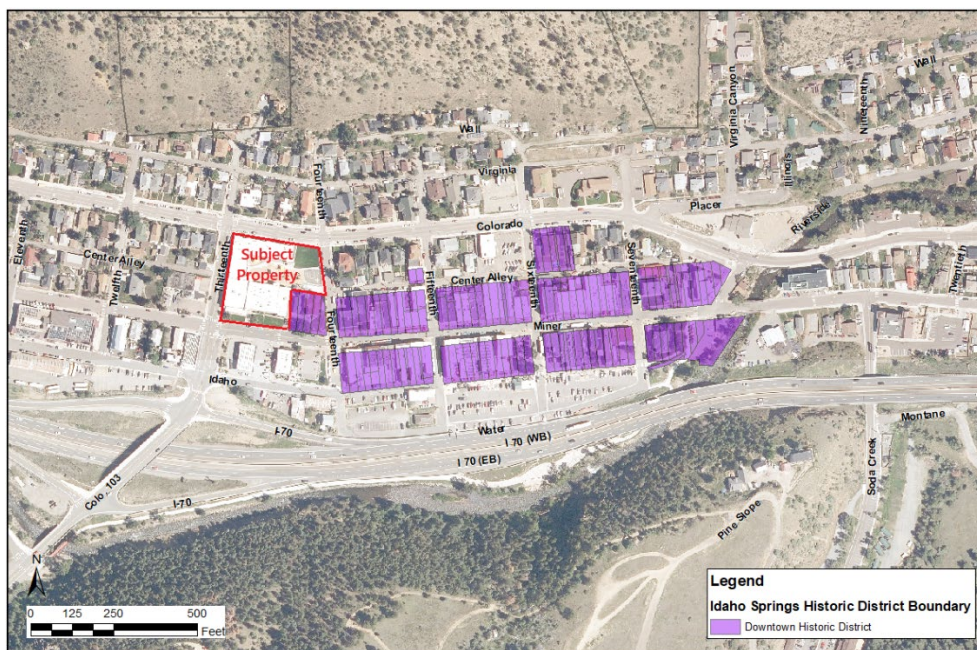
The proposed plans, including the site plan, floor plans, and elevation drawings, are included at the end of this report as Attachment #1. The proposed development would require the demolition of the existing improvements on the property and the construction of new, three-story buildings.

The subject property is directly adjacent to the city's Downtown Miner Street National Historic District, abutting the city-owned Central Hose House and Carnegie Library properties.

Several public benefits are proposed as part of the project, including a small "gateway" park on the corner of Miner Street and Thirteenth Avenue.

The applicant, DW Development Group, is requesting that a portion of City Right-of-Way (ROW) be vacated to accommodate this project. The city owns ROW through the middle of the proposed parking lot, in which a city sewer main is located. This ROW vacation request is discussed further in the following section of this report.

A vicinity map of the project, showing the proximity to the downtown Historic District:



PLANNING COMMISSION ROLE:

The ISMC requires that this Final Development Plan (FDP) application go before the Planning Commission for review and recommendation of either approval or denial to City Council.

REFERRAL COMMENTS:

City staff referred this application to the following organizations and departments: Clear Creek Fire Authority, JVA (city engineer), SAFEbuilt (city building department), City of Idaho Springs Public Works Director, City of Idaho Springs Police Department, City of Idaho Springs attorneys, Clear Creek EMS, Lumen, Xcel Energy, Clear Creek School District, City of Idaho Springs Administrator, the Business and Community Promotions Director, and the City of Idaho Springs' Historic Preservation Review Commission (HPRC).

Comments were sent to the applicant after a fourteen-day referral, as per ISMC requirements. Resubmitted materials addressing referral comments were referred back to the aforementioned agencies and departments.

After a second review, staff and referral agencies determined that the application suitably addressed the referral agencies' and city staff's concerns suitably to move forward under the expedited / fast track review policy.

CRITERIA FOR APPROVAL:

Per Sec. 21-106(F) of the ISMC, when reviewing the requested revision, the Commission shall ensure that it meets the following criteria:

Final development plans shall conform to all use and development standards of the Idaho Springs Municipal Code as well as the Idaho Springs Standards and Specifications for Design and Construction and any underlying Planned Development.

The next section of this report will detail whether the proposed development meets the city's use and development standards.

LAND USE AND ZONING STANDARDS:

The property is zoned C-2, which allows for multifamily residential development as a by-right use. The proposed development consists of two (2) buildings containing a total of 50 residential units with no commercial space. The proposed development contains 11 one-bedroom, 24 two-bedroom, and 15 three-bedroom units.

The one-bedroom units are proposed at 613 square feet, the two-bedroom units at 755 square feet, and the three-bedroom units at 900 square feet.

The C-2 zone district allows multifamily residential construction as a use by right. As such, the proposed development conforms with the city's use standards contained in Sec. 21-41 of the ISMC.

DENSITY:

The ISMC does not specify a maximum density. Maximum feasible density is based on the ability of the proposed development to meet required development standards, including setbacks, open space percentages, parking requirements, height restrictions, and other standards that will ultimately limit the total number of units feasible for the property. The proposed density is for 50 units on ~1.54 acres of land, a density of 32.56 units per acre. This is a similar density to the Fieldhouse Apartments project several blocks west. This density would be allowed, on the condition that lot coverage, open space requirements, height and setback standards, and other city requirements are met.

LOT COVERAGE AND BUILDING COVERAGE:

The ISMC requires properties in the C-2 zone district to maintain a minimum of 15 percent of the lot area unoccupied by buildings and structures across a development. The Applicant is proposing to meet this requirement by utilizing landscaped areas around the buildings and small medians in the proposed parking area. Several features, including a playground and dog run that will be available to residents, add to the open space areas on-site. A small community features on the Southwest corner of the property will be available for public use. The proposed development features an open space percentage of 25.52%, meeting this requirement.

SETBACKS:

The C-2 zone district requires the following setbacks:

Front and Rear: 10'

Sides: 5'

The submitted FDP appears to comply with these required setbacks. Staff will confirm final compliance with setbacks at the time of building permit submittal, if this FDP is approved.

MAXIMUM HEIGHT:

The ISMC requires a maximum building height of 35' in the C-2 zone district. Height limit is measured as follows, per Sec. 21-15 of the ISMC:

Building height. Building height is measured from the average of finished grade at the center of all walls of the building to the top of the parapet or highest roof beam (whichever is higher) on a flat or shed roof, to the top of the parapet or deck level (whichever is higher) of a mansard roof, or the average distance between the highest ridge and its eave of a gable, hip or gambrel roof.

The proposed building is a flat roof. Based on how flat roofs are calculated, both buildings appear to meet the city's height standards.

TRAFFIC ANALYSIS:

A traffic study performed by CivTrans Engineering Inc. was submitted as part of the applicant's submittal materials. The city's engineering team from JVA reviewed this traffic study to determine compliance with engineering best practices.

The traffic analysis used the Institute of Transportation Engineers (ITE) Trip Generation Manual to estimate trip generation. They estimated approximately 240 daily vehicle trips for the 50-unit development. This traffic analysis estimated that the housing use would generate less traffic than the previous use of the site (elementary school). This estimate of 240 average daily trips generated is very close to the estimates that the city has in its *Standards and Specifications for Design and Construction* document, which estimates approximately 5 average daily trips per dwelling unit.

The overall takeaway of the traffic analysis, per the engineering report, is as follows:

It is anticipated that this project will generate approximately 240 daily trips with 18 AM peak hour and 23 PM peak hour trips, which is significantly fewer trips than what was generated by the elementary school that historically operated on this site. Furthermore, with the proximity to the core downtown area of Idaho Springs and a transit stop, a significant portion of the trips are anticipated to be multi-modal or transit-oriented. Based

on these factors, the proposed development is unlikely to have a traffic impact on the adjacent roadway infrastructure. Therefore, additional traffic analysis for this project should not be required.

While the development will increase total traffic in the area, it does not appear that it will increase traffic beyond the level that the city's existing roadway network can handle. The engineer did not believe that any new improvements to the roadway system would be needed to accommodate the traffic associated with this site. New curb cuts will be needed at 13th and 14th Avenues, which will be required to meet city standards.

City staff have heard the concern that adding additional vehicles in this vicinity may increase backups along 13th Avenue, which has significant traffic due to being the major connection between Colorado Boulevard and the Exit 240 interchange. The traffic analysis provided did not include any traffic counts to determine existing traffic levels on 13th Avenue or 14th Avenue in the vicinity of the property, though the anticipated traffic levels for the property are low enough to not anticipate significant impacts on existing traffic in the area.

ACCESS:

There are two primary access points to the property, one each on 13th Avenue and 14th Avenue. These are proposed as two-way access points, allowing residents and visitors to access and exit the site via either avenue. 14th Avenue is a one-way road from south to north, so any vehicles exiting onto 14th Avenue will need to turn left and then turn onto Colorado Boulevard. Vehicles exiting onto 13th Avenue could turn in either direction.

Since new driveway accesses will be added to these avenues, a sight distance triangle analysis will need to be performed to determine whether any existing parking resources on the roadway network would need to be altered to accommodate site line requirements. Staff believe that this could be required as a condition of approval, to be completed before building permits are submitted and construction commences.

The access meets the *Standards and Specifications for Design and Construction* document's standards for distance from intersections. This document requires at least 125' of distance from the centerline of a driveway access to the centerline of a roadway intersection, which this development meets.

The city's Public Works Director and contracted engineer both reviewed this application and did not provide comments regarding the proposed accesses to the property.

PARKING:

The FDP indicates the following parking requirement and proposed supply:

	Proposed Units	Spaces per Unit	Spaces Require	Spaces Proposed
Studio	0	1.25	0	
1-Bedroom	11	1.5	16.5	
2-Bedroom under 800 square feet	24	1.5	36	
3-Bedroom under 900 square feet	15	1.75	26.25	
4-Bedroom	0	2.5	0	
Total:	50		78.75	79

The proposed development meets the off-street parking requirements listed in Sec. 21-127 of the ISMC.

The parking lot is located in the center of the property, with access from both 13th Avenue and 14th Avenue. Limited access gates are proposed, which will function with digital technology to allow residential access to the parking lots while avoiding any non-residential parking in the area. This is not anticipated to have an impact on the city's public roadway system based on the applicant's submitted traffic study.

Staff would anticipate that 2-3 parallel street parking spaces on 14th Avenue would be lost to accommodate the driveway access for this development. These are not accounted for in the parking counts, but are important to note since that will result in a slight decrease in public parking available in the downtown area. The ISMC does not contemplate the loss of public parking spaces resulting from a development that requires a driveway access.

