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NOTICE AND AGENDA
Regular Meeting & Work Session to follow regular meeting
Idaho Springs Planning Commission
1711 Miner Street, City Hall
Wednesday, May 1, 2024 – 6:00 p.m.

PLANNING COMMISSION
REGULAR MEETING
Wednesday, May 1st, 2024
6:00 PM

- Call to Order
- Roll Call
- Agenda Approval
- Approval of Minutes from April 03, 2024
- Conflict of Interest
- Public Comment (on non-agenda items)
- Staff Update
- New Business

A. Request for Amendments to the Approved Final Development Plan (FDP) for the Block 57 / Former Golddigger Field Mixed-Use Project

- Adjournment

PLANNING COMMISSION
WORK SESSION
Wednesday, May 1st, 2024
Immediately following the completion of the scheduled Regular Meeting

- Three-Mile Plan Update / Discussion
- Shared Amenity Housing / Hotel and Motel Housing Discussion

IN-PERSON AND REMOTE MEETING PUBLIC ATTENDANCE AND PARTICIPATION INSTRUCTIONS

The Public is able to view and hear this meeting remotely at the following address on the City's website:
https://www.colorado.gov/pacific/idahosprings/city-council-live

To provide public comment remotely please use the link below
https://us02web.zoom.us/j/89171912558?pwd=cTNDR08rL0NhQzdVcG4wZlo5clY5dz09

For in-person Unscheduled Public Comment, please sign-in at the entrance to the Council Chambers.

Each individual that is providing public comment is limited to three (3) minutes.

PLANNING COMMISSION
MINUTES
April 03, 2024

CALL TO ORDER
Chair Cindy Olson called the meeting to order at 6:00 p.m.

ROLL CALL
Commissioners present were Cindy Olson, Chuck Howard, Don Reimer, Ursula Cruzalegui and Jefferson Lich. Commissioner Kent Slaymaker and Caitie Maxwell were absent. Staff present were City Administrator Andrew Marsh, Community Development Planner Dylan Graves, Deputy City Clerk Wonder Martell, and Assistant City Attorney Nick Klein.

AGENDA APPROVAL
Chair Cindy Olson advised that there was to be a modification of the agenda. Chair Cindy Olson modified the agenda to reverse the order of the two public hearings for the evening. The first public hearing is to be the Re-Zoning of 2060 Miner Street (Visitors Center) from P to C-1 and then the hearing on the Conditional Use Permit will be held second. Commissioner Reimer moved to approve the modified agenda for April 03rd, 2024. Commissioner Howard seconded followed by a unanimous voice vote for approval. Motion Carries.

APPROVAL OF MINUTES
Commissioner Howard moved to approve the minutes from March 06, 2024. Commissioner Reimer seconded. Commissioner Reimer also asked that the minutes from March 06th, 2024 be modified to state that the stop sign requested at 10th avenue is not at 10th and Miner but more at 10th and the alley. 10th avenue between Colorado Blvd and Miner. The motion was carried by unanimous voice vote, motion carries.

CONFLICT OF INTERST
There was no conflict.

PUBLIC COMMENT
Chair Olson asked the audience if there was any public comment regarding anything not on the agenda, and there was none.

STAFF UPDATE
Community Development Planner Dylan Graves went over his staff report with the commission to go over the projects that Staff is currently working on. Mr. Graves mentioned that the Hotel and Motel regulations would be coming to a work session soon. Chair Olson said that there may be a need to have a special work session this month, because only meeting once a month tend to move items very slowly. Chair Olson stated she would be ok with having an extra meeting this

month. Chair Olson advised the board to get their questions together on Hotel Motel/Dorm Style housing for the special meeting. Chair Olson stated that she has questions on the lodging tax, how it's done for dormitory style housing, and mentioned the square footage of a room, and per person. City Administrator Andrew Marsh advised that he and Community Development Planner do a bit of research on this to try to obtain some answers.

MR. Graves also mentioned the 3-mile plan and advised the board that this plan has not been updated since 2008, that it needs review, an updated map and that maybe at the June meeting the board could have this as a topic. Mr. Graves also brought up the Comp plan, as it was budgeted for this year, he would like to start doing some prep for the update. The comp plan is from 2017 and there may be some grant opportunities to pursue.

NEW BUSINESS

1. Public Hearing: Re-Zoning of 2060 Miner Street (Visitor Center) from P to C-1.
Chair Olson opened the hearing at 6:17 pm.
Community Development Planner Dylan Graves stated that this property has historically been zoned Park and Rec as it has been tennis courts and a swimming pool prior. The Visitor Center was built in 1992, and the zoning was never changed. The allowable uses in Parks are a cemetery, golf course, and a park to name a few. Mr. Graves stated he went to the city attorney and inquired about why the zoning was never changed and it seems it was an oversight. Mr. Graves recommends the approval so the Visitor Center can continue to operate as it has been for over 30 years. There is adjacent C-1 close by and this property is in the East End. It would be appropriate to align the zone with historic use. The Idaho Springs Historical Society holds a lease for the Visitor Center that goes the 2030. There was no discussion after the staff report from Mr. Graves. Chair Cindy Olson closed the public hearing at 6:26 pm. Commissioner Cruzalegui recommended that City Council approve the requested rezoning application to rezone the City owner property located at 2060 Miner Street from Parks & Recreation (P) to Commercial One (C-1), with no conditions. Commissioner Howard seconded followed by an all-in favor roll call vote. Motion carries.

2. Public Hearing Conditional Use Permit Request by Duke Bradford of AVA Rafting and Ziplining for seasonal employee camping.
Chair Olson opened the hearing at 6:27 pm.

STAFF REPORT- Community Development Planner Dylan Graves went over his staff report with the commission. This is a request for a conditional use permit for employees of AVA (Arkansas Valley Adventures) to camp this rafting season on property located West of the City Ballfields. Mr. Graves stated that this property was annexed in 1974 but the terms of that agreement were not met so there are no permitted uses by right at this property. Chair Olson asked Mr. Graves what it was zoned. MR. Graves advised that it was the Silver Spruce PD (Planned Development). MR. Graves went over the criteria for approval. Water/Wastewater, Access, Parking, Waste/Trash Removal, Noise, Wildfire and Wildlife. The applicant proposes portlets and potable water, Clear Creek Fire Authority and a public comment that did not make it in time for the packets have been placed at the dais for the commission. Mr. Graves also mentioned that the access road varies from 10 feet to 12.5 feet. The Fire Authority said that this is sufficient. Mr. Graves also mentioned that there were no parking code standards for a campground, and the proposal is for up to 30 people. The proposed spaces are to be gravel, but the code says they must be paved. Generally, this can meet health and safety concerns, there is a reasonable plan in place, for a short-term use. Chair Olson brought up that the bridge that goes under the highway to the west of this property is not for motorized vehicles to travel thru that tunnel and that she would like to have signage to have only non-motorized vehicles use that passage. City Administrator Andrew Marsh agreed and said that signage is very important. Mr. Graves mentioned that this is not a permanent use, only a temporary/seasonal use and it would

end at the end of the rafting season. Mr. Graves reminded the commission that in order to establish a permanent use, it would require upgrades to the property. Commissioner Reimer mentioned that any Clear Creek Fire Ban should also cover this area. Chair Olson asked about clarification if there are to be tents allowed or tents and camper vans, and that a camper be clearly defined. Community Development Planner Mr. Graves sad that this is probably a better question for the applicant, and that the lease agreement says tents only and that all the tent areas have tent pads to designate the sites, but this would also most likely include trucks with campers on them.

APPLICANT- Duke Bradford AVA 116 Goldflake Terrace Breckenridge CO.

Mr. Bradford thanked the commission for their time. Mr. Bradford stated that he has owned and operated AVA since 2002, that he converted the old Doctors office on Highway 103 into a rafting company. Mr. Bradford stated he has been looking for a solution for the conflicts that happen with the seasonal workers. His idea is to create regulated seasonal camping. Mr. Bradford said he has had a lot of success with this idea at his Buena Vista location and has been camping there for over 20 years. He understands that no neighbors would like this to be tried, but he is optimistic, the proposed property is isolated, and he can fence it. That is the reason he is here today.

Chair Olson asked about the mention of "camper vans" in Mr. Bradfords operation plan and asked for clarification on what camper van means. Chair Olson asked if camper vans included trucks with trailers. Mr. Bradford said that they are actual vans, not trucks and he wants his employees to walk or bike to work and not move the camper vans in and out. Community Development Planner Mr. Graves said that the distance from the campsite to the AVA headquarters on Hwy 103 is 1.2 miles. Vice Chair Cruzalegui mentioned that in the operation plan, it states 10 camper vans, but what if 15 camper vans show up? Mr. Bradford advised that they only allow for 10 to car (van) camp and the rest (20) are for tents. He has a limit of 30 total, this location is west of the ballfields, and there is a bit of land in between that CDOT is using for storage. Chair Olson asked Mr. Bradford about the fencing he spoke of. Chair Olson asked what type of fencing he is proposing. Mr. Bradford advised that he would use the green construction fence as it would blend with the area. Commissioner Jefferson Lich asked about the generator use that's listed in the operational plan. Mr. Lich asked if the generator would be shut down during quiet hours and if that meant it would be running for the rest of the time. Mr. Bradford advised that the generators would be shut down at 10pm as that's the cut off time. Mr. Lich then asked about lighting. Mr. Bradford advised the commission that he did not intend to bring lighting/power to the site. Vice Chair Cruzalegui asked how he intended to control the area. Mr. Bradford stated that they will have weekly meetings and they have what they call a "Mayor" who is held accountable for the group. That there is a clear chain of command, and that they take ownership of this and that they take it very seriously, if they do not follow the rules, people will be fired as the AVA name is on the line. Vice Chair Cruzalegui asked what the procedure would be for a camper abandoning their spot. Mr. Bradford stated that it's their space, they take 100% ownership and that the employees pay a deposit and that they would keep the deposit if it was abandoned. Chair Olson stated tat they have an extensive lease agreement and Mr. Bradford said he's been working on it a long time. Commissioner Lich mentioned that in the lease, it mentions RV Camps, and that should be modified, and 20 feet should be the max. Mr. Bradford agreed and said that part of the lease would be modified. Chair Olson stated she was glad they had a no pet policy, as there would most likely be issues with pets. Mr. Bradford agreed and stated they are hoping to alleviate any issues. Vice Chair Cruzalegui asked what the long-term plan is. Mr. Bradford stated that he would like to develop camping here, he thinks it can be done, that he is looking for a trial period, seasonal and for a small business it's hard-to-find property. Mr. Bradford stated that this is economical and is a burden to the company. Mr. Bradford said what he really wanted was to share the employee housing with Loveland 6 months/6 months but he has not seen any offer of that yet. Commissioner Cruzalegui asked Mr. Bradford, if this CUP was approved and the trial period goes well, was it his intention to try to make this a permanent use? Ms. Cruzalegui asked if this camping was to be for AVA only or offered to all rafting

employees? Mr. Bradford advised Ms. Cruzalegui that it would only be for AVA as whomever stays in your area needs to be your employee.

PUBLIC COMMENT- Camerin Marlin 269 Zip Line Trail Idaho Springs CO
Ms. Marlin thanked the city for the heads up, and she feels there will be an impact to Clear Creek Metropolitan District with this conditional use. However, she also said she was willing to support this trial use, with the full compliance of the rules and the required criteria. Ms. Marlin stated she has a lot of safety concerns. Fires, parking, small road, children running around. Mr. Marlin agrees that a no per policy is a good idea. Ms. Marlin in concerned with no overnight supervision at the ball fields. AVA would be responsible for all repairs and costs associated with repairs. Ms. Marlin is concerned with the water as they need a secure water source for the lawn to be cared for. Ms. Marlin also would like to deter and conflicts between a rafting guide and residents.
Jon Bowland 175 Divide View Drive Idaho Springs
Mrs. Bowland also expressed concerns about fires and open fire pits and asked Mr. Bradford how they intended on cooking. Mr. Bradford responded and said there is a designated fire pit on a concrete pad, and that he is willing to stick to propane as the fire chief has suggested. No open fires. Mrs. Bowland asked if AVA's "Mayor" had designated hours? Mr. Bradford advised that the Mayor has to live on site and there is also a lieutenant. 24/7, Mr. Bradford said that they have good accountability. Mrs. Bowland agreed that this needs to be supervised. Chair Olson asked staff and the attorney to add a condition of no fires.
Chair Olson closed the public hearing at 7:33 pm.

COMMISSION DISCUSSION
Commissioner Cruzalegui stated there are way to many things that would need to be enforced, enforcement is really hard to manage in this community, and fires are very scary. This use could possibly put all of our enforcement in one area only. Commissioner Cruzalegui also said it will be very hard to tell if this applicant is doing what they are supposed to be doing as they will be putting their best foot forward during this trial period. Ms. Cruzalegui stated that she has not seen a site plan for this and that we should take the time to make sure this is done right so there is a chance that it could become permanent.

Assistant City Attorney Mr. Klein asked for clarification on the signage that needs to go down by the ball fields, to include the no motorized vehicle, to have a speed limit and share the road signage. City Administrator Andrew Marsh advised MR. Klein that the non-motorized vehicles would be to the left (West) of AVE and the speed limit and share the road signs would be east of the ballfields. Mr. Marsh stated that signage is important to build awareness among all who will be using that park. Mr. Marsh asked the room what would be reasonable for marking individual camping/parking spots. How to delineate parking in general. Mr. Bradford advised that they could number them, and he is agreeable to that. Chair Olson asked that an additional condition be made to delineate the parking spots.

MOTION-
When asked for a motion, commissioner Cruzalegui stated that she wanted to make her own motion. Commissioner Cruzalegui moved to deny the conditional use permit request for Duke Bradford at AVA rafting and Ziplining for seasonal employee parking. There was no second so that motion failed.

The commission asked that the first two sentences of condition #4 in the proposed motion be deleted (remove "all campsites shall maintain a minimum distance of XXX feet from adjacent wooded areas and shall maintain a radius of XXX feet free of vegetation to minimize fire risk. Cooking and fires shall only occur on non-vegetated surfaces).

Commissioner Reimer moved to approve the conditional use permit request by Duke Bradford of AVA Rafting and Ziplining for seasonal employee camping with the following conditions:

1. **Approval will expire on October 1, 2024.**
2. **The Handbook and Lease (Attachment 1) and the Map of the site (Attachment 2) are both expressly incorporated as conditions of approval.**
3. **Potable water must be available on-site at all times.**
4. **The Clear Creek Fire Authority shall sign off on the location of campsites, fire pits, and cooking areas prior to operation. Occupancy of the site cannot occur until the City receives confirmation that Fire Authority authorization has been provided.**
5. **All campsite locations shall be numbered and a map of the site, showing all campsites labeled, shall be provided to the City prior to operation and posted at the site.**
6. **Trash and recycling must be picked up weekly at minimum.**
7. **Adequate portable toilets will be provided on-site and will be pumped monthly at a minimum or as needed.**
8. **Prior to occupancy of the property, the applicant shall work with the City to assign an address to the property for the purposes of emergency response.**
9. **The applicant is required to provide to City Administration and the Police Department two (2) authorized contacts (a primary contact and backup contact) for the property who can physically respond to the site within sixty (60) minutes or less.**
10. **Parking spaces shall meet minimum parking standards, and shall be delineated on-site to the City's satisfaction, and shall include spaces for at least 38 vehicles (including 10 campervan spaces). A parking plan showing the layout of spaces shall be provided prior to occupation of the property. No parking associated with this use shall be permitted off site.**
11. **Public access across the property along the existing paved path shall be maintained and not blocked.**
12. **City Staff shall perform a site walk-through once all improvements proposed are established on-site to confirm compliance with the above conditions of approval.**
13. **The City Council may revoke this CUP at any time in accordance with the ISMC.**
14. **No natural (wood) fires are permitted on-site.**
15. **Signage shall be installed at the entrance to the trail underpass to I-70 at Edwards St. stating that no motorized vehicles are permitted. Signage stating that no motorized vehicles are permitted shall also be placed on the trail directly west of the proposed campsite to designate the end of access road sharing the trail.**
16. **"Share the Road" and speed limit signage similar to the signs installed on Riverside Drive and the Clear Creek Greenway Trail shall be installed both directions on the access road between the Shelly-Quinn Ballfields entrance and the entrance to the campground where pedestrians and vehicles may interact.**
17. **The Handbook and Lease Agreement shall be updated to clarify that up to ten (10) camper vans may be permitted on-site for overnight occupancy and specific campervan spaces shall be delineated prior to occupancy subject to the approval of the City Attorney.**

Commissioner Howard seconded followed by a roll call vote. Motion carries 4-1 (Ursula Cruzalegui voting no).

