



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

Wednesday, August 6, 2025

Tel: (303) 567-4421 Fax: (303) 567-4955

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

You must join the Zoom Meeting  
(<https://us02web.zoom.us/j/82200987574>) passcode 627970 to participate in a meeting remotely.

---

1. **Call to Order Regular Meeting 6:00 PM**
2. **Roll Call**
3. **Agenda Approval**
  - a. Motion to approve the Agenda of August 6th, 2025
4. **Public Comment**
5. **Conflict of Interest**
6. **Approval of Minutes**
  - a. Motion to approve the minutes from July 2nd, 2025
7. **General Updates**
  - a. Community Development Planner Updates
  - b. Draft 2025 Parking Plan
  - c. Expedited Review for Affordable Development - Update
  - d. City Projects Update
8. **New Business**
  - a. Denver Regional Council of Governments (DRCOG) Regional Housing Needs Assessment Opt In to Satisfy SB24-124 Requirements.
  - b. Ordinance #15, Series 2025, An Ordinance Accepting and Recognizing a Portion of Wall Street as a Legal Public Street.
9. **Old Business**
10. **Adjourn**
11. **Work Session Agenda**
  - a. Comprehensive Plan Chapters 1-3, Land Use and Character Areas Map Draft Changes

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

### **Participation**

- To provide scheduled public comment, either in person or remotely, please fill out and return the Public Comment Form on the City's website. All requests must be submitted to the City Clerk ([cityclerk@idahospringsco.com](mailto:cityclerk@idahospringsco.com)) by 12 p.m. (Noon) the Thursday before the scheduled meeting.
- To provide unscheduled public comment, please join the Zoom Meeting, identify yourself with your full first and last name, and use the "Raise Hand" feature to indicate your desire to speak.

### **General Guidelines**

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



**PLANNING COMMISSION  
MINUTES  
July 2<sup>nd</sup>, 2025**

**CALL TO ORDER**

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

**ROLL CALL**

Commissioners present were Chair Cindy Olson, Chuck Howard, Kent Slaymaker, Alternate Judy Murphy, Vice Chair Ursula Cruzalegui and Commissioner Caitlin Maxwell. Alternate Jefferson Lich joined the meeting via zoom at 6:04pm. Staff present were Community Development Planner Dylan Graves, Deputy City Clerk Wonder Martell and Assistant City Attorney Nick Klein.

**AGENDA APPROVAL**

Commissioner Howard moved to approve the agenda. Commissioner Slaymaker seconded followed by an all in favor voice vote. Motion carries

**CONFLICT OF INTERST**

There was no conflict.

**PUBLIC COMMENT**

None

**APPROVAL OF MINUTES**

Vice Chair Cruzalegui mentioned some typos in the minutes from June 4<sup>th</sup>. In the last paragraph API is listed instead of AMI, the last sentence states yar instead of year. Commissioner Slaymaker mentioned in the roll call the Deput and not Deputy. Deputy City Clerk Wonder Martell advised the commission that she would make those changes.

Vice Chair Ursula Cruzalegui moved to approve the minutes from June 4<sup>th</sup>, 2025, commissioner Slaymaker seconded, second followed by an all in favor voice vote. Motion carries.

**GENERAL UPDATES**

Community Development Planner Dylan Graves mentioned the flyer in the packet on the upcoming July 8<sup>th</sup> meeting. Mr. Graves advised the commission that the meeting on July 8<sup>th</sup> is to be rescheduled to closer to the end of the month. Mr. Graves advised the commission that the June 25<sup>th</sup> meeting was good, and that people seemed to be interested in protecting the historic architecture of town. Chair Olson mentioned that she also has noticed that residents are very interested in keeping the historic look, Chair Olson also mentioned that a lot of these residents are new to town. Mr. Graves agreed and mentioned that people are showing interest in designation, well managed growth and keeping character. Commissioner Slaymaker stated that the results of the survey are fascinating, and there are very interesting

responses. One of them is asking that the businesses stay open past 6 pm as that would help keep people in town longer, and Commissioner Slaymaker asked staff if they had any incentives for the downtown businesses to stay open longer. Maybe get some more hotels in town. Community Development Planner Mr. Graves advised the commission that an event center was opening in the downtown area and that events naturally will keep people in town longer and that in itself may be enough incentive for businesses to stay open longer to serve the crowds. Mr. Graves also mentioned the Block Parties that were being activated this summer in the Historic District could also potentially give enough incentive for the businesses to stay open a bit later. Chair Olson mentioned maybe highlighting that parking is free after 6 pm. Commissioner Slaymaker stated that the city mostly does all the things that people mentioned in the survey, but he just wanted to highlight a few of them.

### **NEW BUSINESS**

Commissioner Slaymaker moved to approve Ordinance #14, Series 2025, and Ordinance Accepting and Recognizing the Alignment of a Portion of Virginia Canyon Road. Vice Chair Cruzalegui seconded the motion. Second followed by discussion. DISCUSSION- Chair Olson mentioned that the ordinance has a date on it as March 5<sup>th</sup> and that should be corrected. Chair Olson asked staff if this also cleans up property lines, Mr. Graves stated that it does, and the City passed a resolution like this one when Soda Creek Road was done. Discussion was followed by an all in favor roll call vote. Motion passes.

### **OLD BUSINESS**

Community Development Planner Mr. Graves advised the commission that the City had issued the first two extended stay licenses the day prior and that the rest of the applicants are slowly moving forward with becoming in compliance. Mr. Graves also mentioned that he had spoken with DOLA about the expedited review resolution that the city had just passed and that DOLA advised the city that we need to show that guides and checklists need to be created. Mr. Graves advised the commission that he would start working on the guides and checklists. Mr. Graves also mentioned that there was a meeting with DOLA on PROP 123 and the new affordable unit build requirements and how the city can get there.

### **ADJOURMENT**

Chair Olson Adjourned the meeting at 6:36 pm.



City of Idaho Springs  
1711 Miner Street  
P.O. Box 907  
Idaho Springs, CO, 80452-0907  
303.567.4421 | (f) 303.567-4955  
[www.idahospringsco.com](http://www.idahospringsco.com)

## Community Development Planner Communication

Meeting Date: August 6, 2025  
To: Planning Commission Members  
From: Dylan Graves, Community Development Planner  
RE: Community Development Report

---

### Comprehensive Plan Updates:

- Phase 1 of the Comprehensive Plan update continues to go well. We have received ~60 survey responses to date. The comprehensive plan survey is active and available at this link: <https://www.surveymonkey.com/r/PLN4GLD>. I will keep it open for a few more weeks to see if we can get a few more responses before closing it.
- There is a work session item on the agenda for this month to discuss chapters 1 and 2 updates, which are the introduction and background sections. Updates in this section are minor, but we thought it was a good opportunity to start discussing updates and potential language that could go into the final draft.

### Affordable Housing Education Opportunity:

- I was recently accepted into a University of Denver executive certificate program focused on affordable housing. I was able to secure a scholarship for 70% of the tuition costs. Andy and Guy agreed to cover the remaining cost out of the city's education/conference/training budget that goes to training opportunities, conferences, etc. It begins in September and runs until next June, with weekly coursework focused on a range of subjects on how to finance and build affordable housing in the community. It seems like a great opportunity to learn more about how to achieve an important city goal for the short- and long-term, so I am excited to take the course and implement what I have learned in Idaho Springs. This should be a good opportunity to build on the discussions we have had so far regarding affordability and what it means for Idaho Springs and the broader Clear Creek community.
- An information sheet is included in the packet.
- A key concern to discuss is that the coursework for this course is generally Wednesdays from 6-8 P.M. This would conflict with regularly scheduled Planning Commission meetings from October to May. Staff would like to see if the Planning Commission would be willing to reschedule PC meeting dates during this period to a different day of the week to accommodate this course schedule. The ISMC does not specify that PC meetings must be on the first Wednesday of each month, so we could reschedule for the first Tuesday or Thursday for these months.
  - Would this work for PC members?

### Expedited Review for Affordable Housing Resolution and Update:

- As you recall, we passed an ordinance that commits the city to expediting reviews related to affordable housing projects where at least 50% of the units in the project are affordable per state definitions. I met with DOLA about our progress, and they mentioned that we will need to do a little bit more work regarding implementation before we fully satisfy the requirements. They mentioned that we will need to create guidelines documents and information sheets that we had committed to for developers and have them in place and create some policy documents that discuss how we will continue to expedite into the future. I am working on this as we speak ahead of the January 1 deadline.

### City Projects Update:

- Virginia Street / Virginia Canyon Road Utility and Paving project: nearing completion, just needs a few last mop up items done

- Montane Water Tank project: expected to be complete by end of summer.
- Updated Parking Plan 2025: there are a few notable changes proposed for action at the August 11 Council meeting:
  - Added 1856 Colorado Blvd (old Sunshine Café lot) to the parking program, since that is likely to be operational by the end of the summer
  - Ten fifteen-minute parking spaces are being formally added to the downtown area and east end
  - Oversized parking spaces are to be established in the Highway 103 lot east of Carlson Elementary
  - Paid parking is to be instituted on the east end of town and along Soda creek Road between Montane rive and the hot springs north driveway entrance
  - Residential parking is being extended to the west end of town and along Edwards and Miner Streets on the east end of town to protect additional residential parking
  - A discount partnership program is being established to allow businesses to offer their customers parking discounts
- New Water Lines in Idaho and Miner Streets adjacent to Fieldhouse apartment complex
  - Work is continuing on the Fieldhouse projects at the former football field. They are working on constructing the new water lines in Idaho Street and Miner Street at present. The homes along Idaho Street between 11<sup>th</sup> and Miner Street will be connected to the new line this summer.
- Grant award for affordable senior housing project at 839 CO 103
  - You may recall that we recently annexed and zoned 1.99-acres of land at 839 CO 103 that is restricted so that only affordable senior housing can be built on the site.
  - Recently, the city was awarded a \$24,000 grant to hire qualified consultants to help the city assess financing options, prepare proformas, serve as a development liaison, or pursue funding opportunities for an affordable senior housing project on city-owned land, and generally guide the city through the development process. The consultant should be on board in the next two weeks.
- Historic sites and facilities
  - The Historic Sites and Facilities Committee is working on creating a complete, updated signage plan for the city's historic resources, which include buildings like the Powder House, City Hall, the library, the three hose houses, and other facilities. Signage is intended to better honor the sites and give visitors more information about the city's history. Long-term, we would like to put together some sort of history tour that would allow visitors and locals to go around the city and visit and learn about all of the city's sites and facilities.
  - The train car that has been up at the Silver Plume depot being restored is nearly finished and we are now focusing on how to get the car back to Idaho Springs. The location where the engine and coach sit will eventually be relocated to the eastern side of City Hall (existing parking will need to be relocated) and a cover will need to be constructed to protect the restored coach and the engine from the elements (road salt, sunshine, etc.).
- Virginia Canyon Mountain Park / Argo Cable Car project:
  - The cable car construction is underway. All of the towers are constructed in the park, and they are working on the base. Riverside Drive is closed and will remain closed until late autumn/early winter. Trail work in the park continues using existing funding sources. Additional funding would be needed for future trails starting in 2026.
- Shelly / Quinn Ball Fields Park:
  - The existing Public Works barn and shed are scheduled for demolition ahead of Rapidgrass and that area should soon be available for parking. Rapidgrass is August 15-16 this year.
  - The skatepark construction is well underway. They are still on track to open this year.
  - The stage relocation to the western ballfield is also complete.

Extended Stay Lodging Update:

- The first two extended stay lodging licenses were issued to the Lift Landing and Uplift Inn properties on July 1 after they passed all necessary inspections from the city and the fire authority. A third property is nearly there. We are waiting on updated plans from the rest, but I have been in contact with them recently. Staff believe that all these properties can get into compliance prior to the final December 31 deadline.



2025-2026



Executive  
Certificate in  
**AFFORDABLE  
HOUSING**



*A joint program offered by:*

**University of Denver**

ROCKY MOUNTAIN LAND USE INSTITUTE

&

BURNS SCHOOL OF REAL ESTATE & CONSTRUCTION MANAGEMENT

# About the Program

The DU Executive Certificate in Affordable Housing is a joint program offered by the Burns School of Real Estate & Construction Management at the University of Denver's Daniels College of Business and the Rocky Mountain Land Use Institute at the University of Denver's Sturm College of Law.

Featuring in-depth training from a variety of interdisciplinary experts, the program provides participants with a focused & fast-tracked pathway to learn the complexities of affordable housing development and the practical skills necessary to work in this specialized sector.

Lack of affordable housing supply has culminated in a housing crisis in the West. As communities scramble to tackle this problem, the demand for highly skilled professionals in the affordable housing sector is growing.

This certificate program is designed to help meet that demand, by providing professionals with both the foundational & technical knowledge needed to build more quality affordable housing and more equitable communities.

## Program Schedule

The program can be completed in 8 months and features 8 course modules. Coursework will be primarily online, but participants will be required to attend two, in-person/weekend-long intensive modules at the beginning and end of the program.

### This program is designed for

- **Professionals currently working in the housing sector** (real estate professionals, developers, planners, policy makers, housing advocates, attorneys, civic leaders, property managers, architects, lenders, etc) **who are looking to upskill.**
- **Professionals looking to reskill** to transition into work in the affordable housing sector.

**Orientation Workshop: An Overview of Affordable Housing**  
SEP 2025 | *in-person at DU campus on Sep. 19-21*

**Housing Policy: Federal, State, & Local Approaches**  
*online*

**Legal & Regulatory Context: Planning, Zoning & Entitlement**  
*online*

**Social Dimensions of Affordable Housing**  
*online*

**Affordable Housing & Project Finance**  
*online*

**Construction Management, Design, & Innovations**  
*online*

**Development & Management of Affordable Housing**  
*online*

**Capstone Project: The Practicum**  
JUN 2026 | *in-person on DU campus (2.5 days/1 weekend)*

Online course modules will last between 3-5 weeks.

Participants can expect a total time commitment of 3-4 hours/week:

(2 hours of live, online classes, plus 1 -2 hours of independent study).

Online classes on Wednesday evenings from 6-8 PM

# Program Faculty

For a complete list of faculty and instructors, please visit the program website at:

[www.du.edu/affordablehousing](http://www.du.edu/affordablehousing)

**Daniel S. Brisson, PhD**  
Professor  
Graduate School of Social Work  
University of Denver

**Vivek Sah, PhD**  
Director  
Burns School of Real Estate and Construction Management  
Daniels College of Business  
University of Denver

**Eric A. Holt, PhD**  
Professor of the Practice  
Burns School of Real Estate and Construction Management  
Daniels College of Business  
University of Denver

**Susan Daggett, JD**  
Director  
Rocky Mountain Land Use Institute  
Professor of the Practice  
Sturm College of Law  
The University of Denver

**Jeff Englestad, PhD**  
Professor of the Practice  
Burns School of Real Estate and Construction Management  
Daniels College of Business  
University of Denver

## Program Enrollment

### FEES & APPLICATION

Total program cost: \$10,000

*Need based scholarships will be awarded.*

**For more information/to apply, visit:**  
[www.du.edu/affordablehousing](http://www.du.edu/affordablehousing)

### ATTENDANCE REQUIREMENTS

Participants who complete the program will be granted an Executive Certificate in Affordable Housing.

Completion of the program will require:

- In-person participation at both the September & June weekend-long intensive modules (at DU's campus in Denver), and
- Substantial participation (75% attendance) at each of the remaining online models.

*If necessary, students will be allowed an additional year to make up any incomplete/missed modules.*

### IMPORTANT DATES:

Program Registration Opens: **January 13, 2025**

**Deadline to Apply: May 30, 2025** (Early Bird Discount: Apply by March 30)

Acceptance Notifications Sent By: **June 20, 2025**

Program Start Date: **September 19-21, 2025**

## Key topics covered

Housing market fundamentals & the current housing crisis

Types of affordable housing

The role of planning & zoning in affordable housing development

Permitting & entitlement processes

The social, economic, & environmental impact of affordable housing

Barriers & challenges to project development

Project funding sources, tools & emerging trends

Project finance structures

Pro Forma development

Construction management & design best practices

New construction & design technologies

Affordable housing project development - strategies & schedules

Intro. to affordable housing management & operations

# WHY DU?

1

## Learn from Leading Experts in Interdisciplinary Fields

With expertise in real estate, construction management, law, social work, and public policy, DU is well-positioned to offer a first-in-class Executive Certificate in Affordable Housing.

2

## Small Class Sizes to Maximize Engagement & Instruction

Limited cohorts of 30 students allow for maximum learning.

3

## Flexible Online Learning, Plus Face-to-Face Networking

A primarily online program provides flexibility for busy professionals, while in-person experiences allow for networking with key industry stakeholders.

Thank You to our

## Program **Sponsors**

The DU Executive Certificate in Affordable Housing Program has been made possible through generous contributions from the Colorado Housing & Finance Authority and the Simpson Family.



The  
Simpson  
Family

**Questions?** Contact us:



[affordablehousing@du.edu](mailto:affordablehousing@du.edu)

**Want to Learn More?** Visit:



[www.du.edu/affordablehousing](http://www.du.edu/affordablehousing)

**CITY OF IDAHO SPRINGS, COLORADO**  
**PARKING PLAN**

(Effective ~~7-28-25~~6-24-2024)

This Parking Plan governs the parking of vehicles within the City of Idaho Springs, Colorado. Parking in violation of this Plan is unlawful as provided by Section 21-4 of the Idaho Springs Municipal Code.

**Section 1. Parking motor vehicle on private ground.** No person shall park or stand a motor vehicle or other personal property on premises of another or in the lawful possession of another without the permission of the owner or person in possession thereof. Any vehicles parked in excess of 72 hours may be deemed abandoned.

**Section 2. Parking lot use.** No person shall perform maintenance work on vehicles or otherwise use the city parking lots for any other purpose than parking vehicles or repairing temporarily disabled vehicles, unless approved by the City Council.

**Section 3. Stopping, standing, or parking in alleys.**

No person shall stop, stand or park a vehicle within an alley in a business district, except for the expeditious loading or unloading of materials; and no person shall stop, stand or park a vehicle in any other alley in such a manner or under such conditions as to leave available less than ten (10) feet of the roadway for the free movement of vehicular traffic.

No person shall stop, stand, or park a vehicle within an alley in such a position as to block the driveway or entrance to any abutting property.

**Section 4. City parking lot hours.** Except as otherwise provided herein, no person shall park any vehicle for more than twelve (12) consecutive hours in any City Parking Lot unless otherwise designated by official signs. Vehicles registered with residential parking permits and vehicles owned by and registered to political subdivisions of the state of Colorado, including their departments, agencies, etc., are excepted from this time limitation. For the purposes of this Parking Plan, the Parking Lots in the following locations shall be deemed to be “City Parking Lots”:

- a. The North side of Water Street between 14<sup>th</sup> and 17<sup>th</sup> ~~Avenues~~
- b. On the Southwest corner of 16<sup>th</sup> Avenue and Colorado Blvd.
- c. On the North side of Riverside Drive, the posted areas in the 3200 and 3300 blocks
- d. The South side of Idaho Street between 12<sup>th</sup> Avenue and 13<sup>th</sup> Avenue
- e. The east side of Highway 103 across from Carlson Elementary School
- d.f. The north side of Colorado Boulevard in the 1800 block

## **Section 5. Handicap parking.**

Notice of handicap parking spaces shall be given by posting a single approved sign giving notice of the applicable restrictions, and any time or other limitations thereon, at the front of the space or on a wall or fence beside the space. When possible, the curb in the handicap parking space shall be painted blue.

To be legally parked in a handicap parking space, a vehicle must display an approved appropriate hang tag or license plate.

Permanent handicapped parking spaces shall be provided as follows:

- a. There shall be the following number of handicap parking spaces in the following city parking lots:
  - i. One (1) space in the lot located at 13<sup>th</sup> Avenue and Idaho Street; and
  - ii. Two (2) spaces in the lot bordered by 15<sup>th</sup> and 17<sup>th</sup> Avenues, Water Street and the area known as the “Walking Mall” behind the buildings on the south side of Miner Street between 15<sup>th</sup> and 17<sup>th</sup> Avenues.
- b. There shall be one (1) handicap parking space on the west side of 14<sup>th</sup> Avenue immediately south of Center Alley, in front of the Library. Handicap parking in this space shall be limited to three (3) hours.
- c. There shall be two (2) handicap parking spaces on the east side of 14<sup>th</sup> Avenue just north of Miner Street adjacent to the Senior Center between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday.
- d. There shall be one (1) handicap parking spaces on the north side of Colorado Boulevard, beginning at a point fifteen (15) feet east of the hydrant at the corner of Colorado Boulevard and 16<sup>th</sup> Avenue.
- e. There shall be one (1) handicap parking space on the west side of 15<sup>th</sup> Avenue, beginning at the point thirty-four feet (34') north of the north edge of the sidewalk at the corner of Colorado Boulevard and 15<sup>th</sup> Avenue.
- f. There shall be one (1) handicap parking space on the east side of 17<sup>th</sup> Avenue, beginning at the point fifteen (15) feet south of the corner of Miner Street and 17<sup>th</sup> Ave.
- g. There shall be one (1) handicap parking space in the parking lot for the Visitor and Heritage Center.
- h. There shall be one (1) handicap parking space on the north side of Colorado Boulevard in the parking lot for Courtney-Ryley-Cooper Park.
- i. There shall be one (1) handicap parking space on the south side of the 2800 block of Colorado Boulevard just east of Miner Street.
- j. There shall be one (1) handicap parking space on the north side of the 2900 block of Colorado Boulevard just east of Gilson Street.

The City Council may by resolution designate temporary handicap parking spaces to accommodate persons with disabilities who do not have off-street parking available on their property, or whose off-street parking does not permit reasonable access for them.

- k. Such designation shall be requested on forms provided by the city.
- l. Such designation shall be for one (1) year from the date of the resolution approving the same and may be extended one (1) year at a time by making renewal application on forms provided by the city.
- m. If the person for whom such designation was approved dies, relocates, recovers, or becomes rehabilitated with regard to such person's disability, the authority for the designation shall be immediately revoked and the signs removed.

**Section 6. Fifteen (15) & Thirty (30) - Minute Parking Spaces**

Fifteen (15) – Minute Parking Spaces are hereby established with signage at the following locations:

Miner Street, north side in front of Library Book Depository

14<sup>th</sup> Avenue, west side, first space south of Miner Street

15<sup>th</sup> Avenue, east side, first space south of Miner Street

16<sup>th</sup> Avenue west side, first space north of Miner Street

16<sup>th</sup> Avenue east side, first space north of Center Alley

17<sup>th</sup> Avenue, west side, first space north of Miner Street

One space in front of 2736 Colorado Boulevard

One space in front of 2801 Colorado Boulevard

One space in front of 2812 Colorado Boulevard

One space in front of 2818 Colorado Boulevard

m.

**Section 6. Loading zones.**

Loading zones are hereby established in the following locations and parking in such locations is prohibited except to load or unload passengers or materials:

<i>Name of street or alley</i>	<i>Portion affected (terminal limits)</i>
15 <sup>th</sup> Avenue at Miner Street	Southwest corner, as designated by an official sign, from 8:00 a.m. to 5:00 p.m., except Sat., Sun., and Holidays

16 <sup>th</sup> Avenue at Miner Street	Northeast corner, as designated by an official sign, from 8:00 a.m. to 5:00 p.m., except Sat., Sun., and Holidays
17 <sup>th</sup> Avenue at Miner Street	Southwest corner, as designated by an official sign, from 8:00 a.m. to 5:00 p.m., except Sat., Sun., and Holidays
14 <sup>th</sup> Avenue to 15 <sup>th</sup> Avenue	Northwest corner of 14 <sup>th</sup> Avenue to private parking lot at northeast corner before 15 <sup>th</sup> Avenue, on Idaho Street, as designated by an official sign, from 8:00 a.m. to 5:00 p.m., except Sat., Sun., and Holidays.
Idaho Street	Northwest corner of 14 <sup>th</sup> Avenue to private parking lot at northeast corner before 15 <sup>th</sup> Avenue, on Idaho Street, as designated by an official sign, from 8:00 a.m. to 5:00 p.m., except Sat., Sun., and Holidays.
City Parking Lots	As designated by official signs.

The City Council may, by resolution, authorize the Public Works Superintendent to designate special parking zones for loading and unloading passengers or materials and to delete such special parking zones by posting or removing appropriate signs.

When official signs are erected giving notice thereof, no person shall park a vehicle for the purpose of loading or unloading materials within the “Downtown Historic District” \* except during the following hours:

**Loading of Materials Restricted to 5:00 A.M.-10:00 A.M.**

\*For purposes of this parking restrictions, the Downtown Historic District shall be The Historic Preservation District of the City, as designated and defined by Section 22-3 of the Idaho Springs Municipal Code from time to time.

All of Blocks 7,8,15,16,20,22,25,28 and 33; the West 1 foot of Lot 9, all of Lots 10,11 and 12, Bloc 9; and the South 40 feet of Lots 1 and 2, Block 17; all within the City of Idaho Springs, County of Clear Creek, Colorado.

**Section 7. Parking on certain streets.** Vehicles may be parked on the east side of 8<sup>th</sup> Avenue from High Street north to the city limits, facing a southerly direction with the left-hand wheels parallel to and within twelve (12) inches of the left-hand curb or as close as practicable to the right edge of the left-hand shoulder.