TRANSIT ACCESS:

The property is located less than ¼-mile from the primary bus stop for the city, which connects the city to other communities in Clear Creek County via the Roundabout bus service and to Denver, the Front Range, and other mountain communities west of Idaho Springs on the I-70 highway corridor via the Pegasus and Bustang services. Buses currently run daily from approximately 8:00am to 9:00pm.

GARBAGE FACILITIES:

Garbage locations have been indicated on the plans. The enclosure will be screened from public view with fencing, in accordance with ISMC requirements. Details of the enclosures (architectural design, height of fencing, etc.) are required prior to building permit issuance to ensure compliance with city standards.

SNOW REMOVAL:

The city's *Standards and Specifications for Design and Construction* requires that all sites provide snow storage on-site. The use of the City Right-of-Way for a development's snow storage shall not be permitted. The snow storage area required is 25% of the total area of impervious surfaces.

Designated snow storage areas should be located to ensure that runoff from these areas will drain to the appropriate drainage facility (inlets, detention ponds, etc.).

Reviewing the proposed site plan for the development, there are adequate open space areas in the vicinity of paved parking and drive lanes within the development. Full drainage plans will be reviewed by the city's engineering team prior to building permit issuance, as is required as a proposed condition of approval.

LANDSCAPING:

Landscaping standards are included in Sec. 21-131 of the ISMC. The ISMC requires that landscape materials be selected, sited, and planted to produce a hardy and drought resistant landscaped area. Xeriscape landscaping principles are required, and native plant species are recommended. Irrigation is required as needed for plant establishment and maintenance.

The ISMC also seeks to anchor structures in the landscape through the use of trees, shrubs and groundcover. The size and intensity of plantings shall be appropriate to the size and context of the improvements, with the goal of creating an attractive streetscape and site design.

The proposed development calls for extensive landscaping to include tree cover, plantings, and functional grass areas. Xeriscaping is also proposed in proximity to existing buildings and in parking lot areas. The plant species makeup across the site has not yet been finalized, though the amount of landscaping proposed for the project

appears to meet the city's requirements for landscaping. A final irrigation plan for the property will be reviewed as part of the full construction plan set, to be approved prior to building permit issuance.

If approved, staff recommend that a condition be established stating that xeriscaping standards be met across the site and that plant species appropriate for the Idaho Springs environment be used.

COMPLIANCE WITH CIVIL STANDARDS (GRADING, DRAINAGE, EROSION CONTROL, ETC.):

The city's engineering team at JVA reviewed the submitted concept plans for the site as part of the referral and review process. JVA indicated a need for detailed grading, drainage, and erosion control plans, which were not included in the submittal. The applicant has expressed a willingness to provide said plans, but requested that these items be deferred to final engineering and building permit review as conditions of approval.

These plans would include:

- Detailed civil engineering plans.
- Final drainage report and stormwater management calculations.
- Final detention design and water quality calculations.
- Geotechnical investigation and recommendations.
- Final utility report.
- Final water system design.
- Final sewer system design.
- Fire flow analysis, if required by the Fire Department.
- Final erosion and sediment control plans.
- Construction specifications and engineering details.
- Final public improvement plans and cost estimates.

JVA indicated that they were willing to accept that these be deferred with the condition that they be reviewed and approved prior to building permit issuance. They are critical items that will be required to confirm that they meet city standards, though engineering staff agreed that they could be deferred with the understanding that any issues or discrepancies identified during the final review process will result in the need for an amended Final Development Plan to address issues.

With that in mind, staff recognize that the engineering associated with the development is insufficient to confirm compliance with engineering requirements. Staff believe that the proposed conditions imposed on the development will be suitable to require compliance before construction may commence and protect the city from any drainage, grading, erosion, or other engineering issues.

ARCHITECTURAL DESIGN STANDARDS:

Compliance with Sec. 21-220: Multifamily and Commercial Architecture:

The buildings appear to be compliant with Sec. 21-220 standards from the ISMC, which pertain to architectural design for commercial and multifamily residential buildings.

Massing:

Each building is made up of two separate foundations, connected by a breezeway that functions as a staircase. This ensures that the building's massing is well broken up along the longer façade of the building that will face Miner

Street and Colorado Boulevard. The ISMC's goal for massing is to ensure complex massing configurations through the use of varied building forms, orientations, rooflines, façades, and other details. The façades are broken up with different roof heights along all sides, creating a varied roofline. Further, all walls are broken up with recesses, projections, and reveals to reduce the feeling of a single, monolithic wall along any individual façade. Wall planes of more than 50' are avoided.

Roofs:

The proposed buildings are designed with flat roofs. Parapet walls vary in both height and width along the roof at an interval of less than 50', in keeping with ISMC requirements.

Windows:

The ISMC requires all elevations to contain windows, which this proposed development achieves.

Stairways:

The ISMC states that stairways serving as a primary point of entry/exit in multi-family buildings shall not be located outside of the building footprint unless it is designed to serve as an architectural feature, which this development achieves.

Primary entrances:

The ISMC requires that primary entrances to apartment buildings be identifiable by an architectural treatment such as a covered portico. The development proposes metal awnings above each stairway entrance to the building. The design also includes welcome signage and trim in the vicinity of the primary ground floor entrances to the building on the front elevation of each building. These could be enlarged to create an even more identifiable entry to the building, though meet the broad requirements of the ISMC.

Compliance with Sec. 21-205: Design Setting:

In addition to Sec. 21-220, the development must also comply with Sec. 21-205 of the ISMC, which governs design setting within different areas of the city.

Sec. 21-205(A)(2) states the following:

Beginning at 17th Avenue and extending west to 13th Avenue, the Idaho Springs Historic Commercial District is the centerpiece of the community. Chapter 22: Historic Preservation applies to this area and other locally designated or listed on the State Register of Historic Properties or National Register of Historic Places. New developments within a two-block radius of the outside boundary of the District should build upon and support the architectural features of the District itself. Use of Historic District building materials, architectural styles and designs based upon historic City sites are strongly encouraged.

The subject property is directly adjacent to the Historic District, bordering it on the eastern property line. The property sits just west of the Idaho Springs Carnegie Library and the Central Hose House. Because of the property's proximity to the city's Historic District and its commercial downtown, design setting is important to ensure that the architecture builds upon and complements the District. This site serves as a "gateway" to the city, so ensuring that it provides a high-quality, attractive welcome to visitors is also important.

Importantly, the section states that new developments within two-blocks should "complement", "build upon", and "support" the architectural features of the Idaho Springs Historic District. It encourages the use of Historic District building materials and architectural styles. The ISMC does not require buildings within this buffer to match the

Historic District's architecture, which is characterized by late 19th century and early 20th century commercial architecture that was common in the late Victorian era. However, it does request that buildings build upon and complement that architecture.

The proposed building is a multifamily building, of which the city does not have any examples that are designated as historic sites. Reviewing the proposed plans for the building, staff thus did not have a direct comparison for review. As such, staff used the city's *Design Guidelines for Historic Structures* and National Park Service standards for new, non-contributing structures to determine whether the applicant's plans suitably meet Sec. 21-205(A)(2) requirements. Since the city does not have staff that are professional experts in the field of historic preservation, City staff referred this to the city's Historic Preservation Review Commission (HPRC) board, which has several experienced historic preservationists and architects in its ranks. Overall, city staff's review was done to ensure that the development functions as a transition between the commercial historic district along Miner Street and the residential areas west and north of the development.

The HPRC's vice chair reviewed the first draft of the application and stated that the proposed development looks like it could fit well within a larger urban setting, but it appears different from the architectural style and character of the Historic Downtown District, either as a traditional design or as a contemporary interpretation of the historic character of the district. In response, the applicant modified the plans in several ways. First, they added additional ornamentation, including first floor metal awnings to complement awnings that are seen on several commercial buildings throughout the district. They also changed the treatment of the building façade from cement board siding to a stucco building treatment. This stucco is separated in color between the first floor and the upper floors of the proposed buildings. This is meant to replicate to a degree the architectural forms seen along Miner Street, where first floor storefronts exhibit a different form than upper, historically residential uses.

The applicant argues that the historical use of the site – an institutional facility (elementary school) – is important to the design of the new building, arguing that the architecture should acknowledge the civic scale of the former school property, respect the adjacent historic context, and create a transition between downtown Idaho Springs and the surrounding residential and institutional neighborhood fabric.

Ways in which they argue that the style, design, and materials build upon the district include:

- Intentional architectural articulation to create shadow, depth, and movement across the elevation to match similar articulation found in the District
- Stucco matches several key buildings around the district, including the buildings that contain the Tommyknocker Brewery and the Clear Creek Cidery that are both on that end of Miner Street
- Restrained ornamentation, visible trim along parapets and between architectural features, recessed breezeways, varied parapet heights, roofline changes, balconies, metal awnings, pedestrian scale entries, and other design features that pay homage to Miner Street's urban form and break the building up into smaller visual components that do not read as one uninterrupted apartment block
- Use of color gradation between first floor and upper floors to complement similar architectural design along Miner Street between the first floor commercial uses and upper floor residential uses
- Flat roof with varied heights, which is common throughout the District
- Gateway features, walkways, seating areas, and landscaped edges are proposed to create a walkable, pedestrian-oriented scale with a strong "public edge"

After much review, staff believe that there are a number of architectural design characteristics that attempt to complement the District and create a reasonable transition between the city's historic commercial downtown and the rest of the city. Adjacent uses in the immediate vicinity of the development include several auto service stations, which do little to complement or build upon the District. The proposed development does a better job

than these properties to create an appropriate transition in this gateway to the Idaho Springs commercial downtown. The architectural design of the buildings is admittedly different from the architectural designs that strongly contribute to the District, but staff do not believe that the proposed buildings take away from the District's architectural integrity. Stucco is not a major historical architectural feature in the District, though it is found in this area.

Finally, this area serves as a gateway to the commercial downtown District. The siting of the building close to Miner Street and inclusion of a gateway feature that will be a civic use are positive elements that help create a pedestrian-oriented scale that complements the District.

Staff have a few recommendations that may improve the architectural design of the building without adding substantial cost.

The first is to increase the ornamentation associated with the parapet caps, decorative trim elements (corner trim, band board, etc.) and ensure that this ornamentation is consistent with a late 19th / early 20th century architectural design. This would better define the first floor from the upper floors and create a more pronounced cornice that would improve the buildings' horizontal expressions.

The second would be to refine the color palette to better match the colors and treatments found in the downtown Miner Street area, which is characterized by warmer, expressive color schemes.

Staff have proposed a condition of approval that attempts to address the first recommendation, though would like additional Commission discussion on the subject.