ADJOURMENT

Chair Olson adjourned the meeting at 7:44 pm.

IDAHO SPRINGS
PLANNING COMMISSION STAFF REPORT

Meeting Date: Monday, May 1, 2024	**Page 1 of 5**	**Item:** **Request for Amendments to the Approved Final Development Plan (FDP) for the Block 57 / Former Golddigger Field Mixed-Use Project**
Presented by: Dylan Graves Community Development Planner		

PROPOSAL:

This is a request for an amendment to the approved Final Development Plan (FDP) for the Block 57 / Former Golddigger Field Subdivision located at Lots 1-3, Lot 57/Former Golddigger Field Subdivision. An FDP and final plat for the property was approved on April 11, 2022, with six (6) conditions that have since been addressed. Since the original FDP was approved, the applicant has identified several changes to the approved plan, which require review and action for approval.

Section 21-106 of the Idaho Springs Municipal Code (ISMC) requires amendments to FDPs to go back through the initial approval process, thus requiring public hearings with the City's Planning Commission and with City Council.

The proposed changes are as follows:

1. Removal of sixteen (16) exterior doors on the South façade of Building 1 and Building 2
2. Removal of parking lot/access East of Building 2, eliminating Miner Street access onto property and revised parking in other lots on the South of the property
3. Removal of walkway adjacent to Building 2/parking lot proposed for elimination
4. Revised trash enclosure plan

After consultation with the City Attorney's Office, Staff believes that some minor amendments to a previously approved FDP could be approved administratively without this public hearing process. However, upon evaluating these specific proposed amendments as a whole, Staff believes that they alter significant enough aspects of the development (traffic access, pedestrian circulation, ingress/egress) to require the public hearing amendment process.

ATTACHMENTS:

1. Approved FDP site plan
2. Proposed FDP site plan and elevations including proposed changes
3. Engineering Letter from EV Studios

BACKGROUND:

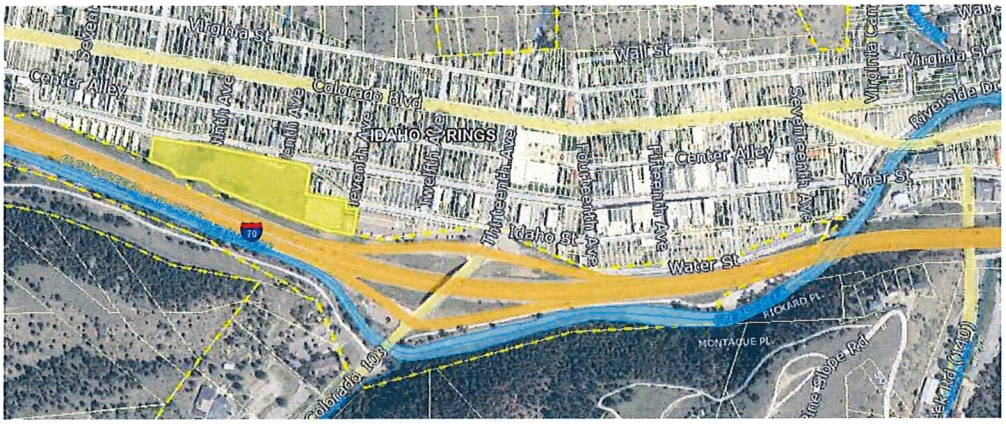
The subject property is zoned Planned Development (PD). The PD for the property was approved in the autumn of 2021 and defines the uses permitted on the property. The PD allows for a maximum of 120 apartment units, a maximum of 12,000 square feet of commercial space, and a park site. The proposed changes to the FDP will have no impact on the PD zoning district and all proposed modifications meet PD requirements.

Since the FDP was approved in April 2022, many delays have occurred that have kept the applicant from starting development of the property. However, they have submitted building permits and excavation and grading permits to begin site work in anticipation of development before long.

The proposed changes have arisen due to site constraints and issues on-site that were discovered by their development team, including their civil engineer, that need to be addressed prior to construction of on-site improvements. The applicant has stated that as they have worked through schematic design to construction document phases, they came across a few changes necessary to meet civil requirements as well as better align operation and functionality of the property.

Attachment 2 to this report shows the proposed changes side-by-side for each of the proposed amendments to the approved FDP.

Vicinity Map:



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 a FDP meeting the requirements of this Article has been approved for it. It requires a public hearing, rather than administrative review, because the amendments are significant and the property is zoned PD, per Sec. 21-106(E)(2) of the ISMC.

PLANNING COMMISSION ROLE:

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

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 criterion:

1. **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.**

Each of the four proposed changes will be reviewed and analyzed for compliance with the above criterion. As mentioned, there is an approved PD for the property, against which the proposed changes will be reviewed in addition to the ISMC and the *Standards and Specifications for Design and Construction (Standards)*. All proposed changes are outlined in Attachment 2.

1. *Removal of sixteen (16) exterior doors on the South façade of Building 1 and Building 2*

The requested revision modifies the Southern façades on Building 1 and Building 2 facing the approved parking lot for the development. The effect of the revision would be to replace the doors, as approved on the existing FDP, with windows. In association with this change, they would be removing the patios and walkways that were approved to allow pedestrian access to said door from the south parking lots. The units that would be impacted have access through the interior corridors of the buildings, which is proposed to remain unchanged.

The applicant has stated that the removal of exterior doors will improve functionality of the units, most of which are studio units containing approximately 450 square feet of gross floor area (GFA).

Current design:

Proposed design:

As seen above, the doors would be replaced with windows to match the upper floors. These windows will meet Building Code requirements for emergency egress. The primary access to the affected units would be through the secured internal corridor, which is accessed on the East and West sides of Buildings 1 and 2.

No other changes are proposed for the South elevation of the buildings. They continue to contain varying eaves, materials, and vertical delineations, as was required as part of the initial FDP approval. One condition of approval was that an additional distinct roof ridgeline be added to Building 1. This distinct roofline has been maintained to ensure compliance with the originally approved FDP and its conditions.

The accompanying reduction in paving associated with the removal of walkways from the parking lots to the units will increase the amount of open space on the property and decrease the percentage of impervious surfaces on-site. The overall effect of the change for site development is minor and appears to meet City standards and requirements for development. Increased landscaping and open space on site meets City standards.

Overall, Staff believes that this proposed change meets City regulations and standards and maintains the spirit of the originally approved FDP.

2. *Removal of parking lot/access East of Building 2, eliminating Miner Street access onto property and revised parking in other lots on the South of the property*

The second proposed modification is the removal of a parking area directly East of Building 2, which as approved contained ten (10) parking spaces, two of which were disability spaces. The approved FDP required 172 parking spaces and the applicant showed 177 provided spaces in the approved FDP. This included 26 spaces on the south side of Miner Street, 127 in the main parking lot accessed off Idaho Street, 10 spaces on the parking lot proposed for removal, and 25 spaces along Idaho Street itself.

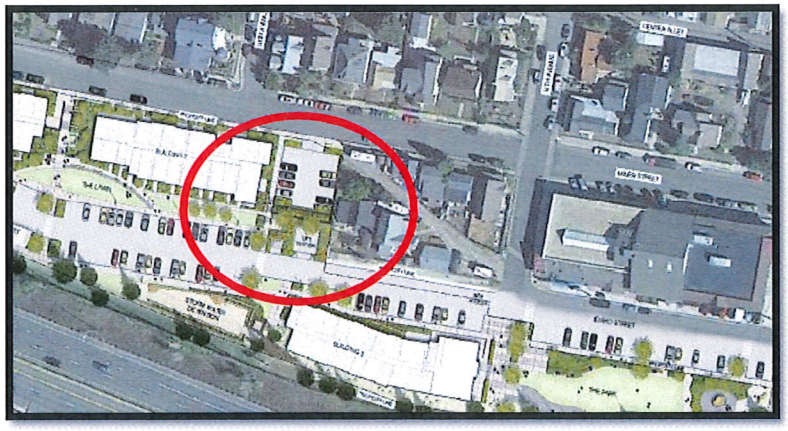
The reason for the change is that the applicant's civil engineering team has advised that they cannot accommodate the grades required to access the parking lot. The entrance grade as proposed would have to be too steep to accommodate the spaces in that location. It would also require a 9' tall, tiered retaining wall, which can be eliminated by reallocating required parking elsewhere on-site. Once the applicant determined that additional spaces could be allocated elsewhere, the applicant decided that eliminating this proposed parking lot would be their preferred option. An engineering review completed on April 5, 2024, noting the civil issues with the parking lot is included as Attachment 3.

The proposed amendment will remove the 10 spaces from the east parking lot but will add seven (7) spaces to the existing large parking lot accessed from Idaho Street and will add two spaces to the south side of Miner Street. The net reduction in parking will thus be one (1) parking space. This continues to exceed the 172 parking spaces that were required as part of the original FDP approval. Six (6) ADA parking spaces will remain, as was approved originally.

A benefit of the proposed change is the removal of one access off Miner Street. This reduces the number of places along Miner Street where vehicles can enter the City's roadway system. It also adds the ability to fit two additional parallel parking spaces on the south side of Miner Street. Finally, it increases the amount of open space on site, which will be adjacent to property owners to the East of the development. This improves stormwater drainage off of Miner Street while also creating additional open space buffer between adjacent properties and the subject development.

Given the above, Staff believes that this proposed amendment is compliant with City standards and regulations.

Location of parking lot proposed for removal:



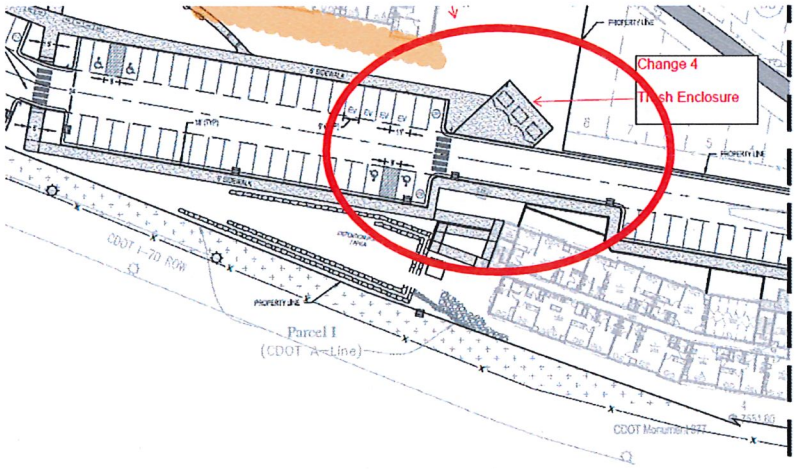
3. *Removal of walkway adjacent to Building 2/parking lot proposed for elimination.*

The applicant has requested the removal of the sidewalk adjacent to the east parking lot that is also proposed for removal (see above). According to the applicant, the primary purpose of the walkway in question is to provide access to the site from the parking lot. If the parking lot is eliminated the need for the subject walkway is diminished since there are multiple other pedestrian access points from Miner Street to the property, including a walkway approximately 225' to the West between Building 1 and Building 2.

Staff believes that the proposed modification meets City requirements as included in the ISMC, the City's *Standards* document, and the approved PD for the property.

4. *Revised trash enclosure plan*

The final proposed amendment is to the trash enclosure plan that is approved for the development. The current approved FDP shows two (2) small trash enclosures, each located in the south parking lot – one to the south of Building 1, the other to the south of Building 2 and west of Building 3. The applicant has discussed trash management with Timberline Disposal – a local waste management company – who has advised that the current layout of the trash enclosures would require the dumpsters to be manually wheeled out to the truck rather than allowing a truck to directly access the dumpsters within the enclosure. Based on that need, the space required for trash enclosures would expand beyond what the approved enclosure areas would allow, necessitating the change. Given that, the applicant proposes to combine the trash enclosures into one larger, central enclosure on the southeast corner of Building 2:



This would centralize the waste management facilities on-site while also opening several spaces for additional surface parking within the lots to accommodate the relocated spaces from the other parking lot that is proposed for elimination. The proposed dumpster enclosure is designed to hold three eight-cubic-yard dumpsters.

The downside to this revised location is that residents of Building 1 will be required to walk further to dispose of waste, since on-site trash enclosures are further now than when smaller enclosures were proposed across the site. Nevertheless, the proposal as designed appears to meet City requirements for the provision of waste management facilities for multi-family/mixed-use development.

STAFF ANALYSIS OF PROPOSAL:

Staff believes that the requested changes continue to meet the City's ISMC, the approved PD for the property, and the City's *Standards and Specifications for Design and Construction*. Staff finds the proposed amendments to make sense from a development perspective and believes that they are reasonable changes meant to accommodate an efficient development of the site. Staff believes that the changes can be approved without changing the spirit or intent of the development on-site and as such can be supported.

PLANNING STAFF RECOMMENDATION:

Staff recommends that the Planning Commission recommend approval of the proposed amendments to the approved Final Development Plan (FDP) for the Block 57 / Former Golddigger Field Mixed-Use Project.

POTENTIAL MOTION:

Motion to recommend approval of the proposed amendments to the approved Final Development Plan (FDP) for the Block 57 / Former Golddigger Field Mixed-Use Project.

Four Points Funding

4/15/2024

Mr. Graves
Community Development Planner
City of Idaho Springs

2350 Riverside Drive LLC is requesting amendments to the Final Development Plan for the Block 57 Subdivision in support of idiosyncrasies of the site Since the Final Development Plan approval in 2022, our team has worked diligently with the architects and engineers to ensure our design would meet the FDP requirements. As the team has worked through Schematic Design to Construction Documents we have come across a few changes that require an amendment to the Final Development Plan. We are confident the proposed changes are in keeping the the original intent and will enhance the development along with benefiting the surrounding neighbors. The amendments and description are outlined below.

Exhibit A: Approved Site Plan from the Final Development Plan

Exhibit B: Proposed Site Plan

Exhibit C: Building Elevations

Exhibit D: Engineering Letter Regarding the Parking Lot East of Building 2

Area: South Elevation of Building 1 and 2

Remove the exterior unit entrances, patio's and walkway to sixteen (16) units on Level 00 facing I-70. This desired change is based on the use of the interior space and security. Fourteen of the sixteen units are 450 SF studios. Due to the limited SF, we believe it is important to make as much of this interior space as usable as possible. The swing of the exterior door and subsequent entrance pathway into the unit affects the "living room" area of the apartment. By eliminating the door, it creates a much more usable "living room" area. Secondly, the exterior entrance directly to the parking lot, creates a potential security risk for these residents. By removing this entrance, all residents would enter through the locked corridor entrance. The corridor entrances will be locked at all times, accessed by either key card or physical key by the residents, which allows the Property Managers to control who enters the building.

