CITY OF IDAHO SPRINGS
1711 MINER STREET
P.O. BOX 907
IDAHO SPRINGS, CO 80452
303.567.4421

NOTICE AND AGENDA
REGULAR MEETING
IDAHO SPRINGS CITY COUNCIL
MEETING WILL BE REMOTE
December 13, 2021
7:00 P.M

I. CALL TO ORDER
II. ROLL CALL
III. PLEDGE OF ALLEGIANCE
IV. AGENDA APPROVAL
a) Move to approve the agenda for the December 13, 2021 meeting.
V. CONFLICT OF INTEREST
VI. APPROVAL OF MINUTES
a) Move to approve the minutes from November 22, 2021.
VII. APPROVAL OF BILLS
a) Move to approve bills to December 13, 2021
VIII. SCHEDULED PUBLIC COMMENT
IX. UNSCHEDULED PUBLIC COMMENT
X. LIQUOR LICENSING AUTHORITY
a) **Public Hearing** - Request to approve the change of license from a Hotel Restaurant to a Vintners License for the Clear Creek Cidery LLC, dba Clear Creek Cidery and Eatery.
XI. PLANNING/COMMUNITY DEVELOPMENT
a) Staff report submitted with no request (s) for action
XII. CITY ATTORNEY
XIII. RESOLUTIONS
a) **Public Hearing-** Resolution #27, Series 2021 Adopting Budget for 2022 calendar year
b) Resolution #28, Series 2021 Adoption of the 2021 Mill Levy for the 2022 Budget Year
c) Resolution #25, Series 2021 CDOT MOU Mobility Hub
d) **Public Hearing-** Resolution #26 series 2021 Adoption of the Downtown Master Plan
XIV. ASSISTANT CITY ADMINISTRATOR
a) No staff report submitted
XV. CITY ADMINISTRATOR
a) Staff report submitted with one request (s) for action
XVI. DEPUTY CITY CLERK
a) Staff report submitted with no request (s) for action.
b) Swear in elected City Clerk/appointed Treasurer.
c) Annual Cemetery Report from Lue Howard
XVII. POLICE DEPARTMENT
a) Staff report submitted with no request (s) for action
XVIII. PUBLIC WORKS: STREETS AND PARKS
a) No staff report submitted
XIX. PUBLIC WORKS: WATER/WASTEWATER
XX. COMMITTEE REPORTS
XXI. MAYOR and COUNCIL
XXII. ADJOURN to January 10, 2022

REMOTE MEETING PUBLIC ATTENDANCE INSTRUCTIONS

The Public will be able to view and hear this meeting remotely at the following address:
https://www.colorado.gov/pacific/idahosprings/city-council-live

For Scheduled Public Comment, please fill out and return the following form to the City Clerk no later than Noon (12 P.M.) the Thursday before this meeting:
https://www.colorado.gov/pacific/sites/default/files/Fillable%20Council%20Public%20Comment_1.pdf
The public will be able to sign up for Unscheduled Public Comment and Public Hearings by emailing the City Clerk at cityclerk@idahospringsco.com contact information including name and phone number by 3 PM on the day of the scheduled meeting. Each Public/Unscheduled Comment will be limited to 3 minutes.

IDAHO SPRINGS CITY COUNCIL
REGULAR MEETING
NOVEMBER 22, 2021

The City Council of the City of Idaho Springs held a regular meeting on November 22, 2021 via Zoom. Mayor Hillman called the meeting to order at 7:03 p.m.

Answering the roll were: Mike Hillman, Bob Bowland, Chuck Harmon, and Art Caccavale. Councilmember Jim Clark arrived at the meeting at 7:22 p.m. Councilmember John Curtis was absent and councilmember Scott Pennell was also absent. Also present was Public Works Superintendent John Bordoni, Community Development Planner Jerad Chipman, Deputy City Clerk Wonder Martell and City Attorney Carmen Beery.

The Pledge of Allegiance was recited by all present.

AGENDA APPROVAL
Chuck Harmon moved to approve the agenda for November 22, 2021
Art Caccavale seconded, all in favor unanimous voice vote. Councilmember Jim Clark was absent for this vote.

APPROVAL OF MINUTES
Chuck Harmon moved to approve minutes of November 8, 2021
Art Caccavale seconded, all in favor unanimous voice vote. Councilmember Jim Clark was absent for this vote.

APPROVAL OF BILLS
Chuck Harmon moved to approve bills to November 22, 2021
Bob Bowland seconded, all in favor unanimous voice vote. Councilmember Jim Clark was absent for this vote. Mr. Caccavale stated that he did not have any questions on the bills this time.

UNSCHEDULED PUBLIC COMMENT
Sadie Schultz who resides in Blackhawk and is the President of the Idaho Springs Marketing Alliance, wanted to thank the city for the massive impact that we have had on the business's during this pandemic. Ms. Schultz appreciates the cities dedication and helping make this city beautiful and appealing to our visitors.

CITY ATTORNEY
Discussion and action on City Treasurer Vacancy and Motion to formally request the County Clerk & Recorder to conduct a recount of failed City of Idaho Springs Ballot Question 2B" (sales tax increase dedicated to water/wastewater improvements).

City attorney Carmen Beery stated that the election is certified, and as of today Council can declare the elected treasurer office as vacant. Council has 60 days from today (November 22, 2021) to either appoint someone to the position, or to hold a special election. Beery also made mention that once appointed to the positions, Ms. Breece would serve as Treasurer for 2 years until the next regular election in 2023.

Chuck Harmon mentioned that it would make sense to appoint Diane Breece to Treasurer as she is now the elected City Clerk.

Chuck Harmon moved to approve appointing elected city clerk Diane Breece to serve as City Treasurer.

Bob Bowland seconded, all in favor unanimous roll call vote. Councilmember Jim Clark was absent for this vote.

City Attorney Carmen Beery advised that a recount is optional, and council will need to request this by sending a notarized letter to the County Clerk requesting the recount by November 30th, 2021. The estimated cost of this recount is $1,000.00 and if requested, the County has until December 9th, 2021, to complete this recount.

Chuck Harmon moved to approve formally requesting a recount of the City of Idaho Springs ballot question 2B. Bob Bowland seconded the motion with a unanimous roll call vote. Councilmember Jim Clark was absent for this vote.

Discussion- Mayor Mike Hillman stated that this measure is very important to all of us. The span of this measure passing is two votes, so the recount is worth the money to make sure that this measure did not pass. Council has been trying to figure out a way to help with the water/wastewater fees for our residents and this is important for our community. Mr. Caccavale agrees with having the recount done, and he stated that he thinks that the people did not understand this question/measure. Chuck Harmon stated there is so much riding on this, citizens need relief/help with the rising costs.

ORDINANCE SECOND READING

Chuck Harmon moved to approve Ord #19, Series 2021 An ordinance forming the Historic Downtown Parking Transportation and Mobility Special Improvement District (SID)
Bob Bowland seconded, all in favor roll call vote. Bob Bowland – Yes, Chuck Harmon- Yes, Mike Hillman – Yes, Jim Clark – No, Art Caccavale – No. Ordinance passed.

Discussion- The business community sought out signatures for this SID and over 60% of the property owners signed in agreement of creation of the SID. City Attorney Carmen Beery offered to send the process/timeline on how this SID is created. This process was sent to Council back in September of 2021. The assessment will be a public hearing and all of the steps are fully public and the public will have continued participation. Mr. Caccavale asked if residents will have exposure to tax increases, to which the answer is no.

Mayor Mike Hillman mentioned the map that is in the packet so Council can see all of the properties included in this SID. Mayor Mike Hillman also mentioned that this ordinance has been postponed for two weeks, as there was a desire to have a better percentage of property owner's signatures. The SID is an entity of itself and was created by property owners, not the by the city. Community Development Planner Jerad Chipman mentioned that there is no assessment dollar amount or timeline that has been finalized at this time.

DEPUTY CITY CLERK

Chuck Harmon moved to appoint Ann Zimmerman and Douglas Smith to additional 4 year term of the City's Variance Board.
Bob Bowland seconded, all in favor unanimous roll call vote.
Deputy City Clerk Wonder Martell will swear in Mr. Smith and Ms. Zimmerman at the next regular Variance Board meeting.

PUBLIC WORKS

Chuck Harmon moved to approve $18,113.18 to Xcel Energy for parking lot light installation from line #21-00-6028
Art Caccavale seconded, all in favor unanimous roll call vote.

COMMITTEE REPORTS
Scraps-to-Soil end of season report. Chris Slaymaker joined the council meeting to give the year end scraps-to-soil report. Volunteers ae what makes this garden affordable. All 20 plots were in use this season, there was a lot of participation. 50% of the plots were rented by residents of Idaho Springs, the other 50% are more citizens of Alice and or St. Mary's Glacier.

The garden was awarded a grant this year from NARG. (National Association of Rock Gardening). They are going to try for more native plants and ones that use less water as the garden pays for all its own water. They did find a few small leaks this year, so they hope next years water bills are a little less. February of 2022 is the registration for returning gardeners, April 1st, the plots open to the general public.

The garden will be putting up the signs next year that Planning Commission approved back in 2020. One thing they would like to work on is better communication with their neighbor Mountain Medicinal. Hoping for a smoother season next year and putting limitations on plots 1-4 of no tall plants, like corn or sunflowers.

ADJOURN
Mayor Mike Hillman thanked staff for all of their hard work, wished everyone a Happy Thanksgiving and adjourned the meeting at 8:04 p.m.

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
A T & T Mobility (283)								
287246995984X11212021								
287246995984X11212021	Invoice	Credit for New Service	11/13/2021	12/13/2021	483.60-	Open	11/21	52-00-5335
Total 287246995984X11212021:					483.60-			
Total A T & T Mobility (283):					483.60-			
Aerzen USA Corporation (1840)								
SEPI-21-005515								
SEPI-21-005515	Invoice	Sealing Kit, Drive Shaft	11/19/2021	12/19/2021	272.35	Open	11/21	52-00-5204
Total SEPI-21-005515:					272.35			
Total Aerzen USA Corporation (1840):					272.35			
AmeriGas (1478)								
31283444442								
31283444442	Invoice	Tank rent-Fixed Tank	10/31/2021	11/30/2021	119.35	Open	11/21	51-00-6001
Total 31283444442:					119.35			
3129385043								
3129385043	Invoice	Propane WWTP	11/25/2021	12/25/2021	1,002.45	Open	11/21	52-00-6001
Total 3129385043:					1,002.45			
Total AmeriGas (1478):					1,121.80			
Blackwell Oil (284)								
11302021								
11302021	Invoice	Fleet Fuel Streets	11/30/2021	12/15/2021	232.56	Open	11/21	10-10-6191
Total 11302021:					232.56			
Total Blackwell Oil (284):					232.56			
Blue Tarp Financial Inc (1453)								
49010125								
49010125	Invoice	Safety Boots - Bob	11/11/2021	12/13/2021	71.99	Open	11/21	10-10-6040
Total 49010125:					71.99			
Total Blue Tarp Financial Inc (1453):					71.99			
Browns Hill Engineering & Cont (1416)								
544								
544	Invoice	January Rental SCADA Leasing A	12/01/2021	01/01/2022	1,620.00	Open	13/21	51-00-5309
Total 544:					1,620.00			
545								
545	Invoice	January Rental SCADA Leasing A	12/01/2021	01/01/2022	1,620.00	Open	13/21	52-00-5309
Total 545:					1,620.00			
Total Browns Hill Engineering & Cont (1416):					3,240.00			
Caselle Inc. (287)								
113571								
113571	Invoice	Contract Support - January	12/01/2021	12/31/2021	337.50	Open	13/21	10-10-5108
113571	Invoice	Contract Support - January	12/01/2021	12/31/2021	337.50	Open	13/21	10-20-5108
113571	Invoice	Contract Support - January	12/01/2021	12/31/2021	337.50	Open	13/21	10-30-5108

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
113571	Invoice	Contract Support - January	12/01/2021	12/31/2021	168.75	Open	13/21	51-00-5108
113571	Invoice	Contract Support - January	12/01/2021	12/31/2021	168.75	Open	13/21	52-00-5108
Total 113571:					1,350.00			
Total Caselle Inc. (287):					1,350.00			
CenturyLink (569)								
250774771								
250774771	Invoice	Internet service Water Plant	11/12/2021	12/12/2021	337.13	Open	11/21	51-00-5335
Total 250774771:					337.13			
3035672130X11222021								
3035672130X11222021	Invoice	Internet service/Waste Water	11/22/2021	12/15/2021	207.06	Open	12/21	52-00-5335
Total 3035672130X11222021:					207.06			
3035679613X11252021								
3035679613X11252021	Invoice	Phone Lines Water Plant Fire Alar	11/25/2021	12/17/2021	185.37	Open	12/21	51-00-5335
Total 3035679613X11252021:					185.37			
Total CenturyLink (569):					729.56			
Chicago Creek Sanitation (434)								
2021-12								
2021-12	Invoice	Maintenance Fee	11/24/2021	12/24/2021	145.00	Open	12/21	52-00-5206
Total 2021-12:					145.00			
Total Chicago Creek Sanitation (434):					145.00			
City of Idaho Springs (289)								
CHRISTMAS 2021								
CHRISTMAS 2021	Invoice	Christmas Bonus	11/19/2021	12/15/2021	600.00	Open	12/21	10-10-5215
CHRISTMAS 2021	Invoice	Christmas Bonus	11/19/2021	12/15/2021	750.00	Open	12/21	10-20-5215
CHRISTMAS 2021	Invoice	Christmas Bonus	11/19/2021	12/15/2021	900.00	Open	12/21	10-30-5215
CHRISTMAS 2021	Invoice	Christmas Bonus	11/19/2021	12/15/2021	100.00	Open	12/21	10-60-5215
CHRISTMAS 2021	Invoice	Christmas Bonus	11/19/2021	12/15/2021	150.00	Open	12/21	51-00-5215
CHRISTMAS 2021	Invoice	Christmas Bonus	11/19/2021	12/15/2021	150.00	Open	12/21	52-00-5215
Total CHRISTMAS 2021:					2,650.00			
1212021								
1212021	Invoice	Transfer to ENB for payroll	12/01/2021	12/30/2021	500,000.00	Open	12/21	10-00-1580
Total 1212021:					500,000.00			
Total City of Idaho Springs (289):					502,650.00			
Clear Creek County Clerk & Rec (61)								
2021 COORDINATED								
2021 COORDINATED	Invoice	recount process	11/29/2021	11/29/2021	540.00	Open	12/21	10-20-5220
Total 2021 COORDINATED:					540.00			
Total Clear Creek County Clerk & Rec (61):					540.00			
Clear Creek County Road & Bridge (1278)								
NOV 2021								
NOV 2021	Invoice	Fleet fuel/Parks	12/01/2021	12/30/2021	267.15	Open	11/21	10-60-6191
NOV 2021	Invoice	Fleet fuel/Police	12/01/2021	12/30/2021	1,669.47	Open	11/21	10-30-6191

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
NOV 2021	Invoice	Fleet fuel/Streets	12/01/2021	12/30/2021	760.74	Open	11/21	10-10-6191
NOV 2021	Invoice	Fleet fuel/WasteWater	12/01/2021	12/30/2021	36.70	Open	11/21	52-00-6191
NOV 2021	Invoice	Fleet fuel/Water	12/01/2021	12/30/2021	36.69	Open	11/21	51-00-6191
Total NOV 2021:					2,770.75			
Total Clear Creek County Road & Bridge (1278):					2,770.75			
Clear Creek Supply (291)								
342836								
342836	Invoice	bolts	11/03/2021	12/10/2021	11.80	Open	11/21	10-10-6191
Total 342836:					11.80			
342861								
342861	Invoice	Car charger and cable	11/04/2021	12/10/2021	27.36	Open	11/21	10-60-6193
Total 342861:					27.36			
343003								
343003	Invoice	oil	11/08/2021	12/10/2021	2.69	Open	11/21	10-60-6193
343003	Invoice	starting fluid	11/08/2021	12/10/2021	52.68	Open	11/21	10-60-6193
Total 343003:					55.37			
343055								
343055	Invoice	mini bulb	11/09/2021	12/10/2021	7.33	Open	11/21	10-10-6193
Total 343055:					7.33			
343103								
343103	Invoice	oil	11/10/2021	12/10/2021	11.98	Open	11/21	10-10-6012
Total 343103:					11.98			
343195								
343195	Invoice	dust pan and broom	11/12/2021	12/10/2021	22.57	Open	11/21	52-00-6010
Total 343195:					22.57			
343377								
343377	Invoice	Hammer	11/16/2021	12/10/2021	44.99	Open	11/21	10-10-6020
343377	Invoice	wiper blades	11/16/2021	12/10/2021	53.94	Open	11/21	10-10-6193
Total 343377:					98.93			
343407								
343407	Invoice	oil and filter	11/17/2021	12/10/2021	23.81	Open	11/21	10-10-6150
Total 343407:					23.81			
343413								
343413	Invoice	tape, bulb undercoat	11/17/2021	12/10/2021	41.90	Open	11/21	10-60-6193
Total 343413:					41.90			
343453								
343453	Invoice	undercoat	11/18/2021	12/10/2021	13.22	Open	11/21	10-60-6150
Total 343453:					13.22			
343533								
343533	Invoice	bolts	11/19/2021	12/10/2021	10.00	Open	11/21	10-60-6193

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
Total 343533:					10.00			
343635								
343635	Invoice	fuel and air filter	11/23/2021	12/10/2021	65.25	Open	11/21	10-10-6150
343635	Invoice	lube and hydraulic	11/23/2021	12/10/2021	95.05	Open	11/21	10-10-6150
Total 343635:					160.30			
343697								
343697	Invoice	tape and ties	11/24/2021	12/10/2021	20.96	Open	11/21	10-21-5040
Total 343697:					20.96			
Total Clear Creek Supply (291):					505.53			
Colorado Analytical Lab (945)								
211201068								
211201068	Invoice	total coliform P/A compl	12/01/2021	01/01/2022	98.50	Open	12/21	51-00-5201
Total 211201068:					98.50			
211130041								
211130041	Invoice	Wastewater Testing	12/07/2021	01/06/2022	90.00	Open	11/21	52-00-5201
Total 211130041:					90.00			
211201065								
211201065	Invoice	TSS/testing	12/08/2021	12/28/2021	13.50	Open	12/21	51-00-5201
Total 211201065:					13.50			
211207069								
211207069	Invoice	E-coli Testing	12/08/2021	01/07/2022	23.40	Open	12/21	52-00-5201
Total 211207069:					23.40			
Total Colorado Analytical Lab (945):					225.40			
Colorado Barricade Co. LLC (79)								
65151094								
65151094	Invoice	Custom signs	11/22/2021	12/21/2021	434.00	Open	11/21	10-10-6091
65151094	Invoice	Road Closed Signs	11/22/2021	12/21/2021	434.00	Open	11/21	10-10-6091
65151094	Invoice	sign stand	11/22/2021	12/21/2021	667.72	Open	11/21	10-10-6091
Total 65151094:					1,535.72			
Total Colorado Barricade Co. LLC (79):					1,535.72			
Colorado Christmas Lights (1851)								
382								
382	Invoice	Holiday Lights	11/17/2021	12/02/2021	20,580.00	Open	11/21	10-21-5040
Total 382:					20,580.00			
Total Colorado Christmas Lights (1851):					20,580.00			
Colorado Code Consulting (1559)								
14947								
14947	Invoice	Elevator Inspection/Visitor's Cente	11/24/2021	12/24/2021	180.00	Open	11/21	10-21-5430
Total 14947:					180.00			

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
Total Colorado Code Consulting (1559):					180.00			
Colorado Community Media (1981)								
41653								
41653	Invoice	Legal Publication	11/19/2021	12/19/2021	12.92	Open	11/21	10-20-5312
Total 41653:					12.92			
42276								
42276	Invoice	Legal Publication	11/26/2021	12/26/2021	18.20	Open	11/21	10-20-5312
Total 42276:					18.20			
42575								
42575	Invoice	Legal Publication	11/26/2021	12/26/2021	350.00	Open	11/21	10-20-5312
Total 42575:					350.00			
42944								
42944	Invoice	Legal Publication	12/03/2021	01/02/2022	121.16	Open	12/21	10-20-5312
Total 42944:					121.16			
Total Colorado Community Media (1981):					502.28			
Comcast (1486)								
0197295X11232021								
0197295X11232021	Invoice	City Hall Internet	11/23/2021	12/18/2021	239.62	Open	12/21	10-20-5335
Total 0197295X11232021:					239.62			
Total Comcast (1486):					239.62			
Common Knowledge Technology, Inc (1549)								
55483								
55483	Invoice	Software and HDMI cable	08/31/2021	09/30/2021	163.00	Open	11/21	10-20-7011
Total 55483:					163.00			
56018								
56018	Invoice	it services	12/01/2021	12/31/2021	551.25	Open	12/21	52-00-5108
56018	Invoice	it services	12/01/2021	12/31/2021	551.25	Open	12/21	51-00-5108
56018	Invoice	it services	12/01/2021	12/31/2021	1,102.50	Open	12/21	10-30-5108
56018	Invoice	it services	12/01/2021	12/31/2021	1,102.50	Open	12/21	10-20-5108
56018	Invoice	it services	12/01/2021	12/31/2021	1,102.50	Open	12/21	10-10-5108
Total 56018:					4,410.00			
Total Common Knowledge Technology, Inc (1549):					4,573.00			
Dog Waste Depot (1716)								
451801								
451801	Invoice	Dog Waste Bags	12/01/2021	12/31/2021	374.55	Open	12/21	10-60-6010
Total 451801:					374.55			
Total Dog Waste Depot (1716):					374.55			
Downtown Colorado Inc. (1409)								
2022								
2022	Invoice	Membership dues	12/01/2021	12/31/2021	350.00	Open	13/21	10-20-5304

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
Total 2022:					350.00			
Total Downtown Colorado Inc. (1409):					350.00			
Fischer Construction (1769)								
NOV 1529.32								
NOV 1529.32	Invoice	project 2 wrrf	12/03/2021	12/31/2021	29,968.70	Open	11/21	55-72-7310
Total NOV 1529.32:					29,968.70			
Total Fischer Construction (1769):					29,968.70			
Hayes Poznanovic Korver LLC (214)								
43750-43753								
43750-43753	Invoice	General Legal Water Matters	12/02/2021	12/30/2021	975.72	Open	11/21	51-00-5101
Total 43750-43753:					975.72			
Total Hayes Poznanovic Korver LLC (214):					975.72			
Home Depot Credit Services (578)								
2014995								
2014995	Invoice	Extension cord	11/16/2021	12/18/2021	103.41	Open	11/21	10-10-6193
2014995	Invoice	misc. tools	11/16/2021	12/18/2021	126.70	Open	11/21	10-10-6020
2014995	Invoice	Sawzall Blades	11/16/2021	12/18/2021	162.20	Open	11/21	10-10-6020
2014995	Invoice	Socket set	11/16/2021	12/18/2021	29.64	Open	11/21	10-10-6020
Total 2014995:					421.95			
Total Home Depot Credit Services (578):					421.95			
HRS Water Consultants (851)								
18457								
18457	Invoice	Monthly Reservoir Services	11/16/2021	12/16/2021	1,750.00	Open	10/21	51-00-5000
Total 18457:					1,750.00			
Total HRS Water Consultants (851):					1,750.00			
Idaho Springs Chamber of Comme (148)								
2022								
2022	Invoice	annual Membership dues	12/01/2021	12/31/2021	75.00	Open	13/21	10-20-5304
Total 2022:					75.00			
Total Idaho Springs Chamber of Comme (148):					75.00			
IntelliPay (1279)								
2952								
2952	Invoice	ACH Fees	11/30/2021	12/30/2021	41.75	Open	11/21	10-20-5340
Total 2952:					41.75			
Total IntelliPay (1279):					41.75			
Intermountain Sales of Denver (930)								
5287								
5287	Invoice	repair Locator	11/11/2021	12/11/2021	411.11	Open	11/21	51-15-5205
Total 5287:					411.11			

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
Total Intermountain Sales of Denver (930):					411.11			
JVA Incorporated (1110)								
96884								
96884	Invoice	On Call Civil	10/31/2021	12/15/2021	172.00	Open	10/21	10-20-5108
Total 96884:					172.00			
96885								
96885	Invoice	Transit Center	10/31/2021	12/15/2021	43,905.00	Open	10/21	21-00-5103
Total 96885:					43,905.00			
96902								
96902	Invoice	WTTF Project 2	10/31/2021	12/15/2021	2,580.00	Open	10/21	55-72-7310
Total 96902:					2,580.00			
Total JVA Incorporated (1110):					46,657.00			
McDonald Farms (1588)								
497203-1104								
497203-1104	Invoice	WasteWater Hauled to Landfill	11/22/2021	12/22/2021	650.00	Open	11/21	52-00-5250
497203-1104	Invoice	WasteWater Hauled to Landfill	11/22/2021	12/22/2021	69.03	Open	11/21	52-00-5250
Total 497203-1104:					719.03			
Total McDonald Farms (1588):					719.03			
Michael Goodbee (1940)								
1212021								
1212021	Invoice	Judge	12/01/2021	12/30/2021	1,600.00	Open	12/21	10-40-5110
Total 1212021:					1,600.00			
Total Michael Goodbee (1940):					1,600.00			
MODSTREET (2021)								
6								
6	Invoice	Down Payment on Planters	11/19/2021	11/30/2021	5,375.00	Open	11/21	21-00-6028
Total 6:					5,375.00			
Total MODSTREET (2021):					5,375.00			
Mountain Tool and Feed (1450)								
1403								
1403	Invoice	Stihl Air Filter	11/29/2021	12/29/2021	57.90	Open	11/21	10-10-6012
Total 1403:					57.90			
Total Mountain Tool and Feed (1450):					57.90			
Murray Dahl Beery & Renaud (806)								
1232021								
1232021	Invoice	General legal	12/03/2021	12/30/2021	12,081.70	Open	11/21	10-20-5101
1232021	Invoice	legal police	12/03/2021	12/30/2021	1,530.00	Open	11/21	10-30-5101
Total 1232021:					13,611.70			
Total Murray Dahl Beery & Renaud (806):					13,611.70			

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
Peak Performance Imaging Solutions (409)								
62929								
62929	Invoice	Copier Rental	12/01/2021	12/31/2021	140.00	Open	12/21	10-20-5309
Total 62929:					140.00			
Total Peak Performance Imaging Solutions (409):					140.00			
PRI Management Group (2022)								
14977								
14977	Invoice	Records Class	12/03/2021	12/15/2021	250.00	Open	12/21	10-30-5212
Total 14977:					250.00			
Total PRI Management Group (2022):					250.00			
Professional Management Solutions (1833)								
84600								
84600	Invoice	Financial Services	11/15/2021	12/15/2021	1,680.00	Open	10/21	10-20-5108
84600	Invoice	Financial Services	11/15/2021	12/15/2021	1,721.25	Open	10/21	10-20-5108
Total 84600:					3,401.25			
Total Professional Management Solutions (1833):					3,401.25			
Quill Corporation (230)								
21115657								
21115657	Invoice	Supplies	11/19/2021	12/19/2021	6.65	Open	11/21	10-20-6010
Total 21115657:					6.65			
21136621								
21136621	Invoice	Office supplies	11/19/2021	12/19/2021	177.76	Open	11/21	10-20-6010
Total 21136621:					177.76			
Total Quill Corporation (230):					184.41			
Raftelis (1740)								
21604								
21604	Invoice	Rate Study	12/09/2021	12/30/2021	2,722.50	Open	12/21	51-00-5108
21604	Invoice	Rate Study	12/09/2021	12/30/2021	2,722.50	Open	12/21	52-00-5108
Total 21604:					5,445.00			
Total Raftelis (1740):					5,445.00			
Ramey Environmental Compliance, INC (898)								
23138								
23138	Invoice	Wastewater Services	11/24/2021	12/24/2021	2,069.96	Open	11/21	52-00-5108
23138	Invoice	Water Services	11/24/2021	12/24/2021	2,069.96	Open	11/21	51-00-5108
Total 23138:					4,139.92			
23194								
23194	Invoice	Grease Trap Inspections/McDonal	12/01/2021	12/31/2021	58.00	Open	12/21	52-00-5000
Total 23194:					58.00			
Total Ramey Environmental Compliance, INC (898):					4,197.92			
Rogers, Suzanne M. (737)								

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
1212021								
1212021	Invoice	Mileage	12/01/2021	12/31/2021	40.32	Open	12/21	10-40-5115
1212021	Invoice	Prosecutor	12/01/2021	12/31/2021	1,500.00	Open	12/21	10-40-5115
Total 1212021:					1,540.32			
Total Rogers, Suzanne M. (737):					1,540.32			
SAFEbuilt, LLC Lockbox #88135 (1041)								
0082057								
0082057	Invoice	Building Permit plan review	11/30/2021	12/30/2021	640.00	Open	11/21	10-22-5000
Total 0082057:					640.00			
Total SAFEbuilt, LLC Lockbox #88135 (1041):					640.00			
Sprint (750)								
569628819-168								
569628819-168	Invoice	Cell phone/Police	11/27/2021	12/23/2021	345.85	Open	11/21	10-30-5335
Total 569628819-168:					345.85			
Total Sprint (750):					345.85			
Staples Business Advantage (1219)								
8064338027								
8064338027	Invoice	Office supplies	11/20/2021	12/20/2021	233.89	Open	11/21	10-30-6010
Total 8064338027:					233.89			
Total Staples Business Advantage (1219):					233.89			
Steven Zacharias (1637)								
3029424								
3029424	Invoice	refund of retirement party tickets	12/01/2021	12/30/2021	60.00	Open	12/21	10-00-3604
Total 3029424:					60.00			
Total Steven Zacharias (1637):					60.00			
Stolfus and Associates (2023)								
400.050.02-01								
400.050.02-01	Invoice	CO Blvd Traffic Study	11/23/2021	12/23/2021	1,229.28	Open	11/21	20-00-5103
Total 400.050.02-01:					1,229.28			
4000.050.01-01								
4000.050.01-01	Invoice	Block 57 Traffic Study	11/23/2021	12/23/2021	2,000.00	Open	11/21	10-20-5108
Total 4000.050.01-01:					2,000.00			
Total Stolfus and Associates (2023):					3,229.28			
Studio Seed (2005)								
1166								
1166	Invoice	Downtown Master Plan	12/02/2021	01/01/2022	4,563.25	Open	11/21	21-00-6028
Total 1166:					4,563.25			
Total Studio Seed (2005):					4,563.25			
T & D Car Wash Inc. (534)								

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
2021-DEC-01								
2021-DEC-01	Invoice	Car Wash	12/01/2021	12/30/2021	62.32	Open	12/21	10-30-6100
Total 2021-DEC-01:					62.32			
Total T & D Car Wash Inc. (534):					62.32			
The Home Depot Pro (1895)								
653889097								
653889097	Invoice	Disinfectant	11/18/2021	12/18/2021	135.72	Open	11/21	10-60-6200
653889097	Invoice	Glass Cleaner	11/18/2021	12/18/2021	118.08	Open	11/21	10-60-6010
653889097	Invoice	Hand Sanitizer	11/18/2021	12/18/2021	79.44	Open	11/21	10-60-6010
653889097	Invoice	Paper Towels	11/18/2021	12/18/2021	398.90	Open	11/21	10-60-6010
653889097	Invoice	Paper Towels	11/18/2021	12/18/2021	245.28	Open	11/21	10-60-6200
653889097	Invoice	refund of disinfectant and glass cl	11/18/2021	12/18/2021	253.80-	Open	11/21	10-60-6010
653889097	Invoice	Safety Sign	11/18/2021	12/18/2021	128.40	Open	11/21	10-60-6010
653889097	Invoice	Soap	11/18/2021	12/18/2021	99.12	Open	11/21	10-60-6010
653889097	Invoice	Toilet Paper	11/18/2021	12/18/2021	408.72	Open	11/21	10-60-6010
653889097	Invoice	Toilet Paper	11/18/2021	12/18/2021	336.90	Open	11/21	10-60-6010
653889097	Invoice	Trash Bags	11/18/2021	12/18/2021	765.00	Open	11/21	10-60-6010
653889097	Invoice	Trash Bags	11/18/2021	12/18/2021	350.48	Open	11/21	10-60-6010
Total 653889097:					2,812.24			
654929405								
654929405	Invoice	Toilet Paper Dispenser	11/24/2021	12/24/2021	96.30	Open	11/21	10-60-6010
Total 654929405:					96.30			
654929413								
654929413	Invoice	Toilet Paper	11/24/2021	12/24/2021	281.60	Open	11/21	10-60-6010
Total 654929413:					281.60			
657213849								
657213849	Invoice	Toilet Paper Dispenser	12/08/2021	12/31/2021	64.20	Open	11/21	10-60-6010
Total 657213849:					64.20			
Total The Home Depot Pro (1895):					3,254.34			
Timberline Disposal (1467)								
4889270								
4889270	Invoice	Hwy 103 toilet	12/01/2021	12/31/2021	93.82	Open	11/21	51-00-5202
Total 4889270:					93.82			
4890169								
4890169	Invoice	200 W. Colorado Blvd Trash	12/01/2021	12/31/2021	289.87	Open	12/21	10-60-5202
Total 4890169:					289.87			
Total Timberline Disposal (1467):					383.69			
USA Blue Book (376)								
801269								
801269	Invoice	Drum Pump	11/23/2021	12/23/2021	1,029.46	Open	11/21	51-00-6004
Total 801269:					1,029.46			
804057								
804057	Invoice	colorimeter	11/29/2021	12/28/2021	42.90	Open	11/21	52-00-6207
804057	Invoice	Dpd dispenser	11/29/2021	12/28/2021	92.20	Open	11/21	52-00-6207

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
804057	Invoice	hr cod reagent	11/29/2021	12/28/2021	62.79	Open	11/21	52-00-6207
804057	Invoice	reagent	11/29/2021	12/28/2021	75.11	Open	11/21	52-00-6207
804057	Invoice	sample cells	11/29/2021	12/28/2021	46.35	Open	11/21	52-00-6207
804057	Invoice	tnt+	11/29/2021	12/28/2021	67.35	Open	11/21	52-00-6207
Total 804057:					386.70			
Total USA Blue Book (376):					1,416.16			
WALMART COMMUNITY/RFCSLLC (271)								
1638809952								
1638809952	Invoice	Office Supplies	11/19/2021	12/14/2021	54.13	Open	10/21	51-00-6010
Total 1638809952:					54.13			
Total WALMART COMMUNITY/RFCSLLC (271):					54.13			
WEX BANK (1459)								
76053355								
76053355	Invoice	Fleet fuel - Police	11/23/2021	12/15/2021	179.54	Open	11/21	10-30-6191
76053355	Invoice	Fleet fuel - wastewater	11/23/2021	12/15/2021	103.90	Open	11/21	52-00-6191
76053355	Invoice	Fleet fuel - water	11/23/2021	12/15/2021	103.90	Open	11/21	51-00-6191
Total 76053355:					387.34			
Total WEX BANK (1459):					387.34			
Xcel Energy (540)								
756261704								
756261704	Invoice	525 Pine SLope	11/15/2021	12/06/2021	11.59	Open	11/21	10-10-6001
Total 756261704:					11.59			
756267545								
756267545	Invoice	2916 Colorado B lvd	11/15/2021	12/16/2021	245.41	Open	11/21	10-30-6001
Total 756267545:					245.41			
756293024								
756293024	Invoice	1101 Soda Creek	11/15/2021	12/06/2021	116.19	Open	11/21	10-10-6001
Total 756293024:					116.19			
756637690								
756637690	Invoice	3403 Hwy 103	11/17/2021	12/08/2021	3,598.24	Open	11/21	51-00-6001
Total 756637690:					3,598.24			
757176264								
757176264	Invoice	New Treatment Plant	11/22/2021	12/13/2021	3,244.95	Open	11/21	52-00-6001
Total 757176264:					3,244.95			
757392189								
757392189	Invoice	Public Works	11/23/2021	12/14/2021	433.86	Open	11/21	10-10-6001
Total 757392189:					433.86			
757569855								
757569855	Invoice	Parks	11/24/2021	12/15/2021	415.06	Open	11/21	10-60-6001
Total 757569855:					415.06			

Invoice	Type	Description	Invoice Date	Due Date	Total Cost	Terms	Period	GL Account
758150320								
758150320	Invoice	2040 Miner St.	12/01/2021	12/21/2021	13.80	Open	11/21	10-10-6001
Total 758150320:					13.80			
758170416								
758170416	Invoice	Street Lights	12/01/2021	12/27/2021	5,693.15	Open	11/21	10-10-6001
Total 758170416:					5,693.15			
Total Xcel Energy (540):					13,772.25			
Grand Totals:					686,932.77			

Report GL Period Summary

GL Period	Amount
10/21	51,862.38
13/21	5,015.00
12/21	518,453.67
11/21	111,601.72
Grand Totals:	686,932.77

Vendor number hash:	0
Vendor number hash - split:	0
Total number of invoices:	0
Total number of transactions:	0

CLERK'S ADMINISTRATIVE REPORT

DATE: **December 13, 2021**

TO: **Idaho Springs Liquor Authority**

FROM: **Wonder Martell, Deputy City Clerk**

SUBJECT: **Application for a change of license from a Hotel Restaurant to a Vintners license for Clear Creek Cidery, LLC dba Clear Creek Cidery Taverns and Taps located at 1438/1440/1446 Miner Street, Idaho Springs, CO 80452**

NOTICE OF PUBLIC HEARING AND POSTING

In accordance with C.R.S. § 12-47-311, the Notice of Public Hearing to be held by the Liquor Authority concerning the above-referenced application (the "Application") was published in the Clear Creek Courant on November 17, 2021 (Exhibit A), and was posted on the premises on November 12, 2021.

RESULTS OF INVESTIGATION:

In accordance with C.R.S. §§ 12-47-312 and 12-47-313, City Staff has conducted an investigation of the statutory criteria for the issuance of a new liquor license of the class proposed by the application. The results of such investigation are as follows:

1. Neither this location nor any location within five hundred (500) feet has been denied an application for the same class of license within the past two years on the grounds that the reasonable requirements of the neighborhood and the desires of the adult inhabitants were satisfied by existing outlets.

2. The applicant is entitled to possession of the premises by virtue of a property lease.

3. The zoning of the premises is H-D, which permits the sale of alcohol beverages.

4. The premises is located more than one hundred seventy-five (175) feet from any elementary school in conformance with Idaho Springs Municipal Code section 9-35.

5. The premises is located more than five hundred (500) feet from any middle or secondary school or the principal campus of any college, university or seminary, in conformance with C.R.S. § 12-47-313(1)(d)

6. Liquor Establishments in the neighborhood are as follows: Hotel and Restaurant, 9; Brew Pub, 2; Beer and Wine, 1; Retail Liquor Stores, 2; 3.2% off premise, 5; Club License,1; Tavern, 2.

7. All State and local application and license fees have been submitted.

9. The applicant has a City business license.

SUGGESTED MOTION:

Staff recommends that the application be approved and suggests the following motion

"I move to approve the application for a change of license from a Hotel and Restaurant Liquor License to a Vintners License to Clear Creek Cidery, LLC dba Clear Creek Cidery Tavern and Taps located at 1438/1440/1446 Miner Street, Idaho Springs, Colorado, for the following reasons:

1) All applications and fees required by statute have been filed and paid.

2) The publication of the notice of hearing and the posting of the premises were accomplished according to statutory requirements.

3) The applicant is entitled to occupancy of the premises by virtue of a Property Lease.