PROPERTY TO BE VACATED OR DEDICATED:

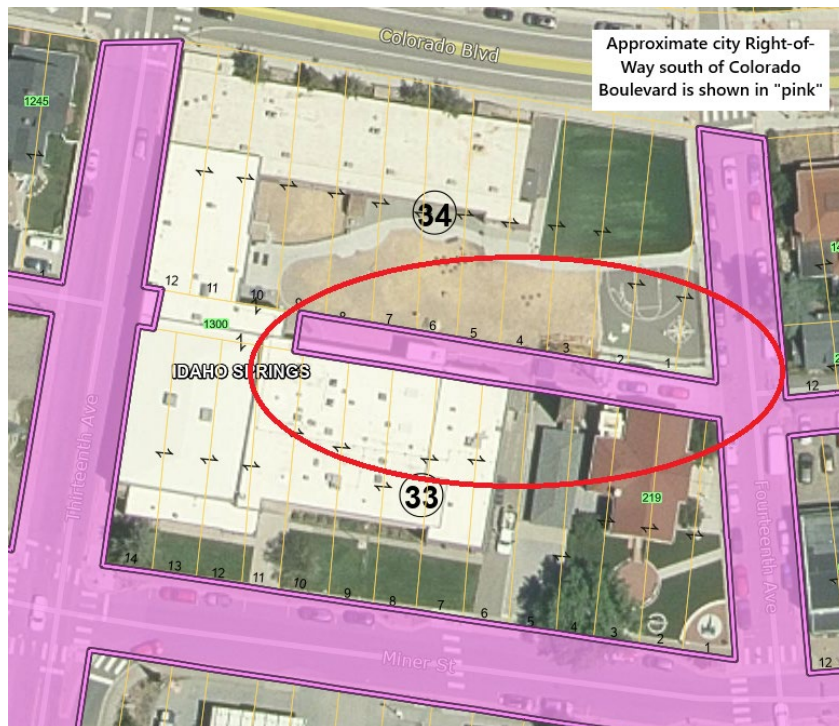
The applicant is requesting that a portion of city Right-of-Way (ROW) be vacated to accommodate the proposed development. The ROW to be vacated runs through the middle of the property, as shown with the approximate vicinity map on the next page.

The ROW area is proposed to be used as part of the development's parking area.

This ROW has existed since the original plat for the city was approved in the late 1800s. The ROW is the former location of Center Alley, which at one point ran through this area, though this no longer exists. However, there is an existing city sewer main that runs through this ROW area. The city had previously vacated a portion of this ROW when an addition to the existing school building was added some time in the past, but the city did not vacate the remainder of the ROW in this vicinity. When the property was in use as an elementary school, a portion of the school's playground was built over the ROW.

The ROW does not appear to be necessary to maintain the existing city sewer main. The city's public works department has indicated that they would be willing to vacate this portion of ROW if an access and utility easement for the sewer main is granted for the area to ensure that the city can maintain the line.

Vicinity Map:



This portion of ROW is relevant because library employees currently use the eastern portion of the area for staff parking. There is a curb cut to access the area from 14th Avenue. This use has been in place for this portion of ROW for decades. The applicant has stated that they need the full portion of the ROW to accommodate the required off-street parking for the property and to meet open space requirements. It is possible that the site plan could be amended to exclude the area that library employees use for parking; however, this is likely to reduce the project's included open space and may result in a loss of off-street parking associated with the development. The applicant has stated an willingness to work with the city regarding the library's parking needs. The applicant is willing to consider accommodating a limited number of library parking spaces within their proposed parking area.

Staff believe that this ROW vacation may be able acceptable if three conditions are imposed.

First, a condition of approval would be needed to require the applicant to provide the city with an exhibit, prepared by a licensed surveyor, showing the area of ROW to be vacated, must be provided to the city as a separate application for review and action. Second, the applicant would be required to provide an access and utility easement to the city for the sewer main that crosses the property. This would need to be prepared by a licensed surveyor at the applicant's cost.

Finally, staff recommend a condition of approval that the developer provide library employees with access to off-street parking to make up for the lost parking spaces resulting from the ROW vacation in this area that historically has been used by library staff.

PLANNING STAFF RECOMMENDATION:

Based on staff analysis of the proposal, city staff believe that the projects meets the requirements for approval of a Final Development Plan in accordance with Sec. 21-106 of the ISMC. As such, city staff recommend that the Planning Commission recommend approval of FDP26-001: A Final Development Plan to construct 50 units of affordable multifamily rental housing at 1300 Colorado Boulevard, with conditions.

The following conditions are proposed:

1. A sight distance triangle analysis of the driveway connections to 13th Avenue and 14th Avenue shall be provided before building permits will be issued for this project, at the developer's expense.
2. Final civil plans, including detailed engineering plans, final drainage reports and stormwater management calculations, final detention design and water quality calculations, geotechnical investigations, final utility reports, final water and sewer system design, final erosion and sediment control plans for construction management, final public improvement plans and cost estimates, and construction specifications and details are required prior to issuance of building permits associated with the subject property.
3. A Right-of-Way vacation request shall be submitted to the city for review that includes an exhibit, prepared by a licensed Colorado surveyor, showing the extent of Right-of-Way to be vacated. This Right-of-Way vacation request shall be approved prior to issuance of building permits for the subject property.
4. The applicant shall provide an access and utility easement for the city's existing sewer main that runs through the subject property. This easement shall be prepared at the applicant's expense and shall be submitted in concert with Condition #3 for review and approval prior to building permit issuance.
5. The applicant shall provide three (3) parking spaces on the subject property for use by library employees. An agreement shall be executed for these parking spaces prior to the issuance of any building permits for the subject property.
6. Final landscaping plans will be reviewed and approved prior to the issuance of building permits associated with the subject property. Plant species shall be appropriate for the Idaho Springs climate and appropriate irrigation shall be required.
7. Garbage enclosure details shall be submitted and approved prior to building permit issuance. The garbage enclosure shall be of similar architectural design to the proposed buildings to match the overall site design.
8. Exterior lighting shall be installed to illuminate included parking areas. Lighting shall include fully cut off and downcast fixtures to minimize light pollution to adjacent properties.
9. Decorative trims and parapet caps associated with the building shall be designed to complement a late 19th century / early 20th century architectural aesthetic and be enhanced to create a stronger horizontal expression, with clearly defined first floor and upper floors.

POTENTIAL MOTION:

If the Planning Commission agrees with the city staff's recommendation in favor of recommending approval, the following motion may be made:

Motion to recommend that the Idaho Springs City Council approve FDP26-001: A Final Development Plan to construct 50 units of affordable multifamily rental housing at 1300 Colorado Boulevard, with the finding that the proposed development complies with Section 21-106(F) of the Idaho Springs Municipal Code, with the following conditions: _____.

If the Planning Commission disagrees with the city staff's recommendation in favor of recommending approval and votes to recommend denial, the following motion may be made:

Motion to recommend that the Idaho Springs City Council deny FDP26-001: A Final Development Plan to construct 50 units of affordable multifamily rental housing at 1300 Colorado Boulevard, with the finding that the proposed development does not with Section 21-106(F) of the Idaho Springs Municipal Code for the following reasons: _____.

MINER STREET APARTMENTS

IDAHO SPRINGS, CLEAR CREEK COUNTY, COLORADO

INDEX TO DRAWINGS

- APO COVER SHEET
- AP1 PROPOSED SITE PLAN
- AP2 BUILDING #1 FIRST & SECOND FLOOR BUILDING PLANS
- AP3 BUILDING #1 THIRD FLOOR BUILDING PLAN
- AP4 BUILDING #2 FIRST & SECOND FLOOR BUILDING PLANS
- AP5 BUILDING #2 THIRD FLOOR BUILDING PLAN
- AP6 BUILDING #1 EXTERIOR ELEVATIONS
- AP7 BUILDING #2 EXTERIOR ELEVATIONS
- AP8 SITE RENDERINGS

UNIT & BUILDING TYPE MATRIX

NET RENTABLE AREA (NRA) - MEASURED TO THE OUTSIDE OF THE STUDS OF A UNIT OR TO THE MIDDLE OF WALLS IN COMMON WITH OTHER UNITS																
UNIT LABEL	BEDROOM(S) PER UNIT	BATHROOM(S) PER UNIT	NRA PER UNIT	PORCH / PATIO / BALCONY AREA PER UNIT	EXTERIOR STORAGE PER UNIT	BUILDING / LEVEL IDENTIFICATION						TOTAL NUMBER OF BUILDING(S)				
						#1			#2			(2)				
						FIRST	SECOND	THIRD	FIRST	SECOND	THIRD					
						NUMBER OF UNIT(S) PER BUILDING / FLOOR										
												TOTAL NRA	TOTAL PORCH/ PATIO /BALCONY AREA	TOTAL EXTERIOR STORAGE		
(11) 1-BR UNIT(S) 22%																
TYP. 1-BR	1	1	613 SF	50 SF	19 SF	-	1	1	-	3	3	8	4,904 SF	400 SF	152 SF	
FHA AUDIO/VISUAL 1-BR	1	1	613 SF	50 SF	19 SF	1	-	-	-	-	-	1	613 SF	50 SF	19 SF	
UFAS 1-BR	1	1	613 SF	50 SF	19 SF	-	-	-	2	-	-	2	1,226 SF	100 SF	38 SF	
(24) 2-BR UNIT(S) 48%																
TYP. 2-BR	2	1	755 SF	50 SF	19 SF	-	5	5	-	3	3	16	12,080 SF	800 SF	304 SF	
FHA 2-BR	2	1	755 SF	50 SF	19 SF	2	-	-	3	-	-	5	3,775 SF	250 SF	95 SF	
FHA AUDIO/VISUAL 2-BR	2	1	755 SF	50 SF	19 SF	1	-	-	-	-	-	1	755 SF	50 SF	19 SF	
UFAS 2-BR	2	1	755 SF	50 SF	19 SF	2	-	-	-	-	-	2	1,510 SF	100 SF	38 SF	
(15) 3-BR UNIT(S) 30%																
TYP. 3-BR	3	1 1/2	900 SF	51 SF	19 SF	-	2	2	-	3	3	10	9,000 SF	510 SF	190 SF	
FHA 3-BR	3	1 1/2	900 SF	51 SF	19 SF	1	-	-	1	-	-	2	1,800 SF	102 SF	38 SF	
FHA AUDIO/VISUAL 3-BR	3	1 1/2	900 SF	51 SF	19 SF	-	-	-	1	-	-	1	900 SF	51 SF	19 SF	
UFAS 3-BR	3	1 1/2	900 SF	51 SF	19 SF	1	-	-	1	-	-	2	1,800 SF	102 SF	38 SF	
TOTAL NUMBER OF UNITS PER BUILDING / FLOOR:						8	8	8	8	9	9	50	38,363 SF	2,515 SF	950 SF	
TOTAL NRA PER BUILDING / FLOOR:						6,128 SF	6,128 SF	6,128 SF	6,191 SF	6,804 SF	6,804 SF					
NON-RESIDENTIAL AREA:												TOTAL				
BREEZEWAY AREA PER FLOOR:						1,552 SF	1,552 SF	1,552 SF	1,334 SF	1,334 SF	1,334 SF	8,658 SF				
TOTAL INTERIOR COMMON / UTILITY AREA PER FLOOR:						89 SF	·	·	726 SF	·	·	815 SF				
TOTAL EXTERIOR PORCH / PATIO AREA PER FLOOR:						490 SF	·	·	573 SF	·	·	1,063 SF				
RESIDENTIAL BUILDING(S)			TOTAL RESIDENTIAL AREA:									41,828 SF				
			TOTAL NON-RESIDENTIAL AREA:									10,536 SF				
			RESIDENTIAL BUILDING(S) TOTAL AREA:									52,364 SF				
			TOTAL DEVELOPMENT AREA:									52,364 SF				



PROJECT LOCATION MAP



ADDRESS:
1300 COLORADO BLVD,
IDAHO SPRINGS, CO 80452



JUNE 2026

Wallace
ARCHITECTS L.L.C.
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MINER STREET APARTMENTS
IDAHO SPRINGS, CLEAR CREEK COUNTY, COLORADO

SHEET NO.