The exterior stoop was not large enough to create private outdoor space so there is no loss of private space. The area would become landscaped thus increasing the green space around the property.

Area: Parking lot on the east side of Building 2

At the time of the Final Development Plan approval, the civil engineering was not complete. Once our civil engineering team began the design process, it was determined the entrance grade into the parking lot was too steep to fit the proposed number of parking spaces. The team was able to fit the required parking within in the main parking lot so removing this minor parking lot was determined to be the best option. We are able to create an additional parallel parking spot where the entrance would have been located. Less traffic will be directed towards Miner street as the majority of residents will enter from Idaho Street. Removal of the entrance also reduces the pedestrian crossing and conflict. Additionally pulling out with street parking has a reduced visibility as the car would be sitting lower than the elevation of the parked cars (uphill exit). We believe the safety concerns alone make this a positive change. The area will become additional green space and create a larger buffer between the east neighbors, which we believe is a benefit to the community. Please reference Exhibit C, EVstudio engineering letter stating the issues with the original proposed parking area.

Area: Walkway east side of Building 2

Since we are proposing the removal of the east parking area, this walkway doesn't serve a dedicated purpose. People would reach Miner Street through the main staircase between Building 1 and 2. Removing non-permeable material and incorporating more green space is an additional benefit to the project.

Area: Trash Enclosure

The original design has two trash enclosures that are perpendicular to the parking lot. This means, any trash truck has to manually wheel the dumpsters out of the trash area in order to service them. After speaking with Timberline Disposal they informed us the largest wheelable dumpster 4 cubic yards so we would need 4 or 5 of these to service the community. If we keep the enclosures perpendicular to the parking area, we will need to add more dumpsters, thus reducing the parking availability. We believe the best option is to create a dedicated trash enclosure on the southeast corner of Building 2. The enclosure will be constructed with similar materials as shown in the approved Final Development Plan.

Attachment A: Approved Site Plan from the Final Development Plan

C:\Users\carla\OneDrive - Space Inc\SPACE INC\00 - Projects\21 Block57\06 - Design Drawings\20 - Drawing\22204_Block 57 Multi Family_v22_detached (2)_detached.rvt

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SITE PLAN LEGEND

INDICATES ACCESSIBLE BUILDING ENTRANCE

OVERALL PROJECT UNIT MATRIX

WHERE THE PROPERTY HAS 20 OR MORE UNITS, 2% OF THE UNITS ON SITE MUST MEET ICC A117.1 - 2009 TYPE A UNIT REQUIREMENTS. UNLESS SPECIFICALLY CALLED OUT AS TYPE A, ALL LEVEL 00 AND LEVEL 01 UNITS MUST MEET ICC A117.1 - 2009 TYPE B UNIT REQUIREMENTS.

UNIT TYPE	Average Area	LEVEL 00	LEVEL 01	LEVEL 02	LEVEL 03	TOTAL
BLDG 1						
STUDIO - TYPE A ADAPTABLE	450 SF	1	0	0	0	1
STUDIO	450 SF	5	6	6	0	17
1 BEDROOM	635 SF	1	7	7	0	15
2 BEDROOM	914 SF	1	2	2	0	5
		8	15	15	0	38
BLDG 2						
STUDIO	454 SF	7	7	7	7	28
1 BEDROOM - TYPE A ADAPTABLE	623 SF	1	0	0	0	1
1 BEDROOM	678 SF	1	3	3	0	7
2 BEDROOM	932 SF	0	4	4	1	9
		9	14	14	8	45
BLDG 3						
STUDIO	457 SF	0	0	1	1	2
1 BEDROOM	654 SF	1	3	3	3	10
2 BEDROOM - TYPE A ADAPTABLE	947 SF	1	0	0	0	1
2 BEDROOM	958 SF	4	3	7	7	21
4 BEDROOM	1,583 SF	1	1	0	0	2
		7	7	11	11	36
TOTAL		24	36	40	19	119

191 TOTAL PROVIDED PARKING SPACES

165 ON SITE SPACES	26 ON STREET SPACES

172 SPACES REQUIRED BY IDAHO SPRINGS MUNICIPAL CODE SECTION 21-127

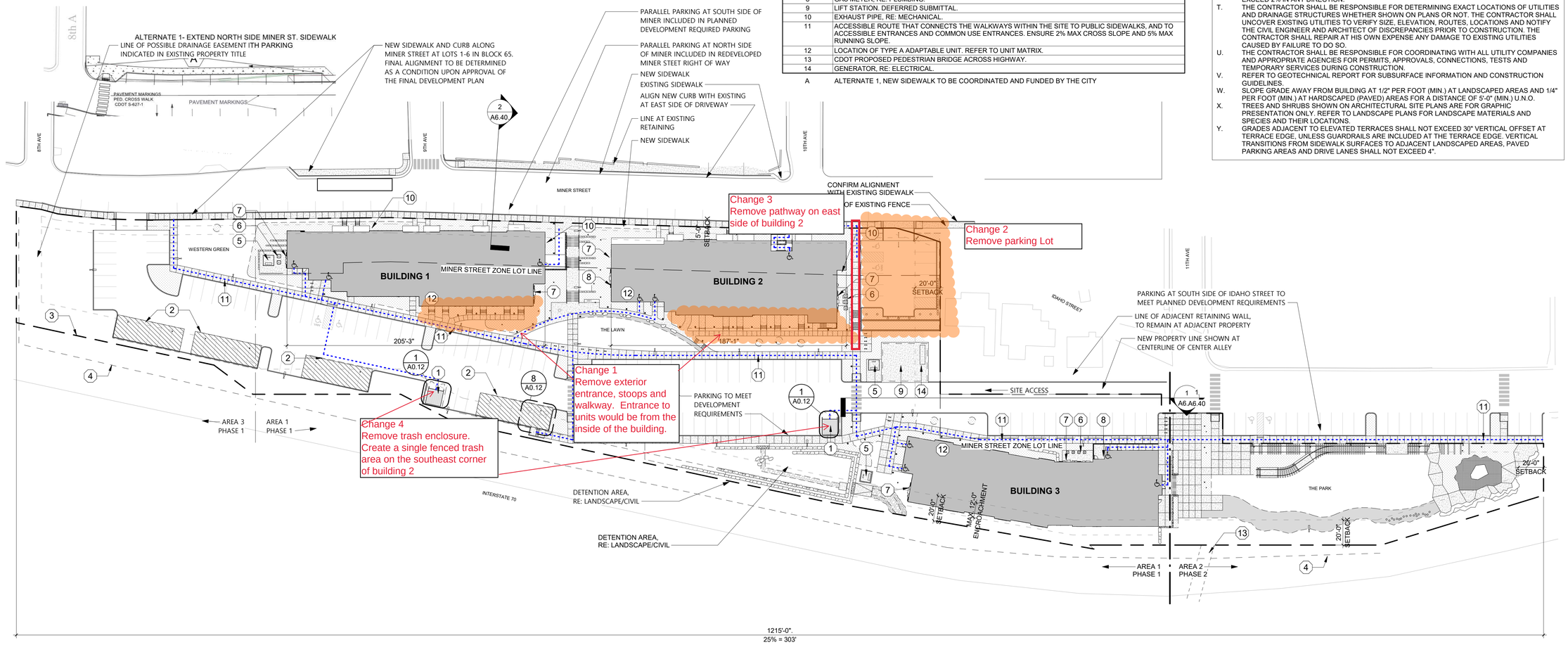
CATEGORY	COUNT	UNITS AND RETAIL SIZE	SPACES PER UNIT	SPACES REQUIRED	SPACES PROPOSED
STUDIO	48	453 SF	1.25	60	
1 BEDROOM	33	649 SF	1.5	50	
2 BEDROOM	36	945 SF	1.75	63	
4 BEDROOM	2	1,583 SF	2.5	5	
RETAIL	1	2,660 SF	1 PER 250 SF	11	
SUBTOTAL				189	191
MIXED USE REDUCTION FACTOR (1.1)				-17	
EXISTING SPACES ON IDAHO STREET					-13
TOTALS				**172**	**177**

SITE PLAN KEYNOTES

TAG	DESCRIPTION
1	TRASH ENCLOSURE.
2	CARPORT STRUCTURE. BASIS OF DESIGN: ELITE 3 CONSTRUCTION SINGLE COLUMN T FLAT. COLOR AS SELECTED BY ARCHITECT.
3	PROPERTY LINE
4	SITE FENCE, RE: LANDSCAPE.
5	TRANSFORMER, RE ELEC. MAINTAIN 10' CLEARANCE TO ADJACENT BUILDINGS.
6	HEAT PUMPS, RE: MECHANICAL. ALLOW 24" CLEARANCE TO SERVE SIDE OF UNIT, 48" ABOVE UNIT, 6" ON ONE SIDE, 12" ON REMAINING SIDE, AND 24" BETWEEN UNITS FOR PROPER AIRFLOW.
7	ELECTRIC METERS AND EQUIPMENT, RE: ELECTRICAL.
8	GAS METER, RE: PLUMBING.
9	LIFT STATION. DEFERRED SUBMITTAL.
10	EXHAUST PIPE, RE: MECHANICAL.
11	ACCESSIBLE ROUTE THAT CONNECTS THE WALKWAYS WITHIN THE SITE TO PUBLIC SIDEWALKS, AND TO ACCESSIBLE ENTRANCES AND COMMON USE ENTRANCES. ENSURE 2% MAX CROSS SLOPE AND 5% MAX RUNNING SLOPE.
12	LOCATION OF TYPE A ADAPTABLE UNIT. REFER TO UNIT MATRIX.
13	CDOT PROPOSED PEDESTRIAN BRIDGE ACROSS HIGHWAY.
14	GENERATOR, RE: ELECTRICAL.
A	ALTERNATE 1, NEW SIDEWALK TO BE COORDINATED AND FUNDED BY THE CITY

SITE PLAN GENERAL NOTES

A. REFER TO FLOOR & SLAB PLANS FOR BUILDING ELEVATIONS & RELATIONSHIP TO USGS DATUM.
B. FINISH GRADING, ADJACENT TO BUILDING & SITE ELEMENTS SHALL BE COMPLETED TO PROPOSED CONTOURS/ELEVATIONS INDICATED ON CIVIL DRAWINGS. WHERE DISCREPANCIES EXIST BETWEEN CIVIL, LANDSCAPE, AND/OR ARCHITECTURAL DRAWINGS CONTRACTOR SHALL OBTAIN CLARIFICATION FROM ARCHITECT PRIOR TO PROCEEDING WITH WORK.
C. ARCHITECTURAL DRAWINGS ARE BASED ON SURVEY INFORMATION & FIELD NOTES PREPARED BY OTHERS. THE ARCHITECT MAKES NO REPRESENTATION AS TO THE ACCURACY OF THE INFORMATION AND IS NOT RESPONSIBLE FOR ERRORS THEREIN OR CORRECTIONS REQUIRED AS A RESULT. CONTRACTOR SHALL VERIFY EXISTING/PROPOSED TOPOGRAPHY AND SITE CONDITIONS PRIOR TO CONSTRUCTION.
D. REFER TO FLOOR PLAN FOR DETAILED BUILDING INFORMATION, SHOULD DISCREPANCIES EXIST, NOTIFY ARCHITECT FOR CLARIFICATION PRIOR TO CONSTRUCTION.
E. REFER TO CIVIL DRAWINGS FOR BUILDING LOCATION, PROPERTY LINE BEARINGS AND DISTANCES, GRADING OF PARKING AREAS AND DRIVES, AND ALL STREET AND PARKING IMPROVEMENTS. CONTOURS INDICATED ON ARCHITECTURAL SITE PLAN FOR REFERENCE ONLY.
F. SITE AND STORM DRAINAGE SHALL BE PER CIVIL DRAWINGS. RE: CIVIL PACKAGE.
G. SITE UTILITIES SHALL BE PER CIVIL DRAWINGS. STUB OUT BUILDING UTILITIES 5'-0" FROM EXTERIOR BUILDING FACE FOR CONNECTION WITH SITE UTILITIES. COORDINATE SITE UTILITY LOCATIONS WITH PLUMBING & ELECTRICAL DRAWINGS PRIOR TO CONSTRUCTION.
H. VERIFY AND COORDINATE SITE IRRIGATION AND LIGHTING SLEEVE REQUIREMENTS, SIZES, AND LOCATIONS WITH LANDSCAPING PRIOR TO CONSTRUCTION.
I. REFER TO CIVIL AND LANDSCAPE DOCUMENTS FOR VEHICLE PARKING, BICYCLE PARKING, AND HANDICAPPED ACCESSIBLE SPACE REQUIREMENTS, LAYOUTS, AND MARKINGS.
J. PROVIDE SIGNAGE FOR FIRE ACCESS, HANDICAPPED ACCESSIBILITY, ETC. AS REQUIRED BY GOVERNING AGENCIES AND AUTHORITIES HAVING JURISDICTION. REFER TO CIVIL AND LANDSCAPE DRAWINGS FOR ADDITIONAL EXTERIOR AND SITE SIGNAGE.
K. NO EXTERIOR VENDING OR DISPLAY SHALL BE ALLOWED.
L. ALL EXTERIOR AND GROUND MOUNTED MECHANICAL, ELECTRICAL, AND COMMUNICATIONS EQUIPMENT, METERS, ETC. SHALL BE PAINTED (AS ALLOWABLE) AND SCREENED FROM VIEW WITH LANDSCAPE ELEMENTS. MAINTAIN CODE-REQUIRED ACCESS AND CLEARANCES.
M. PROTECT ALL EXISTING TREES AND VEGETATION UNLESS SPECIFICALLY INDICATED TO BE REMOVED. COORDINATE LANDSCAPE WITH LANDSCAPE DRAWINGS.
N. COORDINATE LANDSCAPE LIGHTING REQUIREMENTS WITH ELECTRICAL. REFER TO LANDSCAPE DRAWINGS FOR LIGHT BOLLARDS, LANDSCAPE ILLUMINATION, ETC.
O. REFER TO LANDSCAPE DRAWINGS FOR SITE IRRIGATION SYSTEMS. COORDINATE WITH PLUMBING.
P. PROVIDE FIRE LANE DEMARCATION AND SIGNAGE TO COMPLY WITH FIRE MARSHALL REQUIREMENTS. DO NOT PAINT CURBS. COORDINATE A JOINT SITE VISIT WITH ARCHITECT AND FIRE MARSHALL TO DETERMINE SIGNAGE AND KNOX BOX LOCATIONS.
Q. CONTRACTOR SHALL COORDINATE WITH OWNER TO SCHEDULE WORK TO AVOID CONFLICTS WITH EXISTING OR TEMPORARY FACILITIES, PARKING, OR CONDITIONS, OR PLANNED ACTIVITIES AND EVENTS. PROVIDE TEMPORARY STRUCTURES TO MAINTAIN SAFE AND UNRESTRICTED ACCESS TO FACILITIES IN USE.
R. SITE SIGNAGE MAY REQUIRE SEPARATE APPROVALS AND PERMITS. COORDINATE AND SUBMIT TO LOCAL JURISDICTION AND ARCHITECT FOR APPROVAL PRIOR TO FABRICATION AND INSTALL.
S. CONTRACTOR SHALL ENSURE THAT THE RUNNING SLOPE OF REQUIRED ACCESSIBLE ROUTES DOES NOT EXCEED 5%, MAXIMUM CROSS SLOPE DOES NOT EXCEED 2%, AND NO VERTICAL CHANGE EXCEEDS 1/4" WITHOUT BEVELING (OR EXCEEDS 1/2" WITHOUT A RAMP). THE MAXIMUM SURFACE SLOPE WITHIN A HANDICAPPED ACCESSIBLE PARKING SPACE SHALL NOT EXCEED 2% IN ANY DIRECTION.
T. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING EXACT LOCATIONS OF UTILITIES AND DRAINAGE STRUCTURES WHETHER SHOWN ON PLANS OR NOT. THE CONTRACTOR SHALL UNCOVER EXISTING UTILITIES TO VERIFY SIZE, ELEVATION, ROUTES, LOCATIONS AND NOTIFY THE CIVIL ENGINEER AND ARCHITECT OF DISCREPANCIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR AT HIS OWN EXPENSE ANY DAMAGE TO EXISTING UTILITIES CAUSED BY FAILURE TO DO SO.
U. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH ALL UTILITY COMPANIES AND APPROPRIATE AGENCIES FOR PERMITS, APPROVALS, CONNECTIONS, TESTS AND TEMPORARY SERVICES DURING CONSTRUCTION.
V. REFER TO GEOTECHNICAL REPORT FOR SUBSURFACE INFORMATION AND CONSTRUCTION GUIDELINES.
W. SLOPE GRADE AWAY FROM BUILDING AT 1/2" PER FOOT (MIN.) AT LANDSCAPED AREAS AND 1/4" PER FOOT (MIN.) AT HARDSCAPED (PAVED) AREAS FOR A DISTANCE OF 5'-0" (MIN.) U.N.O.
X. TREES AND SHRUBS SHOWN ON ARCHITECTURAL SITE PLANS ARE FOR GRAPHIC PRESENTATION ONLY. REFER TO LANDSCAPE PLANS FOR LANDSCAPE MATERIALS AND SPECIES AND THEIR LOCATIONS.
Y. GRADES ADJACENT TO ELEVATED TERRACES SHALL NOT EXCEED 30" VERTICAL OFFSET AT TERRACE EDGE, UNLESS GUARDRAILS ARE INCLUDED AT THE TERRACE EDGE. VERTICAL TRANSITIONS FROM SIDEWALK SURFACES TO ADJACENT LANDSCAPED AREAS, PAVED PARKING AREAS AND DRIVE LANES SHALL NOT EXCEED 4".