4) The premises is located is in a zone district that permits the sale of alcohol beverages.

5) No elementary school is within 175 feet of the premises, and no middle or secondary school and no principal campus of any college, university or seminary is within 500 feet of the premises.

6) Neither this location nor any location within 500 feet has been denied an application for the same class of license within the past two years on the grounds that the reasonable requirements of the neighborhood and the desires of the adult inhabitants were satisfied by existing outlets.

7) A public hearing has been held and the Authority has considered the reasonable requirements of the neighborhood; the desires of the adult inhabitants as evidenced by the record; the number, type and availability of alcohol beverage outlet located in or near the neighborhood under consideration; and all other pertinent matters affecting the qualifications of the applicant for the conduct of the type of business proposed.

DENIAL

The Authority must deny the application if it finds that any of the above requirements have not been met.

Colorado Community Media
750 W. Hampden Ave. Suite 225
Englewood, CO 80110

City of Idaho Springs ***
PO Box 907
Idaho Springs CO 80452

Description: CCC248 Public Hearing

AFFIDAVIT OF PUBLICATION

State of Colorado }
County of Clear Creek } ss

This Affidavit of Publication for the Clear Creek Courant, a weekly newspaper, printed and published for the County of Clear Creek, State of Colorado, hereby certifies that the attached legal notice was published in said newspaper once in each week, for 1 successive week(s), the last of which publication was made 11/24/2021, and that copies of each number of said paper in which said Public Notice was published were delivered by carriers or transmitted by mail to each of the subscribers of said paper, according to their accustomed mode of business in this office.

Linda C Shapley

For the Clear Creek Courant

State of Colorado }
County of Clear Creek } ss

The above Affidavit and Certificate of Publication was subscribed and sworn to before me by the above named Linda Shapley, publisher of said newspaper, who is personally known to me to be the identical person in the above certificate on 11/24/2021. Linda Shapley has verified to me that she has adopted an electronic signature to function as her signature on this document.

Patricia K. Fearn

Patricia K. Fearn
Notary Public
My commission ends November 5, 2022

PATRICIA K. FEARN
NOTARY PUBLIC • STATE OF COLORADO
Notary Identification #20184042945
My Commission Expires 11/05/2022

Public Notice

Notice of Public Hearing
Idaho Springs Liquor Licensing Authority

Pursuant to the liquor laws of Colorado, the Idaho Springs Liquor Licensing Authority will hold a public hearing on December 13, 2021 to consider an application for a change of license type from a Hotel Restaurant to a Vintners License for the Clear Creek Cidery, LLC dba Clear Creek Cidery Tavern and Taps located at 1438/1440/1446 Miner St., Idaho Springs, CO. The public hearing will be held in City Hall, 1711 Miner St., at 7:00 p.m. Date of application: 11/12/2021. Officers: Gregory Scott Dalrymple and Evan Charles Lombardi, Owners. The application is available for inspection during normal business hours in the office of the City Clerk. Interested persons may appear at the hearing and voice their opinion in favor of or in opposition to the applications.

/s/Wonder Martell
Deputy City Clerk

Legal Notice No. CCC248
First Publication: November 24, 2021
Last Publication: November 24, 2021
Publisher: Clear Creek Courant

CITY OF IDAHO SPRINGS
1711 Miner Street
P.O. Box 907
Idaho Springs, CO 80452-0907
Telephone (303) 567-4421
FAX (303) 567-4955

Community Development Planner Communication

Document Date:	November 23, 2021
Meeting Date:	December 1, 2021
To:	Planning Commission Members
Cc:	Andrew Marsh, City Administrator
From:	Jerad Chipman, AICP, Community Development Planner
RE:	**Community Development Monthly Report**

The Community Development Planner has been working on the following recent, current, and upcoming projects.

Development applications and pre-applications:

- **Downtown Master Plan.** The Planning Commission will review the final draft of the Downtown Master Plan at their December 1, 2021 meeting. The presentation will focus on the red highlighted changes to the plan.

- **Code Updates.** Staff intends to continue working with the Planning Commission on the previously discussed text amendments to the Municipal Code in February.

- **Soda Creek Highlands.** Staff is reviewing subdivision plans for compliance with current City Codes as a first step in the process to update the subdivision improvement agreement (SIA) for the construction of forty-five (45) single family homes.

- **Redevelopment of Block 57/Golddigger Field and the School Bus Maintenance Facility.** The City Council reviewed and approved the Planned Development (PD) Rezoning, with the conditions recommended by the Planning Commission, of the Block 57 development on September 27, 2021. The next step will be the review of the Final Development Plans (FDP) at a future Planning Commission meeting. The developer is drafting the FDP plans currently.

Other Activities:

- **Miner Street Marketplace.** Staff has been working with the downtown business community regarding winter operations. Miner Street will be altered into a one-way configuration heading eastbound. Businesses will be allowed to utilize outdoor spaces if they so choose.

- **Historic Preservation Review Commission (HPRC).** The HPRC approved a Certificate of Appropriateness (COA) for exterior renovations to the City Hall.

- **Inquiries.** Staff continues to respond to a variety of planning and zoning inquiries from the public.

CITY OF IDAHO SPRINGS
Clear Creek County, Colorado

Resolution 27, Series 2021

A RESOLUTION SUMMARIZING EXPENDITURES AND REVENUES AND ADOPTING A BUDGET FOR THE CITY OF IDAHO SPRINGS, COLORADO FOR THE CALENDAR YEAR 2022 AND APPROPRIATING SUMS OF MONEY FOR SAID YEAR

WHEREAS, the City Administrator has submitted a proposed budget for the year 2022 ("Budget") to the Idaho Springs City Council ("Council"), as required by law; and

WHEREAS, upon due and proper notice, published in accordance with applicable law, the Budget was open for inspection by the public at a designated public office within the City, a public hearing was held on December 13, 2021, and interested electors were given the opportunity to file any objections to the Budget; and

WHEREAS, no interested electors filed any objections to the Budget; and

WHEREAS, the Council has made provision for revenues, together with reserves, in an amount equal to or greater than the total proposed expenditures, all as set forth in the Budget; and

WHEREAS, it is necessary to appropriate the amounts provided in the Budget to and for the purposes set forth therein and to adopt the Budget, as further set forth herein.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF IDAHO SPRINGS, COLORADO as follows:

Section 1. Estimated **expenditures** for each Fund of the City, including operating transfers and appropriated reserves for the calendar year beginning on January 1, 2022 and ending on December 31, 2022 are as follows:

General Fund	$4,638,696
Conservation Trust Fund	10,000
1% Street Sales Tax Fund	1,532,562
RAMP Fund	185,000
Sales Tax Improvement Fund	5,120,000
Water Fund	1,502,008
Wastewater Fund	1,318,573
Hansen's Cemetery Trust Fund	0
Police Pension Fund	16,500

The Water and Wastewater Funds listed above are owned and managed by the Idaho Springs Water Activity Enterprise (the "Enterprise"); total combined estimated expenditures for the Enterprise for said year are $2,820,581.

Section 2. Estimated **revenues** for each Fund of the City for the said calendar year, including beginning balances and operating transfers, are as follows:

General Fund	$5,743,063
Conservation Trust Fund	92,438
1% Street Sales Tax Fund	2,690,882
RAMP Fund	743,046
Sales Tax Improvement Fund	8,515,069
Water Fund	2,479,899
Wastewater Fund	2,625,607
Hansen's Cemetery Trust Fund	9,428
Police Pension Fund	6,492

Total combined estimated revenues, including beginning balances for the Enterprise for said year are $5,105,506.

Section 3. The budget as submitted, amended and hereinabove summarized, is hereby approved and adopted in the form attached to this Resolution and incorporated herein by reference as the adopted Budget of the City for the said calendar year.

Section 4. The adopted Budget shall be signed by the Mayor and made a part of the public records of the City.

Section 5. The City Clerk is hereby directed to file a certified copy of the adopted Budget in the office of the Division of Local Government in the Department of Local Affairs, as required by the laws of the State of Colorado.

Section 6. The amounts set forth below for each Fund of the City are hereby **appropriated** from the revenues and reserves of each such Fund for the purposes stated below:

General Fund	
Current Operating Expense	$3,633,024
Operating Transfers	(8,500)
Reserves	1,014,172
TOTAL GENERAL FUND	$4,638,696
Conservation Trust Fund	
Capital Outlay	$10,000
TOTAL CONSERVATION TRUST FUND	$10,000
1% Street Sales Tax Fund	
Capital Outlay	$900,250
Debt Service	$632,312
TOTAL 1% STREET SALES TAX FUND	$1,532,562

RAMP Fund	
Current Operating Expense	$185,000
TOTAL RAMP FUND	$185,000
Sales Tax Improvement Fund	
Capital Outlay	$5,120,000
Operating Transfers	25,000
TOTAL SALES TAX IMPROVEMENT FUND	$5,145,000
Water Fund	
Current Operating Expense	$672,968
Capital Outlay	580,000
Debt Service	249,040
TOTAL WATER FUND	$1,502,008
Wastewater Fund	
Current Operating Expense	$752,168
Capital Outlay	440,000
Debt Service	126,405
TOTAL WASTEWATER FUND	$1,318,573
Hansen's Cemetery Trust Fund	
Current Operating Expense	$0
TOTAL HANSON TRUST FUND	$0
Police Pension Fund	
Current Pension Benefits	$16,500
TOTAL POLICE PENSION FUND	$16,500

The above and foregoing appropriations include the aggregate amount of $2,820,581 appropriated from the Enterprise Funds for Administration, Operations, Capital Outlay, Debt Service and Contingencies, as specified above, for the said calendar year.

Section 7. Pursuant to C.R.S. § 29-1-108(5), the adoption of the budget and appropriation of funds set forth herein is effective upon adoption.

RESOLVED, ADOPTED AND APPROVED after public hearing at a Regular Meeting of the City Council of the City of Idaho Springs, Colorado, held on the 13th day of December, 2021.

_____

Michael Hillman, Mayor

ATTESTED AND CERTIFIED:

_____

Diane Breece, City Clerk

CERTIFICATION

I, Diane Breece, do hereby certify that I am City Clerk of the City of Idaho Springs, Colorado, and that the foregoing Resolution was adopted and approved at a regular meeting of the City Council of the City of Idaho Springs, Colorado, held December 13, 2021.

{S E A L}

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Diane Breece, City Clerk

City of IDAHO SPRINGS, Colorado

2022 Proposed Budget

Budget Summary

Fund	Beginning Fund Balances/ Funds Available	2022 Revenues	2022 Expenditures	2022 Transfers	Ending Fund Balances/ Funds Available
General Fund:	$ 2,212,543	$ 3,530,520	$ (3,633,024)	$ 8,500	$ 2,118,539
Special Revenue Funds:					
Conservation Trust Fund	81,438	11,000	(10,000)	-	82,438
1% Street Sales Tax Fund	1,765,482	925,400	(1,532,562)	-	1,158,320
Capital Project Funds:					
R.A.M.P. Fund	742,046	1,000	(185,000)	-	558,046
Sales Tax Improvement Fund	5,073,069	3,442,000	(5,120,000)	(25,000)	3,370,069
Enterprise Funds:					
Water	1,294,831	1,185,068	(1,502,008)	-	977,891
Wastewater	1,435,646	1,189,961	(1,318,573)	-	1,307,035
Fiduciary Funds:					
Hansen's Cemetery Trust Fund	9,418	10	-	-	9,428
Police Pension Fund	6,492	-	(16,500)	16,500	6,492
Total	$ 12,620,964	$ 10,284,959	$ (13,317,666)	$ -	$ 9,588,257

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

General Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Beginning Fund Balance		**2,490,696**	**2,508,204**	**1,988,851**	**2,231,687**	**2,212,543**
Revenues						
10-00-3110	Property Taxes	155,648	177,113	180,000	180,000	180,000
10-00-3111	Delinquent Property Tax/Int	-	848	-	-	-
10-00-3120	Specific Ownership Tax	16,985	19,623	16,000	20,800	20,000
10-00-3130	Sales Tax (1/2)	1,503,905	1,479,348	1,500,000	1,753,916	1,950,000
10-00-3135	Building Use Tax (2/3)	81,101	4,897	60,000	71,306	72,000
10-00-3136	Motor Vehicle Use Tax	-	67,374	-	33,890	34,000
10-00-3182	Franchise-Public Service	79,603	70,803	72,000	89,426	90,000
10-00-3183	Franchise-Comcast	12,323	24,288	18,000	30,306	30,000
10-00-3184	Franchise-Qwest/CenturyLink	844	651	900	1,164	1,000
10-00-3211	Liquor License	9,338	4,940	8,000	9,182	9,000
10-00-3216	Business License	17,293	8,323	16,000	10,432	11,000
10-00-3221	Building Permits	124,105	140,268	75,000	46,492	75,000
10-00-3222	Contractor's License	8,600	3,000	7,000	9,800	8,000
10-00-3225	Fingerprints	15	-	100	50	50
10-00-3227	Reports/Copies/Fax	1,207	1,066	1,000	1,698	1,500
10-00-3229	Other Licenses/Permits	29,449	28,584	20,000	14,590	20,000
10-00-3240	Plan Review/Commission Fees	1,220	764	2,000	978	1,000
10-00-3301	Motor Vehicle Reg. Fees	8,621	8,446	8,000	7,926	8,000
10-00-3304	Marijuana Special Sales Tax	75,539	78,569	75,000	78,466	130,000
10-00-3305	State Shared Cigarette Tax	5,498	6,277	5,500	5,346	5,500
10-00-3306	County Road & Bridge Tax	70,917	80,700	75,000	78,411	305,000
10-00-3307	Severence Tax	88,660	60,763	50,000	50,000	50,000
10-00-3309	Highway Users Tax	85,018	61,306	70,000	58,106	60,000
10-00-3380	Operational Grants	40,704	15,000	15,000	-	25,000
10-00-3381	C.A.R.E.S Grant Received	-	383,547	-	-	-
10-00-3385	Fed'l Grant--Amer. Recovery Pl	-	-	-	227,579	224,455
10-00-3400	Int Earned on Advs to Other Fd	3,858	3,945	16,450	-	-
10-00-3550	Fines	135,194	128,027	140,000	60,956	75,000
10-00-3555	Parking Fines	8,375	15,755	15,000	6,090	8,000
10-00-3601	Interest Earned	26,379	5,814	14,000	722	1,000
10-00-3602	Argo Mine/Developer Account	-	-	5,000	1,800	-
10-00-3603	Developer Account Payments	800	-	-	12,212	15,000
10-00-3604	Donations	-	40,000	-	-	-
10-00-3605	Tivoli Lighting	175	40	-	-	-
10-00-3610	Cemetery Fees	2,400	2,900	2,500	5,250	4,000
10-00-3620	Leases/Rent	68,544	60,953	70,000	64,430	65,000
10-00-3680	Reimbursement/Refunds	16,927	18,378	15,000	36,150	30,000
10-00-3690	Miscellaneous Revenue	36,822	21,598	25,000	9,424	10,000
10-00-3691	Convenience Fees	8,240	9,720	10,000	10,136	11,000
10-00-3695	Sale of Equipment	-	-	-	-	-
16-00-3601	Interest Earned	4,397	1,067	1,302	13	15
16-00-3610	Cemetery Fees/Donations	6,000	-	1,000	-	1,000
53-00-3400	Notes Receivable 40K WW	686	-	700	-	-
53-00-3601	Interest Earned	-	14	-	-	-

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

General Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Total Revenues		**2,735,390**	**3,034,710**	**2,590,452**	**2,987,047**	**3,530,520**
Expenditures by Department						
	Streets	424,236	444,303	473,170	472,338	559,801
	Administration	692,454	786,761	805,400	811,839	982,244
	Community Promotion	117,194	463,988	86,948	130,434	173,025
	Building Inspection	103,084	86,704	78,000	34,662	78,000
	Police	1,090,020	1,182,377	1,260,778	1,247,424	1,470,683
	Court	55,554	60,715	62,827	65,325	70,378
	Fire	113,440	130,780	129,275	129,275	129,275
	Parks	129,345	138,827	161,699	120,394	164,618
	Cemetery	1,055	273	5,000	3,000	5,000
Total Expenditures		**2,726,382**	**3,294,727**	**3,063,097**	**3,014,691**	**3,633,024**
Transfers In/(Out)						
53-00-3921	Transfer from STI Fund	25,000	-	25,000	25,000	25,000
	Transfer to Police Pension Fund	(16,500)	(16,500)	(16,500)	(16,500)	(16,500)
Total Transfers In/(Out)		**8,500**	**(16,500)**	**8,500**	**8,500**	**8,500**
Ending Fund Balance		**2,508,204**	**2,231,687**	**1,524,706**	**2,212,543**	**2,118,539**
Committed for Operating Reserve		681,596	823,682	765,774	753,673	908,256
Reserved for Emergencies		113,000	175,000	76,254	89,611	105,916
Uncommitted/Unreserved		1,713,609	1,233,005	682,678	1,369,259	1,104,367

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

General Fund: Streets

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Expenditures						
10-10-4102	Salaries	39,676	44,240	49,125	49,030	51,586
10-10-4103	Hourly	125,858	145,366	130,055	150,244	157,000
10-10-4104	Overtime	3,241	2,141	3,596	2,196	3,000
10-10-4201	FICA	10,071	11,718	11,039	11,942	12,500
10-10-4202	Medicare	2,355	2,741	2,581	2,792	3,000
10-10-4203	Health Ins.	20,777	26,488	26,030	25,382	26,000
10-10-4204	Life Ins.	279	336	316	315	315
10-10-4205	Deferred Comp	3,517	4,873	4,817	4,912	5,000
10-10-4206	Unemployment	505	588	581	600	600
10-10-4207	Disability Insurance	-	-	-	-	1,600
10-10-4209	Dental Insurance	1,349	1,368	1,280	1,370	1,400
10-10-5101	Legal	680	-	500	-	500
10-10-5103	Engineering	595	336	10,000	12,000	10,000
10-10-5107	Survey	-	4,000	1,500	1,500	1,500
10-10-5108	Other Professional Services	10,943	13,621	7,500	13,033	14,000
10-10-5202	Disposal-Trash	127	364	500	500	500
10-10-5207	Maint./Repairs-Services	3,376	6,407	5,000	2,500	3,000
10-10-5208	Maint./Repairs-Building	703	587	1,500	1,500	1,500
10-10-5212	Training	-	-	500	-	500
10-10-5213	Medical	60	120	250	60	200
10-10-5215	Employee Incentive	961	605	1,500	1,500	1,500
10-10-5300	CIRSA W/C Insurance	9,861	9,758	11,000	11,623	13,000
10-10-5301	CIRSA P/C Insurance	18,651	18,406	20,000	17,239	19,000
10-10-5303	Telephone	3,529	1,571	1,200	1,200	1,500
10-10-5304	Dues & Publications	340	350	350	300	350
10-10-5305	Travel & Meals	-	-	50	-	50
10-10-5306	Equipment Rental	540	-	1,000	-	1,000
10-10-5310	Postage	584	21	500	-	250
10-10-5313	Advertising	446	-	250	-	200
10-10-5314	Insurance Claims	6,624	4,695	5,000	3,500	5,000
10-10-5330	Communication Equipment	-	170	100	-	100
10-10-5335	Cell/Internet Service	4,196	3,843	3,200	3,000	3,600
10-10-6001	Electricity & Gas	66,050	76,804	75,000	73,500	77,000
10-10-6007	Materials/Supplies/Equip	7,315	6,106	6,500	8,300	8,000
10-10-6010	Materials/Supplies/Office	1,249	1,525	2,000	1,200	2,000
10-10-6012	Gas/Oil-Equipment	423	626	1,200	1,000	1,200
10-10-6020	Tools	2,369	1,216	2,000	1,900	2,000
10-10-6022	Safety Items	89	61	1,000	100	800

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

General Fund: Streets

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
10-10-6040	Occupational Equip/Safety	768	1,163	1,200	1,000	1,000
10-10-6050	Water/Sewer	1,873	3,330	3,000	1,600	2,500
10-10-6085	Street Lamps	1,833	-	1,000	-	10,000
10-10-6091	Signs	10,942	7,080	3,000	4,800	6,000
10-10-6093	Paint	232	1,598	1,800	1,100	2,000
10-10-6095	Sand/Gravel	-	751	2,000	-	1,500
10-10-6096	Asphalt/Curb & Gutter--R&M	17,226	11,004	25,000	25,000	50,000
10-10-6097	Downtown Pavers	-	-	150	-	150
10-10-6098	Tree Trimming	-	-	3,000	4,500	5,000
10-10-6099	Salted Sand	14,667	12,605	15,000	7,000	15,000
10-10-6150	Fleet Maint	9,777	2,476	6,000	5,000	7,200
10-10-6191	Fleet Fuel	13,485	10,494	10,000	14,000	15,500
10-10-6192	Fleet Tires	(221)	877	4,000	3,000	4,000
10-10-6193	Fleet Supplies	5,729	1,876	5,000	1,100	5,000
10-10-7007	Equipment Purchase	-	-	4,000	-	4,500
10-10-7010	Office Equipment/Computer	590	-	500	-	200
Total Expenditures		**424,236**	**444,303**	**473,170**	**472,338**	**559,801**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget
General Fund: Administration

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Expenditures						
10-20-4101	Mayor/Council	33,600	38,879	38,400	38,400	43,200
10-20-4102	Salary	219,633	182,478	339,335	182,330	299,665
10-20-4103	Hourly	95,416	112,285	50,831	96,038	106,134
10-20-4104	Overtime	-	-	1,000	-	1,000
10-20-4201	FICA	20,847	20,716	22,500	19,080	20,000
10-20-4202	Medicare	4,876	4,845	5,200	4,462	4,600
10-20-4203	Health Ins.	39,859	36,321	43,000	29,588	30,200
10-20-4204	Life Ins.	438	356	442	294	300
10-20-4205	Retirement	12,364	13,458	14,000	11,752	12,000
10-20-4206	Unemployment	752	720	792	632	660
10-20-4207	Disability Insurance	-	-	-	-	2,285
10-20-4209	Dental Insurance	2,823	2,362	2,800	2,018	2,100
10-20-5050	County Treasurer's Fees	4,308	5,985	5,500	7,426	7,500
10-20-5101	Legal	120,441	210,723	150,000	186,704	185,000
10-20-5102	Audit	4,967	4,800	5,500	6,000	6,000
10-20-5105	Land Use	-	-	-	22,000	25,000
10-20-5107	Surveying	5,450	9,548	1,500	5,200	5,000
10-20-5108	Other Contractual Services	25,190	26,146	25,000	133,000	80,000
10-20-5104	Financial Services					25,000
10-20-5106	IT Services					12,000
10-20-5103	Engineering Services					5,000
10-20-5207	Repair/Maint.-Services	5,186	1,436	6,000	1,000	4,000
10-20-5208	Repair/Maintenance-Building	5,149	6,955	5,000	1,000	5,000
10-20-5210	Meeting Expense	704	1,094	1,000	1,000	1,000
10-20-5212	Education & Training	2,601	1,060	2,500	2,000	2,500
10-20-5215	Employee Incentive	1,564	575	1,500	500	1,500
10-20-5220	Election	1,046	12,439	2,000	-	2,000
10-20-5225	Boards & Commissions	1,295	32	1,000	-	1,000
10-20-5300	CIRSA W/C Insurance	5,676	2,632	4,000	566	600
10-20-5301	CIRSA P/C Insurance	8,207	9,571	8,500	14,736	16,000
10-20-5303	Telephone	3,016	1,571	1,200	1,766	1,800
10-20-5304	Dues & Publications	4,193	5,349	3,600	2,672	4,300
10-20-5305	Travel & Meals	2,391	727	2,000	1,000	2,000
10-20-5309	Contract Office Equip.	4,148	5,082	4,000	4,166	4,200
10-20-5310	Postage, Shipping, Box Rent	5,344	3,578	4,000	2,612	3,000
10-20-5312	Legal Publications	5,315	12,518	5,000	2,930	4,000
10-20-5313	Advertising	332	2,505	1,000	1,088	1,000
10-20-5314	Insurance Claims	275	-	1,000	-	1,000
10-20-5316	Recording Documents	804	1,327	1,000	1,346	1,400

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget
General Fund: Administration

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
10-20-5322	Codification	4,767	4,026	4,000	3,090	4,000
10-20-5325	Printing	5,215	2,006	4,000	1,090	2,000
10-20-5335	Cell/Internet Service	2,054	2,529	2,500	2,820	3,000
10-20-5340	Payment Processing Fees	8,510	6,849	7,000	7,666	8,000
10-20-6001	Electricity & Gas	3,344	4,971	5,000	3,600	3,800
10-20-6010	Materials/Supplies/Office	4,715	4,295	5,000	2,306	4,000
10-20-6020	Flags	684	-	1,000	683	1,000
10-20-6050	Water/Sewer	3,351	3,645	3,300	970	2,000
10-20-6060	Refunds	270	212	3,500	1,000	1,500
10-20-6500	Miscellaneous Expense	250	7,333	-	-	1,000
10-20-7010	Office Equipment/Computers	4,734	6,702	5,000	586	5,000
10-20-7011	Computer Software	6,348	6,119	5,000	4,722	8,000
10-20-7020	Public Engagement	-	-	-	-	10,000
10-20-8010	Misc. Cash Over/Short	-	-	-	-	-
Total Expenditures		**692,454**	**786,761**	**805,400**	**811,839**	**982,244**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

General Fund: Community Promotion

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Expenditures						
10-21-5030	HSIS/ Visitor Center	34,857	18,660	23,670	23,670	46,670
10-21-5032	Misc. Events	715	-	2,500	-	2,500
10-21-5033	K-Goat Annual Fee	3,500	3,500	1,750	3,500	3,500
10-21-5036	Mayor & Commissioner Awards	-	2,000	2,000	2,000	2,000
10-21-5037	Tree Lighting	-	300	1,000	1,000	1,000
10-21-5038	Misc. Organization Request	4,337	394,008	5,000	41,073	7,500
10-21-5039	Beautification	7,125	8,284	8,500	8,649	9,000
10-21-5040	Holiday Decorating	28,171	11,092	22,000	18,327	18,327
10-21-5041	Historic Sites & Facilities	149	523	1,000	3,000	5,000
10-21-5050	4th of July	32,198	14,826	12,000	23,687	32,000
10-21-5060	Webcam on Miner Street	-	-	528	528	528
10-21-5430	Visitor Ctr Bldg Maintenance	6,141	10,795	7,000	5,000	45,000
Total Expenditures		**117,194**	**463,988**	**86,948**	**130,434**	**173,025**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

General Fund: Building Inspection

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Expenditures						
10-22-5000	Operations Contractual	99,976	86,704	75,000	31,462	75,000
10-22-5108	Other Professional Services	3,108	-	3,000	3,200	3,000
Total Expenditures		**103,084**	**86,704**	**78,000**	**34,662**	**78,000**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

General Fund: Police

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Expenditures						
10-30-4102	Salaries	92,068	90,348	164,772	149,772	189,712
10-30-4103	Hourly - Sworn	568,300	613,276	523,562	506,833	448,490
10-30-4109	Hourly - Civilian					161,616
10-30-4104	Overtime	14,271	10,989	15,000	12,000	16,000
10-30-4105	Holiday	2,384	6,806	5,000	5,000	5,000
10-30-4201	FICA	7,442	8,075	8,056	8,056	8,378
10-30-4202	Medicare	9,423	10,299	10,240	10,240	10,650
10-30-4203	Health Ins.	73,531	89,150	94,427	99,678	101,672
10-30-4204	Life Ins.	994	1,044	982	960	960
10-30-4205	Deferred Comp	4,471	4,922	4,637	4,920	5,000
10-30-4206	Unemployment	2,017	3,417	2,088	2,182	2,269
10-30-4207	Disability Insurance	-	-	-	-	5,484
10-30-4209	Dental Insurance	4,897	5,243	5,366	5,834	5,834
10-30-4210	Pension FPPA	48,931	54,114	51,748	54,586	55,000
10-30-5101	Legal	4,588	2,730	8,000	16,124	15,000
10-30-5105	Dispatch Services	90,051	156,893	221,000	221,000	260,318
10-30-5108	Other Professional Services	12,776	12,546	6,000	9,434	6,000
10-30-5109	Polygraph/Psy Exam	971	989	550	2,048	2,200
10-30-5207	Repair/Maint-Services	2,773	5,217	3,000	1,200	3,000
10-30-5208	Repairs/Maintenance/Bldg.	978	1,685	2,000	500	2,000
10-30-5212	Training	7,211	509	4,000	4,000	6,850
10-30-5213	Medical/Blood Draw	1,042	(50)	2,000	1,000	1,500
10-30-5215	Employee Incentive	3,708	1,354	3,000	500	3,500
10-30-5300	CIRSA W/C Insurance	23,367	19,037	24,000	14,560	16,000
10-30-5301	CIRSA P/C Insurance	18,651	23,365	20,000	38,924	42,000
10-30-5303	Telephone	1,357	2,820	2,000	2,000	2,000
10-30-5304	Dues & Publications	770	1,401	1,000	900	1,000
10-30-5305	Travel & Meals	1,003	144	1,500	900	1,000
10-30-5309	Contract Office Equip.	1,463	1,264	1,200	1,285	1,300
10-30-5310	Postage, Shipping, Box Rent	965	499	800	350	800
10-30-5312	Legal Publications	-	108	50	-	-
10-30-5314	Insurance Claims	10,143	1,692	3,000	3,000	3,000
10-30-5325	Printing	1,617	1,463	1,300	1,585	1,500
10-30-5326	Towing	893	205	800	200	800
10-30-5328	Boarding Animals	-	-	200	-	-
10-30-5330	Communications Equipment	-	489	450	1,038	500
10-30-5335	Cell/Internet Service	7,542	6,654	8,500	8,000	8,500
10-30-5350	Public Education/Relations	181	160	200	200	200
10-30-6001	Electricity & Gas	3,212	2,651	3,000	3,500	3,500
10-30-6010	Materials/Supplies/Office	1,548	1,744	2,200	1,000	2,000
10-30-6015	Materials/Supplies-Investig.	2,088	1,819	1,750	1,000	1,750
10-30-6018	Supplies-Medical	23	-	200	-	-

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

General Fund: Police

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
10-30-6022	Safety Items	-	-	100	-	-
10-30-6030	Uniforms	3,306	1,688	3,000	3,000	16,000
10-30-6040	Occupational Equip/Safety	8,519	4,028	3,500	3,500	3,500
10-30-6045	Ammunition	2,042	1,099	2,800	2,800	3,000
10-30-6050	Water/Sewer	1,293	1,515	1,000	1,100	1,100
10-30-6100	Fleet Maintenance	15,857	6,740	13,000	18,000	15,000
10-30-6191	Fleet Fuel	23,545	18,230	23,000	18,500	23,000
10-30-6192	Fleet Tires	2,694	1,765	2,500	2,815	2,500
10-30-6193	Fleet Supplies	265	318	300	200	300
10-30-7010	Computers / Office Equipment	3,701	1,862	3,200	3,200	3,200
10-30-7012	Communication Purchases	1,147	58	800	-	800
Total Expenditures		**1,090,020**	**1,182,377**	**1,260,778**	**1,247,424**	**1,470,683**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

General Fund: Court

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Expenditures						
10-40-4103	Hourly	17,520	20,553	22,099	22,154	25,869
10-40-4201	FICA	1,028	1,257	1,147	1,314	1,367
10-40-4202	Medicare	240	294	269	308	320
10-40-4203	Health Ins.	3,093	3,443	3,221	3,072	3,133
10-40-4204	Life Ins.	42	45	42	42	42
10-40-4206	Unemployment	52	64	58	66	69
10-40-4209	Dental Insurance	168	179	168	168	168
10-40-5101	Legal Fees	360	-	300	795	500
10-40-5110	Judge Retainer	18,600	19,200	19,200	19,200	19,200
10-40-5115	Prosecuter	14,266	15,563	15,563	18,156	19,000
10-40-5209	Jury/Witness Fees	118	50	100	50	100
10-40-5212	Training	-	-	200	-	200
10-40-5304	Dues & Publications	-	-	30	-	30
10-40-5305	Travel & Meals	-	24	-	-	-
10-40-5310	Postage	-	-	100	-	50
10-40-5320	Interpretors	-	-	100	-	100
10-40-6010	Materials/Supplies-Misc.	67	44	100	-	100
10-40-6030	Clothing/Robe	-	-	30	-	30
10-40-6035	Restitution	-	-	100	-	100
Total Expenditures		**55,554**	**60,715**	**62,827**	**65,325**	**70,378**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

General Fund: Fire

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022	Notes
Expenditures							
10-50-5050	Transfer CCCESD	113,440	130,780	129,275	129,275	129,275	
Total Expenditures		**113,440**	**130,780**	**129,275**	**129,275**	**129,275**	

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

General Fund: Parks

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Expenditures						
10-60-4103	Hourly	50,952	53,824	55,151	40,208	57,381
10-60-4104	Overtime	7,134	3,047	4,000	3,098	4,000
10-60-4201	FICA	3,490	3,514	3,697	2,570	2,672
10-60-4202	Medicare	816	822	892	602	626
10-60-4203	Health Ins.	6,186	6,887	6,441	6,142	6,388
10-60-4204	Life Ins.	91	90	84	84	84
10-60-4206	Unemployment	174	175	184	130	135
10-60-4207	Disability Insurance	-	-	-	-	457
10-60-5108	Other Professional Services	-	350	30,000	30,000	30,000
10-60-5202	Disposal	1,729	3,899	4,200	2,500	3,000
10-60-5207	Repair/Maint-Services	283	511	5,000	1,000	2,500
10-60-5208	Maint./Repairs-Building	354	-	250	100	250
10-60-5212	Training	359	18	200	-	150
10-60-5213	Medical	-	60	100	-	100
10-60-5215	Employee Incentive	-	100	250	250	250
10-60-5300	CIRSA W/C Insurance	899	2,024	2,500	1,210	1,500
10-60-5301	CIRSA P/C Insurance	15,511	3,634	400	800	1,000
10-60-5304	Dues & Publications	-	-	50	-	50
10-60-5305	Travel & Meals	-	-	50	-	50
10-60-5306	Equipment Rental	-	429	500	-	800
10-60-5314	Insurance Claims	-	576	1,000	-	1,000
10-60-5330	Communication Equipment	-	-	50	-	50
10-60-5335	Cell/Internet Service	288	611	600	350	375
10-60-6001	Electricity & Gas	3,089	7,499	4,200	5,800	6,000
10-60-6010	Materials/Supplies-Misc.	2,183	2,903	6,000	1,500	5,000
10-60-6012	Gas, Oil-Equipment	61	-	200	-	200
10-60-6020	Tools	2,177	549	1,500	500	1,000
10-60-6022	Safety Items	26	201	250	100	250
10-60-6040	Occupational Equip/Safety	359	581	250	250	250
10-60-6045	Sprinkler Parts	1,037	1,395	1,500	1,100	1,500
10-60-6050	Water/Sewer	9,597	9,245	6,000	7,000	7,500
10-60-6085	Lamp Posts	130	-	250	-	250
10-60-6091	Signs	-	-	150	-	500
10-60-6093	Paint	364	121	200	-	200
10-60-6095	Sand / Gravel	-	-	500	-	500
10-60-6098	Tree Replacement & Trimming	-	2,187	5,000	-	5,000
10-60-6099	Salted Sand	1,997	691	1,500	1,500	1,500
10-60-6150	Fleet Maint	4,391	2,176	2,500	1,000	2,000

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

General Fund: Parks

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
10-60-6191	Fleet Fuel	2,610	2,136	1,800	2,500	3,200
10-60-6192	Fleet Tires	-	-	1,200	1,000	1,200
10-60-6193	Fleet Supplies	487	158	600	600	800
10-60-6200	Parks Maint. & Parts	8,175	6,547	6,000	7,500	8,000
10-60-6204	Weed Control	-	186	3,000	500	1,000
10-60-6206	Chemicals/Fertilitzer	313	565	700	500	650
10-60-6207	Chem/Pesticides/Herbicides	-	57	300	-	300
10-60-7007	Equipment Purchase	4,085	21,056	2,500	-	5,000
Total Expenditures		**129,345**	**138,827**	**161,699**	**120,394**	**164,618**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

General Fund: Cemetery

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Expenditures						
10-70-7100	Cemetery Maintenance	655	-	-	-	-
16-70-7100	Cemetery Rehab	400	273	5,000	3,000	5,000
Total Expenditures		**1,055**	**273**	**5,000**	**3,000**	**5,000**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

Conservation Trust Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Beginning Fund Balance		**45,058**	**59,983**	**70,579**	**70,438**	**81,438**
Revenues						
22-00-3358	Conservation Trust Funds	10,528	9,418	10,000	10,000	10,000
22-00-3601	Interest Earned	4,397	1,037	1,303	1,000	1,000
Total Revenues		**14,925**	**10,455**	**11,303**	**11,000**	**11,000**
Expenditures						
22-00-8240	Projects	-	-	10,000	-	10,000
Total Expenditures		**-**	**-**	**10,000**	**-**	**10,000**
Ending Fund Balance		**59,983**	**70,438**	**71,882**	**81,438**	**82,438**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

1% Street Sales Tax Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Beginning Funds Balance		**8,473,861**	**2,411,801**	**1,471,235**	**1,525,885**	**1,765,482**
Revenues						
23-00-3133	Sales Tax (1/4) Streets CIP	749,038	738,201	750,000	876,958	925,000
23-00-3136	Interest	132,907	6,785	2,500	402	400
23-00-3770	GOCO/DOLA Grants	266,010	112,296	-	-	-
Total Revenues		1,147,955	857,282	752,500	877,360	925,400
Expenditures						
23-00-5101	Legal and Professional	250	250	-	250	250
23-00-5103	Engineering	1,075,357	107,430	20,000	12,000	300,000
23-00-6016	Asphalt, curb & gutter	5,103,448	1,032,910	50,000	-	500,000
23-00-6024	Infrastructure	452,648	95	-	-	100,000
Total Expenditures--Improvements		6,631,703	1,140,685	70,000	12,250	900,250
Expenditures--Debt Service						
23-00-8114	Notes Payable Bonds - Prin	145,000	175,000	205,000	205,000	220,000
23-00-8115	Notes Payable Bonds-Int	433,313	427,513	420,513	420,513	412,312
Total Expenditures--Debt Service		578,313	602,513	625,513	625,513	632,312
Total Expenditures		**7,210,016**	**1,743,197**	**695,513**	**637,763**	**1,532,562**
Ending Fund Balance		**2,411,801**	**1,525,885**	**1,528,222**	**1,765,482**	**1,158,320**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

R.A.M.P. Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Beginning Fund Balance		**1,342,535**	**793,578**	**732,494**	**741,690**	**742,046**
Revenues						
20-00-3601	Interest Earned	4,611	2,139	1,801	356	1,000
Total Revenues		**4,611**	**2,139**	**1,801**	**356**	**1,000**
Expenditures						
20-00-5103	Engineering	-	6,787	-	-	-
20-00-5108	Project Management	16,978	47,240	-	-	-
20-00-6016	Asphalt, curb & gutter	-	-	50,000	-	35,000
20-00-6024	Infrastructure	286,590	-	-	-	150,000
Total Expenditures		**303,568**	**54,028**	**50,000**	**-**	**185,000**
Transfers In/(Out)						
20-00-6097	Transfer to Sales Tax Improvem't Fund	(250,000)	-	-	-	-
Total Transfers In/(Out)		**(250,000)**	**-**	**-**	**-**	**-**
Ending Fund Balance		**793,578**	**741,690**	**684,295**	**742,046**	**558,046**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