APO
JOB NO.
5012

6/5/2026 8:19:14 AM

UNITS	
TYPE	QUANTITY
1-BR UNIT(S)	11
2-BR UNIT(S)	24
3-BR UNIT(S)	15
TOTAL:	50

AMENITIES	
(1) DOG RUN W/ OBSERVATION BENCH	
(1) GAZEBO W/ SEATING	
(1) RAISED GARDEN BEDS	
(1) PLAYGROUND W/ OBSERVATION BENCH	
(1) PICNIC AREA	

PARKING PROVIDED	
NOTE: ALL PARKING PROVIDED IS UNCOVERED	
TYPE	QUANTITY
EV SPACE(S)	8
STANDARD SPACE(S)	63
STANDARD ACCESSIBLE SPACE(S)	5
VAN ACCESSIBLE SPACE(S)	2
TOTAL PARKING PROVIDED:	78
LOCAL PARKING REQUIREMENTS:	(1.5) SPACE(S) PER 1-BR UNIT (1.5) SPACE(S) PER 2-BR UNIT (1.75) SPACE(S) PER 3-BR UNIT
PARKING PROVIDED MEETS ZONING REQUIREMENTS	

SITE INFORMATION	
PARCEL AREA:	+/- 1.54 ACRE(S)
EXISTING USE:	ABANDONED
CURRENT ZONING:	C-2
PROPOSED USE:	MULTIFAMILY APARTMENTS
OPEN SPACE PERCENTAGE:	25.52% (17,064 SF)
*AREAS MAINTAINED BY CITY NOT DEDUCTED	
COMMON OPEN SPACE PERCENTAGE:	2.24% (1,497 SF)
PROPERTY LEGAL DESCRIPTION: IDAHO SPRINGS BLOCK: 33 LOT: 6-14, SUBDIVISION: IDAHO SPRINGS BLOCK: 34 LOT: 1-12 CARLSON ELEMENTARY SCHOOL	

UNIT TYPE LEGEND	
TYP.	= TYPICAL UNIT
FHA	= FAIR HOUSING ACT
UFAS	= UNIFORM FEDERAL ACCESSIBILITY STANDARDS
AV	= AUDIOVISUAL

SITE LEGEND	
	UFAS/ADA ACCESSIBLE
	AUDIOVISUAL (AV) ACCESSIBLE

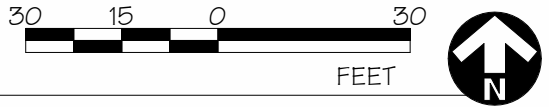
BUILDING INFORMATION	
PROPOSED BUILDING AREA TOTAL:	+/- 18,349 SF
DWELLING UNIT DENSITY:	33 UNITS PER ACRE
MAXIMUM UNITS ALLOWED:	51 UNITS
PROPOSED BUILDING HEIGHT:	35'-0"
*MEASURED TO THE TOP OF THE HIGHEST PARAPET	
TYPE OF CONSTRUCTION:	5B
ESTIMATED WATER/SEWER USAGE:	2,597 GALLONS PER MONTH PER UNIT

OWNER INFORMATION	
MINER STREET APARTMENTS	
ADDRESS: 1405 E COMANCHE ST., DODGE CITY, KS 67980;	
TELEPHONE: (406) 802-4487	
(2) EMPLOYEES - (1) MAINTENANCE AND (1) PROPERTY MANAGER	



1 PROPOSED SITE PLAN

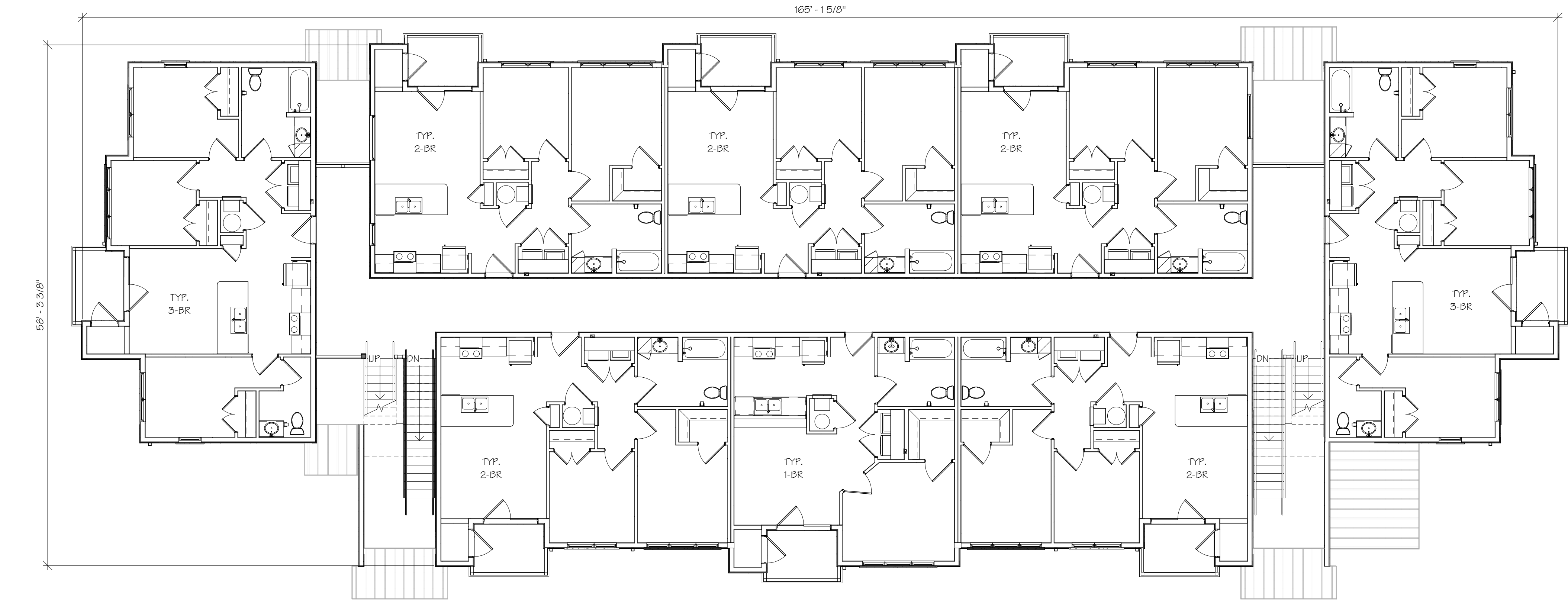
API SCALE: 1" = 30'-0"



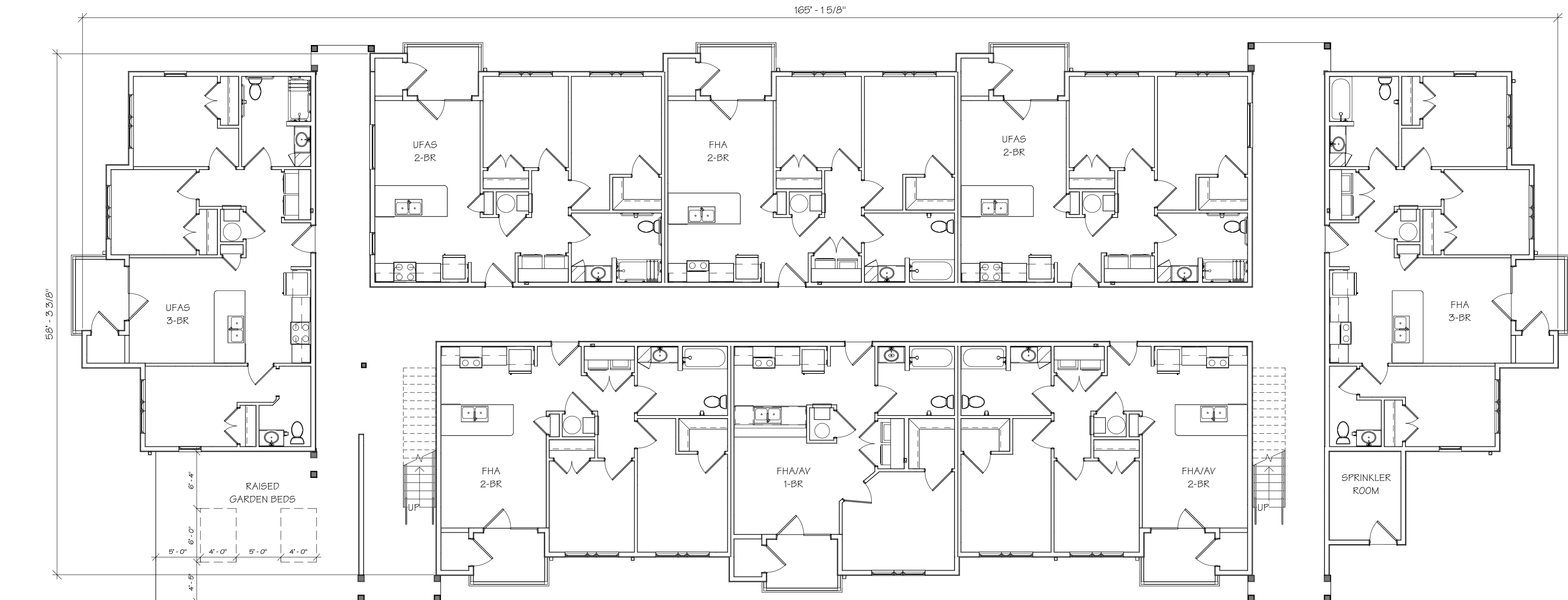
UNIT MATRIX						
NET RENTABLE AREA (NRA) - MEASURED TO THE OUTSIDE OF THE STUDS OF A UNIT OR TO THE MIDDLE OF WALLS IN COMMON WITH OTHER UNITS						
UNIT LABEL	BEDROOM(S) PER UNIT	BATHROOM(S) PER UNIT	NRA PER UNIT	PORCH / PATIO / BALCONY AREA PER UNIT	EXTERIOR STORAGE PER UNIT	
(11) 1-BR UNIT(S) 22%						
TYP. 1-BR	1	1	613 SF	50 SF	19 SF	
FHA AUDIO/VISUAL 1-BR	1	1	613 SF	50 SF	19 SF	
UFAS 1-BR	1	1	613 SF	50 SF	19 SF	
(24) 2-BR UNIT(S) 48%						
TYP. 2-BR	2	1	755 SF	50 SF	19 SF	
FHA 2-BR	2	1	755 SF	50 SF	19 SF	
FHA AUDIO/VISUAL 2-BR	2	1	755 SF	50 SF	19 SF	
UFAS 2-BR	2	1	755 SF	50 SF	19 SF	
(15) 3-BR UNIT(S) 30%						
TYP. 3-BR	3	1 1/2	900 SF	51 SF	19 SF	
FHA 3-BR	3	1 1/2	900 SF	51 SF	19 SF	
FHA AUDIO/VISUAL 3-BR	3	1 1/2	900 SF	51 SF	19 SF	
UFAS 3-BR	3	1 1/2	900 SF	51 SF	19 SF	

