



CITY OF IDAHO SPRINGS
1711 Miner Street
P.O. Box 907
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NOTICE AND AGENDA
Regular Meeting
Idaho Springs Planning Commission
1711 Miner Street, City Hall
Wednesday, March 6, 2024 – 6:00 p.m.

**PLANNING COMMISSION
REGULAR MEETING
Wednesday, March 6th, 2024
6:00 PM**

- ❖ Call to Order
 - ❖ Swearing in of new member terms
 - ❖ Roll Call
 - ❖ Agenda Approval
 - ❖ Approval of Minutes from January 10, 2024
 - ❖ Conflict of Interest
 - ❖ Public Comment (on non-agenda items)
 - ❖ Staff Update
 - ❖ New Business
- A) Elect Chair and Vice Chair
 - B) Virginia Canyon Mountain Park Master Plan – Trails and Development Update
 - C) Annexation of a Portion of I-70 Right-of-Way Through the City of Idaho Springs

Adjournment

**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=cTNDRO8rL0NhQzdVcG4wZlo5clY5dz09>

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
January 10, 2024**

CALL TO ORDER

Chair Cindy Olson called the meeting to order at 6:01 p.m.

ROLL CALL

Commissioners present were Cindy Olson, Kent Slaymaker, Chuck Howard, Don Reimer and Ursula Cruzalegui. Staff present were Assistant City Administrator Jon Cain, Community Development Planner Dylan Graves, Deputy City Clerk Wonder Martell, and Assistant City Attorney Nick Klein.

AGENDA APPROVAL

Commissioner Reimer moved to approve the agenda for January 10th, 2024. Commissioner Slaymaker seconded followed by a unanimous voice vote for approval.

APPROVAL OF MINUTES

Commissioner Slaymaker moved to approve the minutes from December 06, 2023.

Commissioner Reimer seconded. The motion was carried by unanimous voice vote, motion carries.

CONFLICT OF INTERST

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. Commissioner Chuck Howard asked about the annexation of 100 acres of CDOT ROW that is listed as a upcoming application. Mr. Graves advised that this area is around the Hidden Valley Exit to inside the city limits to the west, its mostly CDOT right of way and this annexation will allow the Idaho Springs Police Department to have jurisdiction over some highway area that is in the city. Mr. Graves also advised the commission that the Clear Creek County Commissioners have asked for impact reports for this annexation.

Commissioner Chuck Howard also asked about the Annexation of 839 CO 103 and the mention of Senior Housing. Mr. Graves stated that this property is owned by AL Brown and his property is close to the Idaho Springs Cemetery. Assistant City Administrator Jon Cain advised that this annexation will be contiguous to the cemetery, and that the property owner has expressed desire to address the need of senior housing.

NEW BUSINESS

1. CONSIDERATION OF FOOD TRUCK ORDINANCE MOTION

Commissioner Ursula Cruzalegui made a motion to Approve an Ordinance Adopting A New Article XIV of Chapter 9 of the Idaho Springs Municipal Code to Establish A Mobile Food Truck Licensing Program to City Council. Commissioner Don Reimer seconded.

BOARD DUSCUSSION

Commissioner Slaymaker brought up that in this ordinance, section 6(I) states no exterior lighting. Commissioner Slaymaker inquired about maybe allowing exterior lighting for the menu board. Commissioner Chuck Howard stated that he thought this ordinance reads fine for now, Chair Cindy Olson agreed with Mr. Howard that this ordinance for now seems to be written fine. Commissioner Slaymaker agreed, that for now this ordinance is fine, and could always be modified if it needs to be. Commissioner Ursula Cruzalegui asked Community Development Planner Dylan Graves if a dark sky ordinance is in the works and would this lighting question tie into that ordinance. Assistant City Attorney Nick Klein advised the board that there have not been any recent discussions about a dark sky ordinance but agrees that the lighting may tie into that ordinance if and when one comes to Planning Commission/Council.

VOTE

After the board discussion the motion was carried by unanimous voice vote, motion carries.

2. CONSIDERATION OF ANIMAL REGULATION ORDINANCE

Commissioner Kent Slaymaker moved to approve An Ordinance Amending Chapter 10 of the Idaho Springs Municipal Code to Amend Existing Animal Regulations and Establish Additional Animal Regulations to City Council. Commissioner Chuck Howard Seconded.

BOARD DISCUSSION

Commissioner Kent Slaymaker would like to remove the allowance of poison from section 10-4. Mr. Slaymaker stated there are natural ways without the use of insecticide. Chair Cindy Olson questioned if the section of the ordinance that reads “The distribution or setting out of any poison, toxicant or poisoned meat or food, other than those specifically for insect, bat, rat, mouse or other rodent poisoning, shall be presumptive evidence of violation of this section. The poisoning of insects, bats, rats, mice and other rodents shall conform with all applicable state and federal laws.” Covers Commissioner Slaymaker’s concerns? Commissioner Slaymaker stated that he would like to go above and beyond. Assistant City Administrator Jon Cain stated that this statement may fail this ordinance, and there may be a better path to build a separate ordinance that deals specifically with the use of insecticide. Mr. Cain stated that he and Community Development Planner Dylan Graves have a 2024 planning calendar and they have put this topic on the calendar for a Planning Commission work session for its own ordinance.

Assistant City Attorney Nick Klein asked the commission to review section 10(3)(C) and asked them to take a look at the sentence that reads “a sentence of imprisonment within the minimum

and maximum terms shall be mandatory a fine of three hundred dollars (\$300.00) shall be mandatory and shall not be subject to suspension, nor shall such a person be eligible for probation or parole for any part of such period.” Mr. Klein wanted the commission to pay special attention to the term “mandatory”. Attorney Nick Klein also mentioned that this is the current code since 2006, as it is written, and he asks the commission to review that term. Assistant City Attorney Nick Klein stated that this term creates an allowance to defendants for a public defender, appointment of an attorney. MR. Klein stated that he is not comfortable with mandatory. Commissioner Chuck Howard suggested that the term “mandatory” be stricken.

Commissioner Don Reimer stated that it would be up to the Judge, and it could vary from a couple days to many days. Commissioner Kent Slaymaker stated that a mandatory sentence to jail could potentially create more animal cruelty, and that the commission shouldn’t have to force the judge’s hand as the term mandatory suggests and this should be determined by the judge and not the ordinance. Chair Cindy Olson stated that the judge may not impose such a fine and doesn’t really trust the judges to fine appropriately. Commissioner Ursula Cruzalegui asked if they could ask City Council to rewrite this to not be mandatory? Chair Cindy Olson brought up that this ordinance needs to have some teeth to deter cruelty. Assistant City Attorney Nick Klein mentioned that the ordinance could be changed to state “may be sentenced” or “may be fined” instead of using the term mandatory.

Commissioner Cruzalegui asked if instructions could be added to this ordinance for the public to be able to easily access where they can find the information listed in this ordinance. For example, the size of coup required for the number of foul owned. Assistant City Administrator Jon Cain advised the commission that that is a regular daily activity that city hall staff does for the public. Mr. Cain advised the board that the public come in every day asking for detailed instructions, or clarifications on the city rules and regulations and that should remain to be the correct process. That is someone has questions they come ask city staff to get the best direction. Commissioner Cruzalegui had a specific concern about the dust requirement, like how would the public know when dust becomes an issue. Assistant City Attorney Nick Klein stated that the dust subject would be tied into the nuisance code, so if the dust got so bad, it would turn on the nuisance portion of the code.

Commissioner Ursula Cruzalegui also asked to remove line 10-6(A)(9) with the term “slaughtering”. Commissioner Slaymaker advised Commissioner Cruzalegui that small farms prohibited from slaughtering their own animals and that prohibiting slaughtering is a very common practice. Commissioner Cruzalegui stated that she grew up in Peru where that is a daily occurrence in the streets.

AMENDED MOTION

Commissioner Kent Slaymaker amended his motion and moved to approve An Ordinance Amending Chapter 10 of the Idaho Springs Municipal Code to Amend Existing Animal Regulations and Establish Additional Animal Regulations with the condition to amend section 10(C)(3) to strike out “sentence of imprisonment within the minimum and maximum terms” and “nor shall such person be eligible for probation or parole for and part of such period”. Commissioner Chuck Howard seconded the amended motion, motion was followed by unanimous voice vote, motion carries.

Assistant City Attorney Nick Klein advised the commission that before adjournment that Deputy City Clerk Wonder Matell had a few items to advise the commission of. Deputy City Clerk Wonder Martell reminded Chair Olson, Commissioner Reimer and Commissioner Cruzalegui that their terms will be expiring next month February of 2024 and that if they are interested in an additional term to get her their letters of interest prior to the end of February of 2024. Ms. Martell also advised the commission that a Chair and Vice Chair will need to be elected by them in March of 2024.

ADJOURMENT

Chair Olson adjourned the meeting at 6:40 pm to go into work session.



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Community Development Planner Communication

Meeting Date: March 6, 2024
To: Planning Commission Members
From: Dylan Graves, Community Development Planner

RE: Community Development Monthly Report

The Community Development Planner has been working on the following recent, current, and upcoming projects. No action is requested.

Development applications and pre-applications:

- Indian Hot Springs Local Historic Designation Request: Applicant is petitioning for local designation. First reading at Council was on 2.26.24, second reading March 25, 2024. HPRC recommended designation on February 20th.
- River Sounds – 1535 Miner St – Opera House Redevelopment: Public hearing on February 20th with HPRC – approved with conditions
- Annexations:
 - 839 CO 103: Pre-application stage, working with owner on a proposed annexation of approximately 2 acres.
- Soda Creek Highlands – Staff anticipates submittal of a Subdivision Improvements Agreement (SIA) in 2024. This will be presented to Council for action once it has been submitted and reviewed.

Other Activities:

- Block 57 / Four Points Project: Building and excavation permits pending based on completion of several items that are nearing completion. Owners would like to break ground in March, working towards permit issuances.
- HPRC: Recommended Indian Hot Springs local designation on February 20, 2024; COA for 1535 Miner St approved with conditions on February 20, 2024. Beginning research on updates to Historic Design Guidelines, Sites & Facilities.
- Variance Board: There are no active variance cases currently.
- Inquiries: Staff continues to respond to a variety of planning and zoning inquiries from the public. Several projects are in pre-application awaiting additional materials before they can be formally submitted and reviewed that may require development review processes.



TO: Planning Commission
CC: City Administrator Andrew Marsh
Assistant City Administrator Jonathan Cain
FROM: Dylan Graves, Community Development Planner
SUBJECT: Virginia Canyon Mountain Park – Master Plan – Addendum #2
ATTACHMENTS: Updated Trail Map, Concept Western Hiking Trail, Wooden Trestle Feature
MEETING DATE: March 6, 2024

The current master plan for Virginia Canyon Mountain Park (VCMP) was adopted in autumn of 2019. In late 2019, the Colorado Mountain Bike Association (COMBA) partnered formally with the City of Idaho Springs and the Argo Team to develop additional trails that are for use by mountain bikers beyond those originally included in the VCMP master plan. An addendum to incorporate COMBA’s additional trails into the approved master plan, Addendum #1, was approved in July 2020. The trails map approved at that time is included as Attachment 1.

Since Addendum #1 was approved, significant work has been made towards construction of the trails and associated infrastructure within VCMP, including a four (4) mile stretch of multi-use trail (Trail #3 on Attachment 2) that is used for hiking and uphill mountain bike access and the first sections of downhill mountain bike trails, rated Blue/Black for intermediate difficulty. These mountain bike trails are anticipated to be completed this spring.