Sales Tax Improvements Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Beginning Funds Balance		**3,510,898**	**4,454,299**	**839,262**	**4,918,162**	**5,073,069**
Revenues						
21-00-3130	Sales Tax (1/4)	749,298	738,201	750,000	876,958	925,000
21-00-3135	Building Use Tax (1/3)	40,551	2,448	35,000	30,036	35,000
21-00-3136	Motor Vehicle Use Tax	-	33,687	-	16,944	20,000
21-00-3400	Int Earned on Advs to Other Fd	4,030	3,498	-	-	-
21-00-3601	Interest Earned	17,586	5,541	5,209	600	1,000
21-00-3695	Sale of Equipment	44,910	-	5,000	3,500	-
21-00-3700	Parking Revenue	111,949	35,731	200,000	80,000	200,000
21-00-3750	State Historic Grants	15,000	-	200,000	-	50,000
21-00-3760	Foundation Grants	-	-	400,000	-	426,000
21-00-3770	GOCO/DOLA Grants	2,642,070	-	1,500,000	-	1,285,000
21-00-3790	CDOT Grants	-	-	-	-	500,000
Total Revenues		**3,625,393**	**819,107**	**3,095,209**	**1,008,038**	**3,442,000**
Expenditures--Improvements						
21-00-5103	Engineering	64,524	193,705	500,000	2,040	40,000
21-00-6012	Police Vehicle Purchase	93,281	-	-	54,569	55,000
21-00-6013	City Hall Furnishing/Equipment	-	13,044	10,000	11,706	10,000
21-00-6016	Drainage, Pave/Curb/Gutter CIP	-	-	35,000	35,000	50,000
21-00-6017	Other Street Projects	-	1,180	20,000	13,683	50,000
21-00-6018	Greenway Construction	2,066,133	-	-	-	-
21-00-6024	Park Improvements	6,483	6,345	1,000,000	-	1,050,000
21-00-6025	PW vehicle purchase	35,324	46,759	-	-	92,000
21-00-6026	PD Equipment	407	19,748	-	22,720	38,000
21-00-6027	IT Equipment	26,681	-	2,000	16,396	7,500
21-00-6028	Streetscape/Mall Improvements	769	14,278	95,000	90,000	200,000
21-00-6029	PW Tools/Small Equipment	-	6,324	-	-	-
21-00-6030	Business Improvement Grants	23,421	11,390	-	7,998	-
21-00-6200	Grant Matches	1,400	-	30,000	-	-
21-00-7041	Museum Building Improvement	100,724	-	-	-	17,500
21-00-7042	Library Building Improvement	-	-	25,000	5,019	300,000
21-00-7044	PW Facility Project	-	-	-	-	1,250,000
21-00-7045	Police Station Project	-	-	-	-	10,000
21-00-7046	Downtown Parking Improvements	-	-	-	-	400,000

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

Sales Tax Improvements Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
21-00-7043	Land Acquisition	188,348	20,000	500,000	424,000	900,000
Total Expenditures--Improvements		2,607,495	332,771	2,217,000	683,131	4,470,000
Expenditures--Historic Sites & Facilities						
21-61-7040	City Hall Improvements	188,485	8,780	225,000	100,000	350,000
21-61-7042	Sites & Facilities Improvement	81,012	13,693	250,000	45,000	300,000
Total Expenditures--Historic Sites & Facilities		269,497	22,473	475,000	145,000	650,000
Expenditures--Debt Service						
21-00-8150	Capital Lease - Principal	30,000	-	-	-	-
Total Expenditures--Improvements		30,000	-	-	-	-
Total Expenditures		**2,906,992**	**355,244**	**2,692,000**	**828,131**	**5,120,000**
Transfers In/(Out)						
21-00-3910	Transfer from RAMP Fund	250,000	-	-	-	-
21-00-8253	Transfer to General Fund	(25,000)	-	(25,000)	(25,000)	(25,000)
Total Transfers In/(Out)		**225,000**	**-**	**(25,000)**	**(25,000)**	**(25,000)**
Ending Fund Balance		**4,454,299**	**4,918,162**	**1,217,471**	**5,073,069**	**3,370,069**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

Water Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Beginning Funds Available		**561,703**	**513,109**	**960,874**	**1,243,312**	**1,294,831**
Revenues						
51-00-3411	Usage Fees	938,983	944,292	992,870	1,011,196	1,071,868
51-00-3415	Late Charges	8,538	1,241	5,000	-	5,000
51-00-3421	Service Charge	-	300	200	-	200
51-00-3422	Tap Fees	-	56,278	20,000	-	20,000
51-00-3500	Water Lease	18,096	12,367	20,000	49,172	50,000
51-00-3601	Interest Earned	17,586	4,488	8,000	268	1,000
51-00-3604	Donation Received	-	395,859	-	-	-
51-00-3606	Hauled	21,509	36,840	25,000	25,000	30,000
51-00-3699	Other Income	412	200	-	1,271	1,000
51-00-3720	Miscellaneous Revenue	-	(1,197)	-	-	-
51-00-3850	Debt Proceeds - CWRPDA	-	-	490,263	-	-
54-00-3307	Severence Tax - Fed Mineral	6,665	4,445	6,000	-	6,000
54-00-3601	Interest Earned	-	102	-	-	-
Total Revenues		**1,011,790**	**1,455,216**	**1,567,333**	**1,086,907**	**1,185,068**
Expenditures--Operations						
51-00-4102	Salaries	39,676	5,777	61,109		46,850
51-00-4103	Hourly	94,240	99,922	86,677	96,518	100,376
51-00-4201	FICA	7,726	6,302	8,039	5,514	5,735
51-00-4202	Medicare	1,807	1,474	1,880	1,290	1,342
51-00-4203	Health Ins.	30,835	29,121	32,000	24,484	24,974
51-00-4204	Life Ins.	210	178	210	146	146
51-00-4205	Deferred Comp	1,940	1,819	2,000	1,972	200
51-00-4206	Unemployment	400	329	416	290	302
51-00-4207	Disability Insurance	-	-	-	-	914
51-00-4209	Dental Insurance	2,558	2,047	2,600	1,766	1,766
51-00-4301	Compensated Absence Expense	-	12,314	-	-	-
51-00-5000	Plant Operations Contractual	6,901	4,173	60,000	6,000	40,000
51-00-5101	Legal	8,383	12,629	5,000	12,000	10,000
51-00-5102	Audit	2,167	2,400	3,000	3,625	5,000
51-00-5103	Design/Engineering	-	4,129	43,000	40,000	30,000
51-00-5108	Other Professional Fees	24,517	24,663	45,000	44,000	45,000
51-00-5109	Process Control Equipment	4,266	654	5,000	2,500	5,000
51-00-5201	Lab Tests	5,344	4,317	5,000	6,000	7,000
51-00-5202	Trash Disposal	602	723	600	500	850
51-00-5204	Repair/Maint-Plant	4,452	5,388	8,000	-	8,000
51-00-5206	Ch. Ck. San Dist. Maint Fee	1,130	-	4,000	2,000	4,000
51-00-5207	Repair/Maint.-Services	6,946	5,882	8,000	7,000	8,000

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

Water Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
51-00-5208	Repair/Maint. - Instruments	1,968	-	2,000	-	2,000
51-00-5209	Instrument Calibration	281	-	1,000	-	1,000
51-00-5212	Training	2,218	265	1,500	500	1,500
51-00-5213	Medical	-	-	100	-	100
51-00-5215	Employee Incentive	723	180	700	700	700
51-00-5300	CIRSA W/C Insurance	4,995	3,856	5,500	3,704	3,800
51-00-5301	CIRSA P/C Insurance	18,651	16,698	20,000	13,042	14,000
51-00-5302	Discharge Permits/Licenses	1,445	865	1,500	1,100	1,500
51-00-5303	Telephone	2,289	3,355	3,300	2,600	3,200
51-00-5304	Dues & Publications	576	554	500	610	650
51-00-5305	Travel & Meals	-	31	100	-	100
51-00-5309	Contract Office Equipment	18,064	16,200	20,000	17,500	25,000
51-00-5310	Postage	1,567	824	200	1,000	1,200
51-00-5312	Legal Publications	-	218	500	2,200	3,000
51-00-5313	Advertising	-	309	100	75	100
51-00-5314	Insurance Claims	-	-	2,000	-	2,000
51-00-5316	Recording Documents	-	13	200	40	200
51-00-5325	Printing	1,831	500	500	-	500
51-00-5330	Communication Equipment	-	-	100	-	100
51-00-5335	Cell/Internet Service	5,597	5,115	5,000	6,000	6,200
51-00-6001	Electricity & Gas	66,604	52,733	65,000	54,000	60,000
51-00-6004	Materials/Supplies/Plant	4,154	8,366	16,000	7,000	16,000
51-00-6007	Materials/Supplies/Equip	4,992	59	2,500	-	2,500
51-00-6010	Materials/Supplies/Office	649	299	600	150	600
51-00-6012	Gas/Oil-Equipment	563	-	800	-	800
51-00-6022	Safety Items	161	82	1,000	200	1,000
51-00-6025	Tools	32	60	1,000	130	1,000
51-00-6030	Uniforms	24	-	200	25	200
51-00-6040	Occupational Equip/Safety	275	303	500	-	500
51-00-6150	Fleet Maint	1,000	302	1,000	2,000	5,500
51-00-6191	Fleet Fuel	2,211	1,904	2,000	2,400	3,000
51-00-6192	Fleet Tires	-	-	500	-	1,000
51-00-6201	Chemicals-Chlorine	12,872	19,846	23,000	8,000	23,000
51-00-6207	Chemicals/Lab	1,441	1,163	2,500	-	2,500
51-00-6210	Chemicals-Misc.	3,294	3,601	4,000	3,000	5,000
51-00-6215	Chemicals - Citric Acid	1,811	906	1,500	1,000	2,000
51-00-6216	Chemicals-Sodium Hydroxide	3,196	1,046	2,500	6,000	6,500
51-00-6500	Miscellaneous Expenses	3,245	(1,105)	-	-	-
51-10-9800	Depr. & Amort. Expense	313,479	-	-	-	-
Total Expenditures--Operations		724,306	362,786	570,931	388,581	543,405

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

Water Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Expenditures--Distribution						
51-15-4102	Salaries	19,838	22,945	24,563	24,516	25,793
51-15-4103	Hourly	42,005	47,576	51,324	48,298	50,230
51-15-4104	Overtime	-	-	3,000	-	2,000
51-15-4201	FICA	3,751	4,365	4,333	4,426	4,603
51-15-4202	Medicare	877	1,021	1,013	1,036	1,077
51-15-4203	Health Ins.	4,188	5,158	4,815	4,574	4,665
51-15-4204	Life Ins.	99	112	105	104	104
51-15-4205	Deferred Comp	1,253	1,616	1,500	1,636	1,700
51-15-4206	Unemployment	185	215	213	218	227
51-15-4207	Disability Insurance	-	-	-	-	914
51-15-4209	Dental Insurance	228	269	252	250	250
51-15-5111	Maintenance Leak Detection	800	-	1,500	-	1,500
51-15-5205	Repair/Maint-Distribution	2,730	14,164	5,000	6,000	6,500
51-15-5206	Repair/Maint Hydrants	-	-	3,000	-	3,000
51-15-5212	Training	1,217	-	1,000	500	1,000
51-15-5309	Contract equipment	1,200	-	1,500	110	1,000
51-15-6003	Materials/Supplies/Reservoir	218	1,336	1,000	400	1,000
51-15-6005	Materials/Supplies/Distrib.	5,622	7,626	6,500	5,000	6,500
51-15-6006	Materials/Supplies/Hydrant	61	-	5,000	-	5,000
51-15-6022	Safety Items	189	310	300	200	2,500
51-15-6025	Tools	194	286	2,500	500	3,000
51-15-6191	Fleet Fuel	848	662	1,500	-	-
51-15-7006	Meters/Antenna Read Box	2,254	3,666	15,000	5,000	7,000
51-79-5108	Bank Fees	-	12	-	-	-
Total Expenditures--Distribution		87,757	111,338	134,918	102,768	129,563
Expenditures--Capital Projects						
54-72-7310	Water Treatment Plant Upgrades	-	-	150,000	150,000	365,000
54-72-7320	Water Distribution Projects	-	-	145,000	145,000	175,000
54-72-7325	Reservoir/Dam repairs	-	-	15,000	-	-
54-74-7420	Vehicles	-	-	-	-	40,000
54-74-7421	Other Equipment	812	-	-	-	-
Total Expenditures--Capital Projects		812	-	310,000	295,000	580,000
Expenditures--Debt Service						
51-79-8120	2005 G.F. Advance--Prin	12,592	13,101	13,100	13,100	13,100
51-79-8121	Notes Pay Interfund 225K-Int.	3,858	4,704	3,350	3,350	3,350
51-79-8140	2004 CWCB Note--Principal	36,354	40,609	40,609	40,608	40,609
51-79-8141	2004 CWCB Note--Interest	38,741	40,665	35,964	35,964	35,964
51-79-8144	2002 CWRPDA Loan--Principal	132,130	137,635	132,130	141,840	141,840

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

Water Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
51-79-8145	2002 CWRPDA Loan--Interest	23,833	14,175	20,336	14,177	14,177
Total Expenditures--Debt Service		247,509	250,888	245,489	249,039	249,040
Total Expenditures		**1,060,384**	**725,013**	**1,261,338**	**1,035,388**	**1,502,008**
Ending Funds Available		**513,109**	**1,243,312**	**1,266,869**	**1,294,831**	**977,891**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

Wastewater Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Beginning Funds Available		**3,203,562**	**4,501,389**	**250,253**	**2,048,585**	**1,435,646**
Revenues						
52-00-3411	User Fees	867,464	796,122	860,219	935,049	1,159,461
52-00-3415	Late Charges	6,771	959	6,000	-	6,000
52-00-3421	Service	(1,016)	-	-	-	-
52-00-3422	Tap Fees	-	44,596	20,000	-	20,000
52-00-3601	Interest Earned	16,253	8,034	6,000	1,422	1,500
52-00-3604	Donation Received	-	544,855	-	-	-
52-00-3699	Other Income	6,470	3,737	4,000	2,600	3,000
52-00-3720	CDPHE Grants	-	600,000	-	-	-
55-00-3601	Interest Earned	-	(3,550)	-	-	-
55-00-3962	Grants	497,002	1,406,096	4,000,000	-	-
Total Revenues		**1,392,945**	**3,400,849**	**4,896,219**	**939,071**	**1,189,961**
Expenditures--Operations						
52-00-4102	Salaries	39,676	5,777	61,109	-	46,850
52-00-4103	Hourly	94,239	99,922	86,677	96,516	100,376
52-00-4104	Overtime	-	-	4,000	-	2,000
52-00-4201	FICA	7,725	6,302	6,577	5,514	5,735
52-00-4202	Medicare	1,807	1,474	1,537	1,290	1,342
52-00-4203	Health Insurance	30,835	29,120	32,000	24,486	24,976
52-00-4204	Life Ins.	210	178	175	146	146
52-00-4205	Deferred Comp	1,939	1,819	2,000	1,972	2,000
52-00-4206	Unemployment	400	328	341	288	300
52-00-4207	Disability Insurance	-	-	-	-	914
52-00-4209	Dental Insurance	2,558	2,047	2,016	1,766	1,766
52-00-4301	Compensated Absence Expense	-	12,538	-	-	-
52-00-5000	Plant Operations Contractual	7,857	44,321	23,000	20,000	40,000
52-00-5101	Legal	2,683	5,000	5,000	-	5,000
52-00-5102	Audit	2,167	2,400	3,000	4,000	5,000
52-00-5103	Design/Engineering	5,624	1,857	8,000	1,500	8,000
52-00-5108	Other Professional Fees	17,719	9,710	26,000	36,000	38,000
52-00-5109	Process Control Equipment	3,297	611	3,000	1,000	3,000
52-00-5201	Lab Tests	4,052	8,410	10,000	5,000	8,000
52-00-5202	Disposal-Trash	1,777	1,803	1,000	2,000	3,500
52-00-5204	Repair/Maint.-Plant	11,686	19,946	21,000	25,000	70,000
52-00-5206	Ch. Creek San Dist Maint Fee	5,085	9,222	3,000	500	2,000
52-00-5207	Repair/Maint-Services	6,327	7,088	8,000	3,000	8,000
52-00-5208	Repair Maint - Instruments	742	66	1,500	-	1,500

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

Wastewater Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
52-00-5209	Instrument Calibration	281	-	500	-	500
52-00-5212	Training	2,304	765	1,500	1,500	1,500
52-00-5213	Medical	-	-	100	-	100
52-00-5215	Employee Incentive	708	180	100	200	200
52-00-5250	Sludge Removal	31,888	46,980	55,000	30,000	32,000
52-00-5300	Cirsa W/C Insurance	4,995	3,856	5,500	3,704	3,800
52-00-5301	CIRSA P/C Insurance	18,651	16,698	20,000	13,042	14,000
52-00-5302	Discharge Permits/Licenses	10,000	4,630	5,000	-	5,000
52-00-5303	Telephone	1,891	1,068	1,500	1,000	1,500
52-00-5305	Travel & Meals	-	31	150	100	150
52-00-5309	Contract Office Equipment	14,464	16,200	20,000	19,000	25,000
52-00-5310	Postage & Shipping	1,590	679	1,200	1,000	1,200
52-00-5312	Legal Publications	-	-	300	-	300
52-00-5313	Advertising	-	97	100	100	100
52-00-5314	Insurance Claims	-	2,409	2,500	600	2,500
52-00-5316	Recording Documents	-	-	400	40	300
52-00-5325	Printing	534	1,045	1,500	-	1,000
52-00-5330	Communication Equipment	-	-	50	-	50
52-00-5335	Cell/Internet Service	1,633	2,997	18,500	31,000	38,000
52-00-5390	UCCWA	1,167	2,062	2,500	-	2,500
52-00-6001	Electricity & Gas	75,532	87,786	65,000	82,000	85,000
52-00-6004	Materials/Supplies/Plant	2,108	3,396	4,200	300	4,200
52-00-6007	Materials/Supplies/Equip	2,588	0	3,000	3,800	4,000
52-00-6010	Materials/Supplies/Office	290	2,156	2,800	1,000	2,500
52-00-6012	Gas/Oil-Equipment	2,359	650	2,000	-	2,000
52-00-6022	Safety Items	-	280	500	25	500
52-00-6025	Tools	92	10	1,000	-	1,000
52-00-6030	Uniforms	24	-	200	-	200
52-00-6040	Occupational Equip/Safety	275	316	500	150	500
52-00-6150	Fleet Maint	384	330	1,000	30	800
52-00-6191	Fleet Fuel	2,211	1,852	2,000	2,000	3,300
52-00-6192	Fleet Tires	-	-	1,000	-	1,000
52-00-6193	Fleet Supplies	146	-	200	10	200
52-00-6201	Chemicals-Chlorine	-	1,435	-	-	200
52-00-6205	Chemicals-Sulfur Dioxide	-	-	600	-	300
52-00-6207	Chemicals/Lab	387	4,083	1,500	800	8,500
52-00-6210	Chemicals-Misc.	43,417	28,910	32,000	10,500	25,000
52-00-6500	Miscellaneous Expenses	30	-	-	-	-
52-10-9800	Deprec. & Amort. Expense	288,156	-	-	-	-

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

Wastewater Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Total Expenditures--Operations		**756,508**	**500,837**	**562,832**	**431,879**	**647,305**
Expenditures--Collection						
52-16-4102	Salaries	19,838	22,945	24,563	24,514	25,793
52-16-4103	Hourly	42,005	47,576	51,324	48,298	50,230
52-16-4104	Overtime	-	-	5,000	2,000	2,000
52-16-4201	FICA	3,751	4,365	4,333	4,426	4,603
52-16-4202	Medicare	877	1,021	1,013	1,036	1,077
52-16-4203	Health Insurance	4,188	5,158	5,000	4,574	4,665
52-16-4204	Life Ins.	98	111	104	104	104
52-16-4205	Deferred Comp	1,253	1,616	1,600	1,636	1,700
52-16-4206	Unemployment	185	215	213	218	227
52-16-4207	Disability Insurance	-	-	-	-	914
52-16-4209	Dental Insurance	228	269	252	250	250
52-16-5205	Repair/Maint.-Collection	278	-	2,500	2,000	2,500
52-16-5212	Training	960	-	800	500	800
52-16-6005	Materials/Supplies/Collection	1,901	3,005	5,500	2,500	5,000
52-16-6022	Safety Items	140	200	200	170	2,500
52-16-6025	Tools	31	-	1,500	1,500	1,500
52-16-6191	Fleet Fuel	848	422	1,500	-	-
52-16-7007	Equipment Purchase	-	-	1,500	-	1,000
Total Expenditures--Collection		76,580	86,902	106,902	93,726	104,863
Expenditures--Capital Projects						
55-72-7310	WWTP Upgrades	-	4,633,121	3,000,000	900,000	350,000
55-72-7320	WW Collection Projects	-	524,855	50,000	-	50,000
55-74-7420	Vehicles	-	-	-	-	40,000
55-74-7421	Other Equipment	812	-	-	-	-
Total Expenditures--Capital Projects		812	5,157,976	3,050,000	900,000	440,000
Expenditures--Debt Service						
52-79-8001	Costs of Debt Issuance	-	20,510	-	-	-
52-79-8101	2020 CWRPDA--Principal	-	-	94,616	94,498	94,498
52-79-8102	2020 CWRPDA--Interest	-	469	14,608	14,726	14,726
52-79-8107	Notes Pay Interfund 275K-Prin	15,389	16,012	13,683	13,683	13,683
52-79-8108	Notes Pay Interfund 275K-Int.	4,716	-	3,498	3,498	3,498
52-79-8109	2019 CWRPDA--Principal	-	54,866	-	-	-
52-79-8110	2019 CWRPDA--Interest	-	11,185	-	-	-
52-00-8141	2005 Stx Imprvt Adv--Prin	-	-	-	-	-
52-00-8142	2005 Stx Imprvt Adv--Int	-	4,235	-	-	-

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

Wastewater Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
52-00-8151	2005 GF Advance--Prin	-	-	-	-	-
52-00-8152	2005 General Fund Advance--Int	-	661	-	-	-
Total Expenditures--Debt Service		20,105	107,938	126,405	126,405	126,405
Total Expenditures		**854,004**	**5,853,653**	**3,846,139**	**1,552,010**	**1,318,573**
Transfers In/(Out)						
52-00-3921	Transfer from STI Fund	758,887	-	-	-	-
Total Transfers In/(Out)		**758,887**	**-**	**-**	**-**	**-**
Ending Funds Available		**4,501,389**	**2,048,585**	**1,300,333**	**1,435,646**	**1,307,035**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

Hansen's Cemetery Trust Fund

	Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Beginning Funds Available	**9,404**	**9,404**	**9,404**	**9,412**	**9,418**
Additions					
15-00-3601 Interest Earned	-	8	-	6	10
Total Additions	**-**	**8**	**-**	**6**	**10**
Deductions					
15-70-7100 Capital Projects	-	-	-	-	-
Total Deductions	**-**	**-**	**-**	**-**	**-**
Ending Funds Available	**9,404**	**9,412**	**9,404**	**9,418**	**9,428**

City of IDAHO SPRINGS, Colorado
2022 Proposed Budget

Police Pension Fund

		Actual 2019	Actual 2020	Budget 2021	Estimated Actual 2021	Proposed 2022
Beginning Funds Available		**2,325**	**3,906**	**-**	**5,484**	**6,492**
Additions						
71-00-3910	Transfer from General Fund	16,500	16,500	15,500	16,500	16,500
Total Additions		**16,500**	**16,500**	**15,500**	**16,500**	**16,500**
Deductions						
71-00-4103	Pension Benefit Payment	14,919	14,923	15,500	15,492	16,500
Total Deductions		**14,919**	**14,923**	**15,500**	**15,492**	**16,500**
Ending Funds Available		**3,906**	**5,484**	**-**	**6,492**	**6,492**

CITY OF IDAHO SPRINGS
Clear Creek County, Colorado

Resolution No. 28, Series 2021

A RESOLUTION LEVYING GENERAL PROPERTY TAXES FOR THE YEAR 2021, TO HELP DEFRAY THE COSTS OF GOVERNMENT FOR THE CITY OF IDAHO SPRINGS, COLORADO FOR THE 2022 BUDGET YEAR.

WHEREAS, on December 13, 2021, the City Council of the City of Idaho Springs adopted the annual budget for fiscal year 2022 in accordance with the Local Government Budget Law; and

WHEREAS, the amount of revenue from property tax necessary to balance the budget for general operating purposes is $180,000, and:

WHEREAS, the 2021 valuation for assessment for the City of Idaho Springs as certified by the County Assessor on December 6, 2021 is $31,715,530.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF IDAHO SPRINGS, COLORADO, THAT:

Section 1. For the purpose of meeting all general operating expenses of the City of Idaho Springs during the 2022 budget year, there is hereby levied a tax of 6.310 mills upon each dollar of the total valuation for assessment of all taxable property within the City of Idaho Springs for the tax year 2021.

Section 2. The City Clerk is hereby authorized and directed to certify to the County Commissioners of Clear Creek County, Colorado the mill levy for the City as hereinabove determined and set.

RESOLVED, ADOPTED AND APPROVED at a Regular Meeting of the City Council of the City of Idaho Springs, Colorado, held on the 13th day of December, 2021.

_____
Michael Hillman, Mayor

ATTESTED AND CERTIFIED:

_____
Diane Breece, City Clerk

CERTIFICATION

I, Diane Breece, do hereby certify that I am City Clerk of the City of Idaho Springs, Colorado, and that the foregoing Resolution was adopted and approved at a regular meeting of the City Council of the City of Idaho Springs, Colorado, held December 13, 2021.

{S E A L}

Diane Breece, City Clerk

CITY OF IDAHO SPRINGS
County of Clear Creek, State of Colorado

Resolution No. 25, Series 2021

A RESOLUTION APPROVING A MEMORANDUM OF UNDERSTANDING WITH THE COLORADO DEPARTMENT OF TRANSPORTATION CONCERNING POTENTIAL MOBILITY HUB IMPROVEMENTS

WHEREAS, representatives of the City and of the Colorado Department of Transportation (CDOT) participated in an Idaho Springs Mobility Hub Visioning Workshop on November 9, 2021; and

WHEREAS, preceding said workshop, the two jurisdictions had been discussing a variety of transportation improvement projects that could possibly be located within the City of Idaho Springs ("City") and the possible concentration of such improvements in a centralized area known as a Mobility Hub; and

WHEREAS, the jurisdictions believe that a Mobility Hub in the City could facilitate both local and regional transportation for the travelling public through potential improvements relating to CDOT's Bustang and Snowstang bus routes, Clear Creek County-operated Roundabout transit routes, and Greyhound-operated national bus routes; and

WHEREAS, the City Council finds that the further investigation into a possible Mobility Hub in the City and the further cooperation with CDOT in exploring potential details of the same continue to be of benefit to the City, particularly if the City pledges its cooperation without any pledge of revenues or financial resources at this time; and

WHEREAS, the City Council therefore wishes to approve a Memorandum of Understanding with CDOT to continue to discuss and cooperate in the exploration of a potential Mobility Hub in the City without committing or pledging any current or future financial resources to any such project or endeavor in the future.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Idaho Springs, Colorado as follows:

The attached Memorandum of Understanding between the City and the Colorado Department of Transportation concerning potential Mobility Hub improvements is hereby approved. The Mayor and City Clerk are authorized to execute the same.

PASSED, ADOPTED AND APPROVED at a Regular Meeting of the City Council of the City of Idaho Springs, Colorado, held on the 13th day of December, 2021.

_____
Michael Hillman, Mayor

ATTESTED AND CERTIFIED:

_____
Diane Breece, City Clerk

Memorandum of Understanding
Between the Colorado Department of Transportation
and the City of Idaho Springs, Colorado

This Memorandum of Understanding ("MOU"), between THE COLORADO DEPARTMENT OF TRANSPORTATION ("CDOT"), and the CITY OF IDAHO SPRINGS, COLORADO ("City") sets forth the shared vision between the two entities identified above as it pertains to a potential Mobility Hub. CDOT and City also may hereinafter be referred to individually as "Party" or jointly as "Parties".

Recitals:

1. The Parties participated in an Idaho Springs Mobility Hub Visioning Workshop on November 9, 2021. This MOU memorializes a shared and aligned vision between the Parties for a potential Mobility Hub in the City of Idaho Springs that has been discussed between the Parties for a period of some months.

2. The Parties believe that a Mobility Hub in the City could facilitate local and regional transportation for the benefit of the traveling public of the State of Colorado. Local and regional transportation that could be facilitated by a Mobility Hub include but may not be limited to CDOT's Bustang and Snowstang bus routes, Clear Creek County-operated Roundabout transit routes, and Greyhound-operated national bus routes.

3. The Parties believe that the benefits of a Mobility Hub in the City include but are not limited to ease of public access to both local and regional multimodal transportation, reduction to local and regional traffic congestion, accommodation of expected local and regional traffic increases, increased public parking, and improvement of local livability in the City.

4. The Parties have discussed the following elements as possible pieces of a potential Mobility Hub project in the City: public access to City streets, sidewalks, parking lots, and the Peaks to Plains Greenway; a bus turnaround; bus parking spaces; electric vehicle charging stations; surface parking; a parking structure; a transit stop; infrastructure improvements; and pedestrian and bicycle access and improvements ("Mobility Hub Improvements").

NOW THEREFORE, upon execution of this MOU, the Parties agree as follows:

5. The Parties will continue to communicate and work to identify appropriate projects, identify potential funding avenues, and continue to develop a statement of work for a potential intergovernmental agreement regarding Mobility Hub Improvements in the City should such an agreement be possible and adequate funding become available.

6. The Parties agree that there shall be no financial obligations made in furtherance of this MOU.

7. No activities to be performed by the Parties in furtherance of this MOU are contemplated beyond those identified in Paragraph 5.

8. Disputes
   Should disputes or disagreements occur of any matter relating to this MOU, both CDOT and the City shall collaborate to resolve the dispute or disagreement. If the contacts designated in Paragraph 11 cannot achieve a resolution within a thirty (30) day period, the matter shall be submitted jointly to the City's Mayor and CDOT's Executive Directors for final resolution of the dispute or disagreement. If the City's Mayor and CDOT's Director of Operations or Executive Director are unable to resolve the

dispute within a thirty (30) day period, this MOU may be terminated by either Party. The Parties agree that participation in this administrative procedure shall be a condition precedent to initiation of litigation, except in the case of emergency or other conditions that entitle either Party to seek injunctive or emergency relief from a court of competent jurisdiction, in which no participation in the foregoing alternative dispute resolution process shall be required.

9. Termination for Convenience
Either Party may terminate this MOU for any reason. The Party choosing to terminate shall effectuate such termination by giving written notice of termination to the other Party's specified contact in Paragraph 11 and specifying the effective date thereof, at least thirty (30) days before the effective date of such termination.

10. Personnel/Compensation
Nothing in this MOU shall be construed to place the personnel of either Party under the control or employment of the other Party. Each Party remains responsible for all pay, entitlement, employment decisions and worker's compensation liabilities, for its own personnel. Nothing in this MOU is intended to create or grant to any third party or person any right or claim for damages, or the right to bring or maintain any action at law, nor does either Party waive its immunities at law, including those granted under the Colorado Governmental Immunity Act.

11. Contacts

For CDOT:	For the City:
Name	Name: Andrew Marsh
Title	Title: City Administrator
Address	Address: P.O. Box 907, Idaho Springs CO 80452
Phone	Phone: (303) 567-4421
Email	Email: admin@idahospringsco.com

12. No Third-Party Beneficiary
It is expressly understood and agreed that the enforcement of the terms and conditions of this MOU, and all rights of action relating to such enforcement, shall be strictly reserved to the Parties hereto, and nothing contained in this MOU shall give or allow any such claim of right of action by any other or third person or entity on such MOU. It is the express intent of the Parties hereto that any person or entity, other than the Parties to this MOU, receiving services or benefits under this MOU shall be deemed incidental beneficiaries only.

13. Modifications
Except as otherwise provided in this MOU, any modification to this MOU shall only be effective if agreed to in a formal amendment to this Contract, properly executed and approved in accordance with applicable Colorado State law and State Fiscal Rules. Modifications permitted under this Contract, other than contract amendments, shall conform to the policies issued by the Colorado State Controller.

14. Applicable Law
The laws of the State of Colorado and rules and regulations issued pursuant thereto shall be applied in the interpretation, execution and enforcement of this MOU, and any legal action concerning the provisions hereof shall be brought in the City and County of Denver, State of Colorado. Any provision of this MOU, whether or not incorporated herein by reference, which provides for arbitration by any extra-judicial body or person or which is otherwise in conflict with said laws, rules and regulation shall be considered null and void. Nothing contained in any provision incorporated herein by reference which

purports to negate this or any other special provision in whole or in part shall be valid or enforceable or available in any action at law whether by way of compliant, defense or otherwise. Any provision rendered null and void by operation of this provision will not invalidate the remainder of the MOU to the extent that this MOU is capable of execution.

15. Signature Authority

Each Party represents and warrants that it has taken all actions that are necessary or that are required by its respective procedures and applicable law to legally authorize the undersigned signatory for that Party to execute this MOU on behalf of the Party and to bind the Party to its terms.

THE PARTIES HERETO HAVE EXECUTED THIS MEMORANDUM OF UNDERSTANDING

Each person signing this MOU represents and warrants that the signer is duly authorized to execute this MOU and to bind the Party authorizing such signature.

CITY OF IDAHO SPRINGS, COLORADO	STATE OF COLORADO Jared S. Polis, Governor Department of Transportation Shoshana M. Lew, Executive Director
_____ By: Michael Hillman, Mayor	_____ By: Stephen Harelson, P.E., Chief Engineer
Date: _____	Date: _____

CITY OF IDAHO SPRINGS
City Council Communication

REPORT DATE: DECEMBER 9, 2021

MEETING DATE: DECEMBER 13, 2021

PRESENTED BY: JERAD CHIPMAN, AICP
COMMUNITY DEVELOPMENT PLANNER

ITEM: IDAHO SPRINGS DOWNTOWN MASTER PLAN ADOPTION

The City of Idaho Springs embarked on a process to develop a Downtown Master Plan in May of 2021. The process began with selecting a consultant team. That consultant team, led by Studio Seed, has engaged the public and stakeholders through stakeholder interviews, a survey, and charrettes leading to the development of a draft and then final Plan document.

The City Council reviewed a draft Downtown Master Plan at the November 22nd Work Session. Since that time, the consultant team has been integrating the public comments into the attached final draft of the Downtown Master Plan. The Planning Commission recommended approval of the Downtown Master Plan with the condition that a small section related to camping and glamping potentially being located within walking distance of downtown be removed. The attached Plan and Appendix has been updated to reflect the condition that the Planning Commission included in their recommendation. The other difference in the attached plan is the absence of the red boxes that indicated items that were updated from the previously reviewed draft plan. These boxes were removed in order to provide a final product to the City Council. If the City Council would like to review the draft with the red boxed review comments, it can be found within the agenda packet that the Planning Commission received in the "Live Meetings and Packets" section of the City of Idaho Springs' website. Additionally attached is a resolution adopting the Downtown Master Plan. The Planning Commission and Staff recommend approval of the attached Plan and Appendix.

CITY OF IDAHO SPRINGS
Clear Creek County, Colorado

Resolution No. 26, Series 2021

A RESOLUTION ADOPTING THE 2021 IDAHO SPRINGS DOWNTOWN MASTER PLAN

WHEREAS, the City of Idaho Springs, Colorado ("City") is a Colorado statutory city, duly organized and existing under the laws of the state of Colorado; and

WHEREAS, pursuant to C.R.S. § 31-23-206, it is the duty of each municipal planning commission to make and adopt a master plan for the physical development of the municipality, subject to the approval of the governmental body having jurisdiction thereof, which in the Commission's judgment bear relation to the planning of such municipality; and

WHEREAS, the Idaho Springs Planning Commission has been working in concert with City Staff, interested stakeholders and members of the community for the past several months to develop a visionary planning document for the historic downtown area of the City, such plan to be known as the Downtown Master Plan ("Plan"); and

WHEREAS, the Plan has been subject to several publicly noticed meetings and discussions and on December 1, 2021, the Planning Commission conducted a formal public hearing on the Plan after notice was duly published as required by C.R.S. § 31-23-208 and after which, the Commission approved the Plan and recommended its adoption to the City Council; and

WHEREAS, after due and proper public notice, the City Council conducted its own public hearing on the Plan on December 13, 2021, after which the City Council finds that the Plan is likely to guide and accomplish a coordinated, adjusted, and harmonious development of the downtown area which will, in accordance with present and future needs, best promote health, safety, order, convenience, prosperity, and general welfare, as well as efficiency and economy in the process of development of the area; and

WHEREAS, the City Council therefore wishes to approve and adopt the Plan.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Idaho Springs, Colorado as follows:

Section 1. The above and foregoing recitals are adopted and incorporated herein by reference.

Section 2. The City Council hereby adopts the *2021 Idaho Springs Downtown Master Plan,* expressly including all maps and attachments thereto, attached to this Resolution and incorporated herein by reference. Copies of the Plan are available for public inspection at City Hall during regular business hours and available on the City's web site https://cityofidahosprings.colorado.gov/

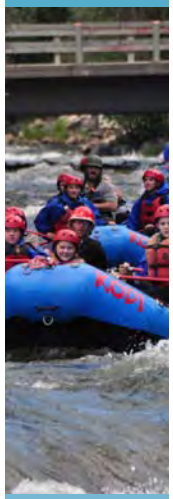
Section 3. The City Clerk shall file a certified copy of the *2021 Idaho Springs Downtown Master Plan* with the Clear Creek County Clerk and Recorder.

RESOLVED, APPROVED, and ADOPTED this 13th day of December, 2021.

_____
Michael Hillman, Mayor

ATTEST:

_____
Diane Breece, City Clerk



IDAHO SPRINGS DOWNTOWN PLAN

IDAHO SPRINGS, CO | DECEMBER 2021

Acknowledgments

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The Downtown Improvements Work Group

Downtown Colorado, Inc.

Stakeholders and Public Participants

Table of Contents

1.	**Introduction & Context**	**5**
	Plan Purpose	5
	How To Use the Plan	6
	Past Studies	6
	Project Process and Timeline	6
	Downtown History and Identity	7
	Demographics and Trends	8
	Downtown Plan Project Influences	9
	Downtown Plan Study Area	10
2.	**Vision & Framework**	**11**
	Overview	11
	Community Survey	11
	Community Vision	13
	Business and Property Owner Feedback	14
	Downtown Charrette and Workshop	15
	Downtown Plan Vision and Framework	16
3.	**Mobility & Parking**	**19**
	Introduction	19
	Challenges and Opportunities	20
	Downtown Mobility & Parking Opportunities	21
	Recommendations and Priority Projects	22
4.	**Tourism & Recreation**	**29**
	Introduction	29
	Challenges and Opportunities	30
	Downtown Tourism & Recreation Opportunities	31
	Recommendations and Projects	32
5.	**Land Use & Vitality**	**37**
	Introduction	37
	Challenges and Opportunities	38
	Downtown Land Use & Vitality Opportunities	40
	Recommendations and Projects	41
6.	**Implementation**	**49**
	Introduction	49
	Funding Tools	50
	Organization and Management	53
	Implementation Matrix	54

1 Introduction & Context

PLAN PURPOSE

This plan is intended to serve as guide for downtown improvements for the next 15 to 20 years. The plan was initiated due to multiple factors:

- **A specific plan for downtown does not currently exist** - only the 2017 Comprehensive Plan exists as a policy guide and is very high-level and focuses citywide;
- **Two visioning and strategy studies exist that provide guidance for downtown**, but do not serve as official policy, as they were completed by outside organizations (Downtown Colorado, Inc. and Urban Land Institute);
- **Parking has become a growing concern for downtown** and a managed parking program was implemented in 2019. However, downtown still lacks appropriate parking capacity in busy months and needs a long-term solution;
- **CDOT has pledged $4 Million toward a parking structure and mobility hub** for downtown, but the City needs further guidance on circulation improvements and design/aesthetics;
- **CDOT awarded the City a "Revitalize Main Street" grant**, which was used to initiate some improvements, but more are needed; and
- **Covid-19 forced downtown to function in new ways**, such as instituting the Miner Street Marketplace, and necessitated a conversation about how downtown should look and function in the future. Two working groups of downtown stakeholders were created to continue this conversation and guide the Downtown Plan process.