COMMON AREA MATRIX	
NOTE: SQUARE FOOT CALCULATIONS ARE MEASURED FROM OUTSIDE FACE OF STUD ON EXTERIOR WALLS TO CENTERLINE OF INTERIOR WALLS	
DESCRIPTION	TOTAL
TOTAL INTERIOR COMMON / UTILITY AREA:	815 SF
TOTAL EXTERIOR PORCH / PATIO AREA:	1,063 SF
TOTAL AREA:	1,878 SF

UNIT TYPE LEGEND	
TYP.	= TYPICAL UNIT
FHA	= FAIR HOUSING ACT
UFAS	= UNIFORM FEDERAL ACCESSIBILITY STANDARDS
AV	= AUDIO/VISUAL



1
AP2 BUILDING #1 SECOND FLOOR BUILDING PLAN
SCALE: 1/8" = 1'-0"

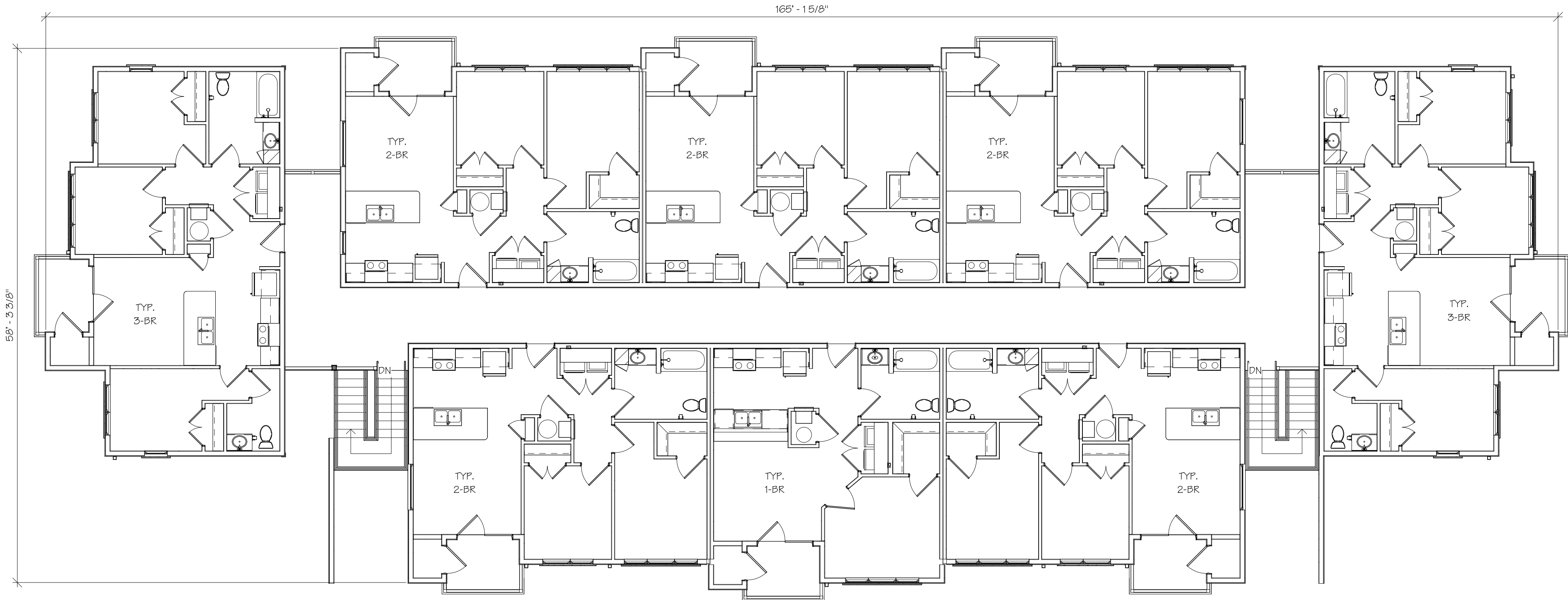


2
AP2 BUILDING #1 FIRST FLOOR BUILDING PLAN
SCALE: 1/8" = 1'-0"

UNIT MATRIX						
NET RENTABLE AREA (NRA) - MEASURED TO THE OUTSIDE OF THE STUDS OF A UNIT OR TO THE MIDDLE OF WALLS IN COMMON WITH OTHER UNITS						
UNIT LABEL	BEDROOM(S) PER UNIT	BATHROOM(S) PER UNIT	NRA PER UNIT	PORCH / PATIO / BALCONY AREA PER UNIT	EXTERIOR STORAGE PER UNIT	
(11) 1-BR UNIT(S) 22%						
TYP. 1-BR	1	1	613 SF	50 SF	19 SF	
FHA AUDIO/VISUAL 1-BR	1	1	613 SF	50 SF	19 SF	
UFAS 1-BR	1	1	613 SF	50 SF	19 SF	
(24) 2-BR UNIT(S) 48%						
TYP. 2-BR	2	1	755 SF	50 SF	19 SF	
FHA 2-BR	2	1	755 SF	50 SF	19 SF	
FHA AUDIO/VISUAL 2-BR	2	1	755 SF	50 SF	19 SF	
UFAS 2-BR	2	1	755 SF	50 SF	19 SF	
(15) 3-BR UNIT(S) 30%						
TYP. 3-BR	3	1 1/2	900 SF	51 SF	19 SF	
FHA 3-BR	3	1 1/2	900 SF	51 SF	19 SF	
FHA AUDIO/VISUAL 3-BR	3	1 1/2	900 SF	51 SF	19 SF	
UFAS 3-BR	3	1 1/2	900 SF	51 SF	19 SF	

COMMON AREA MATRIX	
NOTE: SQUARE FOOT CALCULATIONS ARE MEASURED FROM OUTSIDE FACE OF STUD ON EXTERIOR WALLS TO CENTERLINE OF INTERIOR WALLS	
DESCRIPTION	TOTAL
TOTAL INTERIOR COMMON / UTILITY AREA:	815 SF
TOTAL EXTERIOR PORCH / PATIO AREA:	1,063 SF
TOTAL AREA:	1,878 SF

UNIT TYPE LEGEND	
TYP.	= TYPICAL UNIT
FHA	= FAIR HOUSING ACT
UFAS	= UNIFORM FEDERAL ACCESSIBILITY STANDARDS
AV	= AUDIO/VISUAL