As work continues in VCMP, new opportunities within the park have arisen building upon the work already completed. Staff and COMBA would like to present several updates and request a second addendum – Addendum #2 – to the VCMP Master Plan to address issues that have come up since the last update. The following items will be discussed below:

1. Trail map update to the master plan to highlight additional trails, reconfiguration of trails, new access points into and out of the park, and other changes that may be possible within VCMP;
2. Request for authorization to construct a multi-use, “emergency access” trail accessible to ATVs and other motor vehicles for emergency services and maintenance uses;
3. Other opportunities to enhance facilities and improve user experience within VCMP.

City Staff and COMBA are looking for several recommendations to bring to Council for formal action, as discussed below.

TRAIL MAP UPDATE

COMBA has presented an updated trail map showing new trail alignments that may be feasible within VCMP to improve trail layouts, increase trail connections, and create new potential access points into the park. The primary goal of the trail map update is to take better advantage of the terrain and acreage to increase the variety of trails, improve accessibility into and within the park, and improve alignment of proposed trails. While some of the proposed trails are expert-level trails, COMBA has presented several new trails that will cater to newer and less skilled riders to provide opportunities for more users to enjoy the park. The new proposed trail map for the master plan is included as Attachment 2. This map has been preliminarily approved by the Colorado Department of Parks and Wildlife (CPW). Staff would like to highlight several items.

First, COMBA has proposed a new alignment for the expert-rated black trails on the eastern side of the park. The ability to do so depends on coordination with the property owner directly east of VCMP who has proposed a land swap with the City. The boundary between VCMP and the adjacent property currently does not follow Gilson Gulch, and talks have begun about working together to delineate the boundaries of the park more clearly along the gulch. A proposed land swap would benefit the City by expanding the boundary of VCMP adjacent to Riverside Drive, as shown on the map (Attachment 2) as Trail #8. This would allow for a trail to exit directly onto Riverside Drive, giving the City another access point without crossing private property. There is also potentially space for limited parking in the area directly adjacent to this trail access. Riders would be able to quickly access the gondola or uphill access trail by riding a short distance up Riverside Drive, which also serves as the Clear Creek Greenway in this section. The alignment shown on the included map relies on the City acquiring several parcels currently outside the park boundary, which has been preliminarily discussed with the adjacent property owner, but even if that does not occur, the updated trail map proposes several new trail connections (Trails #9-19) that increase the amount of usable trail within the park and creates more options for recreationalists. Only small changes to the proposed trail alignments would be necessary to avoid any parcels that were not ultimately added to the park.

A new intermediate (blue) trail is also proposed that would potentially be the easiest way down from the top of the park back to the base (shown as Trail #1 on the map). The intent of the proposed trail would be to create additional options for trail users on the “easier” end of the spectrum to cater to a wider array of skills and allow for younger, less experienced riders to use the park.

Finally, a bi-directional, multi-use trail is proposed (Trail #4) that would connect with Virginia Canyon Road. This would be a maintenance and emergency access trail in addition to being a recreational trail, with a wider surface that would accommodate service and emergency vehicles that need access to the interior of the park. This would serve two benefits: allow for interior vehicular access for emergency and service vehicles and provide access off Virginia Canyon Road on City-owned property that could be used as an alternative access for recreationalists. COMBA has estimated that up to 20 parking spaces could be accommodated at the trailhead along Virginia Canyon Road. See Attachment 3 for detailed information about this proposed trail.

COMBA believes that many of the new proposed trail connections may be built using COMBA volunteers and hand building methods rather than machine building techniques and professional crews that have thus far been used to construct the trails. COMBA has stated that while several of the trails – such as Trail #8 and #9 on the proposed map – would likely need to be built using machine building techniques, at least several of the trails could be built by volunteers using hand building techniques. This would result in an overall reduction in cost to build the trails using COMBA volunteers and hand building techniques that are cheaper per linear foot than machine building techniques. Staff plans to continue working with COMBA to determine what resources would be needed to construct the trails proposed on the updated map and will present additional information and requests to the Planning Commission and Council as more information is available and plans are more fully developed. Additional funding is likely necessary to construct most of the additional trails proposed on the updated trail map.

EMERGENCY / SERVICE AND RECREATIONAL ACCESS TRAIL OFF OF VIRGINIA CANYON ROAD

As mentioned above, COMBA has presented an option to build a bi-directional, multi-use trail starting from Virginia Canyon Road, listed as Trail #4 on the map. They would like to construct an approximately 6-foot-wide trail that could be used by recreationalists (hikers, bikers) but whose main purpose would be for emergency and service access into the interior of the park. The width of the trail would allow authorized ATVs and other motorized vehicles to quickly access the interior for purposes such as trail maintenance, search and rescue, and law enforcement calls. The trail would also be characterized by more gradual turning radii and fewer steep slopes. The estimated length of this trail would be ~3,000 feet.

The benefit of having a trail access off Virginia Canyon Road on exclusively City-owned property would be to ensure access during times when the upper or lower landings are closed to traffic (for example, due to construction) and as previously mentioned, could allow for additional public parking.

COMBA has stated that this trail can be built as part of the current trail-building operations in VCMP and has requested that this be done as part of the current phase. They could construct the trail via a hybrid approach where COMBA uses volunteers to rough-cut the trail and then use McGill (the contractor currently constructing the first downhill trails) to do the final shaping and finishing touches. If authorized, construction could begin this spring and be complete by the time other trails in the park open in June. Construction of this trail would require authorization from Council to add the work to the existing contract and would have an estimated completion cost of ~\$49,000, which could be added to the existing contract as “additional scope” and accommodated within the approved budget of the Improvement Fund. See more information in Attachment 3. Staff has requested that the Council authorize the use of additional City funds for construction of the emergency/service access trail as part of the current phase of trail development being undertaken under the existing contract. Staff requests that the Planning Commission recommend authorization of these funds to be allocated to allow for construction.

OTHER UPDATES/TOPICS

Several other updates and topics have been discussed recently regarding trail development in VCMP:

1. Proposed VCMP hiking-only “incline” trail

COMBA has submitted plans (Attachment 4) for a conceptual hiking-only trail on the western side of VCMP starting at the intersection between 11th Avenue and Virginia Street. The City owns property adjacent to this intersection that could be used as an access point into the western portion of the park, and the proposed trail would be entirely on City-owned property located within

VCMP. This hiking trail is conceptual only and no plans for development currently exist, but this may be feasible in the future, and Staff would like input about the potential development of hiking trail(s) in this area of VCMP.

2. Corkscrew Trestle Feature

COMBA has designed a wooden “corkscrew” trestle feature that would require Council authorization for approval for the change order. This feature would be constructed at the bottom of the Rosa Gulch exit of the trail system and would create a safer, more efficient ending to the downhill trail(s), slowing riders and allowing for easier navigation at the end of the experience. The proposed feature (Attachment 5) is slightly more expensive than the feature currently proposed for this area, which thus requires approval before it can be constructed. The proposed cost for all materials, design, and construction would be approximately \$21,000.

REQUESTS

- *Staff requests that the Planning Commission recommend that Council adopt Addendum #2 to the Virginia Canyon Mountain Park Master Plan to update the trail map proposed for the park. Formal approval would be by resolution at the City Council meeting on March 11.*
- *Staff requests that the Planning Commission recommends that Council authorize an amendment to the existing contract for work in VCMP to allow for construction of an approximately 3,000 feet long, 6-foot-wide emergency and service access trail connecting Virginia Canyon Road to the interior of VCMP at a cost of approximately \$49,000. Formal approval would be in the form of an action item at the City Council meeting on March 11.*
- *Staff requests that the Planning Commission recommends that Council authorize a change order to the scope of work of the existing contract to allow for construction of the proposed trail feature at the bottom of Rosa Gulch at a cost of approximately \$21,000. Formal approval would be in the form of an action item at the City Council meeting on March 11.*

ATTACHMENTS

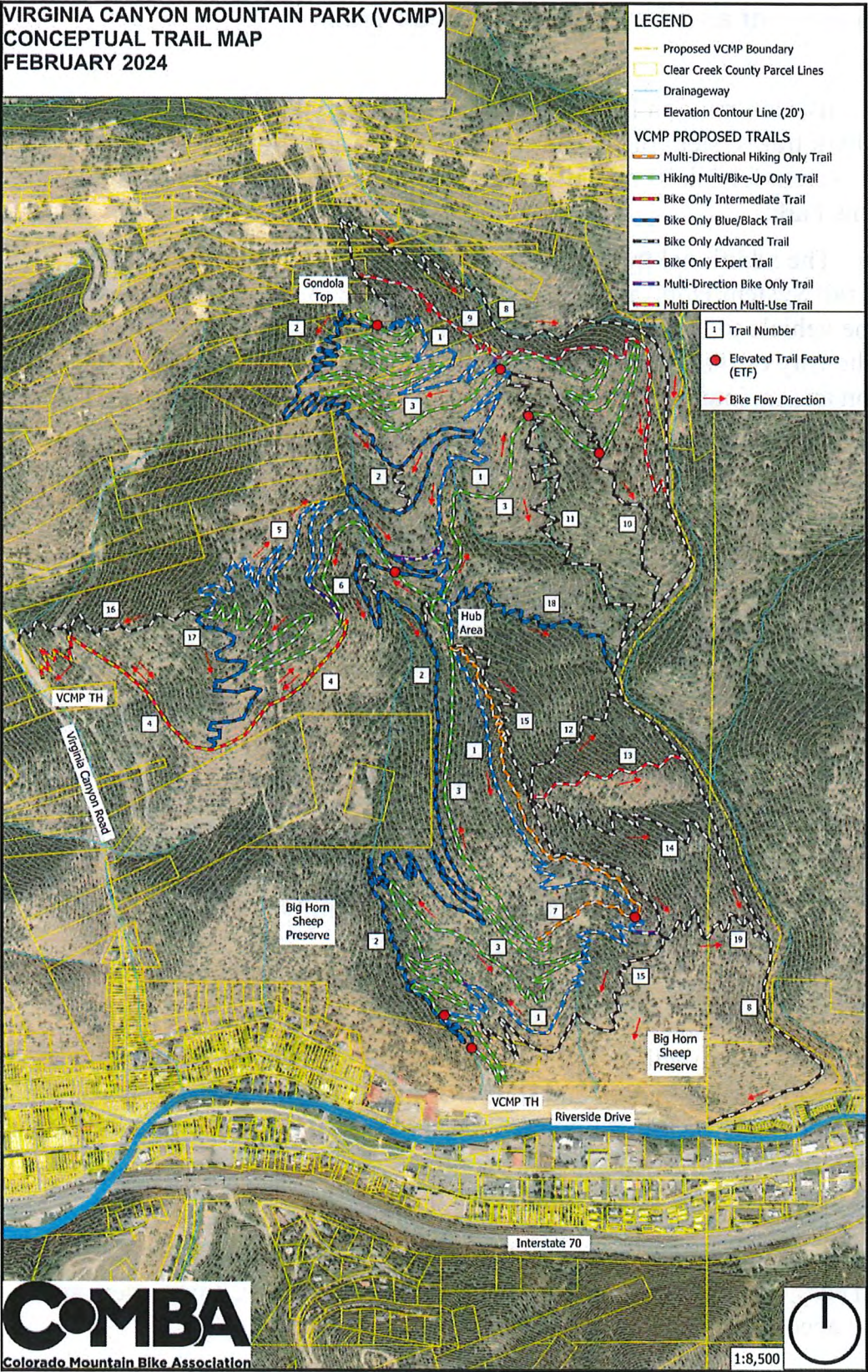
1. Existing VCMP Master Plan Trail Map
2. Updated Trail Map
3. Virginia Canyon Road Access Trail schematic and description
4. Concept Western VCMP Hiking Trail
5. Wooden Corkscrew Trestle Feature Design Sketch

VIRGINIA CANYON MOUNTAIN PARK



- LEGEND**
- Climbing Segment 1 - Hiking and Uphill-only-Biking - 1.5 miles - Easy
 - Climbing Seg. 2 & 3 - Hiking and Uphill-only-Biking - 1.6 miles - Easy
 - The Saddle - All Users, Bi-directional - .016 miles - Easy
 - ... Buttermilk Hike - Hiking Only - .5 miles - Difficult
 - ... The Peak Hike - Hiking Only - .25 miles - Easy
 - Rosa Gulch Downhill - Bikes Only, Downhill Only - 1.28 miles - Very Difficult
 - East Downhill - Bikes Only, Downhill Only - 1.3 miles - Extremely Difficult
 - West Downhill - Bikes Only, Downhill Only - 1.1 miles - Very Difficult
 - Gilson Enduro - Bikes Only, Clockwise Directional - 1.7 miles - Extremely Difficult
 - Buttermilk Loop - Bikes Only, Counter Clockwise Directional - .75 miles - Very Difficult
 - Mighty Argo Cable Car - 1.2 Miles - Extremely Fun
 - Clear Creek Greenway Trail
 - The Saddle - Picnic Area
 - Argo Landing & Exchange - Food and Beverage, Restrooms, Play Area, Amphitheater
 - The Peak Overlook
 - Argo Station - Park Access, Cable Car Terminal, Mill Tour, Restrooms, Plaza, Parking

VIRGINIA CANYON MOUNTAIN PARK (VCMP)
CONCEPTUAL TRAIL MAP
FEBRUARY 2024



VCMP Equipment and Emergency Access Trail

Purpose: Construction of an Emergency Access Trail to the Virginia Canyon Mountain Park trail system plan. This Project will add considerable safety to the whole trail system for hikers and bikers as there is no other easy access to the center of this Park.