1 SITE PLAN
A5.30 T0.10 SCALE: 1" = 40'-0"

PRELIMINARY
NOT FOR CONSTRUCTION

FINAL DEVELOPMENT PLAN SUBMITTAL

BLOCK 57 / FORMER GOLDDIGGER FIELD & MAINTENANCE FACILITY

8TH-12TH AVE. & MINER STREET
IDAHO SPRINGS, CO 80452

[SPACE INC]
Architecture. Interiors. & Master Planning

Four Points Funding

Elevated Civil

Back40 Landscape Architecture

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ARCHITECTURAL SITE PLAN

revision
FDP RECORD SUBMITTAL 05.08.2023

date 02.28.2022

project # 21-21

drawn by Author
checked by Checker

T0.10

Attachment B: Proposed Amendments

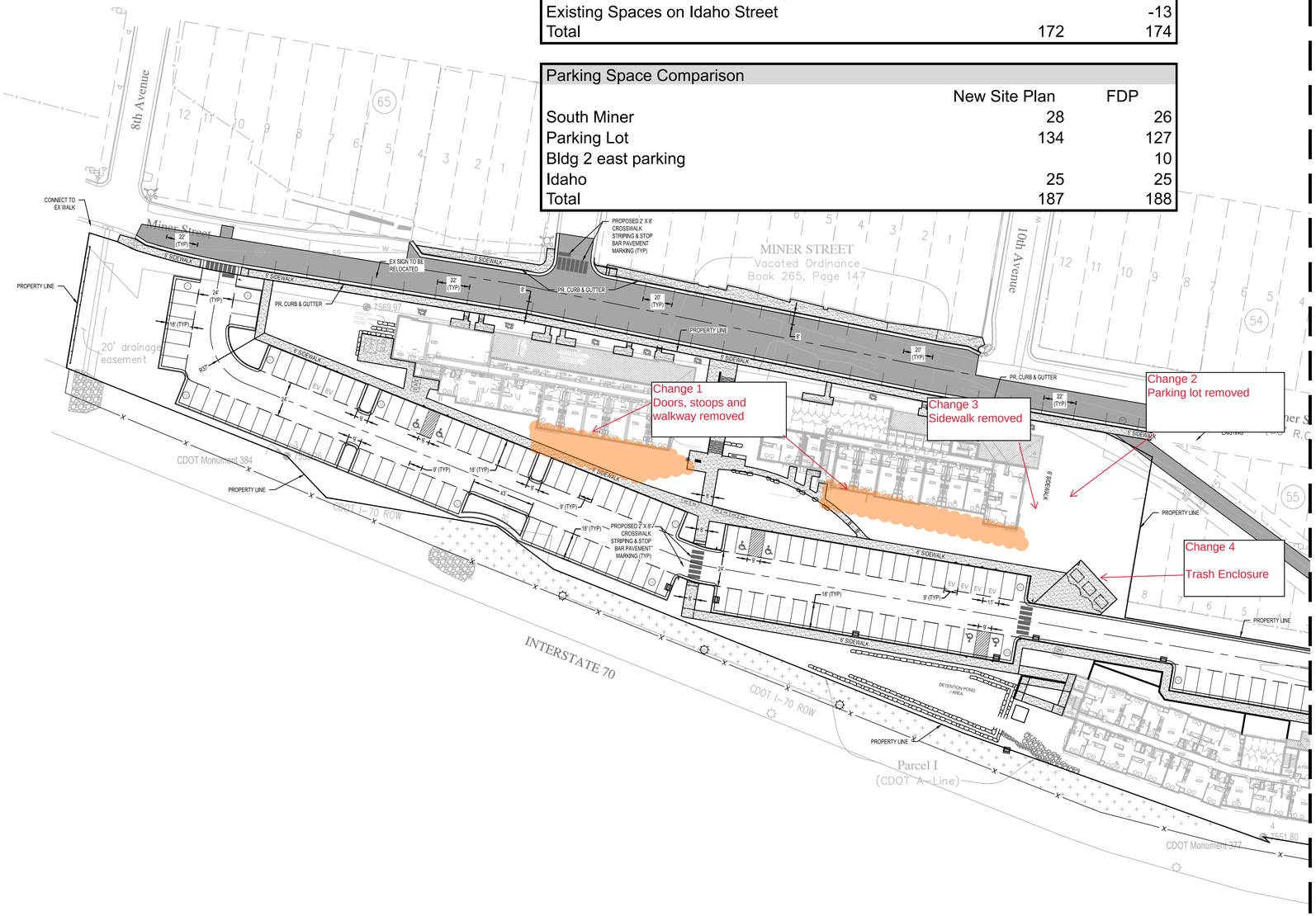
THE FIELDHOUSE - IDAHO SPRINGS

SITE DEVELOPMENT PLAN

LOTS 1 TO 4, BLOCK 114, STILE'S ADDITION TO THE CITY OF DENVER SITUATED IN THE NORTHEAST ONE-QUARTER OF SECTION 34 TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
TOWN OF IDAHO SPRINGS, CLEAR CREEK COUNTY, STATE OF COLORADO
SITE ADDRESS: IDAHO SPRINGS, CO 80452

Type	Count	Space/unit	SF	Spaces Required	Spaces Proposed
Studios	48	1.25		60	
1 Bed	33	1.5		49.5	
2 Bed	36	1.75		63	
4BD/4BA CCSD	2	2.5		5	
Retail	1	1	2660	10.64	
Total				189	187
Mixed Use Reduction Factor (1.1)				-17	
Existing Spaces on Idaho Street					-13
Total				172	174

Parking Space Comparison	New Site Plan	FDP
South Miner	28	26
Parking Lot	134	127
Bldg 2 east parking		10
Idaho	25	25
Total	187	188



LOWER SITE PLAN - WEST

1" = 40'

LEGEND

- PROPERTY LINE
- LOT LINE
- EXISTING CONCRETE
- EXISTING EDGE OF ASPHALT
- EXISTING STRIPING
- EXISTING ROAD DITCH
- EXISTING FENCE
- EXISTING CONCRETE BARRIERS
- EXISTING CULVERT
- PROPOSED BUILDING FOOTPRINT
- PROPOSED SIDEWALK
- PROPOSED STRIPING
- PROPOSED EDGE OF ASPHALT
- SHOOTING RANGES FOOTPRINT
- PROPOSED INFILTRATION BASIN
- PROPOSED GRASS SWALE
- PROPOSED CONCRETE
- PROPOSED AGGREGATE BASE
- PROPOSED CRUSHER FINES
- PROPOSED RIP RAP
- SIGHT TRIANGLES
- EXISTING MAYOR CONTOUR (7920)
- EXISTING MINOR COUNTOUR (7918)
- PROPOSED MAJOR CONTOUR (7920)
- PROPOSED MINOR CONTOUR (7918)
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING ELECTRIC BOX

N
W EV S

40' 0 20' 40' 80'
ORIGINAL SCALE: 1" = 40'-0"

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Evergreen, CO

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512.368.8111, TX
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Contact:
Brian Welch, PE
brian.welch@evstudio.com
303.670.7242 x50

UTILITY NOTIFICATION CENTER
The 811 .Promise.com
FOR MARKING OF UNDERGROUND MEMBER UTILITIES.

EVSTUDIO ASSUMES NO RESPONSIBILITY FOR UTILITY LOCATIONS. THE UTILITIES SHOWN ON THIS DRAWING HAVE BEEN PLOTTED FROM THE BEST AVAILABLE INFORMATION. IT IS, HOWEVER, THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.

THE FIELDHOUSE - IDAHO SPRINGS
ADDRESS

CA24003

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REVISION

XXX XXX XXXXXXXXXX

DATE: 03-08-2024
DRAWN BY: TAL
CHECKED BY: BMW

LOWER SITE PLAN - WEST

C301

NAME OF DEVELOPMENT: PROJECT TITLE
CASE NUMBER: 2018PM0000XXX

THE FIELDHOUSE - IDAHO SPRINGS

SITE DEVELOPMENT PLAN

LOTS 1 TO 4, BLOCK 114, STILE'S ADDITION TO THE CITY OF DENVER SITUATED IN THE NORTHEAST ONE-QUARTER
OF SECTION 34 TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN
TOWN OF IDAHO SPRINGS, CLEAR CREEK COUNTY, STATE OF COLORADO
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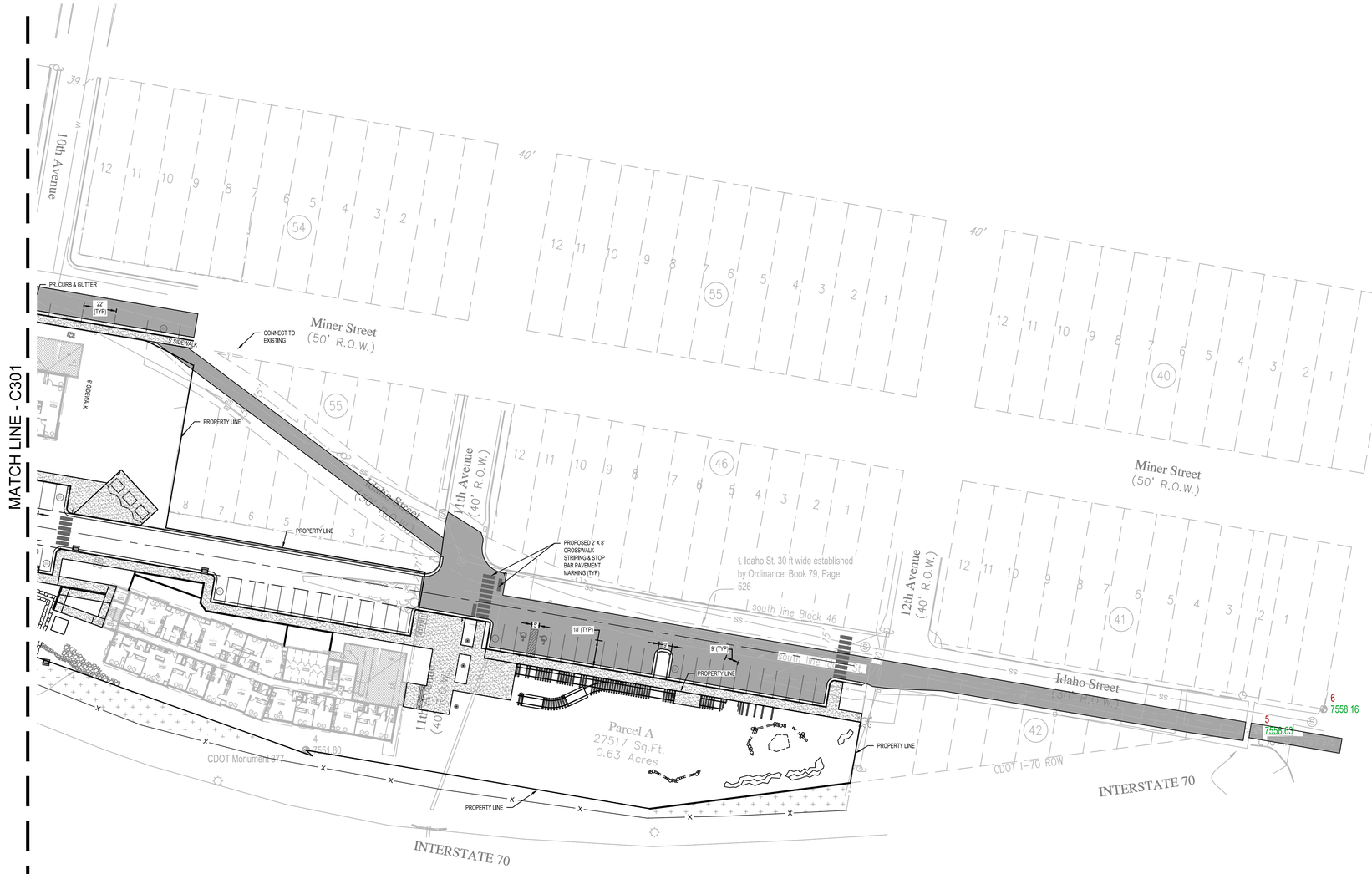

LOWER SITE PLAN - EAST

1" = 40'

N
W
S

40' 0 20' 40' 80'

ORIGINAL SCALE: 1" = 40'-0"

NAME OF DEVELOPMENT: PROJECT TITLE
CASE NUMBER: 2018PM0000XXX

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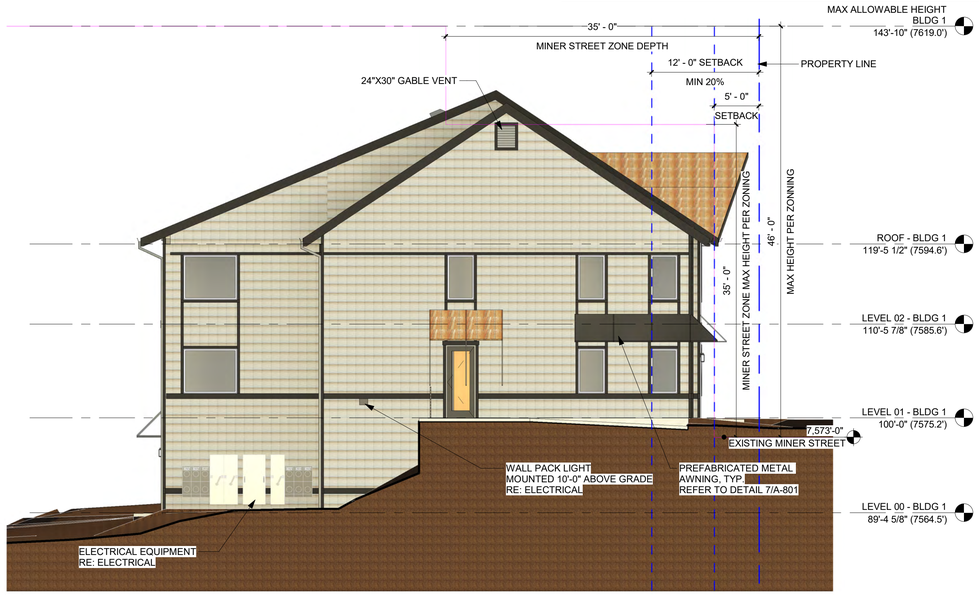
XXX XXX XXXXXXXXXX