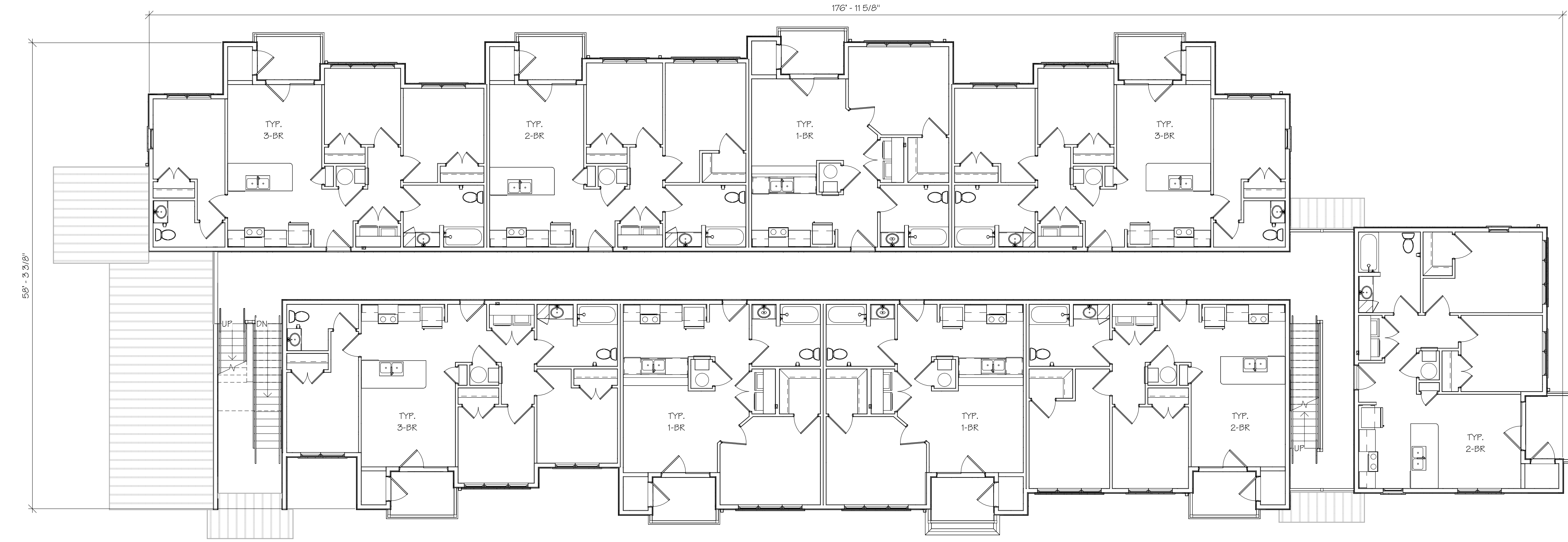
BUILDING #1 THIRD FLOOR BUILDING PLAN

1
AP3
SCALE: 1/8" = 1'-0"

UNIT MATRIX						
NET RENTABLE AREA (NRA) - MEASURED TO THE OUTSIDE OF THE STUDS OF A UNIT OR TO THE MIDDLE OF WALLS IN COMMON WITH OTHER UNITS						
UNIT LABEL	BEDROOM(S) PER UNIT	BATHROOM(S) PER UNIT	NRA PER UNIT	PORCH / PATIO / BALCONY AREA PER UNIT	EXTERIOR STORAGE PER UNIT	
(11) 1-BR UNIT(S) 22%						
TYP. 1-BR	1	1	613 SF	50 SF	19 SF	
FHA AUDIO/VISUAL 1-BR	1	1	613 SF	50 SF	19 SF	
UFAS 1-BR	1	1	613 SF	50 SF	19 SF	
(24) 2-BR UNIT(S) 48%						
TYP. 2-BR	2	1	755 SF	50 SF	19 SF	
FHA 2-BR	2	1	755 SF	50 SF	19 SF	
FHA AUDIO/VISUAL 2-BR	2	1	755 SF	50 SF	19 SF	
UFAS 2-BR	2	1	755 SF	50 SF	19 SF	
(15) 3-BR UNIT(S) 30%						
TYP. 3-BR	3	1 1/2	900 SF	51 SF	19 SF	
FHA 3-BR	3	1 1/2	900 SF	51 SF	19 SF	
FHA AUDIO/VISUAL 3-BR	3	1 1/2	900 SF	51 SF	19 SF	
UFAS 3-BR	3	1 1/2	900 SF	51 SF	19 SF	

COMMON AREA MATRIX	
NOTE: SQUARE FOOT CALCULATIONS ARE MEASURED FROM OUTSIDE FACE OF STUD ON EXTERIOR WALLS TO CENTERLINE OF INTERIOR WALLS	
DESCRIPTION	TOTAL
TOTAL INTERIOR COMMON / UTILITY AREA:	815 SF
TOTAL EXTERIOR PORCH / PATIO AREA:	1,063 SF
TOTAL AREA:	1,878 SF

UNIT TYPE LEGEND	
TYP.	= TYPICAL UNIT
FHA	= FAIR HOUSING ACT
UFAS	= UNIFORM FEDERAL ACCESSIBILITY STANDARDS
AV	= AUDIO/VISUAL



1 BUILDING #2 SECOND FLOOR BUILDING PLAN
AP4 SCALE: 1/8" = 1'-0"

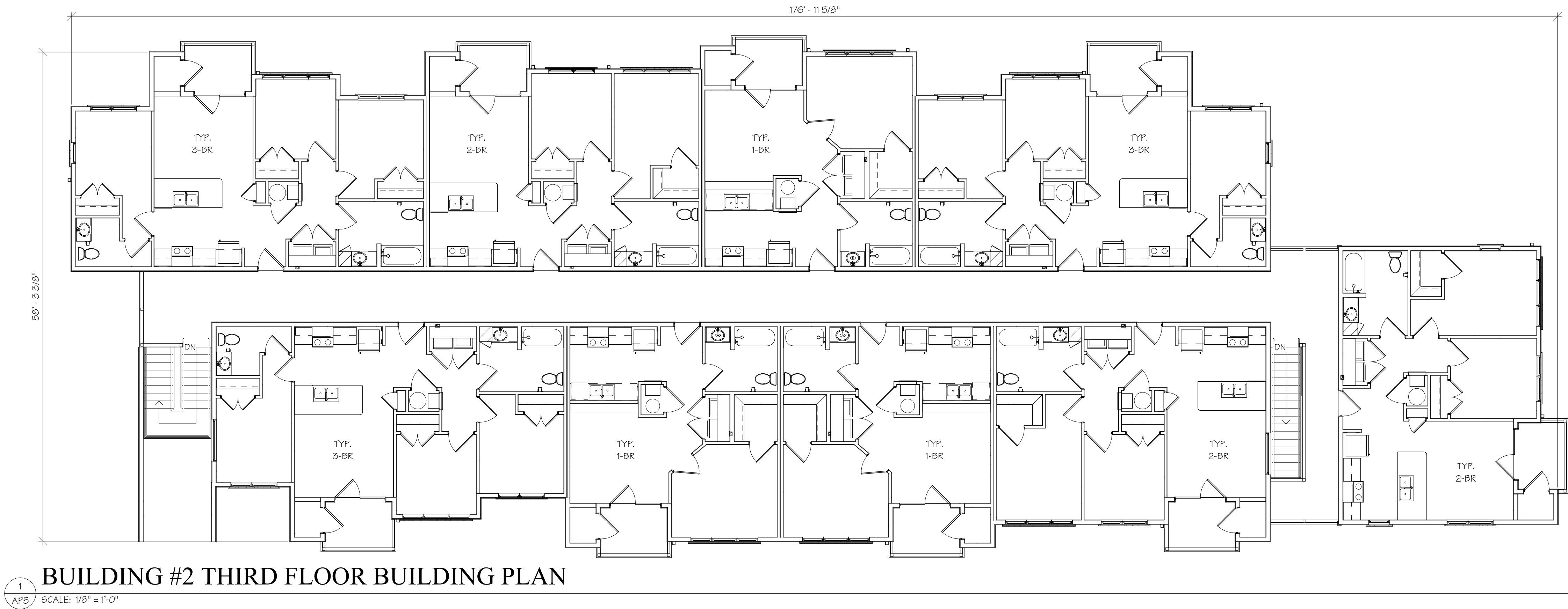


2 BUILDING #2 FIRST FLOOR BUILDING PLAN
AP4 SCALE: 1/8" = 1'-0"

UNIT MATRIX						
NET RENTABLE AREA (NRA) - MEASURED TO THE OUTSIDE OF THE STUDS OF A UNIT OR TO THE MIDDLE OF WALLS IN COMMON WITH OTHER UNITS						
UNIT LABEL	BEDROOM(S) PER UNIT	BATHROOM(S) PER UNIT	NRA PER UNIT	PORCH / PATIO / BALCONY AREA PER UNIT	EXTERIOR STORAGE PER UNIT	
(11) 1-BR UNIT(S) 22%						
TYP. 1-BR	1	1	613 SF	50 SF	19 SF	
FHA AUDIO/VISUAL 1-BR	1	1	613 SF	50 SF	19 SF	
UFAS 1-BR	1	1	613 SF	50 SF	19 SF	
(24) 2-BR UNIT(S) 48%						
TYP. 2-BR	2	1	755 SF	50 SF	19 SF	
FHA 2-BR	2	1	755 SF	50 SF	19 SF	
FHA AUDIO/VISUAL 2-BR	2	1	755 SF	50 SF	19 SF	
UFAS 2-BR	2	1	755 SF	50 SF	19 SF	
(15) 3-BR UNIT(S) 30%						
TYP. 3-BR	3	1 1/2	900 SF	51 SF	19 SF	
FHA 3-BR	3	1 1/2	900 SF	51 SF	19 SF	
FHA AUDIO/VISUAL 3-BR	3	1 1/2	900 SF	51 SF	19 SF	
UFAS 3-BR	3	1 1/2	900 SF	51 SF	19 SF	

COMMON AREA MATRIX	
NOTE: SQUARE FOOT CALCULATIONS ARE MEASURED FROM OUTSIDE FACE OF STUD ON EXTERIOR WALLS TO CENTERLINE OF INTERIOR WALLS	
DESCRIPTION	TOTAL
TOTAL INTERIOR COMMON / UTILITY AREA:	815 SF
TOTAL EXTERIOR PORCH / PATIO AREA:	1,063 SF
TOTAL AREA:	1,878 SF

UNIT TYPE LEGEND	
TYP.	= TYPICAL UNIT
FHA	= FAIR HOUSING ACT
UFAS	= UNIFORM FEDERAL ACCESSIBILITY STANDARDS
AV	= AUDIO/VISUAL



STUCCO #1 LAHABRA STANDARD DESERT BEIGE *PARAPET CAP & BREEZEWAY TRIM TO MATCH	STUCCO #2 LAHABRA STANDARD BLUE GREY *BAND BOARD TRIM TO MATCH
STUCCO #3 LAHABRA STANDARD GLACIER WHITE	STANDING METAL SEAM ROOF SLATE GREY *SLATE GREY FASCIA
STAINED AND SEALED WOOD LIGHT BROWN	HVAC COOLANT LINE COVER TAN
DOWNSPOUT & SCUPPER TAN	ALUMINUM FLAT PAN AWNING WHITE
ALUMINUM RAILING WHITE	



1
AP6
BUILDING #1 FRONT ELEVATION
SCALE: 1/8" = 1'-0"



2
AP6
BUILDING #1 LEFT SIDE ELEVATION
SCALE: 1/8" = 1'-0"



3
AP6
BUILDING #1 RIGHT SIDE ELEVATION
SCALE: 1/8" = 1'-0"



4
AP6
BUILDING #1 REAR ELEVATION
SCALE: 1/8" = 1'-0"

STUCCO #1 LAHABKA STANDARD DESERT BEIGE *PARAPET CAP & BREEZEWAY TRIM TO MATCH	STUCCO #2 LAHABKA STANDARD BLUE GREY *BAND BOARD TRIM TO MATCH
STUCCO #3 LAHABKA STANDARD GLACIER WHITE	STANDING METAL BEAM ROOF SLATE GREY *SLATE GREY FASCIA
STAINED AND SEALED WOOD LIGHT BROWN	HVAC COOLANT LINE COVER TAN
DOWNSPOUT & SCUPPER TAN	ALUMINUM FLAT PAN AWNING WHITE
ALUMINUM RAILING WHITE	



1
AP7
BUILDING #2 FRONT ELEVATION
SCALE: 1/8" = 1'-0"



2
AP7
BUILDING #2 LEFT SIDE ELEVATION
SCALE: 1/8" = 1'-0"



3
AP7
BUILDING #2 RIGHT SIDE ELEVATION
SCALE: 1/8" = 1'-0"



4
AP7
COMMUNITY AREA ENTRY
SCALE: 1/4" = 1'-0"



5
AP7
BUILDING #2 REAR ELEVATION
SCALE: 1/8" = 1'-0"

BUILDING #1 FRONT
W/ AMENTIES



BUILDING #1 REAR



MINER STREET
APARTMENTS
MAIN ENTRY



CITY WELCOME SIGN
AND CLOCK TOWER



BUILDING #2 FRONT
W/ AMENTIES



BUILDING #2 REAR



Miner Street Apartments

Applicant:

Austin Richardson

DW Development Group

Office: 1405 E Comanche St

Dodge City, KS 67801

Phone: (406) 802-4487

E-Mail: arichardson@dwproperties.com

Website: DWDevelopmentGroup.com

Current Use: C-2 Elementary School

Proposed Use: C-2 Multifamily Residential

Description of Development:

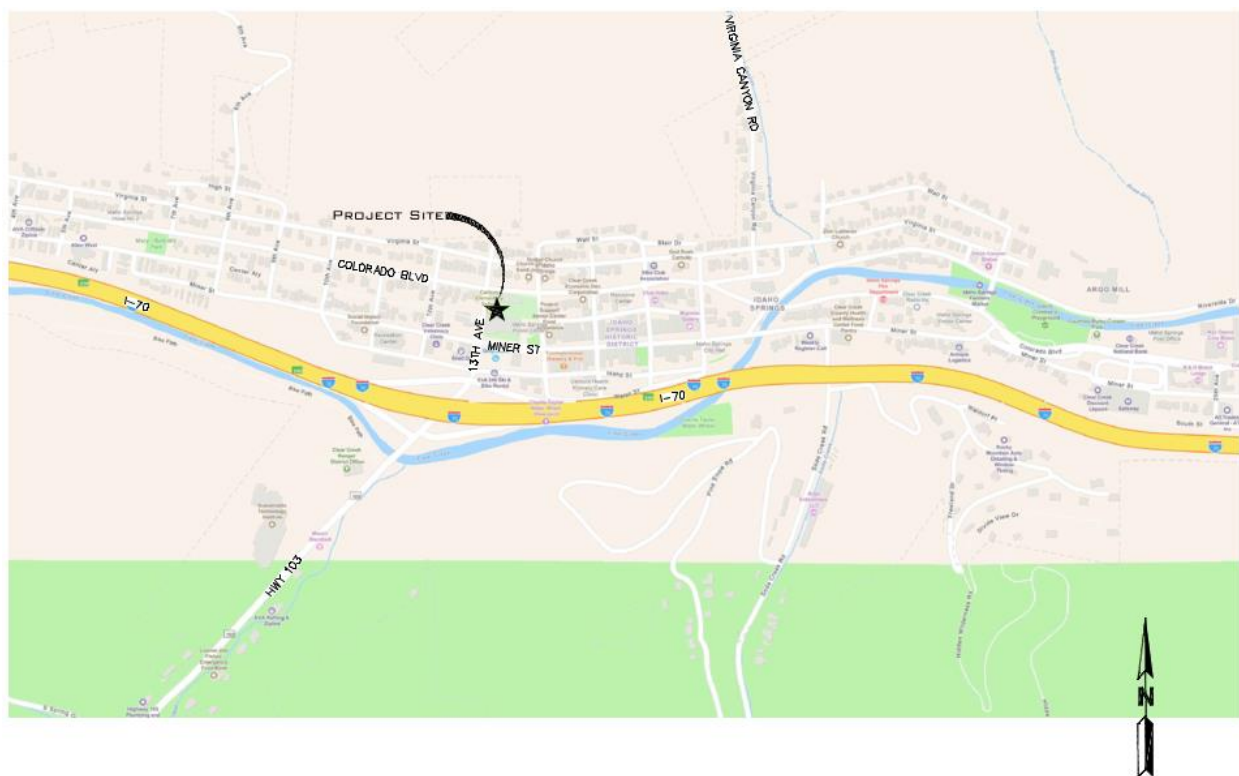
Miner Street Apartments is a thoughtfully planned affordable housing community proposed for the former Carlson Elementary School site at 1300 Colorado Boulevard in Idaho Springs. The redevelopment will transform an underutilized institutional property into a high-quality residential neighborhood that directly responds to the city's growing need for attainable workforce and family housing. The proposed community consists of 50 income-restricted apartment homes designed to serve households at qualifying affordability levels from 30%-60% AMI, helping local workers, families, and long-term residents remain in the community they support. Positioned near downtown Idaho Springs, the site offers convenient access to employment centers, schools, parks, transit options, and daily services, creating a highly connected location for future residents.

The development is designed as two three-story residential buildings with a balanced mix of one-bedroom, two-bedroom, and three-bedroom apartment homes to accommodate a variety of household sizes and needs. Current plans reflect 11 one-bedroom units, 24 two-bedroom units, and 15 three-bedroom units, creating housing opportunities for individuals, couples, and families alike. The site plan incorporates surface parking, pedestrian walkways, landscaped open space, and resident-focused amenities including a playground, dog run, raised garden beds, gazebo, picnic areas, and gathering spaces that encourage community interaction and outdoor enjoyment. Accessible and adaptable units are integrated throughout the property to ensure long-term usability for residents of varying mobility needs.

Architecturally, Miner Street Apartments has been planned to complement the character and scale of Idaho Springs downtown. The project emphasizes quality construction materials, attractive building elevations, efficient land use, and a pedestrian-friendly layout

that respects surrounding neighborhoods. As an affordable housing development, Miner Street Apartments also aligns with the City of Idaho Springs' expedited review policies supporting projects where at least 50% of units meet affordability standards, demonstrating consistency with local housing priorities. Overall, the proposed development represents a meaningful reinvestment opportunity that will expand housing choice, strengthen the local workforce, and contribute positively to the continued vitality of Idaho Springs.

Vicinity Map:



Meeting applicable review criteria:

The proposed Miner Street Apartments development meets the applicable review criteria for a Final Development Plan by providing a permitted multifamily residential use within the existing C-2 zoning district while advancing important community housing objectives. The project redevelops the former Carlson Elementary School property into a productive residential use that is compatible with surrounding mixed-use, residential, and commercial zoning districts. The proposed site layout has been thoughtfully designed to respect adjacent properties through appropriate setbacks, internal circulation, parking placement,

pedestrian access, landscaping, lighting, and buffering elements that support neighborhood compatibility and long-term livability.

The development also meets applicable review criteria related to public welfare, infrastructure, and functionality by utilizing an infill location already served by existing streets, utilities, and municipal services. Access is provided from established roadways, and the submitted traffic analysis demonstrates that the proposed 50-unit affordable housing community is expected to generate fewer average daily trips than the former elementary school use, thereby reducing historical traffic impacts on the surrounding street network. The project further incorporates adequate on-site parking, ADA accessibility, pedestrian connectivity to existing sidewalks, and open space amenities that create a safe and functional residential environment.

Finally, the proposed development meets broader community planning and policy criteria by addressing a documented need for affordable housing in Idaho Springs and Clear Creek County. More than fifty percent of the proposed units will meet Colorado affordability definitions, qualifying the project under the City's adopted affordable housing policies and expedited review framework. The project represents reinvestment in an underutilized site, expands local housing opportunities for working families and residents, and supports the economic sustainability of Idaho Springs by helping retain workforce households who contribute to the community. Through quality design, compatibility, and public benefit, Miner Street Apartments satisfies the intent and purpose of the City's applicable development review standards.

Environmental Description:

Based on the environmental due diligence completed for Miner Street Apartments, no unusual topographic, geologic, or hydrologic hazards have been identified that would preclude the proposed residential redevelopment of the site. The property is an infill parcel located within the developed area of Idaho Springs and consists of gently sloping terrain descending generally to the south-southwest. Published soils data identified the site as gravelly sandy loams with low runoff potential and soils that transmit water freely. Regional geology is characterized by stable metamorphic formations consisting primarily of gneiss and schist commonly found throughout the Idaho Springs area. The site is served by existing municipal water and sewer infrastructure, and no wetlands, ponds, septic systems, or adverse drainage conditions were identified during the environmental investigations.

Because the property lies within the broader Central City / Clear Creek Superfund study area associated with historic regional mining activity, environmental assessments were prudently completed as part of redevelopment planning. A Phase I Environmental Site Assessment identified the regional Superfund designation and recommended additional testing, which was subsequently completed through a Limited Phase II Environmental Site Assessment. Soil sampling identified concentrations of arsenic, cadmium, and lead above certain screening levels; however, the environmental consultant concluded these concentrations are attributable to naturally occurring regional geology and historic area-wide conditions rather than any specific release from the subject property. Groundwater was not encountered during the borings advanced on the site, further supporting the absence of direct groundwater-related development constraints within the tested depths.

Importantly, the U.S. Environmental Protection Agency reviewed the proposed reuse of the property for multifamily housing and, as of the date of its status letter, stated it had not identified any inconsistencies between the proposed residential redevelopment and the Agency's anticipated cleanup options for the larger Superfund area. In coordination with the EPA, CDPHE, and the project team, the development has incorporated protective measures including maintaining existing concrete slab coverage where feasible, paved parking areas, capped landscaped/playground areas with separation barriers, and construction management practices to limit any potential exposure pathways. Accordingly, while the site is located within a historically studied regional watershed, the known environmental conditions have been evaluated, are manageable through planned engineering controls, and do not present a material obstacle to the safe redevelopment of Miner Street Apartments.

Anticipated sources:

The proposed Miner Street Apartments development will be served by existing municipal utility infrastructure currently available to the site. Potable water service is anticipated to be provided through the City of Idaho Springs municipal water system, while sanitary sewer service will be provided through the existing municipal sewer collection system with connections coordinated through the appropriate local utility providers. Electrical service is anticipated to be provided by the existing regional electric utility provider serving the area, with on-site distribution infrastructure designed to meet the needs of the residential community, common areas, exterior lighting, and life-safety systems. The property's location within an already developed area of Idaho Springs allows the project to utilize established public utility networks, minimizing the need for major off-site extensions while supporting efficient and cost-effective service delivery to the development.

Estimated Demands:

The proposed Miner Street Apartments development is expected to create typical utility demands consistent with a 50-unit multifamily residential community and is not anticipated to impose unreasonable burdens on existing public infrastructure. Water demand will primarily consist of normal domestic residential use, including kitchens, bathrooms, laundry, and common area maintenance. Sanitary sewer demand is expected to closely mirror residential water consumption through standard household wastewater generation. Stormwater and drainage demands will be managed through the approved civil engineering design, including on-site drainage controls, grading, hardscape collection systems, and detention or water quality measures as required by the City to ensure that post-development runoff is responsibly conveyed and does not adversely impact adjacent properties or public systems. Because the site is an infill redevelopment within an area already served by municipal utilities and previously occupied by an institutional use, the proposed residential use is anticipated to be compatible with available public water, sewer, and drainage capacity, subject to final engineering review and utility connection approvals.