Description: The additional trail would connect Virginia Canyon Road to the existing “Trail System Hub” along a trail wide enough to allow a five-foot wide “UTV” type vehicle to transit the route. The intended authorized uses would be for access of the City of Idaho Springs Emergency Service personnel, trail construction and maintenance equipment and as a western access to the park.

Parking: ~20 spaces. These will be available for parallel parking once the complete trail connection to lower Virginia Canyon Road at 2 Brothers is completed.

Technical Specifications: The proposed trail will be approximately 3000 feet long and minimum 5 feet wide. A portion of the Buttermilk Trail (2 way hike/ uphill only bike Trail) currently under construction will be widened to accommodate. From this central location, all existing and planned trails can be accessed by emergency, construction, and future maintenance personnel.

Security: It is recommended a lockable gate or post be installed at Virginia Canyon Road trailhead to prevent unauthorized motorized access.

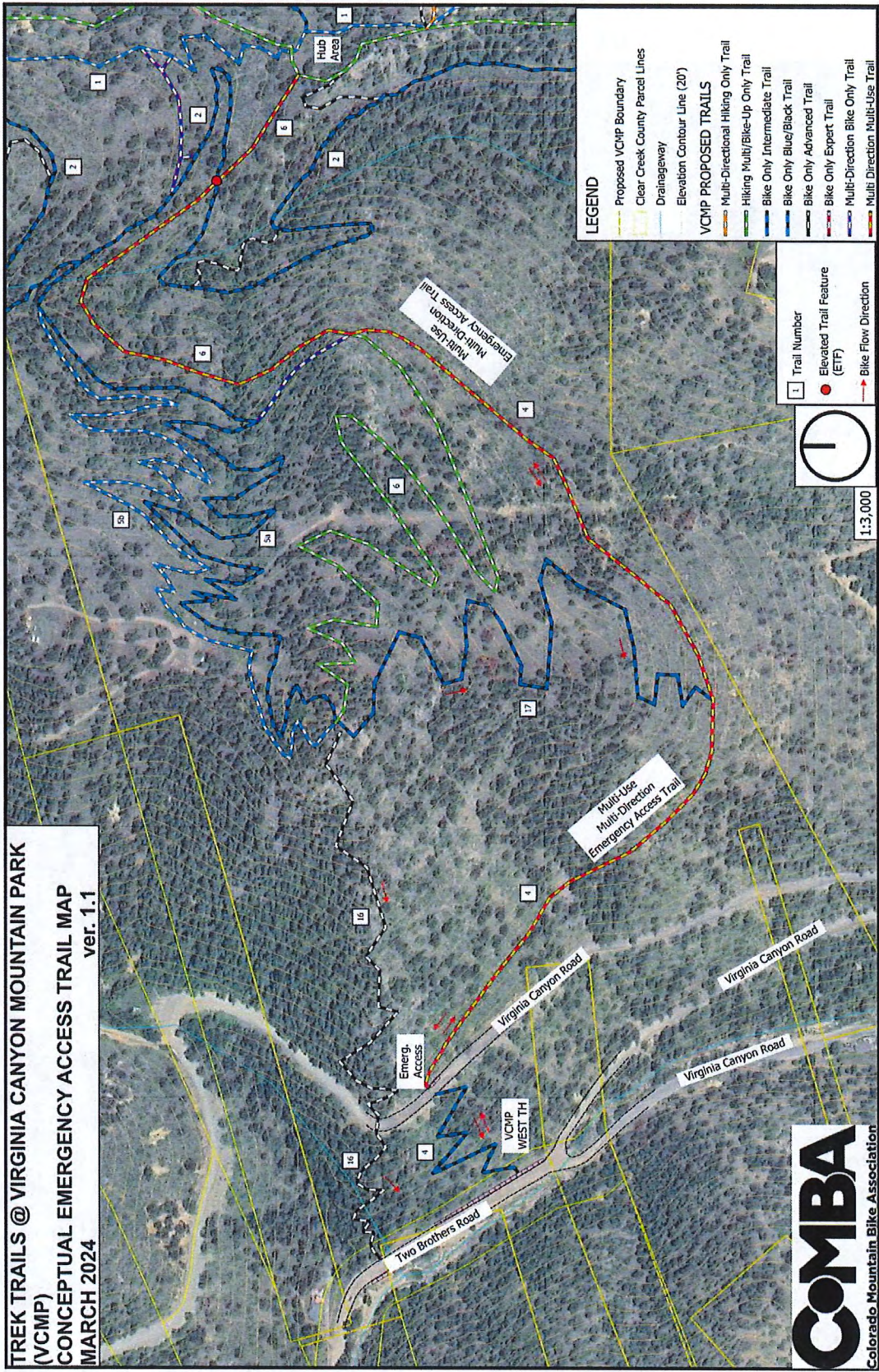
Timing: Trail construction would begin late March to be completed before the first bike trails open in June.

Cost: ~\$49000. \$37,000 for new Emergency Access trail #4 + widening Buttermilk Trail #6 \$12,000 (ref. full VCMP map)

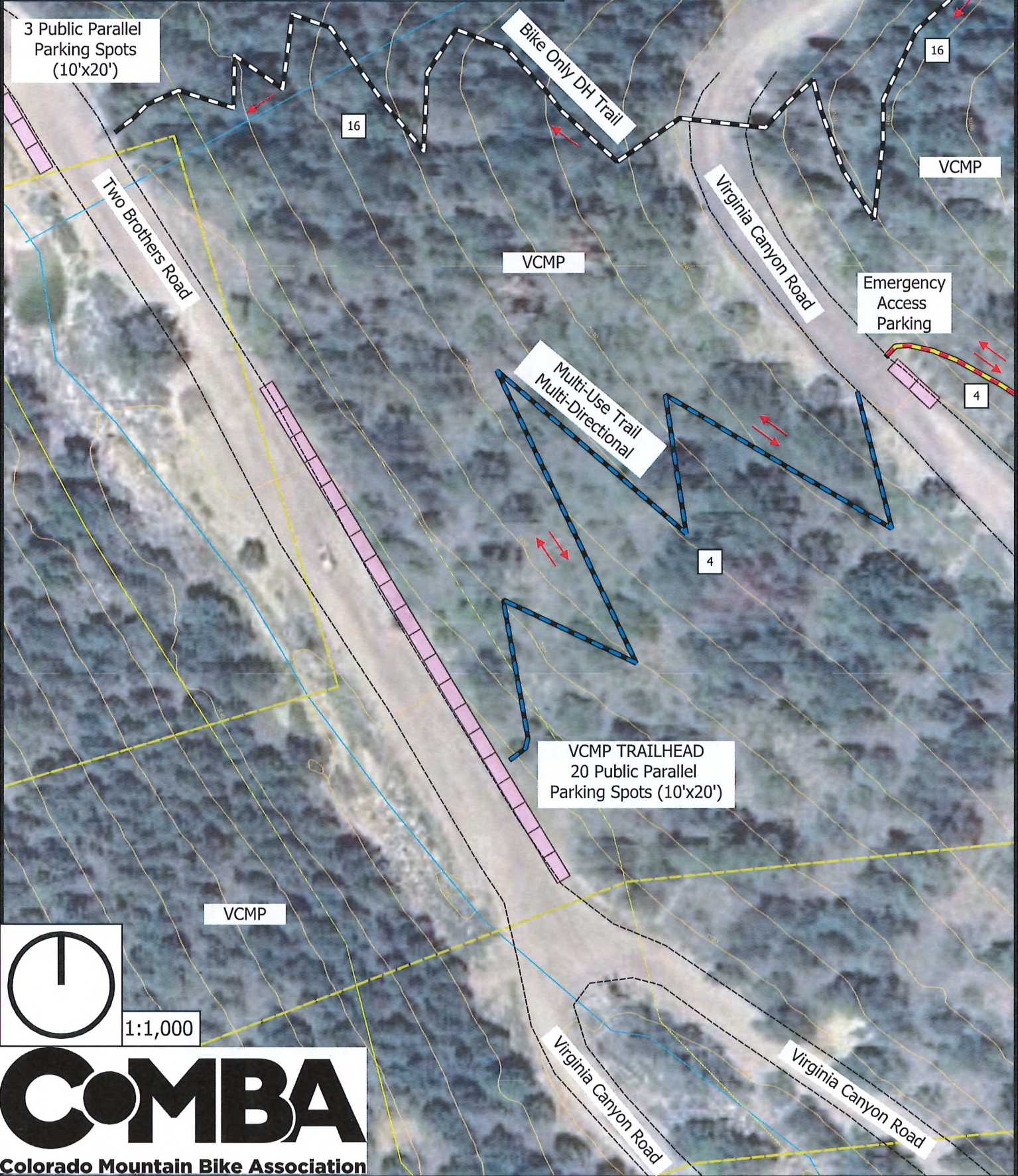
Billing: COMBA proposes taking a hybrid approach to construction. In collaboration with our existing contractors, FlowRide & McGill, and COMBA, we can cut the cost of construction by 25% and expedite the project. No mobilization charges are needed as equipment and staff are onsite. Cost in this case is ~\$12/ft. for Trail #4 and would be billed by the foot as before. We can add this additional cost as “additional scope” to the existing contract.

Summary: By adding a wide access trail at a very competitive rate for this width, we can add easy access to the center of the Park for safety, fire, emergency, and a recreational access trailhead from the West.

