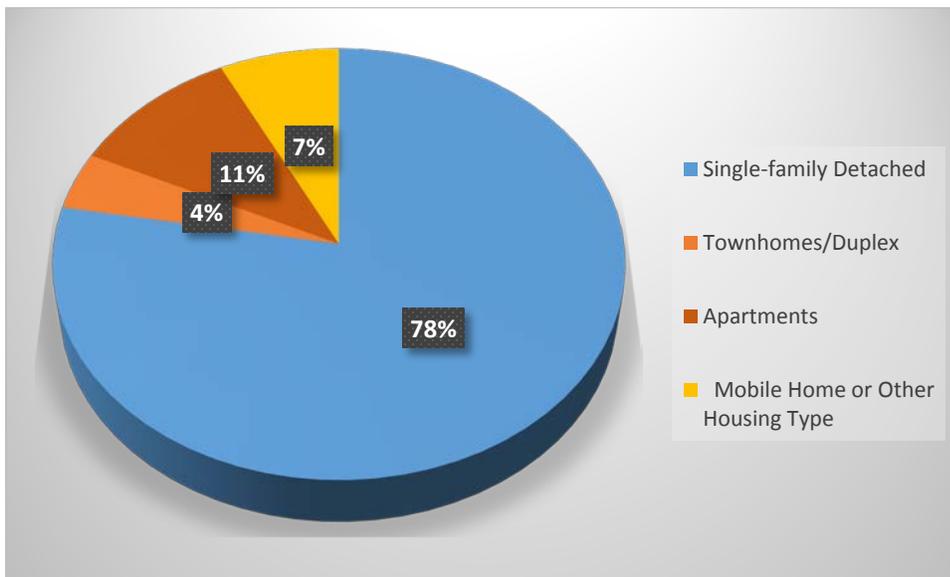


This housing baseline study reaffirms that there are three main issues with housing: (1) availability; (2) quality/age; and (3) affordability, with the following sections providing a contextual overview of housing in Clear Creek County.

**HOUSING INVENTORY**

The 2014 American Community Survey (2014 ACS) estimated 5,693 housing units in the county that is an increase of 565 units over the 5,128 units indicated in the 2000 Census. This represents an approximate 11 percent increase over 10 years, even though the population of the county has been declining as shown in the demographic analysis in Appendix 1. The following table breaks down the occupied housing units by type:

**FIGURE 1: BREAKDOWN OF OCCUPIED HOUSING UNITS**

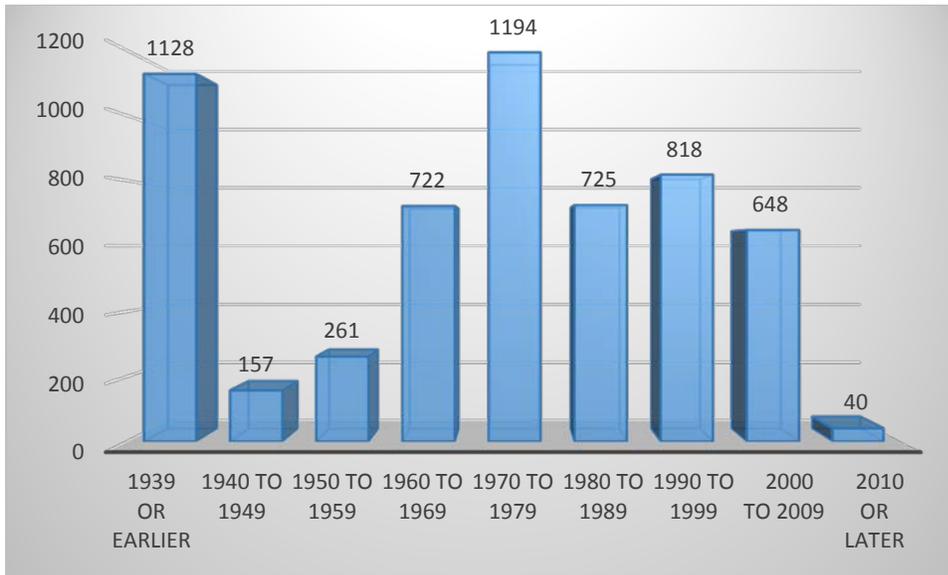


Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Single-family homes are the primary type of housing in the County followed by apartments and mobile homes or other housing as shown in Figure 1.

Figure 2 shows the year housing was built in the county. The 2014 ACS estimates that sixty percent (3,462 units) of all housing units were built prior to 1980 which represents approximately 61 percent of the total housing inventory in the county. Thus a significant portion of the housing is aged with deteriorating conditions and poor quality typically associated with housing unit age. Twenty-seven percent of the housing was developed between 1980 and 1999 with 1,543 units. Since 2000 it is estimated that 688 housing units were constructed representing 12 percent of the housing stock. The high point of building in the county occurred between 1960 and 1979 where it is estimated that 1,916 housing units were added at an average of 100 units per year. This high period of growth continued between 1980 and 1999 where it is estimated that an average of 81 housing units per year were constructed. The 2014 ACS estimates that most recent period from 2000 to 2015 has average the addition of 49 units per year.

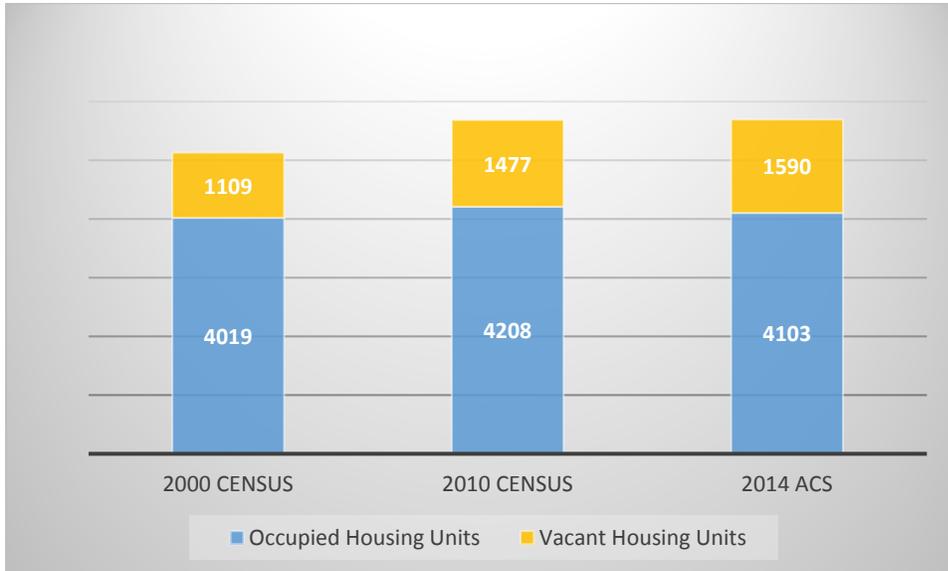
**FIGURE 2: YEAR STRUCTURES WERE BUILT**



Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

The amount of occupied housing has increased from 4,019 units in 2000 to 4,103 units in 2014. At this same time the amount of vacant housing has increased by 43 percent as shown in Figure 3.

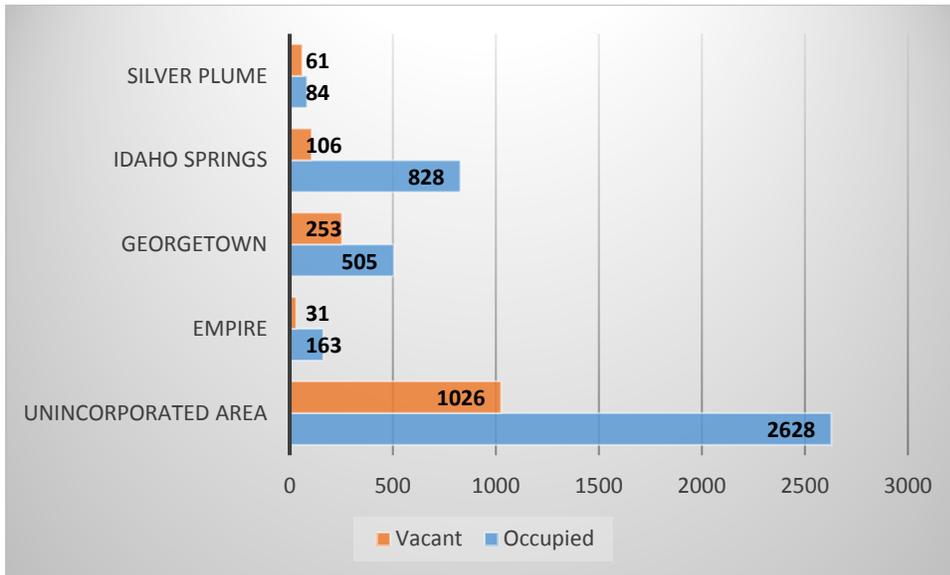
**FIGURE 3: OCCUPIED AND VACANT HOUSING UNITS**



Source: U.S. Census Bureau, 2000 Census, 2010 Census and 2010-2014 American Community Survey 5-Year Estimates

The amount of occupied housing increased from approximately 4,019 units in 2000 to 4,208 units in 2010, but then decreased to an estimated 4,103 units in 2014. There are approximately 481 more vacant housing units in the county in 2014 than 2000, while the amount of occupied housing increased by only 84 units (2 percent) during the same time period. Figure 4 shows occupied and vacant housing units in 2010 broken out by incorporated and unincorporated areas:

**FIGURE 4: OCCUPIED AND VACANT HOUSING BY JURISDICTION**

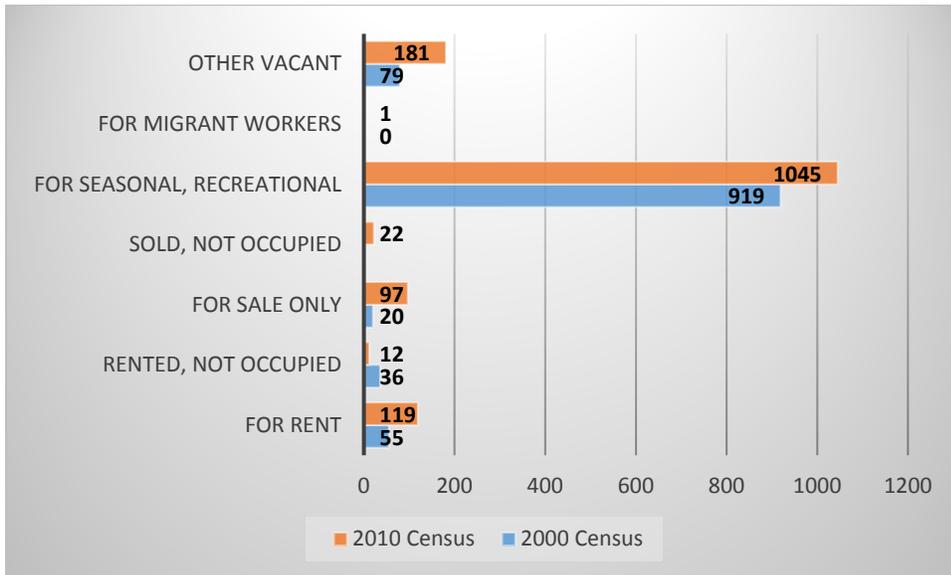


Source: U.S. Census Bureau, 2010 Census

The 2014 ACS estimated that 71 percent of the vacant housing was due to seasonal, recreational and occasional use. Other vacant properties account for 12 percent of the vacant homes in 2014. Nine percent of the vacant homes in 2014 were due to vacant rentals, homes for sale and homes sold

Figure 5 shows the vacant unit breakdown for 2000 and 2010. The number of housing units for rent and other vacant housing units increased by 116 percent and 128 percent, respectively, between 2000 and 2010. It is possible that the exponential growth of for rent by owner websites has increased the number of vacant units in these categories in the county, with this trend seen in other mountain communities likely continuing to influence vacant housing stock into the future. An increase in unoccupied homes can cause a reduction in year round community activity and vitality, decreased population, decreased workforce housing, localized neighborhood impacts such as trash and parking, and related impacts. On the other hand, more visitors can also mean increased tourism spending and increased activity and vitality during high tourism months. It is also possible that the outmigration from the county shown in the demographic analysis could be due in part to the conversion of homes to seasonal and for rent by owner dwellings.

**FIGURE 5: VACANT UNIT BREAKDOWN**

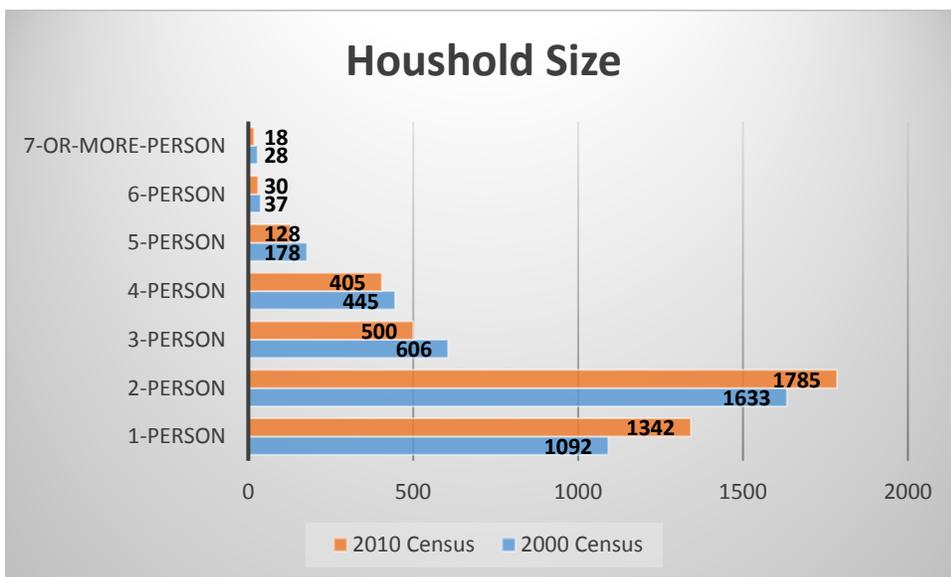


Source: U.S. Census Bureau, 2000 Census and 2010 Census

**HOUSEHOLDS AND TENURE**

The 2014 ACS estimates that 8,978 residents were living in 5,693 housing units with 3,299 units owner occupied (80 percent) and 804 (20 percent) housing units renter occupied. The average number of persons per unit in the county was estimated by the 2014 ACS to be 2.14 persons for an owner-occupied unit and 2.38 persons per unit for a renter-occupied unit. The average house hold size and change between 2000 and 2010 is shown in Figure 6.

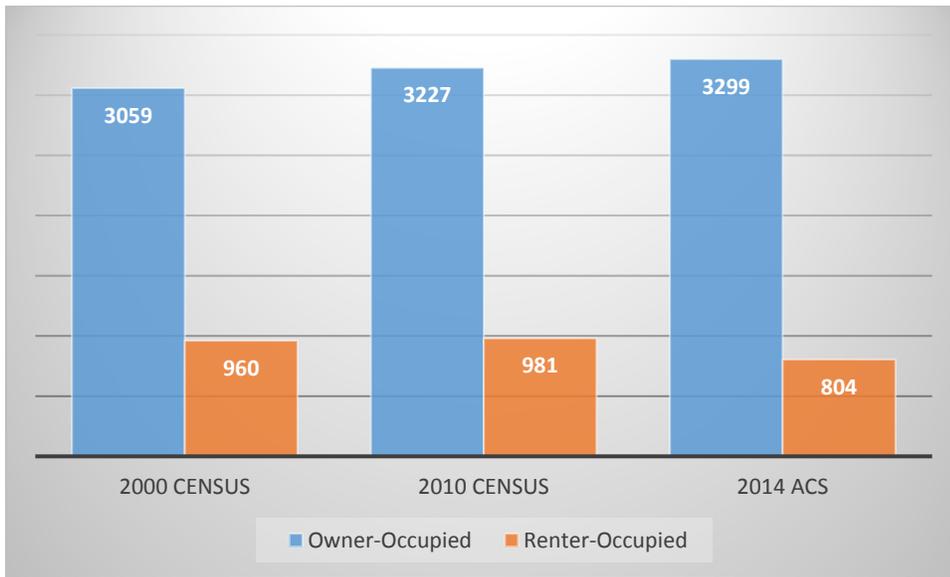
**FIGURE 6: HOUSEHOLD SIZE**



Source: U.S. Census Bureau, 2000 Census and 2010 Census

There were some big changes in household size from 2000 to 2010, with a 23 percent increase in 1-person households and the 9 percent increase in 2-person households. There were decreases in households larger than 3-persons, with the most significant decrease in 7-person and 5-person households that decreased 36 percent and 38 percent respectively. Six-person households decreased by 19% and 3-person households decreased by 17%. Figure 7 illustrates the households that are owner and renter-occupied, or tenure. This change in household size is one of the causes for population outmigration discussed in the demographic section.

**FIGURE 7: TENURE**



Source: U.S. Census Bureau, 2000 Census, 2010 Census and 2010-2014 American Community Survey 5-Year Estimates

The number of owner-occupied units has slightly increased by 240 units (7 percent increase) from 2000 to 2014. The number of renter-occupied units decreased during this same time period by 156 units (16 percent decrease). The decline in renter-occupied units may be caused by an increase in for rent by owner conversions, the increase in second homes, outmigration and the conversion to primary owner-occupied homes.

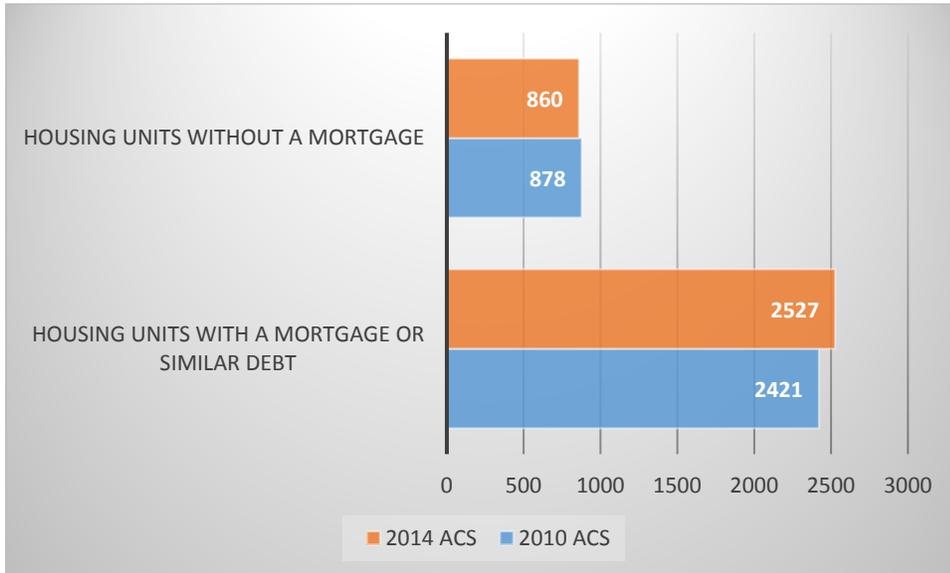
**MORTGAGED HOUSEHOLDS AND AFFORDABILITY**

Figure 8 illustrates the number of occupied housing units that have a mortgage versus being owned free and clear. The 2014 ACS estimated that 75 percent of the owner-occupied units have a mortgage or similar debt, with 25 percent of the owner-occupied housing units being owned free and clear of any mortgage debt.

The 2014 ACS estimates that the median income was \$68,531 dollars and the median monthly housing cost was \$1,095. Less than 30 percent of a household income should be spent on housing in order to assure affordability and a good income to debt ratio. The \$68,351 median income in 2014 equates to approximately \$5,711 per month, and housing costs not to exceed \$1,713. The 2014 ACS estimated median housing cost in the county of \$1,095 is well below the maximum housing costs and the desired

30 percent housing cost threshold. The 2014 ACS estimated that 1,104 housing units paid 30 percent or more on housing costs which represents only 27 percent of the occupied housing units. A comparison of the 2010 and the 2014 ACS shows that the number of occupied housing units paying 30 percent or more on housing decreased by 32% during this time period which is most likely due to changes in lending practices and home buying habits after the Great Recession.

**FIGURE 8: MORTGAGE STATUS**



Source: U.S. Census Bureau, 2010-2014 and 2006-2010 American Community Survey 5-Year Estimates

Trulia.com has an average listing price in the county of \$588,782, a median listing price of \$262,500 and a median sales price of \$291,000<sup>1</sup>. While the median listing and sales prices are affordable to those households making the median income, there is a housing gap in the county as identified in the Clear Creek County Housing Needs Assessment (Assessment) prepared in 2012. The Assessment established the following goals, with recommended actions summarized below each goal:

**Goal 1: Preserve and Improve the Existing Housing Stock**

Goal 1 Broad Policy Summaries

1. Modernize older homes by upgrading aged components such as roofs, furnaces, electrical, plumbing, windows, and siding.
2. Improve energy efficiency when upgrading building components, such as high efficiency appliances, heating equipment and upgrading insulation and windows to meet adopted building codes.
3. Ensure the availability of low interest loans, government and agency programs and grants to upgrade and improve older housing stock.
4. Consider creating incentives or regulatory requirements for landlords to upgrade rental

Goal 1 Specific Action Steps

<sup>1</sup> Date range of October 15 through January 2016.

1. County Housing Agency/Committee will initiate owner occupied rehabilitation services to 12 homes annually in the County.
2. Rehab loan agency will develop programmatic and financial analysis tools to offer rehab program to higher income property owners in Georgetown, Idaho Springs and Silver Plume.
3. Georgetown and Idaho Springs City Council will examine options for creating a health and safety code for rental housing to ensure that units leased to the public meet basic health and safety requirements.
4. Housing Agency and local communities will work to develop an acquisition/rehab program for preserving and improving foreclosed/abandoned single family homes in incorporated neighborhoods.