Attachment 3: Applicant Architectural Review

3. Architectural Design

1. Architectural Design

1. The Applicant appreciates the detailed comments from City staff and the Historic Preservation Review Commission regarding the architectural design of Miner Street Apartments and its relationship to Section 21-205(2) of the Idaho Springs Municipal Code. The development team understands that the City is not simply reviewing the building as an isolated structure, but rather as a new piece of Idaho Springs' larger historic, civic, and architectural fabric. For that reason, the architectural response must be understood not only by looking at individual materials or elevations, but by looking at how the project participates in the story of this specific site, this edge of the Historic District, and the community character that makes Idaho Springs distinct. The proposed development is located in a unique position within Idaho Springs. It is not located in the center of the traditional Miner Street commercial block, where narrow storefronts, masonry facades, recessed entries, and historic commercial rhythms define the streetscape. Instead, the site is located at the edge of the Historic District on a property that has historically served an institutional and civic function as Carlson Elementary School. For decades, this property was not experienced as a row of late nineteenth century commercial buildings, but as a larger community-serving site. That history matters. It means the design should not simply copy the commercial storefront pattern found farther east along Miner Street. Instead, the architecture should acknowledge the civic scale of the former school property, respect the adjacent historic context, and create a transition between downtown Idaho Springs and the surrounding residential and institutional neighborhood fabric.

The proposed design is intended to complement the Historic District without imitating it. A direct replica of late nineteenth century commercial architecture would risk creating a false historic narrative on a site that did not historically function as a Miner Street commercial lot. The development team believes a more appropriate approach is to draw from the qualities that make Idaho Springs recognizable—strong building proportions, durable materials, simple forms, articulated facades, human-scaled openings, mountain-town colors, civic presence, and pedestrian engagement—while expressing the building honestly as contemporary housing. This approach allows the project to support the Historic District without pretending to be part of a different historic era.

2. A. Consistency with Section 21-205(2) of the Idaho Springs Municipal Code

1. Section 21-205(2) encourages new development within proximity to the Historic District to build upon and support the architectural features of the District itself. The proposed design responds to this requirement by translating the underlying character of the District into a modern residential form. The project does not attempt to reproduce a historic storefront, but it does incorporate the key design principles that give the District its identity: defined building bases, varied facade planes, vertical rhythm, articulated wall surfaces, recessed elements, upper-level modulation, durable exterior finishes, visible pedestrian entries, and an emphasis on streetscape presence.

The building has been broken into smaller visual components so that it does not read as one uninterrupted apartment block. The use of recessed breezeways, varied parapet heights, roofline changes, balconies, trim details, awnings, and material transitions creates a series of smaller architectural moments. This approach reflects the rhythm of Idaho Springs, where the built environment is not defined by one repeated form, but by a collection of structures, additions, storefronts, civic buildings, residential porches, mining-era details, and mountain-town adaptations layered over time.

The design also respects the scale and experience of the pedestrian. Idaho Springs is not a community best understood from a highway view; it is experienced on foot, from the sidewalk, at the corner, approaching a storefront, passing a civic building, or walking toward downtown. The project responds to that experience by creating landscaped edges, walkways, seating areas, open space, a gateway feature, and visible residential activity. The architecture is intended to make the edge of the property feel occupied, welcoming, and connected to the public realm rather than separated from it.

3. Historic Architectural Characteristics that Influenced the Design

1. The design was influenced by several characteristics commonly associated with Idaho Springs' historic architecture and mountain-town development pattern. These include simple building forms, strong rooflines as most of the downtown has the similar roofline, vertical window proportions, masonry-inspired massing from places such as Queens Wardrobe – Tommy Knocker – Clear Creek Cidery – and others, restrained ornamentation, visible trim, durable exterior materials, awnings, pedestrian-scaled entries, and the use of colors and textures that respond to the surrounding mountains and historic townscape.

Many historic buildings in Idaho Springs are not overly ornate. Their character comes from proportion, rhythm, material, and relationship to the street. The proposed design follows that same principle. Rather than relying on excessive decoration, the building uses a restrained architectural vocabulary with changes in plane, material, color, balcony placement, awning elements, and roof forms to create depth and interest. This restraint is important because it allows the building to feel compatible with Idaho Springs without becoming theatrical or artificial.

The use of flat a roof and awning elements references the practical, durable materials often associated with mountain communities, mining towns, and commercial structures exposed to snow, sun, and changing weather. Wood accents provide warmth and help soften the building mass, while stucco and stone-inspired materials create a durable civic character. The color palette is intentionally muted and grounded, using earth tones, blue-grey accents, light neutral surfaces, and natural wood tones to relate to the surrounding landscape and the existing historic palette of Idaho Springs.

4. How the Style, Design, and Materials Build Upon and Support the Historic District

1. The design supports the Historic District by reinforcing its broader character rather than copying its most specific commercial details. Idaho Springs' Historic District is defined by more than individual storefronts. It is defined by a mountain setting, a compact walkable town pattern, a mix of civic and commercial buildings, a strong relationship between buildings and the street, and the continued layering of community uses over time.

Miner Street Apartments builds upon those characteristics by creating a walkable, community-oriented development with a strong public edge. The architecture uses defined facade elements, repeated window patterns, pedestrian-scaled details, and material variation to create visual rhythm. The buildings are not flat or monolithic; they are intentionally articulated to create shadow, depth, and movement across the elevation. This is important because historic Idaho Springs buildings often derive much of their character from depth and shadow: recessed entries, window openings, cornice lines, awnings, roof forms, and changes in material.

The proposed materials were selected because they convey durability, mountain character, and compatibility with the surrounding townscape. The stucco colors provide a warm and quiet background, the blue-grey tones introduce a subtle contemporary expression tied to the mountain environment, the wood accents add warmth and pedestrian scale, and the metal roof and awning elements reflect practical Colorado mountain construction. Together, these materials allow the project to feel contemporary while still grounded in Idaho Springs' established character.

5. Relationship to the Carnegie Library

1. The nearby Carnegie Library is one of the most important architectural and civic references for the project. It is not merely a historic building; it is a public landmark that represents education, civic life, and community identity. The proposed development responds to the Carnegie Library by respecting its role as a distinguished civic structure and by avoiding architectural competition with it.

Rather than attempting to copy the Carnegie Library, the project creates a complementary backdrop and edge condition. The building forms are organized to provide visual interest without overwhelming the library. The use of restrained detailing, durable materials, articulated facades, and pedestrian-oriented open space helps establish a respectful relationship between the new residential community and the historic civic resource. The intent is for the Carnegie Library to remain visually and symbolically important while the new housing adds life, activity, and investment to the surrounding area.

The development also continues the civic legacy of the site. The former Carlson Elementary School and the Carnegie Library both represent community-serving uses. Miner Street Apartments continues that tradition in a new way by providing affordable housing for the people who work, live, and contribute to Idaho Springs. In that sense, the project is not simply replacing a school with apartments; it is carrying forward the public-serving purpose of the site through housing.

6. Function as a Gateway to the Historic District

1. The site functions as a gateway location because it sits at a transition point into the Historic District and near a highly visible community corridor. The design recognizes this role by incorporating not only buildings, but also a public-facing gateway feature at the southwest corner of the property. The proposed “Welcome to Idaho Springs” monument sign, clock tower, fountain feature, landscaping, and seating area are intended to create a meaningful sense of arrival.

This gateway element is an important part of the architectural response. It helps the project contribute to the identity of Idaho Springs beyond the private boundaries of the development. It creates a place where the project meets the City, where residents and visitors experience a visual marker of arrival, and where the edge of the Historic District is strengthened rather than ignored. The clock tower element is particularly appropriate because it draws from traditional civic forms without copying a specific historic building. It creates a vertical landmark, reinforces community identity, and gives the project a civic presence suitable for this location.

7. Why Contemporary Apartment Forms Are Appropriate Here

1. Contemporary apartment forms are appropriate on this site because the project is not located in the center of the historic commercial storefront district and because the site has historically been occupied by a larger institutional building. The development is also providing a modern housing use that must meet current building codes, accessibility standards, energy requirements, financing requirements, resident needs, and long-term operational standards.

The challenge is not to disguise the building as something it is not. The challenge is to design modern housing that belongs in Idaho Springs. The proposed architecture does that by balancing contemporary residential functionality with contextual design. It provides efficient apartment layouts, accessibility, common spaces, open-air circulation, modern building systems, and sustainable design, while using materials, massing, and streetscape elements that respond to the local context.

A contemporary approach is also appropriate because Idaho Springs is not frozen in time. The Historic District is protected because it is valuable, but the community continues to evolve. New housing, when designed carefully, can strengthen the community by allowing more people to live locally, support downtown businesses, and participate in civic life. The proposed project represents that kind of respectful evolution.

8. What Makes the Building “Idaho Springs”

1. The building is “Idaho Springs” because it responds to the place rather than imposing a generic apartment model onto it. It is shaped by the mountain setting, the former school site, the edge of the Historic District, the nearby Carnegie Library, the walkable downtown pattern, and the community’s need for housing that serves local residents.

The project incorporates outdoor gathering areas, raised garden beds, a playground, seating areas, pedestrian connections, a dog run, picnic areas, and a gateway monument. These elements reflect the way people live in Idaho Springs: connected to the outdoors, connected to neighbors, and connected to the town itself. The design creates more than housing units; it creates a small community within the larger community.

The building also reflects Idaho Springs through its sense of practicality. Historic mountain towns were built with purpose. Buildings were durable, adaptable, and responsive to climate and use. Miner Street Apartments follows that logic through

efficient design, durable materials, weather-conscious roof and awning elements, and a layout that balances density with open space and livability.

9. Why the Architecture Is Appropriate Next to the Historic District and Carnegie Library

1. The proposed architecture is appropriate next to the Historic District and Carnegie Library because it performs the role this site requires. It does not compete with the historic commercial core. It does not attempt to mimic the Carnegie Library. It does not create a false historic image. Instead, it creates a respectful transition between historic downtown, civic uses, and surrounding residential development.

The architecture provides visual interest, pedestrian scale, material variation, and community-facing improvements. It supports the historic district by strengthening the edge condition and creating a more complete streetscape. It supports the Carnegie Library by respecting its civic role and adding compatible activity nearby. It supports Idaho Springs by transforming an underutilized former institutional property into needed affordable housing while contributing to the visual quality of the community.

For these reasons, the Applicant believes the proposed architectural design satisfies the intent of Section 21-205(2) of the Idaho Springs Municipal Code. The design builds upon and supports the character of Idaho Springs through contextual materials, appropriate massing, pedestrian-oriented site design, gateway improvements, and a respectful relationship to the Historic District and the Carnegie Library.