The Downtown Plan was adopted by City Council with a recommendation from the Planning Commission in December 2021.

HOW TO USE THE PLAN

The City will use the plan to prioritize resources for future public investments to improve downtown. The plan provides guidance on prioritization of projects based on funding options, and offers short as well as long-term options to explore.

The plan offers conceptual designs for public realm improvements that can serve as the basis for further design and construction.

The community (residents, property, and business owners) can also use the plan to contribute to recommendations when improvements are made on personal property. Financial resources, especially for historic properties, may also be available.

PAST STUDIES

The following plans provided a basis for the Downtown Plan:

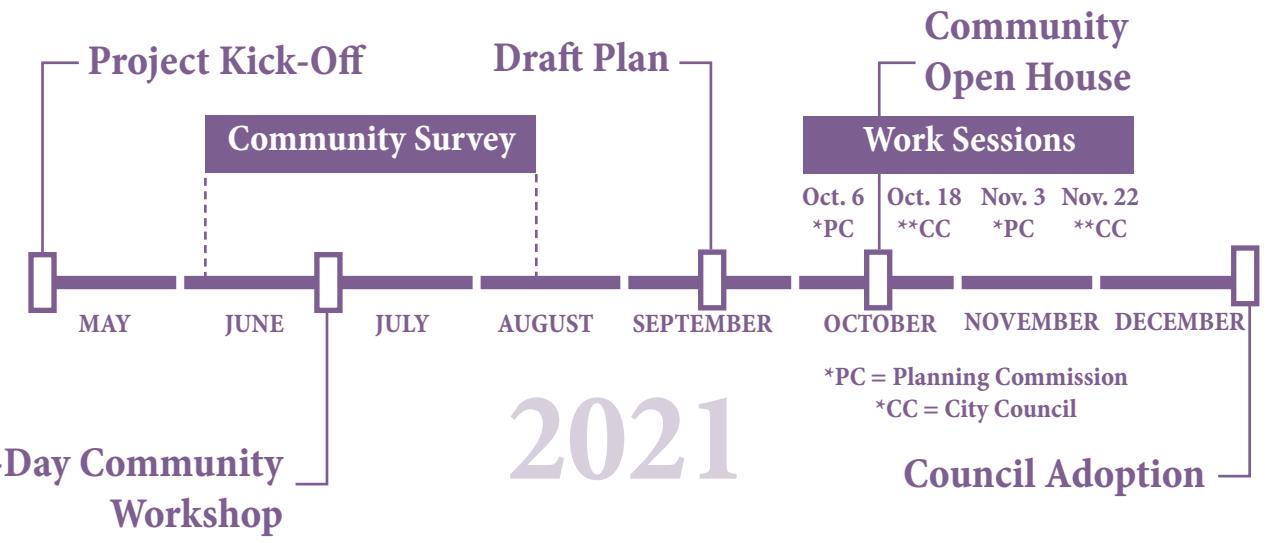
2012 Downtown Assessment - this project was completed through a Technical Assistance program offered by the non-profit Downtown Colorado, Inc. It prompted and was successful at initiating the following listed studies, the exploration of an entity that can help fund downtown improvements, prompting the city to hire a full-time staff planner to manage ongoing efforts, and generally offered recommendations for overall economic development and parking and housing solutions citywide, many of which have been realized today.

2017 Parking Study - this study explores options for a parking structure and parking management in downtown. A parking management program was implemented in 2019 and a parking structure is currently being further explored.

2018 ULI Technical Advisory Panel - this study provides guidance on parking and connectivity solutions throughout the city and initiated the current discussions with CDOT on building a transit/mobility hub combined with a parking structure to increase transit ridership to downtown and alleviate congestion and parking supply issues.

PROJECT PROCESS AND TIMELINE

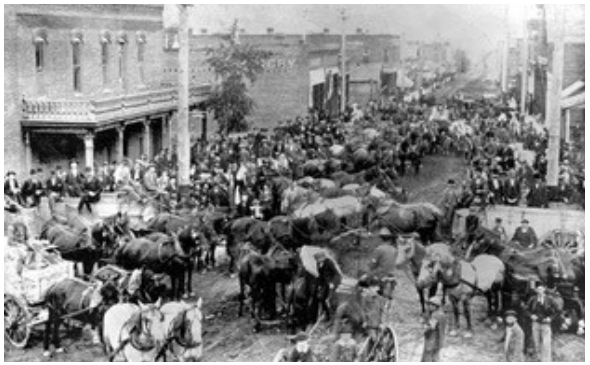
This six-month downtown planning process began in May 2021. An efficient process was outlined to complete the plan on time and budget. The process included a community survey, a 2-day community workshop, multiple interviews and meetings with city and county staff, and monthly meetings with the Downtown Improvements Working Group (DIWG) and Economic Recovery Task Force (ERTF). The project was funded by parking revenue.



DOWNTOWN HISTORY AND IDENTITY

Downtown Idaho Springs includes a nine acre area along Miner Street that was listed on the **National Register of Historic Places** in 1984. This collection of Victorian era buildings serves as the "postcard" image for Idaho Springs. Idaho Springs was founded and developed during the Gold Rush, which brought over 60,000 people to Clear Creek County in the late 1800s. The community is nestled within **Clear Creek Canyon** with Clear Creek running throughout the city. The steep topography creates a land-locked, long and narrow community with Downtown as the central core. Downtown, and most of the city, is located north of I-70, which provides **views of the community** by the millions of people who pass by. Idaho Springs remains known as a **working-class mining community**.

The historic gazebo sits at the corner of Miner and 14th Avenue.



Miner Street with immense activity and transportation via horse carriage, circa 1894.

The Stroehle parking garage in Idaho Springs, circa 1930s.

Miner Street as the automobile replaced horse and carriage travel, circa 1930s.

Historic Idaho Springs Train Depot.

A train arriving in Idaho Springs along what is now Idaho Street/Idahoe Mall.

Roberts Brothers Grocery Store.

DEMOGRAPHICS AND TRENDS

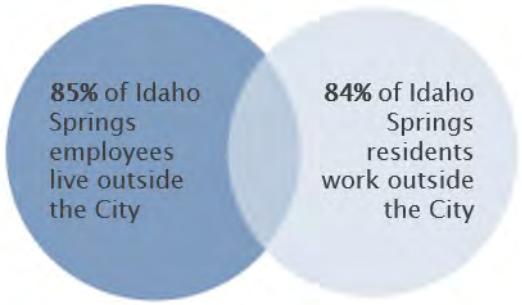
POPULATION:	**1,858**
HOUSEHOLDS:	**908**
HOUSEHOLD SIZE:	**2.14 (owner)**
	1.94 (renter)
MEDIAN AGE:	**43.4**
MEDIAN INCOME:	**$43,886**
EMPLOYMENT:	**800 jobs**

Since 2010, Idaho Springs has had a slight decrease in population (8%), but comparatively has added more children and aging population while losing working-age citizens. **A growing population of children and the elderly demands more resources, like daycares and senior citizen activities and resources.**

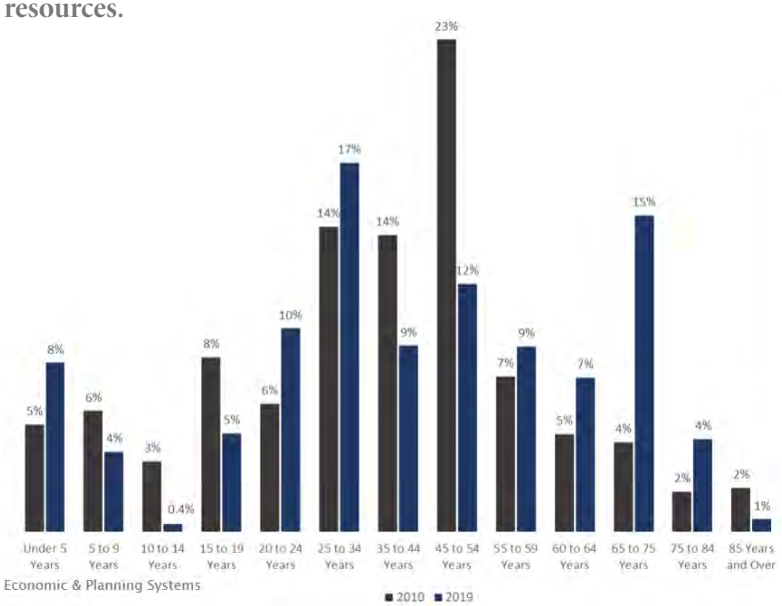
Idaho Springs is a working class community with incomes 39% lower than statewide averages and 56% of households earning less than $50,000 per year. **With National trends of increased work-from-home jobs, high quality of life communities like Idaho Springs are seeing growth and affordability pressures. This puts significant pressure on this community to maintain and build affordable housing options.**

69% of employment in Idaho Springs is in the service industries, such as food services and retail. **These tend to be lower paying jobs and with rising home prices, along with other national labor shortage issues, contributes to employees not being able to live where they work, adding unnecessary stress and commutes.**

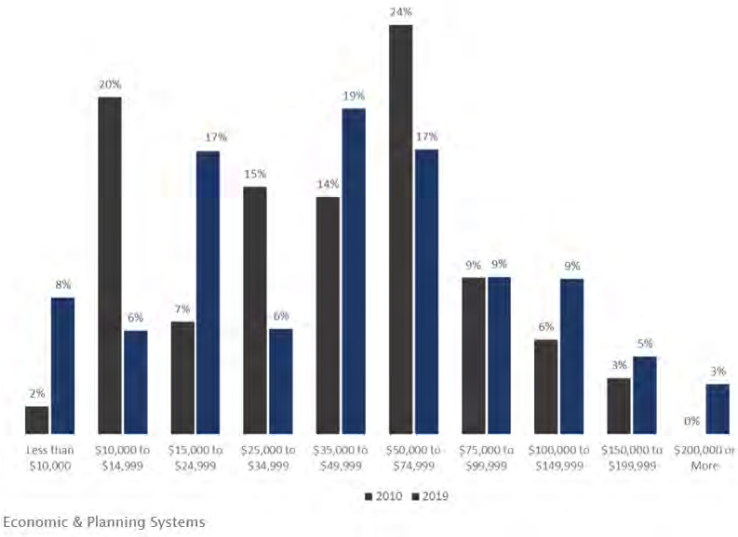
Growth pressures, and the challenges that come with them, are present throughout the state. Finding manageable solutions for housing and infrastructure to maintain economically vibrant and sustainable communities are at the core of every discussion and debate. This plan considers these impacts, and solutions to address them, for downtown, but further action citywide is necessary and urgent.



The majority of Idaho Springs employees live outside the community and the majority of residents commute to their jobs.



Income trends in Idaho Springs from 2010-2019.



Income trends in Idaho Springs from 2010-2019.

DOWNTOWN PLAN PROJECT INFLUENCES

As stated previously, a specific plan for downtown does not exist. The Comprehensive Plan establishes citywide policies and land use objectives, but does not outline specific projects for downtown to consider.

There are two primary influences that initiated the desire to complete a downtown plan: planning for a parking structure and Covid-19 impacts:

DOWNTOWN PARKING STRUCTURE - a parking structure has long been discussed for downtown and many studies have recommended this as a solution to the lack of land available in downtown. The city has been working with CDOT as a primary financial partner for the structure. A ***transit and mobility hub at Exit 240*** is a priority for CDOT, so there is an opportunity to combine the two to solve multiple issues at once. Downtown Colorado, Inc. has also been working with the city to examine funding opportunities for the city's contribution to the project. The impact of such a new, large structure in downtown has demanded a deeper-dive look at the design and how it can fit into the historic context, as well as the circulation impacts to downtown overall.

A graduate student architectural rendering of a potential parking structure and streetscape improvements.

COVID-19 - Another primary driver for the plan was Covid-19 and its effects on downtown. The Downtown Improvements Working Group (DIWG) and Economic Recovery Task Force (ERTF) were groups started by Mayor Hillman during Covid-19 to initiate temporary improvements and set a path of economic recovery for the city. Many of these members are daily employees, managers, and business owners of downtown businesses. This group led the visioning and implementation of the temporary ***Miner Street Marketplace*** - a test project along Miner Street from 14th to 17th Streets that evaluated full closure to automobiles during the summer months to create a pedestrian mall with expanded outdoor dining areas with games and music, as well as partial closure to automobiles in the colder months while still maintaining expanded sidewalk dining areas.

Whereas many communities felt devastating loss during this time, Idaho Springs thrived. The Marketplace was a huge success and has demonstrated viability to study how it could be implemented in a more permanent way.

So, now is the time to strategically plan for the future of downtown, with two potentially game-changing projects envisioned. This plan provides further guidance for the parking structure and Marketplace in Chapters 3 and 5.

Miner Street Marketplace with partial closure to automobiles - one-way street with parking on south side.

Miner Street Marketplace with full closure to automobiles - a pedestrian mall.

OUTSIDE STUDY AREA INFLUENCES - Aside from the immediate downtown study area influences, there are a few other projects that will directly impact downtown.

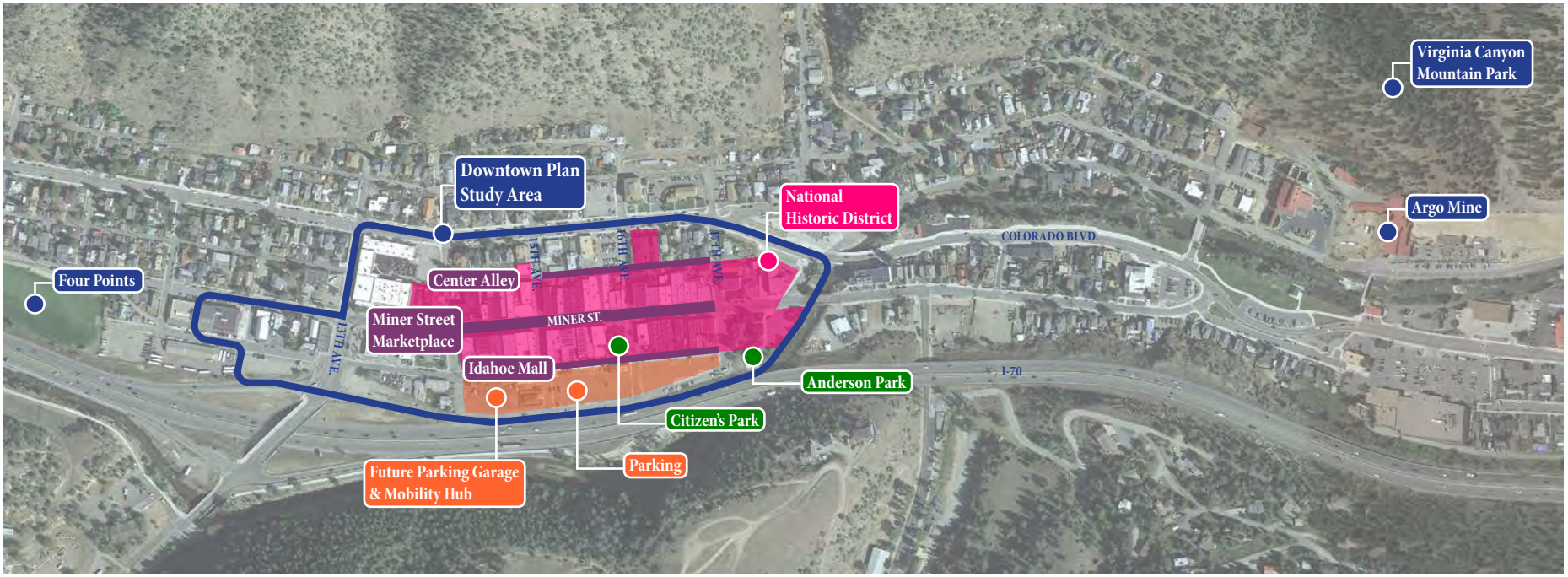
- **Four Points** - the proposed development on the former Digger Field (as currently planned) would include more than 100 apartments, a new park, and some commercial development, such as a home improvement and hardware store, within walking distance of downtown.
- **Argo Mine** - a visionary plan also exists for the Argo Mine just east of downtown, including a new cable car that will include mountaintop plazas, viewing decks, food and beverage, amphitheater, an event venue, and nature trail. This is expected to grow tourism, for which downtown will benefit.
- **Virginia Canyon Mountain Park** - above the Argo Mine and Mill, this new 400-acre park will provide approximately 12 miles of trails - including hiking and biking trails.

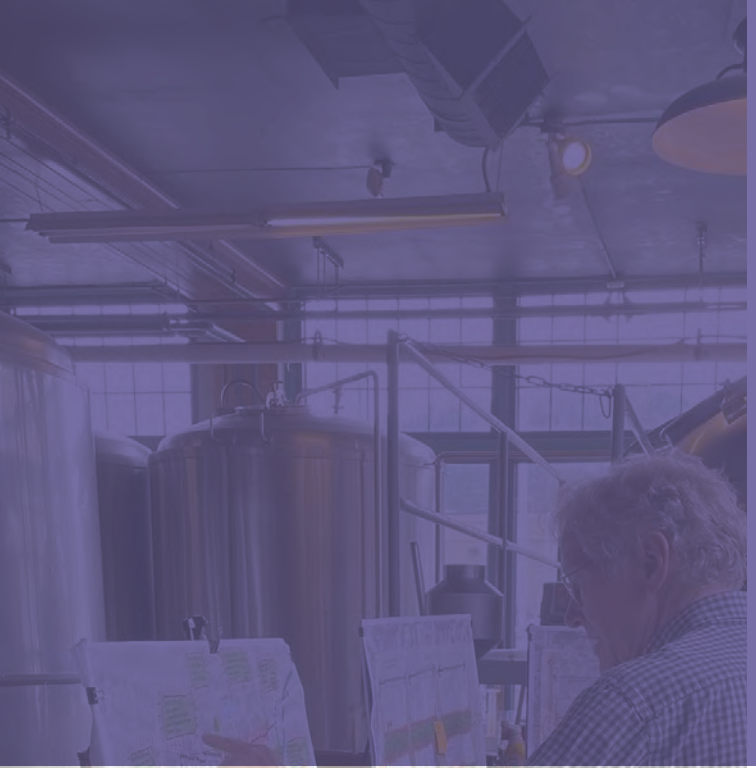
DOWNTOWN PLAN STUDY AREA

The Downtown Plan study area is bound by Colorado Boulevard to the north, I-70 to the south, Clear Creek to the east, and 13th Avenue along Miner Street to pick up the Recreation Center and Exit 240 parking lot to the west. The highlights of the plan are listed below, including:

- **The National Historic District**
- **Miner Street Marketplace**
- **Center and Idahoe Mall Alleys**
- **Citizens Park and Anderson Park**
- **Public Parking Lots and Land**

It is important to note that while the study area focuses on a specific boundary within "downtown", this plan effects the entire community of Idaho Springs. Recommendations herein focus on improving downtown, while also improving the effects downtown has on residents (e.g. improved parking and circulation.)





2 Vision & Framework

OVERVIEW

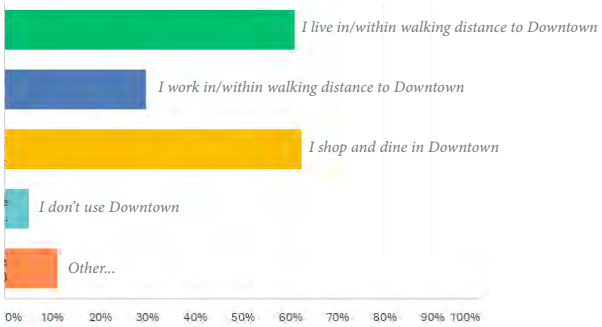
The future vision for downtown was developed through feedback from the community survey and interviews with staff and stakeholders. The following pages provides a summary of this feedback and themes to consider as the city moves forward with implementation.

One **overarching theme** that is important to the community and should be considered in any future project is **environmental stewardship**. Realizing the environmental impact of decisions moving forward and how to design projects so they work in harmony with nature and can withstand and sustain future generations is key. Whenever feasible, source local materials, minimize construction waste, use and generate renewable energy, and utilize low impact development (LID) strategies.

COMMUNITY SURVEY

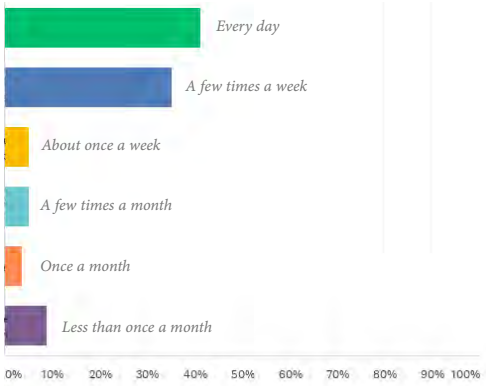
An community survey was sent to every resident in Idaho Springs and posted online via the city's e-newsletter and social media. There were a total of 135 responses to the survey, with 27 paper responses and 108 online responses. The survey was posted from June 9th to July 20th, 2021. The results of the survey are as follows:

1 Describe your relationship to Downtown Idaho Springs (select as many as appropriate):



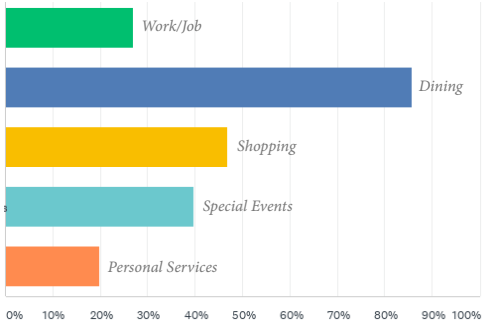
TAKEAWAY: Most respondents live, work, shop, and dine Downtown.

2 How often do you visit or pass through Downtown?



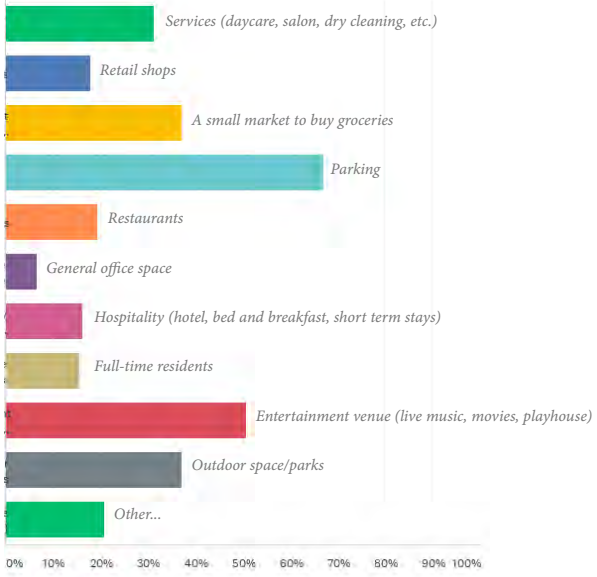
TAKEAWAY: Most respondents were locals and use visit Downtown daily or weekly.

3 What are the top activities that bring you Downtown (select up to two)?



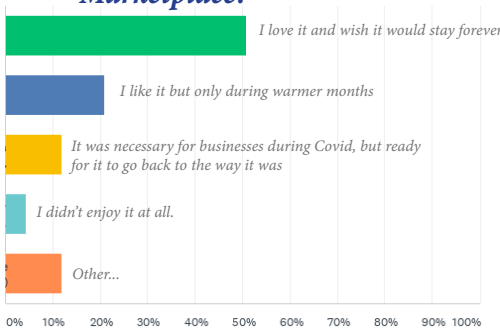
TAKEAWAY: Most people visit Downtown to dine. Shopping and special events also draw people downtown.

4 What do you think Downtown needs more of (select all that apply)?



TAKEAWAY: Respondents thought parking, an entertainment venue, a small market, outdoor space/parks, and services are most needed.

5 Which statement most closely relates to your perception of Miner Street Marketplace?



TAKEAWAY: Most people enjoyed the Marketplace and want it to stay either year-round or seasonally.

6 If you had a million dollars to donate to the city, what would you spend it on (select up to two)?

TAKEAWAY: By far, respondents would spend money on a parking structure, if they could.

In 2050, Downtown Idaho Springs IS...

COMMUNITY VISION

The last question to the survey was open-ended, asking people to fill in the blank to the sentence "**Downtown Idaho Springs IS...**" There were 108 responses to the visioning sentence. Common themes - both dreams and concerns - are summarized below:

- **Has Maintained the Small Town Charm** - it is important that Idaho Spring's small town vibe is not lost in the future. Many commented that they don't want Idaho Springs to turn into the Colorado ski towns.
- **Historically Preserved** - people are proud of the history and heritage of Idaho Springs and think it should be preserved and celebrated.
- **Thriving, Vibrant, and Inviting** - these were common words used to describe the future of downtown.
- **Not Just for Tourists** - many people fear that the city will focus improvements for just tourists, and ignore the needs of the community, making it more expensive to live here and not including the daily services that residents need.
- **Easy to Park and Navigate** - this was a primary theme. People feel that parking and traffic have gotten out of hand and some say it's a reason they don't come downtown anymore. Many mentioned a desire to keep parking free for residents of Idaho Springs.

- **A Unique Destination** - many mentioned the pedestrian mall as a way to achieve this, but in general, there is a sense that Idaho Springs is unique and has an opportunity to celebrate its uniqueness in the future.
- **Family-Friendly** - maintaining and growing amenities that makes Idaho Springs a great place to raise a family is important.
- **Not Too Crowded** - people realize that growth is inevitable, but they fear that it will change the small-town charm that is why they live here in the first place.
- **Affordable** - many expressed concerns of housing costs getting out of hand. Some rent when they would prefer to buy, but have no choice.
- **Clean and Well Maintained** - many expressed the need for property owners to keep up their properties so that they match the level of care and preservation that downtown deserves.
- **Open Past 5pm** - many mentioned that stores close too early and would love for them to stay open later.

BUSINESS AND PROPERTY OWNER FEEDBACK

The following is a summary of feedback from the Downtown Improvements Working Group (DIWG) and Economic Recovery Task Force (ERTF) with regards to downtown improvements:

- **Love the Marketplace, but Keep Miner Street Flexible** - there is general sentiment from business and property owners that Miner Street Marketplace, while successful and loved by most everyone who visits, may not be appropriate year-round. They would like to see permanent improvements made to the street that accommodates the pedestrian mall concept, but does not preclude auto travel, especially during winter months when they felt the marketplace would feel "dead" during the slower months and colder weather seasons.
- **Staffing is a Major Concern** - business owners are all struggling to reopen to "normal" operations because of staffing shortages. They fear this will only get worse if housing and gas prices escalate. Most staff are already commute in from other places, but it would be nice if they had the option to live closeby and would be more predictable for business owners.
- **An Entertainment District is Desired** - most stakeholders saw the concept of an Entertainment District being a perfect fit for the marketplace. Having the ability to order a drink and play a game of cornhole while you wait for your food, for example, is much desired. Dealing with the operations and maintenance will be a consideration moving forward.
- **A Moveable Stage is Desired** - currently for live music events, the city has to rent a stage from Gilpin County. Some mentioned the idea of purchasing/building a moveable stage, like the one in Grand Lake, could be beneficial and provide the city flexibility to use the stage in different locations for different events.
- **Supportive of Parking Structure** - business and property owners agree that the parking structure is necessary to sustain the future of downtown. However, they want it to be carefully designed to fit into the historic character and saving the Robert's Brothers Garage in some capacity (ideally all of it) is desired. Electric Vehicle (EV) charging was also important.
- **Transit and Trolley** - many would like to see more convenient options in terms of transit and moving people throughout downtown. Bustang has been a big benefit, but not as utilized as it could be - for example, by employees. A circulator trolley was also an idea that received positive feedback by the stakeholders.
- **Housing over Everything** - affordable and attainable housing is seen as a critical element to sustain downtown. Implementing housing on second floors of buildings where employees or business owners could live near where they work, as well as looking at the future of Carlson Elementary site and Four Points as major housing opportunities. But, if it's all built as market rate or luxury units, it will defeat the purpose and worsen the problem.
- **Railroad Theme** - there is a desire to rename Idahoe Mall to Railroad Alley and incorporate train tracks and theme into the alley design, with a terminus at the restored rail car at Anderson Park. A pavilion over the rail car is also desperately desired to maintain the restoration of the train. Stakeholders also dream about the ability to move the old train station back downtown in the future and use it for a community use.
- **Coordinate with Four Points** - the proposed development on Digger Field should be closely coordinated with any downtown improvements and vice versa.
- **Micro-retail on Alleys** - many saw opportunity for new, smaller start-up businesses to build up along the alleys. This could add to the vibrancy of the alleys and need to be encouraged by zoning.
- **Skate Park Location** - stakeholders weren't sure if downtown was the best location for the skate park to be moved, as it only serves a small percentage of the community. Some thought across from the Recreation Center made sense if Four Points includes a new park, but it shouldn't take up all the room for other necessary community needs.
- **Waterwheel Park** - this is such a huge amenity for the community, yet people don't even know it's there. Stakeholders talked about making it more of a destination and could imagine even winter activities there like holiday lights, an ice castle, or even a "Teenie Tiny Town" for children to enjoy.

DOWNTOWN CHARRETTE AND WORKSHOP

A two-day Design Charrette and Community Workshop was held on Wednesday, June 30th and Thursday, July 1st. These two days were designed to be interactive with the public and stakeholders, as well as provide an efficient process for the design team to work together on-site.

A mailer was sent to all residents of Idaho Springs with a "save the date" for the charrette/workshop. Flyers were also passed around and posted at downtown businesses that displayed opportunities for the public to interact with the design team and staff. They included the following:

- **Drop-in hours** for people to stop by on their own time and talk to designers/staff.
- **A Walking Tour** of downtown with designers/staff; and
- **A Downtown Celebration** with two stations set up at popular downtown businesses to engage with passersby and customers and display preliminary design concepts from the charrette to receive feedback.

Unfortunately, it rained the night of the Downtown Celebration, but there was still substantial interaction and feedback given to the team.

The interviews and interactions from the public, stakeholders, and city staff during the charrette and survey are the foundation for this plan.

Residents and business owners engage with designers to preview concepts for the Miner Street Marketplace.

Downtown stakeholders interact with the design team after a meeting.

HDR employees working on a concept for the south parking lot.

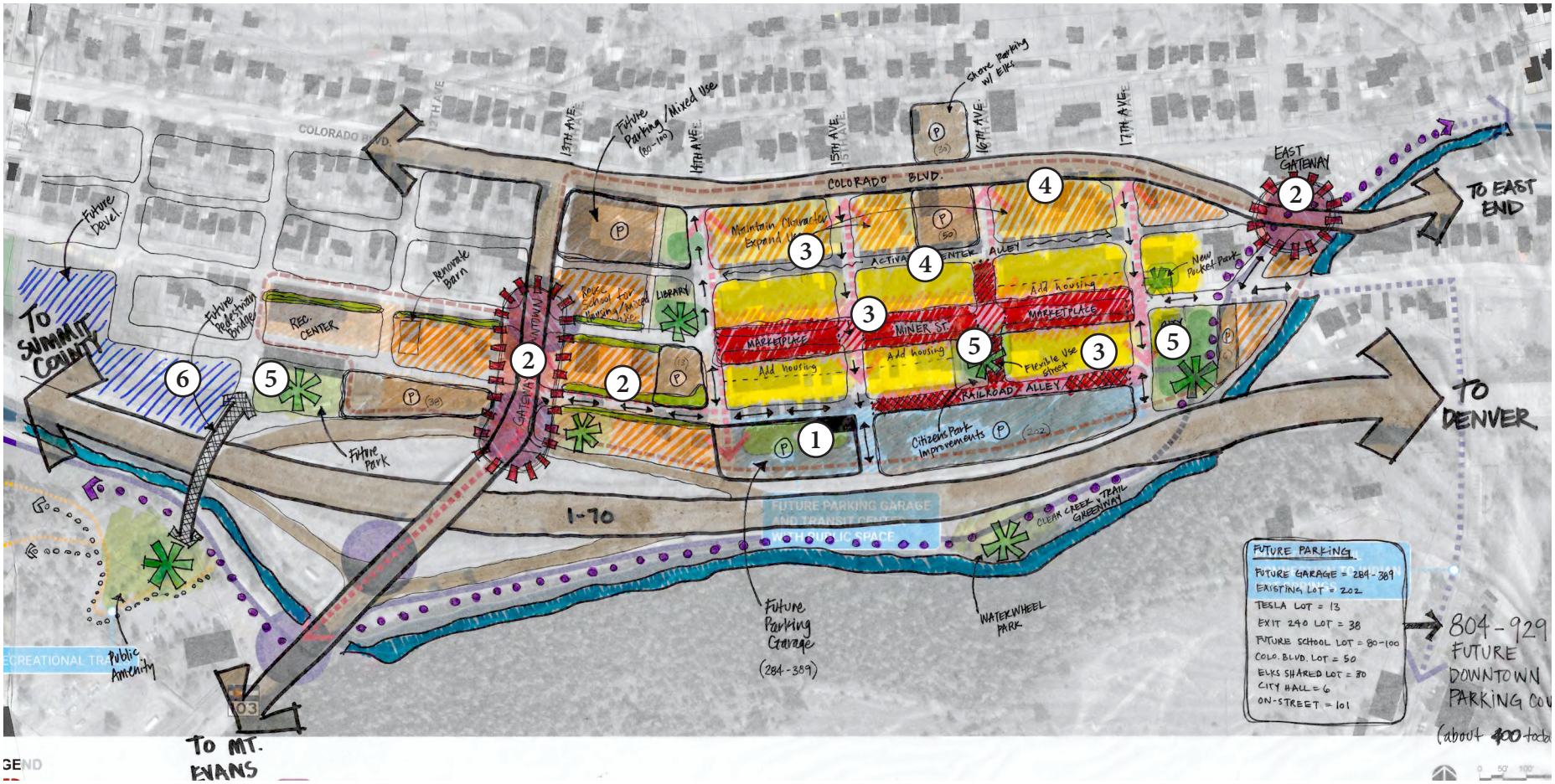
A downtown business owner presenting the concept for the parking structure and mobility hub.

Jim Leggitt, FAIA, produces digitally hand-drawn renderings for key downtown projects during the charrette.

DOWNTOWN PLAN VISION AND FRAMEWORK

The following vision statement provides a summary for what the community and business owners envision for the future of downtown. A framework plan (below) provides a high-level overview and structure for downtown improvements, based on the vision. Descriptions are on the following page.

*"Downtown Idaho Springs is a **welcoming, vibrant, and unique place** in the state of Colorado that **makes locals proud** and **visitors wanting to come back**. It has kept its **authentic, historic, and small-town charm** while growing to meet the needs of the future. It provides a one-of-a-kind historic downtown experience with a **unique marketplace** that operates as a seasonal pedestrian mall. Business owners and employees can **walk to work** from nearby residences and businesses **help locals meet their needs** in addition to serving tourists. It is **easy to get to, park, and navigate through** and offers a **multitude of experiences** - from shopping and dining to festivals to outdoor adventures."*



The framework elements provide a path for downtown improvements and are generally prioritized, however some projects may happen simultaneously. They are described in more detail throughout the document, but this provides a high level overview of plan recommendations and projects to consider:

1. **Solve the Parking Problem** - First and foremost, it is essential that downtown **invest in a parking structure**. This was the #1 most needed element in downtown as well as the #1 investment people would make to downtown. The city is currently working with CDOT, downtown property owners, and the parking agency to secure financing for the structure. There are additional opportunities for parking throughout downtown as well, both on city properties and by partnering with private developments. See Chapter 3 for more information.

2. **Create a Welcoming Environment and Seamlessly Direct People to Parking and Destinations** - Next, it is important to create **attractive gateways** to downtown - identified at Exit 240 along 13th Avenue and at the intersection of Colorado Boulevard and Riverside Drive. In addition to gateways, **enhanced streetscape design features** on key pedestrian streets like Idaho Street, Miner Street, and the numbered north-south streets will create a welcoming environment for walking. Finally, new **signage and wayfinding** will direct visitors around downtown in an effortless fashion and highlight Idaho Springs' attractions. See Chapter 3 for more information.

3. **Invest in Unique Placemaking Projects** - Downtown has opportunities to create one-of-a-kind experiences in public spaces like the **Miner Street Marketplace and downtown alleys**. This plan recommends a strategy for implementing a permanent version of the Marketplace with a design that creates a beautiful, pedestrian-first place while maintaining flexibility for future configurations. Improvements to Idahoe Mall and Center Alley are also envisioned. See Chapter 5 for more information.

A modest parking structure that fits into the historic character of downtown - like this one in Rapid City, SD - can help solve the parking problem while enhancing the downtown experience.

A wayfinding signage program to direct downtown users to parking and destinations is necessary to improve the downtown experience.

Enhancing the design of Idahoe Mall and Center Alley can bring new opportunities for open space and business in downtown.

4 **Maintain Historic Character and Increase Housing Choices Downtown** - the community values historic preservation and also fears the cost of housing will drive people out of town. This plan offers a win-win by **encouraging preservation of structures** throughout downtown and fully utilizing them by **adding housing options**. This includes activating upper floors of buildings on Miner Street as well as reusing, perhaps with context-sensitive additions, other buildings throughout downtown for housing residents at affordable prices. See Chapter 5 for more information.

5 **Enhance the Downtown Experience with Expanded and Improved Parks and Open Spaces** - many people expressed a desire for a more family-friendly downtown, including places to take kids and gather with neighbors. This plan offers recommendations for **improving downtown parks**, including a new downtown loop/walking path to connect them all! See Chapter 4 for more information.

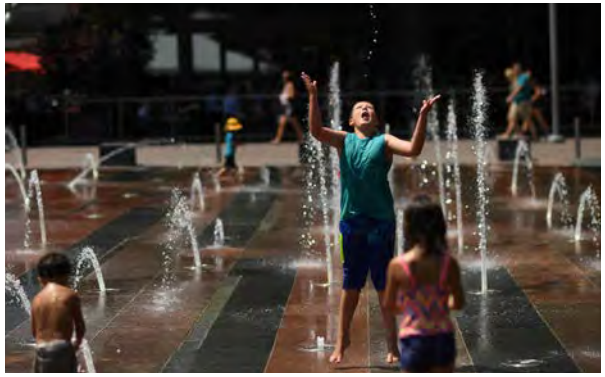
6 **Work with Partners to Help Implement the Vision for Downtown** - downtown is a limited environment to solve every issue and dream within. New developments, such as Four Points and the Argo and other future projects, present opportunities to work with developers to ensure this vision is reached. Opportunities include providing **additional housing** at attainable prices, incorporating **open space** that is welcoming for locals to enjoy as well as visitors, and providing **essential goods and businesses** like daycare, dry cleaning, home improvement, and groceries.