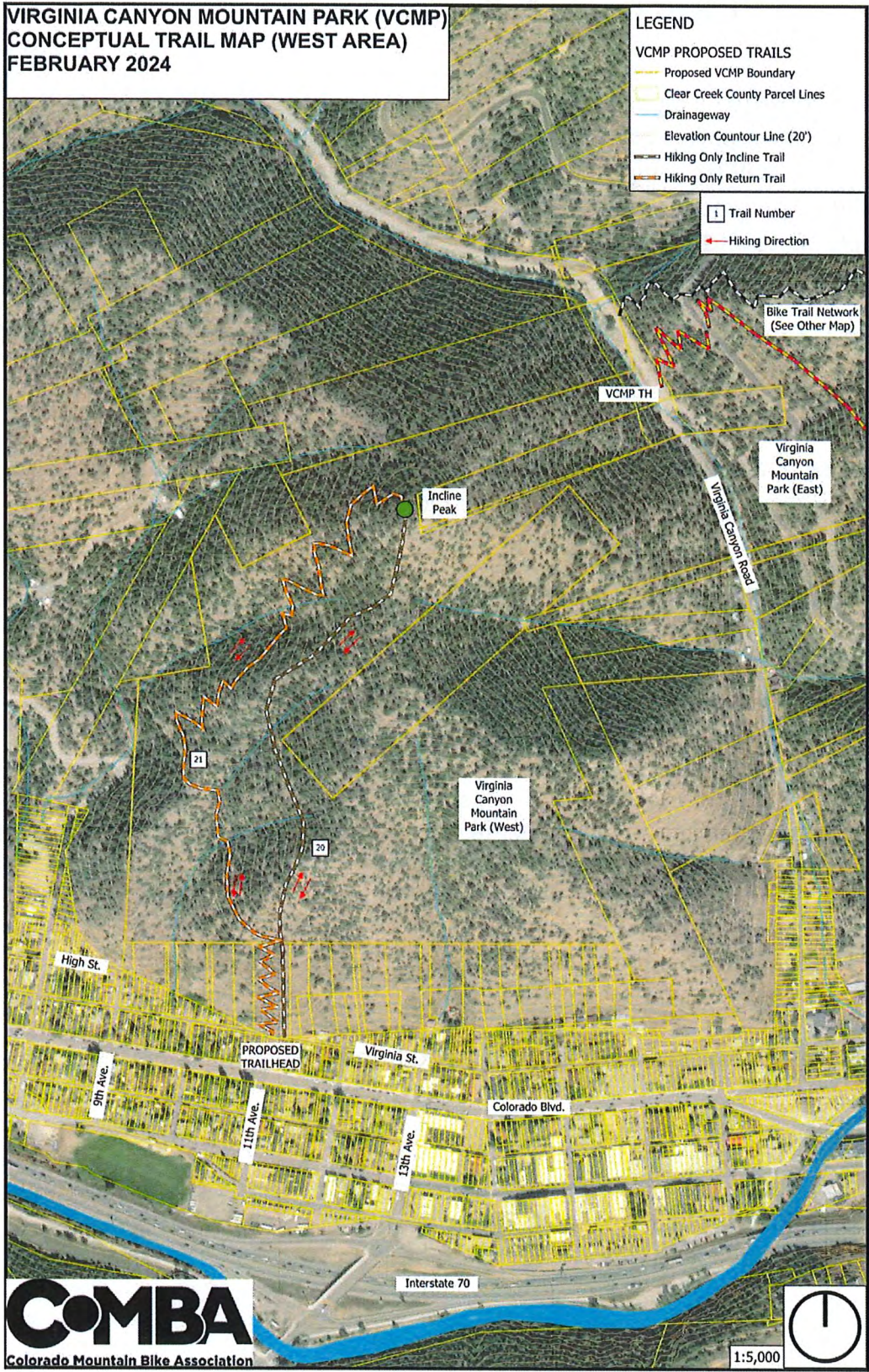
TREK TRAILS @ VIRGINIA CANYON MOUNTAIN PARK
(VCMP)
CONCEPTUAL EMERGENCY ACCESS TRAIL MAP
MARCH 2024
ver. 1.1



TREK TRAILS @ VIRGINIA CANYON
MOUNTAIN PARK (VCMP)
CONCEPTUAL WEST TRAILHEAD
MARCH 2024 ver. 1.1



VIRGINIA CANYON MOUNTAIN PARK (VCMP)
CONCEPTUAL TRAIL MAP (WEST AREA)
FEBRUARY 2024



VCMP Rosa Gulch Exit Trestle Corkscrew Proposal

Purpose: To construct a signature elevated trail feature at exit of Rosa Gulch and to slow riders down before exiting into Double Eagle Mine and trailhead area. This area is steep and will be congested with people. The feature will not only provide a final exciting experience for riders, it will check rider speed dropping into this area for safety purposes and avoid the Eagle Mine side of the gulch.

Description: The additional feature would capture the essence of the mining motif history and be a new and unique, iconic bike experience found on the front range.

Location Area: The feature would be under the gondola north of the Pavilion, just above the trailhead access and very close to Double Eagle Mine entrance.

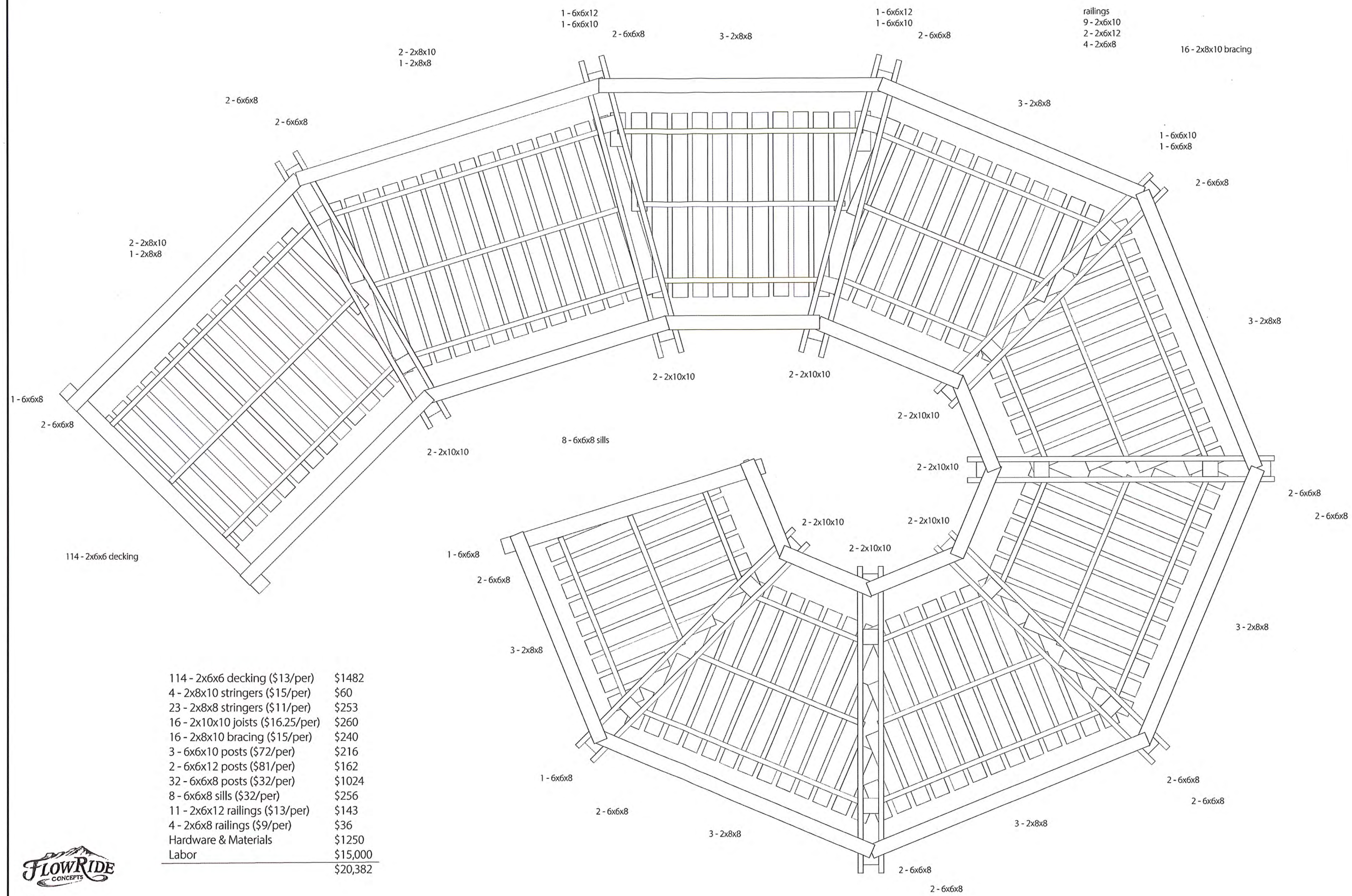
Technical Specifications: The proposed feature will be designed as a trestle format and corkscrew construction. This fabrication will be an “as built” in the field to accommodate the unique landscape constraints in Rosa Gulch. A final construction schematic will be provided and periodic maintenance schedule and inspection will be set once Phase 2 is complete. See detailed drawing.

Timing: Feature construction would begin now before the rest of the Phase 2 trail building is completed.

Cost: ~\$21,000. This cost includes all materials, design, and construction.

Billing: COMBA proposes including this as additional work in the existing contract.

Summary: By adding an elevated trail feature corkscrew trestle ride at the bottom exit of Rosa Gulch will increase safety in the area and set Idaho Springs as an iconic, progressive place to ride.



114 - 2x6x6 decking (\$13/per)	\$1482
4 - 2x8x10 stringers (\$15/per)	\$60
23 - 2x8x8 stringers (\$11/per)	\$253
16 - 2x10x10 joists (\$16.25/per)	\$260
16 - 2x8x10 bracing (\$15/per)	\$240
3 - 6x6x10 posts (\$72/per)	\$216
2 - 6x6x12 posts (\$81/per)	\$162
32 - 6x6x8 posts (\$32/per)	\$1024
8 - 6x6x8 sills (\$32/per)	\$256
11 - 2x6x12 railings (\$13/per)	\$143
4 - 2x6x8 railings (\$9/per)	\$36
Hardware & Materials	\$1250
Labor	\$15,000
	\$20,382



IDAHO SPRINGS
PLANNING COMMISSION COMMUNICATION

Meeting Date: March 6, 2024	Page 1 of 4	Item: Request for Annexation of a Portion of I-70 Right-of-Way Through the City of Idaho Springs
Presented by: Dylan Graves Community Development Planner		
<u>PROPOSAL:</u>		
This is a proposal to annex two (2) parcels owned by the Colorado Department of Transportation (“CDOT”). This report concerns the proposed annexation of Parcels 183333300900 and 183527300903, totaling approximately 100.61 acres (the “Property”). This project includes annexation of approximately 100.61-acres of I-70 Right-of-Way (ROW) (annexation map included as Attachment 1). This annexation is a joint effort between CDOT and the City of Idaho Springs. If annexed, the request is to leave these parcels unzoned, as they are I-70 ROW, which historically has not been zoned for other portions of ROW that exist within city limits (both I-70 ROW and local, City ROW). Although the Idaho Springs Municipal Code (“ISMC”) and state law generally require parcels to be zoned once annexed, consultation with the City’s legal staff indicated that zoning ROW is unnecessary. This application is submitted in part at the request of the City’s Police Department, which has had enforcement issues along the corridor where the ROW is outside of City limits. I-70 bisects the city and the ability for City law enforcement to respond to calls in these areas benefits public health, welfare, and safety. The annexation will also allow for potential future expansions of the City west of current City boundaries by providing contiguous City boundary to in this area. The City will assume maintenance responsibilities for the portion of Stanley Road that will be annexed into the boundaries of the City, as a portion of that road is included in the proposed annexation. City staff has discussed this with County staff, and all have agreed that this is a suitable arrangement. The City’s Public Works Department will provide maintenance along this corridor as they do with other City roads and streets. The City is the applicant for this application.		
<u>BACKGROUND:</u>		
A portion of I-70 ROW is already included in City limits (see Annexation Map, Pg. 2 for details) but portions of ROW on both the east and west end of the City currently remain unincorporated. This creates issues for City law enforcement when responding to calls on I-70 outside of the City’s boundaries. It is unclear why a portion of I-70 is within City limits but other portions directly adjacent to City boundaries are not, but the proposed annexation would rectify this issue in addition to moving the City’s boundary westward beyond Exit 239.		
<u>PLANNING COMMISSION ROLE:</u>		
The City of Idaho Springs Municipal Code (ISMC) requires the Planning Commission to hear the application and take action either recommending approval or denial of the application to the City Council. City Council will have to accept a petition for annexation via resolution and then take action via ordinance in order for annexation to be approved.		