DATE: 03-08-2024
DRAWN BY: TAL
CHECKED BY: BMW

LOWER SITE PLAN - EAST

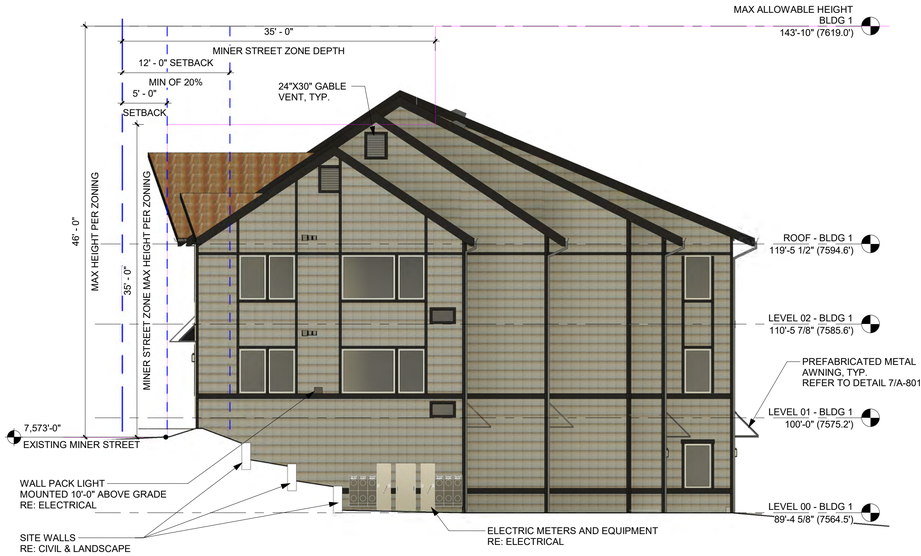
C302

Approved FDP Elevations



3 BUILDING 1 EAST ELEVATION
A-210 A5.11 SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'



2 BUILDING 1 WEST ELEVATION
A-210 A5.11 SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'

1 BUILDING 1 SOUTH ELEVATION
A-210 A5.11 SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'

ELEVATION GENERAL NOTES

A. BUILDING ELEVATIONS SHOWN ARE TO HELP CLARIFY OVERALL DESIGN INTENT. REFER TO FLOOR PLANS, REFLECTED CEILING PLANS, ROOF PLANS, WALL SECTIONS, ETC. FOR SPECIFIC DESIGN INFORMATION NOT EXPRESSLY DEFINED HEREIN.
B. EXTERIOR FINISH MATERIALS AND TREATMENTS ARE NOT NOTED IN ALL LOCATIONS. WHERE A MATERIAL, SURFACE, OR SYSTEM IS DEFINED THE BALANCE SHALL BE CONSIDERED AS REPETITION.
C. REFER TO REFLECTED CEILING PLANS AND ELECTRICAL DRAWINGS FOR SPECIFIC TYPE AND SIZE OF EXTERIOR LIGHT FIXTURES.
D. REFER TO REFLECTED CEILING PLANS FOR HEIGHT OF SPRING POINTS AND TOP OF ARCHES IN EXTERIOR WALLS.
E. FOR PARTIAL BUILDING ELEVATIONS, ADJOINING AND BACKGROUND ELEVATIONS REFER TO SHEET REFERENCE NUMBERS INDICATED ON THE PRIMARY ELEVATION OR KEYPLAN.
F. COORDINATE GUTTER AND DOWNSPOUT LOCATIONS WITH REQUIREMENTS INDICATED ON ROOF PLAN.
G. GRADE LINES INDICATED ON ELEVATIONS ARE APPROXIMATE. REFER TO CIVIL DRAWINGS FOR FINISH GRADE CONTOURS.
H. EXPOSED EXTERIOR WOOD MEMBERS SHALL BE STAINED, SANDBLASTED, AND RE-STAINED TO ACHIEVE ARCHITECT - APPROVED FINISH, U.N.O.
I. PROVIDE SPECIFIED WATERPROOFING ON WALLS BELOW GRADE.
J. REFER TO APPROPRIATE SCHEDULES FOR SIZES AND CONFIGURATIONS OF DOORS, WINDOWS, LOUVERS, SHUTTERS, ETC.
K. WINDOW SILL HEIGHT = 2'-9" A.F.F., U.N.O.
L. ALL LOUVERS, VENTS, PIPES, ETC. PENETRATING THE EXTERIOR FINISH SHALL BE FINISHED TO MATCH COLOR OF ADJACENT MATERIAL.

ELEVATION LEGEND

- HORIZONTAL LAP SIDING 'A'
  BASIS OF DESIGN: LP SMART SIDING NORTHWEST FACTORY FINISH, DEEP GRAIN LAP BLACK HILLS
- HORIZONTAL LAP SIDING 'B'
  BASIS OF DESIGN: LP SMART SIDING NORTHWEST FACTORY FINISH, DEEP GRAIN LAP 80% COUNTRY RED, 20% YELLOWSTONE
- BOARD & BATTEN SIDING
  BASIS OF DESIGN: LP SMART SIDING NORTHWEST FACTORY FINISH, DEEP GRAIN TETON
- VERTICAL PANEL SIDING
  BASIS OF DESIGN: LP SMART SIDING
  COLOR: SMOOTH FINISH CONCRETE GRAY
- VERTICAL CORRUGATED METAL
  BASIS OF DESIGN: DREXEL METALS DMC WALL SERIES 7/8" CORRUGATED
  COLOR: ANTIQUE METAL
- TRIM BOARD
  BASIS OF DESIGN: LP SMART SIDING NORTHWEST FACTORY FINISH, GRIZZLY
- ASPHALT ROOF
- METAL ROOF

PRELIMINARY
NOT FOR CONSTRUCTION

FINAL DEVELOPMENT PLAN SUBMITTAL

BLOCK 57 / FORMER GOLDDIGGER FIELD & MAINTENANCE FACILITY

8TH-12TH AVE. &
MINER STREET
IDAHO SPRINGS, CO
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[SPACE INC]
Architecture. Interiors. & Master Planning

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Back40 Landscape Architecture

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sheet title
BUILDING 1 BUILDING ELEVATION

revision
FDP RECORD SUBMITTAL 02.10.23

date 02.28.2022

project # 21-21

drawn by Author
checked by Checker

A5.11

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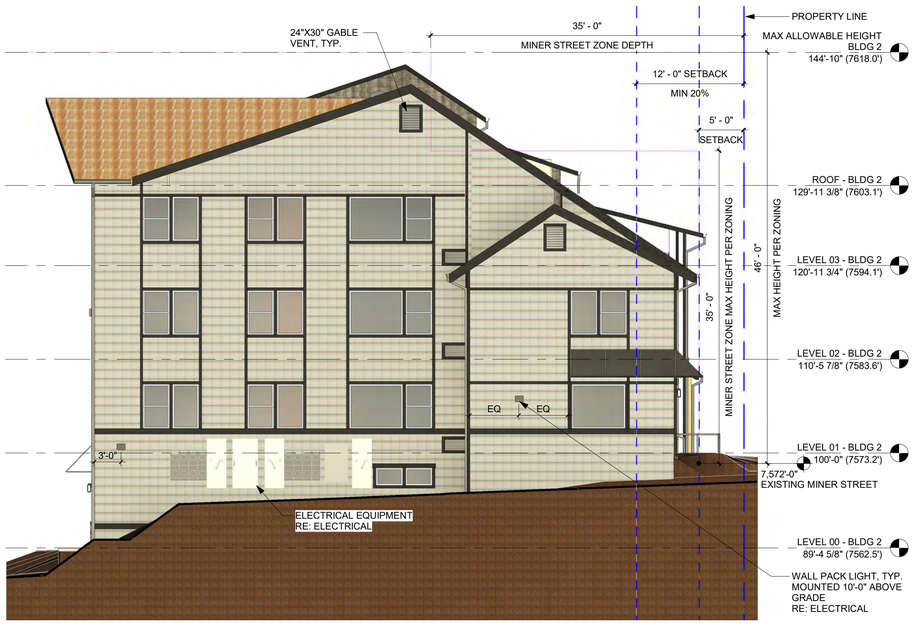
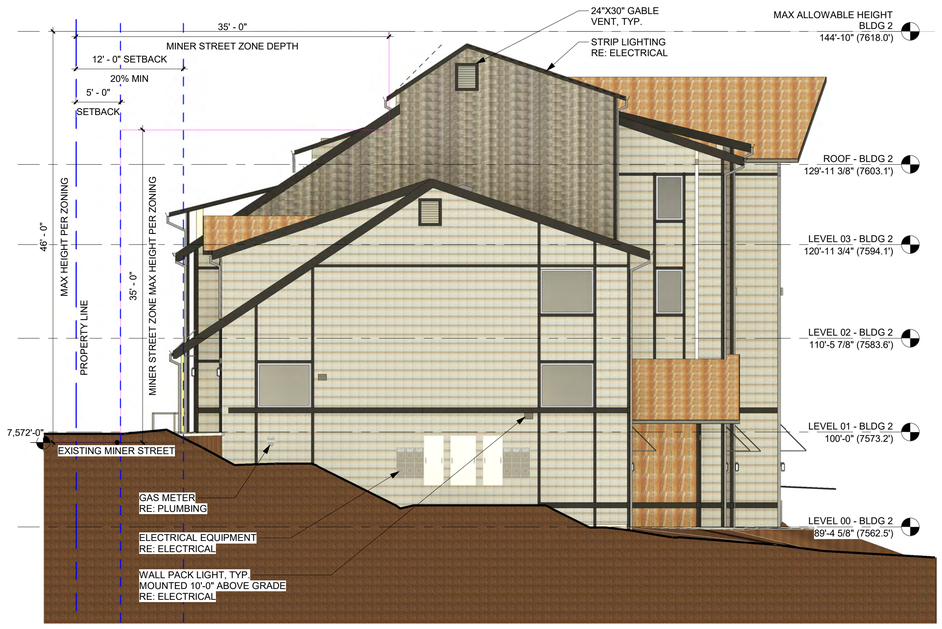


1 BUILDING 2 EAST ELEVATION

1-2 A5.21 SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'



2 BUILDING 2 WEST ELEVATION

1-2 A5.21 SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'

3 BUILDING 2 SOUTH ELEVATION

1-2 A5.21 SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'

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- TRIM BOARD — BASIS OF DESIGN: LP SMART SIDING NORTHWEST FACTORY FINISH, GRIZZLY
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PRELIMINARY
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FINAL DEVELOPMENT PLAN SUBMITTAL

BLOCK 57 / FORMER GOLDDIGGER FIELD & MAINTENANCE FACILITY

8TH-12TH AVE. & MINER STREET
IDAHO SPRINGS, CO 80452

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revision

FDP RECORD SUBMITTAL	02.10.23

date 02.28.2022

project # 21-21

drawn by Author
checked by Checker

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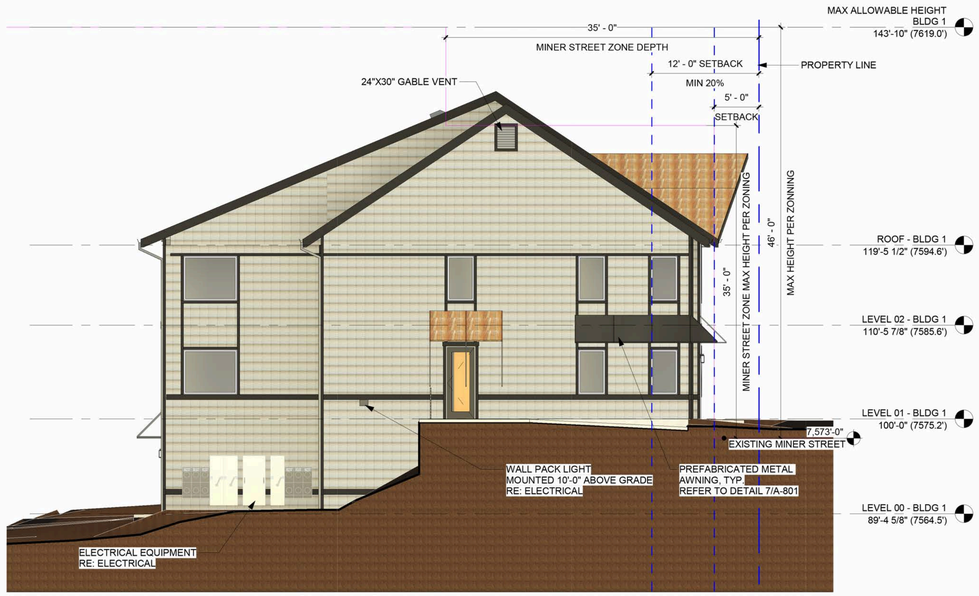
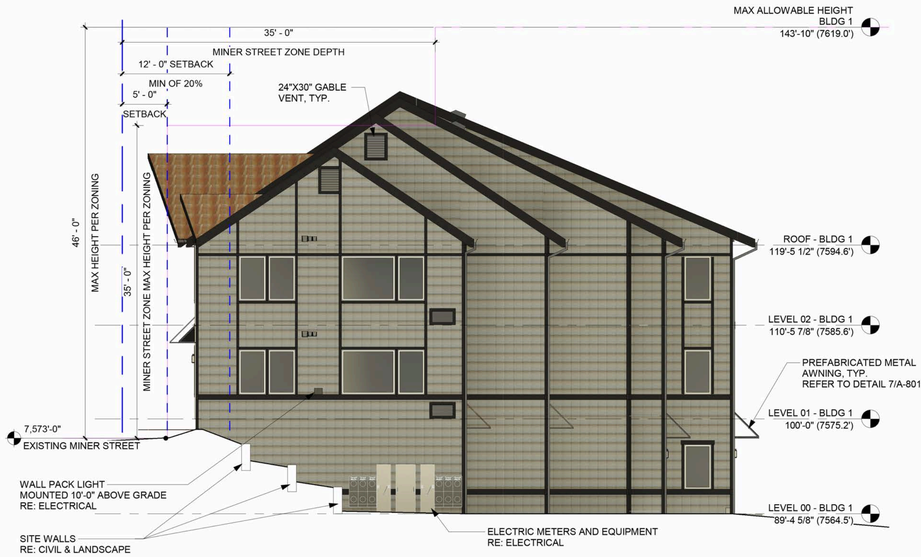
Proposed Building 1 South Elevation



3 BUILDING 1 EAST ELEVATION
A-210 A5.11 SCALE: 1/8" = 1'-0"
0 2' 4' 8' 16'



2 BUILDING 1 WEST ELEVATION
A-210 A5.11 SCALE: 1/8" = 1'-0"
0 2' 4' 8' 16'

1 BUILDING 1 SOUTH ELEVATION
A-210 A5.11 SCALE: 1/8" = 1'-0"
0 2' 4' 8' 16'

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BUILDING 1 BUILDING ELEVATION