Activating upper floors with apartments and lofts provide affordable options for employees to live near work.

Old Town Square in Fort Collins is designed as a flexible space to host events that accommodate hundreds of people as well as serve everyday needs with family-friendly amenities.

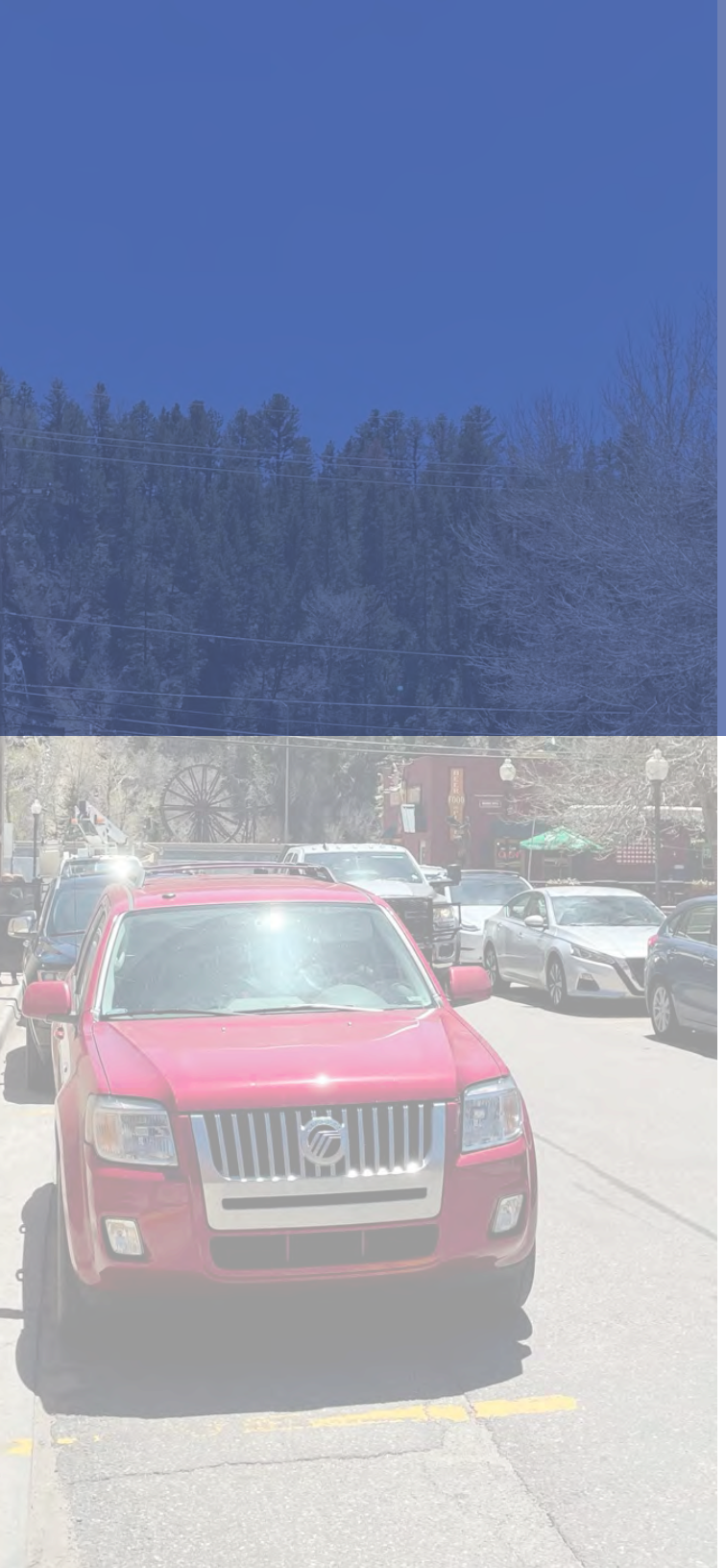
Look for opportunities to add housing options near downtown at attainable price points and styles that fit the character.

Adapting single family homes to accommodate more than one unit can bring affordable options downtown.



Denver's Union Station welcomes children and families with its pop-jet water fountain in the plaza.

The Ivywild School in Colorado Springs was converted into a mixed use project. This could be appropriate for Carlson Elementary if and when it relocates.



mo·bil·i·ty *(noun)* - the ability to move or be moved freely and easily.

3 Mobility & Parking

INTRODUCTION

Downtown Idaho Springs is a vibrant and busy area and gathering place. Because of Idaho Spring's regional location and proximity to Interstate 70 (I-70), many visitors are traversing between destinations in the mountains and the Denver metro area. Idaho Springs wants to both capture more regional travelers, in addition to becoming more of a destination itself, with an added emphasis on the visitor experience. At the same time, it is important to mitigate the impacts additional visitation has on Idaho Springs' residents.

The downtown area is uniquely positioned within the City, located midway within the linear City of Idaho Springs and one block off of I-70. The area between I-70 and historic downtown and Miner Street is primarily parking today. In addition, on street parking throughout the community has been either permitted for local residential use only or has been converted to paid parking utilizing a vendor to administer collection and enforcement. The paid parking has been successful at better managing parking and increasing the turn-over rate, netting additional revenue to the City. Though the paid parking has influenced the visitor experience by creating opportunity, the fact that visitors must traverse through town and a maze of one-way streets to find parking diminishes the overall user experience at the onset of their visit and negatively impacts adjacent residential neighborhoods. The goal of this chapter is to find solutions that benefits both downtown businesses and residents by improving the experience of arriving and parking in downtown, getting visitors to the businesses faster and keeping them out of the neighborhoods.

CHALLENGES AND OPPORTUNITIES

A primary concern for downtown lies within solving the parking and congestion issues that many have experienced on a busy summer day or winter weekend. The 2019 Parking Study found a need for additional parking and recommended a parking structure and paid parking system for downtown. The paid parking program has been instituted and the parking structure is currently undergoing further design, engineering, and funding studies. Aside from these already underway projects, the following pages outline additional challenges, opportunities and outcomes, recommendations and priority projects.

Challenge #1 - There is a lack of parking near destinations which results in circulation congestion, which in turn, results in reduced street capacity.

Opportunities and Outcomes:

- **Construct more parking** in proposed parking structure to provide a known destination to find parking.
- **Reconfigure existing parking lots** along I-70 to improve circulation and gain spaces.
- Provide **wayfinding and technology** (parking app) to reduce time spent looking for parking.
- Consider adjusting **one-way operations** on 14th, 15th, 16th, and 17th (however this would result in loss of parking spaces.)
- Work with school to **improve drop-off and pickup** - location, wayfinding and process instructions - to not add to visitor congestion.

Challenge #2 - Locals feel they cannot park downtown, and some avoid it due to this.

Opportunities and Outcomes:

- Same as #1.
- Continue to **waive parking payment** for locals to incentivize them to use downtown more.

Challenge #3 - It is difficult to hire and retain employees (as it relates to parking and transportation.)

Opportunities and Outcomes:

- Same as #1.
- Add **"Downtown Employee" designated parking** areas in new structure or existing parking areas to provide a known destination for employees that does not compete for visitor parking.

Challenge #4 - There is a very high peak demand for parking (I-70 backups, holidays, summer.)

Opportunities and Outcomes:

- Same as #1.
- Consider **additional parking** solutions for peak demand days such as **circulator vans** and additional parking on the far east end of town to increase capacity and decrease frustration of visitors and locals.

Challenge #6 - Pedestrian and bicycle conflicts and accessibility concerns.

Opportunities and Outcomes:

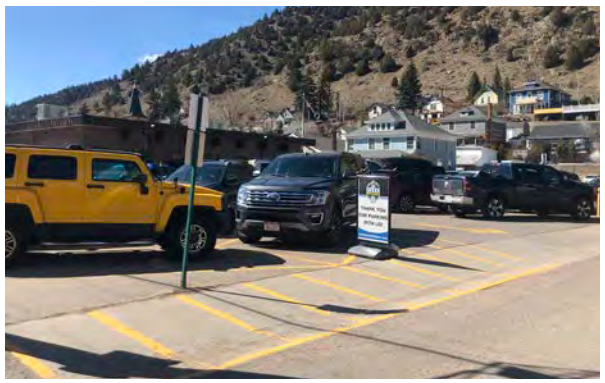
- Create a **permanent pedestrian mall** on Miner Street to avoid pedestrian and bicyle conflicts with motorists.
- **Improve ramps** to sidewalks and business entrances to provide equitable access.

Challenge #7 - Old utilities need repair/ updating.

Opportunities and Outcomes:

- Consider **replacing utilities** in coordination with future construction and/or redevelopment to reduce rebuild and continued construction impacts and improve utility service within community.

Drivers stranded near Idaho Springs due to rockslide.

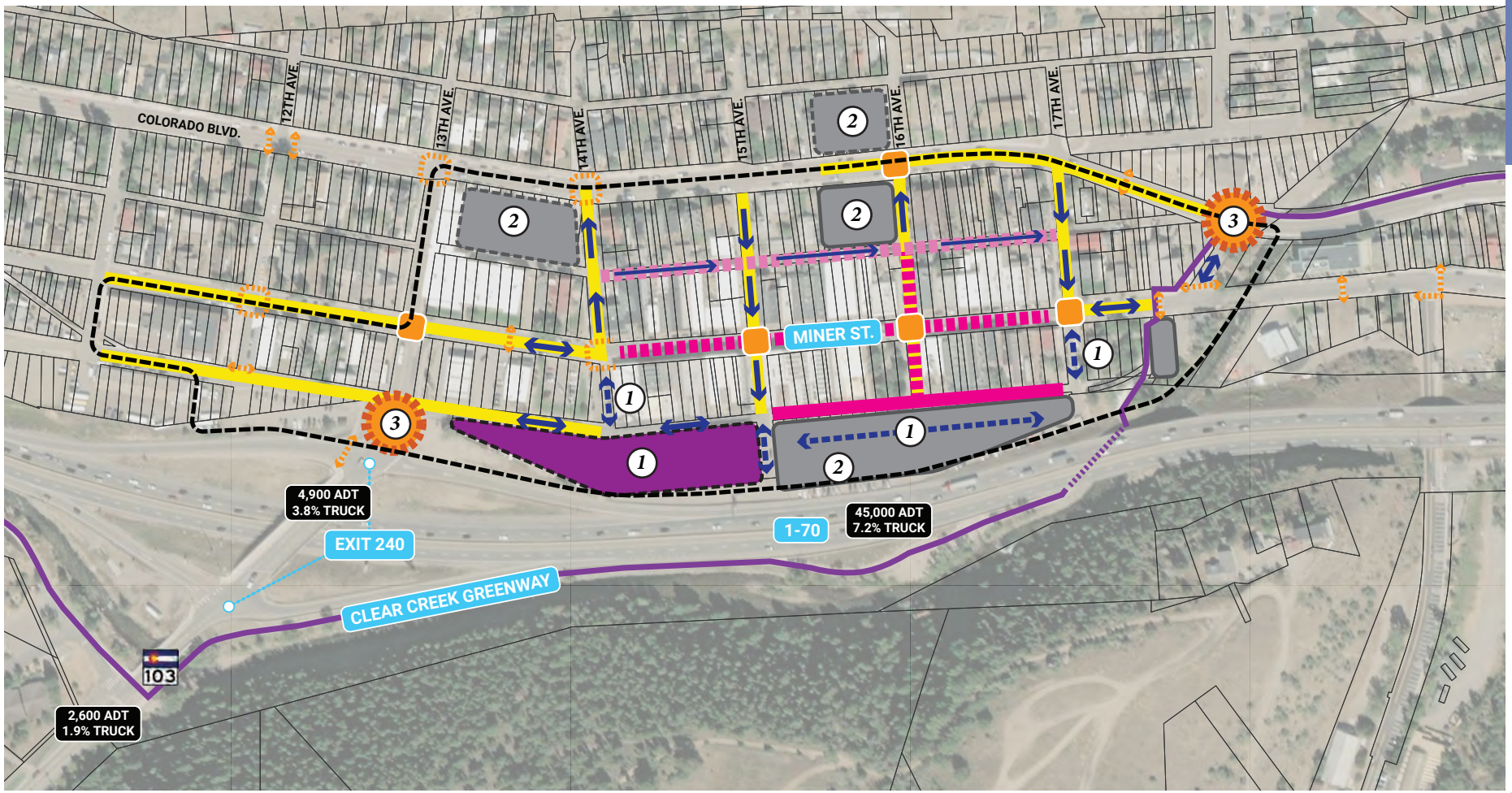


Full parking lot at 16th & Colorado.

Downtown Mobility & Parking Opportunities

LEGEND

- Project Boundary
- Existing One-Way Streets
- Existing One-Way Alley
- Existing Two-Way Streets
- Proposed Two-Way Streets/ Circulation Routes
- On-Street Parking Streets
- Pedestrian-Only Alley (Proposed Improvements)
- Proposed Seasonal Pedestrian-Only Streets
- Proposed Multimodal Alley (Pedestrian Improvements)
- Existing Crosswalks
- Proposed Intersection Improvements
- Proposed Gateway Improvements
- Existing Public Parking (Proposed Improvements)
- Proposed Public Parking (Dependent on Redevelopment)
- Proposed Parking Structure & Mobility Hub
- (X) Catalyst Project



RECOMMENDATIONS AND PRIORITY PROJECTS

Catalyst Project #1 - Parking Structure, Mobility Hub, and Circulation Improvements.

A **parking structure and mobility hub** is currently planned at the SH103/I-70 Interchange (Exit 240) in the northeast quadrant. The structure is planned between I-70 and Idaho Street and 14th and 15th Avenues and anticipated to have approximately **280 spaces**. Of those spaces, approximately 20 will be comprised of Electric Vehicle ready on opening day, Electric Vehicle ready for future expansion, and transit user parking. Other mobility hub elements may include transit stop amenities such as a **shelter and pedestrian connection** to the parking structure.

The purpose of the mobility hub is threefold:

- Create an **improved transit network** throughout the region and state;
- Provide **mobility options for local residents and workers** in the area; and
- Provide **mobility options for visitors** to the city.

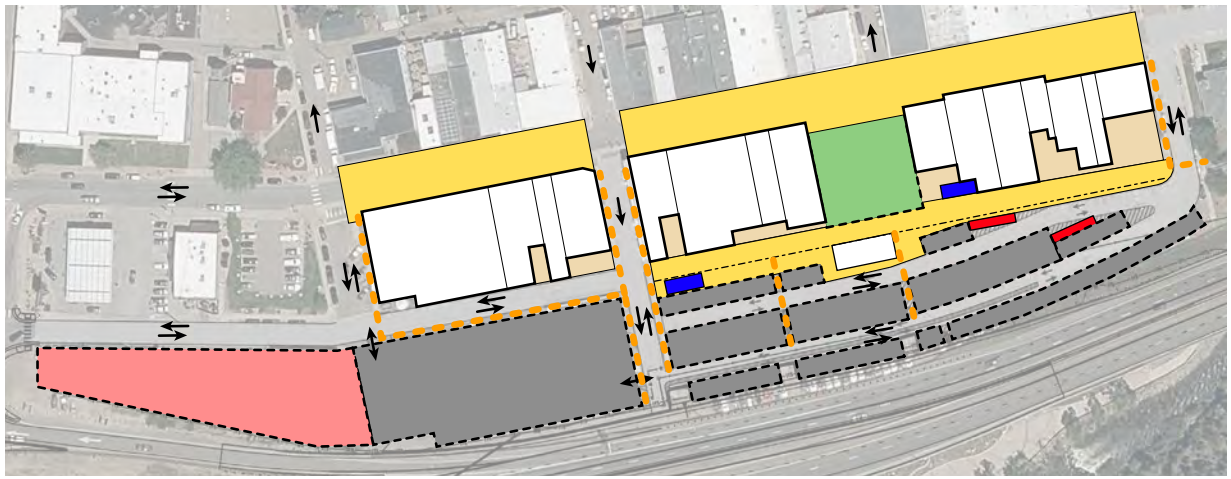
The City of Idaho Springs is currently working with the Colorado Department of Transportation (CDOT) and their Department of Transit and Rail (DTR) for funding for this project. The City is also working with local businesses to obtain additional funding to ensure the project is implemented to its full potential. The mobility hub may also include relocating businesses to a more complementary location to provide better land use options directly adjacent to the hub and the parking garage.

Design of the parking structure should consider the following:

- Keeping in place and incorporating the historic **Roberts Brothers garage** structure at 15th and Idaho Street.
- **Visibility of the structure from I-70** and use of signage and overall appeal to passersby.
- **Overall design** of the structure, including scale, materiality, and quality should **blend in with the historic district**. With limited time to create new guidelines, consider having the design of the parking structure follow Part Three of the city's Design Guidelines for Historic Structures.
- **Activate the parking structure** with uses other than parking. This could include space for vendors in and near the structure, use of upper deck for community events during off-peak times, public art, or more.

Anticipated **street circulation improvements** will provide for more direct access to the proposed parking structure and surface parking while decreasing overall traffic circulation and congestion from people looking for parking. From Exit 240 (SH103 and I-70 interchange), vehicles heading downtown will be directed to the parking **via Idaho Street** by using wayfinding and street improvements that more intuitively channelize drivers.

From Exit 241, people arriving **via Colorado Boulevard** would be directed to the parking lot and structure along Riverside Drive to Miner Street to 17th Avenue. Wayfinding signage would be provided to intuitively direct vehicles to the most available parking options.



Detailed circulation and other improvements south of Miner Street.

It is proposed that **15th and 17th Avenues**, south of Miner Street, would be **converted to two-way** streets to help assist with parking circulation so that these streets can be used both for arriving and leaving when Miner Street is closed to vehicular travel. Improved two-way circulation is also provided through the proposed improvements to the surface lot.

These improvements will reduce traffic circulation downtown by providing direct access to ample parking. In turn, overall safety is improved, as well as both the visitors' and local residents' experience of downtown. Reduced visitor traffic circulation will also result improved ease of school pick-up and drop-off at Carlson Elementary.

Convenient on-street parking will still be available on other downtown streets. Refer to page 21 for locations and more information.

A conceptual sketch of the proposed parking structure - looking east along Idaho Street at the entrance. The design emulates the historic parking facility that was downtown (see photo to the left). The Roberts Brothers Garage facade is seen in the distance and should be saved and incorporated into the design of the future structure.

Former parking structure in downtown (now demolished).

Right: a parking structure and improved alleyway in Rapid City, SD is similar to what is envisioned for Idaho Street.

Catalyst Project #2 - Circulator Transit

A method of circulating people from parking/dropoff areas and around the City is needed to both provide access to as well as take advantage of the centralized parking and Mobility Hub. Regional transit is provided by **CDOT's Bustang** and Clear Creek County's **RoundAbout** service, but a **local transit circulator should be considered** to complete connections within the City of Idaho Springs. This service would further the goal of having people park once and then have the ability to enjoy amenities across the city without having to drive, thus reducing circulating traffic.

A circulator route would be best served by two small 12- to 15- passenger van-type vehicles on a short loop as shown on the following page and offer pick-ups at each station location at least every 15 minutes. The quick time frame is needed for a service like this to be practical. Delays over 15 minutes will lead to underuse of the system in a location the size of Idaho Springs. The circulator should have stops approximately **every 2 to 4 blocks** depending on the location to provide access to all that Idaho Springs has to offer.

Trialing this system can be achieved within a limited budget. A trial would require rental of the vans, paid drivers, identification of the stops, magnetic branding applied to the vans, advance marketing and information campaigns. The City should consider trialing this service on moderately busy days prior to providing the service on very busy holidays. While the circulator may have the most use and impact on very busy days, routing specifics, driver breaks, the impact of heavy local traffic, and the required number of vehicles would be better understood on a less busy day. On very busy days like July 4th, the City may seek additional off-site parking locations, such as near the baseball fields on the east end of town and use the circulator to transport people between these locations. In this case, additional vehicles may need to be added to keep service times frequent.

Given that the parking in historic downtown will continue to be paid for, it is recommended that this service be **provided for free** and any additional costs to the City should come from increased parking fees or other funding sources. This simplifies payments and ticket-taking and reduces loading times.

The "Mines Rover", an autonomous electric vehicle, shuttles students and guests around Golden, Colorado.

A historic-looking, contemporary rubber wheel trolley takes guests around Staunton, Virginia.

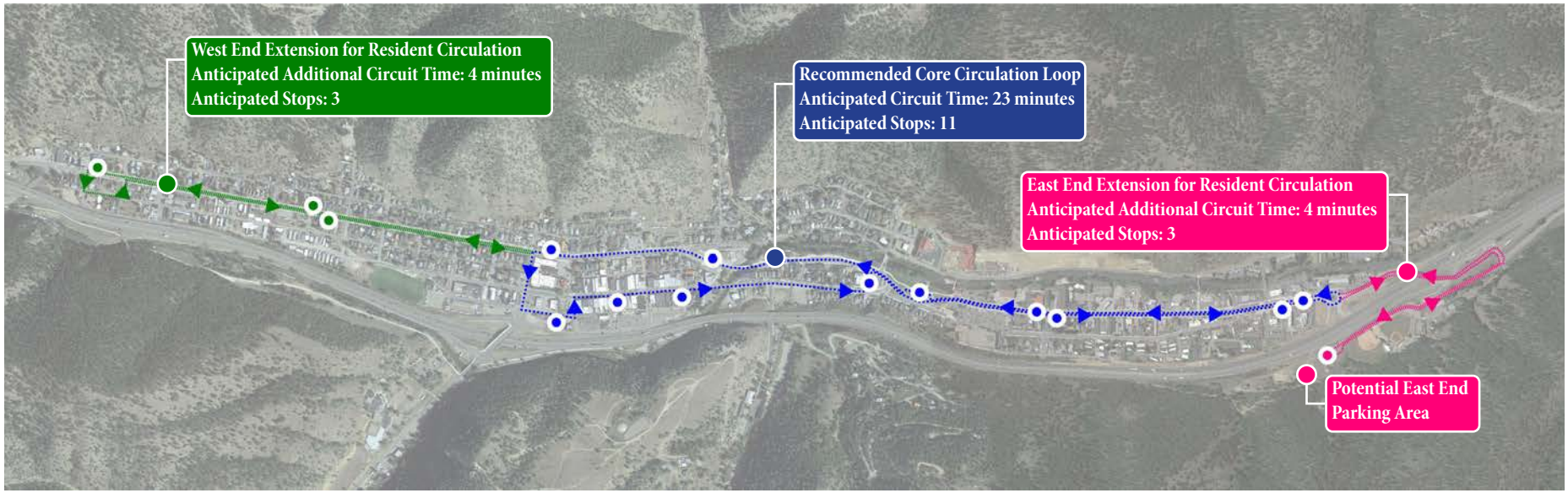
Design of the program should consider the following:

- How should the route **benefit both tourists and the local community**?
- The route should **avoid I-70** to avoid potential traffic delays in a highway setting.

Additional opportunities:

- **Continue the youth bike trolley program** to supplement the circulator, employ youth in the community, and offer a unique experience.
- **Offsite parking can also accommodate oversize vehicles** better than the downtown area, while still allowing easy access with the use of the circulators.
- Larger vehicles and/or accessible vehicles could be considered if the trials are successful.
- **Tour guides** could talk about the history of Idaho Springs during the trips.
- A circulator system may open the City up to additional parking that is further from Historic Downtown and accommodate additional visitors and work-force participants.

A standard passenger vehicle serves as a free circulator in Baltimore County, Maryland.



A conceptual recommended trolley route and estimated ride times for Idaho Springs includes a Core Loop with a West End and East End Extensions.

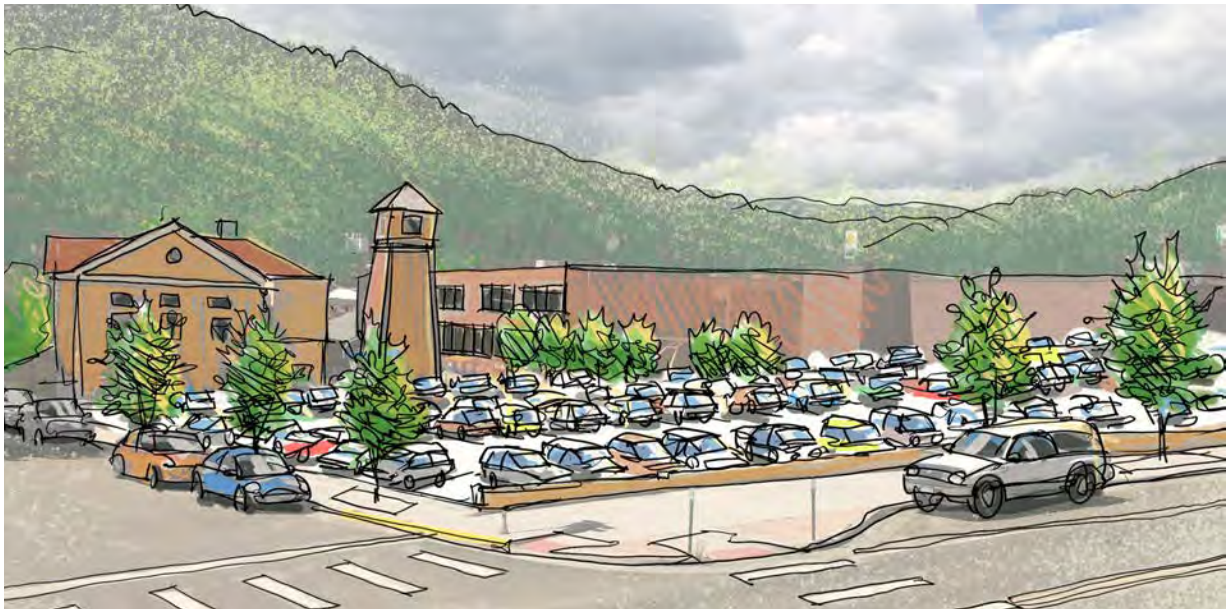
Catalyst Project #3 - Other Parking Improvements

In addition to adding a parking structure and mobility hub downtown, there are other opportunities to improve parking access and parking counts downtown, even with on-street parking spaces removed from Miner Street. Overall, the city could **gain approximately 225 spaces** overtime with these recommended improvemenets:

- **Reconfiguring the existing "South Surface Lot"** south of Miner Street - this is approximately a break-even on parking count, but would add 20 motorcycle spaces and expand public space for the pedestrian alley and accommodate consolidated trash areas.
- If/when **Carlson Elementary** relocates, this critical site should be used for mixed use development, including affordable housing and additional parking to serve downtown.
- When the clinic relocates to the new facility, the **"North Surface Lot"** at Colorado Blvd. and 16th Ave. could be expanded to accommodate more parking spaces.
- The city could create an agreement with the **Elks Lodge** to utilize their parking when they are not busy.

These combined improvements and estimated counts are provided on the table to the right.

Another parking improvement is to dedicate some parking near downtown for **oversized vehicles, RVs, and trailers.** There needs to be clear, concise **signage** directing these visitors directly to oversized parking locations so they do not clog the circulation system downtown. This concept could be combined with the trolley system to offer oversized parking further away.



A conceptual sketch of parking that could be provided as part of a redevelopment of Carlson Elementary if/when the school relocates. Future parking could be at-grade or in a structure, depending on the redevelopment scenario.

LOCATION	EXISTING SPACES	EST. FUTURE SPACES	DESCRIPTION:
Surface Lot (14th/Idaho)	51	0	To be removed to build parking structure
New Parking Structure (14th/Idaho)	0	284	New parking structure (assume 2 levels)
South Surface Lot (15th/ Idaho)	187	186	Restripe builds on I-70 PPSL work and improves circulation and pedestrian connections
" " " (Motorcycle Parking)	0	20*	Formalized motorcycle parking (not counted in total)
Tesla Lot (14th/Miner)	13	13	To remain.
Exit 240 Lot (13th/Idaho)	38	0	To be removed when existing businesses relocate here.
Carlson Elementary (13th/ Colorado)	0	80	Future Mixed Use redevelopment to include parking component.
North Surface Lot (16th/ Colorado)	32	60	Future demo/restriping when clinic relocates.
Elks Lodge (16th/Colorado)	27	30	Resurface/formalize parking
City Hall (Riverside/Miner)	6	6	To remain.
On-Street Spaces	181	101	14th, 15th, 16th, 17th, Miner, Idaho
TOTAL	**535**	**760**	**+20 Motorcycle spaces**

This parking table estimates an additional 225 spaces that could be provided in the future (+ 20 motorcycle spaces).

Catalyst Project #4 - Gateway Improvements

In time, two major gateways to downtown should be incorporated. They include the intersection of **Idaho Street and 13th Avenue (Exit 240)** and the intersection of **Riverside Drive and Colorado Boulevard.**

These two intersections are the primary decision points for drivers as they enter downtown. These locations should provide visible, intuitive and directional signage that **directs visitors to the parking structure and south surface lot**, which together will provide 470 spaces, the majority of downtown's supply.

These intersections are also important, as they **greet people** and provide an official arrival point to downtown from other neighborhoods and locations. They should include **enhanced landscaping, lighting, and pedestrian improvements**. Consider the following in future designs:

- **13th Avenue and Idaho Street** - a future **roundabout** would provide a sense of arrival from Exit 240 and intuitively direct drivers onto Idaho Street to the parking structure. The roundabout should include **landscaping, signage, and a major art/artifact** feature, like the one on Exit 241 has. If people miss the Idaho Street connection, a second opportunity would be provided at Miner Street via 15th Avenue.
- **Colorado Boulevard and Riverside Drive** - This intersection will be the primary arrival and decision point for motorists arriving via Exit 241 and Colorado Boulevard from the East End. This intersection should include lighting and banners incorporated into the bridge that crosses Clear Creek. Wayfinding signage should be provided on both sides of the bridge

Conceptual roundabout design for the intersection of Idaho Street and 13th Avenue

A "welcome" sign tells visitors they have arrived at a unique destination.

Public art can play a major role in elevating a sense of arrival at a gateway.

Signage and mining structure at the East End's gateway roundabout at Exit 241.

Enhanced landscaping adds a welcoming touch to this roundabout in Breckenridge, Co.

Other Mobility and Parking Improvements

Improved Intersections and Crosswalks - There are a number of intersection improvements the city could work on when funding is available, such as:

- **13th and Miner** - this intersection is critical to drawing people west along Miner Street. Today, this intersection is the primary auto entrance to downtown, which makes it unattractive to cross as a pedestrian. However, when future improvements are made to direct people to the new parking structure, traffic at this intersection should decrease. Improvements should include removing the dedicated right turn and creating a **four-way stop with crosswalks on all sides** and **bulbouts** to shorten the pedestrian crossing distance. This intersection should become a secondary gateway, including **signage** to key destinations and parking and **enhanced landscaping** at the corners and property lines.
- **15th, 16th, 17th Avenues and Miner Street** - today, these three intersections are unmarked, which can cause conflicts between vehicles and pedestrians. The future design of Miner Street should incorporate seamless intersection designs that prioritize the pedestrian. Interim improvements could include **marking the crosswalks on all four sides** to delineate a safe space for pedestrians to cross. Alternatively, especially when the marketplace is active, **a mural that takes up the entire intersection** could provide visual interest and indicate to motorists that this is a pedestrian-friendly crossing space and to slow down.
- **16th and Colorado** - this intersection will be an important pedestrian connection from the neighborhood north of Colorado Boulevard to access downtown. Today it is unmarked, causing pedestrians to have to walk down two blocks in either direction to safely cross the street. **Adding a marked crosswalk and stop signs** at this location will provide comfortable choices for people to access downtown by foot/bike/wheelchair.

Miner Street improvements west of 13th Avenue - the city should work toward improving the streetscape and experience along Miner Street west of 13th Avenue to expand the downtown experience. This could open up new opportunity for business expansion in this area. As envisioned in the charrette, some conceptual improvements to this area could include:

- **Widened sidewalks** on the south side to provide more room for pedestrians and other sidewalk activity like outdoor seating or sidewalk sales.
- This type of investment could **spur private investment** on properties and expand business opportunities.

Accommodating Deliveries - the city and businesses should work to implement a program for deliveries in downtown that is organized and efficient, but that does not clog up the circulation. Consider early morning hours and dedicated loading areas.

The storage building located at 12th Avenue and Miner Street across from the Rec Center is a dream to many to improve and activate. Streetscape improvements along Miner Street could help catalyze this building to be reactivated.

This conceptual before/after rendering of the Dancing Dog envisions a wide sidewalk to accommodate pedestrians and an activated vacant area that could be used as a doggie daycare so visitors and locals could leave their dog with friends while visiting downtown.

rec·re·a·tion *(noun)* - activity done for enjoyment when one is not working.

4 Tourism & Recreation

INTRODUCTION

Idaho Springs has multiple tourism and recreation draws that bring people downtown. A visit to the Argo Mine, rafting Clear Creek, ziplining along I-70, or hiking and mountain biking are all popular regional recreation and tourism draws. Within downtown, there is access to the Clear Creek Greenway, Clear Creek Recreation Center, and multiple small downtown parks for people to enjoy. However, the parks downtown lack contemporary usability and Clear Creek Greenway can be hard to find unless you know it's there.

In the community survey, the #3 thing people wanted more of downtown was outdoor space and parks. While it appears like downtown has a lot of recreation opportunity programmatically, there is opportunity to improve visibility and access to existing parks and open space, as well as modernize them so they are more useful to the community. There are also a few opportunities for new parks and open space.

This chapter sets the stage for downtown improvements for tourism and recreation, including some catalyst projects for the city to prioritize.

CHALLENGES AND OPPORTUNITIES

The primary issues for downtown recreation have to do with out-of-date spaces and lack of visibility and direction for visitors to find existing recreation assets. In addition, existing and future residents should not have to compete with visitors for use of public space, and therefore, opportunities to add more public space should be pursued. The following is a list of primary challenges and associated opportunities and outcomes for each:

Challenge #1 - Citizen's Park is downtown's premier park, but it is outdated and doesn't function well for community events.

The historic restrooms in the park are a useful amenity for Downtown and several mature trees provide much-needed shade, but the pattern of walls that line the pathways within the park make it **difficult to program** for both daily use and community events.

Opportunities and Outcomes:

- **Remove landscape walls** and redesign the space to be more functional and accommodate events and gatherings to provide a true centerpiece to downtown.
- **Incorporate a stage** and design **16th Avenue** to be part of the park to expand the area and allow for larger gatherings, concerts, and events.

Challenge #2 - Anderson Park and Water Wheel Park are underutilized.

Anderson Park is situated behind City Hall at the terminus of Idahoe Mall. It features an historic railroad locomotive, which is loved by the community, but offers no other activity. It also includes a trail connection to the Clear Creek Greenway and Water Wheel Park, but again, this isn't apparent unless you know it exists.

Opportunities and Outcomes:

- **Install signage** to direct users to this area.
- Incorporate **more programming**, such as picnic areas, historic kiosks, play equipment for children, festive seasonal decorations, etc. to draw more people to the area.

Challenge #3 - Clear Creek, and the Clear Creek Greenway are adjacent to downtown, but unknown to some visitors how close it is.

Opportunities and Outcomes:

- Explore opportunities to **bring the greenway through downtown**, or look for options to create off shoots of the path that navigate through downtown.
- Add **signage and wayfinding** both along the trail and in downtown to direct people to the trail and vice versa.

Challenge #4 - Downtown and adjacent areas lack activities for the community's youth.

Opportunities and Outcomes:

- Partner with the Clear Creek Recreation Center and/or private companies to offer **summertime and after school programs** that involve youth in the many outdoor activities that Idaho Springs has to offer.
- Work with the community to identify the best place for placing a **skate park**.
- Find opportunities for new public space and add programming to existing public space that **prioritizes youth and families**.

The brick walls in Citizen's Park are a barrier to activating the park and using it for its intended purpose - as a gathering place in the center of downtown.