**Goal 2: Expand the Supply of Decent Market Rate and Affordable Rental Housing**

Goal 2 Broad Policy Summaries

1. Community based organizations should lead and facilitate the private development of rental housing in the county.
2. Build rental housing for households making 60% or less of the Area Median Income (AMI), with the 2012 deficit estimated in the Assessment as 350 units.
3. Provide a variety of tools and incentives to lower development costs and ensure rental rates are affordable to lower income groups.
4. Provide rental housing units to those households making greater than 60 percent AMI to fill the estimated deficit of 300 units which will free up other housing inventory to lower income households.
5. Provide proactive community support and measures to ensure housing gets developed.
6. The county housing agency should recruit and respond to developers that have the capacity to create affordable housing.
7. The county housing authority should work with local municipalities to identify feasible housing sites and resources for housing projects.

Goal 2 Specific Action Steps

1. Government and community entities will coordinate efforts with developers to expand the supply of rental housing.
2. Municipal officials and real estate brokers will identify properly zoned infill parcels of land with utilities for construction of smaller and larger rental complexes. Inventory listing to be updated twice yearly and made available at public information meetings.
3. Local housing agency/committee and stakeholders will coordinate an effort to identify a development team capable of financing and constructing a large multifamily apartment complex that contains amenities typically found in Class A properties. Target; 36 unit complex with a mixed rent structure including units affordable to households up to 60% AMI.
4. A coordinated effort will be made to facilitate the production of more workforce rental properties in three municipalities. Resources will be committed by government and private entities to assist in lowering the development costs. Such resources will include land (no cost leases), fee waivers & deferrals, in kind services or other resources to support rental projects. Target: 36 units for families with a rent structure that is affordable to households with incomes ranging from 40% to 60% of the Clear Creek County Area Median Income.

**Goal 3: Increase Opportunities for Home Ownership**Goal 3 Broad Policy Summaries

1. Promote homebuyer education and assistance programs.
2. Promote and support self-help programs that allow homebuyers to create sweat equity in housing such as the Habitat for Humanity Program.
3. Work locally with Rural Development Administration, the Colorado Housing and Finance Authority to connect buyers with the good financing options those agencies offer.
4. Provide and sponsor down payment assistance programs.
5. Consider a program to purchase foreclosed properties and upgrade them to sell to new homebuyers.

Goal 3 Specific Action Steps

1. Work to expand provision of Homebuyer education and counseling services in Clear Creek County. Provide a structured program to 25 households annually.
2. Coordinate financial resources and training programs with other statewide sponsors of low income homeownership programs for qualified households wishing to purchase a first home. Down payment assistance funds from CHFA and new funding sources will be targeted to special needs households and Section 8 households and special needs households with incomes below 60% of the County median income. Target 5 loans annually.
3. Identify a sponsor to initiate a single family infill housing development program for households at 60% to 100% of the County AMI. Sponsor and stakeholders can work with home builders and other non-profit groups to build up to 10 units throughout the city. The price range for the workforce housing units should be \$135,000 to \$200,000. An annual sales target should be 5 houses annually.

**Goal 4: Form Innovative Partnerships and Collaborations Among Local and Regional Entities to Maximize Human and Financial Resources for Development.**Goal 4 Broad Policy Summaries

1. The municipal and county government should work together to create an agreement to allow a local based organization to create a work plan to increase housing in the county.
2. The county and municipal governments should develop specific affordable housing policies to promote and incentivize support affordable housing.
3. Government and agencies need to proactively initiate actions to stimulate the development of housing.

Goal 4 Specific Action Steps

1. Municipal and County officials, community stakeholders will lead a community effort to establish a County housing agency or committee that will have the mandate to oversee an increase in housing opportunities in Clear Creek County.
2. A public-private lead agency will formulate a series of agreements, MOUS, and collaborative plans to involve both local and external organizations in addressing both rental and homeownership housing needs in Clear Creek County. Target: clear description of roles and services provided by local and outside agencies.
3. County Housing Agency/committee will work with Summit County Housing Authority to increase the number of Section 8 Vouchers available to residents of Clear Creek County. Clear County

elected and appointed officials will work with Summit Housing Authority to request more voucher allocations from Division of Housing and HUD.

4. Local governments should review their regulations and develop policies which encourage the construction of needed types of housing. Municipalities should consider adoption of affordable housing policies which would outline incentives and tools available to encourage developers to build housing with modest prices for workers in Clear Creek County.

## Introduction

This paper provides an overview of the existing conditions and opportunities related to transportation in Clear Creek County. It was developed as part of the 2016 update to the *2030 Clear Creek County Master Plan*. This report is organized by the following topics, which are likely to be the most important transportation issues and opportunities the County will address as part of the updated Master Plan:

- Transportation Data and Trends
- I-70 Corridor
- Transit
- The Clear Creek Greenway
- County Roads

Existing plans and reports developed by the County, CDOT and other agencies that directly relate to transportation planning within Clear Creek County were reviewed. Important elements of each as they relate to transportation issues and opportunities in the County are discussed in the relevant sections within this document. These Plans include:

- *Silver Heritage Internal Transit Plan (2002)*
- *Clear Creek County Open Space Plan (2003)*
- *2030 Clear Creek County Master Plan (2004)*
- *Clear Creek Greenway Plan (2005)*
- *The Floyd Hill Gateway Sub Regional Master Plan (2009)*
- *Clear Creek County Citizen Survey (2010)*
- *I-70 Mountain Corridor Final Programmatic Environmental Impact Statement (2011)*
- *Clear Creek County Vision for the I-70 Mountain Corridor (2014)*
- *Advanced Guideway System (AGS) Feasibility Study (2014)*
- *Statewide Transit Plan (2015)*

## Data and Trends

This section provides a summary of transportation data and recent travel pattern trends within Clear Creek County. Major data points gathered include vehicle miles traveled (VMT), mode share, commute flows and crash data. Additional data related to transportation, such as population and employment trends, can be found in the Attachment

### ***Vehicle Miles Traveled (VMT)***

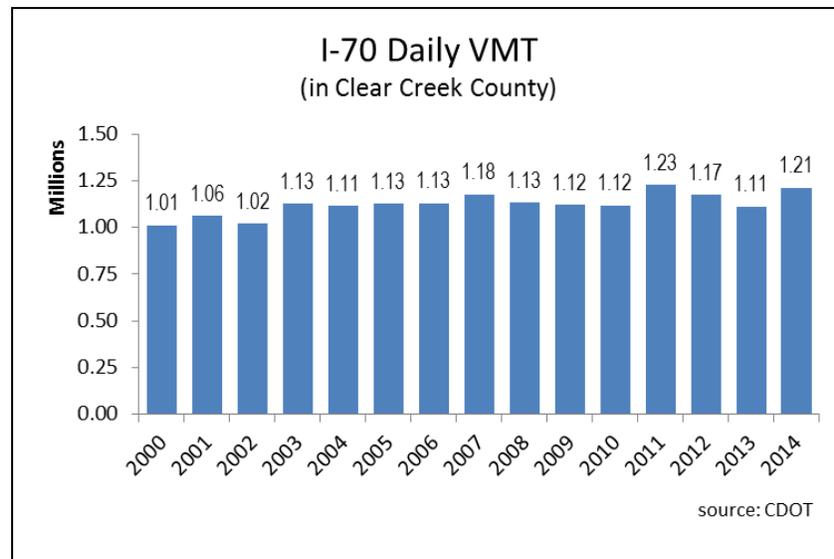
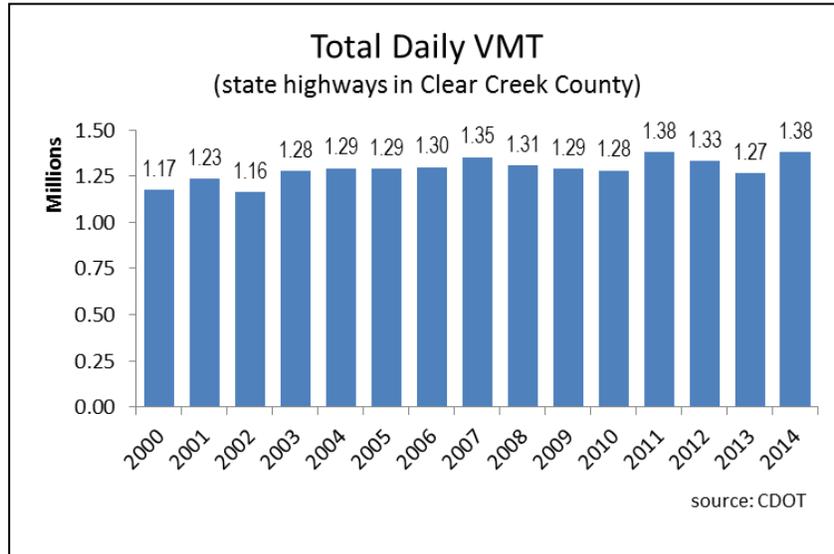
Vehicle miles traveled is the average traffic volume multiplied by the roadway length. CDOT estimates annual traffic volumes at various locations on all the State Highways within the County including: I-70, US-6, US-40, SH-5 and SH-103. Traffic volumes are not currently tracked on other roads in the County meaning VMT estimates are not available on those roads.

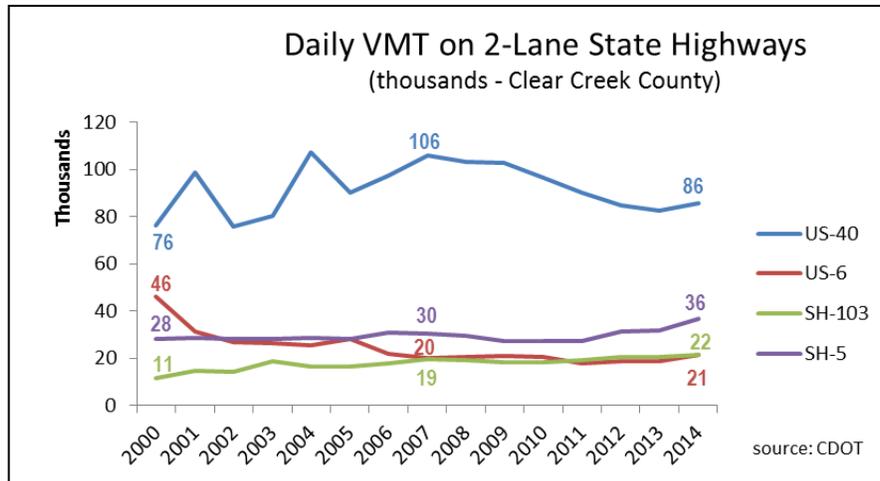
- The majority (88%) of the County's 2014 State Highway VMT occurred on I-70
- Average daily VMT through most of the County (including I-70) grew rapidly between year 2000 and 2007 (2.2% per year countywide), but has slowed significantly since 2007 (growing about 0.4% per year countywide)
- SH-103 has seen the most VMT growth of any of the State Highways in the county (92% since year 2000)

- Countywide VMT has increased by 20% since year 2000, but only by 3% since 2007

**Average annual VMT growth/decline by corridor in Clear Creek County**

Timeframe	Total	I-70	US-40	US-6	SH-103	SH-5
2000-2014	1.2%	1.4%	0.9%	-3.9%	6.5%	2.1%
2000-2007	2.2%	2.3%	5.5%	-8.1%	10.2%	1.0%
2007-2014	0.3%	0.4%	-2.7%	0.8%	1.6%	3.0%

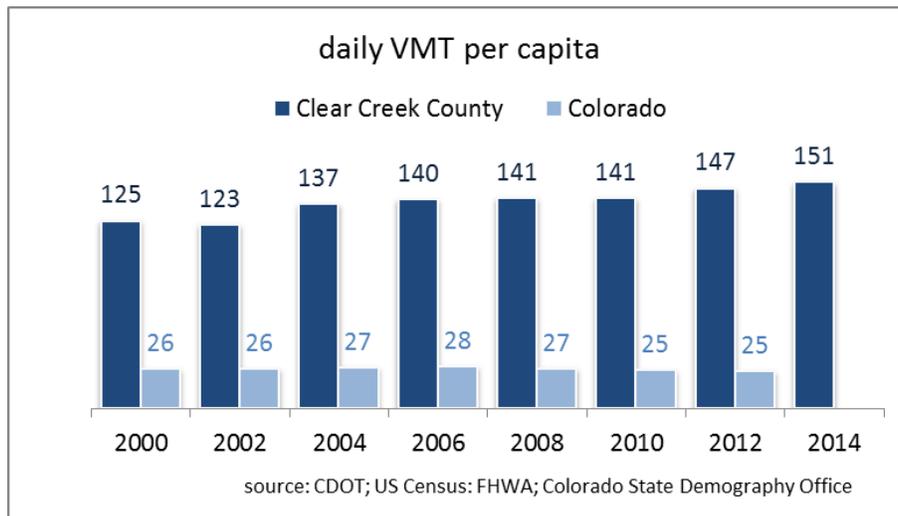




**VMT per Capita**

VMT per capita measures the amount of driving per person. Because so much of the VMT within Clear Creek County is generated by visitors (primarily passing through), this ends up not being a great measure of the amount County residents are driving. However, it is useful for understanding how much non-resident traffic is impacting VMT within the County.

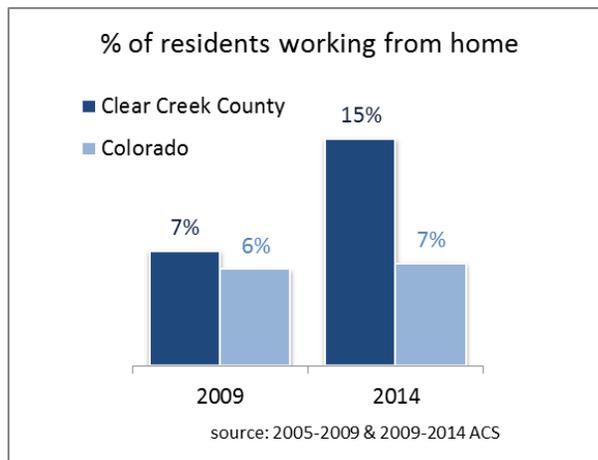
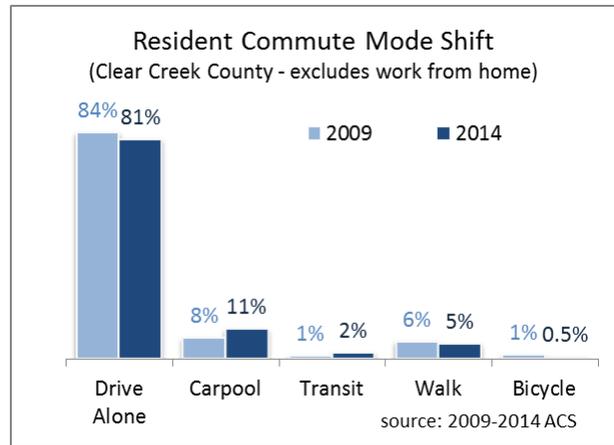
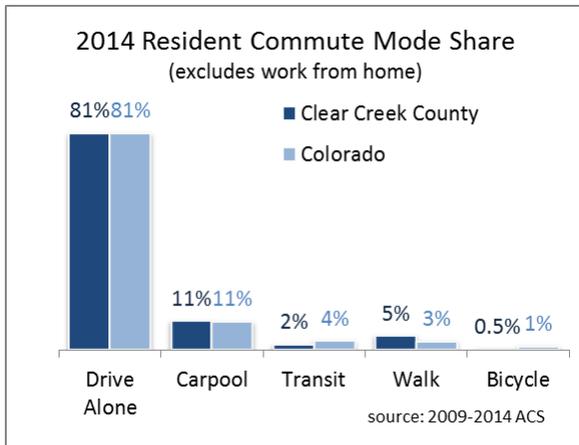
- Since year 2000 VMT per capita in Clear Creek County has grown by 21%, from 125 daily VMT per person to 151 daily VMT per person, including 4% growth since 2007 (this is a reversal of the trend in most places in the United States, including Colorado).
- The data significantly over-represents VMT per capita in Clear Creek County because of the large number of non-residents traveling through the County (in most rural places in the United States the average daily VMT per capita falls somewhere between 25 and 35 - about a fifth of the average in Clear Creek County)
- It is estimated that about 80% of the VMT in the County in 2014 was generated by non-residents and this number has grown from about 75% in year 2000
- It is estimated that most, if not all, of the growth in VMT since year 2000 in Clear Creek County has been generated by non-residents visiting or passing through the County



**Resident Commute Mode Share**

Resident commute mode share describes the percent of commute trips by transportation mode from residents living in Clear Creek County. Data comes from 5-year averages of the American Community Survey, which is conducted annually by the U.S. Census Bureau.

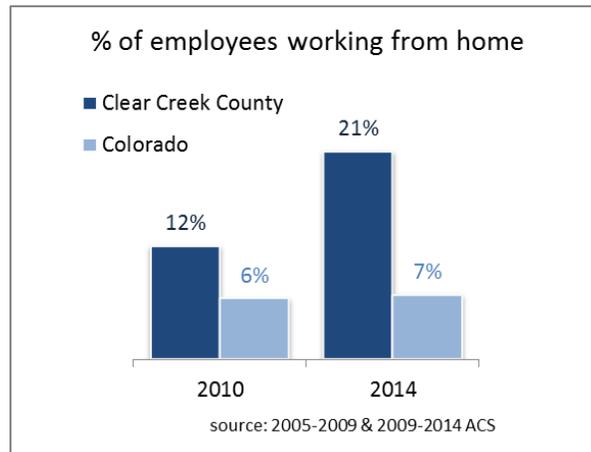
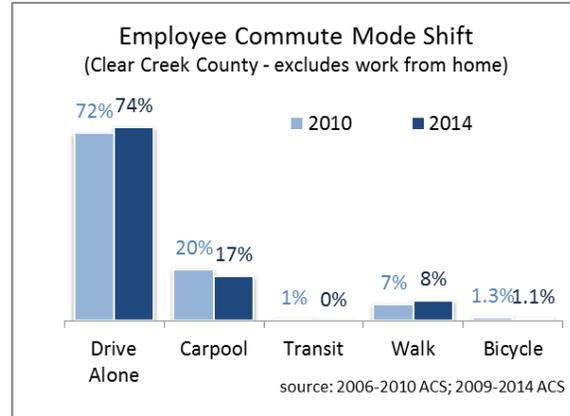
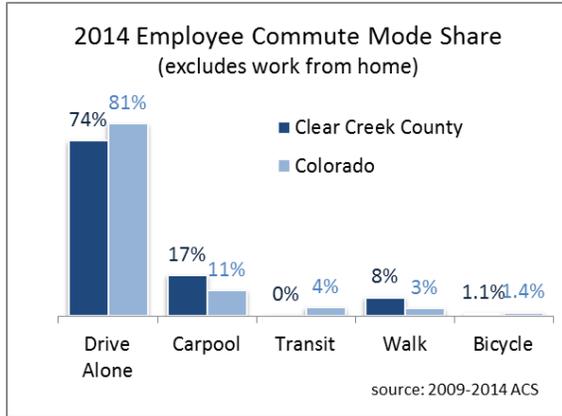
- About 15% of Clear Creek County residents work from home, which is double the percentage 5 years ago and double the State average
- Of the residents of Clear Creek County that work outside their home about 92% drove to work in 2014 (about the same as the Colorado average)
- Compared to Colorado commuters, Clear Creek County residents (who commute) are about twice as likely to walk to work and half as likely to use transit or bicycle to work
- Since 2009 a slightly higher percentage of residents who work outside their home are carpooling and using transit and a slightly lower percentage are driving alone and bicycling to work



**Employee Commute Mode Share**

Employee commute mode share describes the percent of commute trips by transportation mode from employees working in Clear Creek County. Data comes from 5-year averages of the American Community Survey, which is conducted annually by the U.S. Census Bureau.

- About 21% of employees working in Clear Creek County in 2014 were working from home, nearly double the percentage four years ago (12%) and three times the State average (7%)
- Compared to Colorado, a significant number of employees working in Clear Creek County (outside their home) carpool (17%) and walk to work (8%)
- Zero percent of commuters working in Clear Creek County commute by transit

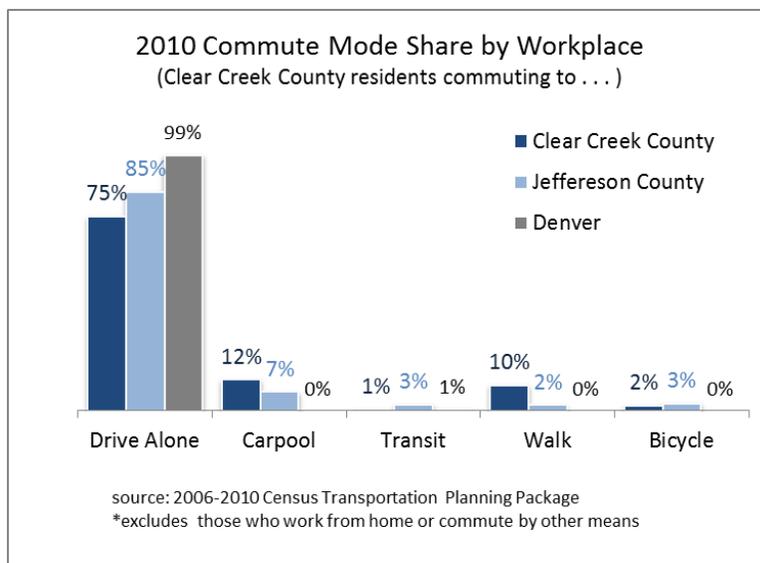


**Resident Commute Mode Share by Workplace**

Resident commute mode share by workplace describes the percent of commute trips by transportation mode from residents living in Clear Creek County to the three most common places of work for residents: Clear Creek County, Jefferson County and Denver. Together these places account for the majority of commute trips from Clear Creek County (see Commute Flows section below). Mode share data comes from the Census Transportation Planning Package (CTPP), which is based on 2006-2010 American Community Survey data.