CRITERIA FOR APPROVAL:

Per Sec. 21-103(J) of the ISMC, it shall be the general policy of the City with respect to annexations, the annexation application and the consideration of annexation petitions that:

1. Annexation is a discretionary act. With the exception of a petition initiated by the City for the annexation of an enclave, the City Council shall exercise its sole discretion in the annexation of territory to the City.
2. The land to be annexed and the uses proposed for the land shall conform to the goals, policies and strategies of the Comprehensive Plan.
3. Certain public facilities and amenities are necessary and must be constructed as part of any territory annexed to the City in order that the public needs may be served by such facilities.
4. These facilities may include, but not by way of limitation, arterial streets, bridges, public parks and recreation areas, water and sanitary sewer facilities, school sites, fire and police station sites and storm drainage facilities. The annexation of lands to the City shall not create any additional cost or burden on the then-existing residents of the City to provide such public facilities in any newly annexed area.
5. The applicant for annexation shall not divide tracts of land to prevent further annexation of adjoining parcels (i.e., leaving a "gap" or a "strip" of land between property to be annexed and the adjoining property).
6. The property owner shall have complied with all requirements of the Act and this Chapter prior to final approval of an annexation petition.
7. City staff shall testify as to the elements required by statute to be present for annexation, the proposed annexation agreement and the annexation impact report as described in the Act and this Chapter.

Sec. 21-103(I) requires that City staff analyze the feasibility of annexing the proposed property. Issues to be considered shall include but not be limited to the ability to serve with streets, water, sanitary sewer, storm sewer, parks and recreation, schools, police and fire protection; compliance with the Comprehensive Plan; sources of revenue from the property; the City's costs to service the proposed development; and any other related matters.

ANNEXATION

This proposal includes annexing approximately 100.61 acres of property containing I-70 ROW.

The Annexation Map (attached) complies with State Statute and demonstrates the required 1/6 contiguity with the Idaho Springs City Limits is met. The parcels that are not currently annexed are quasi-enclaves as they are surrounded on three sides by City property, which this annexation proposal seeks to address. Section 21-103 of the Idaho Springs Municipal Code requires City staff to prepare a report analyzing the feasibility of annexing the proposed property. The report is substantively the same as what is required by the Statute for an Annexation Impact Report with two additional findings:

1. COMPLIANCE WITH THE COMPREHENSIVE PLAN:

The subject properties to be annexed are presently not zoned by Clear Creek County as the County’s official zoning map considers them to be “Municipal Unzoned” (UZ). The Comprehensive Plan, last updated in 2017, does not contemplate specific uses for the subject parcels. However, the Comprehensive Plan does discuss I-70 in the Transportation Element. The

Plan expresses the need for the I-70 corridor to be maintained as a safe and effective transportation corridor with minimal impacts on City resources. Staff believes that annexation of the subject parcels will allow for better management of law enforcement in the area and along the corridor.

Additionally, the Comprehensive Plan discusses future annexations in section XII. One of the goals of this section is to support the annexation of developments that provide a net long-term benefit to the community. The proposed annexation achieves this strategy in two ways. First, it improves Idaho Springs Police Department operations along the I-70 corridor as it bisects the City, allowing the Department to provide better service and enforcement powers along the corridor. Second, it will allow for future annexations west of the existing City boundaries should the opportunity arise to do so. The proposed Annexation Parcel 1 extends approximately 600-700' beyond the existing western boundary of the City, which would potentially allow for western expansion of the City in the future.

COMPLIANCE WITH THE THREE MILE PLAN

The Colorado Revised Statutes require the preparation of a Three Mile Plan, which the City has prepared and will update in the near future. The Plan identifies issues that should be addressed prior to any parcel of land being annexed into the City of Idaho Springs. The Plan mentions that the criteria to be considered when determining which lands near Idaho Springs might be desirable for annexation include:

i. Areas which will broaden the range of housing types and home ownership opportunities in the City,

The annexation area involves I-70 ROW exclusively. Within the annexation area, no housing development could occur. The expansion of City boundaries may allow other parcels to be annexed into the future, however, which could allow for additional housing within City Limits. No plans for this are being considered currently but the potential does exist in the future, should this annexation be approved.

ii. Areas that have enough buildable land so that desired City land uses can be accommodated,

The proposed annexation parcels do not have any anticipated City development associated with them. No City development is proposed within I-70 ROW.

iii. Areas that are, or can easily be, served by utilities with no negative physical or economic impact on the community,

The subject parcels are near to and can easily be served by existing utilities. No negative physical or economic impacts are anticipated.

iv. Areas that help strengthen the economy of Idaho Springs,

The annexation area incorporates the I-70 corridor where it bisects the City as well as a small portion that extends beyond the current western boundary of the City. No direct economic benefits are anticipated but the potential for future annexations and development adjacent to the subject parcels may have economic benefits.

v. *Areas that promote infill development, and*

No development is proposed in association with these parcels. Future improvements may occur along the I-70 corridor, but any improvements are likely to be transportation-related. It is not anticipated that the proposed annexation will have an impact on infill development.

vi. *Areas that share a community of interest with Idaho Springs.*

Staff believes that the annexation of these parcels will be beneficial to the city for the previously mentioned benefits it would bring for the Police Department as well as for the potential future annexation potential should the City wish to incorporate new lands adjacent to the western portion of the City for development.

Three Mile Plan Recommendation Area:

Staff believes that the application conforms to the Three Mile Plan. No negative impacts to the city, whether economic, cultural, or historical, are anticipated from annexation. The annexation would allow for future annexations west of current City boundaries to be considered as it would expand parcel contiguity westward, which could bring about further benefits to the City.

2. SOURCES OF REVENUE FROM THE PROPERTY;

Staff does not anticipate significant revenue associated with annexation.

REFERRALS AND PUBLIC MATERIALS

Staff provided Clear Creek County with an impact report of the proposed annexation as is required per CRS § 31-12-108.5. Clear Creek County officials have no issues with approval of the annexation. As mentioned, the City will assume responsibility of maintenance along the portion of Stanley Road that are proposed for annexation into the City’s boundaries. As part of the application process, Staff received a letter of support from Clear Creek County Commissioner Randall Wheelock dated September 25, 2023 (Attachment 2). In it, he mentions that the project will assist the City’s law enforcement on the four-mile stretch of the interstate that runs through Idaho Springs.

PLANNING STAFF RECOMMENDATION:

- 1. **Staff recommends the Planning Commission recommend approval to the City Council of the annexation of the proposed parcels.**
- 2. **Staff recommends the Planning Commission recommend that the parcels remain unzoned to mirror the portion of I-70 ROW that is already incorporated into City Limits.**

ATTACHMENTS:

- 1. **Annexation Map**
- 2. **County Letter of Support**

ANNEXATION MAP
TO THE CITY OF IDAHO SPRINGS
PARTS OF INTERSTATE 70
IN SECTIONS 34, 35, 36, TOWNSHIP 3 SOUTH, RANGE 73 WEST OF THE 6TH PRINCIPAL MERIDIAN.
AND SECTION 31, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH PRINCIPAL MERIDIAN.
COUNTY OF CLEAR CREEK, STATE COLORADO

DESCRIPTION - PARCEL 1:

A part of Interstate 70, located in Sections 34, 35 & 36, Township 3 South, Range 73 West of the 6th Principal Meridian, County of Clear Creek, State of Colorado, more particularly described as follows: Beginning on the Northerly line of said Interstate 70, being Right-of-Way monument number 564, Colorado Department of Transportation project IM 0703-244, Segment 2; thence along said Northerly line the following fifty-six (56) courses;

1. South 49°59'56" East, a distance of 208.70 feet;
2. South 71°33'26" East, a distance of 210.30 feet;
3. South 70°52'56" East, a distance of 205.20 feet to a point of curvature;
4. along the arc of a non-tangent curve to the right 290.23 feet, having a radius of 3,015.00 feet, a central angle of 05°30'56" and a chord which bears South 66°48'05" East a distance of 290.12 feet;
5. South 64°02'25" East, a distance of 16.10 feet;
6. North 68°34'36" East, a distance of 42.68 feet;
7. North 68°34'35" East, a distance of 31.28 feet;
8. South 68°46'36" East, a distance of 403.46 feet;
9. South 66°45'39" East, a distance of 652.62 feet;
10. South 75°31'03" East, a distance of 211.80 feet;
11. North 82°36'19" East, a distance of 139.83 feet to a point of curvature;
12. along the arc of a non-tangent curve to the right 218.39 feet, having a radius of 2,362.10 feet, a central angle of 05°17'51" and a chord which bears North 85°26'23" East a distance of 218.32 feet;
13. South 01°23'15" East, a distance of 65.00 feet to a point of curvature;
14. along the arc of a non-tangent curve to the right 472.39 feet, having a radius of 2,297.10 feet, a central angle of 11°46'58" and a chord which bears South 85°57'30" East a distance of 471.56 feet;
15. South 16°15'34" West, a distance of 19.98 feet;
16. South 44°12'52" West, a distance of 139.49 feet;
17. South 09°58'28" East, a distance of 147.66 feet;
18. South 62°59'25" East, a distance of 225.21 feet;
19. North 09°39'02" East, a distance of 50.00 feet;
20. South 86°20'57" East, a distance of 40.00 feet;
21. South 59°30'34" East, a distance of 140.71 feet;
22. South 80°18'02" East, a distance of 477.43 feet;
23. North 09°44'44" East, a distance of 25.00 feet;
24. South 80°18'47" East, a distance of 264.00 feet;
25. South 87°26'14" East, a distance of 40.32 feet;
26. South 80°18'47" East, a distance of 88.00 feet;
27. South 70°38'17" East, a distance of 178.51 feet;
28. South 80°18'47" East, a distance of 498.60 feet;
29. South 75°33'42" West, a distance of 58.19 feet;
30. South 68°11'17" East, a distance of 217.57 feet;
31. North 88°53'43" East, a distance of 37.75 feet;
32. South 05°10'43" West, a distance of 14.17 feet;
33. South 68°11'17" East, a distance of 380.13 feet;
34. South 43°26'27" East, a distance of 38.70 feet;
35. South 80°18'47" East, a distance of 117.60 feet;
36. South 52°50'16" East, a distance of 47.52 feet;
37. South 68°11'17" East, a distance of 298.32 feet;
38. South 70°17'17" East, a distance of 221.04 feet;
39. North 47°30'20" West, a distance of 5.80 feet;
40. South 80°18'47" East, a distance of 233.31 feet;
41. North 82°40'13" East, a distance of 410.03 feet;
42. South 80°18'47" East, a distance of 44.00 feet;
43. South 80°12'27" East, a distance of 40.02 feet;
44. South 82°48'02" East, a distance of 87.98 feet;
45. South 11°15'44" West, a distance of 29.13 feet;
46. South 66°55'23" East, a distance of 214.34 feet;
47. North 09°44'44" East, a distance of 4.70 feet;
48. South 64°34'31" East, a distance of 109.58 feet;
49. North 84°58'43" East, a distance of 648.00 feet;
50. North 04°58'19" West, a distance of 15.00 feet;
51. North 67°08'13" East, a distance of 95.30 feet;
52. North 70°07'13" East, a distance of 182.10 feet;
53. North 04°58'17" West, a distance of 20.00 feet;
54. North 84°58'43" East, a distance of 125.80 feet;
55. North 35°48'47" East, a distance of 12.12 feet;
56. South 87°13'27" East, a distance of 21.94 feet to the 4-3 of the Idaho Springs Townsite;

thence along Townsite line the following two (2) courses;