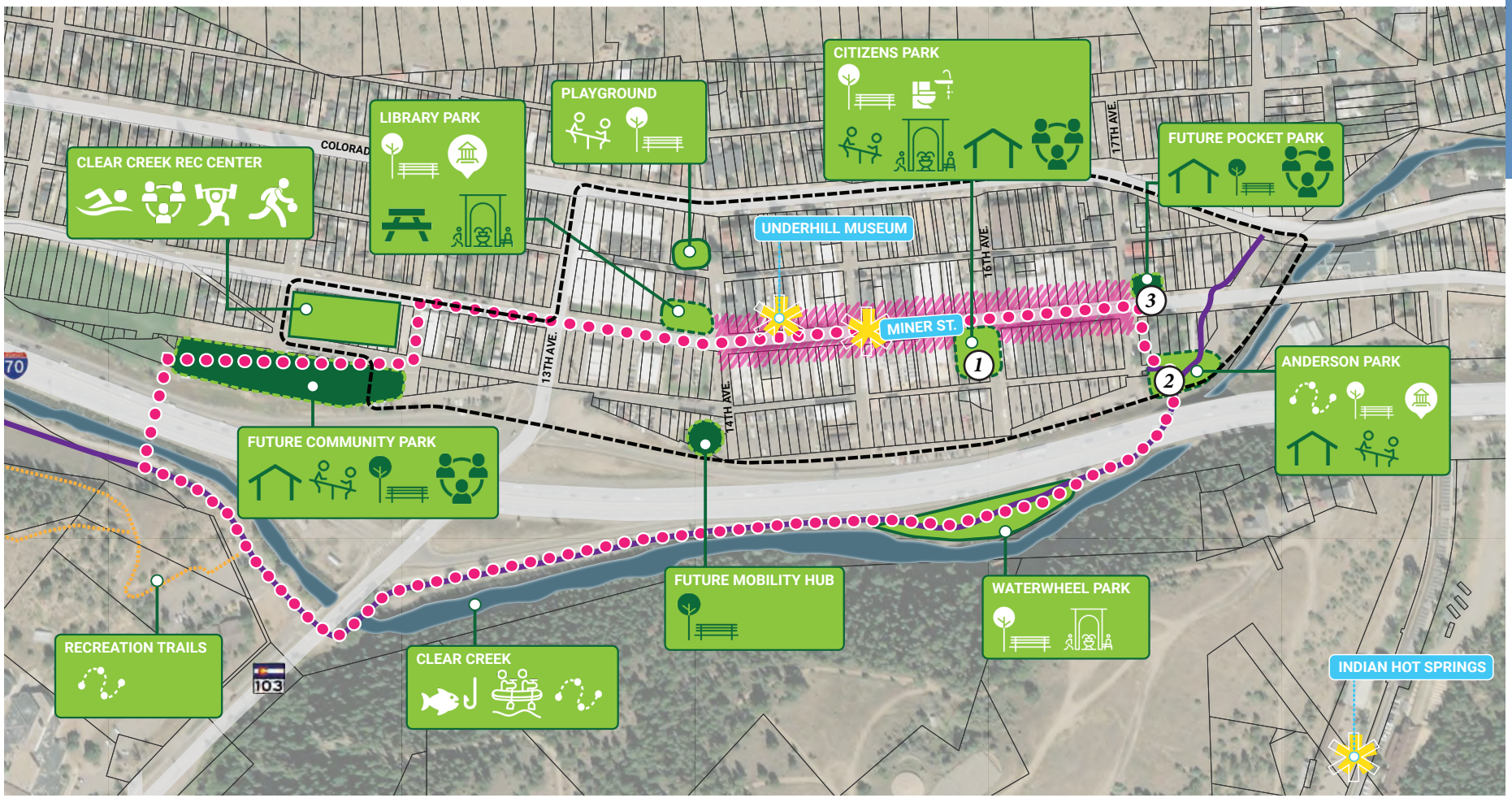
Downtown Tourism & Recreation Opportunities

LEGEND

- Project Boundary
- Miner Street Marketplace
- Attractions
- Clear Creek Greenway
- Existing Parks & Recreation Facilities
- Existing Parks (Proposed Improvements)
- Proposed Future Parks & Public Space
- Proposed Future Downtown Loop (1 mile)

RECREATION ACTIVITIES

- Shelter
- Civic Space/ Plaza
- Public Restrooms
- Monument
- Picnic Area
- Playground/ Children's Play Area
- Community Gathering Space
- Passive Seating Area
- Trails/Trails Access
- Rafting
- Sports Courts
- Weightlifting/ Workout Equipment
- Fishing
- Swimming Pool



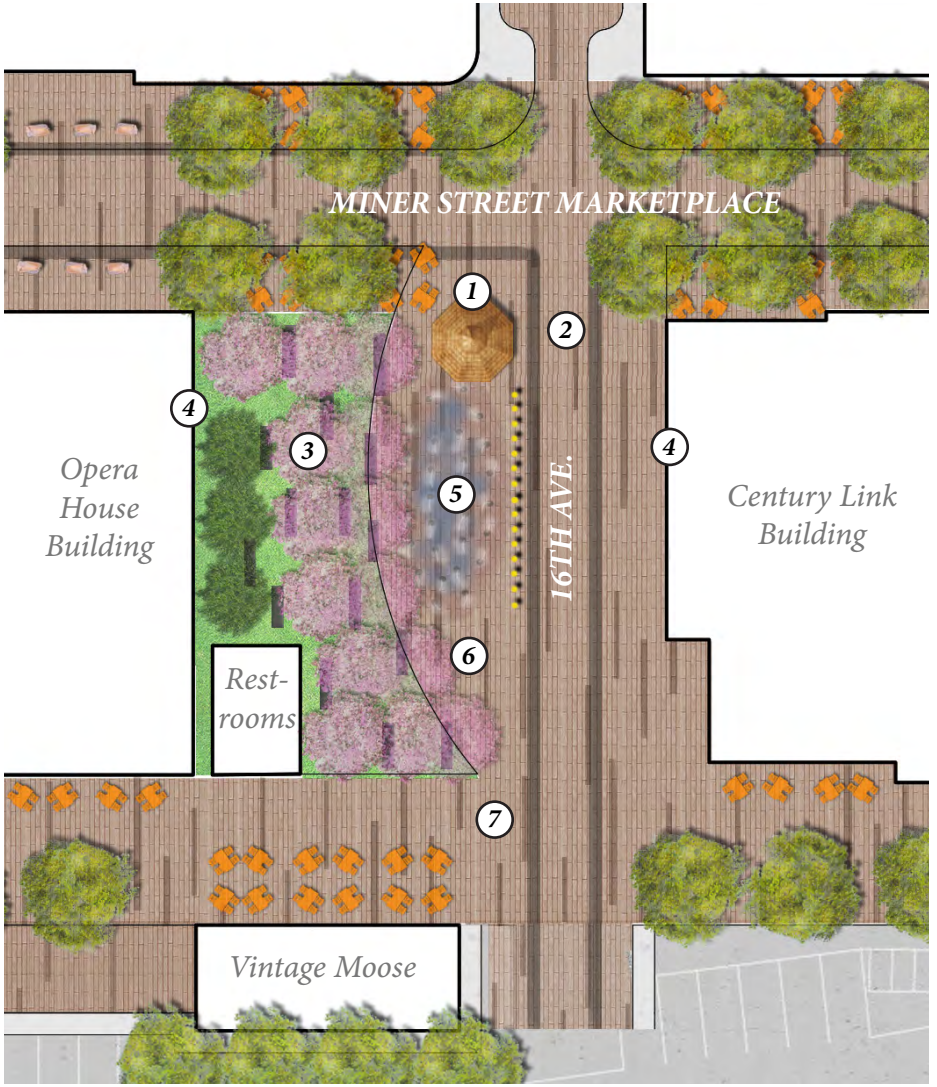
RECOMMENDATIONS AND PROJECTS

Figure X depicts graphically the potential projects for expanding recreation and tourism in downtown. The following includes a list and description of projects and recommendations, with catalyst projects described in more detail.

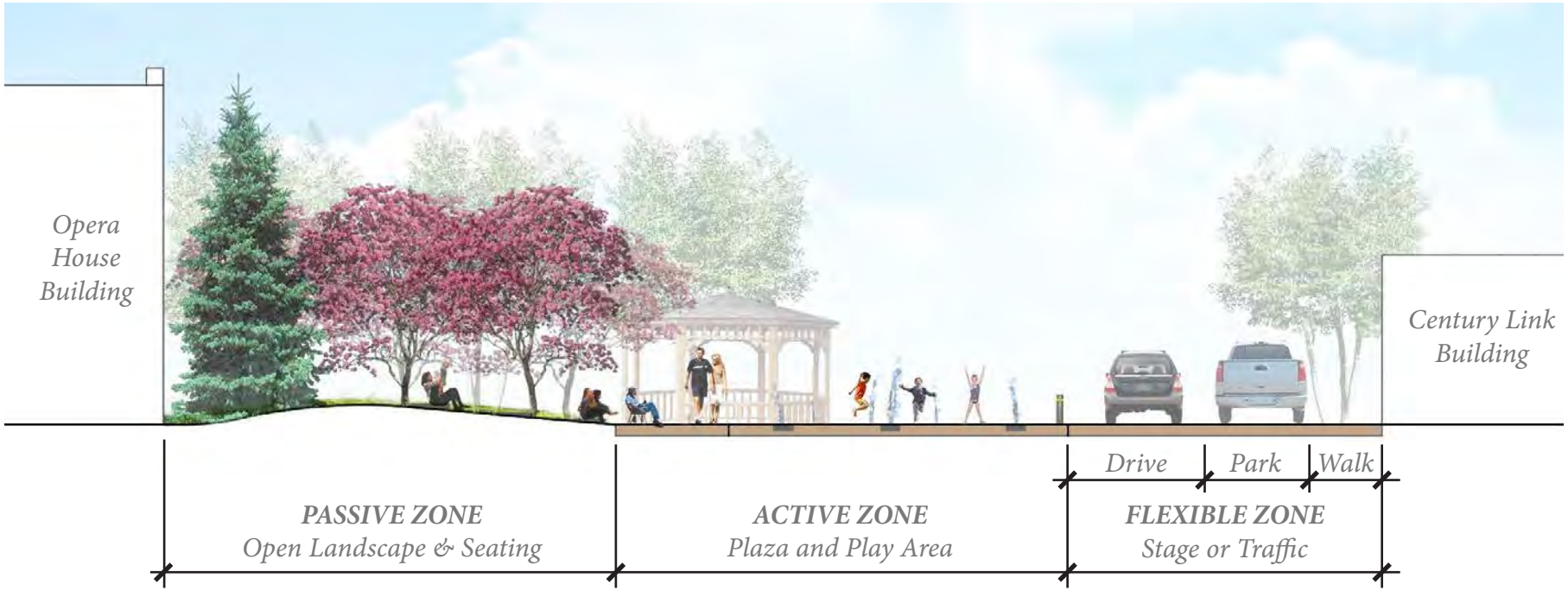
Catalyst Project #1 - Redesign Citizen's Park and incorporate it into Miner Street improvements.

Citizen's Park has the potential to become the **civic heart of Downtown** and a dynamic public space throughout the year. The following elements should be explored in future design development.

- **Remove low walls** that frame the pathways in the park to open up the space and allow for appropriate programming for both daily use and larger community events.
- **Remove unhealthy trees** to open up the space and create greater visibility between Miner Street and Idahoe Mall.
- **Save healthy trees,** wherever feasible, and incoporate into the future design.
- Incorporate **16th Avenue** between Miner Street and Idahoe Mall into the park design to expand the park and allow for greater flexibility. The street could still be utilized for deliveries and open to traffic during certain times/seasons.
- Add a **flexible plaza space** that could include a seasonal pop jet fountain as a children's play area. This could also be a location to put an ice rink in the winter.
- Provide space for a **stage** - either permanent or temporary, for summer concerts and events while keeping Miner Street open for circulation and access to businesses.
- Keep and **restore historic public restrooms**.
- Frame the new park with **murals** on the eastern wall of the Opera House building and the western wall of the Century Link building.
- Design the park to **flow seamlessly into Miner Street** without barriers and be designed with similar high-quality, durable materials that blend beautifully with the historic district architecture including stone, concrete pavers, brick and metal.
- Trees should have broad canopies for shade and all plantings should be hardy and well-adapted to the extremes of the **mountain climate**.



1. *Gazebo/pavilion area for shade/shelter and for small performances*
2. *Curbless street design with pavers that blend into Miner Street Marketplace (can be closed off to cars for events)*
3. *Passive, shaded seating area for lounging*
4. *Murals on building walls to enclose space*
5. *Pop jet water fountain/ plaza area for events*
6. *Remove walls and open up space for public events*
7. *Improved Idahoe Mall (Railroad Alley) with similar paving treatment and activation*



A town gathering for a concert and festival promotes a sense of community and history.

A flexible zone allows for a street to close to automobiles during a festival.

A water play children's zone offers a respite for families.

Catalyst Project #2 - Enhance and activate Anderson Park.

Anderson Park could become a destination within downtown. Consider the following improvements:

- Build a **permanent structure** to cover the historic locomotive. This will save money in the future by protecting the train and restoration that has already occurred.
- Activate the train with a **working headlight** to act as a beacon to the park and offer opportunities for children to look inside the train, blow the horn, etc.
- Add train and railroad-themed **play elements** in the surrounding area to activate the park and provide a place for families to gather.
- Surround the park with improved **landscaping, boulders, and pedestrian-scaled lighting**.
- Incorporate **kiosks** to tell the story of the park and restored locomotive.

A conceptual sketch shows how Anderson Park could be improved with a small playground, benches, landscaping, signage, and a pavilion to cover the train.

The Highline Railroad Park in Breckenridge, CO is an excellent precedent for Anderson Park improvements. The Highline Railroad Park includes a restored train with overhead pavilion and kiosk, railroad-themed playground equipment, and trail connections.

Catalyst Project #3 - Signage, Wayfinding, and Lighting Plan

A great way to enhance the user experience of downtown is to invest in a **comprehensive signage and wayfinding design master plan**. This is a low-cost, effective way to immediately improve the circulation and congestion problem by simply better directing people to destinations.

Many communities have also benefitted from a signage and wayfinding program by helping them **build their brand**. Incorporating the city logo, history, tag lines, etc. are a great way to enhance the signage package. The design of future signage should fit in with the character of the historic district. Continuing with the **railroad theme** highlighted in this plan, the signage could incorporate elements that celebrate Idaho Springs' history as a railroad community as well.

Historic kiosks should be incorporated into the signage and wayfinding plan to bring awareness of the history of Idaho Springs. The kiosks should be designed in the same family as the rest of downtown's signage plan.

Updating the lighting in downtown at the same time as the signage and wayfinding would make a big impact in the overall aesthetics of downtown. Developing a lighting plan at the same time would ensure that the user experience is enhanced in the evening as well as the daytime.

Lighting fixtures should **fit in with the historic district** in materiality and style. The city should also consider the efficiency of fixtures as well as light direction to maintain dark night skies and limit light pollution.

The signage package should fit in with the historic charm of downtown, but be contemporary and timeless.

Signage should very clearly direct people to parking.

Lighting incorporated into signage design makes signage visible at night and promotes additional sense of safety.

Other Tourism and Recreation Projects.

Pocket Park at Miner Street and 17th Ave. - this unused, vacant lot provides an opportunity for a **small community park** opposite City Hall. The following elements should be explored in future design development. A conceptual sketch is shown to the right.

- Use the exterior wall of the building to the north for a **large public mural**.
- Add a **small pavilion or gazebo** structure with benches.
- Incorporate **passive seating areas and new trees and public art**.
- This space could be used by the city to host **outdoor events,** City Council and other board meetings, as well as be a passive park for daily use.

Library Park Improvements - Library Park is undergoing improvements that will include the following:

- A new **central plaza** area with **benches** centered on the park;
- An **expanded hardscaped plaza** at the corner of Miner and 14th;
- An updated **World War II Memorial** along Miner Street;
- **Picnic area** and improved **landscaping and pathways**.

Future Mobility Hub Public Space - some sort of public plaza space should be incorporated into the future mobility hub and parking structure. The design of this space will depend on the location and available space.

Future Community Park at Four Points - a community park is proposed to be included south of the Clear Creek Recreation Center as part of the Four Points development. This park is currently conceptual and will evolve through conversations with the public, but could include **community-serving elements** such as a playground, flexible lawn/gathering area, seating/picnic areas, a shelter, etc.

This park would bring much-needed open space to serve existing and future residents downtown and could serve to **draw people west of 13th** Avenue when downtown. Further, there is potential for a **future pedestrian bridge** across I-70 in this general vicinity, which would further open up recreation and connectivity opportunities.

Future Downtown Loop - a longer-term "big idea" is to create a **one-mile loop** through downtown and across I-70 to the Clear Creek Greenway. This would provide an active way to enjoy downtown, while visiting the multiple parks and businesses along the way. Residents and students could enjoy the path for regular outings and exercise. The pathway could be branded and include unique historic and educational stopping points along the way. This concept would be dependent on a crossing of I-70 west of downtown, but the rest would be rather simple to implement.

More Trails - the city should continue to explore opportunities to add trails near downtown where people could walk or bike from downtown to access them.

A conceptual sketch shows the potential for activating the northeast corner of 17th and Miner with a gazebo with benches and steps up to an elevated lawn including trees and landscaping. The space would be framed with a mural on the blank wall.

vi·tal·i·ty *(noun)* - the state of being strong and active; energy.

5 Land Use & Vitality

INTRODUCTION

Downtown Idaho Springs has a strong retail and restaurant economy with low commercial vacancy rates. While some communities, especially due to Covid-19 effects, are contracting, Idaho Springs could look to **expand commercial opportunities**. However, with limited building stock, most of which is historic, and no vacant land, there is a challenge to expanding the downtown business inventory to meet demand.

Most downtown businesses tend to cater to the tourists, which poses a challenge for locals. **Locals desire more daily uses** downtown that could benefit them as well - uses like a daycare, dry cleaning, small grocery store, hair salons, and nightlife - like a performance venue to see live music or movies.

There are a few housing units in the downtown study area, most of which are along Colorado Boulevard. The majority of these homes are single family units, which is illegal in the zoning, making them nonconforming and hard to make improvements to. Downtown could benefit from **more full-time residents** to add to the vitality and liveliness, especially in the shoulder seasons.

Lastly, there are **no hotels** downtown which make it hard to capture guests for more than a couple hours. Adding a boutique hotel in or near downtown could also benefit the vitality.

This chapter sets the stage for downtown improvements for land use and vitality, including some catalyst projects for the city to prioritize.

CHALLENGES AND OPPORTUNITIES

Downtown is primarily commercial space that caters to the tourist, with minimal housing choices and local services. Business owners struggle to keep employees and some locals avoid downtown. A **true mixed use downtown** could blend these assets and improve the vitality and economic sustainability while maintaining the character that everyone loves.

Miner Street and Idahoe Mall are destinations that have blended the public and private realms, especially during Covid. There is an opportunity to learn from these experiments to implement **permanent improvements** that provide an updated and refreshed, 21st century solution for these spaces and how they interact with adjacent uses. The following summarizes challenges and opportunities, as voiced by the public, stakeholders, and the city:

Challenge #1 - There is a lack of housing downtown which limits daily, everyday use and activity primarily to guests and employees.

There is approximately 40,000 square feet of space on 2nd stories on the three blocks between 14th and 17th Avenues. This could easily provide **40-50 sizeable dwelling units** for employees, young professionals, or empty nesters. There is also opportunity to expand housing options downtown in the future.

Opportunities and Outcomes:

- **Address regulations** that prevent using upper stories, like parking requirements or strict change of use triggers. Refer to Appendix for more detailed information and recommendations.
- If and when the elementary school relocates, this site should be used for **mixed income housing with a public/shared parking** component.
- Work with the Four Points developer to ensure attainable housing is provided and consider **incentives for affordable** rental and/or for-sale units.

Challenge #2 - Even if more housing units were to come available, given current trends in the state and region, there is a risk that they will not be affordable to most.

With the acceleration of work from home options, high quality of life cities like Idaho Springs continue to be sought after for higher-income workers. There are new opportunities to regulate affordable housing that could curb this trend.

Opportunities and Outcomes:

- As of September 2021, Colorado House Bill 21-1117 will allow local jurisdictions to enact **inclusionary zoning** and require options for contributing to affordable housing needs.
- Additionally, House Bill 21-1271 provides funding, offered in the form of **grants to local governments**, to assist with promoting affordable housing policies.
- The city should explore all options as soon as possible.

Challenge #3 - Single family homes along Colorado Boulevard are non-conforming and could be at risk for demolition.

There are multiple single family homes that are not allowed under current zoning. As land and housing costs rise, they could be at risk to demolition. The comprehensive plan calls for this area to **maintain its residential character**, while becoming more **mixed use.**

Opportunities and Outcomes:

- Consider **zoning changes or an overlay** and **design guidelines** to match the vision in the comprehensive plan, such as allowing by-right single-family homes, duplexes, ADUs, home occupations, and childcare services, and offer incentives to increase affordable housing stock in this area.
- This area is also appropriate for **converting homes to commercial space**, if more housing is being built to accommodate residents first.

Downtown and nearby neighborhoods lack housing diversity which puts affordability even more at risk.

Challenge #4 - Downtown feels like it ends at 13th Avenue.

This is primarily due to the auto-oriented intersection and lack of commercial land uses to draw people further.

Opportunities and Outcomes:

- Encourage **infill redevelopment and adaptive reuse** of vacant buildings. This could be a great area to add more local-oriented businesses and services.
- Expand **streetscape amenities** west of 13th Avenue and make intersection improvements to Miner and 13th to prioritize pedestrian movement. When the parking structure is built, vehicles will be encouraged to use Idaho Street, which will help with the impacts of this intersection.

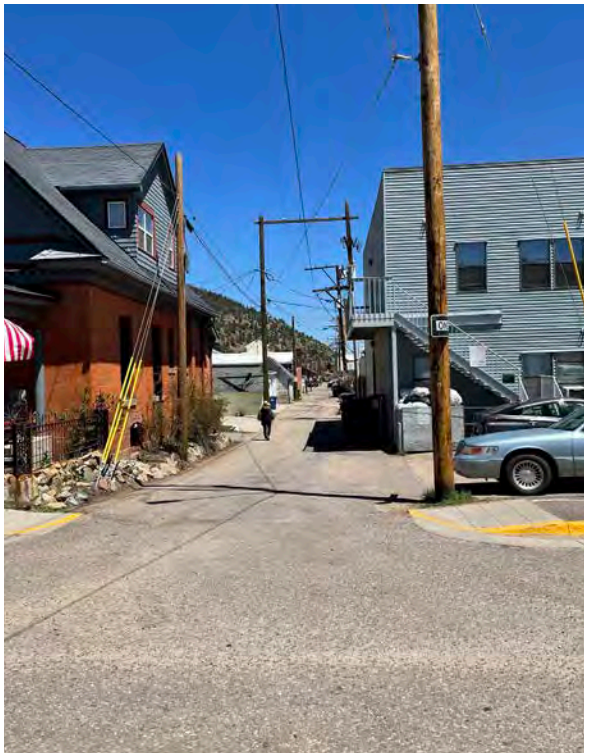
Challenge #5 - Miner Street and Idahoe Mall experimented with new configurations and functioning of public space during the pandemic - to great success - but their designs did not easily accommodate innovation.

Covid-19 led many cities to experiment with open streets concepts, including Idaho Springs. Miner Street Marketplace was a hit, and faired well for downtown vitality from a tax income perspective, but the design was a mash up and free-for-all based on what the city and private business owners could pull together. Now is the time to rethink these important public spaces for the next evolution.

Opportunities and Outcomes:

- **Explore alternatives** for Miner Street that can better accommodate an "open street" concept that improves the functionality and aesthetic of the street.
- Consider **improvements to Idahoe Mall** to upgrade the experience, provide more space, consolidate utilities/back of house functions, and activate it with new uses.

Downtown feels like it ends at 13th Avenue with no signage and three gas stations.



Center Alley has potential to become a more welcoming pedestrian space and could be activated by new uses.

Miner Street experimented with new configurations during Covid-19 to allow for expanded areas for people to dine and gather.

Citizen's Park low walls provide a place to sit, but limit the amount of activities that can occur in the space.

Downtown Land Use & Vitality Opportunities

RECOMMENDATIONS AND PROJECTS

The diagram on page 40 depicts graphically the potential projects for improving land use and vitality downtown. The following includes a list and description of projects and recommendations, with catalyst projects described in more detail.

Catalyst Project #1 - Provide short- and long-term solutions for redesigning Miner Street to accommodate an "open street" concept while not precluding auto travel during non-peak times.

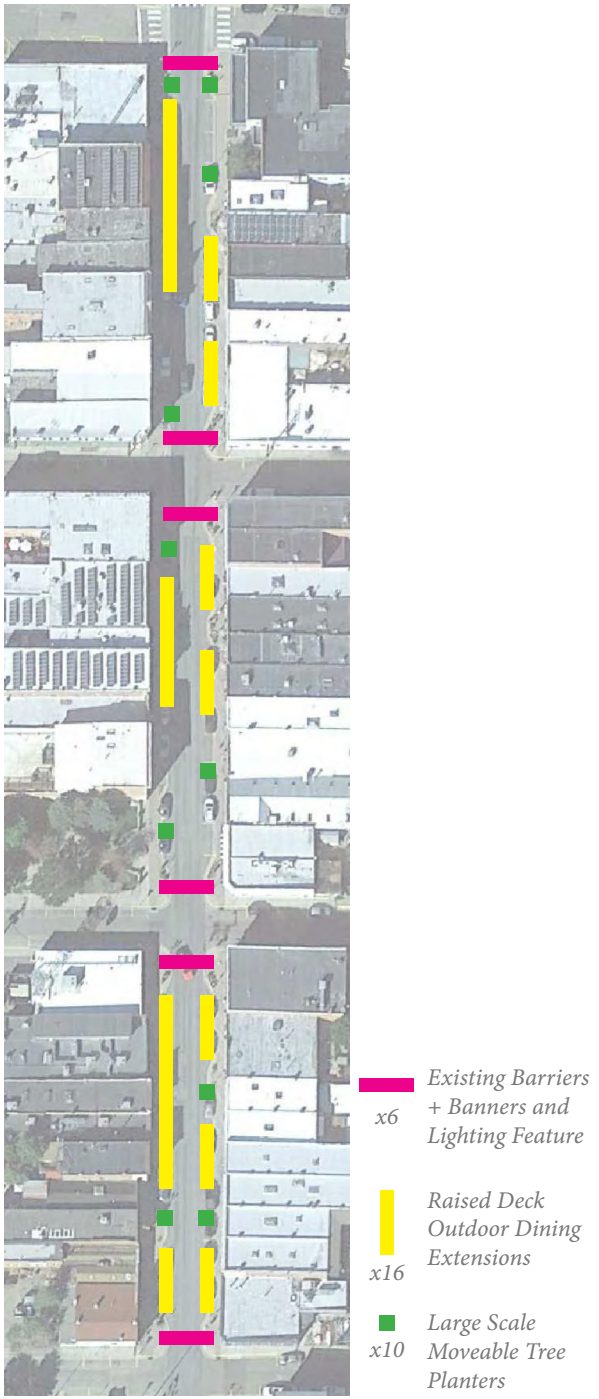
Right-of-way is limited in the historic district, with only 52-feet between buildings. Currently, the street caters to vehicles, including parking on both sides of the street and two lanes of travel. In turn, sidewalks are extremely narrow for the amount of pedestrians. During Covid, the city explored two scenarios - during the winter, Miner Street functioned as a one-way eastbound street with parking on the south side of the street and expanded outdoor dining on the north side; and in the summer, the street was completely closed to vehicles. Alternatives were explored for the future design of Miner Street and ultimately, this plan recommends a hybrid street where the future design functions like a 21st Century pedestrian mall during peak times while allowing auto access during non-peak times with no parking to expand sidewalks and cafe dining areas.

NEAR-TERM DESIGN TREATMENT

In the near-term, the city should focus on unifying design elements and testing the preferred alternative final design, including:

- Creating **custom dining parklets** that can be placed in front of restaurants where on-street parking used to be. These parklets should include a **raised deck** to meet the curb and provide ADA accessibility. If the city wants to explore off-peak auto access, a substantial **landscaped barrier/wall treatment** to define the space and protect diners should also be included. Within the raised deck areas, restaurants would be responsible for adding their own seating and decor.
- Other design treatment should include **large moveable planters** throughout that include small trees and flower beds to emulate future street trees and landscaping.
- Repurpose and expand on the 2021-initiated **barriers** that include flowers with **custom banner signage and lighting** as a gateway feature.
- Repurpose 2021-purchased public **picnic tables** to be placed in areas adjacent to the curb that are not dedicated for restaurants and add more, as needed.
- Allow retailers to utilize the curb space as well, for sidewalk sales or other use.
- Maintain a **clear central pathway** for pedestrians and district-wide activities and, if desired during off-peak seasons, introduce auto travel.

A diagram to the right identifies conceptual locations for the dining parklets, gateway intersection barriers, and large-scale planters. Precedent images are shown on the following page.



Alternative #1 shows a short-term configuration of Miner Street with consistent decking and large-scale planters.

Alternative #2 looked at the potential of Miner Street as a one-way street.

Alternative #3 envisioned a full-time pedestrian mall with no auro traffic allowed.

LONG-TERM DESIGN TREATMENT

In the long-term, a contemporary redesign of Miner Street from 14th to 17th Avenues should be explored, that also incorporates Citizen's Park, 16th Avenue, and Idahoe Mall and Center Alley. Of course, this will need to be phased and funding a project of this scale will take time and multiple sources and partners. However, it is worth it to "think big" about the future of downtown and how it's public spaces are used.

To improve circulation through downtown, one-way operation on Miner Street was considered. This could provide add-on benefits in reduced traffic volumes and additional pedestrian space on Miner Street. However, due to the narrowness of the City of Idaho Springs and limited ability to create a one-way couplet (a set of two one-way streets complementing each other; one in each direction) and given that Miner Street, Colorado Blvd, and Virginia Street are the only east/west options for drivers, a one-way operation is not recommended due to anticipated travel delays and congestion on the other, limited east/west travel routes. Additional traffic study and analysis is suggested if broad support for a one-way operation of Miner Street persists.

The following describes conceptual design-level recommended improvements:

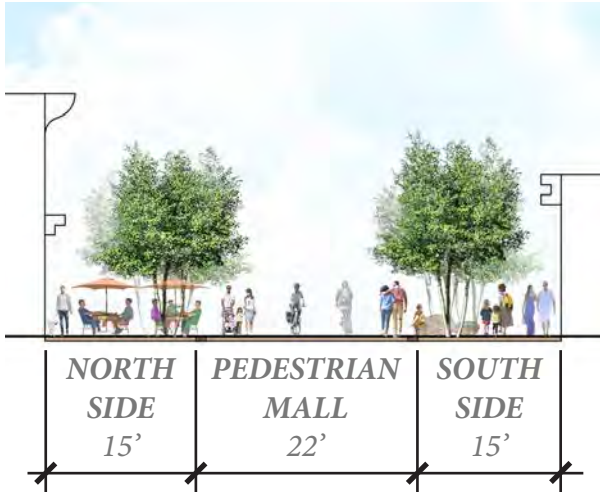
- First, Miner Street would be converted to a **curbless street** so that the entire street would be at the same level as storefronts (some ramps may be necessary due to elevations of historic buildings.) **Stormwater drains** would be placed at either side within the pedestrian/auto zone. Paving treatment should be **standard units** to be easily replaced while fitting the character of the historic district as well as the harsh mountain climate. Consider underground heat, perhaps using passive/recycled heat from underground utilities, to maintain snow removal.
- Outside of the clear area and stormwater drains, **street trees and boulders** would be placed in a consistent pattern to add greenery and a mountain-feel. These would be easy to maintain and **seasonal planters** could be added for additional color.
- When vehicular travel is allowed, the design allows for **loading/unloading zones and ADA parking** in dedicated zones per block.
- Finally, **lighting** would be upgraded that fits in with the historic character, but is modernized and efficient while maintaining dark skies.

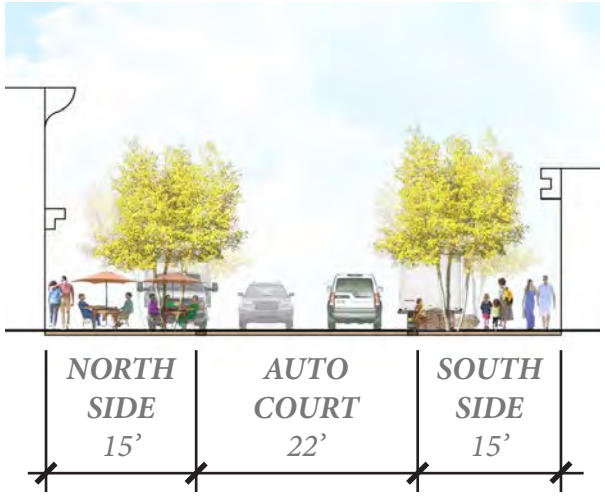
Sections on the next page show the two different configurations of the street. A rendering and precedent images as well as an illustrative plan are provided on the following pages.

The recommended design for Miner Street includes a flexible street that can be closed to automobiles during peak seasons to expand areas for outdoor dining, shopping, gathering, live music, games, and more.

Alternative #4, a hybrid configuration that allows two-way traffic in off-peak seasons and a pedestrian mall during peak seasons is ultimately recommended.

Diners sit under mature trees to dine on a flexible pedestrian street.





A contemporary design of a curbless, flexible street in a historic area - similar to the recommended design for Miner Street.

1. *Catalyst Project #1 - Miner Street Marketplace, a curbless street design from 14th to 17th - see pages 41-44.*
2. *Catalyst Project #2 - Railroad Alley (currently called Idahoe Mall) improvements - see page 45.*
3. *Catalyst Project #3 - Regulatory Changes and Incentives to Create a True Mixed Use, Vibrant Downtown - see page 46.*
4. *Future public parking structure - see Chapter 3.*
5. *Reconfigured public parking lot - see Chapter 3.*
6. *Citizen's Park improvements - see Chapter 4.*
7. *Center Alley improvements - see page 47.*

Catalyst Project #2 - Idahoe Mall (Railroad Alley) rebranding, enhanced design, and activation.

Idahoe Mall is a two-block long converted alley to pedestrian mall south of Miner Street between 15th and 17th Avenues. Historically, the Colorado & Southern Railroad ran along this right-of-way going from Union Station to Georgetown and Silver Plume - and beyond! There is a desire to bring back this historical significance through future design elements and rebranding. The redesign of **"Railroad Alley"** should take place when the parking lot is reconfigured to the south.

In recent years, businesses like Westbound and Down and the Vintage Moose have opened onto the pedestrian mall creating a more vibrant place. However, the majority of buildings still turn their back to the mall, creating a conflict for realizing the space's full potential. The following are a list of recommended improvements:

- The mall will gain approximately **20 feet of additional space** to the south between 15th and 16th Avenues. The extra space should be designed to include a **common trash enclosure** for the block to share, as well as **additional outdoor seating** for businesses and a **wide meandering pathway**.
- The **trash enclosure design** should fit in with the character of the mall design and historic district.
- The improved mall design should incorporate **rails embedded in the paving** that leads to the train at Anderson Park.
- The improved mall design should include **common unit pavers** that fit in with the historic brick buildings. This could be the same pavement used along Miner Street, but is not necessary.
- **Steel and wood** should also be incorporated to bring out the railroad theme. Consider **railroad tie bollards** (using square rough-sawn lumber) along the southern edge and **black steel pedestrian lighting fixtures, benches, and bike racks.**
- Other **historical elements** should be incorporated such as **"railroad crossing" signs** where pedestrians cross to and from the parking lot; **interpretive signage** telling the history and significance of the railroad in Idaho Springs; **historic artifacts** like a switchstand; and more.
- **Street trees and landscaping** should be added to buffer the area from parking. Visibility from the highway should also be considered when placing street trees to **avoid blocking key views**. Street trees should be placed in grates (black steel or paver grates) to maximize walking areas.
- **Dedicating space to vendors** along the alley is desired, and should prioritize locals and youth in the community.

Interpretive signage using railroad elements elevates the significance of the railroad in the design and tells the story of a former place, such as this sign along the Santa Paula Branch Trail in Santa Paula, CA.

Union Station in Denver, CO incorporates stone kiosks and rails into pavers in the main plaza that adds history and whimsy to the experience.

Incorporate steel and wood into the design of the space, like the Rail Park in Philadelphia, PA did with swings (above).

Catalyst Project #3 - Regulatory Changes and Incentives to Create a True Mixed Use, Vibrant Downtown.

Downtown could benefit from simply eliminating barriers to allow the private sector to deliver improvements to downtown from a land use perspective. Simply, this includes the ability to add more housing units and business opportunities to downtown. As stated previously, in the historic district alone, more than 40 housing units could be added on upper floors of existing buildings. Further, new units could be incorporated or added onto existing properties.

In terms of expanding business opportunities, activating vacant and underutilized buildings are an opportunity. There are some critical recommendations for each:

To create more housing downtown:

- **Remove parking requirements for the historic district, regardless of use.** These properties were built prior to zoning regulations and therefore are not designed to accommodate current parking requirements. This does not preclude someone from providing parking behind their building with access from the alley - but by not requiring it, can make redevelopment of these units more feasible and affordable.
- **Prioritize affordable housing on public and large redevelopment sites.** For example, if Carlson Elementary School relocates, this site should include an agreement that any redevelopment include a certain amount of affordable housing units. Other large development sites, such as Four Points, should also contribute to affordable housing needs.
- **Encourage existing property owners to add units,** such as accessory dwelling units or turning a single family home into a duplex. This is especially appropriate for houses along Colorado Boulevard and directly adjacent to the Downtown Plan study area boundary.
- **Provide incentives** for the private market to deliver units, such as reduced fees, expedited permitting, density bonuses, and parking reductions.

To create more business opportunities downtown:

- **Update allowable use table(s)** to ensure that a variety of uses are allowed.
- **Address change of use** triggers and building code requirements that could be a barrier to adaptively reusing existing buildings.
- Permit two (or more) businesses to **share a single space** to maximize efficiency and encourage low-risk entrepreneurship.
- **Encourage** landowners to activate vacant and underutilized space. If they are unwilling to make permanent improvements, consider the ability to create **"pop up" retail** where only temporary improvements are needed and address any barriers to temporary use permits.
- **Offer incentives** to property owners that activate alleys and offer opportunities for start-ups and micro retail.

Tiny Homes offer affordable options while fitting in with the quaint character.

A modular accessory dwelling unit could be used as housing or, if facing an alley, could be commercial/retail.

An arts and crafts festival allows small, local vendors to sell their goods.

Other Land Use & Vitality Projects

Downtown Mural Program - design and implement murals on key downtown buildings to help frame open space and enhance the downtown experience. Murals should fit in with the historic district, highlighting the history of important events and people of Idaho Springs. Specifically, the following buildings are priorities:

- East facade of the Opera House building facing Citizen's Park
- South facade of 210 17th Avenue facing the proposed pocket park across from City Hall.
- The Century Link building at 16th & Miner.
- Other opportunities, as property owners are willing and space is available.

Center Alley Redesign and Activation - redesign Center Alley from 14th to 17th to become a one-way, multimodal, pedestrian-friendly space. Infrastructure and stormwater issues should be addressed at time of redesign and reconstruction. Encourage existing buildings and uses to activate the alley with double-sided entrances, patio seating, accessory retail/micro-retail uses, etc.

A downtown mural program would help frame open space and enhance the downtown experience by telling about the history of Idaho Springs. This is a low-cost improvement that offers a big benefit to downtown.

Center Alley has potential to become a multimodal, pedestrian-friendly space that addresses infrastructure and stormwater issues while activating back edges of buildings to add more space for retail, patio seating, and gathering.

Redevelopment of Private Parcels and Public-Private Partnerships- the city should continue to find opportunities to work with the private sector in delivering downtown goals, such as increasing affordable housing supply, providing community amenities, and improving the overall aesthetic of downtown.

Redevelopment should contribute to downtown goals, such as increasing affordable housing supply, providing community amenities, and improving the overall aesthetic of downtown.

6 Implementation

INTRODUCTION

This chapter provides detail on recommended capital improvements and other investments, as well as a review of funding sources and financing strategies that may be utilized to complete the recommended projects. This chapter also includes recommendations for strengthening downtown organization and management in order to implement the recommended projects as well as to coordinate downtown marketing and promotional activities.

This chapter should be used as a tool to implement the downtown plan recommendations. While it is desired that the recommended improvements be put in place as soon as possible, it is not feasible to think that everything in this plan will be able to happen in the next 5-10 years. Therefore, the city must remain flexible and prioritize the most important projects and work with the private sector to partner and assist in delivering some of the desired outcomes if and when redevelopment of private property takes place.

The implementation table at the end of this chapter should be a useful tool to stay on track and check progress over the next 10-15 years. Note that rough cost estimates are provided, as they will need to be more detailed at the time of implementation.

FUNDING TOOLS

Recommended funding strategies for the Master Plan aim to utilize existing City revenue and external funding – **no new taxes or revenue streams have been recommended**. Many of these funding sources – including the Capital Improvements Plan, the Sales Tax Improvement Fund, the Street Sales Tax, and the General Fund – would involve staff and/or Council directing existing revenue to projects outlined in this plan. **There have not been any new taxes or fees proposed for implementation to fund the proposed improvement projects.**

The Plan does **recommend the formation of an entity to manage downtown activities going forward and with the ability to raise additional funds through tax increment financing (TIF).** TIF would allow the property taxes generated by new development to be collected by the authority to apply to public improvement projects. A URA cannot issue new taxes. However, a DDA could potentially also levy a 5 mill property tax, but this would be subject to the approval of the property owners in the DDA boundary if this entity were formed. Lastly, all grants and other funding sources identified in the Plan are externally generated. While some may require matching local funds, these can often be dedicated from the General Fund (out of existing revenue).

Existing Local Sources

Capital Improvement Plan (CIP): The City's CIP is not a funding source per se but rather a planning tool for prioritizing capital project based on available funding. The five-year CIP identifies planned capital improvement projects and their estimated costs, and provides a forecast of funds available for capital projects. For 2021, the Plan lists $4.1 million in projects including three projects included in the Master Plan; $65,000 to fund the plan itself, $500,000 for parking structure design, and $250,000 for Train Restoration in Anderson Park. For 2022, The CIP anticipates $7.3 million in projects including $5.0 million for Parking Garage construction (subject to further financing refinements). For 2023 to 2025 the CIP estimates $750,000 to $1.0 annually for street improvements and property acquisitiont.

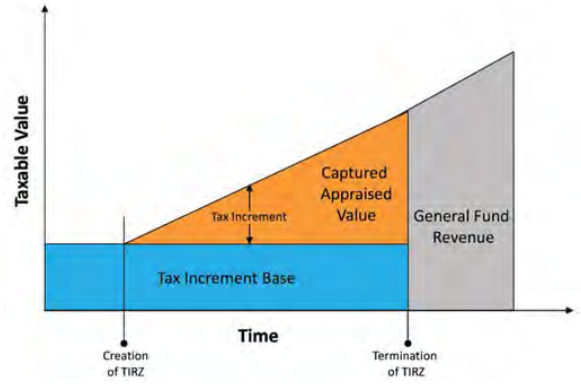
General Purpose Sales Tax: The City currently has a 3% general purpose sales and use tax of which the City allocates 2% to the general fund and 1% to the Sales Tax Improvement Fund dedicated to capital projects. The 1% sales tax generates approximately **$750,000 a year** in revenues. Other funding sources channeled to the Sales Tax Improvement Fund are grants which vary from year to year.