- The single-occupant vehicle commute mode share is highest for residents working in Denver (99%) and lowest among residents working in Clear Creek County (75%)
- The transit mode share among Clear Creek County residents is higher for those working in Jefferson County (3%) than Denver (1%)

- The walk commute mode share among residents working in Clear Creek County is relatively high (10%)
- About 3% of residents working in Jefferson County are bicycling to work, compared to only 2% of those working Clear Creek County

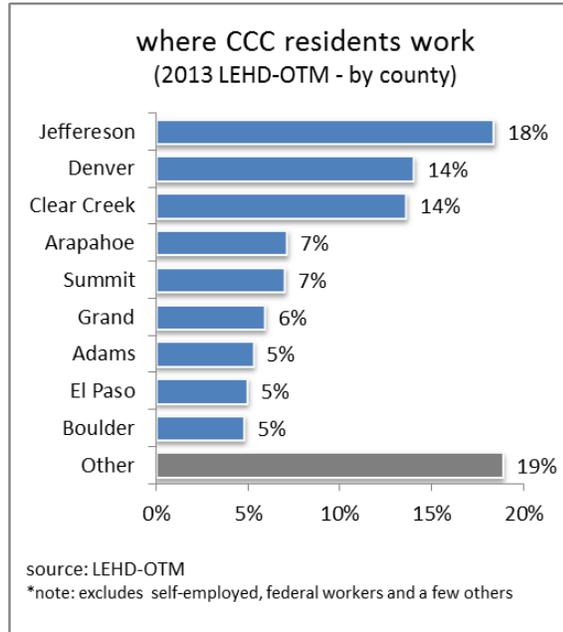
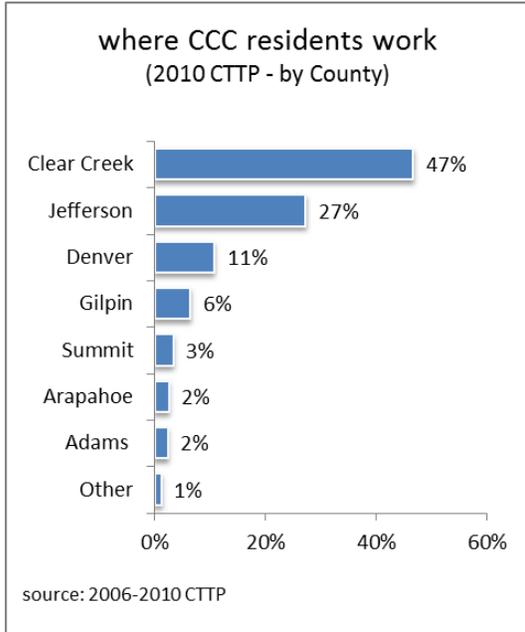
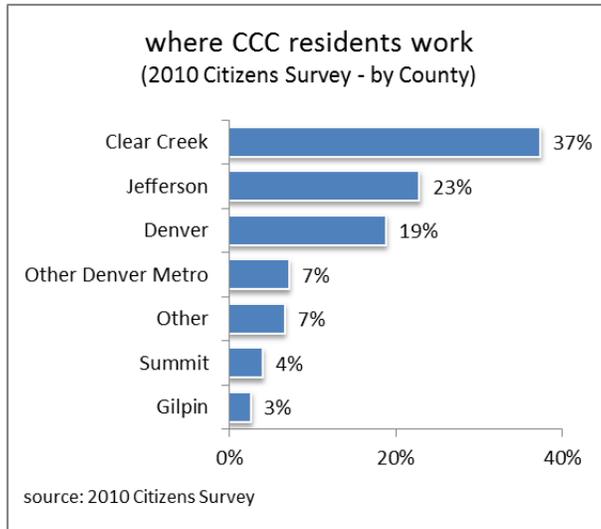


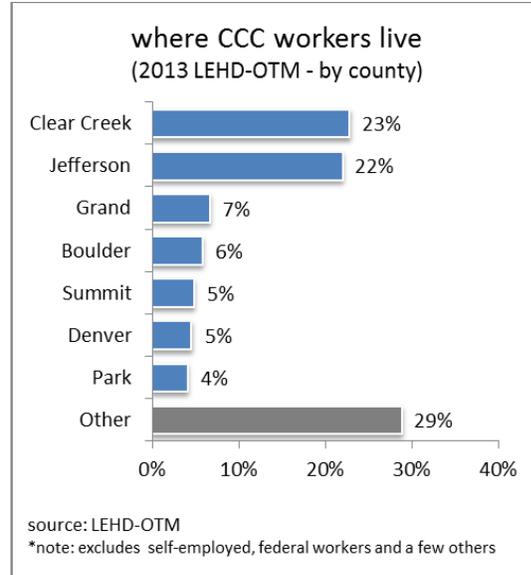
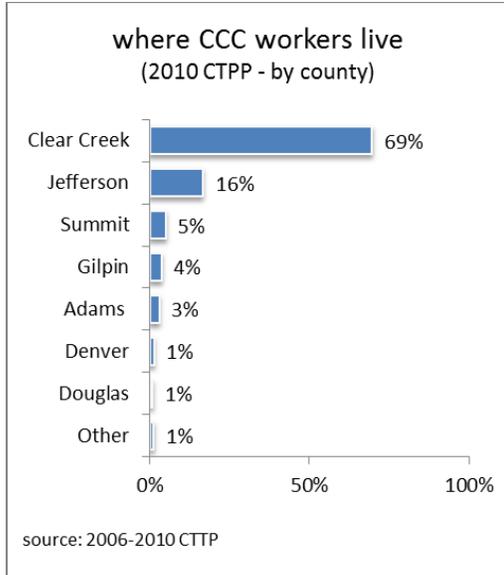
### Commute Flows

Commute flows describes both where Clear Creek County residents work and where the Clear Creek County workforce lives. There are two primary sources of data for commute flows: the Census Transportation Planning Package (CTPP) and the Longitudinal Employer Household Dynamics – On The Map (LEHD-OTM). In 2010, Clear Creek County also conducted a *Citizens Survey* that received about 1,310 responses from the estimated 5,200 employed residents in the County indicating their work location. Since the LEHD-OTM reflects more recent data (2013 compared to 2006-2010) and includes a larger sample size, it was chosen as the preferred source. However, each data source has its own strengths and weaknesses and the exact commute flow patterns probably fall somewhere between the two (see note)<sup>1</sup>. In 2010, Clear Creek County also conducted a *Citizens Survey* that received about 1,310 responses from the estimated 5,200 employed residents in the County indicating their work location.

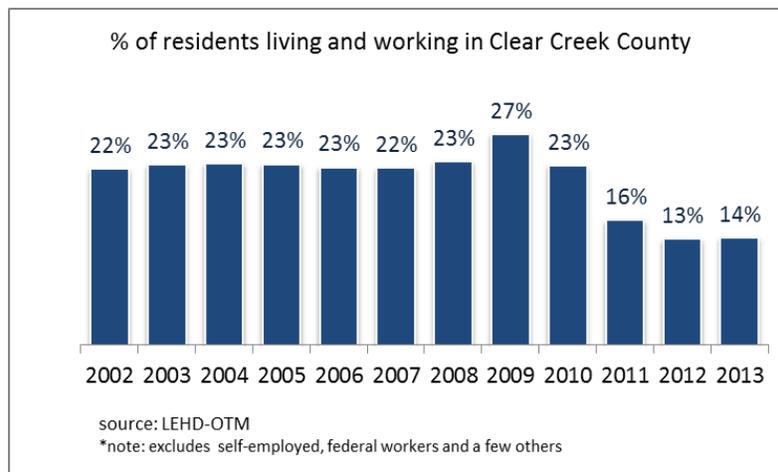
- In 2013, over 50% of Clear Creek County residents worked in the Denver Metro area outside Clear Creek County, including 18% in Jefferson County and 14% in Denver
- A significant portion of Clear Creek County residents commute over the Continental Divide to Summit (7%) and Grand (6%) Counties
- Only 23% of employees working in Clear Creek County also live in Clear Creek County and a significant percentage the Clear Creek County workforce commutes from Jefferson County (22%)

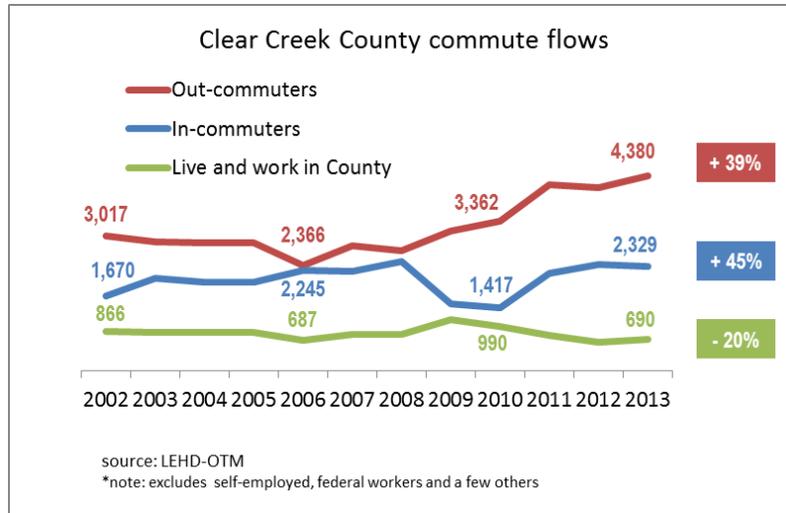
<sup>1</sup> *Note about commute flow data source:* The CTPP is based on American Community Survey data, which was collected 2006-2010. CTPP data includes a sample of about 8% of residents, and thus typically underrepresents some of the low percentage commute pairs. The LEHD-OTM is updated annually (and as recent as 2013) and nationwide includes about 90% of workers. However, it does exclude some key groups, including: self-employed persons, federal workers, military, railroad workers and some small employment groups. Thus, in Clear Creek County it likely underrepresents people working from home as well as federal employees working in Denver and Lakewood.



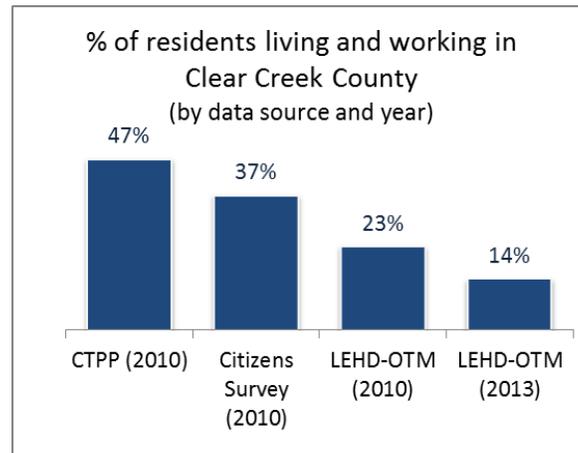


- The percent of residents living and working in Clear Creek County decreased by half 2009-2013 from 27% to 14% (note: the actual percentage of residents living and working in the County is probably higher than 14% when self-employed persons are included, but the decline over the last 4 years is what's notable here)
- The number of Clear Creek County residents commuting outside the County increased by 39% 2002-2013, while the number of people living and working in Clear Creek County decreased by 20%
- The number of employees commuting into Clear Creek County also increased 2002-2013 by 45%





Based on the CTPP data and the 2010 *Clear Creek County Citizens Survey*, the LEHD-OTM data likely underrepresents the percentage of residents working in Clear Creek County (see below).



### I-70 Corridor

The impact of Interstate 70 on Clear Creek County cannot be overstated. I-70 is the major east-west travel corridor and plays a significant role in regional and local mobility and thus economic development within the County. It connects the County to the rest of the State, while also providing critical local circulation (in some places it's the only road connecting communities within Clear Creek County). It provides the only continuous connection for local traffic between the major population centers within Clear Creek County, including Floyd Hill, Idaho Springs, DDL (Dumont/Downieville/Lawson), Empire, Georgetown and Silver Plume.

I-70 also has a significant physical presence and environmental impact on the communities it passes through. Because of the geographically narrow confines of the valley, I-70 was constructed through or immediately adjacent to most of the historic communities along Clear Creek (including Idaho Springs, Dumont, Downieville, Lawson, Georgetown and Silver Plume). As

a result, I-70 has become an integral part of the character of these places (for better and for worse). The highway generates noise, traffic congestion, environmental impacts and sometimes acts as a physical barrier to local circulation and land development within these communities. Given the close physical proximity of I-70 to these communities in Clear Creek County and the role the highway serves in providing local circulation and regional access, future changes to the corridor will be important to day-to-day life among County residents, visitors and employees.

### ***Existing and Planned Corridor Improvements***

The Colorado Department of Transportation (CDOT) maintains and manages I-70 and in recent years the segment through Clear Creek County has been the focus of a number of short and long term projects spearheaded by CDOT. Much of the focus on I-70 through Clear Creek County has been generated by increased peak hour weekend traffic (primarily in the summer and winter) caused by increased recreational travel between the Front Range and the mountain communities on the western side of the continental divide.

To address this issue, CDOT worked collaboratively with the local communities and Counties to develop a *Programmatic Environmental Impact Statement (PEIS)* for the I-70 Mountain Corridor (between E-470 and Glenwood Springs). The Final Record of Decision was published in 2011 and lays the foundations for numerous improvements to the corridor through 2050, some of which have already been implemented. This section provides a summary of the elements in Clear Creek County that CDOT has implemented to date, as well as near-term and long-term plans for the future:

#### **Completed I-70 Projects:**

- Veterans Memorial (Twin) Tunnels Expansion – Expanded both tunnels (located just east of Idaho Springs) from two to three lanes to relieve a critical bottleneck.
- Advanced Guideway System (AGS) Study – Examined the feasibility as well as potential technology, alignments and stations for a future high-speed transit system between Golden and Eagle. Major outcomes:
  - AGS is technically feasible, but not financially feasible at this time (estimated \$11-\$32 billion capital costs, depending on technology used)
  - Three potential technologies were deemed feasible: 120mph Maglev, High Speed Maglev (200+ mph), and High Speed Rail (200+ mph)
  - One station stop is planned in Clear Creek County, at either Idaho Springs, Empire Jct. or Georgetown (specific sites were identified for all three locations)
  - While AGS will not be pursued at this time it will still be included in the long-range *Colorado State Freight and Passenger Rail Plan*, to be implemented when funding is identified or when advancements in technologies reduce the cost
- Peak Period Shoulder Lane (PPSL) – Beginning in December, 2015 CDOT opened a 13-mile long tolled travel lane in an improved shoulder from Empire Junction to the Veterans Memorial Tunnel in the eastbound direction. The tolled travel lane will be open only during the peak travel times (weekends and Holidays) and uses dynamic pricing to ensure traffic is free-flowing at all times. Tolls are collected electronically so vehicles never need to slow down.

- Non-Infrastructure Improvements – To date, the non-infrastructure improvements that have been implemented include increased enforcement (such as requiring winter tires/chains) and a transportation demand management (TDM) program, providing traveler information and incentives to avoid travel during peak times.

#### **Future I-70 Projects (Near Term):**

The PEIS identified a number of what are referred to as the “Minimum Program of Improvements.” While funding has yet to be identified for all projects, these projects and programs are likely to be implemented in Clear Creek County in the near-term.

- Westbound Peak Period Shoulder Lane – Similar to the eastbound PPSL, it would be added from the Veterans Memorial Tunnel to Empire Junction.
- Floyd Hill to Veterans Memorial Tunnels – Addition of a third westbound travel lane, curve straightening, and continuous bike trail and frontage road from US-6 to Idaho Springs.
- Empire Junction/US-40 Interchange – Improvements.
- Bakerville to Eisenhower Tunnel – New westbound auxiliary lane for slow-moving vehicles.
- Truck Operation Improvements – Pullouts, parking and chain stations at multiple locations.
- Additional Interchange Improvements – At Hyland Hills, Base of Floyd Hill/US-6, Fall River Road, Downieville, Georgetown and Loveland Pass.
- Non-Infrastructure Improvements – Continued expansion of the TDM program to influence traveler behavior as well as the addition of bus, van or shuttle service in mixed traffic

#### **Future I-70 Projects (Long Term):**

In addition to the “Minimum Program of Improvements,” the PEIS identifies a “Maximum Program of Improvements.” The Maximum Program of Improvements require the Collaborative Effort Team (comprised of local stakeholders along the corridor, including Clear Creek County) to review and consider a set of triggers. The triggers include implementation of the Specific Highway Improvements (this includes auxiliary lanes approaching the Eisenhower Tunnel, six-lanes from Floyd Hill to Veterans Memorial Tunnel, and a new interchange at Empire Jct., all part of the Minimum Program of Improvements), plus either implementation of the AGS or evidence that AGS cannot be funded or implemented. Thus, while no timeline is set for these projects, they will likely be implemented on a longer time-frame if the need is still determined to exist in the future:

- Six-lane capacity from The Veterans Memorial Tunnel to the Eisenhower/Johnson Tunnels
- Four additional interchange modifications in the Idaho Springs area
- Curve safety modification project at Fall River Road

#### ***Implications and Opportunities***

The planned projects along I-70 have number of implications for the County. These include potential improvements to mobility and further opportunity for economic development as well as potential physical, visual or negative environmental impacts associated with an expanded

roadway. The County’s role will be to proactively work with CDOT to ensure that the future changes support the County’s economic, land use and transportation goals as well as to establish policies and infrastructure improvements that take advantage of the improvements along I-70. In 2014 the County produced *The Clear Creek County Vision for the I-70 Mountain Corridor*, which provides a comprehensive evaluation system of proposed CDOT projects that incorporates the values and strategies of the County. In addition to applying the outcomes of that document, potential actions for the County to take related to I-70 improvements include:

- County road improvements – This may include multimodal improvements to streets approaching I-70 interchanges and the frontage road network to improve safety, connectivity, multimodal travel and access
- Land Use Policy – Land use policy will be an important tool to support desired development along the I-70 corridor and around the interchanges
- Transit – While a timeline and specific operational details of future transit service in the I-70 corridor have yet to be identified, new bus service is specifically included as non-infrastructure improvement in the PEIS and given that AGS is likely a long way from implementation, bus service will play an important role in the corridor in the near future. It will be important for the County to identify and plan for future transit service to take advantage of the opportunity it presents to increasing mobility within and to the County. This will include identifying preferred stop locations and making infrastructure improvements and land use decisions around those locations.
- Multi-Use Trails – The Greenway Trail is an important project for the County and it closely follows the I-70 corridor. Future improvements to I-70 present an opportunity for the County to both leverage build-out of this trail and ensure that I-70 projects support (and do not preclude) development of a County trail network.

## Transit

Currently there is no fixed-route local public transit service within Clear Creek County. Greyhound provides limited regional intercity bus service and there is limited demand response service.

### ***Fixed-Route Transit Service***

Clear Creek County is not a part of the Regional Transportation District (RTD), which is the Denver Area transit provider. The closest RTD bus service is at the El Rancho Park-n-Ride at I-70 and Evergreen Parkway, which is served by the EV/ES/EX route. This route provides peak hour commuter bus service between Evergreen and Civic Center Station in Denver. Greyhound provides the only regularly scheduled bus service to the County via a bus stop in Idaho Springs. Currently, three Greyhound buses a day in each direction stop in Idaho Springs. Two operate between Denver and Grand Junction (with stops in Frisco, Vail and Glenwood Springs and continuing service to Las Vegas, NV and Los Angeles). The other bus operates between Denver and Salt Lake City via US-40 (with stops in Winter Park, Kremling, Steamboat Springs and Craig). Starting in 2015 CDOT began operating a once daily bus along I-70 between Denver Union Station and Glenwood Springs as part of its new Bustang service. The route includes multiple stops along I-70, but none are currently in Clear Creek County.

### ***Demand-Response Transit Service***

A limited amount of demand response transit service is offered in Clear Creek County:

- The Loveland Ski Area provides an employee shuttle for employees living in Clear Creek County
- The Senior Resource Center provides on-demand transportation services to people over the age of 60 in Clear Creek County (based out of Evergreen)
- High Country Shuttle provides on-demand service between Clear Creek County and DIA

#### ***Potential for Clear Creek County-Denver Transit Service***

Momentum behind initiating transit service in Clear Creek County, particularly between Clear Creek County and Denver has been building for years. Expansion of public transit is mentioned in several recent plans:

- *Silver Heritage Area Internal Transit Plan (2002)* – Provided a comprehensive analysis and plan for providing transit to the Upper Clear Creek Corridor (Georgetown-Eisenhower Tunnel). The outcomes of the plan included a strategy for initiating fixed-route service from the RTD El Rancho Park-n-Ride to the Loveland Ski Area.
- *Clear Creek County Master Plan 2030 (2004)* – One of the objectives identified in this Plan is to expand public transit in Clear Creek County. Several future transit nodes are identified, including Floyd Hill, Idaho Springs, Dumont/Lawson, the US-40/I-70 interchange and Georgetown.
- *The Floyd Hill Gateway Sub Regional Master Plan (2009)* – One of the recommended actions of this development plan is to apply for a service annexation into RTD for the Floyd Hill Area.
- *I-70 Mountain Corridor Final Programmatic Environmental Impact Statement (2011)* – One of the non-infrastructure improvements as part of the Minimum Program of Services is to provide bus service in mixed traffic to connect local transit systems along the I-70 corridor
- *Advanced Guideway System (AGS) Feasibility Study (2014)* – This study found AGS (using high-speed rail or Maglev technology) to be technically feasible in the I-70 mountain corridor, but not financially feasible at this time. While this type of transit system is likely a long way from implementation, a stop would be included in Clear Creek County at one of three locations: Idaho Springs, Empire Junction or Georgetown. Site locations for each potential station are also identified.
- *Statewide Transit Plan (2015)* – This CDOT commissioned statewide transit plan recommends two new Regional Bus Routes that would pass through Clear Creek County: a Frisco-Denver route that would operate 16 runs/day, 7 days a week long-term and a Winter Park-Idaho Springs-Denver run that would operate 8 runs/day, 5 days a week long-term. The Plan also calls for a new facility for intercity bus services in Idaho Springs that will allow transfers to human service providers implemented over the short-term.