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FDP RECORD SUBMITTAL	02.10.23
FDP REVISION	04.19.24

date 02.28.2022

project # 21-21

drawn by Author
checked by Checker

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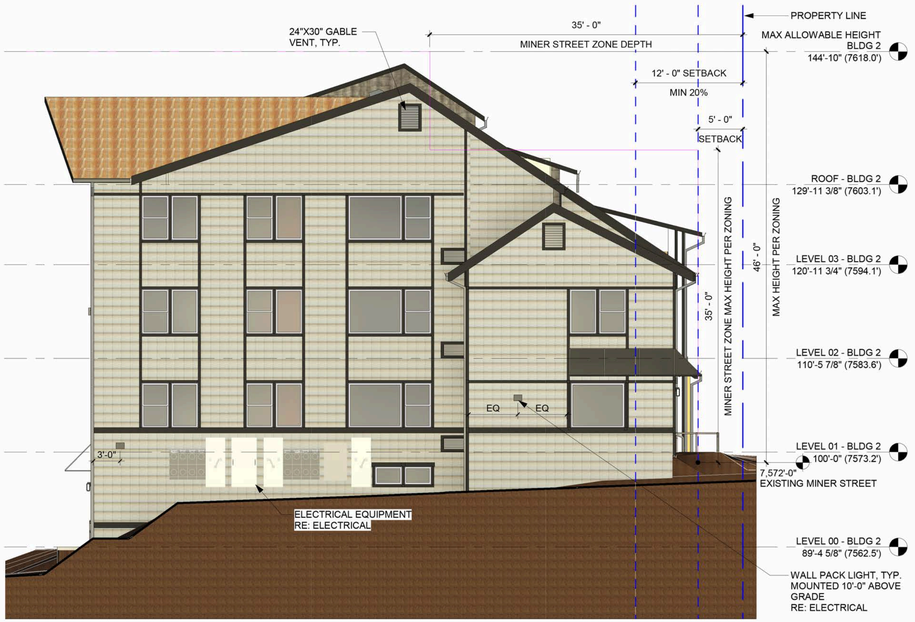
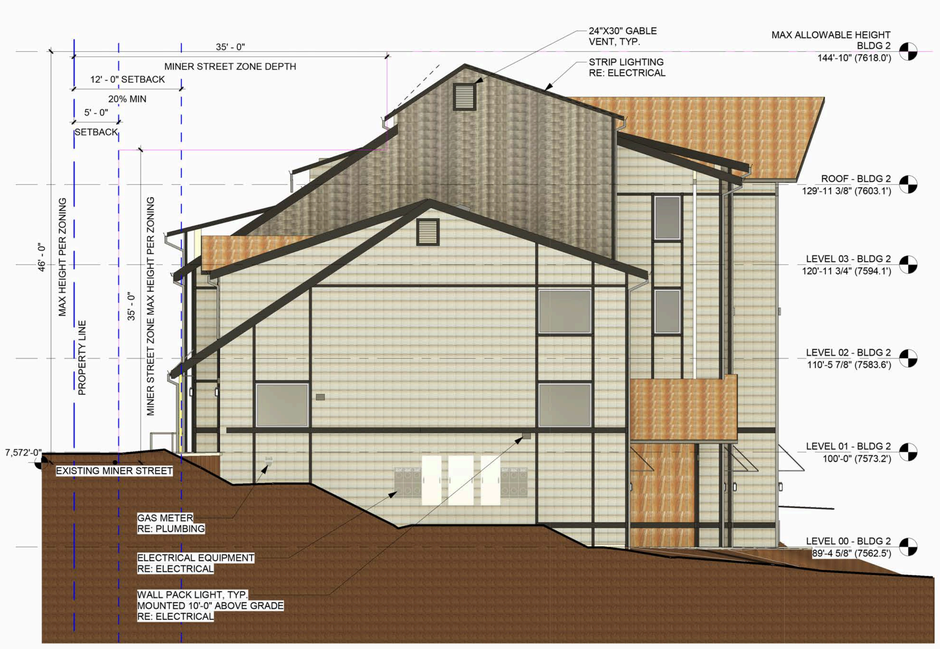
Proposed Building 2 South Elevation



1 BUILDING 2 EAST ELEVATION

1-2 A5.21 SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'



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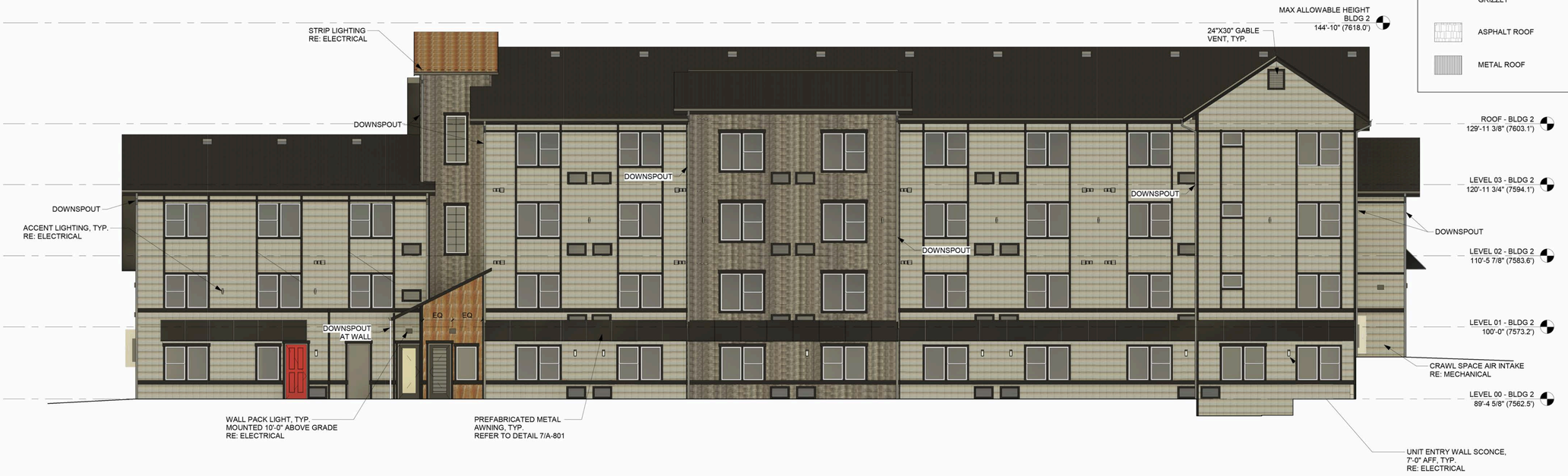

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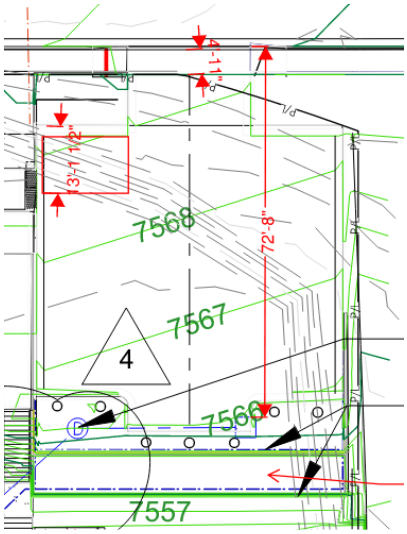
Attachment 3: Engineering Letter Regarding the Parking Lot East of Building 2

April 5, 2024

Kyle Oberkoetter
Principal
Four Points Funding

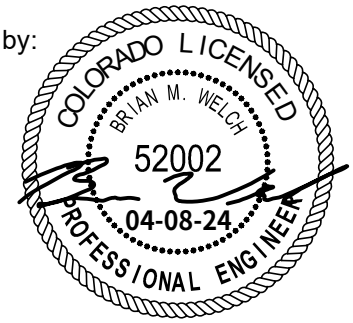
PROJECT LOCATION:
The Fieldhouse
Miner Street, Idaho Springs

PARKING LOT REVIEW:
The engineering team has reviewed the northeast parking lot and does not find that it is in a feasible location for the size and accessibility requirements needed for the city.
The current parking lot is shown at 5.5% slope from front of lot to rear of lot. South of the lot there is a tiered 9' tall retaining wall that presents a challenge tying in to the wall along the property to the East along the adjacent property line.
After detailed level design was completed on the lot, there were some issues that arose. The first is the ADA requirement for both the walk crossing and stalls. This removes around 18' of parking lot that increased an already steep 5.5% slope to 7.25% slope. The second is the tie in location to the existing east sloped wall adjacent to the single family home. Lastly is the overall safety concerns with a 9' tall wall.



With the removal of this wall, grading along the adjacent property, relocation of parking stalls to still exceed parking requirements, and more green space for storm runoff can all be achieved. We believe this is a better solution for the development and the surrounding community.

Proposed by:



Brian Welch, P.E.
Director of Civil Engineering, EVstudio

4602 Plettner Lane #4D
Evergreen, CO 80439
303.670.7242 ph
303.679.1862 fax
design@evstudio.com
www.evstudio.com

TO:	Idaho Springs Planning Commission
CC:	City Administrator Andrew Marsh, Assistant Administrator Jonathan Cain
FROM:	Dylan Graves, Community Development Planner
SUBJECT:	City of Idaho Springs Three-Mile Plan
ATTACHMENTS:	Department of Local Affairs (DOLA) Three-Mile Plan Guide
MEETING DATE:	May 1, 2024

The scope of this work session item is to get feedback from the Planning Commission on updating the City's existing Three-Mile Area Plan, last updated in 2008 and provide an update on current progress/next steps.

BACKGROUND

A three-mile plan is a long-range planning opportunity for municipalities to consider where annexation of new land may be feasible, how they will provide service in newly annexed areas, and how adequate levels of service will be maintained throughout the rest of the municipality. It ensures that the municipality will annex land only when it is consistent with pre-existing plans for the surrounding area. The City of Idaho Springs Three-Mile Area Plan was adopted in 2008 and provides direction concerning land use issues and infrastructure needs for lands within three miles of the current boundaries of the City. The plan identifies issues that should be addressed prior to any parcel of land being annexed into the City but does not propose the annexation of any lands near the City. Annexation of any land into Idaho Springs remains an individual landowner decision.

A three-mile plan is required to be updated regularly according to Colorado Revised Statutes (CRS) 31-12-105 (1) (e), as amended. Per the CRS, the plan is supposed to be updated annually. The CRS further states, "Prior to completion of any annexation within the three-mile area, the municipality shall have in place a plan for that area that generally describes the proposed location, character, and extent of streets, subways, bridges, waterways, waterfronts, parkways, playgrounds, squares, parks, aviation fields, other public ways, grounds, open spaces, public utilities, and terminals for water, light, sanitation, transportation, and power to be provided by the municipality and the proposed land uses for the area." As the City has not adopted an updated plan since 2008, there is a need to adopt this plan as soon as practicable to maintain compliance with CRS standards.

A reason to update the existing Three-Mile Plan now is because several annexations have been approved in the last few years and several others are in process. Updating the City's Three-Mile Plan in response to recent annexations ensures that the plan considers future annexations in those areas. The addition of new annexations over the past few years has opened additional eligibility for annexations to land around the City, which are not currently contemplated in the existing Three-Mile Plan. For example, opportunities for annexation along Colorado 103 have evolved since the existing Three-Mile Plan was adopted.

Another reason to update the plan is to consider City priorities and needs that did not exist in 2008. Land for affordable housing is potentially one such priority to be considered.

Finally, infrastructure improvements, including the replacement of old water and sewer lines and construction of new lines, has led to increased feasibility of expanding services outside of existing City Limits, which has an impact on the eligibility of parcels outside City Limits to petition for annexation.

NEXT STEPS

Staff will prepare an updated three-mile plan map reflecting current City boundaries. Once this occurs, this will be brought back to the Planning Commission for review along with proposed changes to annexation areas identified in the existing Three-Mile Area Plan document. Rather than creating a new document, Staff believes that we can update the existing Three-Mile Area Plan without the need for outside consultants. The existing plan was drafted by Katers & Associates with mapping assistance provided by Community Planning Services, but Staff believes an update to this plan could be done in-house. The scope of work is anticipated to be the creation of new maps showing existing City Boundaries and planning areas followed by new analysis of land uses, transportation and utility facilities in the areas, and summary of annexation potential. Staff anticipates that this could be completed by mid-to-late 2024. Once updated, Staff would plan to provide minor changes annually for consideration and approval. It is unlikely that the Three-Mile Area Plan would require significant change from year-to-year.

ATTACHMENTS

1. **DOLA Three-Mile Plan Guide**
2. **Current City of Idaho Springs Three-Mile Area Plan**

City of Idaho Springs, Colorado

Draft – Revision of 3 Mile Area Plan

February 27, 2008

Table of Contents

Introduction *page 2*

Methodology *page 2*

Study Area *page 3*

3 Mile Area Cooperation *page 4*

Plan Map *page 5*

Area Descriptions *page 6*

This plan has been completed by Tim Katers, AICP, Katers & Associates, 535 West 3rd Street, Loveland, Colorado 80537. Mapping assistance was provided by Roy Fronczyk, AICP, Community Planning Services.

Introduction

The City of Idaho Springs 3 Mile Area Plan provides direction concerning land use issues and infrastructure needs for lands within 3 miles of the current boundaries of the City of Idaho Springs. The plan identifies issues that should be addressed prior to any parcel of land being annexed into the City of Idaho Springs but does not propose the annexation of any lands near the City of Idaho Springs. Annexation of any land into Idaho Springs remains an individual landowner decision. Finally, this Plan addresses requirements for 3 Mile Area Plans as outlined in the Colorado Revised Statutes 31-12-105 (1) (e), as amended.

The City of Idaho Springs needs to ensure that annexation opportunities are evaluated through careful consideration of both the current and future interests and needs of the community. The Idaho Springs Comprehensive Plan has identified a desire to annex lands in an orderly manner that balances both the short and long term fiscal needs of the community. Annexation proposals should also balance business, residential and industrial land uses to the greatest extent possible with parks and open space to help maintain a balanced, healthy community. Successful annexation applications to the City should focus on how any particular annexation will meet the goals of the Idaho Springs community as identified in the Comprehensive Plan. Annexation is a discretionary act available to the City of Idaho Springs; the submittal of an annexation petition is no guarantee that the subject property will be annexed into the community.

The City of Idaho Springs wishes to continue to work with Clear Creek County, Gilpin and Jefferson Counties as appropriate to ensure that there is a smooth transition of land uses in the Idaho Springs area. This plan was developed using a visual survey of the area, mapping information from the Clear Creek, Gilpin and Jefferson County Planning & GIS Departments, public meetings in Idaho Springs and review by the City of Idaho Springs Planning Commission and City Board.

Methodology

Criteria to be considered when determining which lands near Idaho Springs might be desirable for annexation include:

- Areas which will broaden the range of housing types and home ownership opportunities in the City.
- Areas that have enough buildable land so that desired City land uses can be accommodated,
- Areas that are, or can easily be, served by utilities with no negative physical or economic impact on the community,
- Areas that help strengthen the economy of Idaho Springs,
- Areas that promote infill development, and
- Areas that share a community of interest with Idaho Springs.

No land in unincorporated areas is specifically designated for annexation in this plan. The analysis that follows will only identify areas that may be considered desirable for future uses, can be served by current services and facilities, are existing residential subdivisions, are needed to provide open space for the community, or will be logical for the expansion of the Idaho Springs urban area. Much of the land within 3 miles of the corporate boundaries of the City is unsuitable for annexation into the community due to distance, topography and the potential costs to provide services to widely scattered homes and businesses.

Thanks are due to the Planning Commission and staff of the City of Idaho Springs for their thorough review of this document. Staff and Commission comments have been incorporated into the adopted plan.