**Section 8. Stopping, standing, or parking during certain hours on certain streets.** When official signs are erected giving notice thereof, no person shall stop, stand, or park a vehicle between the hours specified herein on any day. As defined by the Model Traffic Code currently in force within the City upon any of the streets as follows:

<i>Name of street</i>	<i>Portion affected (terminal limits) Regulations in effect: from – to</i>
Miner Street	From Miner Street Bridge to 13 <sup>th</sup> Avenue from 3:00 a.m. to 7:00 a.m.
Colorado Boulevard	From 2800-2900 block 3:00 a.m. to 7:00 a.m.
Colorado Boulevard	2000 block in spaces designated for fire department use only

**Section 9. Parking prohibited at all times on certain streets.** When official signs are erected giving notice thereof, no person shall at any time park a vehicle upon any of the following described streets or parts thereof:

<i>Name of street</i>	<i>Portion affected (terminal limits)</i>
Virginia Street	North side from Canyon Street to west city limits, 19 <sup>th</sup> Avenue to Canyon Street
Wall Street	South side from 19 <sup>th</sup> Avenue to 23 <sup>rd</sup> Avenue South side from 14 <sup>th</sup> Avenue to 16 <sup>th</sup> Avenue
Idaho Street	South side from 13 <sup>th</sup> Avenue to 15 <sup>th</sup> Avenue
Riverside Drive	Virginia Canyon Flume to 23 <sup>rd</sup> Avenue south side
Miner Street	South side from Miner Street Bridge East to Miner Street and Colorado Junction at the 2300 Block South side from 3 <sup>rd</sup> Avenue to 1 <sup>st</sup> Avenue South side from 8 <sup>th</sup> Avenue to 10 <sup>th</sup> Avenue
Canyon Street	North from Virginia Street to city limits, on either side
11 <sup>th</sup> Avenue	East side of 11 <sup>th</sup> Avenue from Idaho Street to Miner Street
12 <sup>th</sup> Avenue	East and west sides of 12 <sup>th</sup> Avenue from Idaho Street to Miner Street. West side of 12 <sup>th</sup> Avenue accesses recreation center off-street parking
13 <sup>th</sup> Avenue	East side of 13 <sup>th</sup> Avenue, northerly 40 feet from Virginia Street to city limits. Fire lane. East side of 13 <sup>th</sup> Avenue between Idaho Street and Colorado Boulevard, except for school loading

14 <sup>th</sup> Avenue	West side of 14 <sup>th</sup> Avenue from the north boundary of Highway I-70 to the south boundary of Water Street (extended)
15 <sup>th</sup> Avenue	East side of 15 <sup>th</sup> Avenue northward from Virginia Street to the city limits. Fire lane.
20 <sup>th</sup> Avenue	West side of 20 <sup>th</sup> Avenue from Miner Street to Colorado Boulevard
Idaho Street	Miner Street to 11 <sup>th</sup> Avenue
Water Street	South side: 14 <sup>th</sup> Avenue to 15 <sup>th</sup> Avenue-from the west boundary of 14 <sup>th</sup> Avenue to a point 80 feet east thereof
High Street	North side of High Street from 8 <sup>th</sup> Avenue to 9 <sup>th</sup> Avenue North side of High Street from 8 <sup>th</sup> Avenue to a point 73 feet west of 8 <sup>th</sup> Avenue North side and south side of High Street from 7 <sup>th</sup> Avenue to a point 200 feet east of 7 <sup>th</sup> Avenue. Fire lane.
Edwards Street	On the north side between 27 <sup>th</sup> Avenue and 27 <sup>th</sup> Place On the south side from 25 <sup>th</sup> Avenue to the I-70 underpass in accordance with the provisions of the Model Traffic Code currently in effect within the City.
Colorado Boulevard	South side: from the west line of 13 <sup>th</sup> Avenue, west to a point 60 feet west of said west line of 13 <sup>th</sup> Avenue
Riverside Drive	Both sides between 23 <sup>rd</sup> Avenue and the Greenway Bridge over Clear Creek at the west end of the Riverside Townhomes

**Section 10. Parking time limited on certain streets.** In accordance with the Model Traffic Code currently in effect within the City and when official signs are erected giving notice thereof, no person shall park a vehicle for a period of time longer than the time periods listed below between the hours listed below upon any streets or parts of streets as follows:

<i>Name of street</i>	<i>Portion affected (terminal limits)</i>
14 <sup>th</sup> Avenue	West side between Miner Street and Center Alley – one-hour limit

17<sup>th</sup> Avenue East side between Miner Street and Idaho Mall – one-hour limit

~~Colorado Boulevard Between 15<sup>th</sup> Avenue and 23<sup>rd</sup> Avenue—three-hour limit except in front of residential properties or as otherwise posted.~~

**Section 11. Bus/Rafting/Oversize Vehicle Loading/Unloading & pParking.** In accordance with the Model Traffic Code currently in effect within the City and when official signs are erected giving notice thereof:

- a. There shall be ~~a Bus Stop for CDOT Bustang, CDOT Pegasus, Clear Creek County Roundabout, and Greyhound~~~~two (2) tour bus parking spaces~~ on the south side of Idaho Street beginning at a point seventy-eight (78) feet west of the stop sign at 13<sup>th</sup> Avenue.
- b. There shall be one (1) tour bus loading/unloading space on the north side of Miner Street in front of the Central Hose House, beginning at the eastern edge of the curb cut and extending 47.1 feet to the west.
- c. There shall be ~~three (3)~~~~two (2)~~ tour bus and rafting loading/unloading spaces on the north side of Colorado Boulevard just west of 23<sup>rd</sup> Avenue and across the street from the Visitor and Heritage Center.
- ~~e.~~d. Oversize vehicle parking is designated at the City Parking Lot on Highway 103.

**Section 12. Parking on certain streets during adverse weather conditions.** Vehicles may be parked on the North side of Wall Street from 19<sup>th</sup> to 23<sup>rd</sup> Avenue facing east due to the steep slope during inclement weather conditions for reasons of safety.


**Section 13. Paid parking on certain streets.** The following ~~downtown~~ streets are designated for paid parking between 10:00 a.m. and 6:00 p.m. every day, unless posted otherwise:

- Miner Street between 12<sup>th</sup> Avenue and Clear Creek
- 14<sup>th</sup> Avenue between ~~Colorado Boulevard~~~~Miner Street~~ and Idaho Street
- 15<sup>th</sup> Avenue between Colorado Boulevard and Idaho Mall
- 16<sup>th</sup> Avenue between Colorado Boulevard and Idaho Mall
- 17<sup>th</sup> Avenue between Center Alley and Idaho Mall
- ~~• Southside of Colorado Boulevard between 13<sup>th</sup> and 14<sup>th</sup> Avenues~~
- ~~• Southside of Colorado Boulevard between 17<sup>th</sup> Avenue and Riverside Drive~~
- Colorado Boulevard between 13<sup>th</sup> Avenue and the roundabout at Interstate 70 Exit 240, except where otherwise posted
- Soda Creek Road between Montane Drive and the north driveway entrance to the Indian Hot Springs

**Section 14. Paid parking lots.** The following parking lots are designated for paid parking between 10:00 a.m. and 6:00 p.m. every day:

- Downtown West Parking Lot south of Idaho Mall between 14<sup>th</sup> and 15<sup>th</sup> Avenues
- Downtown Central Parking Lot south of Idaho Mall between 15<sup>th</sup> and 16<sup>th</sup> Avenues
- Downtown East Parking Lot south of Idaho Mall between 16<sup>th</sup> and 17<sup>th</sup> Avenues
- Downtown North Parking Lot southwest of Colorado Boulevard and 16<sup>th</sup> Avenue
- Transit Center Parking Lot southwest of 13<sup>th</sup> Avenue and Idaho Street
- Highway 103 Parking Lot south of Interstate 70
- City Hall Parking Lot (weekends and holidays only)
- City Parking Lot in the 1800 block of Colorado Boulevard
- ~~Future Police Station Parking Lot southwest of Colorado Boulevard and Riverside Drive~~
- Visitor Center Parking Lot southwest of Colorado Boulevard and Miner Street, except for the spaces designated for the Visitor Center only

**Section 15. Residential Permit Parking Areas.** The following areas—exclusive of the streets designated for paid parking—are designated residential permit parking areas and are restricted to registered residents and their guests, unless posted otherwise:

- The area bounded by Wall Street to the north, Miner Street to the south, 132<sup>th</sup> Avenue to the east and ~~West Colorado Boulevard~~8<sup>th</sup> Avenue to the west.
- The area bounded by Wall Street to the north, Center Alley to the south, 17<sup>th</sup> Avenue to the east, and 132<sup>th</sup> Avenue to the west.
- The area bounded by Wall Street to the north, Riverside Drive to the south, 23<sup>rd</sup> Avenue to the east, and 17<sup>th</sup> Avenue to the west.
- Miner Street between Clear Creek and Colorado Boulevard.
- Miner Street between the Visitor Center and Safeway.
- Miner Street, 2400-2800 blocks
- Edwards Street, 2300-2700 blocks
- 25<sup>th</sup> Avenue
- 27<sup>th</sup> Avenue
- 27<sup>th</sup> Place
- Spruce Lane
- Miner Circle
- 
- Riverside Drive between the Greenway bridge at the west end of the Riverside Townhomes and the east end of Riverside Drive at the cul de sac.

**Section 16. Discount Partnership Program (Business-Set Discount).** Businesses opt into a discount program and display a "Branded Participating in Parking Discounts" decal in their window, using new Visit Idaho Springs branding.

- Discounts are determined by the business (e.g., \$1 off, \$5 off, etc.)
- The ParkIS app and City promotions will highlight participating locations

- Customers can **look for the icon** and receive exclusive in-store discounts by showing proof they paid for parking.
- Example: “Show us your parking receipt and get \$3 off your purchase”



TO: Idaho Springs Planning Commission  
 CC: City Administrator Andrew Marsh, Assistant City Administrator Guy Patterson  
 FROM: Dylan Graves, Community Development Planner  
 SUBJECT: DRCOG Opt-In Discussion and Action  
 MEETING DATE: August 6, 2025

**BACKGROUND**

The scope of this work session item is to discuss opting in to the Denver Regional Council of Government’s (DRCOG’s) recently adopted Regional Housing Needs Assessment for the Denver Metropolitan Area and surrounding governments that are part of the DRCOG boundary, including areas both within and outside of the DRCOG Metropolitan Planning Organization (MPO). The City of Idaho Springs is a member municipality of DRCOG but is outside of the MPO area. Because Idaho Springs is within the DRCOG boundary, it was included in the Regional Housing Needs Assessment (Regional HNA).

A primary purpose of pursuing the housing needs assessment is to provide a data-driven foundation to inform housing strategy. Housing needs assessments offer a broad understanding of housing needs for people across the income spectrum and with different household characteristics, which allows for a more targeted and effective approach to meeting needs. Understanding how much housing the region needs, where it is needed, and at which price points, for both current and future populations, is necessary for policymakers to address overall housing supply and affordability challenges.

The Sustainable Affordable Housing Assistance Act (the “Act”) requires local governments to conduct and publish a housing needs assessment that conforms to methodologies developed by the Colorado Department of Local Affairs by December 31, 2026. However, local governments are exempt from the requirement to conduct a local housing needs assessment if they participate in a regional housing needs assessment that complies with Department of Local Affairs methodology.

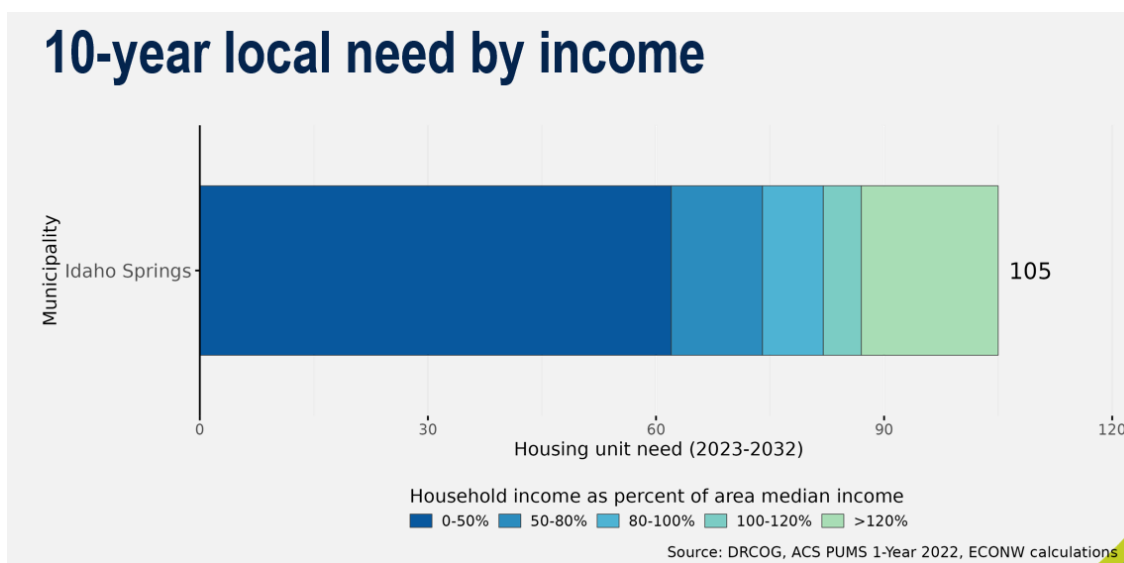
DRCOG staff in December 2024 submitted its Regional Housing Needs Assessment to the Colorado Department of Local Affairs for conformity review with the Act. The Colorado Department of Local Affairs provided a response stating that the Regional Housing Needs Assessment is "considered to be both in substantial conformity and has received full and final approval". This allows local governments in the DRCOG region to use the regional assessment for compliance with the housing needs assessment requirement of the state law if they participate in the regional assessment.

Local governments in the DRCOG region may use the regional assessment for compliance with the new state law if their governing body reviews the Regional Housing Needs Assessment at a public meeting and submits comments to DRCOG during the 60-day review period, from July 14, 2025, to September 12, 2025.

As such, staff believe that Idaho Springs should opt-in and provide comments to DRCOG ahead of the September 12, 2025, deadline.

**DRCOG Regional Housing Needs Assessment Information**

Staff believe that the DRCOG data accurately reflects the community’s housing needs. It shows that the city has a “need” for an additional 105 housing units by the end of 2032. It is broken up as follows:



The chart shows how many housing units are needed over the 10-year period from 2023 to 2032, and at what income levels those units are needed. The precise number is not as important as understanding the scale and scope of the need and developing a strategy proportionate to the need.

Reading the housing needs assessment information for Idaho Springs, staff reached the following conclusions:

1. The DRCOG document shows that the biggest need for housing in Idaho Springs is at the low-income level. 60% or more of the need is for housing at or below 60% of AMI (approximately \$1,200/month or less), which does seem accurate based on actual wages in the city. It calls for 105 new housing units in the next seven years. With 944 existing housing units (not including the Fieldhouse Apartments on the Golddigger Field site), this would result in a 9% increase in total housing units within the city.
2. Housing supply is less than demand in every household income category. Low-income households (below 50% of Area Median Income) represent the greatest need for additional housing. This is something that we have talked about anecdotally and the DRCOG data backs this up.
3. The analysis of current supply, housing type, tenure, growth, and housing burden appears to be accurate, so we would not have to re-invent the wheel.
4. It does not preclude us from performing our own HNA so that we can have local data. It simply gives us the flexibility to not worry about completing one if capacity becomes an issue.

Talking with Clear Creek County and the newly created Housing Authority board, neither are ready to move forward with our own local HNA. As such, opting in to the DRCOG data seems necessary to meet the Act's December 31, 2026 deadline. Additionally, opting in allows the city to focus resources on the next step of the process, the Housing Action Plan (HAP).

### **HOUSING ACTION PLAN (HAP):**

Once the city either opts in to the DRCOG regional HNA or completes its own separate HNA, the city must complete a HAP and have it approved by January 1, 2028, and then every six years after that. A HAP is essentially the implementation document for the HNA. It takes the HNA data and demonstrates the local government's commitment to address demonstrated housing needs and guide the local government in developing legislative actions, promoting regional coordination, and informing the public of the local government's efforts to address housing needs in the local government's jurisdiction. The HAP must include a variety of components meant to determine ways to build the city's demonstrated housing needs in a way that is equitable and efficient and, if possible, avoids displacement of residents from any areas of the city. If the city opts in to the DRCOG regional HRA, it could then spend its resources on the HAP, rather than on a new or updated HNA.

### **OTHER NOTES/RELEVANT INFORMATION:**

It is important to note that the city needs to build an additional 22 affordable housing units in the city by the end of 2026, a number the city committed to in 2023 when opting-in to Proposition 123 to be eligible for funding. To date, very little of this housing has been built. However, there are several potential projects in the works, including the Carlson Elementary redevelopment that a private, affordable housing developer is considering at 1300 Colorado Boulevard and the Senior Housing project that the city is working on at 839 CO 103. If either or both projects go forward, the city would not only achieve the 22 affordable units that was committed to in 2023 but also go a long way to achieving the need demonstrated in the DRCOG data. Also to note, the Fieldhouse Apartments will essentially fulfill the city's housing needs for the upper-end housing from the DRCOG data, since the planned development and final development plan for the development both show that the intended market for these apartments was for residents making between 80-160% of local AMIs. This allows the city to focus on lower-level AMIs when searching for additional housing development. A diversity of housing is still ideal, rather than simply apartments, so future 100%+ developments that bring diverse housing options can still benefit the community.

### **STAFF RECOMMENDATION AND NEXT STEPS:**

Staff recommend that the Planning Commission vote to adopt the study's findings provide comments to DRCOG. Staff will pass any comments on to DRCOG once received. We will also present the DRCOG opt-in to City Council for review and discussion as the city's elected board but Planning Commission comments and recommendations are critical.

**REQUEST FOR DIRECTION:** What comments, if any, do Planning Commissioners have regarding the DRCOG Regional HNA?

**POTENTIAL MOTION:** Motion to recommend that the city opt-in to the DRCOG Regional Housing Needs Assessment.



# DRCOG regional housing needs assessment

# Local needs and context

If you have difficulty using this document's content, please email [access@drcog.org](mailto:access@drcog.org) or call 303-455-1000. Please expect a response within 72 hours (three business days).

# Jurisdictions by submarket

## Central

Denver
Edgewater
Glendale
Golden*
Lakewood
Morrison*
Wheat Ridge*

## North

Arvada*
Boulder*
Brighton*
Broomfield
Dacono
Erie
Firestone
Frederick
Lafayette
Lochbuie*
Longmont
Louisville
Mead
Northglenn*
Superior
Westminster*

## North Central

Arvada*
Brighton*
Commerce City
Federal Heights
Golden*
Lochbuie*
Northglenn*
Thornton
Westminster*
Wheat Ridge*

## Southeast

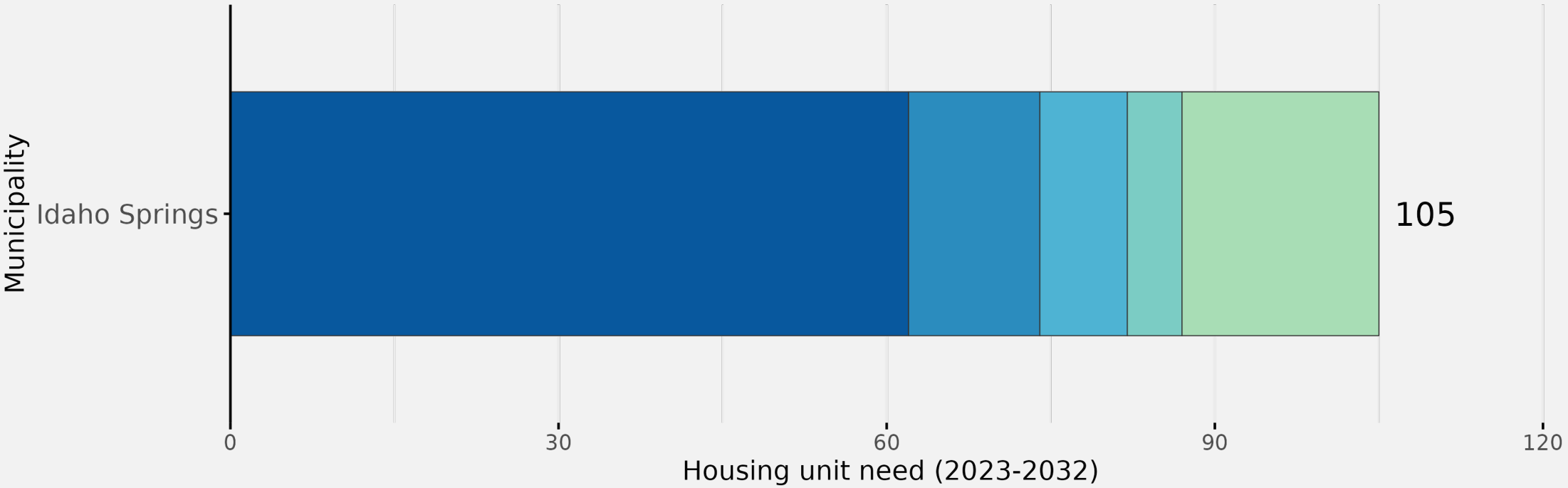
Aurora
Bennett
Bow Mar
Castle Pines
Castle Rock
Centennial
Cherry Hills Village
Columbine Valley
Deer Trail
Englewood
Foxfield
Greenwood Village
Larkspur
Littleton
Lone Tree
Parker
Sheridan

## West

Arvada*
Black Hawk
Boulder*
Central City
Empire
Georgetown
Golden*
Idaho Springs
Lyons
Morrison*
Nederland
Silver Plume

\*: Jurisdiction overlaps with multiple regional submarkets

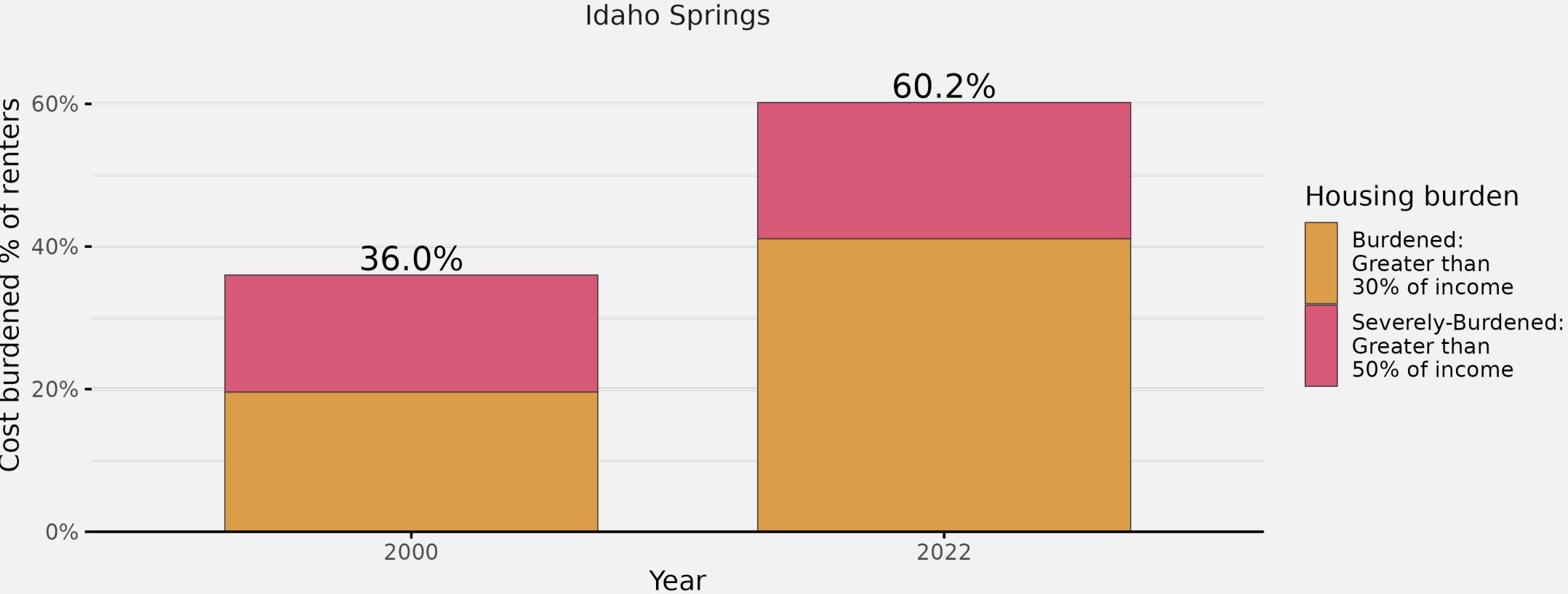
# 10-year local need by income



Household income as percent of area median income  
■ 0-50% ■ 50-80% ■ 80-100% ■ 100-120% ■ >120%

Source: DRCOG, ACS PUMS 1-Year 2022, ECONW calculations

# Housing burden



Source: Decennial Census 2000, ACS 2022 5-Year 2022

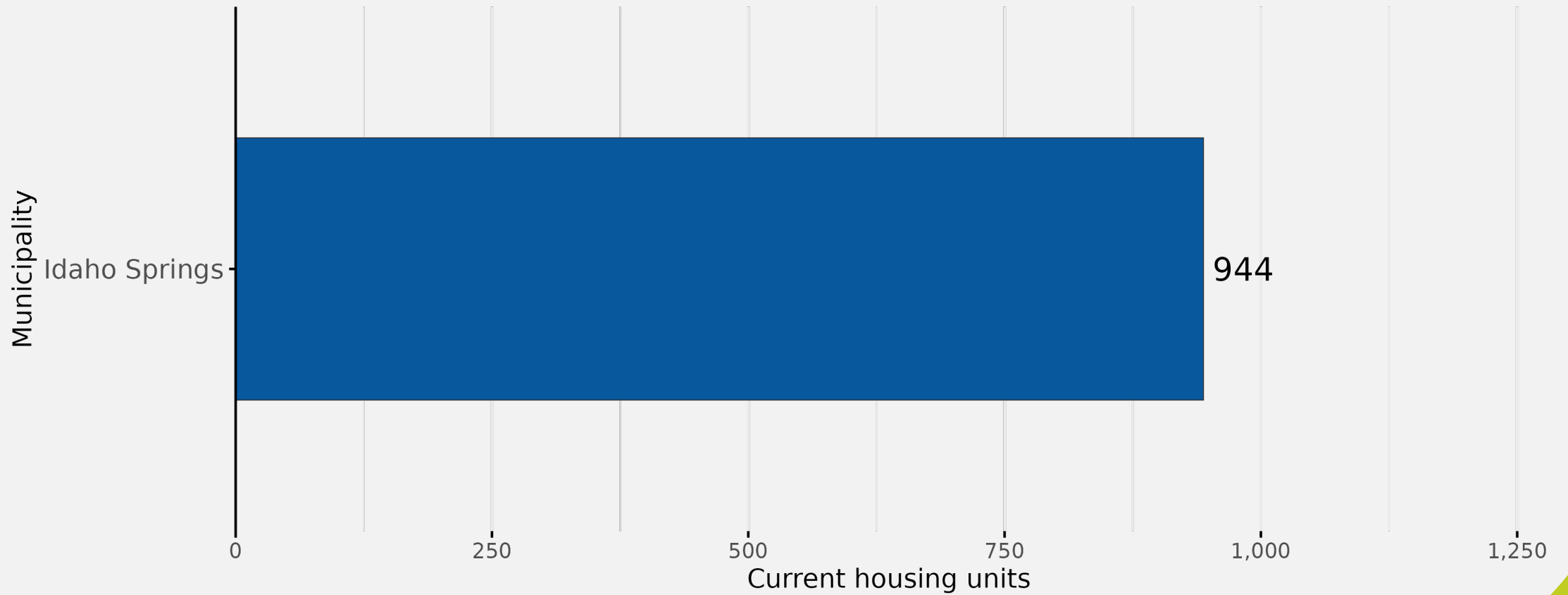
# Permitting trends



Source: HUD SOCDS

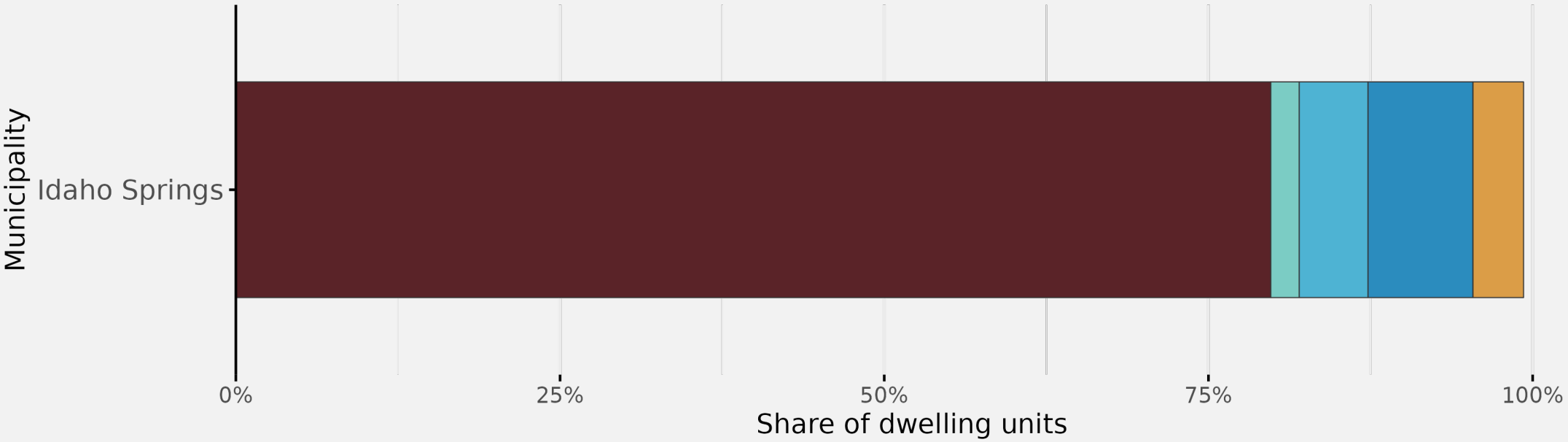
Note: Permit data is not available for entire counties or unincorporated Weld County (DRCOG portion).