Recent travel patterns also suggest there may be an opportunity for transit service between Clear Creek County and Denver. Since 2002 the number of residents commuting to work outside the county increased 39% (the number of in-commuters commuting into the County for work also increased by 45%). As of 2013 about 49% of employed residents in Clear Creek County were commuting to the Denver Metro Area, including 18% to Jefferson County and 14% to Denver. Additionally, the transit commute mode share among County residents increased from 1% to 2% from 2009-2014 despite the fact that the County has no regularly scheduled transit service. This

suggests there has been an increase in the number of County residents driving to Jefferson County to use RTD to commute into the Denver Metro Area.

Several potential options exist for initiating transit service in Clear Creek County:

- Annexation into RTD – Part or all of the County could annex into the RTD service area. This would require some combination of voter approval, RTD board approval and collection of landowner signatures by petition. A 1% sales tax would be applied and in exchange RTD would provide transit service to the annexed portions of the County. Service levels and routing would be implemented based on demand and would most likely be oriented toward peak hour commuter service to Denver.
- Add a Clear Creek County stop to the I-70 Bustang Route – The County would work with CDOT to add a stop in Clear Creek County to the existing I-70 Bustang route and to future runs between Glenwood Springs and Denver. Currently one bus a day operates on this corridor, but does not stop in Clear Creek County (the nearest stops are in Frisco and the Federal Center in Lakewood). This may be the most easily implementable option. However, while it would bring regional transit to the County, the current bus schedule is not oriented around serving commuters. With a late morning arrival into Denver and an early evening departure the bus is more oriented toward meeting the demand of mountain residents periodically accessing services in Denver than daily commuters.
- Initiate bus routes programed in the Statewide Transit Plan – The County would work with CDOT, the I-70 coalition, DRCOG and neighboring Grand and Summit Counties to initiate one or both of the two routes recommended in the *Statewide Transit Plan* that would serve Clear Creek County (the Frisco-Denver and Winter Park-Denver routes). Clear Creek County would need to provide at least some of the funding for this service. The advantage of this option is that daily transit services would be provided not just between Clear Creek County and Denver, but also to the resort towns in Summit and Grand County meeting commuter and recreation travel needs to those places. Because these routes would serve a larger population than Clear Creek County, the County would take advantage of higher frequency service than a bus just serving Clear Creek County.
- County initiated commuter route to Denver – Under this option the County would fund and operate a new commuter route from Clear Creek County to Denver. A dedicated funding source would need to be provided (most likely from a property or sales tax increase). The County could contract to a private company or purchase and operate its own fleet which would also require a maintenance and storage facility. The advantage of this option is that the County would have authority to determine routes, stops and schedules. However, a much higher percentage of the costs of operations would fall to the County than some of the other options.
- Clear Creek County local circulator service – Under this option the County would fund and operate a local circulator between the towns and communities within Clear Creek County. The *Silver Heritage Area Internal Transit Plan* addressed some strategies to accomplish this. Similar to the previous option, funding and operations would come from the County. However, in low density areas such as Clear Creek County, local transit service typically works best as a feeder route to regional service. Therefore, demand for a local fixed-route transit service would be stronger by first initiating regional service. The *Silver Heritage Area Internal Transit Plan* would have connected service to RTD at the El Rancho Park-n-Ride.

## The Clear Creek Greenway

The Clear Creek Greenway is a proposed 36-mile long open space recreational corridor between Jefferson County and the continental divide running parallel to Clear Creek. At the heart of the proposed Greenway will be a non-motorized regional multiuse trail for bicycling, walking and horseback riding linking the major communities of Clear Creek County. The Greenway corridor would be the backbone of the County's pedestrian and bike network and would be a significant tourist draw.

### ***Greenway Plan***

The Greenway is the centerpiece and highest priority of the County's 2003 Open Space Plan. As a key recommendation of the last *2030 Clear Creek County Master Plan*, in 2005 the County published a *Clear Creek Greenway Plan* which identifies the future trail alignment, access points, land use components, design guidelines, implementation details and an implementation strategy. The trail will be designed as a 10' wide concrete path with 4' soft surface shoulders to provide a clear zone and accommodate joggers and horseback riders. The trail will be a regionally significant non-motorized corridor and is envisioned to connect the Continental Divide National Scenic Trail with the Platte River Greenway providing users with an opportunity to access and experience the rich scenic, recreational and historical assets in Clear Creek County. The trail will be an important element of increasing opportunities for recreational bicycling and active transportation within the County, which will serve to increase tourism to the County, support economic development, and expand the options for multimodal transportation.

### ***Implementation Status***

When the Greenway Plan was published in 2005 approximately 9 of the 36 miles of planned multiuse trail existed in four different segments. However, most of the built sections were either soft-surface or asphalt and of varying width, not up to the standards identified in the Greenway Plan (10' wide concrete with 4' shoulders). The existing trail segments at the time (in 2005) included:

- 1-mile segment from the US-6/I-70 interchange to the Hidden Valley interchange
- 1-mile segment from the Veterans Memorial (Twin) Tunnels to Idaho Springs
- 2-mile segment from just outside Georgetown to Silver Plume along I-70
- 5-mile segment from Bakerville to the Loveland Pass exit at I-70

As a direct recommendation of the Greenway Plan, in 2013 a nonprofit called the Clear Creek County Greenway Authority (CCCGA) was established to lead the development of the Clear Creek County Greenway ([www.ccgreenway.com](http://www.ccgreenway.com)). Since 2005, two additional segments of the Greenway Trail have been built by CDOT in conjunction with projects along I-70. These include the segment between the Hidden Valley interchange and the Veterans Memorial Tunnel and a short segment near Water Wheel Park in Idaho Springs.

In 2014, the CCCGA received \$2 million in RAMP funds from CDOT, plus an additional \$500,000 in matching funds from the County to put toward completing final design of a 14-mile segment of the Greenway corridor from Hidden Valley to Empire Junction (total estimated design cost is \$4 million). The CCCGA has developed a project schedule, including tasks to complete design of this segment by June of 2017 (assuming the remaining funds can be secured). Once final design

is complete this section will be shovel ready, which will make it a good candidate for a number of grant opportunities to complete construction (including GOCO and TIGER).

**Jefferson County Segment**

Jefferson County (JeffCo) is also working toward development of a trail along Clear Creek from the Clear Creek County line to the South Platte River which will be critical to providing connectivity to Clear Creek County. JeffCo has branded it as the Peaks-to-Plains Trail (<https://peaks2plains.wordpress.com>), which is being managed by JeffCo Open Space. Except for a short segment around Kipling Road, there is a continuous trail from the South Platte River to Golden. However, no trail currently exists between the US-6/I-70 interchange and Golden. To address this, JeffCo Open Space recently received grant funding and is currently constructing a 4-mile segment of the trail through Clear Creek Canyon, including a 1-mile segment in Clear Creek County. The first phase of this project is scheduled to open in June, 2016.

On January 20, 2016 the Peaks-to-Plains trail was identified by Governor John Hickenlooper in his State of the State address as one of the State’s 16 most important trail gaps. This is part of the State’s Colorado the Beautiful “16 in ‘16” initiative, and while no State funds have been identified yet, Great Outdoors Colorado (GOCO) has dedicated \$30 million in grant funding over the next four years to help complete some of these projects.

**County Roads**

There are over 880 miles of road in Clear Creek County. Of these, about 29% (or 254 miles) are maintained (to various degrees) by the County Road and Bridge Department. This includes 39 miles of paved and 215 miles of unpaved road. The other roads in the County are managed by CDOT, the U.S. Forest Service, Cities and Towns and private entities.

<i>Maintenance</i>	<i>Centerline Miles</i>	<i>Percent</i>
Private/Other	264	30%
County	254	29%
Forest Service	170	19%
CDOT	160	18%
Cities & Towns	39	4%
<b>Total</b>	<b>887</b>	<b>100%</b>

While the majority of the traffic volume in Clear Creek County is handled by I-70 and the other State Highways managed by CDOT, County Roads play a critical role in providing access and local circulation to the more rural parts of the County. With the exception of CR-381, which connects I-70 with US-285 over Guanella Pass (during the non-winter months), the majority of County Roads either dead-end or are primarily intended to provide local access to homes, businesses and recreational opportunities mostly in the rural parts of the County.

The County classifies their roadways into the following categories, with the higher priority roads receiving the highest levels of maintenance and snow removal:

- Primary – Highest traffic volumes; carry most of the County’s school bus and mail traffic; receive first day snow removal; includes all paved roads maintained by the County

- Secondary #1 – Gravel and graded roads that carry some school bus and mail traffic and typically receive first day snow removal
- Secondary #2 – Gravel and graded roads not approved for school bus/mail traffic and which receive 2<sup>nd</sup> or 3<sup>rd</sup> day snow removal
- Secondary #3 – Narrower dirt roads, with limited maintenance and grading, and 3<sup>rd</sup> or 4<sup>th</sup> day snow removal
- Secondary #4 – Mostly 4-wheel drive roads that are not part of the State of Colorado Road Mileage Tax System, receive maintenance only sparingly and do not receive any snow removal from the County

**Miles of County Maintained Road by Classification**

<i>Classification</i>	<i>Miles</i>	<i>Percent</i>
Primary	69	27%
Secondary #1	24	9%
Secondary #2	64	25%
Secondary #3	11	4%
Secondary #4	86	34%
Total	254	100%

***Issues and Opportunities***

Significant expansion of the County road network is not likely to occur in the future due to the limited availability of financial resources and lack of a concerted desire. However the County does face several major issues and opportunities related to its road network that are likely to be the focus of future planning and management:

- Maintenance – Because of the rugged mountainous terrain and weather in Clear Creek County, the road system requires a significant amount of maintenance. Additionally, due to its rural nature, Clear Creek County has a relatively extensive County Road network and yet limited resources. The combination of all of these factors poses a significant challenge to the County in keeping its road network passable and in a state of good repair. One strategy the County might consider to address this issue would be to reduce the classification of some of its more remote roads, or devolve ownership back to private landowners or developments, in order to focus its maintenance efforts on the more critical links.
- Complete Streets – The County does not currently have a complete streets policy and it’s unclear whether such a policy is desired or necessary. However, the County Roads are an important link in many places not just for vehicle circulation, but for people walking and biking (and would be important to future transit circulation). The need and demand for multimodal travel is only expected to grow in the future. In particular, the County Road network provides a critical missing gap in the multiuse trail network and the County is actively trying to increase recreational bicycling. Thus future planning and street design of County Roads should be done strategically, accounting for each road’s context and potential users, in order to improve the safety for all users and better address the needs of all modes of transportation.
- Frontage Roads – The frontage roads along I-70 play a significant role in mobility and local access in the County. They provide an alternative connection between the major communities in Clear Creek County (although missing gaps exist), are an important link for bicyclists and pedestrians who can’t use I-70, would be important to future transit

circulation, and provide resiliency in the street network when I-70 becomes blocked. Past issues related to the frontage roads include congestion and safety issues related to motorists using the frontage roads to skirt traffic on I-70 , as well as missing gaps in the network that force local trips to use I-70. Both the previous County Master Plan and the more recent *Clear Creek Vision for the I-70 Mountain Corridor* mention the desire to separate local and regional trips as much as possible and see further development of the frontage road network and improvements to I-70 interchanges as key to reaching this goal.

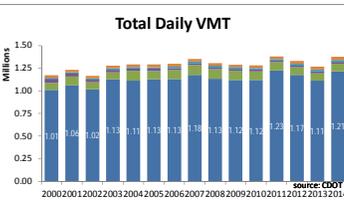
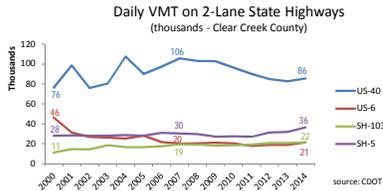
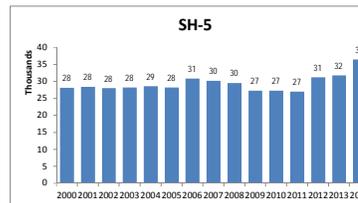
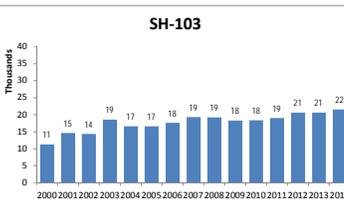
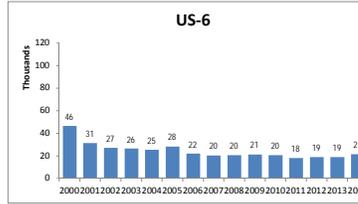
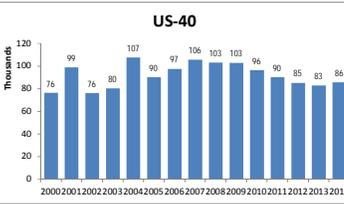
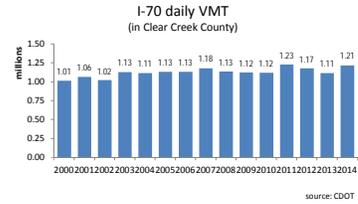
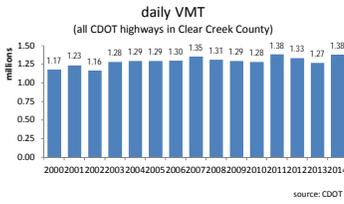
**ATTACHMENT**

Clear Creek County Daily Vehicle Miles Traveled - State Highway System

County	Total DMVT	Interstate	Principal Arterial Fwys and Express	Principal Arterial Other	Minor Arterial	Major Collector	Minor Collector	Local	% I-70
2000	1,173,787	1,011,809	0	76,136	46,339	11,313	28,191	0	86%
2001	1,233,619	1,060,519	0	98,731	31,202	14,680	28,486	0	86%
2002	1,164,169	1,018,790	0	75,981	26,852	14,432	28,115	0	88%
2003	1,278,501	1,125,019	0	80,315	26,269	18,611	28,286	0	88%
2004	1,291,897	1,113,869	0	107,436	25,273	16,648	28,671	0	86%
2005	1,290,217	1,127,240	0	89,982	28,064	16,648	28,282	0	87%
2006	1,297,478	1,129,720	0	97,396	21,850	17,655	30,857	0	87%
2007	1,352,983	1,177,454	0	105,691	20,214	19,407	30,218	0	87%
2008	1,307,043	1,134,708	0	103,065	20,468	19,230	29,572	0	87%
2009	1,289,765	1,120,238	0	102,851	21,050	18,331	27,296	0	87%
2010	1,280,571	1,117,985	0	96,374	20,452	18,401	27,360	0	87%
2011	1,379,856	1,225,592	0	90,150	18,028	19,052	27,094	0	89%
2012	1,329,993	1,174,341	0	84,959	18,723	20,678	31,292	0	88%
2013	1,266,406	1,112,409	0	82,670	18,784	20,693	31,851	0	88%
2014	1,377,858	1,212,843	0	85,666	21,285	21,573	36,491	0	88%

	I-70	US-40	US-6	SH-103	SH-5	
Since 2000	17%	20%	13%	-54%	91%	29%
Since 2004	7%	9%	-20%	-16%	30%	27%
Since 2007	2%	3%	-19%	5%	11%	21%
annual	15%	16%	39%	-56%	72%	7%
Since 2000	1.2%	1.4%	0.9%	-3.9%	6.5%	2.1%
Since 2004	0.7%	0.9%	-2.0%	-1.6%	3.0%	2.7%
Since 2007	0.3%	0.4%	-2.7%	0.8%	1.6%	3.0%
2000-07	2.2%	2.3%	5.5%	-8.1%	10.2%	1.0%

source: CDOT



Clear Creek County

County	Total DVMT	Population	DVMT per capita
2000	1,173,787	9,361	125
2001	1,233,619	9,464	130
2002	1,164,169	9,466	123
2003	1,278,501	9,517	134
2004	1,291,897	9,461	137
2005	1,290,217	9,392	137
2006	1,297,478	9,279	140
2007	1,352,983	9,333	145
2008	1,307,043	9,294	141
2009	1,289,765	9,060	142
2010	1,280,571	9,108	141
2011	1,379,856	9,015	153
2012	1,329,993	9,037	147
2013	1,266,406	9,029	140
2014	1,377,858	9,114	151

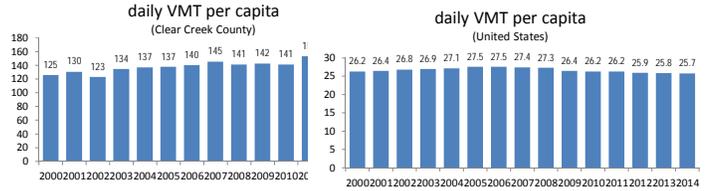
source: CDOT; US Census

2000-2014	21%
2000-2007	16%
2007-2014	4%

United States

Annual VMT (trillions)	Daily VMT (millions)	Population (millions)	DVMT per capita
2.70	7,397	282.2	26.2
2.75	7,534	285.0	26.4
2.81	7,699	287.6	26.8
2.85	7,808	290.1	26.9
2.90	7,945	292.8	27.1
2.97	8,137	295.5	27.5
3.00	8,219	298.4	27.5
3.01	8,247	301.2	27.4
3.03	8,301	304.1	27.3
2.96	8,110	306.8	26.4
2.95	8,082	308.1	26.2
2.97	8,137	310.5	26.2
2.96	8,110	312.9	25.9
2.97	8,137	315.2	25.8
2.98	8,164	317.7	25.7

source: FHWA; US Census



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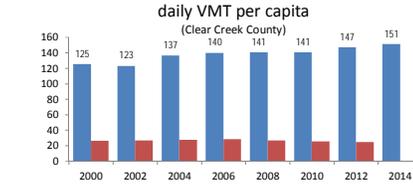
source: CDOT; US Census

Clear Creek County

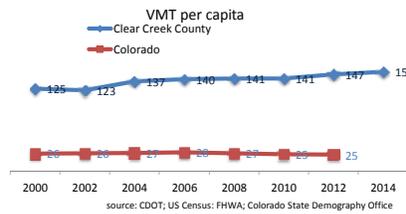
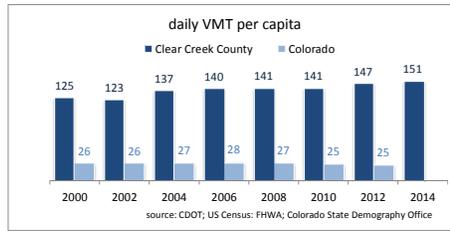
County	Total DVMT	Population	DVMT per capita
2000	1,173,787	9,361	125
2002	1,164,169	9,466	123
2004	1,291,897	9,461	137
2006	1,297,478	9,279	140
2008	1,307,043	9,294	141
2010	1,280,571	9,108	141
2012	1,329,993	9,037	147
2014	1,377,858	9,114	151

Colorado

Annual VMT (millions)	Daily VMT (millions)	Population (millions)	DVMT per capita
41,771	114	4.34	26
43,545	119	4.51	26
45,891	126	4.61	27
48,641	133	4.75	28
47,860	131	4.90	27
46,940	129	5.05	25
46,796	128	5.19	25
	0	5.35	



source: CDOT; US Census



2014 Commute Mode Share

2014	Clear Creek County		Colorado		commuters only	
	Clear Creek County	Colorado	Clear Creek County	Colorado	Clear Creek County	Colorado
Drive Alone	3,374	1,907,274	69%	76%	81%	81%
Carpool	453	250,136	9%	10%	11%	11%
Transit	89	82,367	2%	3%	2%	4%
Walk	222	76,376	5%	3%	5%	3%
Bicycle	22	33,553	0.5%	1%	0.5%	1%
Work From Home	713	166,368	15%	7%		
Other	110	27,947				
Total	4,873	2,516,074	100%	100%		
Total commuters only	4,160	2,349,706				

source: 2010-2014 American Community Survey

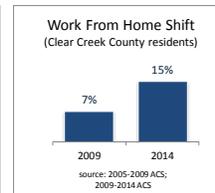
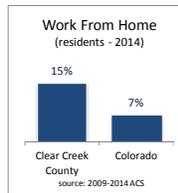
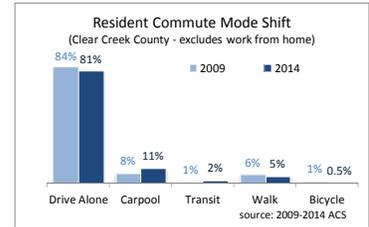
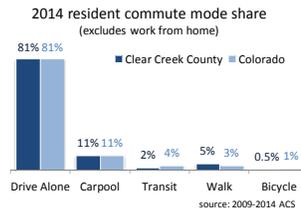
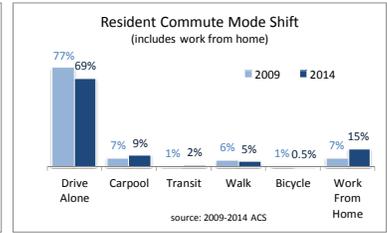
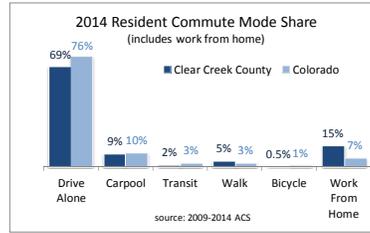
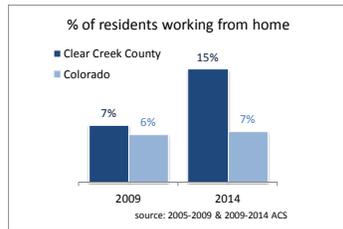
2009 Commute Mode Share