1. South 38°15'00" West, a distance of 227.81 feet to corner No. 4 thereof;
 2. South 62°15'00" West, a distance of 401.00 feet to corner No. 5 thereof;
- thence South 21°25'36" West, a distance of 80.57 feet to the Southerly line of said Interstate 70 being Right-of-Way monument No. 365, Colorado Department of Transportation project IM 0703-244, Segment 2; thence along said Southerly line the following twenty-nine (29) courses;
1. South 87°08'15" West, a distance of 597.50 feet;
 2. South 00°09'27" East, a distance of 1.00 feet;
 3. South 75°03'15" West, a distance of 906.55 feet;
 4. North 43°09'45" West, a distance of 106.00 feet;
 5. North 24°05'30" West, a distance of 316.84 feet;
 6. North 71°14'04" West, a distance of 58.66 feet;
 7. South 42°30'02" West, a distance of 2.58 feet;
 8. North 49°02'28" West, a distance of 65.70 feet;
 9. North 62°30'58" West, a distance of 288.67 feet;
 10. North 56°51'57" West, a distance of 101.99 feet;
 11. North 68°12'40" West, a distance of 189.07 feet;
 12. South 40°40'42" West, a distance of 2.05 feet;
 13. North 66°03'15" West, a distance of 54.00 feet;
 14. North 68°13'52" West, a distance of 450.88 feet;
 15. North 73°20'57" West, a distance of 774.00 feet;
 16. North 80°16'32" West, a distance of 703.56 feet;
 17. North 80°34'35" West, a distance of 38.11 feet;
 18. North 80°19'47" West, a distance of 356.88 feet;
 19. South 52°18'35" East, a distance of 42.53 feet;
 20. North 79°34'01" West, a distance of 172.08 feet;
 21. North 83°38'44" West, a distance of 336.79 feet;
 22. North 84°52'31" West, a distance of 160.54 feet;
 23. North 84°56'31" West, a distance of 56.60 feet;
 24. North 83°50'12" West, a distance of 402.57 feet;
 25. North 82°01'31" West, a distance of 119.36 feet;
 26. North 51°57'46" West, a distance of 216.32 feet;
 27. North 28°46'29" East, a distance of 23.97 feet;
 28. South 69°43'31" East, a distance of 15.09 feet;
 29. North 48°54'43" West, a distance of 78.80 feet;

DESCRIPTION - PARCEL 1 (continued):

thence North 55°27'03" West, a distance of 24.75 feet to a point of curvature; thence along the arc of a curve to the left 210.11 feet, having a radius of 788.53 feet, a central angle of 15°16'00" and a chord which bears North 63°05'03" West, a distance of 209.49 feet; thence North 70°43'03" West, a distance of 140.00 feet to a point of curvature; thence along the arc of a curve to the right 320.78 feet, having a radius of 1,236.29 feet, a central angle of 14°52'00" and a chord which bears North 63°17'03" West, a distance of 319.89 feet; thence North 55°51'03" West, a distance of 25.80 feet to a point of curvature; thence along the arc of a curve to the left 614.59 feet, having a radius of 1,879.72 feet, a central angle of 18°44'00" and a chord which bears North 65°13'03" West, a distance of 611.86 feet; thence North 74°35'03" West, a distance of 809.48 feet; thence continue Westerly along said line, a distance of 297.75 feet; thence North 15°24'57" East, a distance of 60.00 feet; thence South 74°35'03" East, a distance of 300.07 feet to said Southerly line; thence along said Southerly line the following two (2) courses

1. North 24°13'30" East, a distance of 23.86 feet;
2. North 50°55'01" West, a distance of 216.30 feet;

thence North 25°14'04" East, a distance of 396.77 feet to said Northerly line being a point of curvature; thence along said Northerly line being the arc of a non-tangent curve to the left 474.65 feet, having a radius of 3,595.00 feet, a central angle of 07°33'54" and a chord which bears South 66°12'17" East, a distance of 474.31 feet to the Point of Beginning.

Containing a calculated area of 73.35 acres.

CONTIGUITY STATEMENT-PARCEL 1:

The above described land is contiguous to the City of Idaho Springs and meets the requirements set forth in Colorado Revised Statutes 1973, 31-12-104-(1) (a) that one-sixth or more of the perimeter to be annexed is contiguous with the annexing municipality.

- Total perimeter considered for annexation = 20,496'
- One-sixth of total perimeter required for annexation = 3,416'
- Perimeter contiguous with existing city limits = 12,326', exceeds the 1/6 contiguity required.

DESCRIPTION - PARCEL 2:

That portion of Interstate 70 located in the Southwest Quarter of Section 31, Township 3 South, Range 72 West of the 6th Principal Meridian, County of Clear Creek State of Colorado, more particularly described as follows: Beginning at the intersection of the Southerly line of said Interstate 70 and the North-South centerline of said Section 31; thence along said Southerly line of Interstate 70 the following twelve (12) courses;

1. South 75°02'43" West, a distance of 200.00 feet;
2. North 48°07'17" West, a distance of 104.20 feet;
3. South 69°36'13" West, a distance of 187.70 feet;
4. South 50°08'58" West, a distance of 670.00 feet;
5. South 63°08'12" West, a distance of 664.26 feet;
6. North 50°49'26" West, a distance of 132.86 feet;
7. South 58°30'43" West, a distance of 526.56 feet to a point of curvature;
8. along the arc of a non-tangent curve to the right 115.20 feet, having a radius of 3,921.20 feet, a central angle of 01°41'00" and a chord which bears South 57°53'30" West a distance of 115.20 feet;
9. South 01°26'47" East, a distance of 3.24 feet;
10. South 88°34'05" West, a distance of 5.62 feet to a point of curvature;
11. along the arc of a non-tangent curve to the right 15.20 feet, having a radius of 3,921.20 feet, a central angle of 00°13'20" and a chord which bears South 58°56'31" West a distance of 15.20 feet to a point of curvature;
12. along the arc of a non-tangent curve to the right 1,267.82 feet, having a radius of 2,965.00 feet, a central angle of 24°53'09" and a chord which bears South 72°49'22" West a distance of 1,277.72 feet to the West line of said Section 31;

Thence along said West line North 00°02'27" East, a distance of 200.75 feet to the Northerly line of said Interstate 70 being a point of curvature; thence along said Northerly line the following twelve (12) courses;

1. along the arc of a non-tangent curve to the left 1040.94 feet, having a radius of 2,765.00 feet, a central angle of 21°34'12" and a chord which bears North 74°08'04" East a distance of 1034.80 feet;
2. North 00°03'31" East, a distance of 196.60 feet;
3. North 78°01'16" East, a distance of 347.80 feet;
4. North 09°07'06" West, a distance of 99.72 feet;
5. North 78°10'15" East, a distance of 128.03 feet;
6. North 67°59'30" East, a distance of 417.44 feet;
7. North 59°36'45" East, a distance of 900.22 feet;
8. North 64°02'45" East, a distance of 200.99 feet;
9. North 58°20'15" East, a distance of 249.94 feet;
10. continue Northeasterly along said line, a distance of 179.50 feet;
11. North 51°11'15" East, a distance of 182.01 feet;
12. North 73°17'15" East, a distance of 121.36 feet to said North-South centerline;

thence along said North-South centerline South 03°08'20" East, a distance of 534.25 feet to the Point of Beginning.

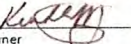
Containing a calculated area of 27.26 acres.

CONTIGUITY STATEMENT-PARCEL 2:

The above described land is contiguous to the City of Idaho Springs and meets the requirements set forth in Colorado Revised Statutes 1973, 31-12-104-(1) (a) that one-sixth or more of the perimeter to be annexed is contiguous with the annexing municipality.

- Total perimeter considered for annexation = 8,712'
- One-sixth of total perimeter required for annexation = 1,452'
- Perimeter contiguous with existing city limits = 5,869', exceeds the 1/6 contiguity required.

OWNER CERTIFICATE:


Owner
Signed this 21st day of November, 2023.
State of Colorado)
County of Clear Creek) SS

The foregoing instrument was acknowledged before me this 21 day of November, 2023.

Witness hand and official seal

My commission expires April 27, 2026


Jackie Z. McDougall
Notary Public

APPROVAL CERTIFICATE:

Approved for filing by the City of Idaho Springs this _____ day of _____, 202____.

ATTEST:

Chuck Harmon, Mayor

Diane Breece, City Clerk

State of Colorado)
County of Clear Creek) SS

The foregoing instrument was acknowledged before me this ____ day of _____, 202____.

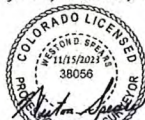
Witness hand and official seal

My commission expires _____

Notary Public

SURVEYOR'S CERTIFICATION:

I, Weston D. Spears, a Professional Land Surveyor registered in the State of Colorado, hereby certify that this annexation map was made in accordance with applicable standards of practice, was prepared under my responsible charge, and is accurate to the best of my professional knowledge, information and belief. This is not a guaranty or warranty, either expressed or implied.



Weston D. Spears, Professional Land Surveyor
Colorado P.L.S. No. 38056
for and on behalf of Weston Surveying

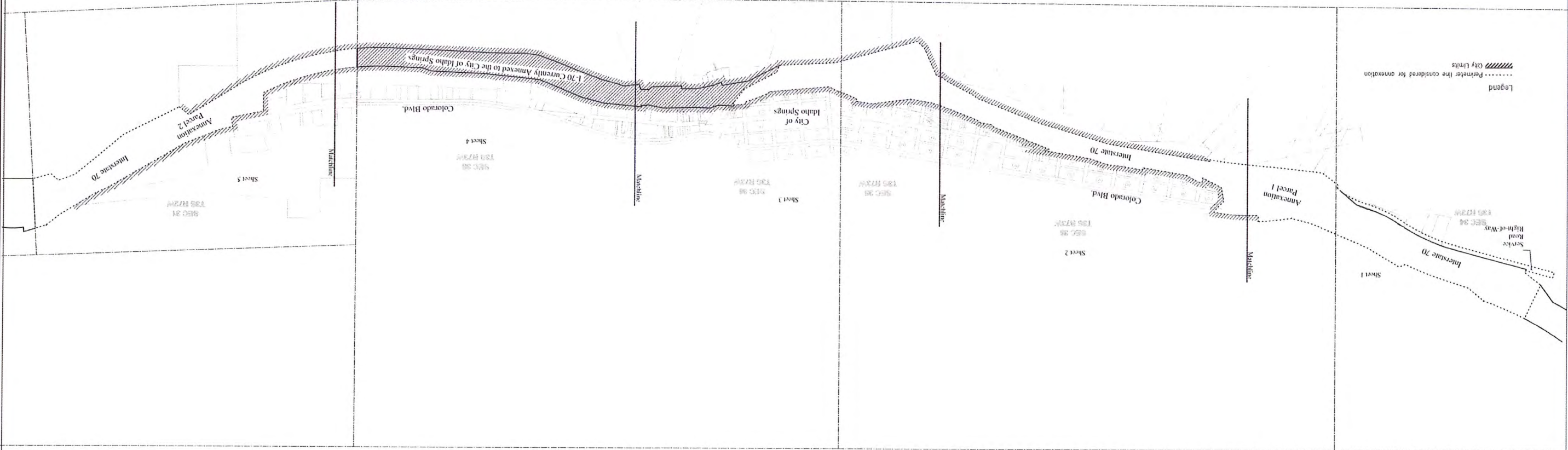
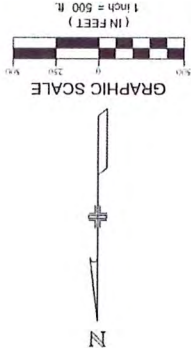
REVISIONS				PROJECT NO.	TITLE	CLIENT	CITY OF IDAHO SPRINGS	CLEAR CREEK SURVEYING P.O. BOX 3184 IDAHO SPRINGS, CO 80452 (303) 567-4755	SHEET NO. 1	NO. OF SHEETS 7
Date _____	By _____	Description _____								
Date _____	By _____	Description _____								
Date _____	By _____	Description _____								
Date _____	By _____	Description _____								