# Current supply



Source: ACS PUMS 1-Year 2022, Decennial Census 2020

# Dwelling type



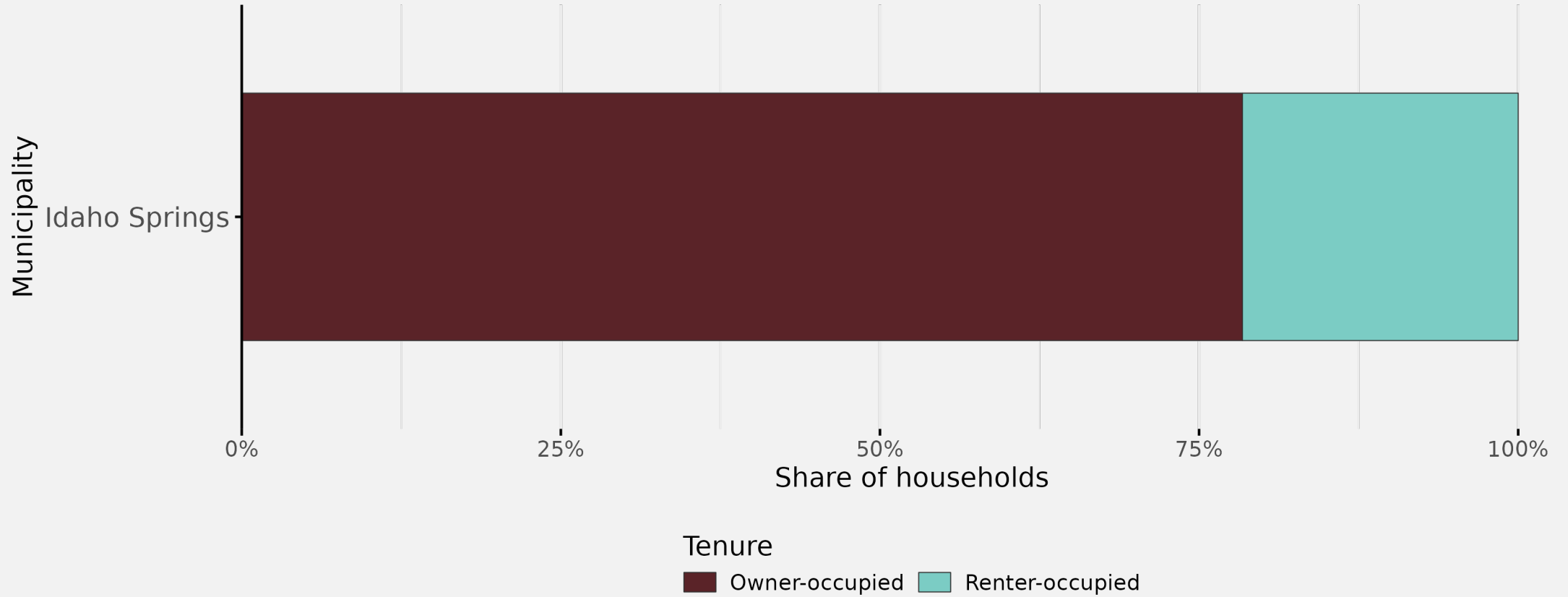
**Dwelling type**

- 1, detached (single-family home)
- 2 to 9 (small multi-family)
- 50 or more (large multi-family)
- 1, attached (townhome, rowhouse, etc.)
- 10 to 49 (medium multi-family)
- Mobile home

Source: ACS 2022 5-Year 2022

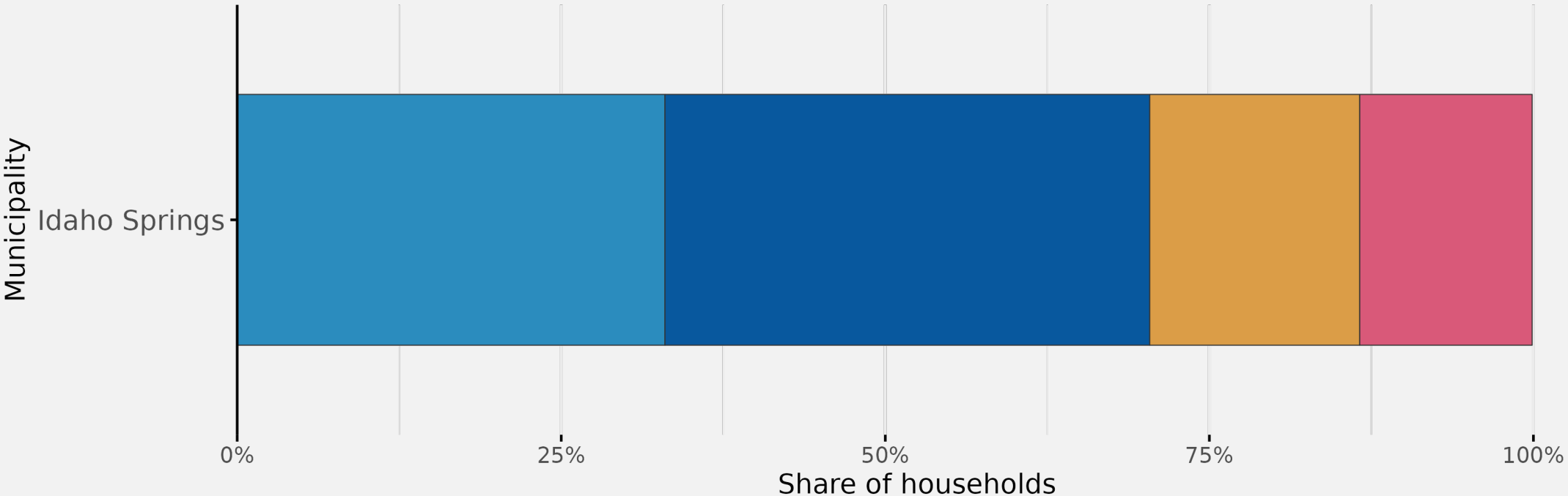
Note: Values may not add up to 100% due to the exclusion of units with dwelling type 'Boat, RV, van, etc.'

# Tenure



Source: ACS 2022 5-Year 2022

# Household size

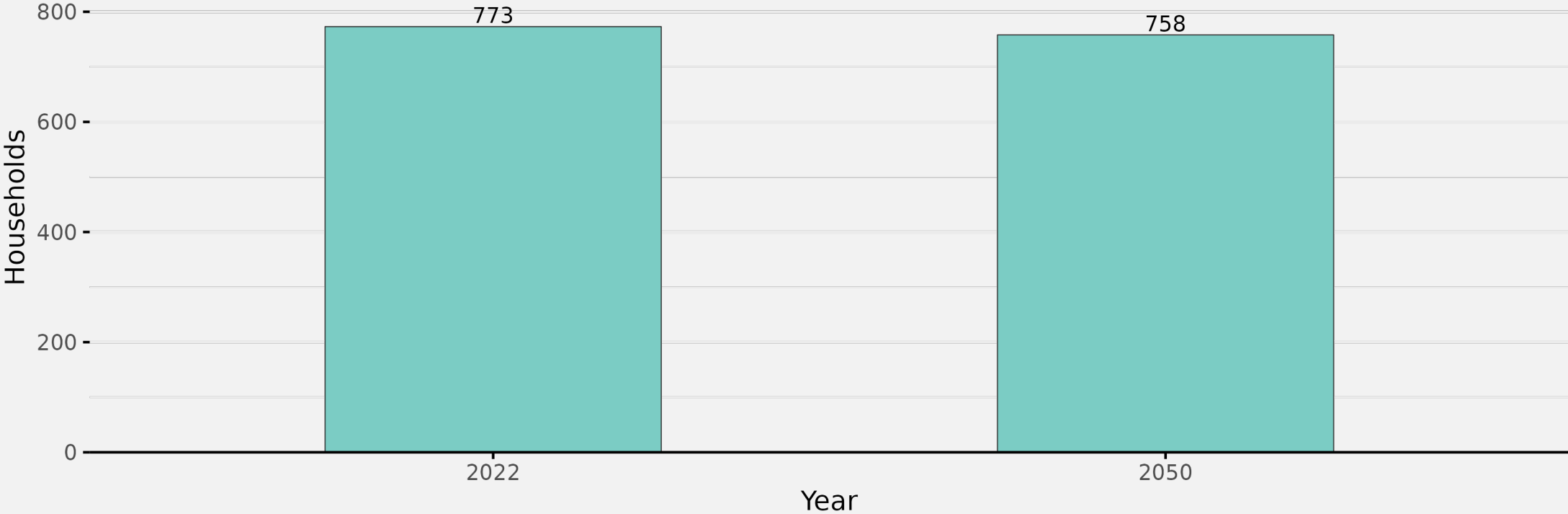


Household size  
■ 1-person household ■ 2-person household ■ 3-person household ■ 4-or-more person household

Source: ACS 2022 5-Year 2022

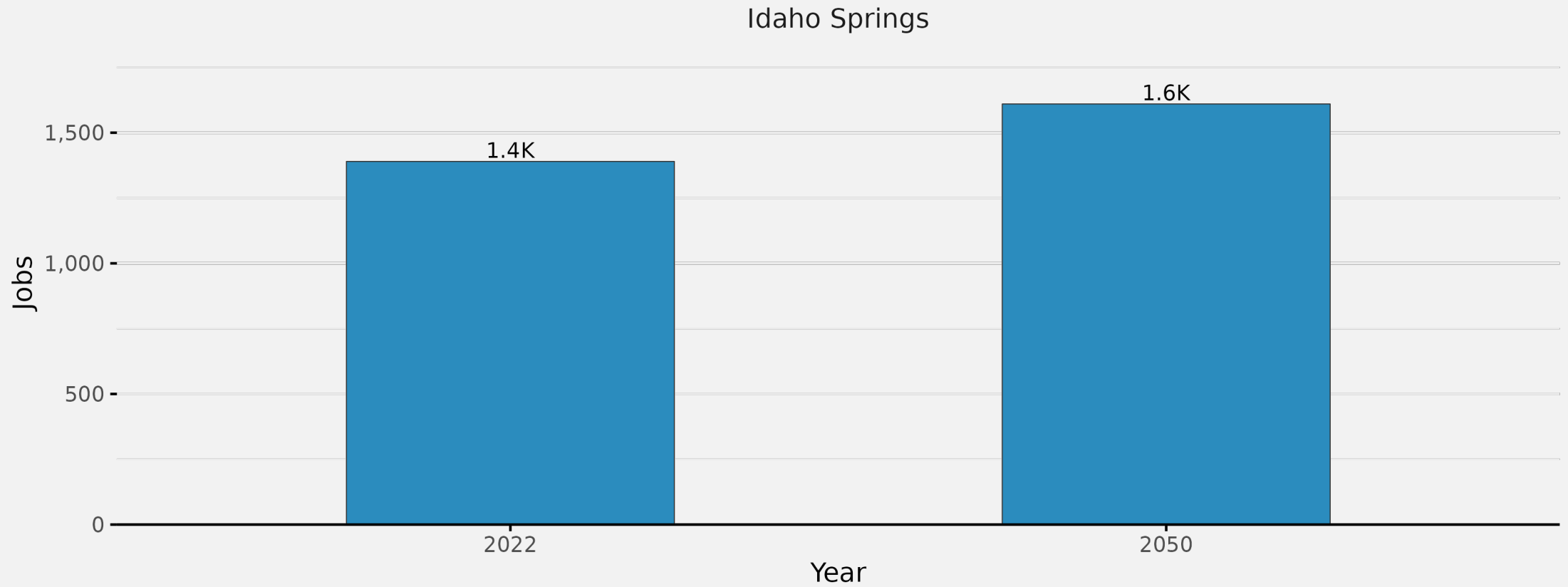
# Household growth

Idaho Springs



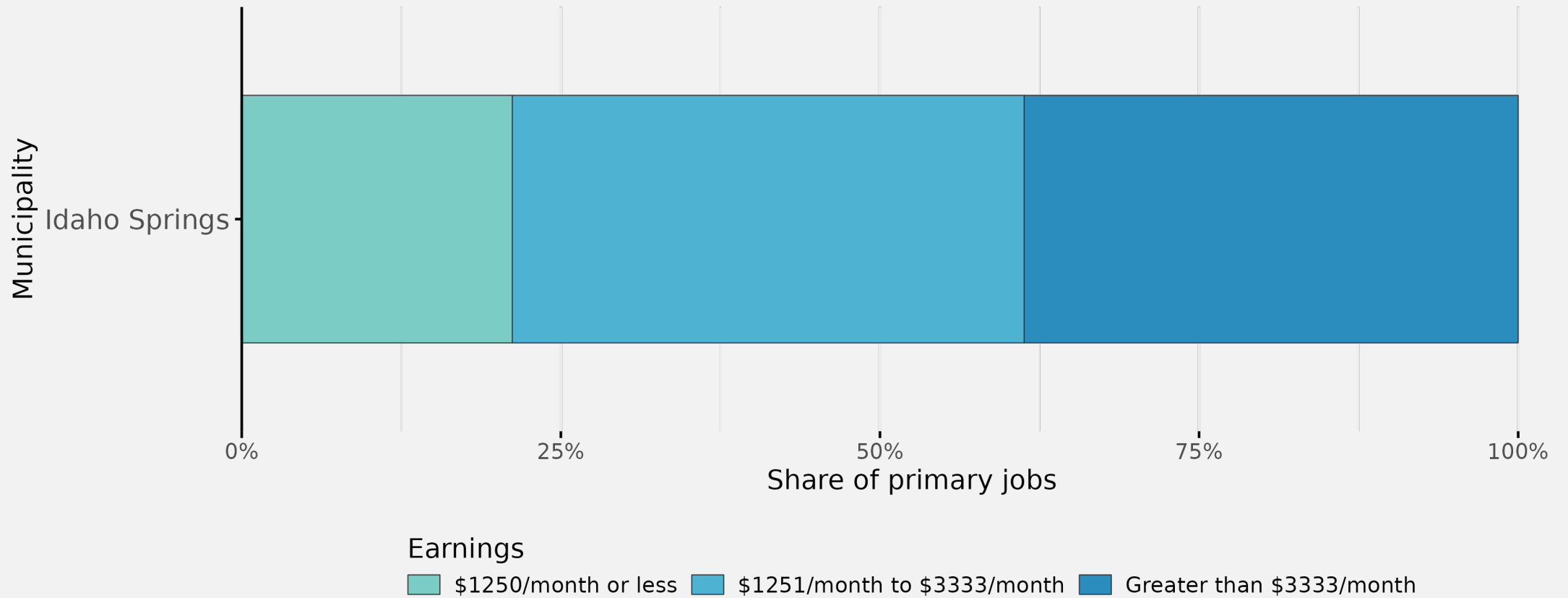
Source: DOLA, DRCOG

# Job growth



Source: DOLA, DRCOG

# Jobs by earnings

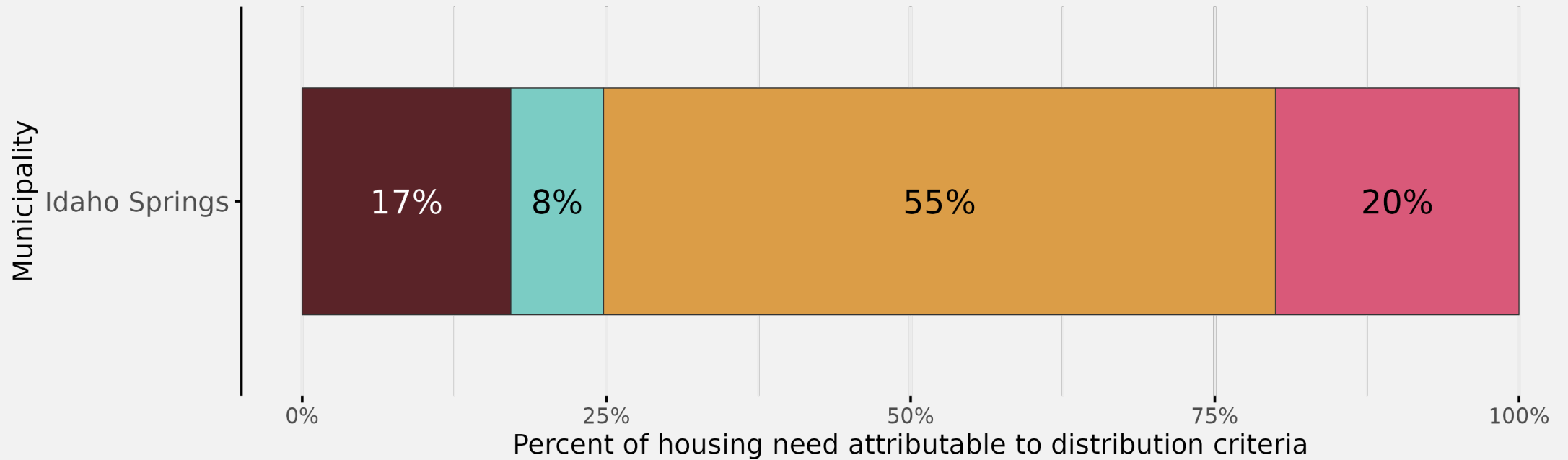


Source: LODS, Workplace Area Characteristic data, 2021

# Disability

This plot is not available for the selected municipalities.

# Which criteria determine housing need?

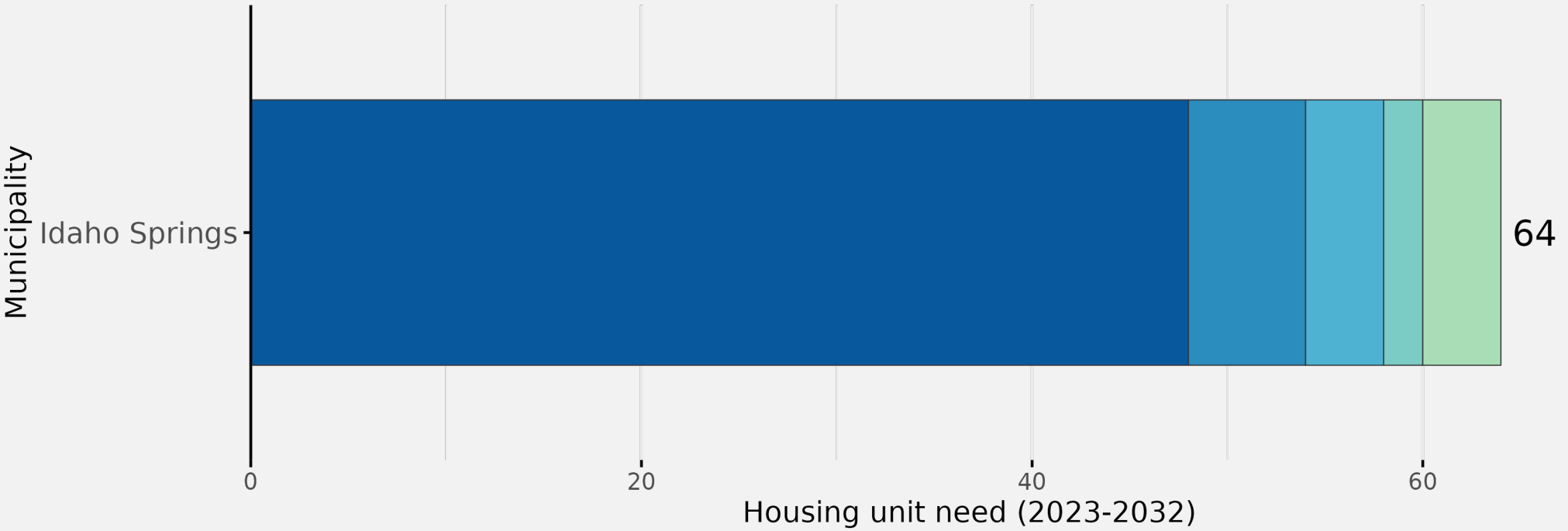


Distribution criteria

- Current Jobs
- Current Population
- Future Jobs
- Future Population

Source: DRCOG, ACS PUMS 1-Year 2022, ECONW calculations

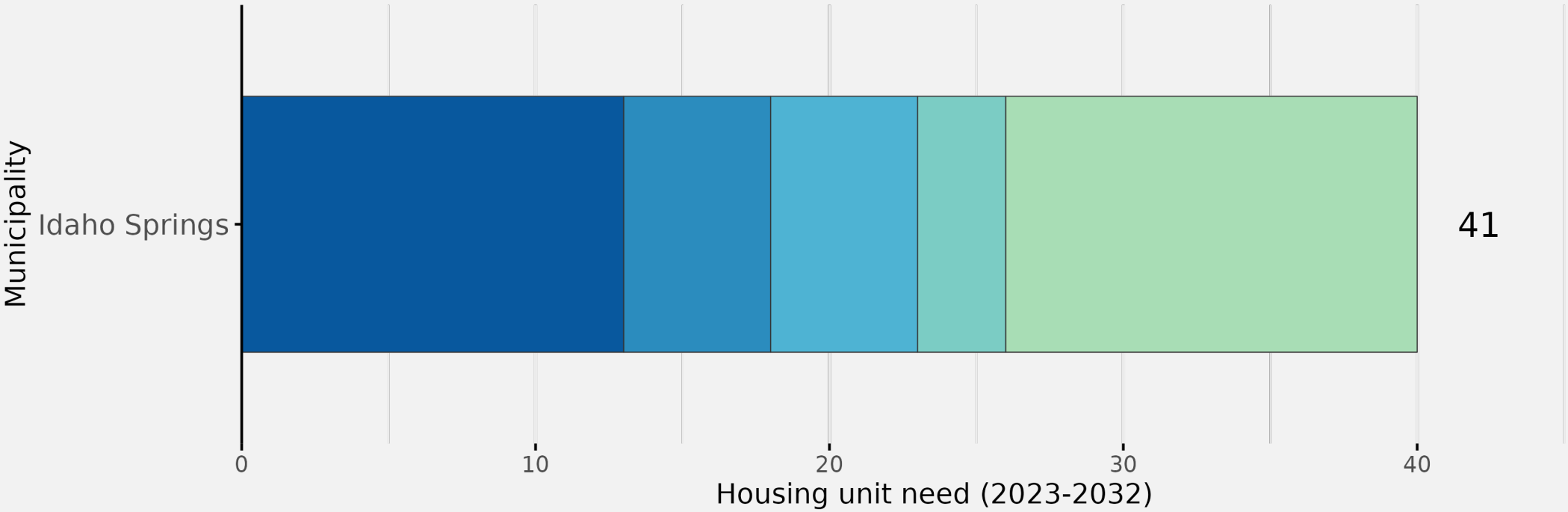
# 10-year local renter need by income



Household income as percent of area median income  
■ 0-50% ■ 50-80% ■ 80-100% ■ 100-120% ■ >120%

Source: DRCOG, ACS PUMS 1-Year 2006-19 and 2021-22, ECONW calculations

# 10-year local owner need by income



Household income as percent of area median income  
■ 0-50% ■ 50-80% ■ 80-100% ■ 100-120% ■ >120%

Source: DRCOG, ACS PUMS 1-Year 2006-19 and 2021-22, ECONW calculations



July 2024

# Regional Housing Needs Assessment

Denver Regional Council of Governments

Prepared for: Denver Regional Council of Governments (DRCOG)

**ECOnorthwest**

222 SW Columbia Street • Suite 1600 • Portland, OR 97201 • 503-222-6060

# Acknowledgments

ECONorthwest prepared this report with support from, guidance and input of several partners, including staff, and leadership of the Denver Regional Council of Governments (DRCOG), Community Planning Collaborative and MIG. We are especially grateful to participants in the project Advisory Group composed of representatives from DRCOG member governments, state agencies, environmental advocacy groups transportation planning professionals, private housing developers, mission driven housing developers, housing finance professionals, consultant land use attorneys, nonprofit housing advocates, economists and data scientists.

That assistance notwithstanding, ECONorthwest is responsible for the content of this report. The staff at ECONorthwest prepared this report based on their general knowledge of the economics of housing and regional economies. ECONorthwest also relied on information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECONorthwest has not independently verified the accuracy of all such information and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

## **ECONorthwest**

- ◆ Tyler Bump
- ◆ Lee Ann Ryan
- ◆ Justin Sherrill
- ◆ Amanda Ufheil-Somers

## **Community Planning Collaborative**

- ◆ David Driskell
- ◆ Micah Epstein

## **MIG**

- ◆ Mark De La Torre
- ◆ Avery Wolfe

## **DRCOG**

- ◆ Sheila Lynch
- ◆ Kris Valdez
- ◆ Andy Taylor
- ◆ Emily Daucher
- ◆ Zachary Feldman
- ◆ Nora Kern
- ◆ Emily Lindsey
- ◆ Dillon McBride
- ◆ Corey McGinnis

Preparation of this report has been financed in part through federal grants from the United States Department of Transportation, Federal Highway Administration, Federal Transit Administration and the Colorado Department of Local Affairs.

For more information about this report please contact:

**Lee Ann Ryan**

ryan@econw.com

ECOnorthwest

206-388-0079



# Table of Contents

<b>Executive Summary.....</b>	<b>1</b>
<b>1. Introduction and context .....</b>	<b>3</b>
<b>2. Regional housing needs .....</b>	<b>7</b>
<b>3. Submarket housing needs .....</b>	<b>16</b>
<b>4. Systemic barriers to meeting housing needs .....</b>	<b>24</b>
<b>5. Moving toward a regional strategy.....</b>	<b>29</b>

# Executive Summary

---

## Denver's past and future growth requires more housing

The Denver region has experienced rapid growth in recent years, with a 17 percent increase in residents since 2010 and a 33 percent increase in jobs. Many of the region's 3.4 million residents struggle to find affordable and accessible housing in their location of choice as home prices and rents have increased far faster than incomes.

The Regional Housing Needs Assessment provided the opportunity for local governments, non-profits, industry representatives and other organizations involved in housing preservation and production across the Denver region to better understand the scope, scale, and nature of housing issues in the region. The Denver region while interconnected through jobs and transportation, has historically approached housing policy at the town, city, and county level.

Addressing the regional housing needs will require greater coordination across local jurisdictions as many of the barriers are too complex and broader than one local community can take on alone and there is tremendous opportunity to more efficiently address barriers collaboratively.

## Measuring regional housing need

DRCOG conducted this Regional Housing Needs Assessment to establish an objective, data-driven understanding of the baseline housing need for both the current and future population.

Using a methodology shaped by best practices and the guidance of a local Advisory Group, the Regional Housing Needs Assessment estimates that 511,000 units are needed across the region by 2050 to meet both the needs of the current population and to accommodate projected population growth and changing demographics. Just over 300,000 of these housing units will need to be affordable to households earning 60 percent or less of the

### ➤ Overview

**The region needs to build 511,000 units by 2050 to meet current and future housing needs.**

**Despite periodic building booms, the region has not produced enough housing to keep pace with population and job growth.**

**Much of the new housing in the region does not support the diversity of housing needs across all income levels and household types.**

**Diverse factors create barriers to housing production.**

**A regional housing strategy is critical to coordinate efforts across sectors and align housing development with broader regional goals for transportation and economic development.**



median income. Older adults will make up a greater share of the population, shaping trends around housing needs, such as income and mobility.