2009	Clear Creek County		Colorado		commuters only	
	Clear Creek County	Colorado	Clear Creek County	Colorado	Clear Creek County	Colorado
Drive Alone	4,023	1,805,427	77%	75%	84%	81%
Carpool	371	255,216	7%	11%	8%	11%
Transit	48	78,955	1%	3%	1%	4%
Walk	305	74,227	6%	3%	6%	3%
Bicycle	65	28,521	1%	1%	1%	1%
Work From Home	385	148,954	7%	6%		
Other	128	29,093				
Total	5,197	2,391,300	100%	100%		
Total commuters only	4,812	2,242,346				

source: 2005-2009 American Community Survey

Work From Home	Clear Creek (Colorado)
2009	7% 6%
2014	15% 7%

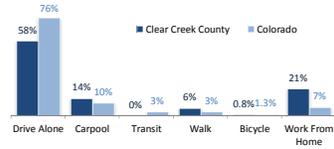
Clear Creek County	15%
Colorado	7%



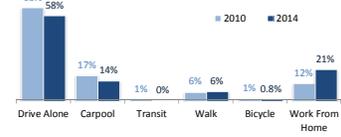
2014 Commute Mode Share		commuters only					
	Clear Creek County	Colorado	Clear Creek County	Colorado	Clear Creek County	Colorado	
Drive Alone	1,957	1,907,274	58%	76%	74%	81%	
Carpool	454	250,136	14%	10%	17%	11%	
Transit	3	82,367	0%	3%	0%	4%	
Walk	206	76,376	6%	3%	8%	3%	
Bicycle	28	33,553	0.8%	1.3%	1.1%	1.4%	
Work From Home	713	166,368	21%	7%			
Other	30	27,947					
Total	3,361	2,516,074					
Total commuters only	2,648	2,349,706	100%	100%			

source: 2010-2014 American Community Survey

2014 Employee Commute Mode Share



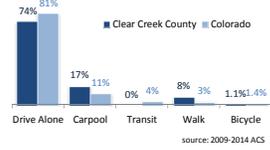
Employee Commute Mode Shift (Clear Creek County - includes work from home)



2010 Commute Mode Share		commuters only					
	Clear Creek County	Colorado	Clear Creek County	Colorado	Clear Creek County	Colorado	
Drive Alone	2,111	1,805,427	63%	75%	72%	81%	
Carpool	580	255,216	17%	11%	20%	11%	
Transit	22	78,955	1%	3%	1%	4%	
Walk	193	74,227	6%	3%	7%	3%	
Bicycle	39	28,521	1%	1%	1.3%	1%	
Work From Home	386	148,954	12%	6%			
Other	61	29,093					
Total	3,331	2,391,300					
Total commuters only	2,945	2,242,346	100%	100%			

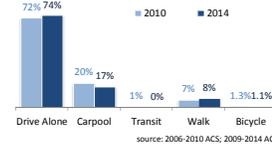
source: 2006-2010 American Community Survey

2014 employee commute mode share (excludes work from home)



source: 2009-2014 ACS

Employee Commute Mode Shift (Clear Creek County - excludes work from home)

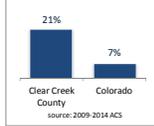


source: 2006-2010 ACS; 2009-2014 ACS

Work From Home	Clear Creek County	Colorado
2010	12%	6%
2014	21%	7%

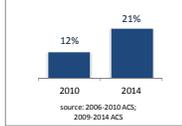
Clear Creek County 21%  
Colorado 7%

Work From Home (workforce - 2014)



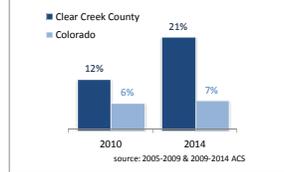
source: 2009-2014 ACS

Work From Home Shift (Clear Creek County workforce)



source: 2006-2010 ACS; 2009-2014 ACS

% of employees working from home



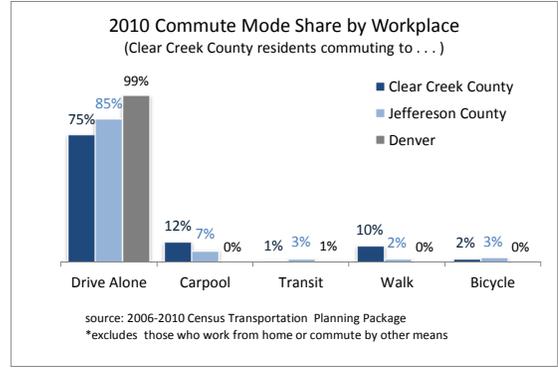
source: 2005-2009 & 2009-2014 ACS

Resident Mode Share by Workplace (2010)

commuters only

	Clear Creek County	Jefferson County	Denver	Clear Creek County	Jefferson County	Denver
Drive Alone	1,470	1,165	530	75%	85%	99%
Carpool	235	100	0	12%	7%	0%
Transit	10	35	4	1%	3%	1%
Walk	195	30	0	10%	2%	0%
Bicycle	40	40	0	2%	3%	0%
Work From Home	385	0	0			
Other	20	0	0			
Total	2,355	1,370	534			
Total commuters only	1,950	1,370	534			

source: 2006-2010 CTPP

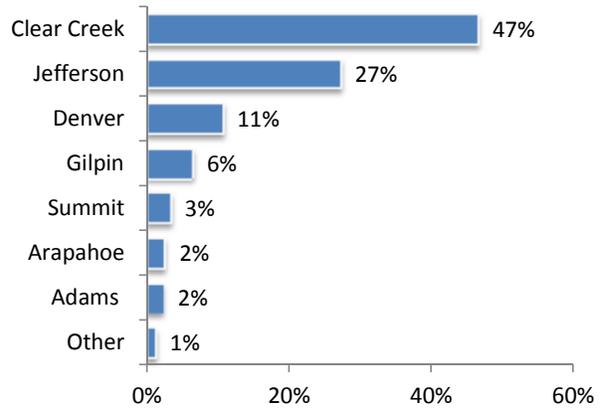


**Where CCC Residents Work (2010)**

County	#	%
Broomfield	4	0%
Larimer	4	0%
Eagle	15	0%
Weld	15	0%
Boulder	20	0%
<b>Other</b>	58	1%
<b>Adams</b>	115	2%
<b>Arapahoe</b>	125	2%
<b>Summit</b>	165	3%
<b>Gilpin</b>	320	6%
<b>Denver</b>	535	11%
<b>Jefferson</b>	1,370	27%
<b>Clear Creek</b>	2,345	47%
<b>Total</b>	<b>5,033</b>	<b>100%</b>

source: 2006-2010 CTPP

where CCC residents work  
(2010 CTPP - by County)



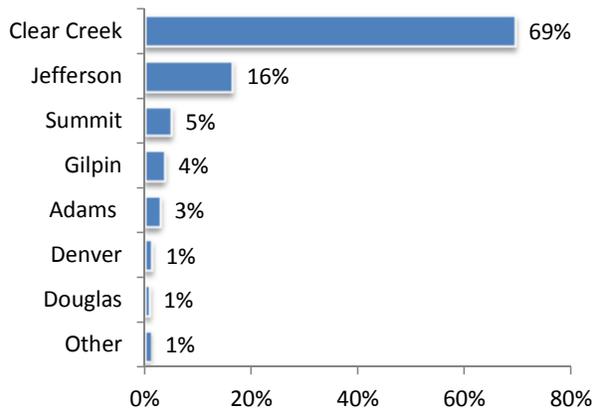
source: 2006-2010 CTPP

**Where CCC Workers Live (2010)**

County	#	%
Arapahoe	10	0%
Larimer	10	0%
Grand	15	0%
<b>Other</b>	35	1%
<b>Douglas</b>	25	1%
<b>Denver</b>	40	1%
<b>Adams</b>	95	3%
<b>Gilpin</b>	120	4%
<b>Summit</b>	165	5%
<b>Jefferson</b>	555	16%
<b>Clear Creek</b>	2,345	69%
<b>Total</b>	<b>3,380</b>	<b>100%</b>

source: 2006-2010 CTPP

where CCC workers live  
(2010 CTPP - by county)



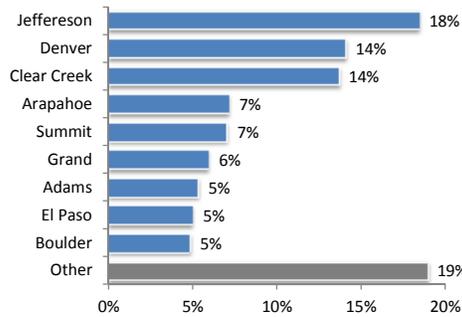
source: 2006-2010 CTPP

**Where CCC Residents Work (2013)**

County	#	%
Other	957	19%
Boulder	243	5%
El Paso	252	5%
Adams	268	5%
Grand	300	6%
Summit	355	7%
Arapahoe	361	7%
Clear Creek	690	14%
Denver	711	14%
Jefferson	933	18%

source: 2013 LODES

where CCC residents work  
(2013 LEHD-OTM - by county)



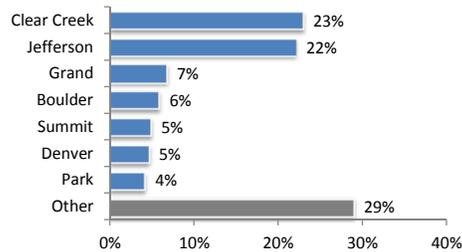
source: LEHD-OTM  
\*note: excludes self-employed, federal workers and a few others

**Where CCC Workers Live (2013)**

County	#	%
Teller County, CO	7	0%
Laramie County, W	7	0%
Fremont County, CC	8	0%
Mesa County, CO	9	0%
Broomfield County,	12	0%
El Paso County, CO	20	1%
Eagle County, CO	37	1%
Gilpin County, CO	40	1%
Larimer County, CO	44	1%
Chaffee County, CO	46	2%
Douglas County, CO	64	2%
Routt	76	3%
Lake	79	3%
Weld	80	3%
All Other Locations	80	3%
Adams	87	3%
Arapahoe	88	3%
Jackson	88	3%
Other	872	29%
Park	124	4%
Denver	138	5%
Summit	146	5%
Boulder	176	6%
Grand	202	7%
Jefferson	665	22%
Clear Creek	690	23%

source: 2013 LODES

where the CCC workforce lives  
(2013 LEHD-OTM - by county)

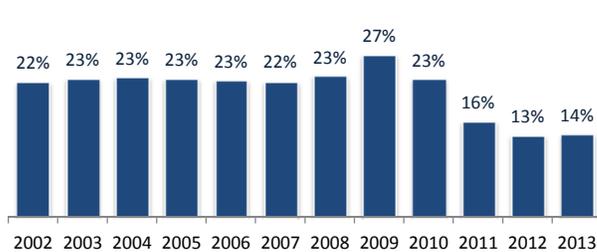


source: LEHD-OTM  
\*note: excludes self-employed, federal workers and a few others

**Residents live and work in CCC**

Year	#	%
2002	866	22%
2003	850	23%
2004	859	23%
2005	852	23%
2006	687	23%
2007	810	22%
2008	820	23%
2009	1,141	27%
2010	990	23%
2011	782	16%
2012	634	13%
2013	690	14%

% of residents living and working in Clear Creek County



source: LEHD-OTM  
\*note: excludes self-employed, federal workers and a few others

**Commute flows**

Year	In-commuters	Out-commuters	live and work in County
2002	1,670	3,017	866
2003	2,075	2,882	850
2004	1,975	2,870	859
2005	1,991	2,874	852
2006	2,245	2,366	687

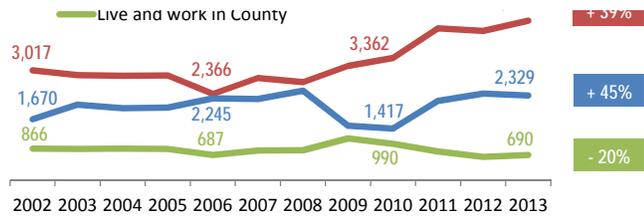
Clear Creek County commute trends



since 2002

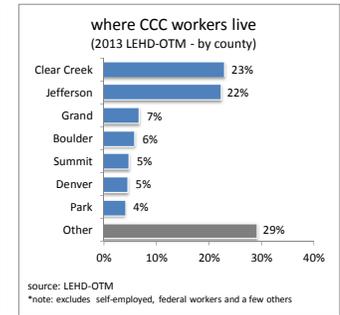
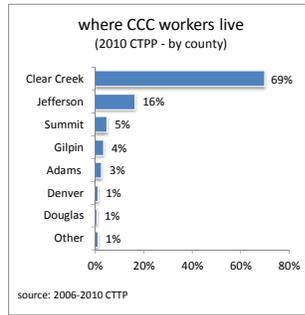
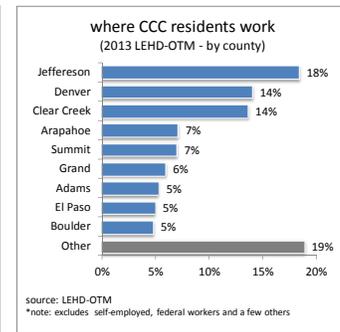
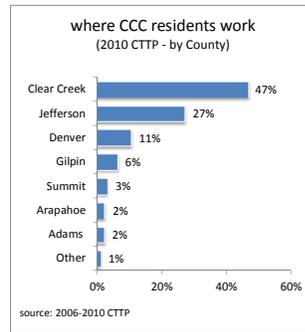
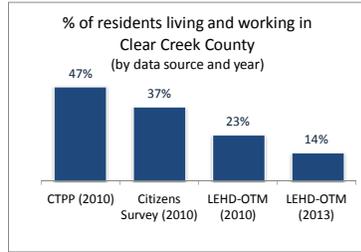
4,380 20%

2007	2,228	2,809	810
2008	2,456	2,694	820
2009	1,497	3,138	1,141
2010	1,417	3,362	990
2011	2,173	4,175	782
2012	2,379	4,103	634
2013	2,329	4,380	690
since 2002	39%	45%	-20%



source: LEHD-OTM  
 \*note: excludes self-employed, federal workers and a few others

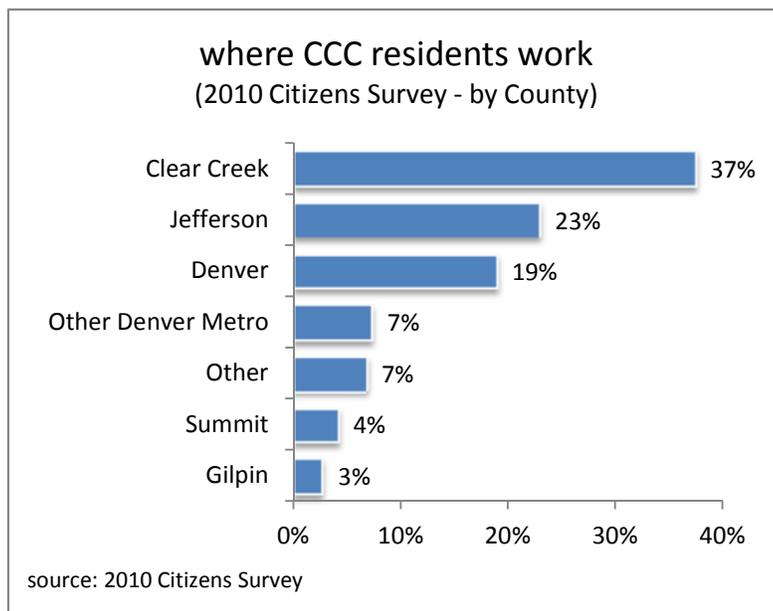
Clear Creek County Residents Working From Home	
CTPP (2010)	47%
Citizens Survey (2010)	37%
LEHD-OTM (2010)	23%
LEHD-OTM (2013)	14%



### Where CCC Residents Work (2010)

County	#	%
No Response	62	5%
<b>Gilpin</b>	35	3%
<b>Summit</b>	53	4%
<b>Other</b>	87	7%
<b>Other Denver Metr</b>	94	7%
<b>Denver</b>	244	19%
<b>Jefferson</b>	296	23%
<b>Clear Creek</b>	483	37%
<b>Total</b>	<b>1,292</b>	<b>100%</b>

source: 2010 Clear Creek County Citizens Survey

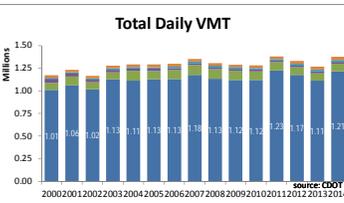
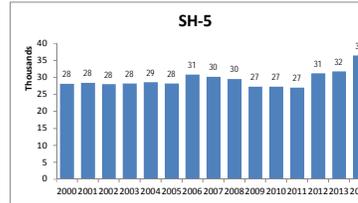
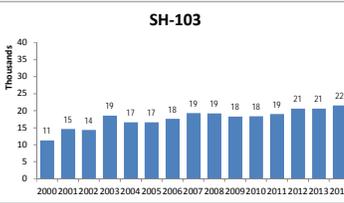
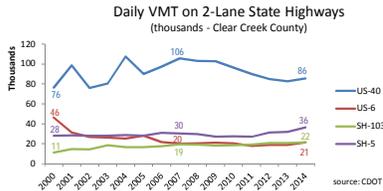
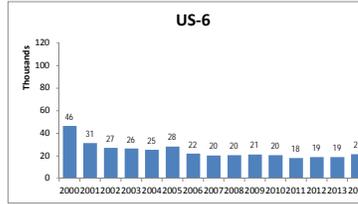
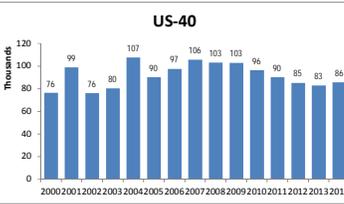
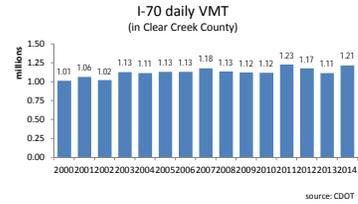
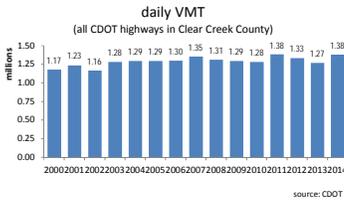


Clear Creek County Daily Vehicle Miles Traveled - State Highway System

County	Total DMVT	Interstate	Principal Arterial Fwys and Exways	Principal Arterial Other	Minor Arterial	Major Collector	Minor Collector	Local	% I-70
2000	1,173,787	1,011,809	0	76,136	46,339	11,313	28,191	0	86%
2001	1,233,619	1,060,519	0	98,731	31,202	14,680	28,486	0	86%
2002	1,164,169	1,018,790	0	75,981	26,852	14,432	28,115	0	88%
2003	1,278,501	1,125,019	0	80,315	26,269	18,611	28,286	0	88%
2004	1,291,897	1,113,869	0	107,436	25,273	16,648	28,671	0	86%
2005	1,290,217	1,127,240	0	89,982	28,064	16,648	28,282	0	87%
2006	1,297,478	1,129,720	0	97,396	21,850	17,655	30,857	0	87%
2007	1,352,983	1,177,454	0	105,691	20,214	19,407	30,218	0	87%
2008	1,307,043	1,134,708	0	103,065	20,468	19,230	29,572	0	87%
2009	1,289,765	1,120,238	0	102,851	21,050	18,331	27,296	0	87%
2010	1,280,571	1,117,985	0	96,374	20,452	18,401	27,360	0	87%
2011	1,379,856	1,225,592	0	90,150	18,028	19,052	27,094	0	89%
2012	1,329,993	1,174,341	0	84,959	18,723	20,678	31,292	0	88%
2013	1,266,406	1,112,409	0	82,670	18,784	20,693	31,851	0	88%
2014	1,377,858	1,212,843	0	85,666	21,285	21,573	36,491	0	88%

	I-70	US-40	US-6	SH-103	SH-5	
Since 2000	17%	20%	13%	-54%	91%	29%
Since 2004	7%	9%	-20%	-16%	30%	27%
Since 2007	2%	3%	-19%	5%	11%	21%
annual	15%	16%	39%	-56%	72%	7%
Since 2000	1.2%	1.4%	0.9%	-3.9%	6.5%	2.1%
Since 2004	0.7%	0.9%	-2.0%	-1.6%	3.0%	2.7%
Since 2007	0.3%	0.4%	-2.7%	0.8%	1.6%	3.0%
2000-07	2.2%	2.3%	5.5%	-8.1%	10.2%	1.0%

source: CDOT



Clear Creek County

County	Total DVMT	Population	DVMT per capita
2000	1,173,787	9,361	125
2001	1,233,619	9,464	130
2002	1,164,169	9,466	123
2003	1,278,501	9,517	134
2004	1,291,897	9,461	137
2005	1,290,217	9,392	137
2006	1,297,478	9,279	140
2007	1,352,983	9,333	145
2008	1,307,043	9,294	141
2009	1,289,765	9,060	142
2010	1,280,571	9,108	141
2011	1,379,856	9,015	153
2012	1,329,993	9,037	147
2013	1,266,406	9,029	140
2014	1,377,858	9,114	151