22GEN84

ANNEXATION MAP TO THE CITY OF IDAHO SPRINGS
COUNTY OF CLEAR CREEK, STATE OF COLORADO

ANNEXATION MAP

TO THE CITY OF IDAHO SPRINGS
PARTS OF INTERSTATE 70
IN SECTIONS 34, 35, 36, TOWNSHIP 3 SOUTH, RANGE 73 WEST OF THE 6TH PRINCIPAL MERIDIAN,
AND SECTION 31, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH PRINCIPAL MERIDIAN,
COUNTY OF CLEAR CREEK, STATE OF COLORADO
VICINITY MAP



Date _____
By _____
Description _____

REVISIONS

PROJECT NO. 22CE184

TITLE

ANNEXATION MAP TO THE CITY OF IDAHO SPRINGS
COUNTY OF CLEAR CREEK, STATE OF COLORADO

CLIENT

CITY OF IDAHO SPRINGS

CLEAR CREEK SURVEYING

P.O. BOX 3184
IDAHO SPRINGS, CO 80452
(303) 567-1755

SHEET NO. 2

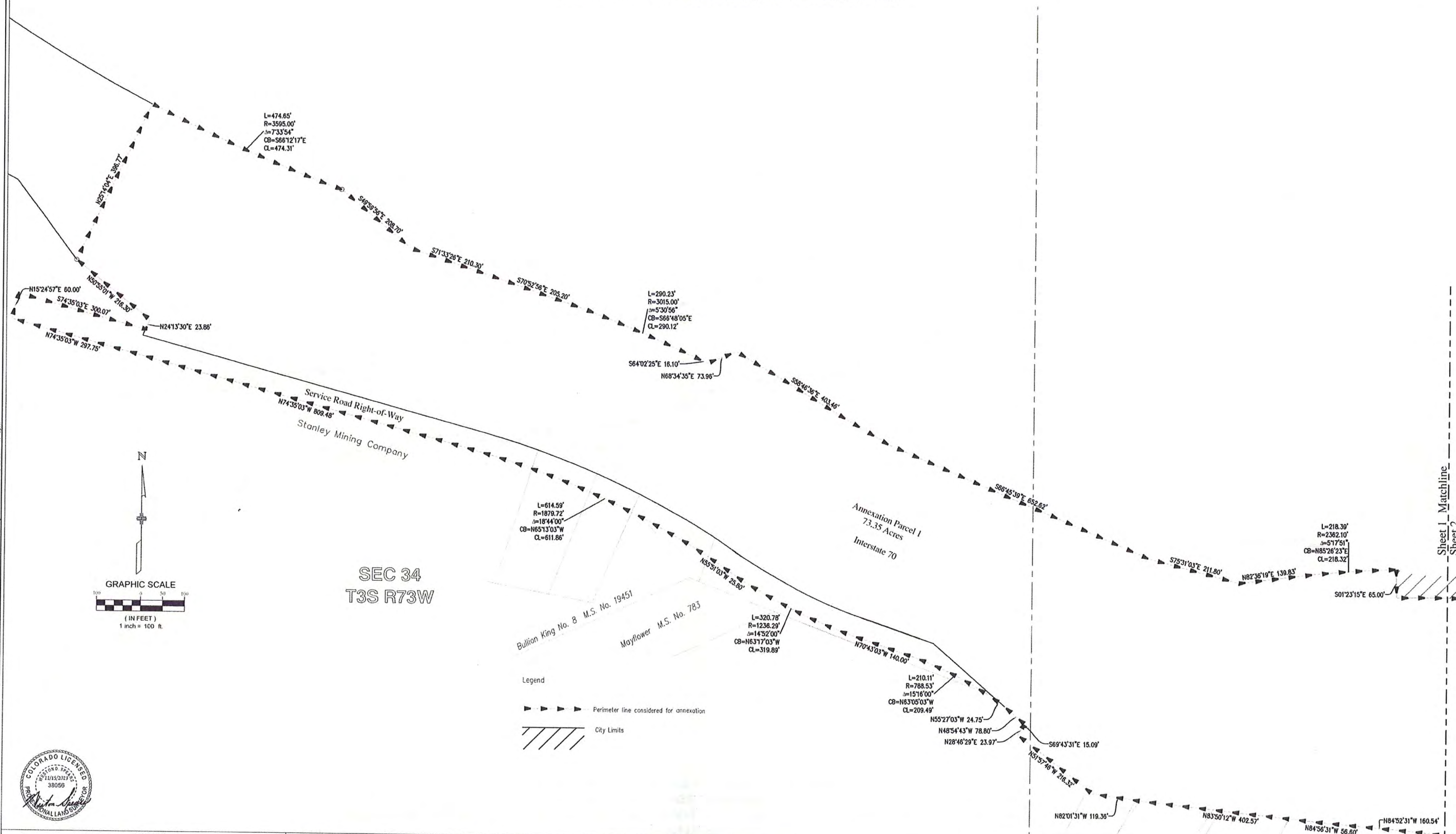
NO OF SHEETS 7



ANNEXATION MAP

TO THE CITY OF IDAHO SPRINGS
PARTS OF INTERSTATE 70

IN SECTIONS 34, 35, 36, TOWNSHIP 3 SOUTH, RANGE 73 WEST OF THE 6TH PRINCIPAL MERIDIAN.
AND SECTION 31, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH PRINCIPAL MERIDIAN.
COUNTY OF CLEAR CREEK, STATE COLORADO



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REVISIONS		PROJECT NO.	TITLE	CLIENT	CITY OF IDAHO SPRINGS	CLEAR CREEK SURVEYING	SHEET NO.	NO. OF SHEETS
Date	By	Description				P.O. BOX 3184 IDAHO SPRINGS, CO 80452 (303) 567-4755	3	7
Date	By	Description						
Date	By	Description						
Date	By	Description						

TO THE CITY OF IDAHO SPRINGS
PARTS OF INTERSTATE 70
IN SECTIONS 34, 35, 36, TOWNSHIP 3 SOUTH, RANGE 73 WEST OF THE 6TH PRINCIPAL MERIDIAN,
AND SECTION 31, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH PRINCIPAL MERIDIAN,
COUNTY OF CLEAR CREEK, STATE OF COLORADO

SEC 35
T3S R73W

Sheet 1 Matchline
Sheet 2

REVISIONS			
Date	By	Description	
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Date	By	Description	

PROJECT NO. 22GEN84

TITLE

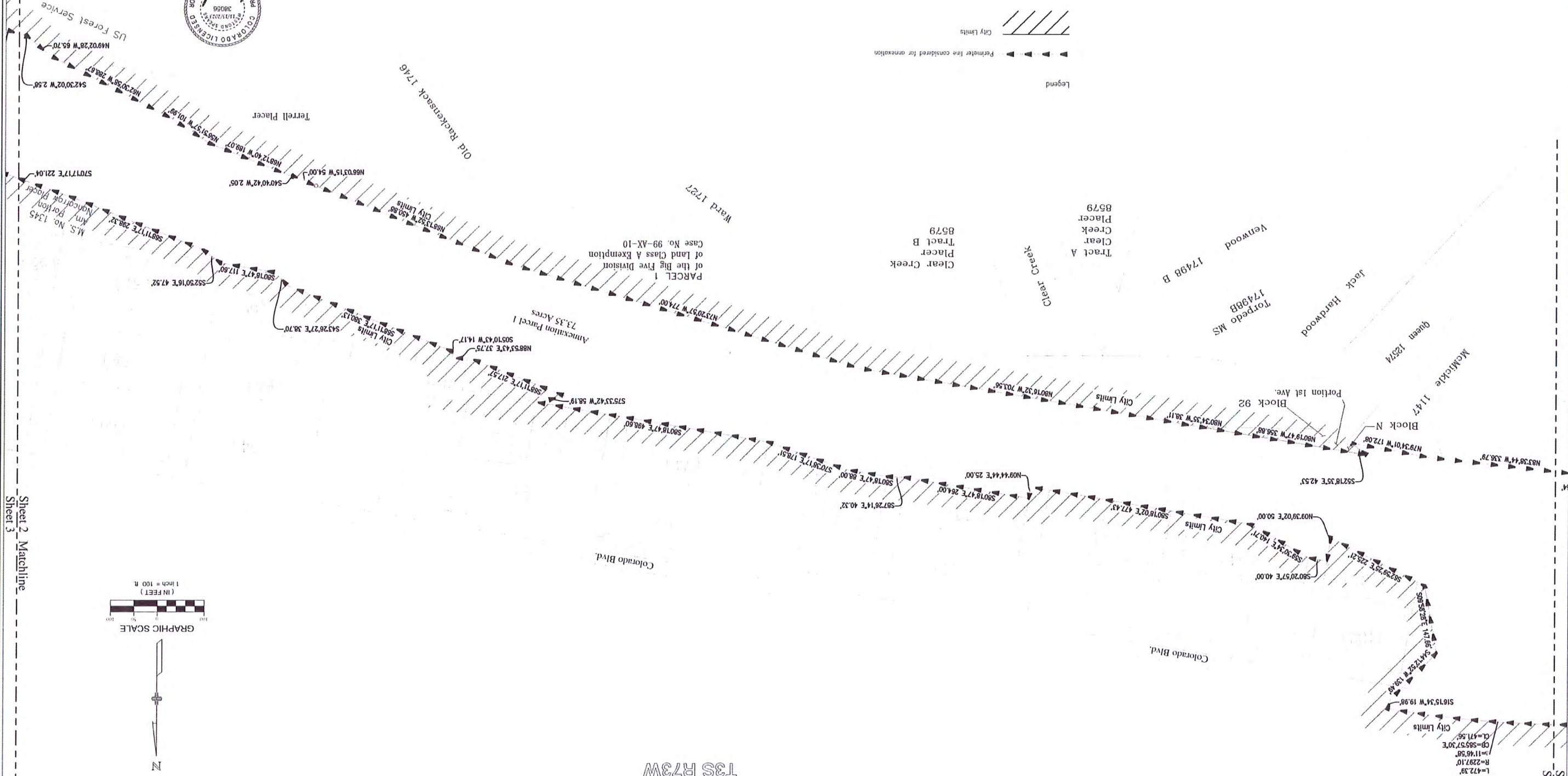
ANNEXATION MAP TO THE CITY OF IDAHO SPRINGS
COUNTY OF CLEAR CREEK, STATE OF COLORADO