## Understanding barriers to housing production

The barriers to producing more housing—and at a higher rate than past trends— vary significantly depending on the unique characteristics of each community and evolve over time in response to changing circumstances. The interplay between factors such as market conditions, the regulatory environment, infrastructure availability, community consensus, and financial resources can hinder the delivery of new housing. These barriers are especially challenging to creating housing affordable at low and moderate incomes—either by preventing them from moving forward altogether or by resulting in the development of fewer units than what might be allowed or desired under current conditions.

## Moving toward a regional housing strategy

Addressing regional issues requires regional partnership. Many stakeholders in the region, including DRCOG’s member governments, have long identified the need for coordinating regional housing efforts to address the overall housing supply and affordability challenges. Local communities, however, often struggle with access to consistent and reliable data, or staff capacity, to develop and implement strategic and effective housing policy.

A regional strategy is intended to foster shared understanding, collaboration, and actions to help member governments, in partnership with other stakeholders, make progress toward addressing the region's housing needs. As part of this Regional Housing Needs Assessment, DRCOG collaborated with public and private sector partners across the region to develop a framework that will serve as the foundation for creating a regional housing strategy starting in late 2024. By working collaboratively to develop a comprehensive regional housing strategy and integrate it with other key planning efforts, DRCOG and its partners can take a significant step toward fostering more equitable, resilient, and livable communities for all residents of the Denver region. The Regional Housing Needs Assessment aims to provide a thorough analysis of housing needs and to develop a better understanding of barriers related to housing production, creating a strong foundation for developing the regional housing strategy. The forthcoming regional housing strategy will build upon the findings and insights presented in this report.



# 1. Introduction and context

---

The Denver region has experienced substantial growth over the last decade. Since 2010, the population has increased by 17 percent to 3.4 million residents, while the number of jobs increased by 33 percent. However, housing production has failed to keep pace with population growth. As vacancy rates hit historic lows, home prices and rents have soared. The median home sale price in Denver reached \$550,000 as of December 2023, increasing by 180 percent over the last decade while incomes increased by 55 percent during the same period.<sup>1</sup> Home sale prices and rents are out of reach for median income earners, and over 51 percent of renters cost-burdened across the region.<sup>2</sup> Moreover, the most recent Point-in-Time count showed the highest number of unsheltered homeless people in the region since 2008.<sup>3,4</sup> These trends grow more acute within local communities, particularly when disaggregated by race, income, age, and other demographic factors, exacerbating issues of housing access, displacement, and inequity.

## Housing markets are regional

People make choices about where to live based on access to jobs, affordability, schools, amenities, childcare and other factors that often transcend jurisdictional boundaries. Despite this shared regional market, housing policy and planning in the Denver region has primarily occurred at the town, city or county level, resulting in fragmented efforts that have struggled to adequately account for and address regional dynamics that shape housing demand, supply, and ultimately, affordability. Greater efforts for coordinated policy and planning are needed to better address housing barriers that local communities cannot take on alone.

## DRCOG supports regional planning and coordination

The Denver Regional Council of Governments (DRCOG) is a planning organization in which local governments collaborate to set policies, guidelines, and funding priorities across key areas including transportation, growth and development, aging, and disability resources. DRCOG's member governments include 9 counties and 49 cities and towns as shown in Exhibit 1. Representatives from these governments work together to make life better for those who call the region home.

---

<sup>1</sup> Redfin; Zillow, 2023

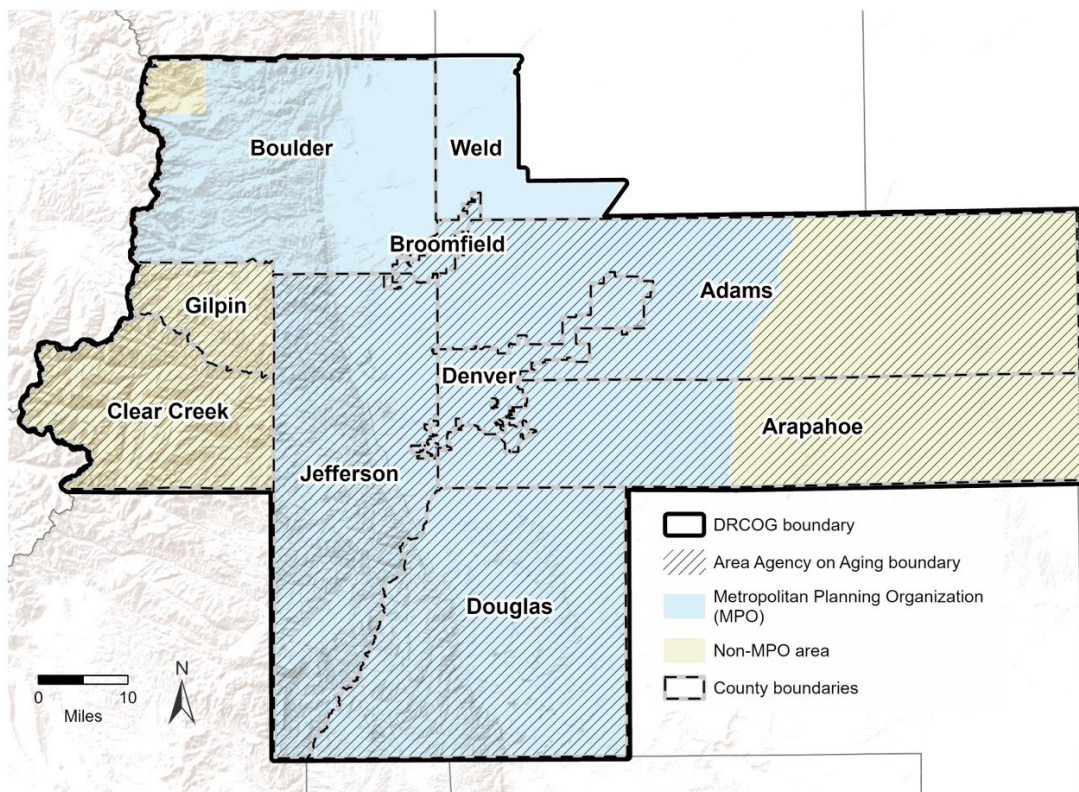
<sup>2</sup> Denver County Median Family Income 2023

<sup>3</sup> Metro Denver Homelessness Initiative

<sup>4</sup> Point-In-Time Count is an annual survey conducted in the United States to assess homelessness. The Point-In-Time Count serves as a snapshot of homelessness in a community by providing an estimate of the overall scope of homelessness on a single night. It includes both sheltered (those in emergency shelters and transitional housing) and unsheltered (those without shelter) populations.



## Exhibit 1: DRCOG Planning Area



Source: DRCOG

In 2017, DRCOG adopted Metro Vision, which is the long-range plan for growth and development across the Denver region. The plan provides guidance and coordination between counties and municipalities on regional land use, transportation, and a variety of other government policies. It is centered around promoting sustainable, managed growth for the Denver region, with implementation occurring through local initiatives aligned with Metro Vision's overall framework. The plan recognizes that many of the effects associated with growth—such as traffic, air quality and housing costs—cross jurisdictional boundaries and local governments must work collaboratively to address them.

Metro Vision recognizes the interconnections between DRCOG's traditional planning focus on transportation, growth, and aging and disability needs with housing, economic development, community health, and resilience. One of Metro

### REGIONAL PLANNING PROCESS

#### New Role for Housing in Transportation Planning

In 2021, the federal Infrastructure Investment and Jobs Act amended the scope of the metropolitan transportation planning process, related to the factors a Metropolitan Planning Organization must consider, adding *housing*, alongside *transportation improvements*, and *state and local planning growth and economic development patterns*.



Vision’s overarching themes is “healthy, inclusive, and livable communities” with desired outcomes related to increased housing diversity to meet the needs of residents of all ages, incomes, and abilities. To this end, Metro Vision outlines specific objectives to diversify the region’s housing stock, increase the regional supply of housing attainable for a variety of households, and increase opportunities for diverse housing accessible by multimodal transportation.

As the designated metropolitan planning organization for the Denver region, DRCOG is well-positioned to convene member governments and regional stakeholders, provide consistent guidance, data, and tools to help advance Metro Vision and encourage collaboration to meet the diverse housing needs across the region. This support from DRCOG allows local jurisdictions to focus on how they can influence development—by managing and encouraging new housing in ways that are consistent within a community’s specific vision. Ultimately, increasing housing options relies on local policy, but regional coordination enables strategic and consistent action toward creating more equitable access and housing affordability across the Denver region.

## Building toward a regional strategy

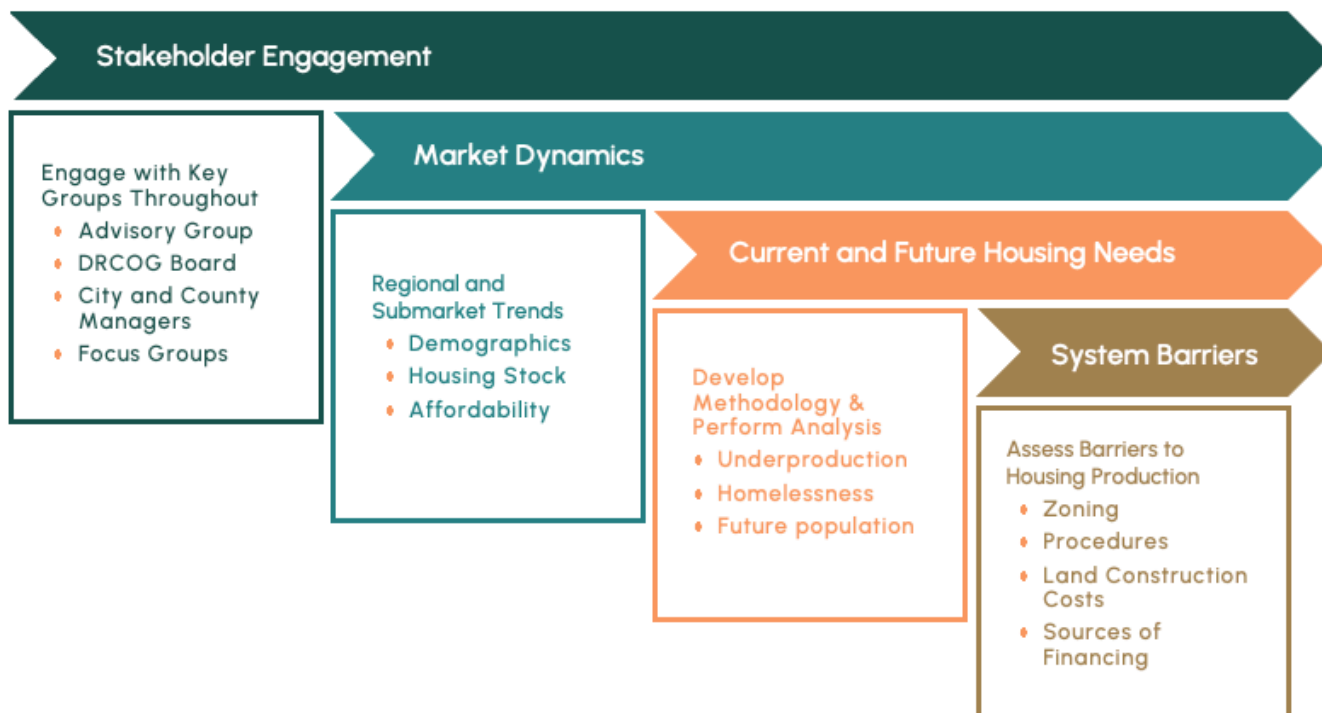
DRCOG is approaching regional housing planning in two distinct pieces over the next two years. The first piece is a Regional Housing Needs Assessment, which developed a methodology and conducted an analysis to quantify housing needs across the region through 2050, as represented in Exhibit 2. This analysis helps provide a baseline understanding of the scope and scale of housing issues across the region and identifies key barriers to housing production.

Throughout the development of the Regional Housing Needs Assessment, the project team engaged key groups whose work touches on regional housing issues from different perspectives. An Advisory Group composed of representatives from local government, state agencies, housing developers, service providers, and advocates met six times throughout the project to provide feedback and guidance on the approach, methods, and key barriers to producing more needed housing in the Denver region. This group also helped establish the framework for a regional housing strategy.

In addition to the Advisory Group, the project team convened multiple focus groups and individual stakeholder meetings representing an array of interests and perspectives across approximately 200 participants. These conversations gathered critical information about municipal planning, infrastructure and utilities, the homebuilding sector, affordable housing, regional economic development, housing finance, aging services, and climate and sustainability issues. Input from this wide range of participants helped illuminate the challenges faced by public and private sector actors working to increase opportunity in the region and identify how a coordinated housing strategy could support those efforts. See Appendix A for a more detailed summary of stakeholder engagement activities.



## Exhibit 2. Regional Housing Needs Assessment Process



The Regional Housing Strategy, expected to begin in late 2024, will involve working with local governments and housing partners across the region to develop a strategy to collectively address these identified housing needs.

## What is a regional housing needs assessment?

Regional Housing Needs Assessments are critical tools for quantifying housing needs at a regional level. A housing needs assessment uses data on key demographic factors, housing stock characteristics, market trends, and forecasted population and job growth to understand the number of housing units an area will need to produce to meet current and future housing need over a specified planning period. With thoughtful design, these assessments offer planners and policymakers a more comprehensive and nuanced understanding of housing need for people across the income spectrum and with different household characteristics, which allows for a more targeted and effective approach to meeting diverse needs.



# 2. Regional housing needs

DRCOG conducted this Regional Housing Needs Assessment to establish an objective, data-driven understanding of the baseline housing need for both the current and future population. Understanding the total need and affordability gaps at all income levels will critically inform local, regional and statewide efforts to address housing need. In addition, this housing needs assessment will serve as a foundation for the development of a regional housing strategy which will articulate what we can do collectively as a region. Throughout this Regional Housing Needs Assessment development, the following guiding principles were identified by DRCOG staff, the consultant team, and the Advisory Group to inform the process.

» This chapter summarizes DRCOG’s approach, methodology, results and key findings for regional housing needs.



Proactively determine housing need for the region.



Develop a data-driven approach to policy and planning.



Maintain transparency around data sources, limitations, and methodological choices.



Align with Metro Vision planning areas and goals.



Align future strategy development with subregional and local needs.

## Key Findings

The key findings section summarizes important takeaways about regional housing needs. Further context and discussion follow.

- » **The region needs to build 511,000 units by 2050 to meet current and future housing needs. While housing is needed at all income levels, housing that is affordable to households earning less than 60 percent of Area Median Income represents the largest share. The market will not deliver this type of housing on its own, particularly at the volume needed. Government subsidies and creative partnerships with private market actors will be required to meet housing needs.**
- » **Adults aged 65 and older will comprise a larger share of the population by 2050 and household sizes are shrinking. These shifts in household composition along with forecasted housing need by income category shows that jurisdictions and the region**



will need to plan for more diverse housing options for a broader range of household incomes to meet current and future housing needs.

- » The Denver region has seen booms and busts in housing production over the past several decades. Yet new housing has not kept pace with overall population growth over the same period. A steep decline in construction during the Great Recession contributes to the shortage of needed housing today. As an additional challenge, the existing housing stock does not support the diversity of housing needs across all income levels and household types.
- » The differences in need and supply across submarkets highlight the range of housing dynamics across the region and demonstrate the need for more tailored strategy development for submarkets and the local governments within them. Opportunities to align housing with transportation access, job centers and other key factors also differ across regional submarkets and highlight the different roles they can play in meeting the region's overall housing needs.

## How to measure regional housing need

This Regional Housing Need Assessment estimates the number of households across the Denver region that will need dwelling units affordable to them between 2023 and 2050. This estimate of needed housing is created using Census data on population and housing, regional population forecasts, and other local data sources. A detailed description of the data sources and methodology used in this RHNA is included in Appendix C.

At a high level, the method used in this Regional Housing Needs Assessment has two primary components:

- ◆ **Future need:** To project future housing need, the analysis uses the State Demography Office's projected household growth for the Denver region through 2050. This household projection gets translated to housing units by factoring in a healthier vacancy rate that enables greater mobility within the housing market and across the region. This number is then compared to the current supply of housing.
- ◆ **Current need:** To estimate current need, two components must be included. Underproduction is the estimated number of housing units that are needed to provide sufficient housing to current residents that are well captured in census surveys. Homelessness need is the estimated number of housing units that are needed for those currently experiencing homelessness who are not well captured in census surveys.

## Regional housing needs

The analysis shows the Denver region will need to produce just over 511,000 new housing units between 2023-2050 to address current need, driven by underproduction and people experiencing homelessness, and future need, driven by anticipated population growth. A



breakdown by component of the total housing need through 2050 for the Denver Region is shown in Exhibit 3 below.

### Exhibit 3: Summary of housing need by component, 2023–2050

Component	Housing units	Share
Current need	52,000	10%
Future need	458,000	90%
<b>Total units</b>	<b>511,000</b>	<b>100%</b>

Source: ECONorthwest analysis; DRCOG synthesis of State Demography Office 2022 Household Forecast; and U.S. Census Bureau, American Community Survey 5-year 2013 Public Use Microdata Sample estimates; Metro Denver Homeless Initiative State of Homelessness Report, 2022–2023

### Total housing need by income

The Regional Housing Needs Assessment allocates total housing needs by 2050 based on different income levels, recognizing that households across the income spectrum need affordable housing options. Exhibit 4 shows the distribution of total needed units by Area Median Income relative to the current supply of housing affordable to households earning those incomes.<sup>5</sup> Exhibit 5 shows the distribution of total needed units by income and housing need component.

Housing needs for the Denver region are heavily skewed toward lower income households. An estimated 303,000 housing units for households earning 0–60 percent of the Area Median Income are needed to meet current and future demand. The private market typically fails to deliver housing affordable to these income levels, as they require a patchwork of financial subsidies to build and maintain. Housing needs are lower for households in the 60–80 percent Area Median Income range, partly due to an existing supply of housing affordable to these income levels.<sup>6</sup> Just over 187,000 units serving higher earning households above 80 percent of Area Median Income are also needed. The market can potentially produce housing for these income levels on its own, assuming supportive local policies are in place.

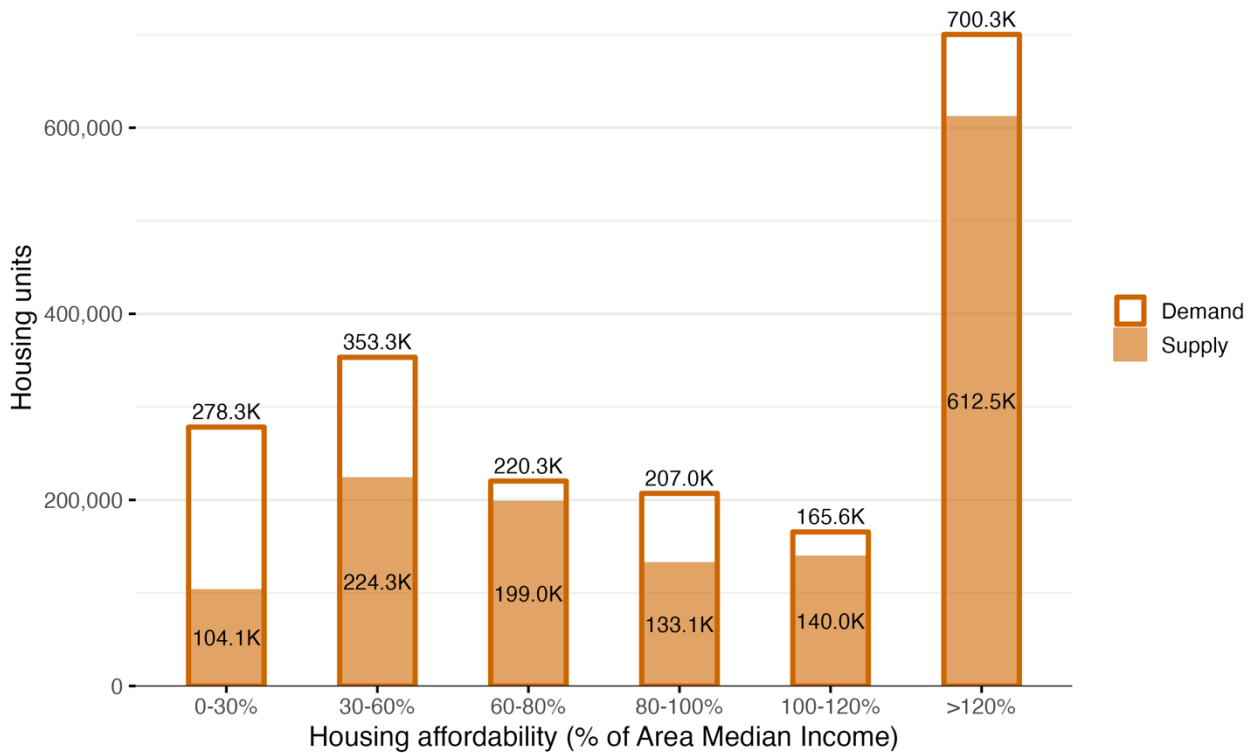
---

<sup>5</sup> According to the Department of Housing and Urban Development, housing is considered affordable for a household if their housing costs do not exceed more than 30 percent of their annual income, including additional expenses such as insurance, property tax, and utility expenses. This standard of affordability traces back to rent caps established for public housing tenants.

<sup>6</sup> While there is a relative match between the number of households at this income level and the number of housing units affordable to them, mismatches at lower and higher income levels increase the competition for moderately priced housing. As a result, many communities observe a shortage of available housing affordable to households earning between 60 and 100 percent of Area Median Income.



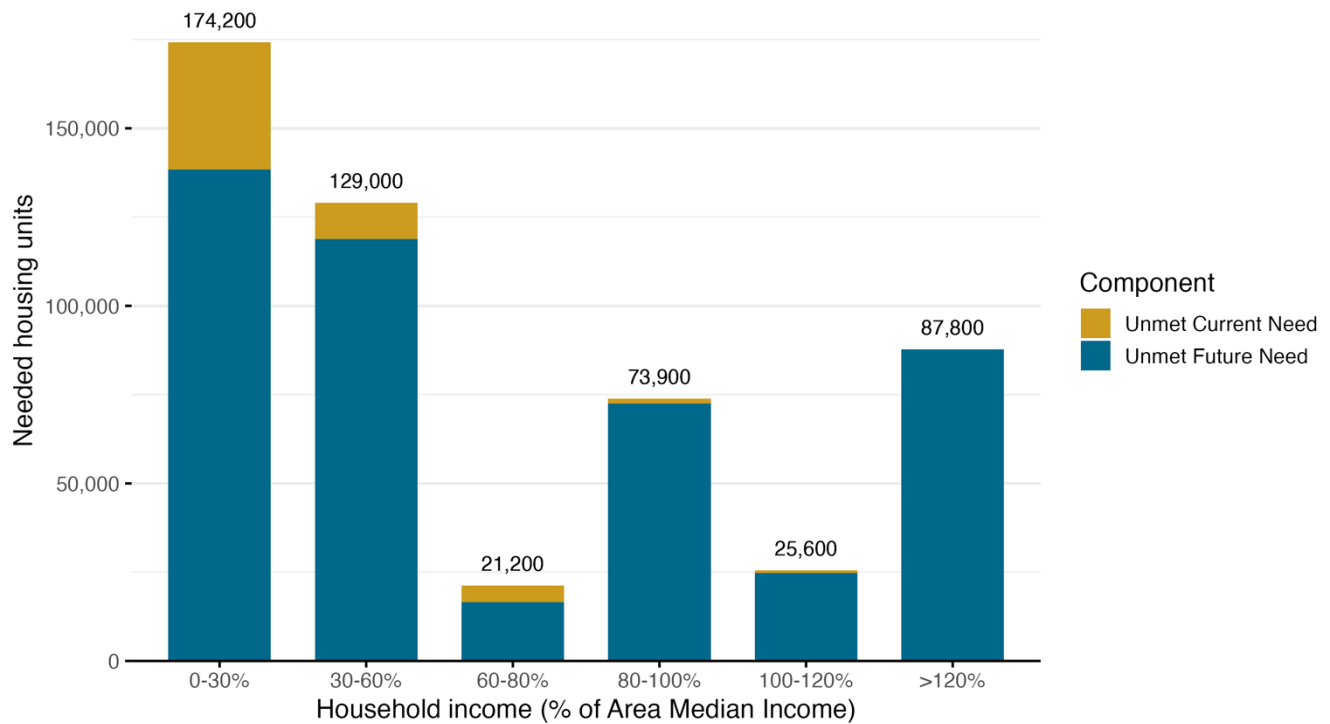
### Exhibit 4: Housing need compared to current supply by income, 2023–2050



Source: ECONorthwest analysis; DRCOG synthesis of State Demography Office 2022 Household Forecast and U.S. Census Bureau, American Community Survey 5-year 2013 Public Use Microdata Sample estimates; Metro Denver Homeless Initiative State of Homelessness Report, 2022–2023



## Exhibit 5. Housing need components by income, 2023–2050



Source: ECONorthwest analysis; DRCOG synthesis of State Demography Office 2022 Household Forecast and U.S. Census Bureau, American Community Survey 5-year 2013 Public Use Microdata Sample estimates; Metro Denver Homeless Initiative State of Homelessness Report, 2022–2023

## 10-year scaled estimate

The Regional Housing Needs Assessment estimates need through 2050, but this estimate can be adjusted for a shorter planning horizon to better understand the number of units needed in the near term and to align policies and strategies with current market conditions. Therefore, the analysis includes results adjusted for a 10-year horizon, out to 2032. All of current need units are included in the 10-year scaled estimate. The 10-year estimate represents 42 percent of the total need through 2050.

Over 216,000 housing units are needed in the Denver region between 2023 and 2032 to address current need, driven by underproduction and people experiencing homelessness, and future need, driven by anticipated population growth through 2032. A breakdown by component of the housing need through 2032 for the Denver region is shown in Exhibit 6 below.