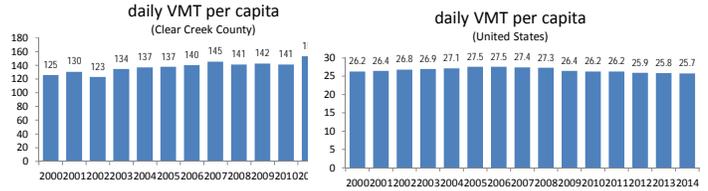
source: CDOT; US Census

2000-2014	21%
2000-2007	16%
2007-2014	4%

United States

Annual VMT (trillions)	Daily VMT (millions)	Population (millions)	DVMT per capita
2.70	7,397	282.2	26.2
2.75	7,534	285.0	26.4
2.81	7,699	287.6	26.8
2.85	7,808	290.1	26.9
2.90	7,945	292.8	27.1
2.97	8,137	295.5	27.5
3.00	8,219	298.4	27.5
3.01	8,247	301.2	27.4
3.03	8,301	304.1	27.3
2.96	8,110	306.8	26.4
2.95	8,082	308.1	26.2
2.97	8,137	310.5	26.2
2.96	8,110	312.9	25.9
2.97	8,137	315.2	25.8
2.98	8,164	317.7	25.7

source: FHWA; US Census



source

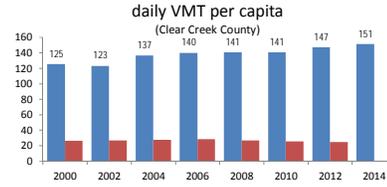
source: CDOT; US Census

Clear Creek County

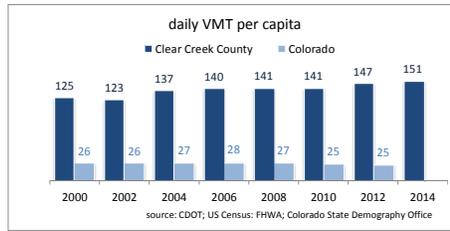
County	Total DVMT	Population	DVMT per capita
2000	1,173,787	9,361	125
2002	1,164,169	9,466	123
2004	1,291,897	9,461	137
2006	1,297,478	9,279	140
2008	1,307,043	9,294	141
2010	1,280,571	9,108	141
2012	1,329,993	9,037	147
2014	1,377,858	9,114	151

Colorado

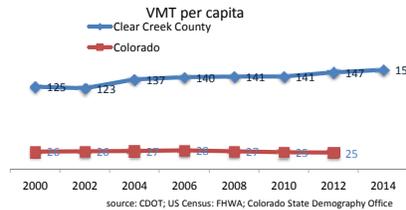
Annual VMT (millions)	Daily VMT (millions)	Population (millions)	DVMT per capita
41,771	114	4.34	26
43,545	119	4.51	26
45,891	126	4.61	27
48,641	133	4.75	28
47,860	131	4.90	27
46,940	129	5.05	25
46,796	128	5.19	25
	0	5.35	



source: CDOT; US Census



source: CDOT; US Census; FHWA; Colorado State Demography Office



source: CDOT; US Census; FHWA; Colorado State Demography Office

2014 Commute Mode Share

	2014 Clear Creek County		Colorado		commuters only	
	Clear Creek County	Colorado	Clear Creek County	Colorado	Clear Creek County	Colorado
Drive Alone	3,374	1,907,274	69%	76%	81%	81%
Carpool	453	250,136	9%	10%	11%	11%
Transit	89	82,367	2%	3%	2%	4%
Walk	222	76,376	5%	3%	5%	3%
Bicycle	22	33,553	0.5%	1%	0.5%	1%
Work From Home	713	166,368	15%	7%		
Other	110	27,947				
Total	4,873	2,516,074	100%	100%		
Total commuters only	4,160	2,349,706				

source: 2010-2014 American Community Survey

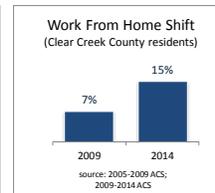
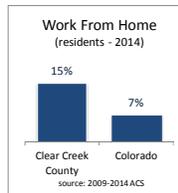
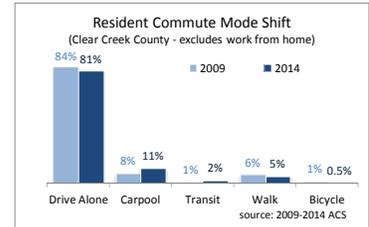
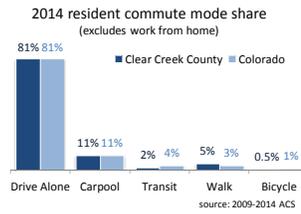
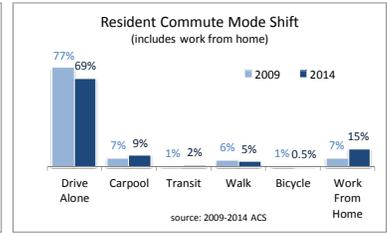
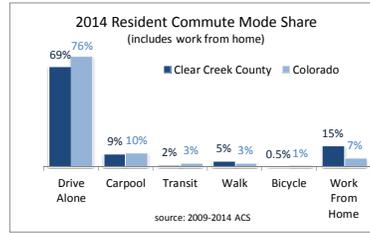
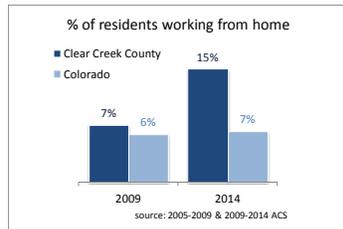
2009 Commute Mode Share

	2009 Clear Creek County		Colorado		commuters only	
	Clear Creek County	Colorado	Clear Creek County	Colorado	Clear Creek County	Colorado
Drive Alone	4,023	1,805,427	77%	75%	84%	81%
Carpool	371	255,216	7%	11%	8%	11%
Transit	48	78,955	1%	3%	1%	4%
Walk	305	74,227	6%	3%	6%	3%
Bicycle	65	28,521	1%	1%	1%	1%
Work From Home	385	148,954	7%	6%		
Other	128	29,093				
Total	5,197	2,391,300	100%	100%		
Total commuters only	4,812	2,242,346				

source: 2005-2009 American Community Survey

Work From Home	Clear Creek County	Colorado
2009	7%	6%
2014	15%	7%

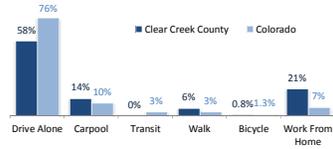
Clear Creek County	15%
Colorado	7%



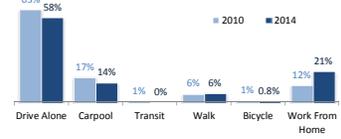
2014 Commute Mode Share		commuters only					
	Clear Creek County	Colorado	Clear Creek County	Colorado	Clear Creek County	Colorado	
Drive Alone	1,957	1,907,274	58%	76%	74%	81%	
Carpool	454	250,136	14%	10%	17%	11%	
Transit	3	82,367	0%	3%	0%	4%	
Walk	206	76,376	6%	3%	8%	3%	
Bicycle	28	33,553	0.8%	1.3%	1.1%	1.4%	
Work From Home	713	166,368	21%	7%			
Other	30	27,947					
Total	3,361	2,516,074	100%	100%			
Total commuters only	2,648	2,349,706					

source: 2010-2014 American Community Survey

2014 Employee Commute Mode Share



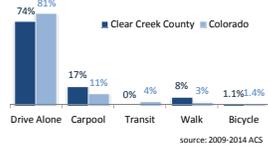
Employee Commute Mode Shift (Clear Creek County - includes work from home)



2010 Commute Mode Share		commuters only					
	Clear Creek County	Colorado	Clear Creek County	Colorado	Clear Creek County	Colorado	
Drive Alone	2,111	1,805,427	63%	75%	72%	81%	
Carpool	580	255,216	17%	11%	20%	11%	
Transit	22	78,955	1%	3%	1%	4%	
Walk	193	74,227	6%	3%	7%	3%	
Bicycle	39	28,521	1%	1%	1.3%	1%	
Work From Home	386	148,954	12%	6%			
Other	61	29,093					
Total	3,331	2,391,300	100%	100%			
Total commuters only	2,945	2,242,346					

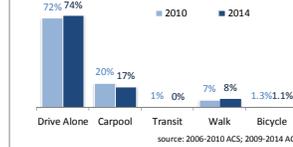
source: 2006-2010 American Community Survey

2014 employee commute mode share (excludes work from home)



source: 2009-2014 ACS

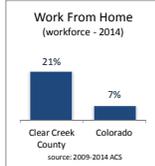
Employee Commute Mode Shift (Clear Creek County - excludes work from home)



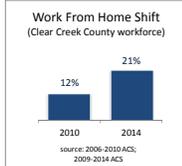
source: 2006-2010 ACS; 2009-2014 ACS

Work From Home	Clear Creek County	Colorado
2010	12%	6%
2014	21%	7%

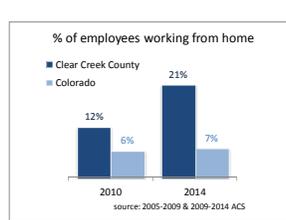
Clear Creek County 21%  
Colorado 7%



source: 2009-2014 ACS



source: 2006-2010 ACS; 2009-2014 ACS



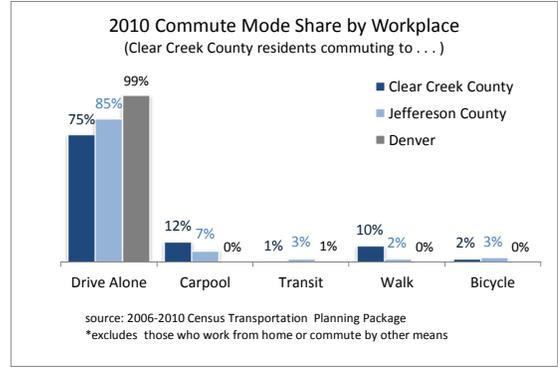
source: 2005-2009 & 2009-2014 ACS

Resident Mode Share by Workplace (2010)

commuters only

	Clear Creek County	Jefferson County	Denver	Clear Creek County	Jefferson County	Denver
Drive Alone	1,470	1,165	530	75%	85%	99%
Carpool	235	100	0	12%	7%	0%
Transit	10	35	4	1%	3%	1%
Walk	195	30	0	10%	2%	0%
Bicycle	40	40	0	2%	3%	0%
Work From Home	385	0	0			
Other	20	0	0			
Total	2,355	1,370	534			
Total commuters only	1,950	1,370	534			

source: 2006-2010 CTPP

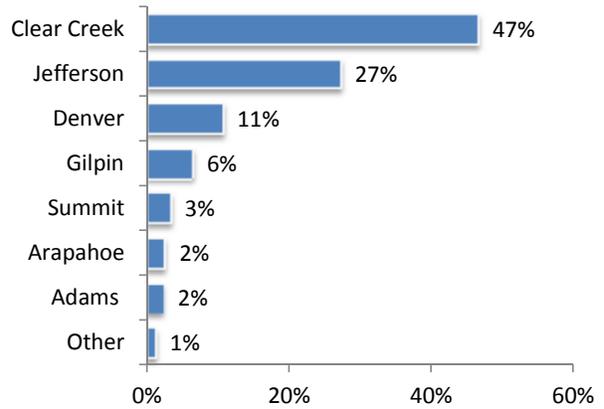


**Where CCC Residents Work (2010)**

County	#	%
Broomfield	4	0%
Larimer	4	0%
Eagle	15	0%
Weld	15	0%
Boulder	20	0%
<b>Other</b>	58	1%
<b>Adams</b>	115	2%
<b>Arapahoe</b>	125	2%
<b>Summit</b>	165	3%
<b>Gilpin</b>	320	6%
<b>Denver</b>	535	11%
<b>Jefferson</b>	1,370	27%
<b>Clear Creek</b>	2,345	47%
<b>Total</b>	<b>5,033</b>	<b>100%</b>

source: 2006-2010 CTPP

where CCC residents work  
(2010 CTPP - by County)



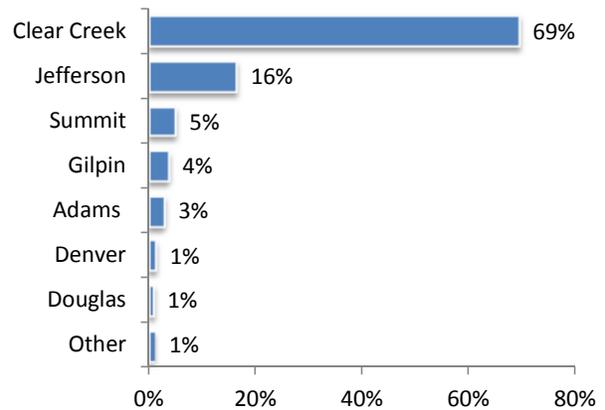
source: 2006-2010 CTPP

**Where CCC Workers Live (2010)**

County	#	%
Arapahoe	10	0%
Larimer	10	0%
Grand	15	0%
<b>Other</b>	35	1%
<b>Douglas</b>	25	1%
<b>Denver</b>	40	1%
<b>Adams</b>	95	3%
<b>Gilpin</b>	120	4%
<b>Summit</b>	165	5%
<b>Jefferson</b>	555	16%
<b>Clear Creek</b>	2,345	69%
<b>Total</b>	<b>3,380</b>	<b>100%</b>

source: 2006-2010 CTPP

where CCC workers live  
(2010 CTPP - by county)



source: 2006-2010 CTPP

**Where CCC Residents Work (2013)**

County	#	%
Other	957	19%
Boulder	243	5%
El Paso	252	5%
Adams	268	5%
Grand	300	6%
Summit	355	7%
Arapahoe	361	7%
Clear Creek	690	14%
Denver	711	14%
Jefferson	933	18%

source: 2013 LODES

**Where CCC Workers Live (2013)**

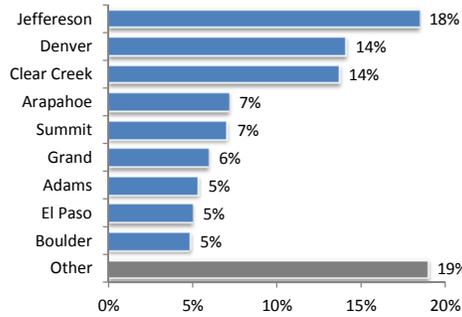
County	#	%
Teller County, CO	7	0%
Laramie County, W	7	0%
Fremont County, CC	8	0%
Mesa County, CO	9	0%
Broomfield County,	12	0%
El Paso County, CO	20	1%
Eagle County, CO	37	1%
Gilpin County, CO	40	1%
Larimer County, CO	44	1%
Chaffee County, CO	46	2%
Douglas County, CO	64	2%
Routt	76	3%
Lake	79	3%
Weld	80	3%
All Other Locations	80	3%
Adams	87	3%
Arapahoe	88	3%
Jackson	88	3%
Other	872	29%
Park	124	4%
Denver	138	5%
Summit	146	5%
Boulder	176	6%
Grand	202	7%
Jefferson	665	22%
Clear Creek	690	23%

source: 2013 LODES

**Residents live and work in CCC**

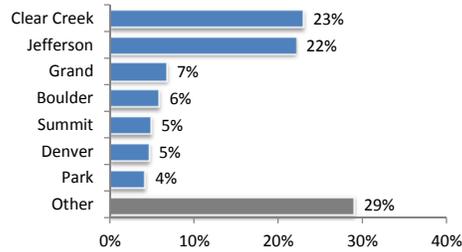
Year	#	%
2002	866	22%
2003	850	23%
2004	859	23%
2005	852	23%
2006	687	23%
2007	810	22%
2008	820	23%
2009	1,141	27%
2010	990	23%
2011	782	16%
2012	634	13%
2013	690	14%

**where CCC residents work  
(2013 LEHD-OTM - by county)**



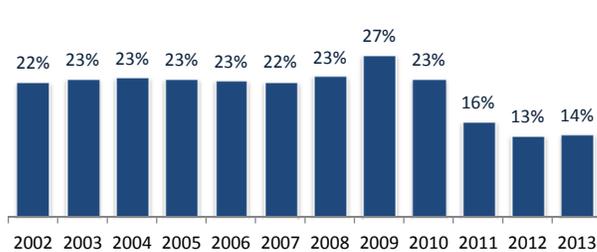
source: LEHD-OTM  
\*note: excludes self-employed, federal workers and a few others

**where the CCC workforce lives  
(2013 LEHD-OTM - by county)**



source: LEHD-OTM  
\*note: excludes self-employed, federal workers and a few others

**% of residents living and working in Clear Creek County**



source: LEHD-OTM  
\*note: excludes self-employed, federal workers and a few others

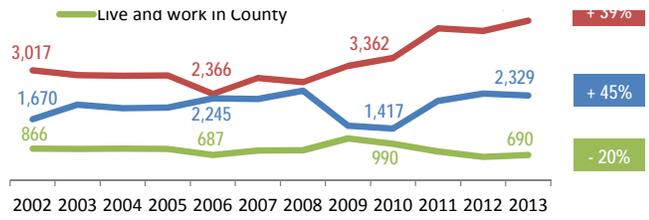
**Commute flows**

Year	In-commuters	Out-commuters	live and work in County
2002	1,670	3,017	866
2003	2,075	2,882	850
2004	1,975	2,870	859
2005	1,991	2,874	852
2006	2,245	2,366	687

**Clear Creek County commute trends**

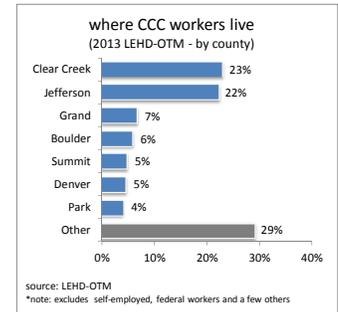
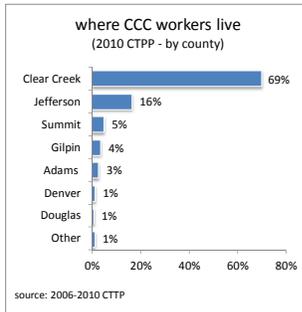
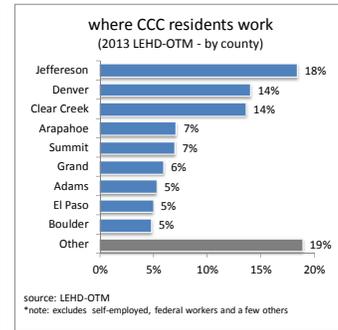
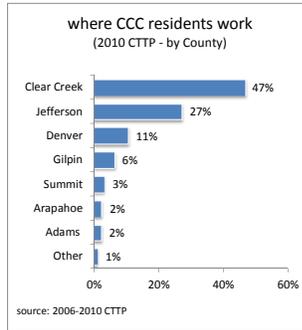
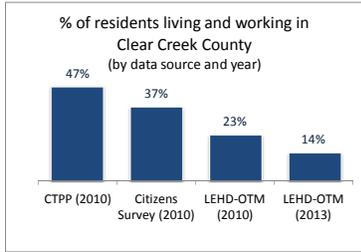


2007	2,228	2,809	810
2008	2,456	2,694	820
2009	1,497	3,138	1,141
2010	1,417	3,362	990
2011	2,173	4,175	782
2012	2,379	4,103	634
2013	2,329	4,380	690
since 2002	39%	45%	-20%



source: LEHD-OTM  
 \*note: excludes self-employed, federal workers and a few others

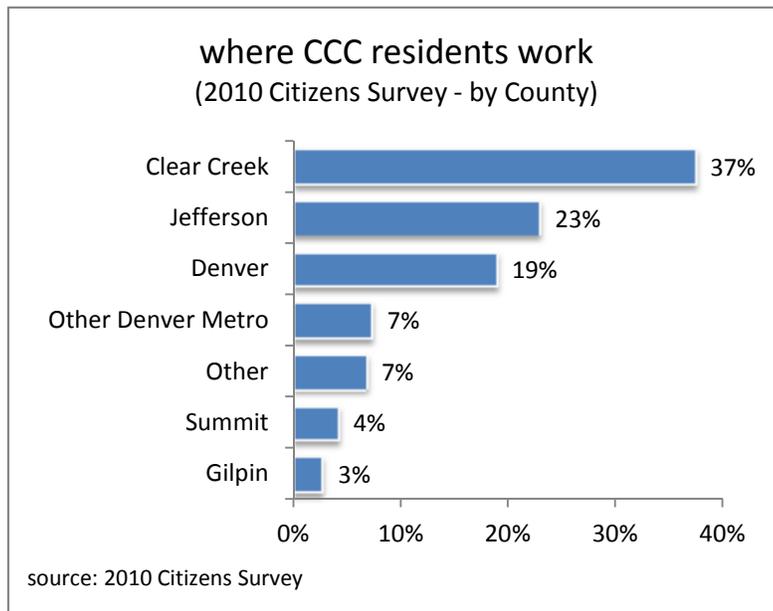
Clear Creek County Residents Working From Home	
CTPP (2010)	47%
Citizens Survey (2010)	37%
LEHD-OTM (2010)	23%
LEHD-OTM (2013)	14%