Study Area

This plan will address lands within a three mile area of the City of Idaho Springs by Section of land. A section of land is 1 mile square (640 acres). The complete system used to identify a particular parcel of land begins with identification of the Township (36 square miles), proceeds to the Range (east or west from the Principal Meridian) within that Township, and moves into each section of land found within that Township. Land can further be identified by portions of half-sections and quarter sections. The section – township – range method of identifying land areas is common across the United States.

The location of each of the Sections within the Three Mile area is identified on the Three Mile Area Plan Map (page 5). The one square mile sections of land have been combined into 7 larger Areas for the purposes of this plan in order to make the discussion more manageable. The general character of each of these 7 Areas is described and classified according to the following categories.

- ? Description
- ? Land Use
- ? Community Services
- ? Transportation
- ? Utility Provisions
- ? Open Space, Parks & Recreation

The seven (7) Areas included within the City of Idaho Springs Three Mile Area Plan are generally eligible for annexation to Idaho Springs under the provisions of the Colorado Revised Statutes. Inclusion in this plan does not assume properties will be annexed into the City or guarantee a successful annexation should it be requested by property owners.

Study area boundaries for Area #1 and Area #7 are limited in scope due to the proximity to the incorporated municipal limits of Central City and Blackhawk. The division of the lands within 3 miles of the corporate limits of Idaho Springs into these 7 Areas was based on the professional judgment of the City of Idaho Springs staff and Katers & Associates. Area boundaries were developed using topography and the general nature of the land as a guide.

3 Mile Area Cooperation

This plan helps define the cooperative relationship between Clear Creek, Gilpin and Jefferson counties and the City of Idaho Springs by formally identifying the referral area and outlining the issues that should be addressed the any applicants and the City before annexation and development of lands within the 3 mile area.

Insert

11 x 17 map of Three Mile Planning Area

Area 1

Description:

Township: 3 South, Range: 72 West, Sections: 18 (partial), 19, 20, 21, 28, 29, 30, 31 (partial), 32 (partial) & 33 (partial) and Township: 3 South, Range: 73 West, Sections: 13 (partial), 24 & 25 (partial).

This area lies between the City of Idaho Springs and Central City and Black Hawk. The area includes portions of both Gilpin and Clear Creek counties and includes lands held by the Bureau of Land Management.

Land Use:

The lands in this area are currently zoned for single family residential (MR-1), preservation/conservation district (NR-PC) and mining (M-1) by Clear Creek County. That portion of the area that lies within Gilpin County is forested and carries no other zoning designation. The Gilpin County Master Plan shows this as a resource area suited for low density residential development (one unit per 20 acres).

Transportation:

Interstate 70, US Highways 40 & 6 and Colorado State Highway 119 provide primary access to the southern portion of this area. The Central City Parkway crosses the area beginning near the southeast corner and connects I-70 to Central City. A handful of drives and roads are located throughout the northern portion of this area. Virginia Canyon Road, located near the western edge of the area, provides another connection to this Area and Central City.

Utility Provisions:

Individual well and septic systems serve the residents of this area.

Community Services:

This section lies within the High Country and Clear Creek Fire Protection Districts and Gilpin and Clear Creek RE-1 school districts. Some portions of the area (south of Central City and Blackhawk) are not located within Fire Protection Districts and are served by Central City, Gilpin and Clear Creek Fire Districts on an as-needed basis. Police protection is currently provided by the Gilpin and Clear Creek County Sheriffs and Idaho Springs Police Department. Fire protection and the school district boundaries would remain the same in the event of any annexation. Police protection, however, would be provided exclusively by the City of Idaho Springs upon any annexation. It is

anticipated that mutual aid agreements for law enforcement would be maintained or established in these areas.

Open Space, Parks & Recreation:

The Clear Creek County Master Plan proposes Open Space and a natural conservation buffer along the northern boundary of the City of Idaho Springs. Much of this land is evergreen forest land or shrub and brush rangeland. Should the City develop to the point of annexation, every effort should be made to include as much of this area as open space as possible in order to preserve the rugged natural backdrop of these south-facing slopes

The area also includes a portion of the historic hard rock mining district so the suitability of this area for open space, parks and trails would require careful assessment.

Summary:

There is a low potential for annexation for much of the lands in Area 1. Except for those areas that abut the current city limits, the area would be difficult to serve with utilities and other community services. Opportunities for annexation exist near the Central City Parkway, with unincorporated lands in the area known as Area 28 and on properties north of the 1041 impact area. Should development occur, every effort must be made to protect the historic landscape as identified in the 1041 Regulations as adopted by the City of Idaho Springs.

Area 2

Description:

Township: 3 South, Range: 72 West, Sections 14 (partial), 15 (partial), 22, 23 (partial), 24 (partial), 25 (partial), 26, 27, 34 (partial), 35 & 36 and Township: 4 South, Range: 72 West, Sections: 1, 2(partial), 3 (partial) & 12 (partial) and Township: 3 South, Range: 71 West, Sections: 30 (partial), 31 (partial) & 32 (partial) and Township: 4 South, Range: 71 West, Sections: 5 (partial), 6, 7 (partial) & 8 (partial).

This area includes portions of Gilpin, Clear Creek and Jefferson Counties.

Land Use:

That portion of the area located within Gilpin County is zoned for forestry and is shown in the Gilpin County Master Plan as a resource area suited for low density residential (one unit per 20 acres) development.

The lands within Clear Creek County are zoned for planned development (PD), large tract single family residences (MR-LT), single family residences (MR-1) and mining (M-1). Along I-70 and generally across from Floyd Hill, a small parcel has been zoned for planned development (PD). Development in this area, other than the large gravel operation at the base of Floyd Hill, is fairly limited. This area includes Clear Creek as it flows into Jefferson County.

Transportation:

U.S. Highways 40 and 6 as well as Interstate 70 serve this area. State Highway 119, Jefferson County Road 60 and various local roads and drives also provide access to the area. Interstate 70 narrows from 3 to 2 lanes in each direction at it extends westward into Clear Creek County at the top of Floyd Hill. CDOT and local stakeholders have been working to address issues related to traffic congestion on this portion of I-70 for some time.

Utility Provisions:

Individual well and septic systems serve the residents of this area.

Community Services:

This area lies within the Clear Creek, Evergreen, High Country and Golden Gate Fire Protection Districts and within the Gilpin and Clear Creek County RE-1 and Jeffco School Districts. Police protection is currently provided by the Gilpin, Clear Creek and Jefferson County Sheriffs and by the City of Idaho Springs. Fire protection and school district boundaries would remain the same in the event of any annexation. Police protection, however, would be provided by the City of Idaho Springs upon any annexation. It is anticipated that mutual aid agreements for law enforcement would be maintained or established in these areas.

Open Space, Parks & Recreation:

Much of the land in this area is shrub and brush rangeland. Clear Creek and North Clear Creek run through the area and the Clear Creek County Master Plan proposes that the area north of US Highway 6 and south of the Gilpin County line be used for recreation. Should the City of Idaho Springs develop to the point of annexation land in this area, this use should be considered.

Summary:

There is a very low potential for the annexation of lands in Area 2 north of Highway U.S. Highway 6. This land has limited accessibility would be difficult to serve with utilities and other community services. Large lot residential and open spaces seem to be the best and most appropriate uses for this area.

Between I-70 and U.S. 6, the potential for annexation of property increases. Substantial land areas exist at Floyd Hill north of I-70 for development of businesses, tourist and travel amenities and residential development.

Area 3

Description:

Township: 4 South, Range: 71 West, Sections: 7 (partial), 8 (partial), 17 (partial), 18 (partial) & 19 (partial) and Township: 4 South, Range: 72 West, Sections: 12 (partial), 13 (partial) and 24 (partial). This area only includes lands within Jefferson County.

Land Use:

Only parts of this area have been zoned by Jefferson County. Those areas allow for planned development (PD) between US Highway 6 and Interstate 70 and suburban residential (SR-5) development south of I-70.

Transportation:

This area is served by U.S. Highway 40 and 6 as well as Interstate 70. South of I-70, Jefferson County Road 65 serves as the primary access to the area's network of private drives and roads.

Utility Provisions:

Individual well and septic systems serve the residents of this area.

Community Services:

This area lies within the Clear Creek and Evergreen Fire Protection and Jeffco School districts. Police protection is currently provided by the Jefferson County Sheriff. Fire protection and the school district would remain the same in the event of annexation. Police protection, however, would be provided by the City of Idaho Springs upon any annexation in this area. It is anticipated that mutual aid agreements for law enforcement would be maintained or established in this area.

Open Space, Parks & Recreation:

This area includes a portion of Jefferson County Open Space along U.S. Highway 6. If annexed; additional park, recreation, open space and trails opportunities should be developed in accordance with the City of Idaho Springs Comprehensive Plan, as adopted.

Summary:

There is high potential for the annexation of lands in the northwest corner of Area 3. If current plans to extend utility and community services to Floyd Hill are realized, this area could be easily served by the City of Idaho Springs. The remainder of Area 3 is substantially developed in large lot rural subdivisions and could not be efficiently served by the Idaho Springs municipality.

Area 4

Description:

Township: 3 South, Range: 72 West, Sections: 32 (partial) & 33 (partial) and
Township: 4 South, Range: 72 West, Sections: 2 (partial), 3 (partial), 4, 5 (partial), 10, 11 & 12 (partial).

This area lies entirely within Clear Creek County and includes the Lower Beaver Brook watershed.

Land Use:

Lands within this area have been zoned by Clear Creek County to allow the following types of development: single family residential (MR-1), large tract single family residential (MR-LT), planned development (PD) and commercial (C-1). The commercial zone district is located at Floyd Hill. The remainder of the area is zoned for preservation/conservation (NR-PC).

The area contains the Floyd Hill, Saddleback and Hyland Hills residential subdivisions. The Clear Creek High School is located at Floyd Hill as are limited retail opportunities. County approved plans currently would allow development of multi-family and commercial properties immediately adjacent to Exit 247.

Transportation:

U.S. Highway 40 and Interstate 70 border this area to the north and east. There are no major thoroughfares within Area 4 and the area is served by local streets and Clear Creek County Roads 182 and 183. Access at Floyd Hill is problematic given that the extensive developments in this area have a single method of entering or leaving the area. The divided interchanges at I-70 and Homestead Road and I-70 and County Road 65 constitute the only manner for residents, emergency services or others to access Floyd Hill, the High School and other lands.

Utility Provisions:

Individual well and septic systems serve the residents of this area.

Community Services:

This area lies within the Clear Creek Fire Protection District and Clear County RE-1 school districts. Police protection is currently provided by the Clear Creek County Sheriff and City of Idaho Springs Police Department. Fire protection and the school district would remain the same in the event of annexation. Police protection, however, would be provided by the City of Idaho Springs upon any annexation. City law enforcement officers are currently "first responders" to incidents at Floyd Hill. It is anticipated that mutual aid agreements for law enforcement would be maintained or established in this area.

Open Space, Parks & Recreation:

If annexed, park, recreation, open space and trails opportunities should be developed in accordance with the City of Idaho Springs Comprehensive Plan, as adopted.

Summary:

There is excellent potential for the annexation of lands in Area 4 in proximity to Interstate 70. This area includes the lower elevations at Floyd Hill and features adequate space for new commercial, business and residential development. Already developed large lot residential areas have a lower potential for annexation due to the difficulty of providing utility services in an efficient manner.

Area 5

Description:

Township: 4 South, Range: 72 West, Section: 8, 9, 13 (partial), 14, 15, 16 (partial), 17 (partial), 21 (partial), 22 (partial), 23 (partial) and 24 (partial). The entire area is located within the boundaries of Clear Creek County and contains the Upper Beaver Brook Reservoir. The area also contains the Homestead Hideaway, Pine Valley and Beaver Brook subdivisions.

Land Use:

This area is currently zoned primary for preservation/conservation (NR-PC) but also includes zoning for single family residential development (MR-1), large tract single family residential development (MR-LT), planned development (PD) and mining (M-1). Residential development is concentrated on the eastern side of the area.

Transportation:

This area is served primarily by county and local access roads such as Beaver Brook Canyon Road, Hidden Wilderness Road, Jeep Trail and Little Bear Creek Road. Colorado Highway 103 crosses the southeast corner of the area.

Utility Provisions:

Individual well and septic systems serve the residents of this area.

Community Services:

This section lies within the Clear Creek Fire Protection and Clear Creek RE-1 school districts. Police protection is currently provided by the Clear Creek County Sheriff. Fire protection and the school district would remain the same in the event of annexation. Police protection, however, would be provided by the City of Idaho Springs upon any annexation. It is anticipated that mutual aid agreements for law enforcement would be maintained or established in this area.

Open Space, Parks & Recreation:

This area contains Forsburg Park, one of Denver's mountain parks. If annexed, additional park, recreation, open space and trails opportunities should be developed in accordance with the City of Idaho Springs Comprehensive Plan, as adopted.

Summary:

Much of this area has limited potential for annexation as its inaccessibility would hinder delivery of utilities and community services.

Area 6

Description:

Township: 4 South, Range: 72 West, Sections: 6, 7 & 18 (partial) and Township: 4 South, Range: 73 West, Sections: 1, 2, 3, 9 (partial), 10, 11, 12, 13, 14 (partial), 15(partial), 16 (partial), 23 (partial) & 24 (partial). This area is wholly contained in Clear Creek County and includes Echo Mountain Park ski and snowboarding facility. Nearly the entire area is part of the Roosevelt Arapahoe National Forest.

Land Use:

This area is largely zoned for preservation/conservation (NR-PC) and mining (M-1). Scattered sites are zoned for single family residential development (MR-1) with a very small areas earmarked for large tract single family residences (MR-LT) and commercial (C-1) development. Campgrounds and trails are found in the National Forest.

Transportation:

Primary access is from I-70 and US Highway and Colorado Highway 103. Local streets include Soda Creek and Little Bear Creek Roads.

Utility Provisions:

Individual well and septic systems serve the residents of this area.

Community Services:

This section lies within the Clear Creek Fire Protection and Clear Creek RE-1 school districts. Police protection is currently provided by the Clear Creek County Sheriff, however, would be provided by the City of Idaho Springs upon any annexation. It is anticipated that mutual aid agreements for law enforcement would be maintained or established in this area.

Open Space, Parks & Recreation:

If annexed, park, recreation, open space and trails opportunities should be developed in accordance with the City of Idaho Springs Comprehensive Plan, as adopted.

Summary:

The proximity of this area to the City of Idaho Springs enhances the potential for annexation. As this area is almost entirely contained within a national forest, and

includes a significant number of mining claims, the provision of utility and community services could be difficult.

Area 7

Description:

Township: 3 South, Range: 73 West, Sections: 14 (partial), 15 (partial), 16 (partial), 20 (partial), 21 (partial), 22, 23, 26, 27, 28, 29 (partial), 32 (partial), 33, 34 & 35 (partial) and Township: 4 South, Range: 73 West, Sections: 4 (partial), 5 (partial), 8 (partial) & 9 (partial). This area includes lands in Clear Creek and Gilpin Counties.

Land Use:

Clear Creek County zoning in this area includes: mining (M-1 & M-2), preservation/conservation (NR-PC), planned development (PD), single family residential (MR-1), large lot single family residential (MR-5) and large tract single family residential (MR-LT) development. The area also includes a buffer (B) zone to protect wildlife, natural resources, scenic views and open space.

The lands contained within Gilpin County are considered as forest land and have been targeted for low density (1 single family unit per 20 acres) residential development by the County. Residential development is found along the St. Marys Glacier road and along Colorado 103 headed south towards the summit of Mt. Evans.