### Exhibit 6: 10-Year scaled estimate of housing need

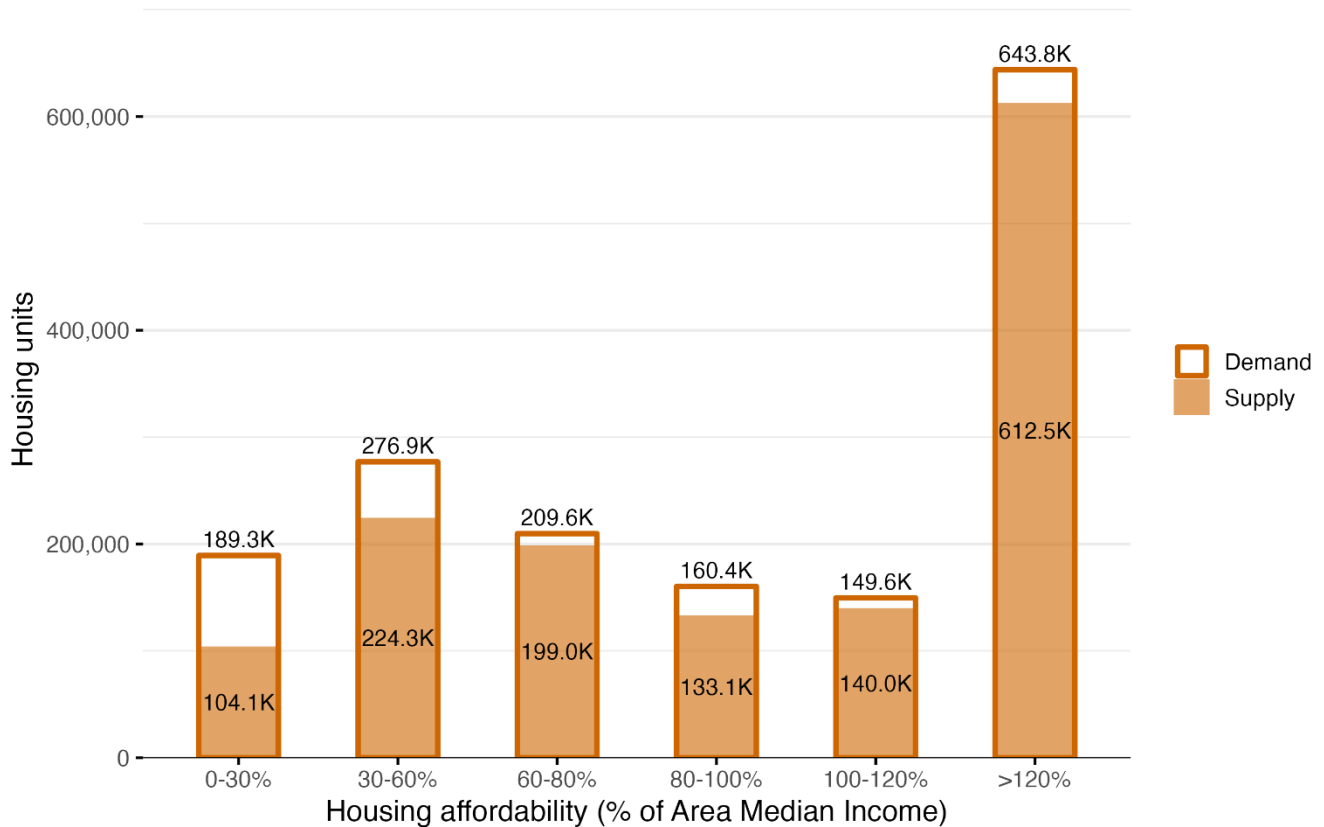
Component	Housing units	Share
Current need	52,000	24%
Future need	164,000	76%
<b>Total units</b>	<b>216,000</b>	<b>100%</b>



Source EConorthwest analysis; DRCOG synthesis of State Demography Office 2022 Household Forecast and U.S. Census Bureau, American Community Survey 5-year 2013 Public Use Microdata Sample estimates; Metro Denver Homeless Initiative State of Homelessness Report, 2022–2023

Exhibit 7 shows the 10-year distribution of total needed units by area median income relative to the current supply of housing affordable to households earning those incomes. The distributions reflect the assumptions and methods, discussed above, that allocate all units to address homelessness and more of the units to address underproduction to the lowest income categories. Therefore, the 10-year estimate still shows the greatest need in the 0–60 percent Area Median Income categories.

**Exhibit 7. 10-Year scaled estimate of housing need compared to current supply by income**



Source: EConorthwest analysis; DRCOG synthesis of State Demography Office 2022 Household Forecast and U.S. Census Bureau, American Community Survey 5-year 2013 Public Use Microdata Sample estimates; Metro Denver Homeless Initiative State of Homelessness Report, 2022–2023

## Key trends driving regional needs

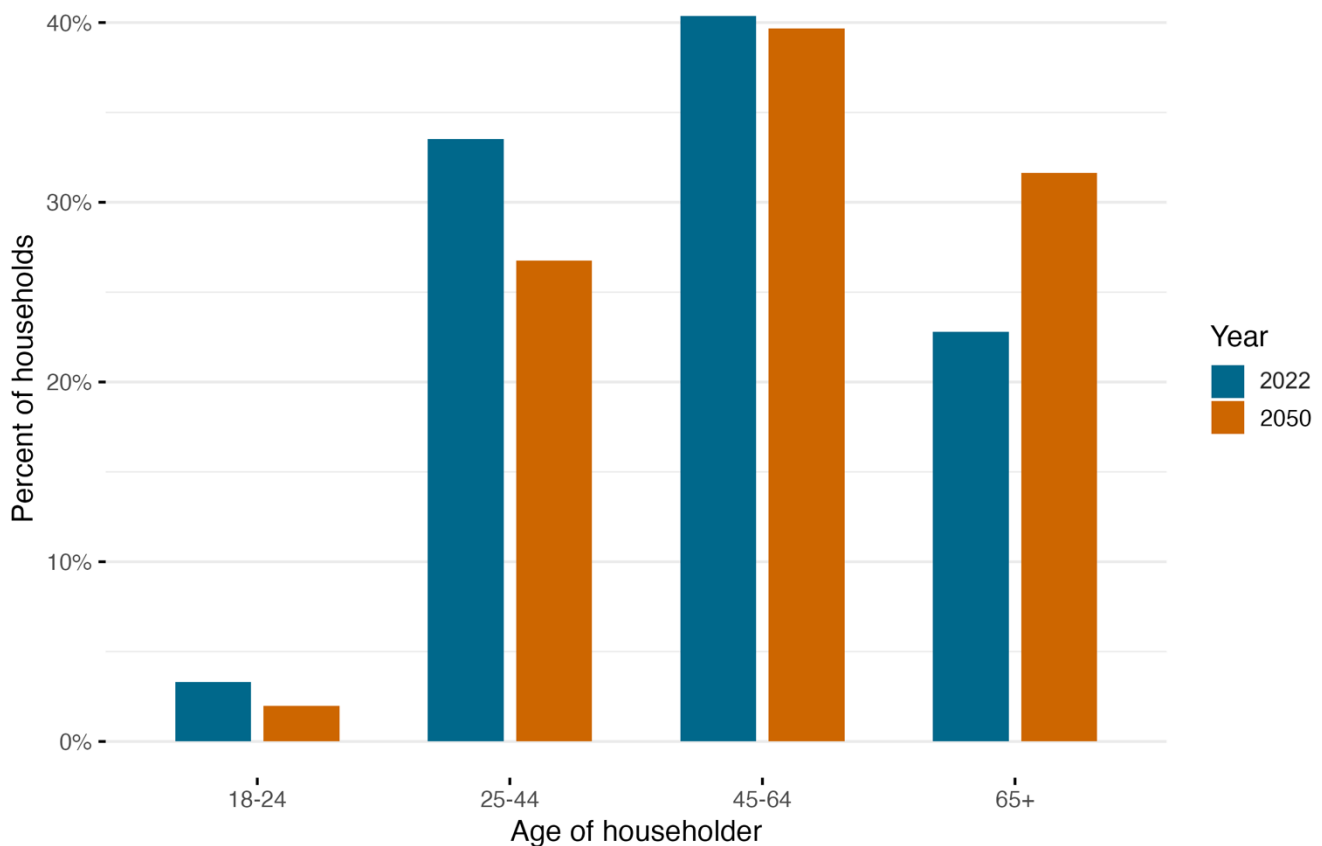
Many factors shape the details of current and future housing needs, including demographic shifts and economic trends. In the Denver region, a few key trends are important for understanding why housing needs are heavily skewed toward lower income households. A more detailed assessment of demographic and housing trends is provided in Appendix B.



## The region's population is aging

According to the 2022 Colorado State Demography Office household forecast for 2023 through 2050, adults over the age of 65 will become a larger share of population than they are currently. Since retirement often coincides with fixed or lower incomes compared to working years, the growth in the older adult population will contribute to a rise in the share of lower-income households overall. While some older adults may have accumulated greater wealth over their working years, many have fixed incomes that leave them susceptible to increasing housing costs. Others may have that wealth primarily as home equity, and thus locked into a home that may not meet their changing needs. The expected growth in this segment of the population contributes to the pressing need for more affordable housing options that also meet the mobility needs of older adults across the Denver region.

**Exhibit 8. Percent of households by age range, 2022 & 2050, Denver region**



Source: DRCOG synthesis of State Demography Office 2022 Household Forecast and U.S. Census Bureau, American Community Survey 5-year 2013 Public Use Microdata Sample estimates.

## Existing housing supply has not kept pace with demand

In a growing region, new housing supply is needed to accommodate new households arriving to the area, natural population growth, changing preferences, and natural turnover and vacancy. New housing supply is essential to allow households the option to move and self-



sort into the neighborhoods, housing types, and affordability levels that meet their needs and optimize their regular travel behaviors. Housing markets in growing areas like the Denver region need ample and well-distributed new supply. In a well-supplied housing market, households can move through the stock via a process called “filtering” or the “housing ladder.” Over time, housing ages and depreciates, becoming relatively more affordable for different households.

New market-rate housing is typically priced for and occupied by higher income households, while new subsidized housing is usually priced for low-income households. Many higher income households move into newly constructed units from older, smaller or more affordable housing, which is then vacant and available for households with moderate incomes. When there is an adequate supply of new housing for a region’s population, this dynamic creates a steady, though slow, process of increasing the supply of affordable housing through “filtering” as properties age (Exhibit 9). Some properties will eventually be demolished if they age or depreciate until they are no longer habitable or the cost of needed renovations exceeds the value. In under-supplied markets, however, this filtering process can slow further, stop, or move in reverse. In very tight housing markets, with steep competition for housing units, higher income households will occupy older or lower-cost units, causing a “mismatch” between what those households can afford and their actual housing costs. At the same time, lower income households will experience this “mismatch” by having to pay a larger share of their income toward housing as competition increases rents. Renovations can also reposition lower cost units for higher income households. When competition and demand concentrate in specific locations, these dynamics contribute to neighborhood gentrification and the loss of affordable housing units.

**Exhibit 9. Illustration of housing market filtering**



Source: EConorthwest

Housing production in the Denver region has largely kept pace with population growth in the last several years, and notably the share of multifamily units is growing. The region is still working from a place of historic underproduction and the existing housing stock does not support the diversity of housing needs across all income levels and household types. This



has created a mismatch between household income and housing costs, where households are occupying housing units that generally cost less than the household can afford or they're likely occupying housing units that cost more than their income can afford, demonstrating a substantial need for more affordable housing options for lower income households making between 0–60 percent of Area Median Income and a need to continue delivering market-rate units that more adequately meet the demand for middle and higher-income households.

Even when filtering is occurring and housing is becoming relatively more affordable over time, governments still must invest in building new regulated affordable units to meet the needs of lower income residents. This type of housing almost always needs government intervention and public subsidy to be developed. Voucher-based assistance that subsidizes lower income residents' access to market-rate units is another way to help meet this need, though limited funding results in long waiting lists for households that qualify.



# 3. Submarket housing needs

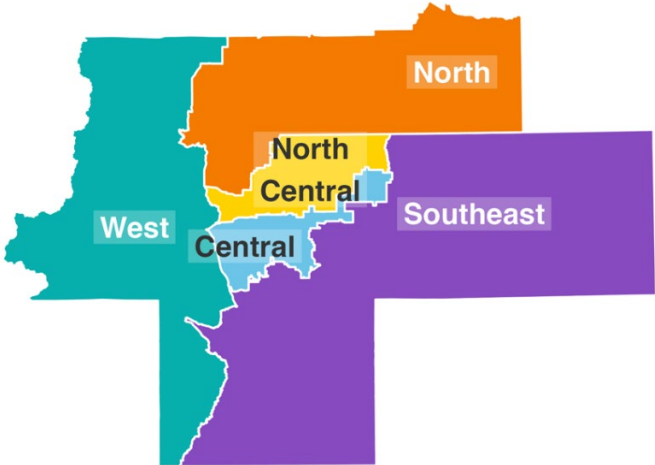
In consultation with DRCOG staff, the project team created a model for distributing the 10-year scaled estimate of the Regional Housing Needs Assessment results among five submarkets.

Understanding housing need at a submarket level can better account for local differences rather than relying on regional trends or averages. This approach allows for more targeted strategy and policy development to support investments based on the distinct needs within specific submarkets, rather than utilizing a one-size-fits-all approach. Defining submarkets also provides a basis for understanding shared responsibility that can support potential future collaboration between neighboring jurisdictions to address their shared housing needs.

» This chapter summarizes DRCOG’s approach, methodology, results and key findings for submarket housing needs.

The submarkets in this Regional Housing Needs Assessment are contiguous areas that were defined by evaluating how housing location decisions are made across the region in relation to commute patterns and employment locations. This approach allows DRCOG and stakeholders to understand how households make decisions related to job location, housing affordability, and transportation access. Exhibit 10 shows the five submarkets—West, Central, North Central, North, and Southeast—used in the Regional Housing Needs Assessment.

**Exhibit 10. Regional submarkets**



Source: ECONortheast analysis of ACS 1-year 2022 PUMS and LODES data. Note that delineation follows Public Use Microdata Areas and thus extend beyond DRCOG boundary in the North Submarket.



## Submarket housing needs

Regional housing need was distributed to the submarkets based on criteria that reflect both current conditions and needs and forecasted future conditions and needs. The criteria include factors that shape the demand for housing, align with regional planning goals for greater affordability across the region, and recognize the intricate relationship between transportation infrastructure and employment centers to improve access to job opportunities and reduce commute times. At a high level, the categories and rationale behind the criteria are as follows:

- ◆ **Population:** Housing need corresponds directly to population size.
- ◆ **Regional jobs:** Employment is a driver of housing demand. Better matching of job and housing locations creates more options for housing, shortens commute times, and eases strain on the region’s transportation systems.
- ◆ **Multimodal accessibility:** Metro Vision outlines a plan for more compact urban development and a greater use of transit, walking, and biking for daily activities.
- ◆ **Housing availability:** Low rental vacancy rates help illuminate places where housing is particularly in high demand and short supply, relative to the region as a whole.
- ◆ **Housing affordability:** Every community in the Denver region has a role to play in planning for housing affordable to a range of incomes. Areas with a smaller supply of affordable housing contribute to regional inequities in access to opportunity and suboptimal transportation outcomes.

DRCOG can also use the above criteria to distribute the resulting submarket shares of regional need among local jurisdictions. Such a process will help illustrate local housing need by income in a regional and submarket context. The project team has equipped DRCOG staff to be able to run and refine this model as needed and as inputs to the regional housing needs estimate change, such as regional population and jobs forecasts from the State Demography Office.

Exhibit 11 shows the 10-year scaled estimate of total regional need—approximately 216,000 units distributed across the five regional submarkets, broken out by component of need.

**Exhibit 11. Summary of submarket share of regional need, 10-year scaled estimate**

Submarket	Current need	Future need	Total units
<b>Central</b>	14,000	56,000	<b>70,000</b>
<b>North</b>	8,000	29,000	<b>37,000</b>
<b>North Central</b>	7,000	27,000	<b>34,000</b>
<b>Southeast</b>	21,000	48,000	<b>69,000</b>
<b>West</b>	2,000	4,000	<b>6,000</b>

Source: EConorthwest analysis; DRCOG Small-Area Forecast (2020), DRCOG synthesis of State Demography Office 2022 Household Forecast, U.S. Census Bureau, ACS 1-year 2022 PUMS estimates; MDHI 2022–2023 State of Homelessness Report.



## Submarket housing need by income

Differences in need across the submarkets highlight the imbalance of housing demand across the region relative to existing supply and affordability, as shown in Exhibit 12 and Exhibit 13. These differences contribute to problematic transportation outcomes, such as longer commutes and less access to opportunity. Variation across the submarkets also demonstrates the need to develop tailored strategies to meet varied needs across the region.

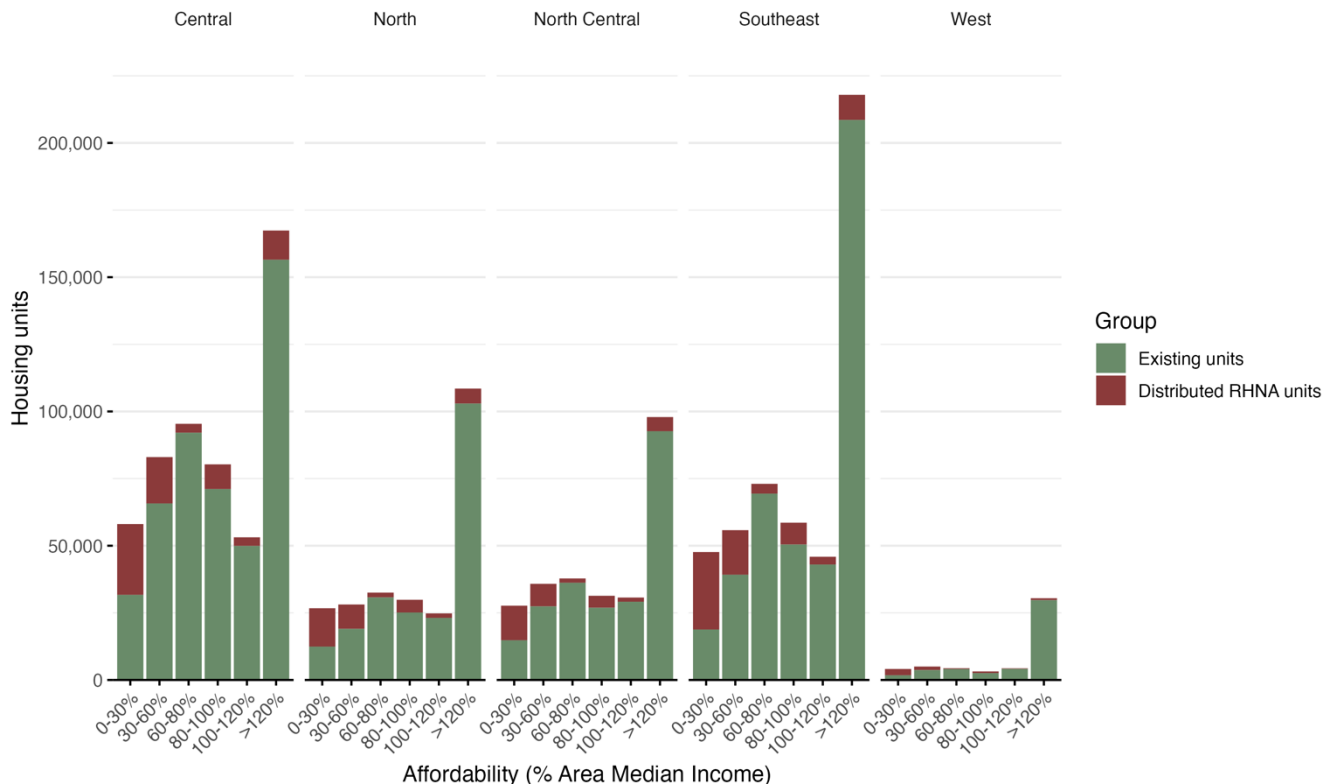
**Exhibit 12. Submarket share of regional need by income, 10-year scaled estimate**

SUBMARKET	0-30%	30-60%	60-80%	80-100%	100-120%	>120%	TOTAL
Central	27,000	17,000	3,000	9,000	3,000	11,000	<b>70,000</b>
North	14,000	9,000	2,000	5,000	2,000	5,000	<b>37,000</b>
North Central	13,000	8,000	2,000	4,000	2,000	5,000	<b>34,000</b>
Southeast	29,000	17,000	3,000	8,000	3,000	9,000	<b>69,000</b>
West	2,300	1,300	300	600	200	700	<b>6,000</b>
<b>Total</b>	<b>85,000</b>	<b>52,000</b>	<b>11,000</b>	<b>27,000</b>	<b>10,000</b>	<b>31,000</b>	<b>216,000</b>

Source: ECONorthwest analysis; DRCOG Small-Area Forecast (2020), DRCOG synthesis of State Demography Office 2022 Household Forecast, U.S. Census Bureau, ACS 1-year 2022 PUMS estimates; MDHI 2022-2023 State of Homelessness Report.

Note: Components of need do not sum to total because of rounding.

**Exhibit 13. Submarket share of total need compared to current supply, 10-year scaled estimate**



Source: EConorthwest analysis; DRCOG synthesis of State Demography Office 2022 Household Forecast and U.S. Census Bureau, American Community Survey 5-year 2013 Public Use Microdata Sample estimates; Metro Denver Homeless Initiative State of Homelessness Report, 2022–2023; DRCOG 2020 Small-Area Forecast

## Regional submarket factors

Variation in housing need across the submarkets reflect different ways in which these areas have been affected by and responded to broader regional trends. These more localized trends can be used to inform policy decisions that support meeting a broader regional need.

### Population and job growth has been uneven

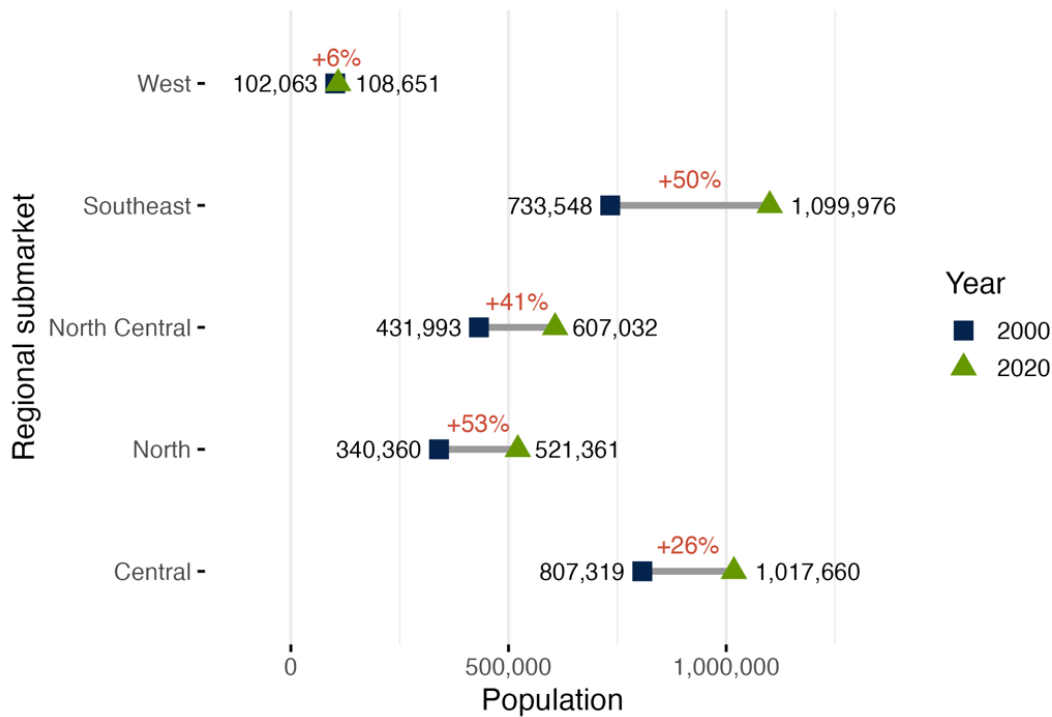
While the Denver region as a whole has seen significant job and population growth over the past several decades, these trends have not been distributed across the submarkets proportionately, as shown in Exhibit 14 and Exhibit 15.

The Southeast submarket, which includes cities such as Aurora, Castle Rock, Littleton, and Englewood saw the highest total population growth over the last 20 years with over 366,000 new people. While the Central submarket, which includes Denver and Lakewood, saw population grow by only 26 percent, this still accounted for over 210,000 new people over 20 years. The North Central region, which includes Northglenn, Westminster, Brighton and Commerce City, also grew rapidly with a 41 percent increase in population. The North submarket, encompassing cities like Boulder, Erie, Longmont, and Louisville, experienced the highest rate of population growth, 53 percent. The more isolated West submarket grew the least over the last two decades.

Exhibit 15 shows that the Southeast submarket has seen the largest increase in jobs since 2000, followed by the Central and North submarkets. These submarkets have all increased jobs for different reasons, for example land supply and new commercial development in the Southeast submarket, urban intensification and redevelopment in the Central submarket, and growth in institutional employment and tech and supportive industries in the North submarket. While employment growth is forecast to grow at slower rates through 2050, job growth will continue to occur, which will lead to increased demand for housing across the submarkets.

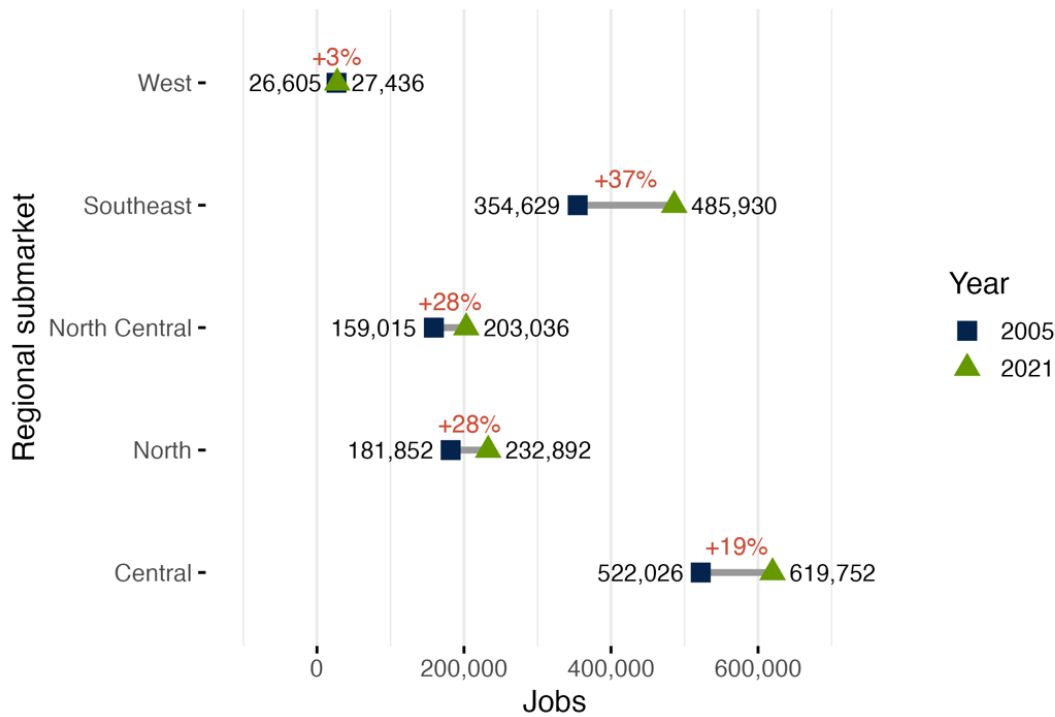


### Exhibit 14. Population change, regional submarkets, 2000–2020



Source: ECONorthwest analysis of U.S. Census Bureau Decennial Census 2000, 2020.

### Exhibit 15. Job growth, regional submarkets, 2005–2021



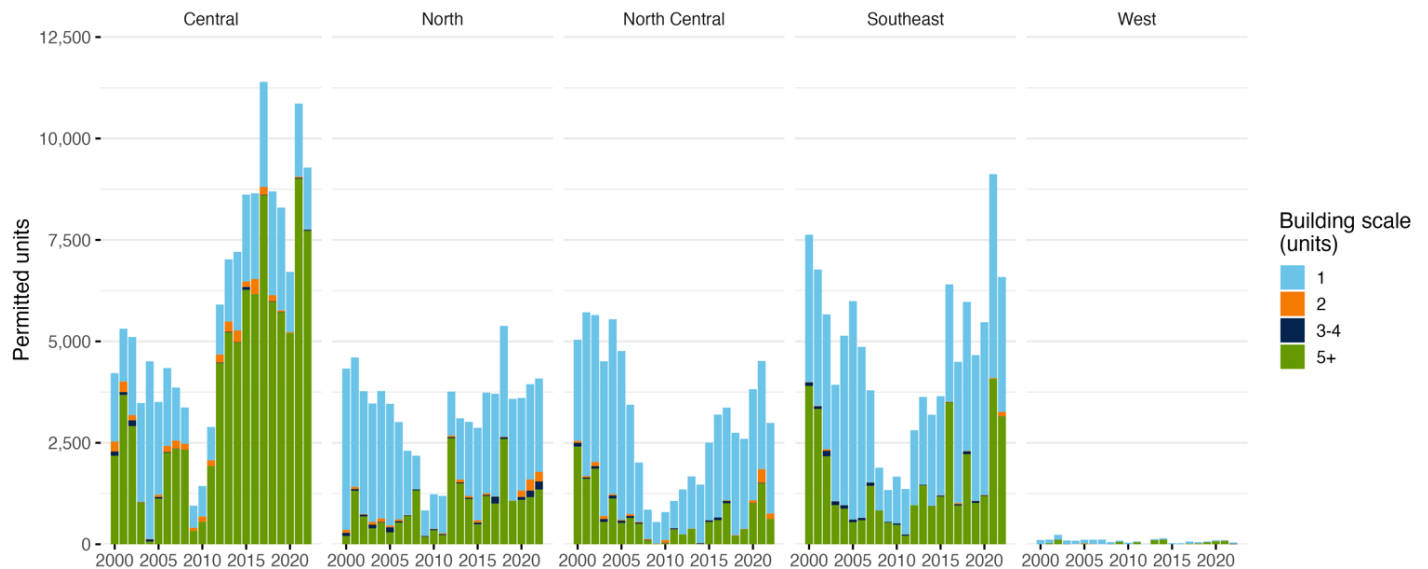
Source: ECONorthwest analysis of LODES data 2005 and 2021.