CLIENT

CITY OF IDAHO SPRINGS

CLEAR CREEK SURVEYING
P.O. BOX 3184
IDAHO SPRINGS, CO 80452
(303) 567-4755

4	SHEET NO.
7	NO. OF SHEETS



Sheet 2 - Matchline
Sheet 3

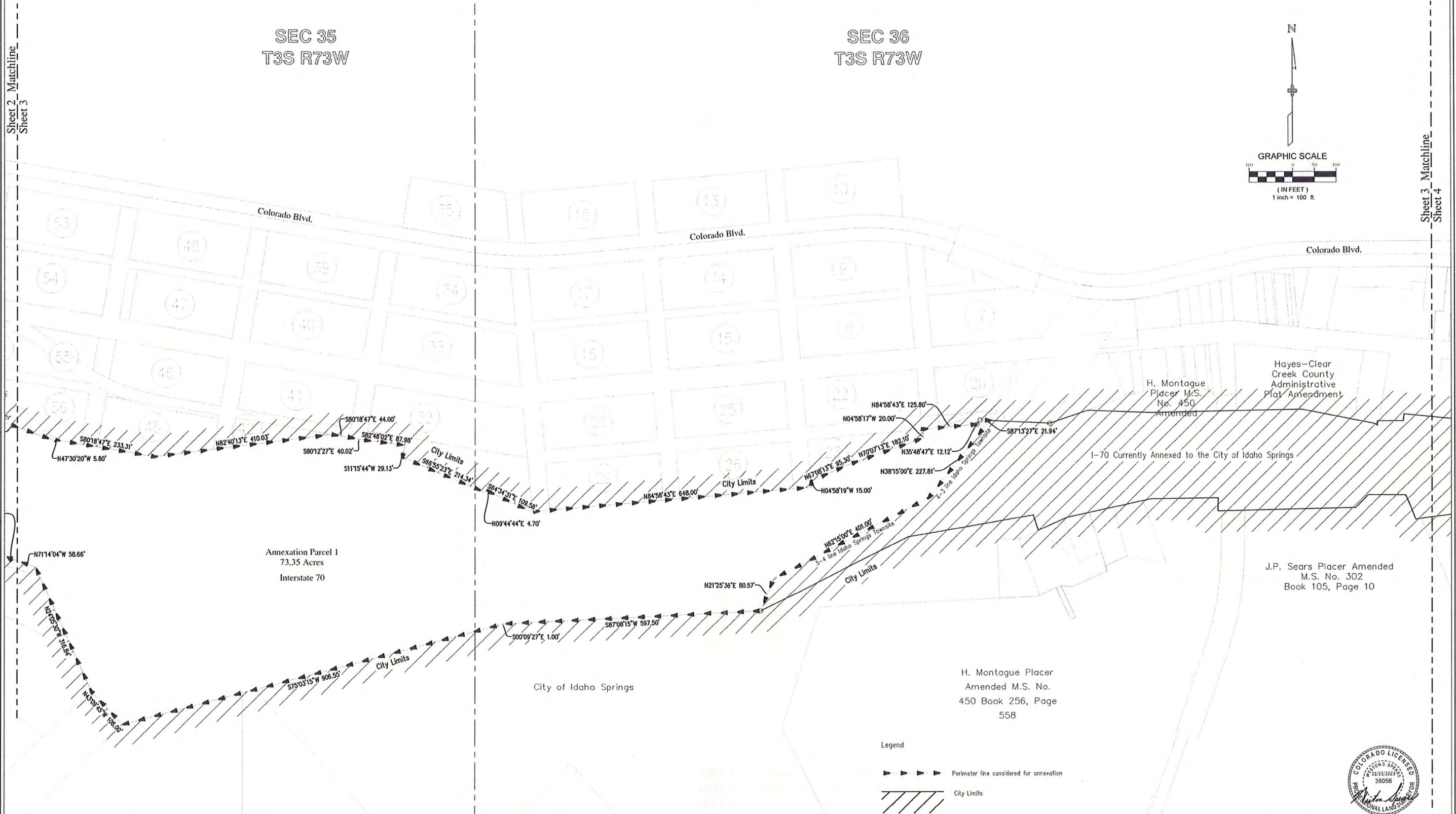
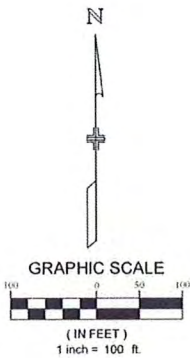
ANNEXATION MAP

TO THE CITY OF IDAHO SPRINGS
PARTS OF INTERSTATE 70

IN SECTIONS 34, 35, 36, TOWNSHIP 3 SOUTH, RANGE 73 WEST OF THE 6TH PRINCIPAL MERIDIAN.
AND SECTION 31, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH PRINCIPAL MERIDIAN.
COUNTY OF CLEAR CREEK, STATE COLORADO

SEC 35
T3S R73W

SEC 36
T3S R73W



REVISIONS		
Date	By	Description

PROJECT NO.
22GEN84

TITLE
ANNEXATION MAP TO THE CITY OF IDAHO SPRINGS COUNTY OF CLEAR CREEK, STATE OF COLORADO

CLIENT
CITY OF IDAHO SPRINGS

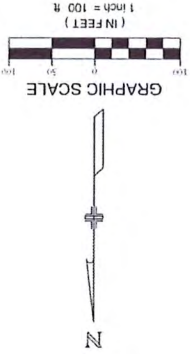
CLEAR CREEK SURVEYING P.O. BOX 3184 IDAHO SPRINGS, CO 80452 (303) 567-4755	
SHEET NO.	NO. OF SHEETS
5	7



ANNEXATION MAP

TO THE CITY OF IDAHO SPRINGS
PARTS OF INTERSTATE 70
IN SECTIONS 34, 35, 36, TOWNSHIP 3 SOUTH, RANGE 73 WEST OF THE 6TH PRINCIPAL MERIDIAN,
AND SECTION 31, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH PRINCIPAL MERIDIAN,
COUNTY OF CLEAR CREEK, STATE OF COLORADO

SEC 36
T3S R73W



Sheet 4 Matchline
Sheet 5

Sheet 3 Matchline
Sheet 4



REVISIONS
By _____
Date _____
Description _____
By _____
Date _____
Description _____
By _____
Date _____
Description _____

PROJECT NO. 22GENS4

TITLE

ANNEXATION MAP TO THE CITY OF IDAHO SPRINGS
COUNTY OF CLEAR CREEK, STATE OF COLORADO

CLIENT

CITY OF IDAHO SPRINGS

CLEAR CREEK SURVEYING
P.O. BOX 3184
IDAHO SPRINGS, CO 80452
(203) 567-4755



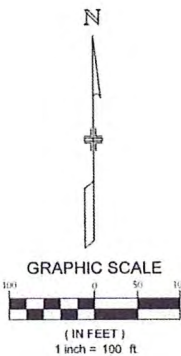
SHEET NO. 6
NO. OF SHEETS 7

ANNEXATION MAP

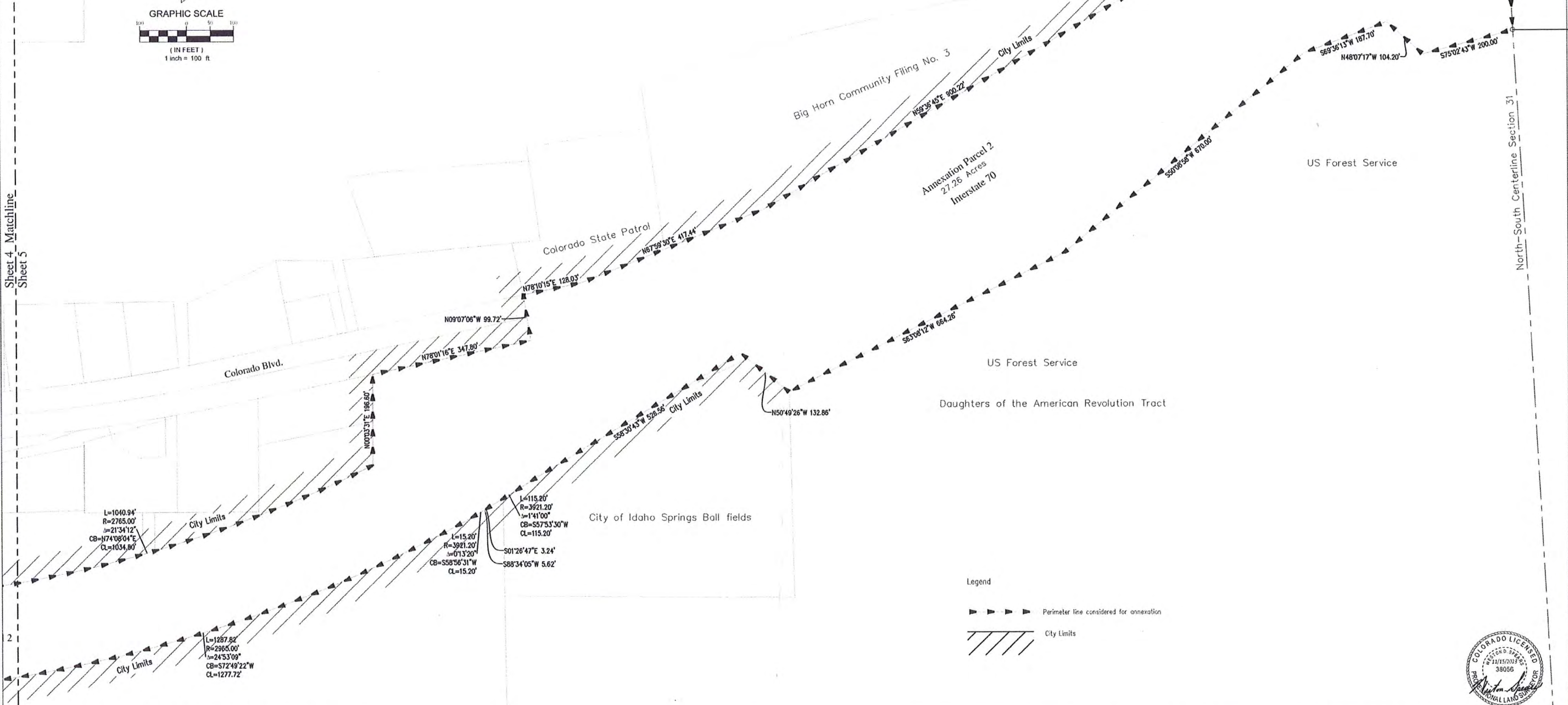
TO THE CITY OF IDAHO SPRINGS
PARTS OF INTERSTATE 70

IN SECTIONS 34, 35, 36, TOWNSHIP 3 SOUTH, RANGE 73 WEST OF THE 6TH PRINCIPAL MERIDIAN.
AND SECTION 31, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH PRINCIPAL MERIDIAN.
COUNTY OF CLEAR CREEK, STATE COLORADO

SEC 31
T3S R72W



Sheet 4 Matchline
Sheet 5



- Legend
- Perimeter line considered for annexation
 - City Limits



REVISIONS		
Date	By	Description

PROJECT NO.	
22GEN84	

TITLE	ANNEXATION MAP TO THE CITY OF IDAHO SPRINGS COUNTY OF CLEAR CREEK, STATE OF COLORADO
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CLIENT	CITY OF IDAHO SPRINGS
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CLEAR CREEK SURVEYING P.O. BOX 3184 IDAHO SPRINGS, CO 80452 (303) 367-4755

SHEET NO.	NO. OF SHEETS
7	7



Clear Creek County

POST OFFICE BOX 2000
GEORGETOWN, COLORADO 80444

TELEPHONE: (303) 679-2300

September 25, 2023

Keith Stefanik, Chief Engineer
Colorado Department of Transportation
2820 West Howard Place
Denver, Colorado 80204

Dear Mr. Stefanik,

On behalf of the Clear Creek County Board of County Commissioners, please accept this letter of support for the City of Idaho Springs' proposal to annex two parcels of Interstate 70 right-of-way. The annexation will assist with the City's law enforcement on the four-mile stretch of the interstate that runs through Idaho Springs.

Specifically, the City of Idaho Springs is seeking to annex the following:

A PART OF INTERSTATE 70
IN SECTION 34, 35, 36, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH PRINCIPLE MERIDIAN.
AND SECTION 31, TOWNSHIP 3 SOUTH, RANGE 72 WEST OF THE 6TH PRINCIPLE MERIDIAN.
COUNTY OF CLEAR CREEK. STATE OF COLORADO.

The City of Idaho Springs is a key strategic partner of Clear Creek County. Thank you for the opportunity to express our support for their proposal. If you have any specific questions for Clear Creek County, please contact our County Manager, Brian Bosshardt, at 303-679-2490.

Sincerely,

A blue ink signature of Randall Wheelock, written in a cursive style.

Randall Wheelock
Chair, Board of County Commissioners