### Where CCC Residents Work (2010)

County	#	%
No Response	62	5%
<b>Gilpin</b>	35	3%
<b>Summit</b>	53	4%
<b>Other</b>	87	7%
<b>Other Denver Metr</b>	94	7%
<b>Denver</b>	244	19%
<b>Jefferson</b>	296	23%
<b>Clear Creek</b>	483	37%
<b>Total</b>	<b>1,292</b>	<b>100%</b>

source: 2010 Clear Creek County Citizens Survey



Col C. Sort				Clear Creek County					
				Intergovernmental Agreement List					
Reception #	Rec. Date	Execution Date	Expiration Date	1st Party	2nd Party	Other Party	Purpose	Book	Page
NR=not rec'd			NE= no exp.						
255167	12/1/2009	12/14/1973	NE	CCC	USDA Forest Svd.		Land Use Planning Coordination	815	50
		07/31/1974	Perpetual	County Clerk	City of Idaho Springs		Agmt. for Collection of Use Tax		
		01/01/1977	Perpetual	Jefferson Ctr. for MH	BOCC		Services to residents of CCC		
NR		11/19/1984	NE	State Board of Land Commissioners	BOCC		Memo of Understanding re: master plan and subdivision regs		
		06/03/1985	perpetual	CCC	Town of Silver Plume		County Rd. Maintenance		
NR		10/7/1985	NE	CCC	Eagle County	Lake County and Summit County	5th Judicial District Community Corrections Board		
		02/09/1987	perpetual	CCC	City of Idaho Springs		Municipal Prisoner Housing		
		04/01/1987	perpetual	County of Boulder	CCC		Inmate Housing for Boulder County		
		04/14/1987	perpetual	CCC	Town of Georgetown		Municipal Prisoner Housing		
		06/15/1987	perpetual	CCC	Town of Empire		Municipal Prisoner Housing		
		01/03/1989	perpetual	CCC	Colo. Historical Soc.	Georgetown Society, Inc, Town of Georgetown, Town of Silver Plume	Cooperative Management Agreement - HDPLC		
149646	08/29/1990	08/27/1990	NE	MillCreek Water & Imp. Assn.	CCC ESD		Fire Hydrants Agreement	476	775
		08/29/1990	perpetual	USFS	USBLM	CCC, Town of Georgetown, Georgetown Society, Inc,	MOU for Land Use Planning		
NR		03/25/1991	Perpetual	CCC	CCC Sheriff's Office	State Brd. of Agriculture	Agreement and Addendum to Agrmt. for Cooperative Wildfire Protection in CCC		
		08/23/1991	perpetual	CCC	Gilpin County		Inmate Housing		
NR		01/26/1993	Perpetual	CCC ESD	Colo. State Patrol		Reciprocal Hazardous Material Incident Assistance Agreement		
NR		09/01/1993	Perpetual	CCC	Town of Empire		Building Inspections Agreement Amendment		
		02/08/1994	CCC	City of Golden	City of Arvada	Jefferson County, City of Westminster, City of Northglenn, City of Idaho Springs, City of Thornton, Gilpin County, Black Hawk/Central City San Dist, Town of Empire, City of Black Hawk, City of Central, Town of Georgetown, Town of Silver Plume, Central CC San Dist, Upper CC Basin of Colorado, etc.	Standley Lake Water Quality		
NR		03/18/1994	Perpetual	Evergreen FPD	BOCC		Fire & Emergency Medical Services Mutual Aid Agreement		

Col C. Sort				Clear Creek County Intergovernmental Agreement List					
Reception #	Rec. Date	Execution Date	Expiration Date	1st Party	2nd Party	Other Party	Purpose	Book	Page
NR=not rec'd			NE= no exp.						
		06/15/1995	perpetual	City of Black Hawk	City of Central	Town of Empire, Town of Georgetown, City of Golden, Town of Silver Plume, City of Idaho Springs, Central CC San Distl, CCC, Jefferson County, CC Skiing Corporation, Henerson Mine & Mill, Adolph Coors Co, CDOT, Saddleback Metro Dist, Shwayder Camp, Mt. Vernon Cntry. Club.	MOU for Conducting Water Quality Management Activities in the Upper Clear Creek Watershed (and Bylaws)		
		01/09/1996	perpetual	Jefferson Cnty, JCSO	CCC, CCSO		Inmate Housing		
		06/04/1996	perpetual	CCC	City of Lakewood	Town of Morrison, Jefferson County, Park County, Evergreen Metro Dist, W. Jeffco Cnty Metro Dist., Genesee Water & San Dist, Kittredge Sanitation & Water Dist, Willowbrook Water and San District, Forest Hills Metropolitan District, Jefferson County Schools, Conifer Center San. Assn, West/Brandt Foundation, Brook Forest Inn, Bear Creek Dev. Corp. & Davidson Lodge	MOU Establishing the Management Agency for the Bear Creek Watershed		
		07/01/1996	perpetual	Jefferson Cnty.	Gilpin County	CCC, Private Ind. Council	Leo-Pic Agreement - employment training svc.		
NR		03/26/1997	Perpetual	CCC	Town of Empire		Agreement for Building Inspections		
NR		04/04/1997	Perpetual	CCC	State Brd. of Agr.		Forest and Watershed Fire Control Amdt I		
NR		8/15/1997	perpetual	CCC	Town of Empire	CCMRD, CCSD RE-1	IGA for Empire Ballfield		
NR		08/26/1997	Perpetual	CCC	CCSD Re-1		Agreement for Fueling		
NR		01/01/1998	Perpetual	Jefferson County	County of Gilpin	Clear Creek & Tri County Workforce Dev. Brd.	Tri County Workforce		
194549	04/15/1999	02/02/1999	NE	City of Idaho Springs	CCC		Annexation Agreement	580	855

Col C. Sort				Clear Creek County					
				Intergovernmental Agreement List					
Reception #	Rec. Date	Execution Date	Expiration Date	1st Party	2nd Party	Other Party	Purpose	Book	Page
NR=not rec'd			NE= no exp.						
246618	10/18/2007	10/19/1999	Perpetual	CCSD	BOCC	IS, G-Town, Silver Plume, Empire, CCMRD, CCFA & CC Radio, Inc.	Radio License Application & Communications	781	941
198811	01/05/2000	12/13/1999	NE	CCC	City of Idaho Springs		Animal Control	592	329
199625	03/07/2000	02/22/2000	Perpetual	City of Central	City of Idaho Springs	County of Clear Creek	Coordinated Planning & Access Agreement	594	394
		04/17/2000	NE	Partners for Access to the Woods	USFS	Town of Empire, Easter Seals of Colorado; Berthoud Pass Ski Area/Silver Creek Holdings Co., CDOT, CCC, Colo. School of Mines, Henderson MIne & Nat'l Sports Center for the Disabled & Sanborn, Ltd.	MOU for Berthoud Pass Research Corridor for Universal Design		
221361	07/02/2003	07/07/2000	Perpetual	Central City PD	CCC Sheriff's Office		Mutual Aid Agreement	677	593
		07/11/2000	perpetual	City of Black Hawk	CCC		Recreational Trail Easement Agreement		
		08/10/2000	perpetual	CCC			DRCOG Mile High Compact		
221362	07/02/2003	08/15/2000	Perpetual	CC Fire Authority	City of Central		Primary Fire Protection Service Agmt.	677	597
203485	11/20/2000	11/09/2000	Perpetual	CCC	City of Central		Primary Ambulance Svc. Agreement	605	368
		05/01/2001	perpetual	Jefferson Cnty.	Gilpin County	CCC	1st Amendment to IGA Tri-County Workforce Agrmt.		
208088	08/21/2001	08/21/2001	Perpetual	CCC -CC Amb.	CCFA		Service & Facilities Agmt.	621	495
		09/01/2001	perpetual	Summit Cnty.	Lake County	Gilpin Cnty & CC Cnty.	Intermountain Nurse Family Partnership		
		10/02/2001	Perpetual	CCC	CCMRD		Agmt. for Operation of AED's		
NR		10/03/2001	Perpetual	CCC	Gilpin County		Workforce Development		
		04/23/2002	Perpetual	CCC	City of Idaho Springs		Agmt. for Operation of AED's		
		05/07/2002	perpetual until terminated	Town of Georgetown	BOCC CCC	CCSO	Law enforcement coverage for Town of Georgetown		
		09/10/2002	perpetual	Jefferson Cnty.	Gilpin County	CCC	2nd Amendment to IGA Tri-County Workforce Agrmt.		
248522	4/15/2008	03/24/2003	until Reserved Capacity transferred	CCC	CCEDC	CCSD Re-1	Treatment Plan Construction & Reim. Agmt.	789	729
		03/31/2003	perpetual	CCC Nursing	CCSD Re-1		Mass Vaccination Response Clinic		
220642	06/02/2003	04/14/2003	Perpetual	CCC	City of Central	City of Idaho Springs	Amended Planning & Hwy. Access Agreement	674	554
		05/08/2003	Perpetual	CCC	USFS		Agmt. for Operation of AED's		
231489	01/18/2005	07/01/2003	until no longer needed	CCC	Town of Georgetown		Guanelia Pass Road Imps. ROW	722	282
229457	09/14/2004	12/17/2003	Perpetual	CCC	City of Idaho Springs	Summit County	Est. of I-70 Central Mtn. Corridor Coalition	713	153
229180	08/25/2004	08/03/2004	Perpetual	City of Central	CCC	City of Idaho Springs	Amended Planning & Hwy. Access Agreement	712	53

Col C. Sort				Clear Creek County					
				Intergovernmental Agreement List					
Reception #	Rec. Date	Execution Date	Expiration Date	1st Party	2nd Party	Other Party	Purpose	Book	Page
NR=not rec'd			NE= no exp.						
232642	04/15/2005	10/01/2004	Perpetual until cancelled by majority of parties	BOCC	CC Sheriff's Office	CCFA, Town of Empire; Town of Georgetown; City of Idaho Springs & Town of Silver Plume	Creation of CCC Communications Center Oversight Commission: approved by county on 12/21/04	727	440
		10/27/2004	perpetual	Clear Creek Cnty.	Gilpin Cnty.	Jefferson County	Regional Public Health Plan		
231651	02/01/2005	01/04/2005	perpetual	CCC	Gilpin County		Const. & Oper. of Animal Shelter	723	26
		02/10/2005		CC Nursing	Colo. Immunization Info. Sys.		Participating Site Letter of Agreement		
		04/12/2005	perpetual	CCC Nursing	Gilpin Cnty.		Prenatal Plus Program for Black Hawk location (minutes from Gilpin BOCC meeting - no official IGA)		
		07/13/2005	perpetual	CCC	CCSO	CC Fire Authority	Wildland Fire Protection Agreement		
		09/20/2005	perpetual	CCC EMS	CCSO		Agreement for operation of AED's		

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		09/28/2005	until no longer needed	BOCC	CCSD RE-1		Joint Prosecution Agreement - water court			
236698	12/19/2005	11/01/2005	perpetual	CCC	Gilpin County		First Amendment to IGA for Animal Shelter	745	314	
238289		01/01/2006	perpetual	CCC	Clear Creek Sheriff	Alpine Rescue Team, Inc.	Agreement to provide workers' comp insurance	751	480	
243289	01/31/2007	01/31/2006		CCC	Town of Georgetown		IGA for the Acquisition of open space land in the Town of Georgetown	768	533	
		05/22/2006	perpetual	CCC	Town of Silver Plume		IGA for Animal Control Services			
		05/31/2006	perpetual	CCC	CCC Sheriff	Evergreen Fire Protection Dist.	Wildland Fire Protection Agreement			
		07/19/2006	perpetual	CCC	County of Gilpin		IGA for Coroner Services			
239858	08/10/2006	08/01/2006	perpetual	CCC	Gilpin County		2nd Amendment to IGA for the Construction and Operation of an Animal Shelter			
245460	7/23/2007	6/15/2007	6/30/2010; then 5 auto renewals	Tri-County Workforce	Jefferson County	Clear Creek County, Gilpin County, Workforce Development Partner Organizations	Workforce Development	777	119	
246513	10/10/2007	10/12/2007	perpetual	Town of Georgetown	CCC		IGA for Open Space in Georgetown	781	592	
246845	11/7/2007	11/7/2007	perpetual	CCC	CC Fire Authority		Tech Park Tract E - Fire station	782	983	
249616	7/14/2008	2/27/2008	perpetual	City of Black Hawk	County of Clear Creek		IGA for the Operation and Maintenance of Green Lake	793	596	
251709	1/29/2009	3/5/2008	perpetual	CCC	Park County	Jefferson County; Gilpin County	IGA Establishing the Upper Mountain Counties Water Needs Assessment Consortium	801	82	
248169	3/10/2008	3/7/2008	2 yrs from release of last product	DRCOG	CCC		Licensing Agreement Regarding Denver Regional Aerial Photography Project	788	2	
NR		8/13/2008	perpetual	CCC	Jefferson County		SNS Distribution Plan between CCC & Jefferson County			
NR		8/13/2008	perpetual	CCC	Jefferson County		North Central Region Point of Dispensing Security Plan			
250858	11/12/2008	11/6/2008	perpetual	Gilpin County Public Health Dept.	CCC Nursing Services		MOU for WIC Services	798	10	
252371	4/1/2009	4/1/2009	perpetual	CCC	Gilpin County Public Health Agency		IGA regarding State Tobacco Education & Prevention Grants 2009-2010 btwn CCC & Gilpin County Board of Health	804	399	
NR		9/23/2009	Unknown	DRCOG	Clear Creek County	County of Gilpin, Volunteers of America	Amendment #1 to Senior Transportation Program Agreement			
254421	9/30/2009	9/28/2009	Not listed	Town of Silver Plume	CCC		IGA for Purchase of Land in Town of Silver Plume, CCC	812	572	
256877	5/19/2010	5/19/2010	12/31/2015	CCC	Town of Empire		Noxious Weed Control	821	536	
256933	5/27/2010	05/26/2010	12/31/2015	CCC	Town of Georgetown		Noxious Weed Control	821	781	
256932	5/27/2010	5/26/2010	12/31/2015	CCC	City of Idaho Springs		Noxious Weed Control	821	778	
256931	5/27/2010	5/26/2010	12/31/2015	CCC	Town of Silver Plume		Noxious Weed Control	821	775	
259213	1/5/2011	10/27/2010	9/30/2109	CDOT	CCC		Ambulance Barn Lease	832	163	

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258482	11/3/2010	11/3/2010	12/31/2020	CCC	City of Central		Animal Shelter Services	828	869	
258479	11/3/2010	11/3/2010	12/31/2020	CCC	Town of Georgetown		Animal Shelter Services	828	859	
258480	11/3/2010	11/3/2010	12/31/2020	CCC	City of Black Hawk		Animal Shelter Services	828	862	
258630	11/17/2010	11/17/2010	12/31/2020	CCC	Town of Silver Plume		Animal Shelter Services	829	694	
259088	12/22/2010	11/29/2010	yearly	CCC	CCC District Atty's Off.		Gaming Impact Funds	831	642	
	NR	12/5/2010	perpetual	CCC	ISPD, CCSO, Town of Georgetown, Empire Police Dept, DA, CSP	CCSO, Town of Georgetown, Empire Police Dept, DA, CSP	Cooperative Agreement Between Law Enforcement and Human Services, CCC, Colorado			
259983	3/15/2011	3/14/2011	12/31/2020	CCC	City of Idaho Springs		Animal Shelter Services	835	295	
263433	2/28/2012	2/27/2012	perpetual	CCC	Town of Georgetown		Encroachment License Agreement for parking near County Annex facility	849	502	
NR		4/16/2012		CCC	Clear Creek Fire Authority	Evergreen Fire Protection District, Clear Creek Sheriff's Office, Colorado State Forest Service, US Forest Service;	2012 Annual Operating Plan			
264043	4/23/2012	4/23/2012	NE	CCC	Town of Georgetown		IGA for Rutherford Trail Bridge	852	135	
264818	7/11/2012	5/9/2012	perpetual	CCC	Gilpin Ambulance Authority		Emergency Medical Services Mutual Aid Agmt.	855	306	
265881	9/28/2012	9/10/2012	perpetual	CCC	Grand County BOCC		Emergency Medical Services Mutual Aid Agmt.	859	501	
266348	11/5/2012	10/16/2012	perpetual	CCC	Summit County BOCC		Emergency Medical Services Mutual Aid Agmt.	861	424	
266154	10/19/2012	10/16/2012	perpetual	CCC	Gilpin County		IGA for SWAT Mutual Aid	860	665	
266465	11/15/2012	10/23/2012	NE	CCC	Town of Georgetown		Amendment to IGA for Rutherford Bridge Trail	861	869	
266513	11/19/2012	11/19/2012	NE	CCC	Jefferson County		Joint River Corridors Initiative Project	862	45	
266929	12/20/2012	11/19/2012	12/31/2022	CCC	Town of Silver Plume	Town of Empire, Town of Georgetown, City of Idaho Springs	CCFA 2012 Amended and Restated IGA	863	780	
267473	2/4/2013	2/4/2013	12/31/2013	CCC	Town of Georgetown		Land Use Activities in Joint Planning Area	866	351	
267726	2/26/2013	2/13/2013	perpetual	CCC	City of Black Hawk		Amendment to IGA for Operation and Maintenance of Green Lake	864	263	
267791	3/1/2013	2/13/2013	perpetual	CCC	City of Black Hawk		Amendment to IGA for Operation and Maintenance of Green Lake RECORDED TWICE	867	537	
268559	5/2/2013	3/5/2013	3/31/2018	CCC	USDA Forest Svc	Colorado Parks and Wildlife, Boulder, Gilpin and Larimer	MOU for Recreational Sport Shooting	870	870	
		3/12/2013	2/29/2016	CCC	City and County of Denver		Amendatory Agreement for Inmate Housing			

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268330	4/16/2013	3/12/2013	perpetual	CCC	City of Black Hawk	Gipin County; Evergreen Fire Protection Dist.	MOU for Communications Consortium	869	862
268841	6/3/2013	5/21/2013	4/30/2014; 1 year renewals	CCC	City of Westminster		IGA for Jail Services	872	123
NR		1/16/2014	12/31/2017	CCC	City of Idaho Springs		Colorado Dept. of Transportation CDOT		
		4/15/2014	12/31/2014	CCC	Jefferson County		Child Support Enforcement - 2014		
272785	7/7/2014	6/24/2014	perpetual	CCC	Town of Georgetown		Improvements to Rose Street in the Town of Georgetown	887	549
273047	8/5/2014	8/5/2014	Nov, 2014	CCC	St. Mary's Glacier Metro Dist		IGA for Coordinated Elections	888	525
273109	8/12/2014	8/12/2014	Nov, 2014	CCC	City of Idaho Springs		IGA for Coordinated Elections	888	806
273259	8/26/2014	8/16/2014	Nov, 2014	CCC	Town of Silver Plume		IGA for Coordinated Elections	889	477
273244	8/26/2014	8/26/2014	Nov, 2014	CCC	Central Clear Creek Sanitation District		IGA for Coordinated Elections	889	426
273827	10/15/2014	10/9/2014	perpetual	CCC	City and Couty of Denver		MOU for Short-Term and Long-Term maintenance of emergency evac route in Pence Mountain Park	891	676
275695	4/8/2015	3/10/2015	perpetual	CCC	Town of Georgetown		IGA about Acquisition of Open Space Land in Town of Georgetown	899	638
277124	8/11/2015	8/11/2015	perpetual	CCC	Town of Georgetown		IGA for Sharing costs of constructing the Tom Bennhoff Trail for Recreational Purposes	905	690

# Bakerville Neighborhood Land Use Plan

March 2003

Clear Creek Heritage Committee consisting of Member of Historic District Public Lands Commission, The Metropolitan Recreation District, USFS, CCC Tourism Board, CCC Economic Development Committee, Open Space Commission, the Towns of Silver Plume and Georgetown, and representative property owners)

## Key Land Use Goals and Policies

### Neighborhood Concept Plan-Preferred Alternative

- Plan evaluated four alternatives and selected the preferred neighborhood concept plan.
- The Bakerville Concept Plan proposes a mix of recreation oriented lodging, retail, commercial, camping and other uses to serve the large number trail users and I-70 traffic with the following land use mix:
  - 1. Lower Residential Development**
    - 1.1. Allow lower residential single-family homes with option of accessory dwelling units using MR-1 Zone District outside of higher density area.
  - 2. Tourism Based Commercial, Retail, Restaurant and Overnight Accommodations at Property at Base of Steven’s Gulch**
    - 2.1. Convenience store (no gas station)
    - 2.2. Restaurant without drive thru
    - 2.3. Public services such as fire, police, ambulance, daycare, etc.
    - 2.4. USFS facility with limited trailhead parking
    - 2.5. Recreational visitor/nature center with limited shopping
    - 2.6. Bed and breakfast or other overnight lodging with maximum of 50 units
  - 3. Lodging and Recreation North of I-70**
    - 3.1. Bed and breakfast or other overnight lodging with maximum of 50 units
    - 3.2. No gas stations
    - 3.3. Restaurant without drive thru

- 4. BLM and County Land (Approximately 35 acre parcel adjacent to Clear Creek and East of Bakerville Exit)**
  - 4.1. Campground with trailer/RV hook up, showers, bathrooms, caretaker residence
  - 4.2. Convenience store for campers without gas station
  - 4.3. Private wastewater treatment plant for all Bakerville development with new Metro District for water and sewer service
  - 4.4. Open space buffer to I-70
  - 4.5. Water reservoir
  - 4.6. Recreation parking with minimal services such as restrooms

# Dumont-Lawson-Downieville (DLD) Stakeholder Document

September 9, 1993

Adopted by DLD Membership

## Key Land Use Goals and Policies

### Key Goals

1. Provide a guidance framework that sets the area's development expectations, and protect property values and quality of life.
2. Protect environmentally, culturally or historically sensitive areas and designate future land uses consistent with the preservation of these areas.
3. Address neighborhood concerns when land use policies are being made.
4. Open Space shall be top priority as BLM lands are disbursed.