## New housing supply varies across the submarkets

Housing production trends across the submarkets can help paint a more complete picture of regional dynamics, especially in the context of the population and job growth trends. As shown in Exhibit 16, the submarkets have experienced varied amounts of new construction and differences in the types of housing being built.

**Exhibit 16. Housing production, regional submarkets, 2000–2020**



Source: ECONorthwest analysis of U.S. Census Bureau Building Permit Survey.

Note: Unincorporated portions of the regional submarkets are not included in these totals.

The Central submarket has seen a large increase in housing production after recovering from the 2008 recession. The Central submarket saw both the fastest housing recovery post-recession as well as seeing new housing production at rates both higher than other submarkets and higher than the previous 2002–2008 period of economic expansion. During the post-recession market recovery, the Central submarket began shifting toward more dense multifamily development in response to previous plans and policies. In 2022, the Central submarket delivered over 9,200 housing units, substantially more than its pre-2008 recession peak year.

The North submarket has returned to pre-recession levels of housing production, but new housing development is not occurring at rates that reflect rapid population growth in the submarket. The submarket had a record year in 2018, delivering just over 5,300 units. In 2022, over 4,000 units were built, similar to its early 2000s pace. While single-unit development continues to make up the largest share of new housing, there has been a notable increase of new multifamily units that make up a larger share of new production than in the pre-2008 economic cycle.

The North Central submarket appears to have struggled to fully recover post-recession compared to other submarkets. Housing production remained slow, with just under 3,000



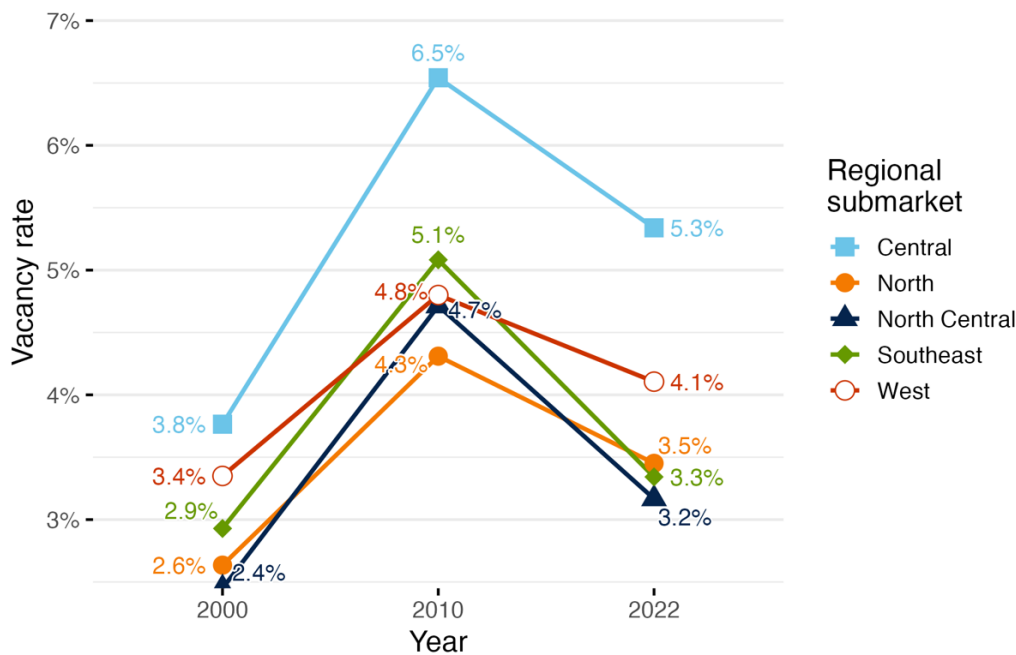
units delivered in 2022, well below its pre-recession peaks and not in line with observed population growth, which can lead to housing pressures in the submarket.

The Southeast submarket has recovered to its pre-recession housing production levels, especially over the last few years. The submarket saw a record production year in 2021 with over 9,100 housing units permitted, and another 6,500 units in 2022. The Southwest submarket also saw a large increase in the share of multifamily production in 2021 and 2022.

The West submarket's production pace stayed relatively flat over the past decade. Fewer than 2,000 housing units were permitted between 2000 and 2020, which contributes to both limited housing availability and relatively slow population growth that has occurred in many of these smaller communities across the foothills.

Differences in housing production are partially reflected in the different rates of housing vacancy across the submarkets, as shown in Exhibit 17.

**Exhibit 17. Vacancy trends by regional submarket, 2000–2022**



Source: Decennial Census 2000, 2010, ACS 5-year 2022

Source: ECONorthwest analysis of U.S. Census Bureau Decennial Census 2000, 2010; American Community Survey 5-year 2022 estimates.

The North Central, Southeast, and Northern submarkets currently have the lowest vacancy rates for both ownership and rental housing in the region, indicating constrained housing markets as shown in Exhibit 17. The Central submarket indicates vacancies are slightly higher than other submarkets likely due to higher rates of recent multifamily development that has led to absorption periods for a larger volume of new units. The West submarket



has seen relatively stable vacancy rates since 2000 due to relatively slow changing housing stock given the less urban character of communities in the submarket.



# 4. Systemic barriers to meeting housing needs

---

Two key challenges in meeting the Denver region’s housing needs include building housing that supports the diversity of housing needs across all income levels and household types and ensuring that diverse housing options exist across the region’s submarkets. When looking at the region as a whole, the production of market-rate housing has kept better pace with the demand from higher income households. This level of production needs to be sustained to continue meeting projected needs, and should be more evenly distributed across communities to create more opportunity for residents to make choices based on their needs and preferences. At the same time, the region will need to significantly increase the production of affordable housing, especially for the lowest income households to meet the scale of existing and future needs.

» **This chapter summarizes the varied and intersecting barriers to producing more housing overall and more diverse types of housing in the region.**

The barriers to meeting housing needs described in this report were identified by regional stakeholders including, local government staff, representatives from lending and investment institutions, developers, professional associations, state and regional agencies, consultants, as well as infrastructure/utility providers and advocacy and service organizations. The barriers to producing more housing—and at a higher rate than past trends—are varied, operate at multiple levels, and interact in complex ways. These obstacles are not uniform across the region; they vary significantly depending on the unique characteristics of each geographic location and evolve over time in response to changing circumstances. Typically, it is the combination and intersection of these barriers that hinders housing projects—especially those affordable at low and moderate incomes—either by preventing them from moving forward altogether or by resulting in the development of fewer units than what might be allowed or desired under current conditions.

The categories discussed below highlight key issues that affect how and how much housing is built in the region. Appendix D contains a more detailed discussion of each category and examples of how these barriers are experienced in communities across the Denver region.

## Land use and zoning

Land use refers to the way in which land is utilized and managed, including how land should be allocated for various purposes, such as residential, commercial, industrial, agricultural, recreational, or conservation areas. Land use planning provides a vision for



future development within neighborhoods, districts, towns, cities, counties, regions or other defined planning areas. Local jurisdictions play a crucial role in determining the balance of land uses within their boundaries through comprehensive plans, zoning ordinances, and development standards. They aim to ensure that the allocation of land aligns with the community's vision, goals, and priorities while considering factors such as economic development, environmental sustainability, and quality of life.

Zoning regulates local land use by establishing guidelines and restrictions used to control and guide property development in various areas within cities, towns, and counties. Communities are divided into districts or zones, each with specific regulations governing allowed uses, building size, dimensional requirements, density, parking, and other development standards.

Land use and zoning barriers include:

- » **Zoning that supports a narrow range of housing types** limits the land available for more housing production and options.
- » **Open space and off-street parking requirements** limit housing production by making many types of housing infeasible in many locations.
- » **Exclusively commercial zones** also reduce the land available for more housing production.
- » **Permitting and procedures** reduce housing production feasibility through greater costs including additional time, other delays, uncertainty, and risk.
- » Where local regulation-based **incentives are not matched to needed housing types**, the value of such incentives are not able to make up for additional costs needed to increase housing production and options.

## Infrastructure

Infrastructure refers to the fundamental facilities and services that support a community's development and operation. In the context of housing, key infrastructure includes transportation networks such as roads, public transit, sidewalks, and bikeways; water and sewer systems; stormwater management systems for collecting and treating runoff; energy sources such as electricity and natural gas; and community facilities such as schools and parks. The costs and construction of new infrastructure are often shared between the private and public sectors where private developers install infrastructure related to their projects and public sector agencies provide and maintain larger, off-site infrastructure systems, funded through taxes, user fees, and impact fees charged to developers. However, over time, the roles of the private and public sectors in providing and funding infrastructure projects have become more blurred due to funding challenges. Increasingly, private developers are required to contribute more to off-site infrastructure improvements, while public agencies



need to explore innovative partnerships and financing mechanisms to deliver and maintain necessary facilities and services.

Infrastructure barriers include:

- » **Limited infrastructure funding** leads to a heavy reliance on user fees, potentially burdening existing residents. Additionally, jurisdictions face the risk of taking on burdensome bond obligations, so they often delegate infrastructure development to developer-led special districts.
- » **Limited capacity of existing systems** may require developers to facilitate upgrades themselves. These added costs can make housing projects less financially feasible, especially for affordable housing, resulting in less housing production, fewer units in the projects that do move forward, or a focus on higher-priced housing units that can absorb these additional costs.
- » The presence of **multiple service providers** within a single jurisdiction complicates efforts to coordinate and potentially reduce or waive development fees.
- » **Access to opportunity** presents a dual challenge in housing development. Areas that are destination-rich, compact, walkable, and well-served by existing transit typically have higher land costs, making development more expensive. Communities along historically underinvested corridors have concerns about the loss of more affordable housing options when the real estate market responds to regional transit improvements.

## Development costs and market factors

The most important factor determining whether and what kind of housing gets built in our communities is financial feasibility. Both for-profit and nonprofit developers need the expected revenues of a finished project to at least cover the cost of repaying loans, providing a return on any investor equity, and covering their staffing and operational expenses. Local policies contribute to total project costs—regulations governing the size, unit density, materials and other design factors all affect a project budget. At the same time, broader market conditions influence the basic costs of development in ways that can make housing more expensive or less likely to be built.

Development costs and market barriers include:

- » **Rising interest rates and insurance costs** affect housing development by slowing down development activity across all housing types, particularly affordable housing projects.
- » **Elevated land values** may discourage public agencies from providing their holdings to support housing production due to their limited revenue options.
- » Securing adequate **water supply** often incurs costs beyond just the infrastructure needed for delivery, further increasing development expenses.



- » The construction industry faces a **labor shortage**, stemming from employment levels that have not fully recovered since the Great Recession, further exacerbated by high housing costs and the cyclical nature of Colorado's development industry.
- » **Construction defect liability laws** have discouraged developers from building dense ownership housing, particularly condominiums.

## Funding and finance

The terms "funding" and "financing" are often used interchangeably, but there is an important difference between the two. Funding describes the ultimate sources of money to pay for development costs and generally comes from private developers (for-profit or nonprofit) and investors or public sector partners (whether from local revenue sources, state funds, or federal funds). For affordable housing especially, the limited amount of funding available from all sources is the primary challenge to ramping up construction and preserving the affordable housing that already exists.

Financing describes mechanisms to distribute funding, such as loans, grants, and equity investments (among others). The features and requirements of different financing tools have implications for development costs, and some tools are better suited—or restricted, as in the case of tax credits—to certain kinds of development. Even jurisdictions that have limited sources of funding may be able to adjust how they finance development in order to better leverage funds to meet housing production needs.

Funding and finance barriers include:

- » There's an over-reliance **on limited federal resources** for affordable housing development, with annual applications for federal tax credits in the state consistently exceeding the available supply.
- » The **lack of a dedicated source of regional gap funding** creates challenges for projects that often face delays or even cancellation due to the time-consuming and complex process of assembling gap funding from multiple sources.
- » **Local incentive programs** (e.g., voluntary inclusionary zoning) designed to boost affordable housing production often fall short of their intended goals.
- » **Existing funding programs** for affordable housing development often favor larger-scale projects with experienced developers because of perceived lower risk, putting smaller communities at a disadvantage.

## Community consensus and collective action

Beyond official rules, processes, and market factors, community consensus and collective action play crucial roles in shaping the local and regional housing landscape. The commitment of key stakeholders and elected officials is essential for enacting policies and



allocating resources that support housing development. A lack of commitment or consensus can derail even well-intended efforts to meet housing needs. Similarly, collective action by community members and advocacy groups can either push housing initiatives forward or oppose development. Community consensus and collective action barriers include:

- » **Local resistance to new housing development**, particularly affordable housing and diverse housing types, poses a significant barrier to addressing housing needs.
- » The **lack of consistent local data** hinders a comprehensive understanding of housing needs across different jurisdictions.
- » **Colorado's state tax policy**, particularly the Taxpayer Bill of Rights (TABOR), significantly constrains the government's ability to generate revenue that keeps pace with population growth and demographic changes. This often limits the capacity of government to fund housing initiatives and related services.

## Interplay of barriers to building housing

Organizing barriers into key groups can help inform development of a future regional housing strategy with a framework that addresses both the broad issues and the on-the-ground experiences in the region. The interplay between factors such as market conditions, the regulatory environment, infrastructure availability, community context, and financial resources can lead to unintended outcomes. For example, land use and zoning barriers may create mismatches between areas with access to needed infrastructure, land prices or market demand to support feasible construction of more housing. Such interplay limits location flexibility and choices for the development of more housing and more housing options, affecting many sectors' ability to meet regional housing needs. Solutions to address these barriers will need to be multifaceted, well-researched, and comprehensive.



# 5. Moving toward a regional strategy

---

Addressing a regional issue requires regional partnership. Many stakeholders in the region, including DRCOG's member governments, have long identified the need for coordinating regional housing efforts to address the overall housing supply and affordability challenges. Local communities often struggle with access to consistent, reliable, and granular data for understanding demographic and housing trends that can establish a baseline to inform strategic and effective housing policy. Some communities may also lack the technical expertise and/or staff capacity to maintain regular coordination between neighboring jurisdictions that is necessary to meaningfully address housing affordability.

» This chapter outlines a framework for developing a regional housing strategy to address the housing needs and challenges identified in the Regional Housing Needs Assessment.

With a long history of regional planning and coordination, DRCOG is well positioned to convene diverse partners through the development of a regional strategy. A regional housing strategy will align efforts across the region and identify collective actions to address housing supply and affordability. DRCOG has collaborated with stakeholders and partners, including the Advisory Group, to develop a framework, described below, that will serve as the foundation for creating a regional housing strategy.

## Components of a regional strategy

A regional strategy is intended to foster shared understanding, collaboration, and actions to help jurisdictions make progress toward addressing the region's housing needs. The housing strategy will aim to address the region's current and future housing needs outlined in this report while better coordinating housing and transportation. The framework offers preliminary purpose and vision, guiding principles, and focus areas to kickstart the process of developing a regional strategy led by DRCOG, in partnership with member jurisdictions, and other stakeholders.

### Purpose and vision

Defining statements of purpose and vision help orient the strategy toward achieving broader goals for regional collaboration beyond the specific outcomes related to meeting housing needs. This preliminary vision builds on DRCOG's mission as a regional planning organization and its relationship with member jurisdictions.



- ◆ Support and further Metro Vision and the 2050 Metro Vision Regional Transportation Plan.
- ◆ Develop a consistent, data-informed, and equity-centered approach to analyzing and responding to housing needs while coordinating with the current and planned transportation system.
- ◆ Foster a culture of shared responsibility for addressing housing needs.
- ◆ Build consensus around a shared framework for action.
- ◆ Increase capacity within local communities to advance housing strategies and respond to evolving needs.
- ◆ Build a region that is more resilient, inclusive and equitable.

## Guiding principles

The following principles offer guidance for how a regional housing strategy can focus efforts and encourage coordinated action that accommodates a variety of partners. To achieve those ends, a regional housing strategy should:

- » Align with the region’s **equity** vision for communities that offer access to opportunity and meet the needs of all races, ages, incomes, and abilities.
- » Be **data-informed**, grounded in a **shared understanding** of the region’s diverse housing needs.
- » Ensure **flexibility** in responding to the contexts of communities across the region.
- » Be **comprehensive** in addressing the barriers to more housing and more diverse types.
- » Reflect the unique roles and authorities of each sector while facilitating **collaboration** and **shared accountability**.
- » Identify resource requirements to ensure **actionable plans** and deliver **desired outcomes**.
- » Balance **near-term results with long-term resilience** to meet housing needs under varied economic conditions.

## Focus areas and intended outcomes

Clearly articulated outcomes are an essential component of a regional housing strategy. Organizing outcomes around the identified barriers to housing production in the Denver region clarifies how specific actions and interventions can directly address challenges and contribute to overall housing goals.

### Exhibit 18. Example outcomes of a regional strategy, by focus area

Focus area	Intended outcomes
------------	-------------------



<b>Land Use, Zoning &amp; Regulatory Processes</b>	Increased housing supply aligned with regional and local needs (by household size, income, location, and preferences).
<b>Infrastructure</b>	Better alignment between housing development and infrastructure availability, condition and capacity.
<b>Development Costs &amp; Market Factors</b>	Construction of more—and more diverse and affordable—housing options.
<b>Funding &amp; Capacity</b>	Expanded and sustained affordable housing and preservation efforts.
<b>Community Consensus &amp; Collective Action</b>	Improved policy alignment, resource leveraging, and broad support for addressing shared housing needs.

## Implementation considerations

Additional factors related to implementation will be critical to define through the strategy development process. These include:

- ◆ **Roles and Responsibilities:** For each intervention, outlining the sector or specific actors best positioned to lead, those who will play supportive or complementary roles, and identifying DRCOG’s role will set the stage for coordinated action.
- ◆ **Costs and Timeline:** Estimating the scale of investment, sources of funding, and time required for implementation will help jurisdictions prioritize and sequence actions to meet their local needs.
- ◆ **Impact:** Given the diversity of barriers and issues the regional housing strategy aims to address, it may be valuable to characterize the impact of specific interventions, whether it directly results in additional housing unit, is focused on a specific segment of housing need (such as low-income or older adult housing) or contributes to capacity-building among jurisdictions or partners.

## What is DRCOG’s role?

Given DRCOG’s broad reach and role in shaping regional development, it is uniquely positioned to coordinate regional housing needs and strategy, particularly because of its formal planning roles in regional transportation and growth, its ability and role in regional population forecasting, and collection of growth and permit data. Engagement conducted among a broad segment of member governments, housing developers, public agencies, community-based organizations, policy organizations and service providers suggests that DRCOG can build on these existing roles and strengths as the region moves toward



developing a housing strategy and taking a more coordinated, collaborative approach to addressing housing needs on a regional level than ever before.

DRCOG is recognized as a valuable partner in ways that can be leveraged for regional housing work:

- ◆ **Convening and facilitation:** DRCOG has been an effective and trusted convener of diverse stakeholders on issues of regional planning and policy that can facilitate greater resource alignment and partnerships.
- ◆ **Data collection and analysis:** DRCOG is seen as an important source for comprehensive, standardized data for jurisdictions and other stakeholders across the region.
- ◆ **Technical assistance:** DRCOG has a record of providing technical assistance to member governments that supplements and extends their local capacities.
- ◆ **Education:** DRCOG's current role in sharing information and providing education on regional issues can be leveraged to share best practice strategies on implementation at the local level.

Participants identified additional roles DRCOG could step into or expand from its current activities:

- ◆ **Policy alignment:** DRCOG could be a voice for the region at the state level to help ensure that new legislation and policies related to housing are aligned with other programs and priorities (e.g., transportation investments, climate planning) and are designed and funded for effective implementation.
- ◆ **Funding coordination:** DRCOG has been successful in setting the regional agenda for transportation planning and directing investments in line with those goals. A greater role with understanding, communicating and addressing regionwide housing needs could provide an additional new lens through which to evaluate and consider regional transportation system investments as well as housing-transportation coordination strategies.

## How DRCOG plans to move forward

DRCOG will continue to engage member governments and other regional partners and stakeholders in a robust and collaborative process to craft a regional housing strategy starting in late 2024. This process will involve working closely with local communities, housing providers, advocates, and other key stakeholders to build on the shared vision and guiding principles outlines in this report and develop an actionable strategy for addressing the region's housing needs.

A critical component of developing the regional housing strategy will be conducting extensive community engagement to gather input and insights from a wide range of perspectives. DRCOG recognizes that meaningful community engagement is essential for



crafting effective solutions that are responsive to the diverse needs and priorities across the Denver region. This engagement will aim to build broader awareness of regional housing challenges, identify local concerns and opportunities, and foster buy-in and collective ownership of the resulting strategy.

The regional housing strategy will serve as an important tool for integrating regional housing priorities into DRCOG's other major planning initiatives. DRCOG will utilize the housing strategy to guide updates to Metro Vision and the Metro Vision Regional Transportation Plan. By aligning these plans with the housing strategy, DRCOG can ensure a more comprehensive and coordinated approach to addressing the region's housing needs in the context of transportation investments and other regional priorities. By working collaboratively to develop a comprehensive regional housing strategy and integrate it with other key planning efforts, DRCOG and its partners can take a significant step toward fostering more equitable, resilient, and livable communities for all residents of the Denver region.



**CITY OF IDAHO SPRINGS**  
**Clear Creek County, Colorado**

**Ordinance No. 15, Series 2025**

**AN ORDINANCE ACCEPTING AND RECOGNIZING A PORTION OF WALL STREET AS A LEGAL PUBLIC STREET**

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

**WHEREAS**, pursuant to Part 23 of Title 31, C.R.S., the City, acting by and through the Idaho Springs City Council (“Council”), possesses the authority to regulate the planning and zoning of the City generally, including but not limited to the authority to recognize and accept dedicated public streets, typically through the subdivision platting process; and

**WHEREAS**, from time to time, streets come into existence and are put to the public use through prescriptive use over a period of time or other means less formal than the filing of a subdivision plat; and

**WHEREAS**, in such instances, streets may be well-established public streets, but without any record of their establishment, precise boundaries and locations or acceptance of responsibility for the same by the jurisdiction in which they are located; and

**WHEREAS**, the resulting uncertainty concerning the precise location, boundaries of and responsibility for such streets can present difficulties for the relevant public agencies as well as the private property owners in the areas surrounding the streets; and

**WHEREAS**, C.R.S. § 31-23-217 provides a process for municipalities to formally accept and recognize the legal status of such streets, in lieu of a formal subdivision platting process, and to thereby clearly establish the location and boundaries of such streets with certainty; and

**WHEREAS**, such a street exists within the City of Idaho Springs, known as Wall Street, which has been well-established for many years, although never formally platted by recorded subdivision or other recorded plat; and

**WHEREAS**, the City has engaged a surveyor to prepare a formal Street Plat of that portion of Wall Street bounded by 14<sup>th</sup> Avenue on the west and 16<sup>th</sup> Avenue on the east and has engaged in discussions with the private property owners through and around which this portion of said right-of-way is located; and

**WHEREAS**, both the City and said private property owners desire to establish the precise boundaries and location of Wall Street in this area and to formally recognize and establish its legal status as a public street, without dispute; and

**WHEREAS**, as required by C.R.S. § 31-23-217, this Ordinance was submitted to the Idaho Springs Planning Commission on August 6, 2025, resulting in the Planning Commission approving this Ordinance; and

**WHEREAS**, the Council now therefore desires to adopt this Ordinance, by the majority vote required by C.R.S. § 31-23-217, and thereby definitively establish the boundaries, location and legal status of a certain portion of Wall Street, as further specified herein, as a recognized public street.

**NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF IDAHO SPRINGS, COLORADO, AS FOLLOWS:**

**Section 1.** The above and foregoing recitals are expressly adopted as findings and determinations of the Council.

**Section 2.** Pursuant to C.R.S. § 31-23-217, the Idaho Springs City Council hereby formally accepts and recognizes the legal status of that portion of right-of-way described and illustrated in the attached **Exhibit A**, incorporated herein by this reference, known as Wall Street, bounded by 14th Avenue on the west and 16th Avenue on the east, and thereby establish the exact location and boundaries of said portion of Wall Street for all legal purposes upon the effective date of this Ordinance and thereafter.

**Section 3.** Zoning Maps; Official Plats. City staff is hereby directed to make conforming amendments to all copies of the official City Zoning Map and all other official City-maintained plats and maps, as necessary, to reflect the location and public status of Wall Street as set forth herein, upon the effectiveness of this Ordinance.

**Section 4.** Recording of Ordinance. City staff is further directed to record this Ordinance and its Exhibits in the real property records of Clear Creek County, Colorado, upon the effectiveness of this Ordinance.

**Section 5.** Any and all Ordinances or Codes or parts thereof in conflict or inconsistent herewith are, to the extent of such conflict or inconsistency, hereby repealed; provided, however, that the repeal of any such Ordinance or Code or part thereof shall not revive any other section or part of any Ordinance or Code provision heretofore repealed or superseded.

**Section 6.** Should any one or more sections or provisions of this Ordinance or of Code provisions enacted hereby be judicially determined invalid or unenforceable, such judgment shall not affect, impair or invalidate the remaining provisions of this Ordinance or of such Code provisions, the intention being that the various sections and provisions are severable.

**INTRODUCED, READ AND ORDERED PUBLISHED** at a Regular Meeting of the City Council of the City of Idaho Springs, Colorado, held on the 11<sup>th</sup> day of August, 2025.

---

Chuck Harmon, Mayor

ATTESTED AND CERTIFIED:

\_\_\_\_\_  
Diane Breece, City Clerk

**PASSED, ADOPTED AND APPROVED**, after public hearing, at a Regular Meeting of the City Council of the City of Idaho Springs, Colorado, held on the 8<sup>th</sup> day of September, 2025.

\_\_\_\_\_  
Chuck Harmon, Mayor

ATTESTED AND CERTIFIED:

\_\_\_\_\_  
Diane Breece, City Clerk

**CERTIFICATION OF VOTES, PASSAGE OF ORDINANCE**

I hereby certify and attest that this Ordinance was approved by the Idaho Springs Planning Commission by a vote of \_\_\_\_ to \_\_\_\_\_ ; and this Ordinance was approved by the Idaho Springs City Council on Second and Final Reading by a vote of \_\_\_\_ to \_\_\_\_\_ .