Street Sales Tax: There is also a 1% Street Sales Tax for street improvements. The tax paid for a $18.0 million bond issue of which $10.5 million was used for street improvements in 2020 including reconstruction of Colorado Boulevard. In the 2021 Budget, the Street Sales Tax Fund has beginning balance of $1.5 million with **$750,000** expected in new revenues and approximately $700,000 in bond payments.

General Fund: Although the City plans to fund most capital improvements through the Sales Tax Improvement Fund, there is also the ability to fund smaller projects and operating and administrative projects out of the annual general fund operating budget.

Tax Increment Financing: A potential funding and financing tool that could be utilized in downtown is tax increment financing (TIF). Tax increment financing is a tool used by cities to **finance public improvements and infrastructure within a defined area.** Future tax revenues from participating taxing entities can be used to pay for improvements. The additional tax revenue produced from new development within the plan area is referred to as the tax increment. For the area subject to TIF, the taxable increment base is set or "frozen" at a specified date, either when the plan area is created or at a later point in time. After this date, any new tax revenues generated as a result in an increase in assessed value due to new development would be redirected to the TIF zone to pay for eligible project expenses (Figure 10-1)

In Colorado, TIF can be implemented by Downtown Development Authorities (DDAs) or by Urban Renewal Authorities (URAs). DDAs allow for the use of property tax increment from all taxing units within the authority's boundary including the city, county, school district, and any applicable special taxing districts. However, URAs, due to recent legislative modifications and restrictions, participation by each taxing unit is now voluntary; each can choose to dedicate all, a portion, or to exclude its revenues from a TIF zone.



Tax Increment Financing establishes a base (blue) at a specified date where any new tax revenues generated as a result of incrased values (orange) are collected and used for improvements.

State and Federal Funding

Community Development Block Grant (CDBG): The Community Development Block Grant (CDBG) Program provides annual grants on a formula basis to states, cities, and counties for economic development, affordable housing, and public infrastructure for low and moderate income census tracts. Entitlement communities (greater than 50,000 population) receive a direct annual allocation from HUD. Smaller communities are eligible to apply for grants under an annual allocation from HUD to the state administered by DOLA in Colorado. In FY 2021, DOLA had $22.1 million in CDBG funds to distribute. Eligible public improvements include streets, sidewalks, curbs and gutters, parks, playgrounds, water and sewer lines, flood and drainage improvements, parking lots, utility lines, and aesthetic amenities on public property such as trees, sculptures, pools of water and fountains, and other works of art. This funding is available for capital costs only.

Revitalizing Main Streets: The Revitalizing Main Streets grant program is part of Colorado's COVID-19 Recovery Plan. The program is funded through a $30 million allocation from the state legislature, intended to help communities implement transportation-related projects that improve safety and provide long-term benefits to main streets. Idaho Springs has applied for a grant for Miner Street Marketplace through this program.

Transportation Alternatives Program (TAP): The Colorado Department of Transportation (CDOT) allocates federal Transportation Alternatives Program (TAP) funding through a competitive process. TAP funds transportation improvement projects that expand travel choice, strengthen the local economy, improve quality of life, and protect the environment. Many TAP projects enhance non-motorized transportation, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, and recreational trail program projects.

Highway Safety Improvement Program (HSIP): The federal Highway Safety Improvement Program (HSIP) funds safety improvement projects that aim to reduce traffic fatalities and serious injuries on all public roads. A variety of projects are eligible for funding, including sidewalks, medians and pedestrian crossing islands, and countermeasure signage. Funding is allocated throughout the state by CDOT. CDOT Region 1, which includes Clear Creek County, generally receives 15 to 20 percent of total funding (approximately $30 million each year for the state).

Historic Preservation Tax Credits: The state's Commercial Historic Preservation Tax Credit is intended to help rehabilitate historic, owner-occupied commercial properties. While not directly tied to a specific project within the plan, this is a generally useful funding tool for downtown improvements. The program can award up to $10 million per year, with half of funds dedicated to smaller projects (up to $2 million) and half to larger projects. In general, the maximum tax credit that can be reserved or issued for a property in any calendar year is $1 million.

Grant and Other Funding

Main Street Program: Idaho Springs is an "Affiliate Community" in the Main Street program.

GOCO Funds: Great Outdoors Colorado (GOCO) invests a portion of Colorado Lottery proceeds in parks, trails, wildlife, rivers, and open spaces throughout the state. Grants are competitively awarded, with three primary goals: protect more urban and rural land for people and wildlife, connect people to the outdoors by increasing bicycle and pedestrian access and filling gaps in trail systems, and inspire communities to explore and steward the outdoors through increasing youth access to nature. GOCO funds a variety of projects, including land acquisition for outdoor recreation facilities, master plans, physical parks infrastructure, and trails.

Colorado Parks and Wildlife: Colorado Parks and Wildlife offers several grant programs. The Recreation Trails Program offers annual grants for motorized and non-motorized trails. Local, county, and state governments, federal agencies, special recreation districts, and non-profit organizations with management responsibilities over public lands are eligible for grants for trail-related projects. Focus areas, eligibility requirements, matching fund requirements and other aspects vary for each program.

Safe Routes to Schools (SRTS): The Colorado Department of Transportation (CDOT) administers Colorado's Safe Routes to School (SRTS) program to make school routes safe for children while walking or cycling to school. The Colorado SRTS program funds both infrastructure and non-infrastructure projects. Eligible projects may include capital improvements including sidewalks, stripping, crossing signals, and bike racks, as well as education, encouragement, and enforcement activities that inspire children to walk or cycle to school.

State Historical Fund: The State Historical Fund awards grants funded by limited stakes gaming in the towns of Black Hawk, Central City, and Cripple Creek for significant buildings, structures, objects, districts, or archaeology sites, or about preservation of historic resources in Colorado. Mini grants are awarded up to $50,000 and general grants range from $50,000 to $250,000, with a 25 percent cash match for nonprofit or government entities.

People for Bikes: The People For Bikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. Grant funds can be used for infrastructure projects as well as initiatives such as Open Streets Days. Funds are only available for specific projects or programs, not for operations costs. Grants are available for funding up to $10,000 and this funding cannot amount to more than 50 percent of project budget. While this is not a large pool of funding, it may be useful for smaller initiatives.

Other Organizations: There are many other organizations in Colorado offering grant funding that may be relevant to these projects, including the Colorado Health Foundation, various arts organizations, corporate philanthropy organizations, and other foundations and non-profits.

ORGANIZATION AND MANAGEMENT

Full implementation of the Downtown Master Plan will require greater involvement by downtown property owners and businesses. The recommended projects will require additional financial participation, and programmatic changes are not likely to be implemented by the City without strong support from those affected. The Downtown Improvement Working Group (DIWG) has been focused on a funding plan for the parking garage. There have also been City discussions about a broader downtown management organization to implement the broader range of improvements contained in this master plan.

Going forward, a stronger management/ organization entity, with greater business and property owner participation and a dedicated funding source, will be crucial to successful implementation of this plan. The discussions to date have focused on a Downtown Development Authority (DDA) or a Business Improvement District (BID). An Urban Renewal Authority (URA) may also be an option worthy of additional consideration.

Downtown Development Authority

Establishing a DDA, which can utilize Tax Increment Financing (TIF), would be a significant component of generating funding for plan implementation. A DDA is quasi-municipal corporation created to assist municipalities in the development or redevelopment of central business districts (CBDs). DDAs are established to promote development and redevelopment, and to finance improvements. There are existing DDAs in large and small cities throughout Colorado, including in Colorado Springs, Glenwood Springs, Castle Rock, Sterling, Loveland, and Grand Junction.

Establishment – Initiated and designated by the City Council, a DDA requires approval by a majority of electors residing, owning, or leasing property within the district. An appointed board of directors manages the DDA; the board must have five members and no more than 11; a majority of the board must reside or own property within the DDA. One member of the city council must serve on the board. Unlike an URA, a DDA does not require a finding of blight, cannot condemn property, and must have bonds issued on its behalf by the governing body in which it resides.

Who Pays? – A DDA can collect and levy ad valorem tax on property (up to 5 mills) for the cost of operations. It can also impose fees or charges for services and special assessments. The City can issue revenue bonds on behalf of the DDA as well as utilize Tax Increment Financing (TIF) (both sales and property tax increment). TIF redirects the incremental property taxes from all taxing entities (including city, county, school district, and any special districts) from a new development within a DDA and can help build and pay for public infrastructure and other eligible expenditures and provide a catalyst for economic growth and higher long term assessed values in the county. Once the infrastructure has been paid for, the property taxes then go the property taxing entities affected by the development. Bonds may be subject to a TABOR election unless the DDA "De-Bruces" as part of its formation election.

Benefits – A DDA can generate funds for public improvements that would otherwise not be available. Bonds can be issued to cover costs related to infrastructure and community benefits. Bonds are serviced by each district's revenues streams. The proceeds, and corresponding improvements, catalyze development and in this case could contribute to the funding of a transit project.

Business Improvement District (BID)

A business improvement district (BID) is a quasi-public corporation that can be established to develop, maintain, and operate a broad range of public improvements including streets, sidewalks, pedestrian malls, landscaping and streetscape amenities, and parking facilities. BIDs are normally more operationally focused than other types of improvement districts, and act as a type of manager of a business district. BIDs have the power to assess costs of service to local commercial property owners through either an additional property tax or a special assessment charge. A BID is formed by petition and election by commercial property owners in either a contiguous or noncontiguous area to provide services. The structure of the state legislation prevents BIDS from taxing residential properties.

Establishment – Requires voter approval of commercial property owners within the proposed boundaries of the district.

Who Pays? – The commercial property owners in the district pay an annual property tax or assessment for designated services

Benefits – Boundary does not need to be contiguous. Is a flexible entity – can finance improvements, provide services, and issue bonds.

Limitations – A key disadvantage is a BID does not have the authority to use TIF for funding downtown projects.

Urban Renewal Authority

A URA is a municipal authority established to eliminate slum or blighted areas for development or redevelopment by purchasing, rehabilitating, and selling land for development for purposes of urban renewal or redevelopment. URAs are found in a variety of settings including downtowns, commercial revitalization corridors, and defunct retail centers including the former Cinderella City Mall (now Englewood City Center), and the former Villa Italia Mall (now Belmar).

Establishment – Initiated by the petition of 25 electors to the City to form a URA. Requires a blight study followed by completion of a URA Plan. Governed by city-appointed board with 9 to 13 members and including a representative of the County, school district, and a third representing other taxing districts.

Who Pays? – Does not have taxing powers. Primary source of funds is through TIF. Property tax TIF from the city and from other taxing entities including the city, county, and school district with their consent. Home rule cities can also include local sales tax increment. Tax increment financing (TIF) funds can be used on a pay-as-you-go basis or to support revenue bonds.

Benefits - A URA can establish multiple plan areas. If an authority exists, creation of a new urban renewal area can be initiated by a local agency or a petition from a majority of the impacted property owners. Creation of a new urban renewal area requires a blight designation and approval of a development plan by the governing municipal body. After authorization of the plan, the new area is operated by the existing authority board of directors.

Limitations – Requires a finding of blight. A URA has a 25-year life span unless renewed. TIF revenue bonds are limited to the life of the district which is a maximum of 25 years.

IMPLEMENTATION MATRIX

The following pages provide a summary implementation matrix that identifies specific projects, which categories of the plan they meet, a short description (see chapters for more detail), a high level cost range to implement the project, as well as potential funding sources and partners.

SHORT-TERM PROJECTS (2022-2024)

PROJECT	CATEGORY	DESCRIPTION	EST. COST RANGE	FUNDING SOURCES	PARTNERS
Parking Structure and Mobility Hub	Mobility & Parking (Catalyst Project #1) • ***see Chapter 3 for more info.***	• 284-space structure and mobility hub • includes working with CDOT on right-of-way	**$8-$10M** (est. $25,000 per space + mobility and circulation improvements)	• CDOT Grant - $4.3M • Downtown SID - $2M • Future Parking Revenues - remainder TBD	• CDOT • Miner Street property owners
Regulatory Changes and Incentives	Land Use & Vitality (Catalyst Project #3) • ***see Chapter 5 for more info.***	• Amend zoning code to remove barriers for adding housing to existing two-story buildings, single family homes, and in redevelopment projects. • Amend zoning and building codes to remove barriers to adaptively reusing existing buildings. • Add design standards and guidelines for parking structure (if time allows)	**$0-$40,000**	• General Fund • DOLA - Innovative Affordable Housing Strategies Grant	• Department of Local Affairs
Miner Street Marketplace Interim Improvements	Land Use & Vitality (Catalyst Project #1) • ***see Chapter 5 for more info.***	• Design/build custom parklets. • Add moveable planters with trees/flowers. • Add gateway signage and lighting to existing barriers. • Extend elements west of 13th Avenue.	**$200,000-$400,000**	• CIP/Capital Improvements Sales Tax • Placemaking Grants	• DIWG
Downtown Mural Program	Land Use & Vitality (Other Projects) • ***see Chapter 5 for more info.***	• Murals highlighting historic events and people. • Local artists preferred. • See locations identified in Chapter 5.	**$30,000 - $60,000**	• Placemaking Grants	• Historical Society
Intersection and Crosswalk Improvements	Mobility & Parking (Other Projects) • ***see Chapter 3 for more info.***	• Miner Street and 13th, 15th, 16th, and 17th could benefit from pedestrian crossing markings. • A new crosswalk at 16th and Colorado.	**$25,000 - $50,000**	• CIP/Capital Improvements Sales Tax	
Anderson Park Improvements	Recreation & Tourism (Catalyst Project #2) • ***see Chapter 4 for more info.***	• Structure to cover locomotive. • New play equipment.	**$200,000-$400,000**	• Sales Tax Improvement Fund • GoCo Grant	• Historical Society

MID-TERM PROJECTS (2024-2027)

PROJECT	CATEGORY	DESCRIPTION	EST. COST RANGE	FUNDING SOURCES	PARTNERS
Signage and Wayfinding Program	Recreation & Tourism (Catalyst Project #3) • ***see Chapter 4 for more info.***	• Design and implement new signage and wayfinding throughout downtown that fits in with historic character and clearly directs visitors to parking and destinations.	**$50,000 - $100,000**	• Grants • General Fund	• DIWG
Gateway Enhancements	Mobility & Parking (Catalyst Project #3) • ***see Chapter 3 for more info.***	• Roundabout and landscaping and wayfinding improvements at 13th & Idaho. • Improved intersection crossing and landscaping at 13th & Miner + streetscape improvements west of 13th on Miner. • Wayfinding + landscape improvements at Riverside & Colorado.	**$50,000 - $100,000**	• Grants • General Fund • CIP/Street Sales Tax	
Parking Lot Redesign	Mobility & Parking (Catalyst Project #2) • ***see Chapter 3 for more info.***	• Reconfigure surface parking lot to accommodate better auto and pedestrian circulation, landscaping, more efficient use of space, and expansion of Idahoe Mall.	**$1M - $2M**	• CIP/Street Sales Tax	
Idahoe Mall/Railroad Alley Improvements	Land Use & Vitality (Catalyst Project #2) • ***see Chapter 5 for more info.***	• Repaving and extending pavers to expanded areas, including embedded railroad tracks. • Design should also include enhanced landscaping treatment, trees, benches, lighting, and historic kiosks/signage.	**$1M - $2M**	• CIP/Street Improvements Sales Tax • Grants	• DIWG
Miner Street Marketplace Permanent Reconstruction	Land Use & Vitality (Catalyst Project #1) • ***see Chapter 5 for more info.***	• Redesign Miner Street from 14th to 17th to be a flexible curbless street with new street trees, lighting, benches, boulders, and expanded sidewalk/cafe seating areas. • Design to include flexible center space for allowing cars in winter months.	**$4M - $5M**	• CIP/Infrastructure Sales Tax • Grants	• Historical Society
Citizen's Park / 16th Avenue Plaza	Recreation & Tourism (Catalyst Project #1) • ***see Chapter 4 for more info.***	• Miner Street and 13th, 15th, 16th, and 17th could benefit from pedestrian crossing markings. • A new crosswalk at 16th and Colorado.	**$1M - $2M**	• GoCo Grant	

LONG-TERM PROJECTS (2027+)

PROJECT	CATEGORY	DESCRIPTION	EST. COST RANGE	FUNDING SOURCES	PARTNERS
Center Alley Improvements	Land Use & Vitality (Other Projects) • ***see Chapter 5 for more info.***	• Repave/concrete Center Alley into a one-way multimodal space that is pedestrian-friendly. • Address underground utilities and stormwater improvements. • Activate with existing and new uses.	**$500,000 - $1M**	• CIP/Street Improvements Sales Tax	• Business and Property Owners
Pocket Park at 17th & Miner	Recreation & Tourism (Other Projects) • ***see Chapter 4 for more info.***	• Improved landscaping and gazebo, benches, activation.	**$25,000 - $50,000**	• CIP • GoCo Grants • Other Placemaking Grants	• Property Owner
Other Parking Supply Improvements	Mobility & Parking (Catalyst Project #2) • ***see Chapter 3 for more info.***	• Reassess parkign supply in 10 years, post-parking structure. If demand is still present, look for other opportunities to expand, such as in public-private partnership redevelopments.	**Varies**	• Public-Private Partnerships	
Downtown Loop	Recreation & Tourism (Other Projects) • ***see Chapter 4 for more info.***	• Build a 1-mile loop through downtown and along Clear Creek with signage and wayfinding and branding. • Dependent on pedestrian bridge on west end.	**TBD**	• GoCo Grants	
Redevelopment/Public-Private Partnerships	Land Use & Vitality (Other Projects) • ***see Chapter 5 for more info.***	• Provide public investment in redevelopment projects with a public purpose or benefit that have a financing gap.	**Varies**	• Tax Increment Financing (TIF)	• Private Developers

APPENDIX

IDAHO SPRINGS DOWNTOWN PLAN CODE AND GUIDELINES AUDIT

By Studio Seed – 06/23/21

The following is a high-level review of the municipal code, specifically looking at Chapter 21: Land Development Regulations and Chapter 22: Historic Preservation

LAND USE:

Existing Land Use restrictions that could be problematic:

Historic District (HD)	Commercial-1 (C-1) (north and south of HD)	Commercial-2 (C-2) (west of 13th Ave. in study area)
N/A – use table is appropriate	• Single Family and Duplex not allowed (residential along Colorado Blvd. non-conforming) • Auto service station allowed • Childcare (up to 6 children) not allowed • ADU not allowed • Home occupation not allowed	• Drive throughs allowed • Car sales, car wash, and auto service allowed • Mini-storage allowed • Childcare (up to 6 children) not allowed • ADU not allowed • Home occupation not allowed.

Summary and Considerations:

- ***The Historic District uses seem appropriate for a historic downtown.***
- ***Character-contributing single family residential structures along Colorado Blvd. in C-1 may be at risk to demolition as the demand for housing increases.***
- ***Auto-oriented uses are allowed in C-1 and C-2. While gas stations are necessary and drive traffic to downtown, they do not aesthetically contribute to the historic character.***
- ***Childcare facilities of up to 6 children are not allowed in C-1 and C-2 which could be useful for downtown employees.***
- ***Accessory Dwelling Units (ADUs) are not allowed in C-1 and C-2, which could be useful in making the existing structures more viable to remain into the future by sensitively increasing their density.***
- ***Home occupations are not allowed in C-1 and C-2 which could be appropriate locations for live/work situations.***

DEVELOPMENT STANDARDS:

Existing development standards restrictions that could be problematic:

- ***N/A all development standards seem appropriate for the context***.

SITE AND DESIGN STANDARDS:

Existing site and design standards restrictions that could be problematic:

- Sec. 21-125 (D) – If a by-right land/structure was used/occupied on Nov. 12, 2018, the number of off-street parking spaces shall not be reduced below the minimum spaces required in this Article.
    - If the land area/structure/use is expanded, the increment shall park, as required.
    - If the land area/structure/use is changed from one by-right to another by-right which requires more off-street parking than the previous use, no new parking is required such that it doesn't exceed the old by more than 25%. However, additional off-street parking is required if it exceeds the former use by more than 125%.
- ***Does this mean that by-right uses operating prior to November 12, 2018 are exempt??***

Summary and Considerations:

- ***Requiring additional parking on lots that were established prior to zoning and parking requirements (i.e. historic and contributing structures) can put them at risk to demolition or vacancy. This requirement is a real deterrent to reusing existing buildings and adding opportunity for expanding business operations and housing opportunities, which is assumed to be desired in the study area.***
- ***Many cities have eliminated parking requirements in walkable, downtown cores, such as Idaho Springs – especially for historic districts, due to the fact they were constructed prior to development and parking standards. Otherwise, they can remain inactive, vacant, and unchanged with no innovation/evolution towards progress and community benefits.***
- ***Consider eliminating parking requirements all together in the downtown study area, especially if/when the parking structure is built – OR, consider eliminating parking for structures/sites 50 years or older.***

BUILDING AND SITE DESIGN STANDARDS:

Design Setting from Comprehensive Plan 2017:

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

Community Gateways. Gateway entrances to the City include lands at and near Interstate 70 interchanges, including Exit 243, Hidden Valley; Exit 241, East End; Exit 240, Historic Downtown; and Exit 239, West End. New projects within the immediate vicinity (three hundred [300] feet of the edge of Colorado Department of Transportation right-of-way at the interchange) of these Community Gateways shall develop elements of signage, landscaping and site design to create and support a sense of entry to the City. Design work at gateways to the City should reflect the historic mining heritage of the community.

Existing building and site standards restrictions that could be problematic:

- Sec. 21-210 – Fences are allowed up to 4' (48 inches) anywhere on a lot, which could be considered too tall in the downtown area.
    - Retaining walls abutting public ROWs or other lot lines may be built to any height provided that the vision of a motor vehicle operator is not impaired. (This seems excessive)

DESIGN GUIDELINES FOR HISTORIC STRUCTURES:

- Nothing stands out as glaring issues.
- 4' still seems high for front yard fences.

QUESTIONS FOR HPRC:

- ***Are there any recurring issues they experience in using the code or guidelines?***
- ***Have there ever been discussions for expanding the district to include homes along Colorado Blvd. and/or what is their vision for this area?***
    - ***Non-conforming uses (single family) currently and could be at risk to demolition and reconstruction??***
- ***New parking structure – design guidelines don't specifically address structures – should they?***
    - ***This is outside of the district.***
- ***Should there be additional guidelines for the study area to guide future development NEAR the historic district?***
- ***What are existing incentives, other than state tax credits, that have been/are being utilized for preservation?***
- ***Are there any public preservation projects on the boards or wish lists?***

CONSIDERATIONS FOR ENCOURAGING ADAPTIVE REUSE OF EXISTING STRUCTURES:

THE STATE/DOLA TASK FORCE (EST. 2021):

- The State/Dept. of Local Affairs (DOLA) is currently looking at state-wide solutions for converting existing mixed use structures to accommodate residential, mixed use, and childcare facilities. Potential solutions to barriers include:
    - Waiving/reducing certain development fees (e.g. taps)
    - Tax credits, grants, local govt incentives for community priorities (e.g. affordable housing, childcare).
    - More support brownfields/asbestos abatement (CDPHE)
    - Reduce investment risk – lease guarantees, non-recourse financing
    - Provide technical assistance
    - Coordinate utilities, esp. along state highways
    - Reduce parking requirements + other parking incentives
    - Redevelopment Revolving Loan Fund
    - Use of TIF
    - Statewide tax exemptions/reduced rates for childcare homes/centers
    - Incorporate CDBG incentive/allocation bonus for local governments that demonstrate they have prioritized investments in childcare based on data showing lack of resources
    - Support developers and childcare partners in assembling more complex capital stack to fund childcare as part of new development

CASE STUDIES FOR INCENTIVE PROGRAMS (authored by Studio Seed for DCI):

Adaptive Reuse Ordinance or Program

Do you want to encourage the reuse of structures in your downtown? Are these currently the hardest buildings to redevelop that seem to require too many hoops to jump through? ***Does most new commercial development occur near a highway instead of on "main street"?*** Adaptive Reuse Programs and Ordinances are a common way to make this easier. They are essentially an "overlay" for existing buildings that seek to provide education/FAQs, streamline the process, and package incentives to encourage reusing existing structures in a downtown. They are adopted by a Governing Body (City Council).

- **Phoenix Adaptive Reuse Program** - began in 2008 as pilot program; available for structures permitted prior to 2000; three tiers available; offers development guidance, streamlined process, reduced timeframe and cost savings; up to $7,000 in plan review and permit fees; website and one-pagers make it easy to understand. See: https://www.phoenix.gov/pddsite/Pages/pddarp.aspx
- **Chandler Adaptive Reuse Program** - for buildings built prior to 1990, less than 15,000 SF including additions, total lot size of 30,000 SF or less, zoned commercial and within defined boundary; website includes program brochure and success stories. See: https://www.chandleraz.gov/sites/default/files/ED_AdaptiveReuseBrochure_2018.pdf
- **L.A. Adaptive Reuse Program** - Handbook in second edition 2006; identified incentive areas; underlying density restrictions waived; nonconforming issues are grandfathered in (setbacks, height, floor area, etc.); mezzanines may be added; loading not required; no

new parking required but existing spaces must remain. See: https://www.downtownla.com/images/reports/adaptive-rescue-ordinance.pdf
- **Preservation Green Lab's Model Adaptive Reuse Ordinance** - located within report titled "Untapped Potential: Strategies for Revitalization and Reuse"; provides a "model ordinance" for cities considering an adaptive reuse program. See: https://ohp.parks.ca.gov/pages/1054/files/Untapped%20Potential%20Green%20Lab%20ULI.pdf

Infill Incentive Programs

Do you dream of new buildings in your downtown? Wish new housing would go downtown instead of in subdivisions? These are special programs designed to encourage and incentivize NEW development in downtowns.

- **Phoenix Infill Program** - began in 2014 as a way to remove barriers to infill development and incorporate flexibility in standard development requirements with goal to promote growth in areas served by light rail and existing infrastructure; packages rules of lenience for these projects. See: https://www.phoenix.gov/pddsite/Documents/TRT/dsd_trt_pdf_00863.pdf
- **Aurora Infill Development Incentive Program** - began in 2016 and currently extended through end of 2020; 50% of development fees up to $25k waived for commercial projects 5,000 SF (for 1-story) or 10,000 SF (for 2-story) and attached residential projects 2-8 units.
- **Lean Code Tool** - a collection of strategies (procedural, urban form, site, parking, use, sign and transportation) and zoning code repairs that removes barriers to small-scale, incremental development. See: https://leanurbanism.org/publications/lean-code-tool/

Proportionality

Do projects die because of too many requirements? Encourage regulations that ensure the amount of public improvements being asked of a development is proportional to the level of investment.

- **Phoenix Proportionality Guidelines** - establishes lenience for site improvements and additions less than 2,000 SF. See: https://www.phoenix.gov/pddsite/Documents/TRT/dsd_trt_pdf_00456.pdf

Parking Reductions

Do you have 99 problems and parking requirements are 98 of them? Most parking requirements are written for new greenfield development, not for downtowns that predate parking regulations. To incentivize development, you MUST address parking in downtowns as separate from other development locations. Significantly reducing or eliminating parking requirements in a downtown can open endless opportunity. Allowing on-street parking to be counted toward requirements is another common solution, since most downtowns have on-street parking.

- **Atlanta Updated Zoning Fixes** - in 2019, Atlanta packaged zoning amendments that: allow on-street parking to count toward minimum requirements; eliminated parking requirements for buildings built before 1965 (except for bars larger than 1200 SF); eliminated parking minimums for projects within 1/2 mile of high capacity transit; shared

parking incentives; parking maximums for Beltline and within 1/2 mile of high capacity transit. See ordinance here: https://www.atlantaga.gov/home/showdocument?id=39211

- **Houston Market Based Parking Program** - Houston extended the MBP program outside of the CBD to include more areas; listed benefits include: supporting safer ped/bike transportation, preserving existing buildings, highest and best use of land, encourage alt. modes; encourage affordable housing, create higher density developments. See: https://www.houstontx.gov/planning/docs_pdfs/Market_Based_Parking_FAQs_final_6.20.19.pdf

Development Review Assistance

Do you have complaints about how hard it is to get things developed in your downtown? ***Do you wish you had staff that could solely focus on customer service as an incentive to economic development in your downtown?*** Most small towns do not have the capacity to add staff, but could hire a consultant with customer service and planning and design review to make the process easier. For bigger cities, creating a staff position that focuses on customer service and developer advocacy is worth considering.

- **Phoenix Office of Customer Advocacy** - meet with staff BEFORE development review/permitting - primary assistance for remodeling commercial buildings, adaptive reuse, conversion of residences to offices, minor additions to commercial buildings; staff meets with applicant to explain process, assist with research, formulate realistic timelines, fostering discussions and helping connect with appropriate technical experts
- **Aurora (CO) Office of Development Assistance** - housed within City Manager's Office - offers assistance explaining and facilitating city's development process.

Urban TDR

Is your downtown zoned for buildings that are out of scale with existing patterns? ***Do you need have sites more appropriate for buildings above existing zoning allowances that could provide much-needed housing in your town?*** Transfer of Development Rights is a way to buy and sell air rights at a market rate from one property owner (donor) to another (receiving) site. This can encourage reusing existing structures in a downtown while providing a financial incentive to the property owner to invest into the existing site and structure and keep development at an appropriate scale.

- **A Preservationist's Guide to Urban TDR** - https://forum.savingplaces.org/HigherLogic/System/DownloadDocumentFile.ashx?DocumentFileKey=bad2b890-b69a-721b-5b3b-86fcc48d6eeb
- **San Francisco TDR** - started in 1985; quoted as helping city maintain character. Fill out form for units of gross floor area to be transferred from a Transfer Lot to a Development Lot and receive "certificate" https://sfplanning.org/resource/tdt-supplemental
- **New York City TDR** - https://www1.nyc.gov/site/planning/plans/transferable-development-rights/transferable-development-rights.page

COMMON CODE BARRIERS TO ADAPTIVE REUSE (authored by Studio Seed for DCI):

Parking Standards –downtowns predate parking regulations and reusing buildings or replicating their building forms are often halted because of parking requirements. If there is ANYWHERE to reduce or eliminate parking requirements, it is in a downtown where it is walkable and there are often public parking lots. Consider the following:

- Eliminate parking requirements for buildings of a certain age (greater than 50 years old, for example, or base it on your own context) or allow grandfathered conditions to transfer to new uses.
- Significantly reduce parking requirements based on the premise that many customers are within walking distance and/or if a public parking lot exists nearby. If transit is nearby, this is also fair reasoning.
- Allow nearby public parking lots to count toward requirements.
- Allow developers to pay a fee instead of providing parking on-site.
- If keeping parking requirements, consider allowing on-street parking spaces to count toward the requirements, as well as shared parking calculations and off-site parking arrangements.
- Consider custom modifications such as exempting first floor uses of parking.
- Consider parking reductions for: affordable housing, mixed use, proximity to transit, car share/bike share programs, etc.
- Consider which is more valuable - parking or providing more commercial and housing. For example, two parking spaces take up about the same amount of room as a 1-2 bedroom apartment.

Building Codes - Building codes are continually being updated, but most communities cannot keep up with regulating the changes so they keep outdated codes as the norm. It is recommended to evaluate pros and cons to updating building codes to be more developer and designer-friendly.

- Talk to building code officials about the importance of economic development and encourage this, in addition to safety, when interpreting and adopting codes.
- Adopt the International Existing Building Code (IEBC) if you haven't already. This code is made specifically for the purpose of reusing existing buildings whereas trying to meet the IBC for old buildings is often challenging.

Land Use - a desired use is either not allowed, or triggers another level of requirements on top of already-difficult-to-meet standards.

- Consider more flexibility in uses.
- If a change of use triggers a slew of improvements, consider reducing the change of use requirements or interpreting them so that they do not dis-incentivize downtown investment. For example, changing from an auto repair shop to a brewery might be desired, but may also trigger too many improvements because of the use (light industrial) and occupancy level. Think about which one will bring more economic value to the town, and modify regulations to accommodate that.

Additions - just like change of use, adding onto an existing building often triggers new code requirements.

- Consider offering more flexibility in additions, and their purpose, as well as their size before triggering new code requirements.

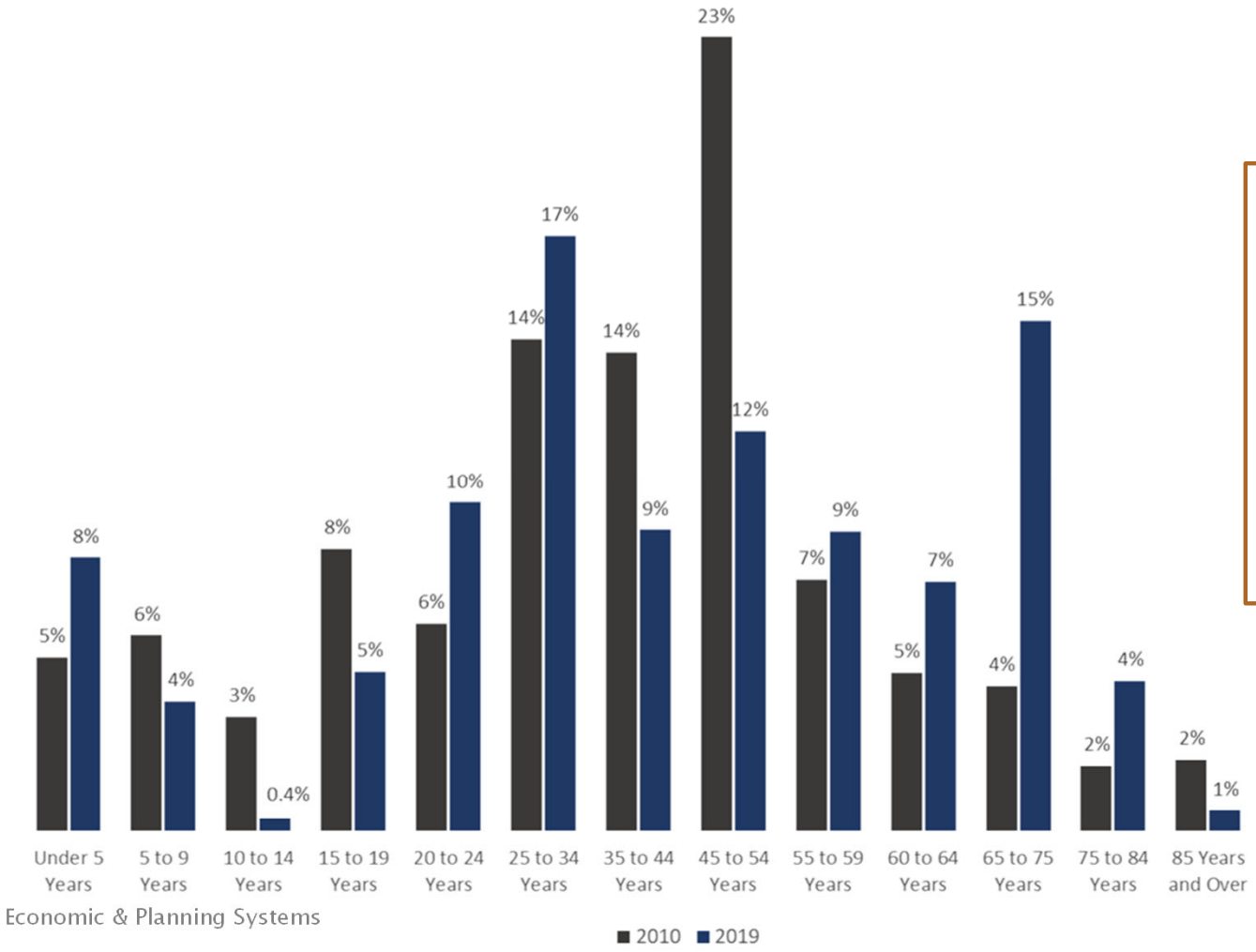
Variances – variances are often needed to meet code requirements. Consider modifying regulations or allowing an expedited process for variances when dealing with existing buildings, as they often bring up more challenges. A list of common variance requests:

- Parking reductions
- Landscaping requirements – too difficult to meet when site is mostly building footprint
- Encroachments to right-of-way (examples?)
- Encroachments to maximum height allowance (examples?)
- Accessibility requirements
- Water taps

POPULATION AND HOUSEHOLDS

2010		2019
Population: 2,018	→ 8% decrease	**Population:** 1,858
Households: 956	→ 5% decrease	**Households:** 908
Median Age: 38.8 years *(Colorado: 35.8)*	→ Aging Population	**Median Age**: 43.4 years *(Colorado: 36.7)*
Average Household Size: Owner: 2.09 persons Renter: 2.14 persons	→ Increasing Owner Household Sizes, Decreasing Renter Household Sizes	**Average Household Size:** Owner: 2.14 persons Renter: 1.94 persons

POPULATION BY AGE

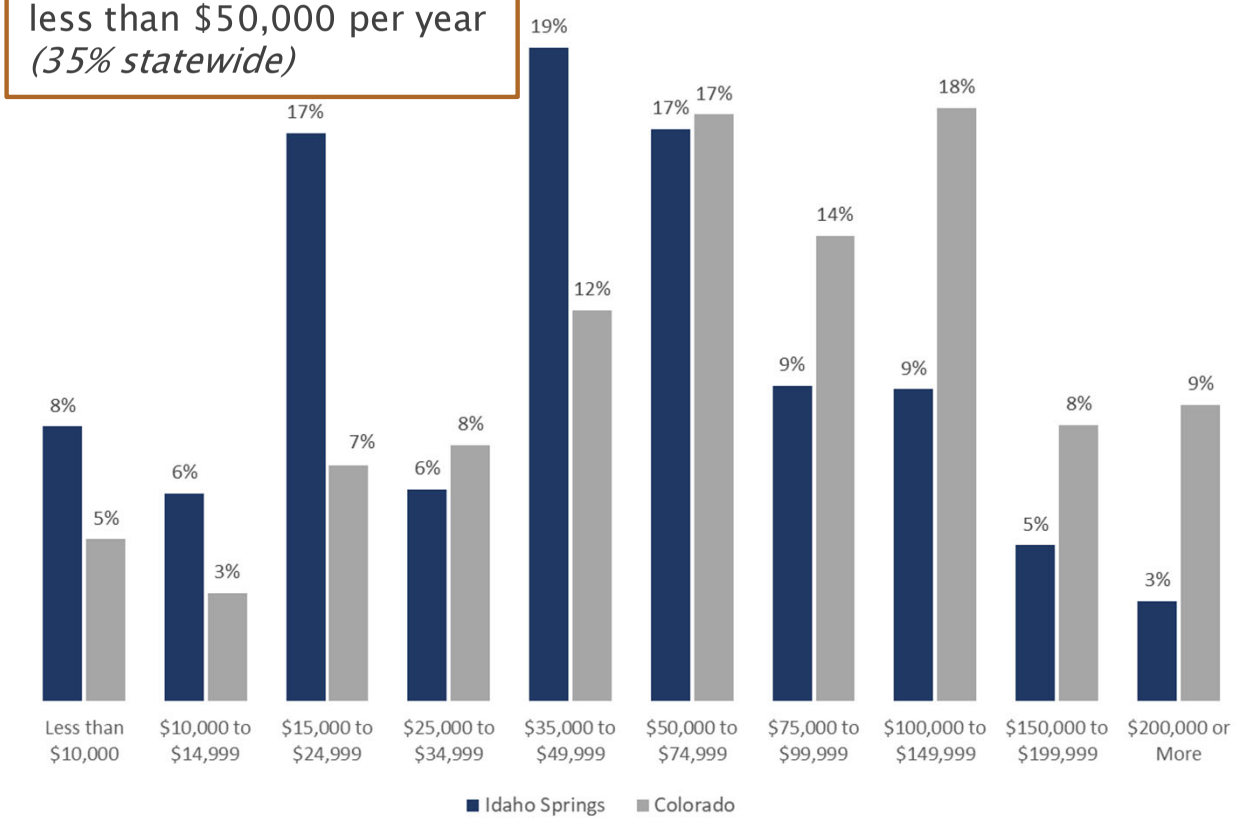


Since 2010:

- Increase in children under 5, young adults (20 to 34)
- Decrease in core working-age population (35 to 54)
- Increase in older population (55+)

2019 HOUSEHOLD INCOME

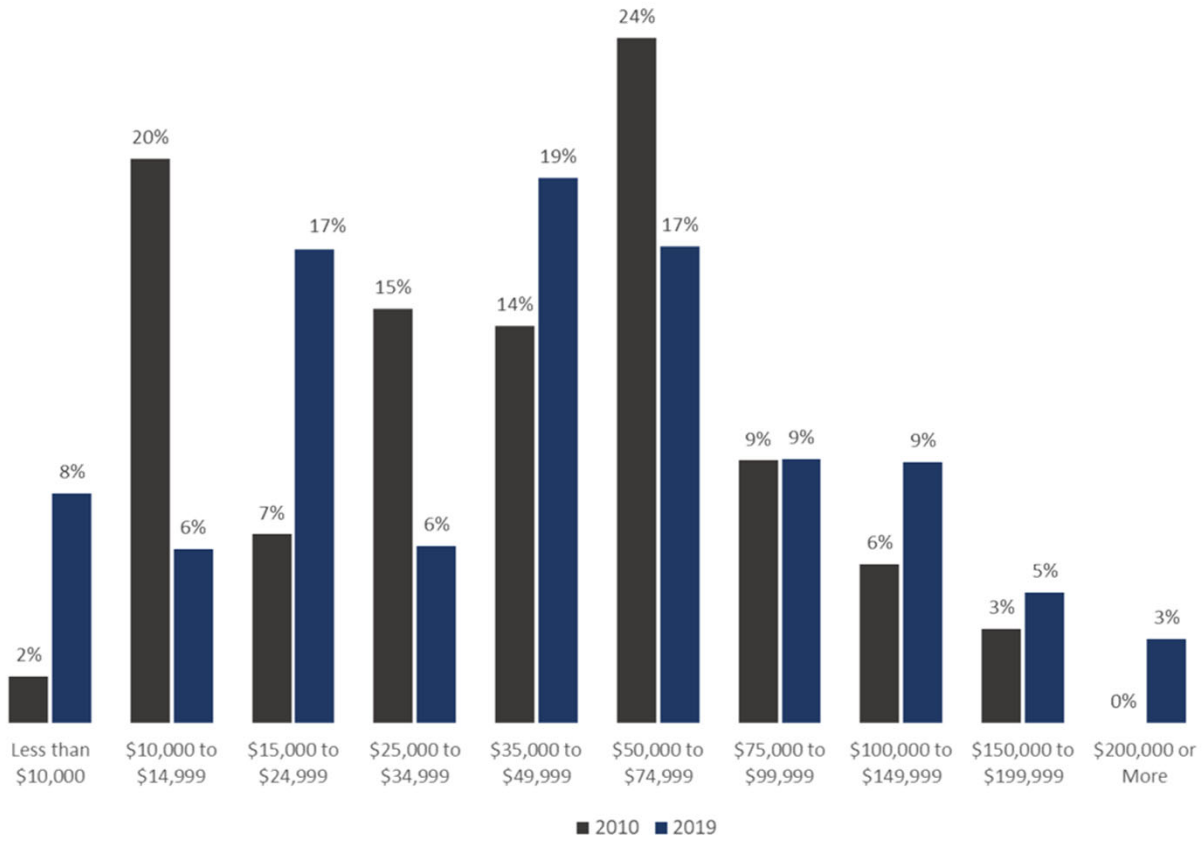
56% of households earn less than $50,000 per year *(35% statewide)*



Lower incomes compared to State

- Median Household Income: $43,886
  (39% lower than $72,331 statewide)
- Per Capita Income: $29,975
  (22% lower than $38,226 statewide)

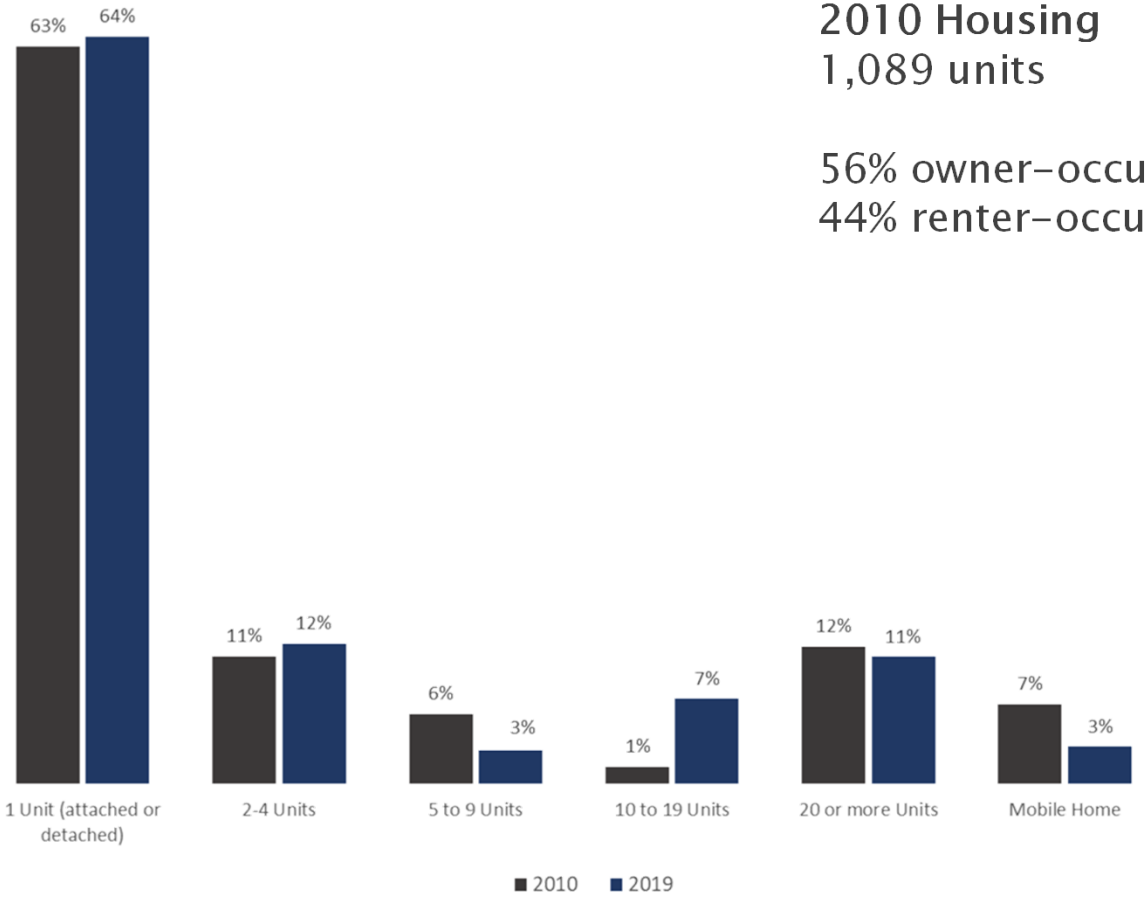
INCOME TRENDS



Since 2010, increase in share of high- and low-income households

- Households earning less than $25,000 increased from 28% of the population to 31%
- Households earning between $25,000 and $75,000 decreased from 53% to 43% of the population
- Households earning over $75,000 increased from 18% to 26% of the population

HOUSING



2010 Housing
1,089 units

56% owner-occupied
44% renter-occupied

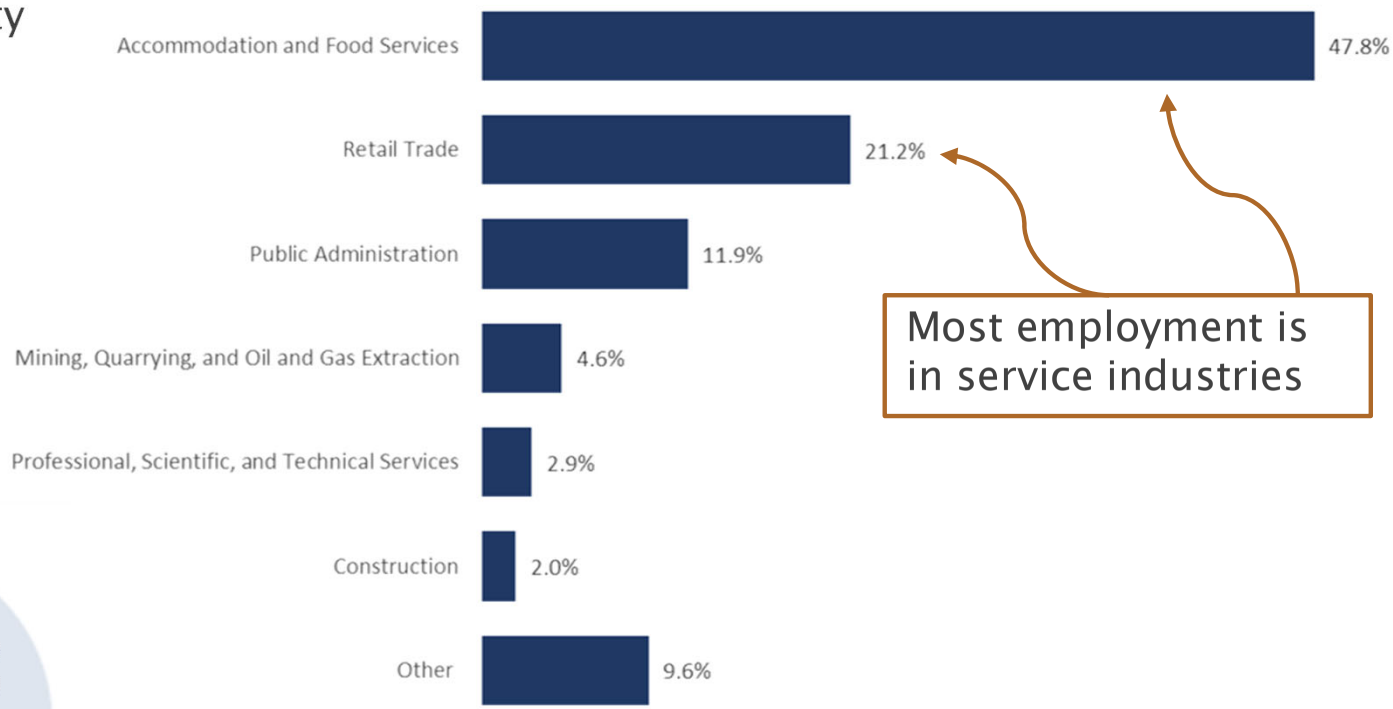
2019 Housing
977 units

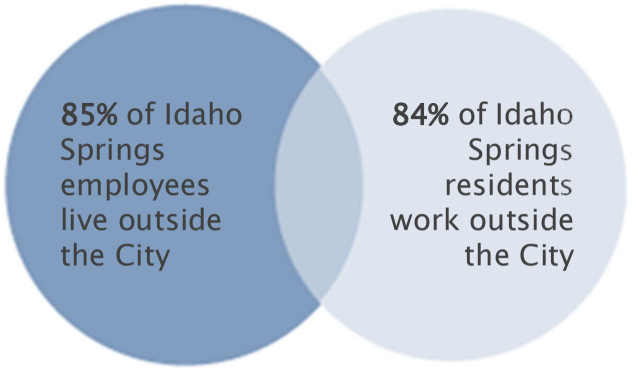
54% owner-occupied
46% renter-occupied

Development of Riverbend Residences

EMPLOYMENT

- Nearly 800 jobs in the City *(2018)*
  - Slight decrease from 2010
- 76% of jobs pay less than $40,000 per year
- Most commuting is to/from Front Range communities





Office of the City Administrator

To: Mayor and City Council
From: Andrew Marsh
Date: December 13, 2021
Subject: Administrative Update

Request for Action:

- Motion to approve a Change Order from D. J. Smith & Co., LLC in the amount of $8,987.00 for the Horseshoe Court project that includes additional concrete work for higher curb walls and for the installation of four concrete pads for picnic tables.

Updates:

- Attached is a letter from the City's water attorney, David Hayes, regarding an hourly rate increase effective January 1, 2022.
- Staff met on November 29 with representatives of Raftelis for an update on the financial plan and rate study for the Water Enterprise.
- The Mayor and staff attended on November 30 the bi-weekly transit center coordination meeting with CDOT.
- Jon attended on December 1 the quarterly Community Partnership Panel (CPP) meeting sponsored by the Henderson Mine.
- The Mayor and I attended on December 1 the board meeting for the I-70 Coalition.
- Jerad attended on December 1 the Planning Commission meeting regarding the recommendation to adopt the Downtown Master Plan.
- Jon attended on December 2 a tourism workshop sponsored by the Clear Creek Tourism Board.
- The Mayor, Mayor-elect, Jon and I attended on December 7 the annual Pearl Harbor Remembrance at the 23rd Avenue bridge over Clear Creek.
- The Mayor and staff attended on December 8 a bi-weekly meeting with Downtown Colorado, Inc. regarding the special improvement district and funding for the mobility/transit hub.
- The Mayor, Mayor-elect and I participated on December 8 in the DOLA hearing for the City's $600,000 grant request for the new Public Works Facility.
- Staff and COMBA met on December 8 with Flowride Concepts to kick-off construction of the first trails in Virginia Canyon Mountain Park.
- Attended weekly City management team meetings regarding response to and recovery from the COVID-19 Pandemic.
- Attended bi-weekly City COVID-19 Economic Recovery Task Force meetings.

- Attended bi-weekly Clear Creek Resiliency Collaborative meetings regarding response to and recovery from the COVID-19 Pandemic.

Upcoming Events:

- The Employee Holiday Party that was to be held on Thursday, December 16 has been cancelled in consideration of the new Clear Creek County Public Health Order requiring face masks indoors and social distancing.
- City offices will be closed on Friday, December 24 in observance of the Christmas Holiday and on Friday, December 31 in observance of the New Year Holiday.
- The dedication ceremony for the upgraded and expanded Water Resource Reclamation Facility (aka, Wastewater Treatment Plant) will be held on Friday, January 7, 2022 at 980 East Idaho Springs Road.

D.J. Smith & CO., LLC
General Contractor-Construction Management
Design Build Consultants-Healthcare Construction

Request for Change Order

TO:
Andrew Marsh
City Administrator
1711 Miner Street, PO Box 907
Idaho Springs, CO 80452
admin@idahospringsco.com

Date: 11/24/21

Project:
Idaho Springs Multi-Court Horseshoe Pits
2350 Colorado Blvd.
Courtney-Ryley-Cooper Park
Idaho Springs. CO 80452

Contractor request the following amount be added to the service agreement for the Horseshoe Multi-Court project.

1) Add for City bond requirements that were excluded from original proposal. As per proposal, bond cost 3% of contract amount. $ 1,012.00.
2) Added additional required concrete work. Site location requires the outside curb walls to be formed to various heights that exceeds the 6" height per proposal. Also included is added tie beams required for additional wall support and added 41cyd of compacted dirt. $4,635.00.
3) Deduct to delete on gate at East end of court. ($180.00)
4) Install (4) each 6' x 8' x 4" concrete pads. Relocate one existing grill to new location, TBD, by City. Includes setting grill with concrete base. $ 3,520.00.

Total Requested change order amount $ 8,987.00

Change order must be approved prior to order, placement of by contractor.

Approval by:

_____ Date: _____
Andrew Marsh, City Administrator

Thank You, Doug Smith
PO Box 16130
Golden, CO 80402
(M) 720-469-0070
doug@djsmithcompany.com

HAYES POZNANOVIC KORVER LLC
ATTORNEYS AT LAW

1999 BROADWAY, SUITE 3200
DENVER, COLORADO 80202

TELEPHONE (303) 825-1980 FACSIMILE (303) 825-1983

December 1, 2021

Via e-mail: admin@idahospringsco.com

City of Idaho Springs
c/o Mr. Andrew Marsh, City Administrator
Box 907
Idaho Springs, Colorado 80452

Re: Rate Increase for Legal Services

Dear Mr. Marsh:

We are proposing to adjust our rates for municipal clients effective January 1, 2022. The current hourly rate for me and other partners in the firm is $275.00, and we propose increasing this rate to $285.00 per hour. We have not adjusted our rates for three years, and believe this adjustment is generally consistent with the cost-of-living increase over that period.

We will also be adjusting our associate's rates as of the beginning of the year to correspond to additional experience level. Associates will be billed at $210.00 per hour (currently $200.00). Legal assistants will remain at $100.00 per hour.

We would appreciate your thoughts and comments on this new schedule of hourly rates and your confirmation that they are acceptable to the City.

Sincerely,

David S. Hayes

DSH/kn

The City of Idaho Springs Mayor and City Council cordially invite you to the dedication of its

WATER RESOURCE RECLAMATION FACILITY
Improvements and Expansion Project

FUNDED BY THE CITIZENS OF IDAHO SPRINGS, THE COLORADO DEPARTMENT OF LOCAL AFFAIRS, AND THE COLORADO WATER RESOURCES AND POWER DEVELOPMENT AUTHORITY

Friday, January 7, 2022
10:00 a.m.

980 East Idaho Springs Road (CR 314)
(Due to a construction road closure, please access the site from I-70 Exit 241.)

RSVP to Patti Tyler at adminsec@idahospringsco.com or 303-567-4421

Office of the Deputy City Clerk

To: Mayor and City Council
From: Wonder Martell, Deputy City Clerk
Date: December 13, 2021
Subject: Staff Report

- ✓ Attended the Planning Commission regular meeting Wednesday December 1st, 2021, discussion was the Downtown Master Plan.
- ✓ Annual Idaho Springs Cemetery report as submitted by Lue Howard
- ✓ Swearing in Diane Breece as elected City Clerk and appointed Treasurer for the City of Idaho Springs.
- ✓ November SAFEBuilt permit report
- ✓ November Sales Tax numbers
- ✓ City Employee Christmas part has been cancelled for safety precautions
- ✓ Certified recount results Idaho Springs question 2B
- ✓ Letter of intent for Council seat appointment

Lue A. Howard
PO Box 284

Idaho Springs, CO 80452
(303) 567-2644
luealta@hotmail.com

To: Mayor Michael Hillman
From: Lue Howard
Re: Idaho Springs Cemetery Update
Date: November 5, 2021

The following is an update on the progress of the Cemetery Improvement Project.

Our **annual cemetery clean-up day** was held on May 20, 2021 with 18 volunteers. Weed eating, raking, trimming bushes and bagging up debris commenced for the morning. Coffee and donuts were service before working and lunch was served after completion of the project.

A **youth service group** worked raking, weed eating, trimming bushes and cleaning headstones on the Titanic and Miner's Bluff sections on August 7, 2021. There were 22 youth and adult volunteers in attendance who worked hard for three hours.

Two long handrails were installed as part of an Eagle scout project. Michael Arnet (boy scout) organized and supervised the work. The steps were constructed last year, so now they are safe with handrails. The City paid for the construction materials. This project was completed on September 25 & 26.

Eagle Scout Project Crew

Columbine Lane

George Jackson Road

The handrails are constructed using galvanized pipe and cement used for the holes. I am expecting them to last 100+ years.

A **new lot wall for the Lot 590** (Oulton) was built and a child's headstone (Selena Grace Oulton) was mounted back on its base (Placer Section). The City paid for the construction materials and money from the account housed by the Historical Society earmarked for the cemetery (donation by Mel Johnson & Marjorie Johnson Hartman) was used to pay for the labor.

We **mitigated the Russian thistle weed** again this year. It is an ongoing project. This year was an amazing year for wild flowers at the cemetery and they lasted a long time. We always wait to try to get some weed eating done in the fall after the wild flowers quit blooming. Thus, we weren't able to get as much done this year.

The website for the Historical Society of Idaho Springs cemetery section had not been updated for about 10 years and we weren't able to access it to make additions and changes. So, I was able to signup with **Find A Grave** and I updated, added photos and added the lots and sections and row numbers for each entry. This winter I will try to add the people who do not have headstones in the Find A Grave website.

Our cemetery has been sectioned out by several different people at different times and it is very difficult to navigate and find grave sites.
I have taken each lot number in sequence and added a section and row number. Following is an excerpt. The City has a copy of this document.

Lot	Row	Section	Lot	Row	Section	Lot	Row	Section
1	62	The Olde (West)	**31**	61	Golden Hill	**61**	59	Golden Hill
2	61	The Olde (West)	**32**	62	Golden Hill	**62**	60	Golden Hill
3	60	The Olde (West)	**33**	62	The Olde (West)	**63**	61	Golden Hill

I only had one request for a cemetery tour this year.

Norman Memorials, Inc. (Ron Cobb and Alan Hobbs) was able to repair ten stones this year. If there are no mishaps this year, we will just need to have stones releveled and sealed down next year. All the major repairs have been completed. This will be an ongoing project. Each year stones start tipping and are crooked. The following pages are the before and after photos.

Robert E. Roberts, Row 63, Lot 213. Reset and sealed down.
(Golden Hill)

Elmer & Henrietta Milford, Row 59, Lot 242. Releveled, reset and sealed down.
(Golden Hill)

Ives, Row 85, Lot 573, Releveled, reset and sealed down.
(Placer)

Thomas & Elizabeth Keast, Row 84, Lot 572. Releveled, reset and sealed down.
(Placer)

James & Mary Collins, Row 84, Lot 596. Releveled, reset and sealed down.
(Placer)

Avery Johnston, Row 69, Lot 447. Releveled and sealed down.
(Silver Dale)

Isaac & Marvin Case, Row 59, Lot 389. Releveled and sealed down. (Placer)

Berry, Lot 320, Row 46, releveled, reset 3 pieces and sealed down.
(Golden Hill)
Photo of how it looked prior to being toppled by a large tree and now. David Schuessler removed the dead tree in the lot.

Eliza Harris, Lot 209, Row 59 Damaged tablet glued back together and then wet set in concrete. Dug in at grave site
(Golden Hill)

Chester Ritter, Lot 585, Row 83 Releveled, reset and sealed down. This stone had actually fallen off its base and was in the area of three of the large stones and Allan and Norman Memorials crew repaired it without charge.
(Placer Section)

Here is a beautiful view from the cemetery of the City of Idaho Springs.

Plans for next year are:

(1) Repair outhouse foundation
(2) Add Robert B Griswold information on wife's headstone including two son's information
(3) 72 more steps extending the set of steps from Columbine Lane toward George Jackson Road
(4) More brush trimming and removal
(5) Staining Sid Varney shelter

My thanks to the City crew for all their cooperation, support and assistance.

OATH OF OFFICE

I, Diane Breece, do solemnly declare and affirm that I will support and uphold the Constitution of the United States, the Constitution and laws of the State of Colorado and the laws and ordinances of the City of Idaho Springs, and that I will faithfully, well and truly, and to the best of my skill and ability, perform the duties of City Clerk/Treasurer for the City of Idaho Springs, upon which I am about to enter.

_____
Diane Breece

STATE OF COLORADO)
) ss.
COUNTY OF CLEAR CREEK)

Subscribed and sworn to before me this 13th day of December 2021.

Witness my hand and official seal.

_____
Wonder Martell
Deputy City Clerk

Jurisdiction Building Performance Report

IDSP - Idaho Springs

Date Range: 11/01/2021 - 11/30/2021

	Residential				Commercial				One Stop	Other	Engineering	Fire	Land Use	Misc	Planning	Public Works	Subdivision	Zoning	Total
	Residential New	Residential Alteration	Residential Miscellaneous	Residential One Stop	Commercial New	Commercial Alteration	Commercial Miscellaneous	Commercial One Stop											
Inspection Activity																			
Number of Inspections	0	4	0	7	0	2	0	2	10	0	0	0	0	0	0	0	0	0	25
Number Passed	0	4	0	5	0	1	0	2	5	0	0	0	0	0	0	0	0	0	17
Inspection Passed %	0.00 %	100.00 %	0.00 %	71.43 %	0.00 %	50.00 %	0.00 %	100.00 %	50.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	68.00 %
% Completed on Sched Date																			100.00 %
Permit Activity																			
Applications Filed	1	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	8
Valuation - Applications	650,000.00	0.00	0.00	18,774.00	0.00	0.00	0.00	0.00	47,380.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	716,154.00
Permits Issued	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	7
Valuation - Issued	0.00	0.00	0.00	18,774.00	0.00	0.00	0.00	0.00	47,380.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66,154.00
Avg wk days submit to issue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total fees billed	0.00	0.00	0.00	240.00	0.00	80.00	0.00	0.00	320.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	640.00
Avg fees/permit (billed)	0.00	0.00	0.00	80.00	0.00	80.00	0.00	0.00	80.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	91.43
Total fees paid	0.00	0.00	0.00	581.61	0.00	100.00	0.00	0.00	1,110.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,792.31
Avg fees/permit (all fees)	0.00	0.00	0.00	193.87	0.00	100.00	0.00	0.00	277.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	256.04
Voided Permits																			
Number of Voided permits	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Plan Reviews - Submittals																			
Initial Submittals Received	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Resubmittals Received	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Submittals Received	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Submittals	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Avg Days In Review	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Plan Reviews - Reviews																			
Total Plan Reviews Completed	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Plan Reviews Created	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Plan Reviews	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

	2016	2017	2018	2019	2020	2021	Mo. To Mo. Comparison	YTD Comparison	Current YTD Total	Previous YTD Total
Jan	$136,640.85	$154,218.54	$154,968.62	$166,830.68	$199,661.64	$209,633.95	4.99%	4.99%	209,633.95	199,661.64
Feb	$182,564.35	$194,616.57	$201,422.32	$246,761.66	$258,309.27	$266,351.19	3.11%	3.93%	475,985.14	457,970.91
Mar	$139,731.94	$200,236.03	$194,756.37	$222,532.49	$235,940.98	$266,501.90	12.95%	7.00%	742,487.04	693,911.89
April	$187,483.54	$177,395.43	$190,166.90	$207,177.31	$232,375.01	$243,676.11	4.86%	6.46%	986,163.15	926,286.90
May	$182,398.01	$206,563.51	$223,907.92	$232,244.57	$186,300.12	$291,578.68	56.51%	14.84%	1,277,741.83	1,112,587.02
June	$134,442.24	$159,819.04	$175,580.94	$178,261.23	$188,064.67	$248,167.82	31.96%	17.32%	1,525,909.65	1,300,651.69
July	$181,631.58	$177,345.32	$184,601.78	$213,658.13	$176,240.37	$275,287.42	56.20%	21.96%	1,801,197.07	1,476,892.06
August	$233,208.76	$248,756.18	$274,310.00	$285,678.54	$289,485.68	$364,020.44	25.75%	22.58%	2,165,217.51	1,766,377.74
Sept	$261,915.78	$295,890.20	$351,932.41	$393,380.68	$301,704.63	$411,802.03	36.49%	24.61%	2,577,019.54	2,068,082.37
Oct	$247,167.24	$266,861.70	$261,825.68	$308,276.28	$302,934.73	$346,174.64	14.27%	23.29%	2,923,194.18	2,371,017.10
Nov	$237,656.99	$217,782.08	$253,207.80	$268,690.51	$311,044.04	$379,340.95	21.96%	23.13%	3,302,535.13	2,682,061.14
Dec	$178,132.16	$176,952.97	$186,403.26	$228,281.95	$252,727.92	$294,442.00	16.51%	22.56%	3,596,977.13	2,934,789.06
Total	$2,302,973.44	$2,476,437.57	$2,653,084.00	$2,951,774.03	$2,934,789.06	$3,596,977.13				
Budget	1,970,000.00	2,344,592.00	2,536,932.00	2,581,078.00	3,002,445.00					
% of Bud	116.90%	105.62%	104.58%	114.36%	97.75%	#DIV/0!				

CLEAR CREEK COUNTY

STATE OF COLORADO)
SS.
CLEAR CREEK COUNTY)

CERTIFICATION OF RECOUNT

CITY OF IDAHO SPRINGS
QUESTION 2B

I, Brenda L. Corbett, the Clear Creek County Clerk and Recorder, do hereby certify the Recount of the City of Idaho Springs Question 2B in the 2021 Coordinated Election which was held in Clear Creek County on the 2nd day of November, 2021.

We the undersigned Canvass Board for the Recount of the City of Idaho Springs Question 2B in the 2021 Coordinated Election, do hereby certify that:

- The scanning equipment was re-tested to show 100% accuracy in scanning
- The post-election Risk Limiting Audit showed zero discrepancies for the current election's target contest set by the Secretary of State
- All ballots have been rescanned and all ballots with Question 2B have been examined by Canvass Board Members if they contained an overvote, undervote or marginal mark
- We have reviewed and do hereby certify that there have been no changes in the results in the attached Official Abstract of Votes Cast

Witness our hands and seal this 3rd day of December, 2021.

Brenda L. Corbett

Brenda L. Corbett (R), Clear Creek County Clerk and Recorder

Christine Bradley

Christine Bradley (D), Canvass Board Member

Rhoda Schleicher (R), Canvass Board Member

Lisa Mallin

Lisa Mallin (D), Canvass Board Member

Ruthie O'Brien

Ruthie O'Brien (U), Canvass Board Member

SEAL CLEAR CREEK COUNTY 1861 COLORADO

Election Summary Report

General Election

Clear Creek

November 02, 2021

Summary for: City of Idaho Springs Ballot Question 2B, All Districts, All Tabulators, All Counting Groups

2021 City of Idaho Springs Question 2B RECOUNT
12/03/2021

City of Idaho Springs Ballot Question 2B (Vote for 1)

	Total	
Undervotes	15	
Overvotes	0	
Candidate	Total	
YES/FOR	279	49.82%
NO/AGAINST	281	50.18%
Total Votes	560	

Wonder Martell, Deputy City Clerk

From: Kent Slaymaker <kent@slaymakercellars.com>
Sent: Wednesday, December 8, 2021 2:05 PM
To: Wonder Martell, Deputy City Clerk
Subject: City Clerk Appointment

Hello,

I have been approached by a few people regarding the newly vacated City Council seat.

I would like to be among the candidates considered for the appointment.

This city has given me a lot and I am excited to give back.

Thank you for your time and let me know if there is anything more formal I need to do.

Kent Marshall Slaymaker
2036 Virginia St, Idaho Springs, CO 80452
PO Box 726, Idaho Springs, CO 80452
303-720-4061

From: LM Manifold
To: Wonder Martell, Deputy City Clerk
Subject: City Council Letter of Intent
Date: Thursday, December 9, 2021 6:23:51 PM

December 9, 2021

Ms. Wonder Martell
Deputy City Clerk
Idaho Springs, Colorado

Re:Letter of Interest, Ward Two City Council Vacancy

Dear Idaho Springs City Council,

This letter is to express my interest in the Idaho Springs City Council vacancy in Ward Two. The following is a brief introduction and explanation as to why I would be a good appointment for council member.

I first purchased my Wall Street property in Idaho Springs in early 2013. This came after a year-long search throughout properties in Clear Creek County. I looked at the towns of Silver Plume, Georgetown, and Empire, as well as Idaho Springs. All of the towns in this county are wonderful and unique, but it was Idaho Springs that won me over.

I began to attend the City Council meetings back in 2013. I was interested in learning more about the way the town was managed and who my representatives were. Part of what drew me to Idaho Springs was our history, the fact that it's a small town, and the commitment the town has to upholding that history and making it a part of daily life. I love that I live in an old home, that all my neighbors are living in old homes, and that most of the residences here are considered historical properties. I first fell in love with living in historic districts when I lived in downtown Annapolis, Maryland. I believe that the beauty and uniqueness of an old town outweighs any of the challenges that come with maintaining that culture.

I have served on volunteer boards before, most recently the Executive Board of Rocky Mountain Fiction Writers where I served for five years. My job was to advocate for the authors within the organization who were not represented by publishing houses, but were working for themselves as author-publishers. Within the author world, being able to independently publish is a fairly recent career path. Prior to fifteen years ago, one was either published by an established publishing house, or not at all. Rocky Mountain Fiction Writers as an organization predates the rise of independent publishing, and therefore, needed an advocate on the Executive Board who could represent the concerns that independent author-publishers face. As someone who enjoys working for myself as an author-publisher, it was a pleasure to represent other small business owners within my professional community through this

organization.

Currently, I serve on the Idaho Springs Historic Preservation Review Commission (HPRC). I love to see cities maintain their architectural history. Not all do, and I value being part of one that makes history a priority. Now, after a year on the HPRC, I appreciate even more the care and concern that my city puts into maintaining our historic district. The recent letter from one of the founding members of the HPRC regarding their purpose and mission statement (part of a packet submitted to the Variance Board in a recent meeting) reinforces the reasons I joined the HPRC. The members of this commission take their mandate seriously and work not only in the city's best interest, but also balance the interests of our property owners as well. It's wonderful to be a part of the HPRC that is steadfastly carrying on the stated mission that began over thirty years ago.

As a member of Ward Two, I have watched with interest the improvements within the town. Since I am seeking appointment as a representative for Ward Two, my chief concerns are with this Ward. However, it's important to see the overall needs and concerns of the entire town, and work with the council to find the best solutions that meet the needs of each ward and the town as a whole. Parking within the business district continues to be an issue. There are proposals for the future of parking downtown in the works, but until they are agreed upon and implemented, parking will still be an area that creates challenges.

Additionally, housing continues to be a concern for Idaho Springs. Seasonal housing, rentals, and available real estate are hot button issues for residents and business owners alike. The demand for growth is one side of that coin. The other side is wastewater. The limitations of our current wastewater plan are a pinch point for all future development. I see these three concerns, parking, housing, and wastewater, as a three-pronged issue that needs to be addressed as one. In order for Idaho Springs to remain a vibrant and growing city with an excellent quality of life for the residents, it's vital that we have mindful leadership addressing all of these facets together.

I would like to be a part of that solution.

The way forward for Idaho Springs won't be easy, but I believe that when a problem or challenge arises, it is our duty to support the solution. For me, that means stepping up and volunteering to serve on the Idaho Springs City Council.

The job of the City Council and the Mayor is to balance all of the aforementioned concerns with an eye for the needs of our residents, our businesses, and our tourists. Finding that balance would be central in my mind should I be appointed a member of the Council. I believe it is possible to address the concerns and the needs of the various stakeholders and come through with solutions that represent an aligned compromise that also serves the fiscal needs

of Idaho Springs now and into the future.

Idaho Springs is at a turning point. We are over one hundred-sixty years old. We must find a path forward that embraces the twenty-first century while still preserving our beloved history. We must structure our repairs and construction in a way that best benefits the residents, while also maintaining fiscal responsibility for past and present obligations. Our recent election this past November brought up a lot of concerns, both of larger and smaller impact, that I feel deserve more discussion and ultimately, solutions. I feel that I can bring a positive voice, an informed opinion, and a mindful approach to finding solutions for Idaho Springs that take all our stakeholders into account while faithfully representing my fellow residents in Ward Two.

In closing, I would like to say that my own small business creates no conflicts of interest that would prevent me from representing Ward Two. I can easily attend virtual and in-person meetings when it becomes appropriate to hold them again. I'm also available on short notice.

Thank you for allowing me to introduce myself, and for your consideration. I'm available for any questions you might have.

Warmest regards,
Lisa Manifold

Manifold1901@gmail.com
1901 Wall Street
Idaho Springs, CO 80452
720-363-9082

To: Mike Hillman, Mayor

City Council

From: Nate Buseck, Chief of Police

Date: December 09, 2021

Subject: City Council Report for December 13, 2021

Requests for Action: Nothing currently.

Calls for Service: Calls for service November 22, 2021- December 09, 2021=**243**.

COVID-19 No incidents of reports of COVID related illnesses among Department members. All civilian and sworn members reporting for duty.

Meetings/Events:

Chief Buseck attended:
12/02/21 Emergency Operations Meeting
12/02/21 Clear Creek Crisis Response Meeting
12/06/21 Economic Recovery Task Force
12/07/21 Pearl Harbor Ceremony

Cpl. Frost attended:
12/08/21: Peer Support

T**raining:**

Upcoming:

ISPD has a new officer hire that is scheduled to start on Monday, January 3, 2022. She is expected to graduate from a near-by academy in mid- December and more information will be available when she is appointed on January 3,2022.

Code Enforcement: Nothing to Report currently

Staffing: 66% Staffing/All officers are working 12hr shifts for coverage.

Significant Incidents:

On November 23, 2021, ISPD was dispatched to 2600 block of Colorado Blvd to a man who had a construction stake spike in the store and was threatening the attendant and other customers. While investigating the scene it was learned that the male suspect had multiple protections orders that prevented him from being in possession of weapons, and controlled substances. The male's suspect was arrested for felony menacing, third degree criminal trespassing, possession of drug paraphernalia, and violation of protection order.

November 26, 2021, ISPD conducted a traffic stop in the 1300 block of Miner St, while speaking to the passenger she appeared under the influence of alcohol as well as multiple warrants for her arrest. The female has a protection order prohibiting her from consuming alcohol. The female was arrested for violation of protection order as well as booked in on her warrant out of Adam's County for failure to comply.

November 27, 2021, ISPD was patrolling the city when they observed a vehicle traveling the opposite direction at a very high rate of speed. ISPD was able to conduct a traffic stop with the vehicle in the 1300 block of Miner St. During the traffic stop it had been made known that the male was in possession of a stolen vehicle out of Aurora. The male was also in possession of known car burglary tools. The male was arrested for 2nd degree aggravated motor vehicle theft.

On December 02, 2021, ISPD officers took reports of a home burglary in the 2900 Riverside Drive. While investigating the scene it was learned that two guns had been stolen from the residence as well as valuable coins. The suspects are unknown currently.

December 02, 2021, ISPD was conducting a welfare check on a male that was asleep in his vehicle, while checking on the male it was made known that the male had a warrant for failure to appear on assault charges. The male suspect was arrested on his warrant.

On December 03, 2021, ISPD was made aware of a felony menacing where a female party brandished a weapon to another vehicle in a neighboring jurisdiction. ISPD officers were able to conduct a traffic stop with the vehicle on I70 and mile marker 241eastbound. The female suspect was arrested for felony menacing

On December 05, 2021, ISPD responded to the area of Highway 308 and Trail Creek Road. to assist the Clear Creek County S.O. with a reported wildfire. ISPD provided traffic control in the area until more resources were able to assist. The wildfire grew to approximately 15 acres and multiple agencies responded to ultimately gain control of the fire.

December 05, 2021, ISPD responded to a motor vehicle crash in the 2100 block of Miner Street. While investigating the crash they detected a strong odor of alcohol coming from the driver of the at fault vehicle. The driver was arrested for driving under the influence of alcohol.