Transportation:

This area is accessed by Colorado Highway 103 and Interstate 70. Travel within the area utilizes a local road network that includes the Two Brothers, Stanley and Bellevue Mountain Roads.

Utility Provisions:

Individual well and septic systems serve the majority of the residents of this area. Limited properties are served by the City utility system in cooperation with the Chicago Creek Sanitation District.

Community Services:

This section lies primarily within the Clear Creek Fire Protection and Clear Creek County RE-1 school districts. Police protection is currently provided by the Clear Creek County Sheriff but would be provided by the City of Idaho Springs upon any annexation.

It is anticipated that mutual aid agreements for law enforcement would be maintained or established in this area.

Areas in Gilpin County area are currently served by the Central City Volunteer Fire Department, Gilpin County RE-1 School District and the Gilpin County Sheriff.

Open Space, Parks & Recreation:

If annexed, park, recreation, open space and trails opportunities should be developed in accordance with the City of Idaho Springs Comprehensive Plan, as adopted.

Summary:

Much of this area has low potential for annexation. A majority of the area north of Interstate 70 is included in Clear Creek County's historical mining district and lands west along I-70 would be difficult to serve with utilities. The potential for annexation does exist along Colorado 103 where City utility lines are already in place.

PLANNING COMMISSION
City of Idaho Springs, County of Clear Creek, State of Colorado

RESOLUTION NO. ____ - 2008

A RESOLUTION RECOMMENDING ADOPTION OF THE CITY OF IDAHO SPRINGS 3 MILE AREA PLAN TO THE IDAHO SPRINGS CITY COUNCIL

WHEREAS: A Public Hearing was scheduled and conducted as part of its regular meeting on_____, 2008;

WHEREAS: Posting and notice regarding this 3 Mile Area Plan has been made in accordance with the City of Idaho Springs regulations;

WHEREAS: This proposed 3 Mile Area Plan was reviewed by Town Staff;

WHEREAS: A 3 Mile Area Plan is in the best interests of the Idaho Springs community;

WHEREAS: The proposed 3 Mile Area Plan has been reviewed by the Idaho Springs Planning Commission in open, public meetings; and

WHEREAS: The Planning Commission is in agreement that this 3 Mile Area Plan is in keeping with the spirit of the Idaho Springs Comprehensive Plan and City regulations and ordinances.

NOW THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF IDAHO SPRINGS THAT:

The Idaho Springs Planning Commission recommends that the Idaho Springs City Council adopt the attached 3 Mile Area Plan dated_____, 2008.

Read, moved, seconded and approved this ____ day of _____, 2008.

Idaho Springs
Planning Commission

_____
William Mehrer, Chair

Attest

_____
Reba Bechtel, City Clerk

TO:	Planning Commission
CC:	City Administrator Andrew Marsh, Assistant Administrator Jon Cain
FROM:	Dylan Graves, Community Development Planner
SUBJECT:	Shared Amenity Housing Standards and Regulations, Extended Stay Hotels/Motels
ATTACHMENTS:	N/A
MEETING DATE:	May 1, 2024

The scope of this work session item is to begin discussions on creating updated regulations and standards for shared amenity housing (sometimes considered Dormitory Style Housing, Co-operative housing, Single-Room Occupancy housing, or Micro-Apartments). These types of housing typically provide residents with, at minimum, private and secure bedroom space. Other necessary provisions, such as bathroom facilities, kitchen facilities, etc., may be shared among residents of the facility. A key feature of these types of housing facilities would not meet the City's definition of a dwelling unit, which states that a dwelling unit is: "One (1) or more rooms and a single kitchen and at least one (1) bathroom, designed, occupied or intended for occupancy as separate quarters for the exclusive use for living, cooking and sanitary purposes, located in a single-family, two-family or multi-family dwelling or mixed-use building. "Dwelling unit" does not include extended stay hotels." Given the variety of housing types that share these characteristics, this report will refer to these housing types as "shared amenity housing," where at least some of the necessary provisions for a dwelling unit are shared amongst tenants of the facility. Extended stay hotels and motels, although different because the structures were originally built for short-term, transient occupancy, could also be considered shared amenity housing if the City adopted standards and regulations for the use in our existing lodging facilities.

BACKGROUND – PREVIOUS WORK SESSIONS

The Planning Commission has met on several occasions to discuss this topic, including hotels and motels that are used for extended-term occupancy and dormitory style housing. This was most recently discussed at the August 2, 2023, work session, where diversification of housing and lodging types was a topic. From that discussion, regulations for unstaffed hotels were ultimately adopted but no definitions or potential criteria for dormitory style housing have been adopted. Additionally, no standards or regulations for long-term extended hotel/motel stays have been adopted.

The Idaho Springs Municipal Code (ISMC) currently only permits hotel and motel stays of up to 30 days. The definition of a hotel or motel in the ISMC is: "Any commercial building or buildings intended or designed to be used, rented, or hired out to be occupied for transient purposes, or which are occupied for sleeping purposes for guests, which may contain kitchen facilities for food preparation including but not limited to such facilities as refrigerators, stoves and ovens. Motel and hotels contain lobbies for guest check-in, and onsite maintenance and management." In the City's short term rental regulations, transient is defined as a period of less than 30 days. Per current standards, no hotels or motels are permitted to rent rooms for more than 30 days to an individual, but this requirement is difficult to monitor and enforce.

In July 2022, City Staff presented prepared ordinance language for hotels and motels that were (and continue to be) utilized for long-term occupancy. This included the following proposed definition: *"Hotel and Motel – Extended Stay. The renting of a hotel or motel room for a duration of stay greater than twenty-nine (29) consecutive days. Extended stay lodging includes transient lodging establishments constructed and operated to provide accommodations for longer term stays by including additional common area amenities and in-room cooking facilities beyond what might be provided in the standard hotel establishment."*

The July 2022 proposed regulations also included requirements for licensing as well as minimum standards for use and occupancy, though it did not include minimum square footage standards.

"SHARED AMENITY HOUSING"

There are several reasons why the City should consider updating the ISMC to define and regulate shared amenity housing within City Limits.

First, by defining shared amenity housing and adopting standards and regulations to govern the use in City Limits, clarity can be provided to operators and occupants of shared amenity housing facilities about what amenities need to be in place and what the process looks like to establish such a use.

Second, there are several existing properties that were originally constructed for the purposes of short-term, transient occupancy and lodging in the City that are now used as long-term occupancy properties. Several hotel or motel buildings are now being occupied long-term by renters without review or authorization by the City. City Staff recognizes that these properties serve as "affordable" housing options for many seasonal or long-term residents of the City and serve an important purpose in providing residents a place to stay at a rate that they can afford. However, due to the lack of regulations or standards to govern the use, there is concern that basic standards for health, safety, and welfare are not being met in all cases.

Third, shared amenity housing can provide a wide range of solutions to local housing affordability and supply issues and improve living situations for seasonal or long-term residents of the City. Thus, opening up the Code to allow different housing options may open up affordable housing solutions for seasonal residents, residents of lower incomes, or residents in need of transitionary housing who may have recently moved to the City or may have recently lost existing housing elsewhere in the City or beyond. This could allow for new developments that incorporate various levels of shared amenities in their facilities.

Various communities in Colorado have projects and regulations that the City can look to as examples. These include:

- Fort Collins (updating regulations)
- Steamboat Springs (approved a City-built and managed transit center dormitory for up to 32 residents (16 rooms plus shared kitchens and bathrooms)
- Crested Butte (purchased hotel for use by City employees)
- Summit County (purchase of several hotels)
- Golden (extended stay hotel/motel regulations)
- Ski Resorts – many have employee dorms that contained shared facilities and may require employees to room with fellow employees or may allow family members to reside with the employee.

At minimum, Staff believes that the following items should be addressed to assure that minimum health, safety, welfare, and quality of life standards are maintained with Shared Amenity Housing:

1. Registration of all facilities that operate as shared amenity housing properties and life safety inspection requirement before such facilities can operate for long-term occupancy.
2. Minimum square footage required per resident.
3. Requirement for basic, shared amenities to ensure that resident quality of life is maintained.

There may be other changes needed to achieve the City's goals for existing and future housing that is not located in single-family residences, condos, or apartments, but the above stated items are thought to be the minimum to achieve safe standards for these housing types.

MINIMUM OCCUPANCY STANDARDS AND REQUIREMENTS

Many communities' codes contain minimum square footage standards per occupant, such as 200 square feet per person or similar. The ISMC does not contain a minimum square footage standard per occupant for lodging units or residential units. Although regulating how many people can occupy a residential dwelling unit can have unintended consequences, the benefit of doing so for these shared amenity type facilities would ensure that tenants are afforded a minimum amount of space, benefitting quality of life.

The State of Colorado recently signed into law House Bill 24-1007, which states that a local government shall not limit the number of people who may live together in a single dwelling based on familial relationship.

Local governments may only implement residential occupancy limits based on:

1. Demonstrated health and safety standards, such as international building code standards, fire code regulations, or CDPHE wastewater and water quality standards; or
2. Local, state, federal, or political subdivision affordable housing program guidelines.

The ISMC currently states that a family includes up to five (5) unrelated people living together. HB24-1007 may require this to be amended. Staff will need to look into this further to consider what is permitted.

Given the foregoing, Staff recommends that the City tie minimum occupancy standards to the above allowed limits. Staff will work with the building department to determine their minimum requirements. The Fire Authority has stated that they do not have a minimum requirement for occupancy. Staff recommends that for shared amenity housing, a minimum square footage per person be

established to ensure that quality of life and health, safety, and welfare are maintained in these housing types as allowed per state law.

DEFINITION OF SHARED AMENITY HOUSING

At minimum, defining what shared amenity housing seems beneficial. Extended stay motels and hotels could be lumped into the definition, or we could create a separate definition with separate standards depending on Planning Commission and Council interest. As mentioned previously, the use of a hotel/motel for extended periods would be like the construction of a purpose-built dormitory style housing development but there are likely key differences, especially if some of the hotel/motel continues to be used for short-term, transient lodging.

Other communities around the state and country have definitions that could be used but Staff is seeking feedback on what the Planning Commission believes should be included in the definition.

LICENSING OR REGISTRATION REQUIREMENTS AND MINIMUM STANDARDS

Currently, there is no registration or licensing requirement for property owners who are operating long-term accommodations that do not meet the definition of a dwelling unit. These include existing hotels and motels that were designed for transient, short-term lodging rather than long-term occupancy. Transient lodging is defined as a period lasting fewer than 30 days.

It is possible that these facilities comply with Building Code requirements for long-term residential occupancy, but this has not been verified. Staff believes that at minimum, property owners who wish to rent their existing hotel or motel rooms for longer periods of time than 30 days be required to submit a registration permit to the City and pass a life safety inspection prior to offering a long-term lease. It could be beneficial to require this for any lodging in the City, whether short-term or long-term.

The City's Short-Term Rental (STR) regulations require a life safety inspection prior to issuance of a license to operate as an STR. STRs are designed for short-term, transient stays of less than 30 days and yet the ISMC requires an inspection at least once every three (3) years while operating. Incorporating a similar inspection requirement before a hotel or motel room can be converted into a shared amenity unit would ensure that tenants are afforded at least minimal health and safety considerations before occupying the room.

Staff believes that it could be mutually beneficial to the City and to owners of hotels and motels to be able to rent some of these units on a longer-term basis. Staff recommends a licensing system that requires operators to register particular units as long-term rental units, subject to inspection by the City's building official and fire chief or his or her designee on an annual basis. This was recommended when discussed previously and the proposed license system included minimum standards including:

- *Business license*
- *Compliance with ISMC and Building and Fire Code*
- *Units available for extended stay occupancy shall be designated for such use on a building floor plan, and no other rooms may be offered or used for long-term occupancy without a full review as set forth in this chapter.*
- *Every unit used for long-term occupancy shall meet the following requirements:*
    - *Every room licensed for extended stay occupancy shall prominently display on the inside of the main entrance door of the room a statement that such room is licensed for long-term use pursuant to this chapter.*
    - *The cooking appliance required as a component of an efficiency dwelling unit shall mean a built-in cook-top or stove unit. Hot plates, griddles, microwaves or similar devices shall not be considered cooking appliances for the purpose of this chapter. Two sinks must be located within the unit. One for use in conjunction with cooking and one for use in conjunction with the lavatory.*
    - *Light, Ventilation and Occupancy Limitations per Chapter 4 of the International Property Maintenance Code shall be adhered to.*
- *Personal possessions may not be stored on exterior balconies, interior corridors or in a manner that prohibits adequate movement and ingress/egress within the unit, with the exception on balconies for items such as bikes, strollers, and coolers.*
- *Housekeeping must be available, although an additional charge may be made for the same.*
- *The following common area amenities must be available to the residents of all extended stay lodging facilities:*
    - *Twenty-four-hour desk staffing;*

    - *Prohibition of storage of any personal possessions within shared common areas of the building and/or site;*
    - *Universal wireless internet available included within room charge;*
    - *In-room or common area laundry facilities adequate for number of guests.*
- *A minimum of three (3) of the following common area amenities shall be provided at the choosing of the extended stay lodging licensee, subject to the city's review and approval:*
    - *Business center of a size at least one hundred twenty (120) square feet;*
    - *A fitness center of at least three hundred fifty (350) square feet for every two hundred (200) rooms;*
    - *Meeting areas or conference rooms;*
    - *A communal kitchen adequate for the number of extended stay rooms.*
- *It shall be unlawful for a hotel, motel owner, operator, manager or person in charge of a hotel or motel to permit occupancy at the hotel or motel for more than twenty-nine (29) days within any sixty (60) day period unless otherwise meeting the provisions of this chapter or except in circumstances where there is a written contract between the hotel and:*
    - *A governmental, charitable or insurance agency to house families in crisis;*
    - *A relocation service as part of a business relocation; or*
    - *A specific business entity for a business purpose which requires extended temporary occupancy.*

Rather than starting from scratch, this proposed ordinance language may be useful albeit with some changes.

For example, Staff is unsure whether the requirement for in-room cooking facilities is reasonable or necessary. A communal kitchen may be sufficient for extended-stay lodging units as well as other shared amenity housing facilities. Staff would recommend a requirement for communal cooking facilities, with a required compliance several years in the future. This seems reasonable as it would allow current operators time to either bring their properties into compliance or terminate long-term use of their properties and revert to short-term only occupancy.

Additionally, some items – like twenty-four-hour desk staffing, no longer seem relevant now that unstaffed motels/hotels are permitted in the City. Staff recommends that this be removed from consideration.

Staff believes that minimum standards could be applicable both to extended stay motel/hotel type housing or more traditional shared amenity housing (such as dorms) since the required health and safety considerations would be the same. However, input is required on what differences may need to be considered, if any.

More work will be required to establish a process for licensing/registering rooms and/or developments as shared amenity housing once direction from the Planning Commission is gathered.

LODGING TAX/OCCUPANCY FEE DISCUSSION

At the last Planning Commission meeting, discussion on a lodging tax or occupancy fee occurred and Staff investigated this only minimally. While it seems like an uphill battle to start collecting lodging tax like Georgetown does, there appear to be opportunities to institute some sort of occupancy or registration fee associated with these types of developments.

More work is needed to assess the legality of such a program and the best ways to implement housing fees within the City. Any feedback provided will be researched to provide additional information at an upcoming work session.

REQUEST FOR DIRECTION

- *What does Planning Commission think about proposed regulations/standards? What priorities should be considered? Are there any additional items that have not been considered but should be?*

NEXT STEPS

Staff anticipates that another work session will be necessary once feedback is received. Staff will work on putting together more detailed proposed Code language and research examples/case studies to justify any proposed regulations. Once Staff and the Planning Commission are comfortable moving forward with regulations, we will then schedule a work session with Council.