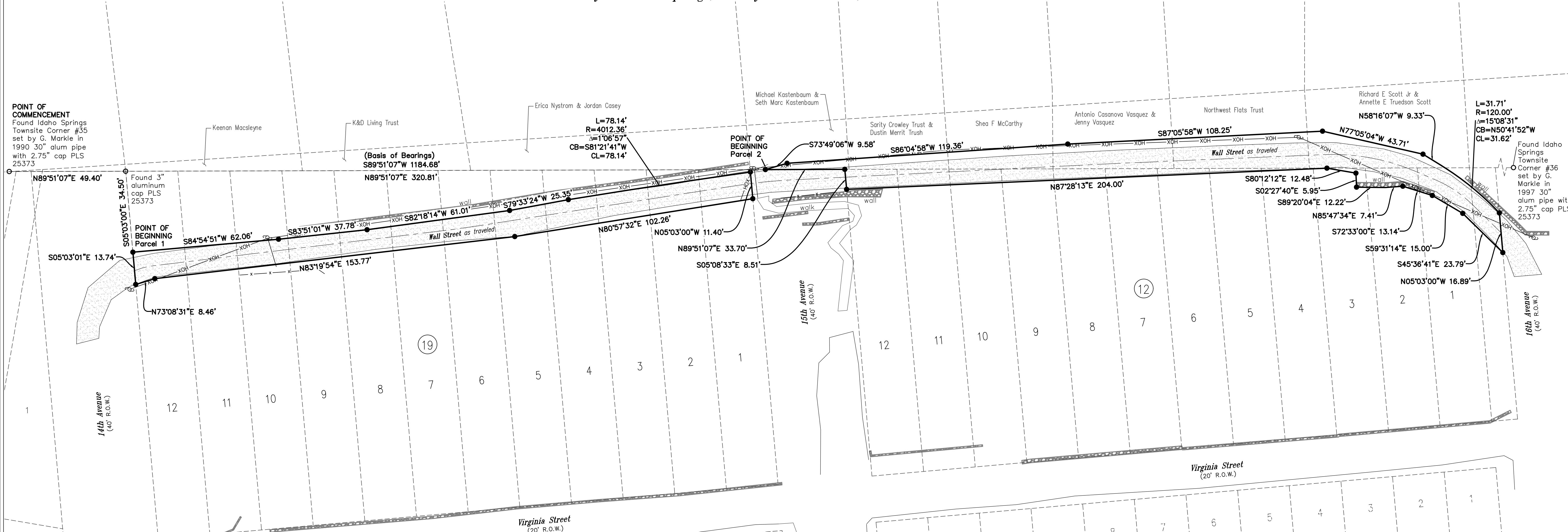
\_\_\_\_\_  
Diane Breece, City Clerk

**EXHIBIT A**

[Wall Street – Surveyed Street Plat]

# LAND SURVEY PLAT

A part of Lots 1-12, Block 19, Lots 1-12 Block 12  
and the West 11 feet of 16th Avenue  
City of Idaho Springs, County of Clear Creek, State of Colorado



**DESCRIPTION:**

**Parcel 1:**

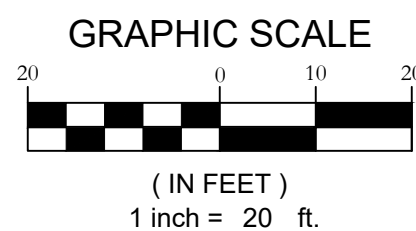
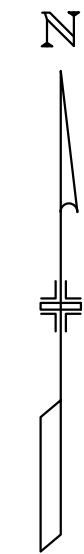
A part of Lots 1-12, Block 19, City of Idaho Springs, County of Clear Creek, State of Colorado, more particularly described as follows:  
COMMENCING at corner No. 35 of the Idaho Springs Townsite being a found aluminum pipe with 2-3/4" aluminum cap stamped PLS 25373, whence corner No. 36 thereof bears N89°51'07"E a distance of 1184.68', with all bearings contained herein relative thereto; thence N89°51'07"E, a distance of 49.40 feet to the Northwest corner of Block 19, said Townsite of Idaho Springs; thence along the West line thereof S05°03'00"E, a distance of 34.50 feet to the POINT OF BEGINNING thence N84°54'51"E, a distance of 62.06 feet; thence N83°51'01"E, a distance of 37.78 feet; thence N82°18'14"E, a distance of 61.01 feet; thence N79°33'24"E, a distance of 25.35 feet to the point of a non-tangent curvature; thence along said curve to the right 78.14 feet having a radius of 4,012.36 feet, a central angle of 01°06'57" and which chord bears N81°21'41"E a distance of 78.14 feet to the East line of said Block 19; thence along said line being a line non-tangent to said curve, S05°03'00"E, a distance of 11.40 feet; thence S80°57'32"W, a distance of 102.26 feet; thence S83°19'54"W, a distance of 153.77 feet; thence S73°08'31"W, a distance of 8.46 feet to said West line of Block 19; thence along said line N05°03'01"W, a distance of 13.74 feet to the POINT OF BEGINNING.  
Containing 2,972 square feet or 0.068 acres, more or less.

**Parcel 2:**

A part of Lots 1-12 Block 12 and the West 11 feet of 16th Avenue, City of Idaho Springs, County of Clear Creek, State of Colorado, more particularly described as follows:  
COMMENCING at corner No. 35 of the Idaho Springs Townsite being a found aluminum pipe with 2-3/4" aluminum cap stamped PLS 25373, whence corner No. 36 thereof bears N89°51'07"E a distance of 1184.68', with all bearings contained herein relative thereto; thence N89°51'07"E, a distance of 320.81 feet to the POINT OF BEGINNING; thence N73°49'06"E, a distance of 9.58 feet; thence N86°04'58"E, a distance of 119.36 feet; thence N87°05'58"E, a distance of 108.25 feet; thence S77°05'04"E, a distance of 43.71 feet; thence S58°16'07"E, a distance of 9.33 feet to a point of curvature; thence along the arc of said curve to the right 31.71 feet, having a radius of 120.00 feet, and a central angle of 15°08'31"; thence along a line non-tangent to said curve, S05°03'00"E, a distance of 16.89 feet; thence N45°36'41"W, a distance of 23.79 feet; thence N59°31'14"W, a distance of 15.00 feet; thence N72°33'00"W, a distance of 13.14 feet; thence S85°47'34"W, a distance of 7.41 feet; thence N89°20'04"W, a distance of 12.22 feet; thence N02°27'40"W, a distance of 5.95 feet; thence N80°12'12"W, a distance of 12.48 feet; thence S87°28'13"W, a distance of 204.00 feet to the West line of Block 12 said Townsite of Idaho Springs; thence along said line N05°08'33"W, a distance of 8.51 feet to the Northwest corner thereof; thence S89°51'07"W, a distance of 33.70 feet to the POINT OF BEGINNING.  
Containing 4,286 square feet or 0.098 acres, more or less.

**NOTES:**

1. Notice: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.
2. Any person who knowingly removes, alters or defaces any public land survey monument or land boundary monument or accessory, commits a class two (2) misdemeanor pursuant to state statute 18-4-508, C.R.S.
3. All dimensions shown hereon are expressed in feet and decimals thereof. All bearings shown here on are degrees-minutes-seconds.
4. Basis of Bearings: Bearings are based on the Colorado State Plane Coordinate System, Central Zone, NAD 83. The North line of Block 19, Townsite of Idaho Springs having an assumed bearing of S89°51'07"W, being marked with a 30" aluminum pipe with a 2.75" cap stamped: PLS 25373, shown hereon.
5. The purpose of the plat is to illustrate and accept the dimensions of Wall Street right-of-way as shown, as authorized by CRS 31-23-217 and City Ordinance No. XX, Series 2025.

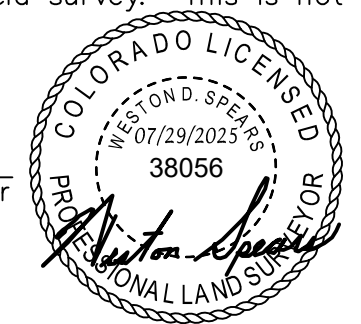


**MONUMENT LEGEND**

- Set No. 4 rebar 18" in length with 1" green plastic cap stamped: Clear Creek PLS 38056

**SURVEYOR'S CERTIFICATION:**

I, Weston D. Spears, a Professional Land Surveyor registered in the State of Colorado, hereby certify that this survey was made in accordance with applicable standards of practice, was prepared under my responsible charge based on a field survey performed in June, 2025 and to the best of my professional knowledge, information and belief is an accurate representation of that field survey. This is not a guaranty or warranty, either expressed or implied.



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

**COUNTY RECORDER'S CERTIFICATE:**

This plat was filed for record in the office of the County Clerk and Recorder of Clear Creek County this day of \_\_\_\_\_, 20\_\_\_\_, at \_\_\_\_\_, m., in book \_\_\_\_\_, at page \_\_\_\_\_, reception number \_\_\_\_\_.

Clerk and Recorder



**Land Survey Plat**  
A part of Lots 1-12, Block 19, Lots 1-12 Block 12 and the West 11 feet of 16th Avenue  
City of Idaho Springs, County of Clear Creek, State of Colorado  
Client: City of Idaho Springs  
Clear Creek Surveying  
P.O. Box 3184, Idaho Springs, CO 80452  
(303) 567-4755  
S36, T3S, R73W  
of the 6th P.M.  
Project No. 25-XX  
Sheet No. 1  
No. of Sheets 1



TO: Planning Commission  
FROM: Dylan Graves, Community Development Planner  
SUBJECT: Comprehensive Plan Updates and Chapters 1-3 for Review  
MEETING DATE: August 6, 2025

---

## **BACKGROUND AND PURPOSE**

Work on the 2025 Comprehensive Plan (Plan) update continues and we are slowly but surely making progress.

I have decided to keep the survey open for a few more weeks. I am going to put up QR codes around town on trash cans, in windows, on trail maps, etc., to try to get a few more results. As a result, I have been hesitant to start putting together any proposed updated goals or objectives within any of the Plan elements. That said, I have started working on some of the elements, but they are not yet ready for review. At upcoming work sessions, I plan to present 1-2 elements per work session. As a reminder, here are all the elements that currently exist in the Plan, plus two additional elements that will be needed that did not previously exist:

### Existing Elements:

- Land Use and Community Character
- Housing
- Transportation
- Economic Development and Tourism
- Environment
- Parks, Open Space, Trails, and Recreation
- Historic Resources
- Public Facilities and Services

### New Elements (required by state):

- Water Supply
- Sustainable Growth

## **TOPICS OF DISCUSSION FOR TONIGHT**

At this Planning Commission meeting, I hope to talk about the following topics:

### 1. Chapter 1: Introduction

Updates to this chapter are minor at present, though a new section has been added.

### 2. Chapter 2: Background

Updates to this chapter are also minor, mostly updates to demographics and the economy.

### 3. Chapter 3: Vision Statement

The City Council adopted a new vision statement in 2025, which has been added to the Plan to replace the existing vision statement.

### 4. The existing Land Use and Character Area Map, which is part of the Land Use and Community Character element from Chapter 4 of the Plan.

This map identifies the “ideal” land uses for each property in the city, which is then used to consider whether a proposed development project conforms to the community’s vision for that property. It is not a regulatory map like the city’s zoning map but does help inform whether a project might fit with the community’s vision for that area. This has not been updated since 2017 and the goal of this work session would be to analyze the existing map and see what might be worthy of changing. We will also need to apply designations to properties that have been annexed since 2017.

## **CHAPTER 1: INTRODUCTION**

This chapter remains largely the same. Since we have framed this project as an “update” rather than as a re-write, staff thought it best to leave things that are still relevant unchanged. As such, we thought that this section still performs its necessary functions and only needed minor updates. The need for the update section has been updated to reflect changes to the city since 2017. The public involvement and engagement section is a work-in-progress since engagement and outreach are ongoing. This section cannot be finalized until the very end of the process.

Staff do propose one completely new section to Chapter 1. This is the “Plan Progress and Achievements Since 2017” section, which takes a retrospective look at the progress made since the adoption of the 2017 Comprehensive Plan. The goal is to show the goals and objectives that have been addressed since 2017 and have thus been removed from the updated Plan. It also briefly discusses areas where the city has ongoing objectives and goals that still need to be addressed and remain from the 2017 Plan.

**Request for Direction:** Does the Planning Commission have any comments on updates to Chapter 1 of the Plan?

## **CHAPTER 2: BACKGROUND**

There are substantial changes proposed to this section and staff believe that there are more changes to make as we do more research and start to analyze results from surveys and other community outreach activities. However, staff wanted to put together an update to this chapter since it relies mostly on data and demographic information. That said, I would like to analyze whether this section is missing any critical background information.

Also important to note is that each element of the Plan has its own specific background information, so this section should be relatively broad. Each element will have more detailed background information about items relevant to that element, so unless there is anything general that we want to add, there may not be too much additional information needed in this chapter, though direction on this section is appreciated.

**Request for Direction:** Is the background section missing any information that should be added? Are there any additional graphics or charts that you would like to see? Are there any comments on edits?

## **CHAPTER 3: VISION STATEMENT**

The Idaho Springs City Council adopted a new vision statement, mission statement, and organizational value statements in early 2025. Staff updated chapter 3 of the proposed Plan to reflect the new adopted statements, so staff do not believe any additional changes will be need for this project.

## **CHAPTER 4: LAND USE AND COMMUNITY CHARACTER ELEMENT**

Finally, I wanted to start a discussion about the existing Land Use and Character Area Map and begin thinking about if any changes are needed to the map or descriptions.

The Land Use and Community Character Element encourages appropriate land use patterns, seeks to preserve Idaho Springs’ character and quality of life, protects property values, and supports redevelopment that takes advantage of existing infrastructure.

As opposed to the city’s zoning map, which is a regulatory document that says what specifically can go where and what development standards exist on each lot, the Land Use and Character Area Map seeks to guide the city when making land use decisions about development applications, provide recommendations for zoning code and development standard updates, and otherwise provide guidance about what the community would like to see in areas around the city.

Currently, this chapter puts properties into one of nine (9) land use recommendation types:

1. Mixed Residential Density
2. Multifamily
3. Mixed Use
4. Transitional Mixed Use
5. Regional Commercial
6. Industrial

7. Parks – Open Space
8. Mixed Use and/or Parks\*
9. Open Space and/or Industrial\*

\*These land use recommendations apply to only one property each because there were not specific land uses on the property at the time of the 2017 Plan and there were thought to be multiple appropriate options for development on the properties.

1. **MIXED DENSITY RESIDENTIAL:** Areas most appropriate for single family residential development, both attached and detached. Future development in these areas should be respectful of surrounding housing types, densities, building scale and massing, and predominant architecture.
2. **MULTIFAMILY:** Appropriate for higher density multifamily use.
3. **TRANSITIONAL MIXED USE:** These are areas typically connecting residential areas to commercial areas. Development should maintain or be respectful of residential character. Appropriate uses in these areas include single family residential, attached single family and townhouses, multifamily within converted existing single-family residences, retail uses of less than 5,000 square feet per business, civic uses, office uses, lesson and art studios, daycares, hospitality, tourist services, professional services and restaurants. Other uses may be considered when similar in use and impacts to those listed above.
4. **MIXED USE:** Areas that are commercial in nature and allow all the uses in Transitional Mixed Use areas, except residential uses are most appropriate above ground floor commercial. Single family detached, single family attached, and multifamily units within converted single family residences could be appropriate directly adjacent to Colorado Boulevard.
5. **REGIONAL COMMERCIAL:** Uses that may have a regional draw. This includes retail and office uses of any size, hotels, public facilities and schools, tourism services and hospitals. Multifamily residential could also be appropriate in this category in the Exit 240 Area and some areas of the East End.
6. **INDUSTRIAL:** Uses such as heavy equipment storage, LP gas facilities, public works facilities, industrial plants, self-storage, automotive or RV storage, assembling, fabrication, finishing, manufacturing, packaging, or processing of goods, mineral extraction or similar uses. Uses may include working with hazardous materials.

The existing map is attached for your reference.

I recommend that we add 7. PARKS – OPEN SPACE as a formal section of the Plan going forward.

Otherwise, looking at the map, the initial staff thoughts are as follows:

- The West End is largely shown as transitional mixed use, which would allow for lower-density multifamily development, small retail uses, and other developments that are respectful of existing neighborhood character. A large portion of this area is currently zoned R-1 or R-2, which would only allow single-family or duplex development. The transitional mixed use designation would potentially support the rezoning of single-family areas to multifamily or mixed use zoning districts. This may be appropriate since there are commercial zone districts interspersed into this area, but this is worth discussing because there are several well established neighborhoods along Colorado Boulevard.
- The Fieldhouse development at the former football field was previously identified as regional commercial. The western area along Highway 103 directly south of Exit 240 is also identified as regional commercial. However, the eastern side of Highway 103 is identified as transitional mixed use and/or mixed residential density. One side of the highway would allow relatively intensive commercial development while the other side is only appropriate for low-intensity commercial or residential development. It is important to note that the eastern side of Highway 103 adjacent to Exit 240 currently has commercial, institutional (EMS Station) and non-profit (Loaves and Fishes) uses, although some residential is also present. This area does provide a good buffer from the downtown Miner Street area and single-family residential development outside city limits, so considering how to best recommend development in this area in the future is important. Staff anticipate additional development in this area over the next 5-10 years and may be an appropriate place for higher-intensity development due to the availability of necessary infrastructure, but protecting existing residential character in the vicinity of the cemetery is also important.
- The East End has an interesting mix of recommended uses, in keeping with the East End Overlay District allowances for mixed-use development. There is a small pocket of existing residential homes that are protected as transitional mixed use or multifamily, which seems appropriate.
- Hidden Valley area: most of this area south of I-70 is designated as mixed residential density. However, this seems like an area that could potentially handle future mixed-use development along the highway near Exit 243, so it may be worth considering a slightly more intensive land use recommendation. The area north of I-70 is zoned C-3 and L-1 yet is designated on the map as Parks – Open Space. These properties include land owned by Martin Marietta and land on which the Sasquatch gas station sits. Reconsidering the designation of these parcels may be appropriate, as well.

- There are a few parcels to add to the map:
  - 839 CO 103 – this is the property purchased with the intent of providing affordable housing for older residents and is potentially capable of providing higher-density multifamily housing on-site (~30-40 units). The existing recommendations in this area are for mixed residential density (relatively low-density residential developments) and transitional mixed use (intent is for lower residential densities, though low-intensity multifamily is seen as appropriate). Transitional mixed use might be appropriate unless the city wanted to re-designate the area directly adjacent to it to provide additional flexibility into the future.
  - Upper Landing of the ARGO / Virginia Canyon Mountain Park Planned Development (PD): Miners Point, as it is called, is a mixed-use development at the top of the gondola that is currently under construction. Staff think that the Regional Commercial designation is probably appropriate since the lower landing of that project is already designated as such.
  - Idaho Springs Cemetery: Staff believe this should be designated Parks – Open Space.

**Request for Direction:** Are there any recommended changes to the existing Land Use and Character Area map? Should staff continue with the recommended additions to the map as discussed in this report?

# **CHAPTER 1: INTRODUCTION**

## **PURPOSE OF THE COMPREHENSIVE PLAN (no changes proposed)**

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

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

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

## **HOW TO USE THIS PLAN (no changes proposed)**

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

of this Plan through such measures as an action plan or implementation plan.

## **PLAN AMENDMENTS (no changes proposed)**

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

### **Criteria for plan amendments:**

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

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

## **NEED FOR THE UPDATE (updated to reflect work since 2017)**

This plan is an update of the most recent 2017 Plan update as part of a continued effort to guide the community's future. The first city plan was adopted in 1994 and followed by updates in 2001, 2004, 2005, 2008, and 2017.

Since 2017, several additional long-range planning efforts have been undertaken and completed, building upon the Comprehensive Plan's recommendations, goals, and objectives. These additional plans include:

- 2019: Virginia Canyon Mountain Park Master Plan
  - Amended several times, this master plan focuses on prioritizing environmental, recreational, and economic value of the open space and creates an operations management plan. The park is now operational, with approximately 15 miles of trails as of 2025, which are still growing through work with the city's partners, such as the Colorado Mountain Bike Association (COMBA). Finding funding sources and mechanisms continues to be a clear goal for this park.
- 2022: Idaho Springs Downtown Plan
  - This plan focuses on the area around the Historic District and puts forth a guide for downtown improvements over the next 15-20 years. A focus on parking, mobility improvements, and downtown revitalization is a key component of this plan.

- 2023: Idaho Springs Sports & Events Complex Master Plan: This plan focuses on the redevelopment of the Shelly/Quinn Ball Fields Park property into a sports and events complex, with a skatepark (completed in 2025), tennis and pickleball courts (to be completed in 2026), a playground, recreation fields, the existing performance stage, and a baseball diamond (to remain). The plan incorporates the longtime community desire to offer a wider range of recreational opportunities and serve as an outdoor community hub for the community.
- Three Mile Area Plan: Updated annually, this plan focuses on potential future development opportunities surrounding the city's existing boundaries and considers the feasibility for annexation of adjacent parcels using metrics like water and sewer infrastructure, access, etc.
- 2022 Historic Resources Survey Plan: Adopted in 2022, the plan is a comprehensive document written to assist the community in analyzing the current state of historic surveys and making informed decisions regarding future documentation projects. The plan sets goals about what historical topics to research and places to record and recommend projects to achieve those goals. This plan

## **RELATIONSHIP WITH OTHER PLANS (updated to reflect plans approved since 2017)**

This Plan update builds upon and replaces the 2017 Plan. It works in concert with other existing city plans, building upon their recommendations and working alongside them, rather than superseding them. Goals and objectives found in this plan focus on implementation of the other plan goals found within. These plans include:

- Three Mile Area Plan
- Idaho Springs Downtown Plan
- Virginia Canyon Mountain Park Master Plan
- Idaho Springs Sports & Events Complex Master Plan
- East End Action Plan and Overlay District
- Community Wildfire Protection Plan
- Source Water Protection Plan
- Idaho Springs Parking Plan
- Historic Resources Survey Plan
- Housing Needs Assessment

## **PLAN PROGRESS AND ACHIEVEMENTS SINCE 2017 (new section)**

### *Background*

This section provides a retrospective look at the progress made since the adoption of the 2017 Comprehensive Plan. It highlights major accomplishments, completed projects, ongoing initiatives, and areas where challenges persist. This reflection is vital to understanding how the City has implemented its vision, where policy and strategy have proven effective, and where updates or new approaches are necessary moving forward. In addition to new objectives and

goals, several maps have been updated to reflect updates to various city plans and new annexations that have occurred since the adoption of the 2017 Plan.

### *Land Use and Community Character*

There have been significant changes in the city since the adoption of the 2017 Comprehensive Plan. One of the most notable changes has been the opening of Virginia Canyon Mountain Park and the impact it has had on East End businesses. This has shifted business from being primarily geared toward the automotive industry to a destination for hikers and mountain bikers alike. In the Exit 240 Gateway Area, the City has annexed critical parcels of land into City Limits. Some of these include the Idaho Springs Cemetery and the site of future affordable senior housing.

One of the objectives of the 2017 Plan was to beautify, preserve, and activate the Historic District. In 2024, City Staff and the Historic Preservation Review Commission (HPRC) updated the Historic District design guidelines, aimed at preserving the Historic District while achieving beautification and activation goals. Additionally, the City has worked diligently to improve signage throughout Idaho Springs, including better wayfinding for key attractions such as the Charlie Tayler Water Wheel and Clear Creek Greenway. Furthermore, through the adoption of the City's Managed Parking Program, we have maximized the amount of paid parking spaces surrounding the Historic District, allowing us to close the Historic District to vehicle traffic during the summer months and activate the Miner Street Marketplace.

Another objective of the 2017 Plan was to upgrade the appearance of Idaho Springs as viewed from I-70. One of the most significant ways this has been accomplished is the commitment that new developments with considerable visibility from I-70 have primarily been designed to face the Interstate rather than back up to it.

### *Housing*

The needs and goals for housing established in the 2017 Plan remain unchanged. Idaho Springs continues to experience unprecedented growth amidst an aging population, and there remains a tremendous need for affordable housing, workforce housing, and senior housing. The most significant achievement since the 2017 Plan was the establishment of the Clear Creek Multijurisdictional Housing Authority. The goal of this housing authority is to support the development of affordable housing that addresses the diverse needs of all residents within Clear Creek County and the local municipalities while strengthening community and providing options to a broad spectrum of the population, including vulnerable groups and seniors. The establishment of the housing authority has enabled us to achieve goals outlined in the 2017 Plan, including increasing the availability of affordable and senior housing.

The city also imposed regulations for Short Term Rentals (STRs) in 2018. The city allows 15 STR licenses and has a lottery system in place to allocate licenses when they come available. This has ensured that homes within the city remain available to long-term tenants.

The city has continued to invest in projects to support affordable housing, including the purchase of approximately two acres of land for a multi-family senior affordable housing facility on Highway 103. The city received a grant in 2025 to support development of that property, which will fulfill key Plan goals for senior housing projects that allow seniors to “age in place.”

### *Transportation*

The most significant transportation goal that has been met since the 2017 Plan is the creation and implementation of the City’s Managed Parking Program. This created a paid parking structure for visitors in Downtown Idaho Springs, as well as the establishment of residential parking-only zones. Furthermore, City and County residents have been allowed to register for resident permits, which enables them to park in designated areas within the Historic District at no charge, allowing them to enjoy the diverse dining and shopping options in the City of Idaho Springs.

One of the goals in the 2017 Plan was the devolution of Colorado Blvd and general improvements as part of this change. This work has been completed, and the impact continues to be seen in the revitalization of the East End of the city. Along with the East End updates and the establishment of the City’s Managed Parking Program, there is now adequate residential parking along Colorado Blvd, keeping visitors away from critical residential parking areas.

While many of the 2017 Plan’s transportation goals are ongoing, several goals have been achieved in the past 8 years. Long-term improvements to East Idaho Springs Road are continuing, and a productive partnership with CDOT completed the section of East Idaho Springs Road from east of the wastewater treatment plant to the former Game Check station.

While parking requirements have not been eliminated for businesses in the Historic District, the City Council approved the implementation of a fee-in-lieu program for parking requirements that new businesses have utilized in the Historic District.

Parking remains a key issue for residents, businesses, and visitors alike and is an ongoing item for discussion and work in the current, updated Plan.

### *Economic Development and Tourism*

Like many sections of the 2017 Plan, the goals to support and cultivate economic development and tourism are ongoing. The city continues to maintain an active role in economic development through our partnerships with Clear Creek Economic Development Corporation (CCEDC) and the City’s newly formed Business Community Promotions Board, which has greatly increased the city’s focus on economic development and tourism. The city has further strengthened its commitment to supporting economic development and tourism through the creation of the Director of Business and Community Promotions position.

In 2021, the city adopted the Idaho Springs Downtown Plan, which focuses on creating a vision for downtown redevelopment and activation. An important part of this plan is parking, with the

goal of helping manage visitors and protect parking in residential areas. As of 2025, the city is working on designing a large-scale mobility improvement project to bring in better transit infrastructure, increase downtown parking with a parking structure, improve Miner Street and the Idaho Mall, and improve traffic flow at the Exit 240 interchange. These key goals came out of the 2021 downtown plan.

The focus on developing the Virginia Canyon Mountain Park (VCMP) has been a key priority over the length of the previous Comprehensive Plan. While discussed in more detail in the “Recreation” section below, the success of the park has helped support development and redevelopment of the East End business district.

An ongoing focus of the 2017 Comprehensive Plan was to actively pursue incentivizing economic development and supporting local businesses while protecting the quality of life of Idaho Springs residents. This continues into this updated plan, as this plan is a community-led document focused on community goals first and foremost.

### *Historic Resources Element*

Historic preservation remains a strong priority at the forefront of residents’ and visitors’ minds, and this has been demonstrated many times since 2017. The two key objectives from the 2017 Plan were to:

- Continue to protect & preserve the historic resources of the Idaho Springs area.
- Promote the benefits of historic preservation.

As a Certified Local Government (CLG), the city acts as a local preservation program to apply for grants of federal money for local projects, exercise greater autonomy in nominating properties to the National Register and participating in countywide historic preservation programs, and review Colorado State Tax Credits for local projects. With this status also comes the responsibility of reviewing and enforcing state and local preservation laws.

The 2017 Plan sought to explore how to increase participation in the Historic Preservation Review Commission (HPRC), which reviews projects that impact the exterior of historic buildings within the city. The HPRC has become a strong group with significant expertise on historic preservation related topics and strengthened the city’s Design Guidelines for Historic Structures in 2024 to ensure that property owners appropriately rehabilitate historic structures. The city has focused on ensuring that the HPRC review is the first step in an approval process, rather than the last.

The city published the *Historic Resources Survey Plan, 2022* using funding from a State Historical Fund Grant, which established goals for historical topics in the city and recommends projects that help achieve those goals. This plan builds on previous surveys to establish a set of projects that the city is currently working on and will continue to do so, which you will see as part of this 2025 Comprehensive Plan update. Over 300 properties around the city have been surveyed and analyzed for historical integrity, with a continued priority of expanding this work to have a complete understanding of Idaho Springs historical resources. Work is ongoing for

surveying, with a goal of exploring new historic districts around the city to protect additional historical resources while providing financial opportunities for residents and property owners.

Continued work is needed on public engagement and educational programs to help property owners understand the need for historic preservation and the opportunities to receive financial support for renovation, preservation, and upkeep of historic properties. More work on historical tourism is needed, as well. Continued work on designating residential properties as local historic sites is another ongoing goal that will be included in this updated Plan.

### *Environment Element*

The environment remains a key focus for the city and its residents, with progress made towards goals and objectives in many areas but with ongoing needs that will continue to need attention.

The city has worked diligently to protect water quality and water supply for the city. The Idaho Springs reservoir is a critical resource that remains in good condition, providing more than adequate water to the community. The city has won several awards since 2017 related to wastewater treatment, water quality, and water supply, thanks to the efforts of the city's water/wastewater department.

Wildfire prevention and mitigation is an ongoing concern. Beetle kill is a current issue causing problems in the forests surrounding the city. The Idaho Springs City Council has focused on fire mitigation as a key program going forward, with focus on developing programs that can help residents improve wildfire resiliency and expand defensible space.

Working with CDOT, Clear Creek County, and other stakeholders, large infrastructure projects have largely avoided impacts to wildlife and their habitats during development. CDOT has been entrenched in a large-scale I-70 improvement project that is anticipated to continue into 2028, which includes provisions for wildlife friendly fencing, wildlife underpasses/corridors, water quality improvements, and riparian habitat restorations. Within the Virginia Canyon Mountain Park, the city has created several bighorn sheep protection zones that ensure that habitat for this species is protected. The city has also installed bear-resistant containers throughout the city, replacing non-resistant options.

The 2017 Plan discussed considering a Hazard Overlay District to apply additional hazard mitigation/risk reduction regulations to existing zone districts. This has not yet been done but remains a priority in the updated Plan.

Additional noise and light pollution reductions may also be needed, as this was a goal of the 2017 Plan which has not been substantially addressed in the intervening years.

### *Parks, Open Space, Trails, and Recreation Element*

The 2017 Plan focused on building upon and expanding recreational offerings in Idaho Springs. This has been largely successful over the past 8 years.

Courtney Ryley Cooper (CRC) Park expansion was completed, relocating the community garden to the area, building public restroom facilities, and expanding the size of the lawn in the park. A pedestrian bridge connects Riverside Drive to CRC Park today as part of the Clear Creek Trail.

The Clear Creek Trail (formerly known as the Peaks to Plains Trail) has been completed through the city limits and will eventually connect from Denver to Loveland Ski Area through the city. The city has committed to being a part of the Clear Creek Trail Collaborative, a group of all stakeholders along the route committed to helping realize full construction and implementation of the trail corridor.

The Virginia Canyon Mountain Park (VCMP) has been a great success, bringing a new category of visitors to the city to enjoy over 14 miles of mountain bike and hiking trails, with more mileage coming over the next few years. Partnering with the Colorado Mountain Bike Association (COMBA), downhill-focused mountain bike trails have been built through the park that have drawn thousands of riders each month to the city.

More work is needed to continue to enhance recreational opportunities in Clear Creek. The city has a robust rafting industry that brings visitors to the city and continued focus on improving river put ins is a priority of this plan.

Finally, the city has focused on improving the Shelly / Quinn Ball Fields Park. While already well used by youth and adult recreation leagues, and activated for events like Rapid Grass annually, the city has partnered with the Clear Creek Metropolitan Recreation District (CCMRD) to redevelop the park, converting the eastern ballfield into a skate park, tennis/pickleball courts, formal parking spaces, a playground, and green space. A long-term goal is to bring running water to the park for a permanent bathroom at that location.

## **PUBLIC INVOLVEMENT AND COMMUNITY ENGAGEMENT**

This Plan was developed and reviewed in public meetings and workshops at Planning Commission meetings between April 2025 and XXX, 2026. City staff organized several meetings at City Hall, were out in the community at events, and organized a community-wide survey to gather community ideas, input, and support.

City staff hosted a kickoff meeting on April 30, 2025 at City Hall. Approximately 20 community members attended.

All plan elements and proposed changes were available to review on the city's website to garner input and feedback from community members.

A public survey was distributed throughout the community on a variety of topics relevant to the Plan update. Survey questions and results are included as an appendix to this Plan. The survey garnered (currently 58) responses, the majority of which were completed by Idaho Springs locals.

City staff hosted weekly “coffee chats” on various Plan topics throughout the spring and early summer of 2025, discussing Plan element topics such as housing, transportation, tourism, and economic development. Approximately 15 community members attended coffee chat events at City Hall, which helped inform future meetings and discussion topics at planning commission meetings.

City staff organized a community meeting on historic preservation, community character, and neighborhood charm on June 25, 2025, with 15 attendees (not including staff). Discussion focused on the need to balance growth and economic development against existing community character to avoid losing the charm and characteristics that make Idaho Springs a nice place for residents.

The historic element was discussed at several Historic Preservation Review Commission (HPRC) meetings after the commission had expressed interest in participating in the Plan update. This element – and all others – were then presented at a series of Planning Commission meetings in autumn 2025 into early 2026.

The final Plan was presented to the Planning Commission on XXX and to the City Council on XXX where a final resolution adopting the Plan was passed.

## CHAPTER 2: BACKGROUND

### Proposed Changes:

No changes proposed currently to the historic perspective section, since history should not have changed. If the Planning Commission has any comments on this section, they would be greatly appreciated.

#### CITY OF IDAHO SPRINGS KEY ASSETS:

- With its location being less than thirty miles from the Denver metro area, Idaho Springs allows for easy day travel to and from Denver. Thousands of vehicles pass by the city with its four I-70 interchanges each day. The city has invested heavily in marketing and advertising to capture tourism dollars and foster economic development in the area.
- Clear Creek, ~~the second most rafted river in the State~~ a popular rafting river with 42,671 commercial rafting trips through the city in 2024, directly bisects the City.
- Idaho Springs is surrounded by mountainous terrain which holds significant recreational opportunities.
- The Virginia Canyon Mountain Park (VCMP) is open to the public after many years of development. The project, which contains public mountain biking and hiking trails, has brought large numbers of recreational users from the Front Range and beyond for in-town recreational opportunities.
- The Indian Hot Springs, discovered by George Jackson several days before his gold strike, now serves as a major tourist destination.
- The Mount ~~Evans-Blue Sky~~ Scenic Byway, originating directly from town, is easily accessible from the metro area.
- The City of Idaho Springs maintains a historical character in terms of mining and historic architecture in the central business district, offers tours of structures which are on the National Historic Register such as the Argo Gold Mine and Mill, and has adopted 1041 regulations to ensure that the historic character of the community is retained. The city has fifteen (15) city-owned historic sites and facilities.
- The city is located near ~~two several~~ other towns which retain heritage assets, including Central City and Georgetown. Heritage tourism is starting to emerge ~~has emerged~~ as an increasingly viable segment of the tourism economy and is an important part of Idaho Springs' tourism-marketing strategy.

#### DEMOGRAPHICS:

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

Since the middle of the 20th century, the City has experienced minor swings in population based upon economic cycles associated with mining and tourism. First, the construction of U.S. Highways 6 and 40 started the expansion of automobile tourism, which has been the mainstay of the local economy for half a century. Later, the construction of I-70 brought both opportunities and challenges. The interstate's location and ability to move people to and from more distant

areas quickly enhanced the development of mountain resort communities, first as ski resorts and more recently as year-round destinations. It also shortened day travel time from the Denver metro area to mountain communities across western Colorado. It is estimated that ~~as many~~ as more than 10,000 visitors come to Idaho Springs each day during the peak season.

Growth projections for Idaho Springs vary considerably depending upon the source. The city has an adequate water supply to meet these projected needs although expansion, and recent improvements to the city's wastewater treatment plant ensure that there is adequate capacity to meet the needs associated with future growth. ~~will be required of the wastewater treatment plant.~~ The city has ensured that potential future growth continues to be considered through updates to the Three Mile Area Plan, through audits of the existing city codes to make it easier to develop housing in the city, and through strategic property purchases.

Data suggests population growth has been stagnant, with a reduction in the number of families with children living in the city. The assumption is that some second home retiree impacts may be occurring. Due to lack of construction of new multifamily residential units over the past 10-15 years, motels in Idaho Springs are being used for workforce housing, though the city has recently begun to address long-term occupancy in motels and has prioritized the development of new affordable housing projects to address local and regional needs in keeping with Proposition 123. ~~This additional population would not be reflected in these estimates.~~ 119 new housing units will be completed by the time this updated Plan is adopted, providing opportunities for existing residents and people moving to the area. A modest population increase is anticipated as a result.

\*Table 1: Idaho Springs Population and Growth Rate:

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

\*Table 2: Population trends

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

\*Source: Denver Regional Council of Governments

[Change to Table 1:](#)

Year	Population	Growth Rate	Average Household Size
1980	2077		2.5
1990	1834	-11.70%	2.41
2000	1889	3.00%	2.25
2010	1717	-9.10%	2.18
2020	1782	3.80%	2.34

Great Recession Impacts

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

Denver and Colorado Growth

Colorado is ~~recently still~~ experiencing ~~unprecedented~~ population growth, ~~but has slowed since 2017, with the 2017 Plan reported~~ the US Census Bureau reporting Colorado as the second fastest growing state in 2015. ~~As of 2024, Colorado is no longer even one of the top ten fastest growing states, according to US Census Bureau data.~~ Most of ~~this current~~ population growth ~~is occurring~~ continues to occur in the Denver Metropolitan Statistical Area\* (MSA), with a population increase of as much as 100,000 per year increase of 82,000 between 2020 and 2024 and a 28.81% population increase between 2000 and 2023. Given the City of Idaho Springs is less than 30 minutes from the Denver Metro, pressures for additional housing as well as transportation improvements ~~will continue to~~ be paramount ~~in for~~ the foreseeable future.

Idaho Springs is Aging (but less than before)

The median age in Idaho Springs is estimated at 41.739.8 years old, ~~an increase from 38.7 years it was during the previous 2008 Comprehensive Master Plan revision~~ a decrease from 41.7 years old at the time of the 2017 Plan. Although ~~slightly~~ younger than the median age of 49.248 in Clear Creek County, Idaho Springs still has a higher median age as compared to ~~Colorado as a whole, the Region~~ which is listed as 37.936 years old. As can be seen ~~below above~~, 19.345% of the population of Idaho Springs is over 65 years old, as opposed to the 15.95% it was when this Comprehensive Master Plan was last revised. Data indicates the percentage of Idaho Springs' residents that are high school graduates (93.792.1%) is slightly less than Clear Creek County as a whole (94.696%), but is ~~higher similar to than~~ the Denver Region as a whole (90.2-92%). However, ~~50%-74~~ of Idaho Springs residents have at least a

**Commented [DG1]:** I am proposing to remove this section altogether since the great recession is now 15+ years behind us. Note that the city did not reach 2,000 people by 2020 (though we will be at or over 2,000 people once the Fieldhouse apartments are built).

Bachelor's Degree, which is ~~significantly lower~~ high than the approximately ~~40~~46.4% of the residents ~~within Clear Creek County and the Denver Region in the state as a whole but lower than the 56.3% of Clear Creek County residents with a degree.~~

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

Source: US Census, 2015 American Community Survey

2025 Updated Data:

Idaho Springs Age Breakdown			
Under 5 Years	3.80%	45 to 49 years	5.40%
5,9 years	2.70%	50 to 54 years	10.80%
10 to 14 years	5.20%	55 to 59 years	7.50%
15 to 19 years	9.30%	60 to 64 years	6.90%
20 to 24 years	11.60%	65 to 69 years	5.90%
25 to 29 years	4.50%	70 to 74 years	5.10%
30 to 34 years	12.60%	75 to 79 years	4.70%
35 to 39 years	5.90%	80 to 84 years	1.50%
40 to 44 years	4.90%	85 years and over	2.10%

Source: 2023 American Community Survey 5-Year Estimates

Economy

Formatted: Not Highlight

Economies do not follow jurisdictional boundaries. Idaho Springs' economy is regional in nature and is shaped by the metro area economy and that of the central mountain area. Idaho Springs' economy is mostly based upon tourism, ~~whereas Clear Creek County's primary economy is split between accommodation and food services (20%) and mining / oil and gas~~

exploration (25%). The Henderson Mine, which is Clear Creek County's largest private employer, is reducing operations and is eventually targeted to close, which is expected to affect the County profoundly. Although a significant amount of County revenue in the form of property taxes will be reduced because of this closure, the City of Idaho Springs is mostly dependent upon tourism-based sales tax revenue and is expected to continue to perform well since the tourism and recreation industries remain strong in the area. Rafting revenues continue to grow and the recently opened Virginia Canyon Mountain Park (VCMP) has brought more visitors to the city, along with their dollars. The new cable car project being completed in town is expected to grow the city's tourism base further, not expected to incur the same magnitude of economic impacts as the County except from services provided by the County and Special Districts.

Formatted: Not Highlight

Sales tax receipts account for an average of 50% of the Idaho Springs General Fund. Since 2010, Idaho Springs has seen a consistent increase in sales tax revenues, with a significant increase in revenue after 2014 post-2020. Part of this increase is due to a 4% increase in sales tax to fund

street infrastructure improvements; although this increase could also be a result of the increasing Colorado population growth of more than 8% since 2010. Much of the growth in sales tax revenues since 2020 are tied to post-pandemic spending and tourism practices that have brought more people into the Colorado mountains and along the I-70 corridor, which in 2024 saw over 50,000 vehicles daily passing Idaho Springs along the interstate. Since marijuana was legalized for recreational use in 2013, there has been additional General Fund revenue of as much as \$112,000 total. Capturing more tourism dollars through focused marketing and advertising has been an increasing focus for the city, attracting people to the city's various opportunities as a destination in itself, rather than a stop along the way to a visitor's final destination.

**City of Idaho Springs Sales Tax and Budget Percentage**

Old:

New:

Year	Sales Tax	Annual Change	Year	Sales Tax	Annual Change
2005	\$1,022,194.05	+ 12.5%	2015	\$2,036,865.00	
2006	\$1,037,752.71	+ 1.5%	2016	\$2,332,603.35	11.45%
2007	\$1,161,116.28	+ 11.8%	2017	\$2,483,993.40	6.50%
2010	\$1,139,203	-1.89%	2018	\$2,710,285.40	9.11%
2011	\$1,209,631	+6.2%	2019	\$2,996,152.60	10.55%
2012	\$1,302,551	+7.68%	2020	\$2,952,803.29	-1.45%
2013	\$1,385,771	+6.39%	2021	3,662,261.52	24.03%
2014	\$1,545,538	+11.53%	2022	\$3,831,640.78	4.62%
2015	\$2,036,865	+31.80%	2023	\$4,748,395.34	23.93%
2016	\$2,302,973	+13.06%	2024	\$4,808,143.64	1.26%

While the city's sales tax numbers and overall economy are doing well, city residents are still feeling housing affordability and availability pressures.

The city has a higher number of housing cost-burdened households than Clear Creek County or the Denver region, with ~40% of local households reported as being cost-burdened (spending 30-49% of household income on housing) and an additional 20% reported as being severely cost-burdened (spending 50% or more of household income on housing), according to Denver Regional Council of Governments (DRCOG) data from 2022.

Old Data:

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

New Data:

<b>Population</b>	<b>1,798</b>
<b>Households</b>	<b>773</b>
<b>Average Household Size</b>	<b>2.38</b>
<b>Median Age</b>	<b>39.8</b>
<b>Total Population in Labor Force</b>	<b>1,030</b>
<b>Median Household Income</b>	<b>\$72,101</b>
<b>Bachelor's Degree or More</b>	<b>48.20%</b>
<b>High School Diploma or More</b>	<b>97.50%</b>
<b>Single Occupancy Commuters</b>	<b>50.40%</b>

Idaho Springs has a median household income of approximately \$52,064.72.101. This is significantly less than the \$68,534.87.169 median household income reflected for Clear Creek County or the \$91,681 reported for the Denver region, but comparable to the United States median income of \$53,889.80.610. With the average price of a home in Idaho Springs being approximately \$275,500,000, a drastic increase from the 2017 Plan data, home ownership continues to be a challenge for many employed in the Idaho Springs service industry. Home prices soared from 2020 to 2025, making it even more challenging for residents hoping to purchase a home.

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

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

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

CCEDC is concerned about the negative economic consequences which would result from any multi-year construction period related to I-70 capacity expansion. Of particular concern is the impact on commuter traffic involving residents who live in Clear Creek County but work in either the resort towns to the west or the Denver metro area. They estimate that commuting workers account for 30% of the employment and income base for the county. By virtue of being a short term stop location rather than a destination for most visitors, the Idaho Springs tourism economy can be significantly affected by changes in the "convenience" factor for visitors. Unless properly mitigated, any I-70 expansion could result in a dramatic decrease in the City's tourist related income. If an I-70 expansion is approved, it will also be important to engage the Colorado Department of Transportation in the development of mitigation measures designed to combat this potential negative economic impact on the City.

### **CHAPTER 3: VISION STATEMENT, MISSION STATEMENT, AND ORGANIZATIONAL VALUE STATEMENTS**

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

CITY OF IDAHO SPRINGS VISION STATEMENT:

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

#### **Vision Statement**

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

### **Mission Statement**

Through inclusive engagement and proactive stewardship, we strive to enhance the quality of life and ensure the safety of every member of our diverse, historic community, embodying a commitment to sustainable growth and collective well-being.

### **Organizational Value Statements**

**Transparency** – We value practicing transparent governance by encouraging open-minded communication to build and foster community trust and engagement.

**Preservation** – We encourage the preservation of our heritage by engaging the community stakeholders to ensure access to Idaho Springs’ history for all and encourage lifelong learning.

**Teamwork** – We believe in building community by working together in the best interest of the residents and visitors.

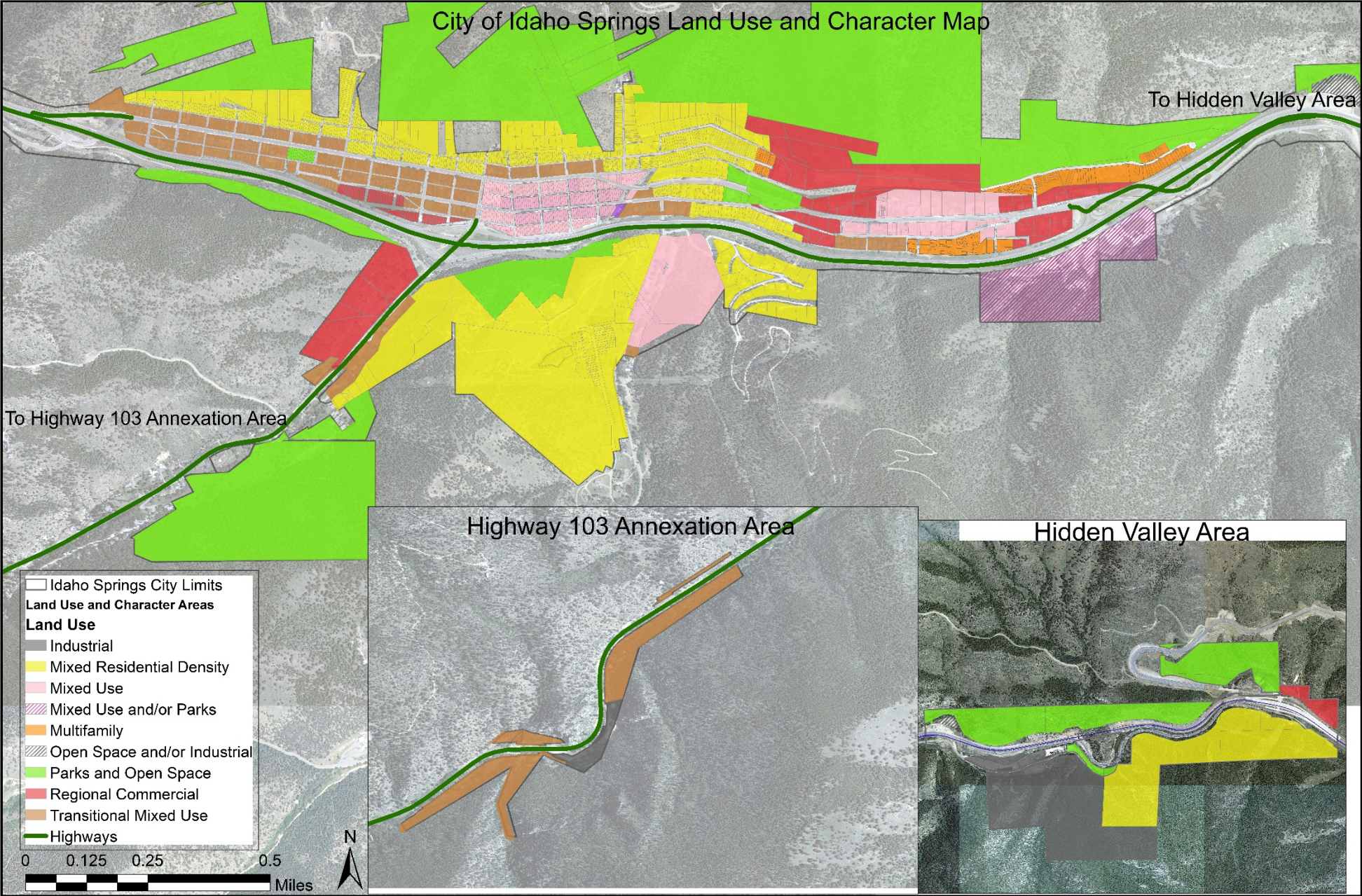
**Accountability** – We will be accountable to the community through clear, responsible discussions and actions that promote sustainable policies for managing the community’s resources.

**Stewardship** – We will serve our community responsibly through active listening, engagement and collaboration to preserve our finite resources.

**Integrity** – We will be honest, respectful and fair in all our actions.

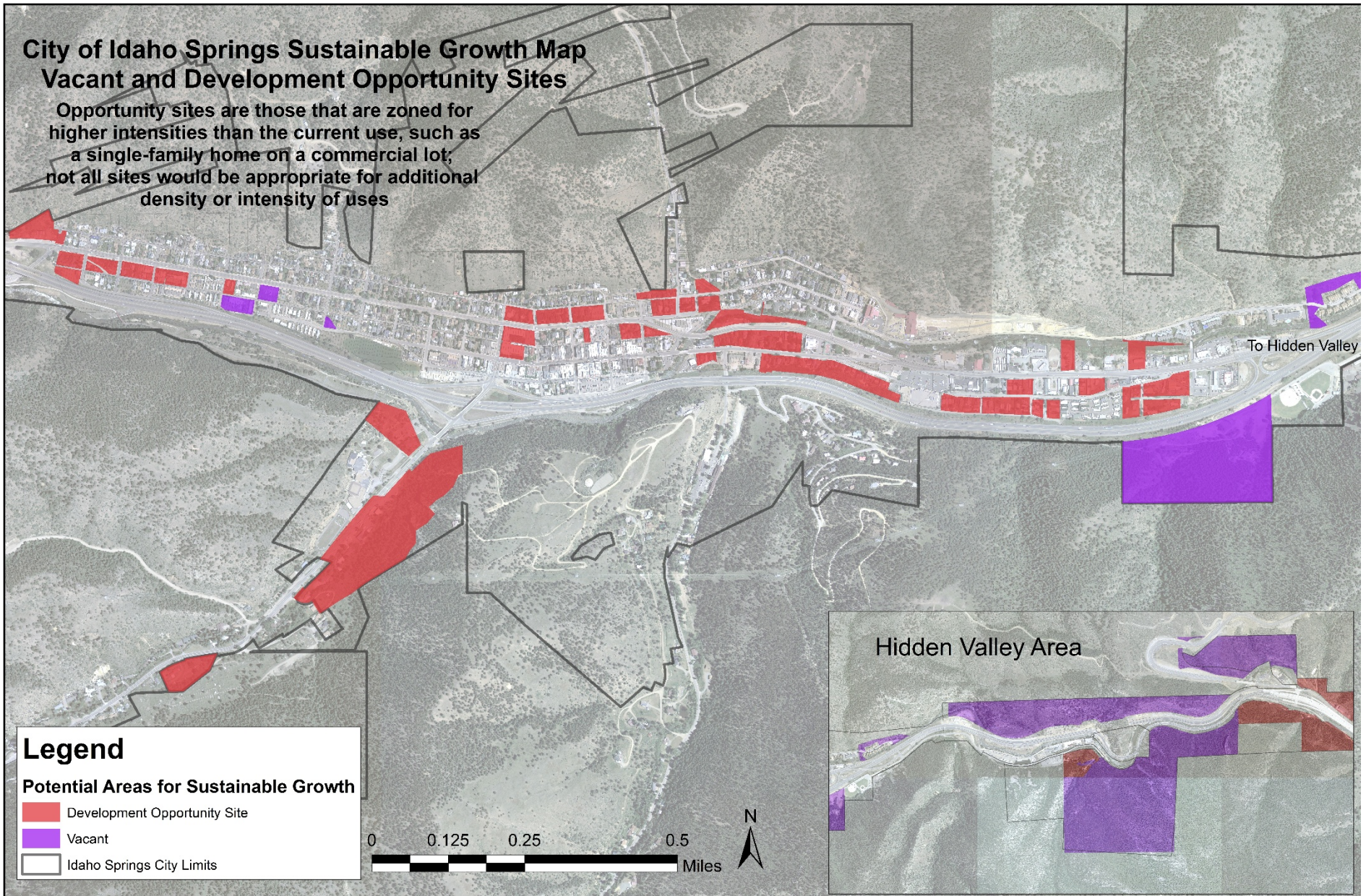
Formatted: English (United States)

# City of Idaho Springs Land Use and Character Map



# City of Idaho Springs Sustainable Growth Map Vacant and Development Opportunity Sites

Opportunity sites are those that are zoned for higher intensities than the current use, such as a single-family home on a commercial lot; not all sites would be appropriate for additional density or intensity of uses



## Legend

### Potential Areas for Sustainable Growth

- Development Opportunity Site
- Vacant
- Idaho Springs City Limits