### Key Policies

1. New commercial uses shall be restricted to currently commercially zoned areas.
2. Agencies, citizens and development interest cooperate and foster local partnership projects.
3. Commercial developments shall provide landscaped visual and sound buffers from residential areas.
4. Maintain our status as unincorporated Clear Creek County.
5. Neighborhood advisory committees should be established where communities want them.
6. DLD's neighborhood advisory committee (DLD Association) is to be advised of matters presented to County Planning Commission, Board of Adjustment and BOCC which affect DLD area.
7. High priority open space acquisitions include water frontage, wildlife habitat, ridgetops, summits, historically significant sites, recreational trails, and community parks.
8. High density housing doesn't fit with the rural character and quality of life in the DLD community.

# East Mount Evans Area Master Plan

June 11, 1993

East Mount Evans Resources, Growth and Environment, Inc. (“EMERGE”)

## Key Land Use Goals and Policies

### Key Goals

1. Residential development should respect and maintain the unique mountain environment and rural atmosphere of the East Mt. Evans area.
2. All developments should be compatible with the area's natural setting and overall rural character.
3. The existing very low average density, single family residential character should continue to predominate.
4. The amount of residential development should be kept in balance with the provision of appropriate and timely public services and quality of life.
5. Property values will be more greatly enhanced by very low-density, environmentally and aesthetically sound development, than by higher density development.
6. The East Mt. Evans area should continue to be a place where natural settings are important and take precedence over development. Open areas and important view corridors should be preserved through quality site and building design.
7. The rural and open space character of the East Mt. Evans community is a tremendous asset that should be maintained. A network of public and private open space, trail corridors, and active and passive recreation areas should be developed.
8. Housing opportunities should be provided for different lifestyles and levels of income in order to create community diversity.

### Key Policies

1. Housing densities should be as recommended in the following 3 policies depending on existing zoning and platting, environmental conditions, compatibility with adjacent development and quality of site design:
  - 1.1. Outside sanitation district: 1 unit per 5 to 35 acres.

- 1.2. Within existing sanitation district: 1 unit per 1 to 15 acres
- 1.3. When sanitation district is expanded: 1 unit per 5 to 35 acres
2. Housing The East Mt. Evans area's rural character should be preserved.
3. No development should occur in critical wildlife habitat areas.
4. Design guidelines will be developed and followed as a tool for development review to ensure protection of the character of the area, with numerous policies in the plan outlining important design concepts for the area.
5. Development must pay its own way.
6. Slopes and natural hazards should be a constraint on development.
7. Large areas of undeveloped land are integral to maintaining the area.

# Fall River Area Plan

September 1996

The Fall River Homeowners Association

## Key Land Use Goals and Policies

### Key Goals

1. Mitigate the Spillover Effects from Central City, specifically county support in an alternate site for construction of the Central City Water Diversion Project.
2. Protect the area from overexploitation of the existing private lands by enactment and enforcement of strict zoning regulations.
3. Ensure new zoning of BLM lands reflects a respect for local values and conditions; it should not be redundant nor degrading to surrounding areas.
4. Ensure responsible, limited development of existing private lands as low-density single-family residential areas.

### Key Policies

1. Strengthen and maintain the integrity of zoning laws.
2. Carefully scrutinize and limit variance requests, especially with regard to size of parcel, setback requirements, degree of slope, sanitation and access requirements.
3. Limit and control mining activity in the short-term, and eliminate mining in the long-term either through direct county intervention or county support at the state or federal level.
4. Sell small [BLM] parcels to existing contiguous landowners as non-divisible additions to currently-owned parcels.
5. Retain large BLM parcels through County or State ownership under NR-PC zoning regulations as open space for wildlife and watershed management.
6. Sell unpatented mining claims to the holders of such claims with the following restrictions:
  - 6.1. Use is limited to residential or recreational {M-1, MR-1 or NR-PC}.
  - 6.2. Mining uses should be strictly and forever prohibited because this use is incompatible with the residential and recreational nature of the area.

# Floyd Hill Gateway Sub-Regional Master Plan

July 30, 2009

Floyd Hill Master Plan Steering Committee

## Key Master Plan Statements

1. The master plan attempts to remain neutral and flexible on which development level, if any, is appropriate for Floyd Hill.
2. This master plan is a living document that does not include a traditional land use plan with a recommended amount of development or density; rather, it is a guide to the County that provides steps to implement different levels of development, the infrastructure costs and transportation needs associated with that process, a hierarchy plan to guide development intensity in the Floyd Hill study area, as well as design guidelines that promote smart growth principles and maintenance of a traditional community form.
3. Plan presents three conceptual alternatives with different levels of development:
  - 3.1. **Baseline Condition:** Analyzes the approved unbuilt development plus potential development under the then existing zoning.
    - 3.1.1. The Baseline Development Plan does not promote growth in specific areas as the Level and Level 2 Plans that follow the Hierarchy Plan of Activity Center, Transition, and Edge zones would.
    - 3.1.2. Baseline Condition Density:
 

Single-family:	39-194 units
Multi-family:	188 (Beaver Brook)
Residential Total:	227 units
Commercial:	10,000 sq. ft. (FH Crossing) 42,000 sq. ft. (Beaver Brook)
Office/Flex:	50,000 (Tech Park)
  - 3.2. **Level I Development.** Analyzes the amount of development that can be supported by the existing high school wastewater treatment plant, and includes a mix of office, retail and residential uses.
    - 3.2.1. Level 1 Development Density:
 

Residential Units:	225 units
Commercial:	10,000 sq. ft.

Office/Flex: 40,000 sq. ft.

\*\*Density is less than zoned/permitted under baseline condition due to sewer plant capacity.

3.2.2. Development should be concentrated with higher density and intensity accommodations, commercial/retail, offices, and public institutions land uses in the Activity Center, lessening mixed use density in the transition, and lower density residential edge areas of the Hierarchy Plan

3.2.3. The land uses in the Activity Center of Level 1 Development should include higher density residential such as medium scale townhomes and live-work units. Retail, restaurants and offices are also recommended for the Activity Center area. In the transition area, townhomes or clustered lot and patio style single family detached are recommended.

3.2.4. Smaller public institutions, office and light industrial, small stores and parks and recreation are also recommended in the transition area. In the edge area, single family detached homes, public institutions, and open spaces are recommended. All land uses should be integrated and connected in a well-planned, compact development style.

3.2.5. The Level 1 Development Plan begins to create the sense of place and “gateway” at the Activity Center of the Floyd Hill area.

**3.3. Alternative Development Plan.**

3.3.1. Analyzes the maximum demand for development that is included in the market study, which exceeds that of the approved development square footage and is needed to support the provision of infrastructure improvements.

**3.3.2. Alternative Development Plan Density**

Residential:	350 units
Commercial:	75,000 sq. ft.
Office / Flex / Industrial:	150,000 sq. ft.
Hotel:	120 Rooms

3.3.3. The land uses in the Activity Center areas should include medium density residential such as town homes, condos, and live work units. Retail, hotels, museums or other civic

buildings, restaurants and small office space are also recommended in the Alternative Development Plan Activity Center area.

3.3.4. In the transition area, town homes and single family attached homes, public institutions, convenience stores, financial institutions, office and light industrial, and parks and recreation are recommended.

3.3.5. In the edge area, clustered or patio home style single family detached homes, public institutions and open space are recommended.

The Alternative Development Plan establishes the critical mass and sense of place at the County's "gateway" at the Activity Center of the Floyd Hill area. Critical mass is important, both in terms of generating activity, and extending and providing utilities. The combination of transportation (park-n-ride) and additional development begin to generate activity in the area, with potential to extend additional transit opportunities.

# Master Plan for Upper Bear Creek

April 30, 1993

School of Mines Student Project

## Key Land Use Goals and Policies

### Key Goals

1. The general consensus of the residents in the area is that development of the area should be minimized.
2. The natural condition of the area should be preserved to the maximum extent.
3. The primary goal of Upper Bear Creek is to maintain the standard of living of the residents of the area.
4. The primary goal of the area, the preservation of the natural setting in public lands, is being accomplished currently.

### Key Policies

1. One of the dominant concerns of the Upper Bear Creek area is to not look like Evergreen in the future.
2. Another of the concerns of Upper Bear Creek, is overpopulation through these massive subdivisions being built.

# York Gulch Area Master Plan

November 20, 1996

Gilpin-Clear Creek Home and Land Owners Association

## Key Land Use Goals and Policies

### Vision Statement/Goal

9. Preserve, protect, and enhance the peaceful, safe, and beautiful environment of our neighborhood.

### Key Policies

9. The residents of York Gulch strongly desire to remain a low density, single. Family residential area. The County Commissioners are encouraged to continue the current M-1 zoning and the policy of only one residence per mining claim.
10. Any commercial or industrial development other than what is currently allowed under M-1 zoning should be prohibited.
11. Home businesses are acceptable in the area provided they do not interfere with or alter the residential quality of the neighborhood.
12. Part time residents are welcome in York Gulch.
13. Should public lands in the area become privately owned in the future, they should be zoned for conservation easement (Natural Resource-Preservation/Conservation [NR-PC]) or MR-LT, allowing only one single family residence per ten acres.
14. No multi-family housing units or commercial development should be allowed.
15. A high priority is placed on visual resources, therefore, residents are encouraged to consider the aesthetic effect of their residence and property.
16. Housing and construction should be sensitive to the natural environment in order to achieve balance between residential use and open space.
17. Structures should blend with the environment and not infringe on the views or solar access of adjacent properties.

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
<b>Economic Vitality</b>	<ol style="list-style-type: none"> <li>Promote the development of a healthy, diversified and environmentally sustainable economy in the D-L-D area.</li> <li>Develop business centers in harmony with adjacent residential uses.</li> <li>Upgrade our communications systems to current technology, thus facilitating business growth.</li> <li>All economic encouragement funded totally or in part by county monies shall meet these criteria:               <ol style="list-style-type: none"> <li>To hire qualified local or county people;</li> <li>Be environmentally sustainable;</li> <li>Contribute to fostering the community feeling and values.</li> </ol> </li> <li>Encourage development of a regional commercial center in the area of 1-70 &amp; Highway 40.               <ol style="list-style-type: none"> <li>should mitigate wildfire hazard</li> <li>shall maintain groundwater standards re: pollution</li> <li>shall leave wildlife habitats undisturbed</li> <li>should be landscaped to screen maximally</li> <li>should provide to erosion control</li> </ol> </li> <li>Endorse all efforts to gain equal financing options for business and homeowners, e.g., VA loan cap presently ±\$78,000 in Clear Creek, elsewhere much higher.</li> </ol>	<ol style="list-style-type: none"> <li>East Mt. Evans Resources, Growth and Environment, Inc. (“EMERGE”) must maintain and enhance those assets and qualities which make the area a strong contributor to the overall economic vitality of the County.</li> <li>EMERGE must examine its resources, both physical and human, and pursue the enrichment of the community with a view to maintaining and improving quality of life in both the short and long term.</li> <li>The establishment of current policy and long range strategy will evolve from broad citizen participation based upon personal, cultural, and environmental values perceived to be necessary to maintain and enhance the uniqueness of this community.</li> <li>Enforce all present county regulations and laws such as drainage, outdoor storage, lot size, building additions and many more.</li> <li>Encourage low density, high value development of residential property.</li> <li>Discourage variations allowing new commercial development or expansion of existing properties.</li> <li>Monitor and discourage home office development which crosses the line from residential to commercial use.</li> <li>Encourage community amenities which attract high value, low density development, while maintaining water quality, resource preservation and wildlife habitat plus hiking and biking improvements.</li> </ol>		<ol style="list-style-type: none"> <li>Pursue a detailed economic impact analysis, including an analysis to all taxing districts for each scenario (Baseline, Level 1, and Level 2) to be added as a supplement to the master plan.</li> </ol>	<ol style="list-style-type: none"> <li></li> </ol>		
<b>Infrastructure</b>	<ol style="list-style-type: none"> <li>Plan development of infrastructure to ensure logical, orderly and cost effective result.</li> <li>A community water system is needed to enhance quality of life.</li> <li>New commercial development should not deplete existing groundwater supply beyond the ability of the area to recharge locally.</li> <li>Serve the D-L-D area with up-to-date communication facilities and provide access to the latest in telecommunications technology.               <ol style="list-style-type: none"> <li>Provide single-line telephone service to any customers desiring it, for</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>New growth or development 'should bear the primary burden for capital improvements, including new school facilities that are required as a result of that growth.               <ol style="list-style-type: none"> <li>If new development results in overcrowded schools, or school district standards cannot be maintained, land use solutions should be stressed. These solutions could- include, but not be limited to the following actions:                   <ol style="list-style-type: none"> <li>Denial of the development project;</li> </ol> </li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>Emergency Services should be maintained and supported. Costs can be mitigated by assessments on non-local residents require such services.</li> </ol>	<ol style="list-style-type: none"> <li>Conduct a further study to determine if adjacent districts can provide water to future development at Floyd Hill. Additionally, well water quality should be analyzed to determine if any treatment of groundwater would be needed.</li> <li>Investigate further the legal and zoning implications of utilizing City of Idaho Springs (or other municipalities) as a water source.</li> <li>Work with the School District and developers to determine the appropriate strategy for providing future wastewater treatment at Floyd Hill; either through the expansion of the existing facility</li> </ol>	<ol style="list-style-type: none"> <li></li> </ol>	<ol style="list-style-type: none"> <li>There should be a balance between the availability of water and its use, to ensure that water resources are not depleted.</li> <li>Development in the Area should be at a scale consistent with locally available water resources.</li> <li>Water quality should be maintained or improved as new development occurs.</li> <li>New public water and sanitation districts or public water districts can be formed only under the following conditions. [Please refer to Page 5 of the plan].</li> <li>New individual and private wells should not be allowed where a public water and sanitation district or public</li> </ol>	<ol style="list-style-type: none"> <li>Increase the presence of law enforcement to maintain a low crime rate and foster a sense of personal safety, especially during the summer and fall weekends to help create a crime deterrent.</li> <li>Implement a neighborhood crime watch to help deter crime in the area.</li> <li>Increase law enforcement presence and establish formal shooting ranges to help reduce or eliminate reckless shooting.</li> <li>Maintaining the quality and quantity of water is of the highest priority.               <ol style="list-style-type: none"> <li>Action should be taken to prevent activities or enterprises in the region-which</li> </ol> </li> </ol>

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
	<p>both current residents and new development.</p> <p>4.2. Make cable available to the entire community.</p> <p>5. Central Clear Creek Sanitation District boundaries shall be extended to the boundaries noted in the introduction and designated Tier 2 on DRCOG Clean Water plan.</p> <p>6. Encourage hookup to existing sewer lines and discourage installation of septic systems.</p>	<p>1.1.2. Modification of the project;</p> <p>1.1.3. Changing the project. phasing;</p> <p>1.1.4. Levying a universal one-time assessment, per dwelling unit</p> <p>2. The East Mt. Evans area should promote education as a top priority for the future well-being of its residents.</p> <p>3. The East Mt. Evans area residents should strengthen dialogue, sharing of information, and cooperation between the community and public school officials. Discussions of educational goals, standards, student achievement and shared concerns would include interested citizens as well as parents, county governmental representatives, school administrators, board members, faculty and students.</p> <p>4. The East Mt. Evans area residents should work with the schools to develop innovative use of community adult volunteers as mentors, intern supervisors, providers of classroom resources, and in any other applicable ways that the adult backgrounds and educational needs suggests. There should also be better use of existing and new school facilities in the area for community activities, enrichment classes and adult education.</p> <p>5. It is important for EMERGE to be served by up-to-date communication facilities and have access to the latest telecommunications technology.</p> <p>5.1. Work to maintain and extend single line telephone service as development occurs.</p> <p>5.2. Urge and facilitate improvement in cellular telephone capability. Consideration should be given to the visual impact if new towers are required.</p> <p>5.3. To advance the economic health of the entire county, encourage the availability of single party telephone line throughout the county.</p> <p>5.4. To become better informed about county activities, the</p>		<p>(which has limited capacity for growth), or a new facility that can support all future development in the area.</p> <p>5. Implement stormwater infiltration and water quality regulations for all new development in the Floyd Hill study area to improve the stormwater infiltration system.</p> <p>6. The County should investigate the potential of providing water and sewer service to existing properties located outside the study area in the event of an expansion of water and sewer service to Floyd Hill, and create such procedures as needed to ensure that any proposed service be coordinated allowing for service to additional property owners within the study area.</p>		<p>water district is formed, because of the potential depletion of groundwater and the loss of water not recharged to the local area.</p> <p>6. Where there is an existing public water and sanitation district or public water district, the housing densities recommended in the Housing Section of this Plan should be followed.</p> <p>7. The State Engineer's recommendation that the minimum average lot size should be five acres for single family residences should be adopted for this Plan. The size of the lot can vary based on three conditions as outlined on Page 6 of the plan.</p> <p>8. The need for a hydrologic assessment for a proposed development will be determined on a case by case basis.</p> <p>9. Conversion of wells from residential to commercial use should comply with the regulations of the State Division of Water Resources.</p> <p>10. Sewage treatment facilities should comply with the regulations of the County Health Department.</p> <p>11. A comprehensive study of groundwater quantity and quality should be completed by the state and county for as much of the study area as possible. The community should participate in this study.</p> <p>12. The area's semi - rural atmosphere should continue to be served by roads improved and maintained to high standards.</p> <p>12.1. Extension of blacktop roads should occur as development and density increase.</p> <p>12.2. The county should ease the burden of such road improvements with builder contributions.</p> <p>12.3. Transportation policy should include references and enhancements to foot, bicycle, and horse traffic as well as motorized vehicles.</p> <p>12.4. Urge improvement of North - South access between this community and the larger part of Clear Creek County.</p> <p>12.5. Improvements should be made only when the community character can be maintained and the environmental impacts are acceptable.</p>	<p>could jeopardize the water supply.</p> <p>4.2. Any activity, commercial or otherwise, which would negatively affect the aquifers of the area could have disastrous consequences for York Gulch residents and the environment.</p> <p>4.3. Residents are encouraged to have their well water periodically tested by a qualified testing agency to maintain a baseline of accurate. Water quality data.</p> <p>4.4. County. Regulatory agencies are supported and encouraged in their strict adherence to septic system regulations.</p> <p>1. Efforts-should be made to minimize the effects on-York Guich which are caused by nearby gambling. Additional presence by law enforcement and Forest Service personnel would aid greatly in. this regard.</p> <p>2. The BOCC and other agencies should not encourage the growth of gambling in. Gilpin County. York Gulch should in no way be utilized to support gambling, through access, water, or other means.</p> <p>3. There is currently no demand or desire to extend additional public utilities in York Gulch, with the exception of extending telephone lines to those without service.</p> <p>4. All future utilities which may be installed (such as electricity, water, gas, cable, etc.) must be underground for safety, maintenance, and aesthetics.</p>

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
		<p>Clear Creek County public TV channel should be made available in the East Mt. Evans area.</p> <ol style="list-style-type: none"> <li>6. Encourage enforcement and upgrading of codes with regard to septic tanks and water.</li> <li>7. Discourage or outlaw rental properties without water and/or septic.</li> <li>8. Require at least one sheriff's deputy to be domiciled within area with official vehicle at residence.</li> <li>9. Enforce rules against unlicensed vehicle storage.</li> <li>10. Require buried utilities for new subdivisions.</li> </ol>				<ol style="list-style-type: none"> <li>12.6. New development with the planning area should not be approved when the traffic generated would result in Level of Service F on existing road segments within the Evergreen area.</li> </ol>	
<p><b>Natural Resources</b></p>		<ol style="list-style-type: none"> <li>1. Water quantity and quality are major concerns. The county should review areas within the District containing small lots and recommend measures to address the problems of substandard lots and their effect on water quality and hazards.</li> <li>2. Maximum use should be made of the school facilities through shared use with the community. When new school facilities are in the planning stage, the school district should coordinate with various community organizations to design the facilities for joint use.</li> <li>3. Development in the area should be at a scale consistent with locally available water resources.</li> <li>4. Water quality should be maintained or improved as new development occurs.</li> <li>5. To address these perceived realities and desired future, the community recommends that:             <ol style="list-style-type: none"> <li>5.1. The existing groundwater resource should be protected. New or existing development should not be allowed to deplete the existing groundwater supply beyond the ability of the local area to recharge itself. Accordingly, the construction of new housing on lots smaller than 5 acres should not be allowed outside of a combined water and sanitation district</li> <li>5.2. New public water and sanitation districts or public water districts can be formed only under the</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1. Protection of the Fall River Watershed Basin and its ecosystem through limited private land ownership. This is a "first priority" goal/action in the plan             <ol style="list-style-type: none"> <li>1.1. The <i>vital watershed role</i> of the Fall River Valley should be protected and maintained, including the riparian ecosystem upon which it depends.</li> <li>1.2. The <i>unique riparian ecosystem</i> of the Fall River Area should be given priority consideration as to its maintenance and protection. This is what makes it an attractive, desirable community and a unique and valuable asset to Clear Creek County.</li> </ol> </li> <li>2. Ground water sources should be protected and purity (safety) maintained. Voluntary annual testing of wells and inspection of septic systems is recommended.</li> </ol>			<ol style="list-style-type: none"> <li>1. The existing groundwater resource should be protected.</li> <li>2. New or existing development should not be allowed to deplete the existing groundwater supply beyond the ability of the local area to recharge itself.</li> </ol>	<ol style="list-style-type: none"> <li>1. All residents are encouraged to become knowledgeable about fire prevention and to take action to minimize the fire-danger on their property through the implementation and maintenance of "defensible space."</li> <li>2. More residents are encouraged. To become trained .firefighters through the ESD.</li> <li>3. Recreation on public lands present a significant fire risk in the area. Efforts by the Forest Service, Emergency Services District (ESD), and Sheriff's department to minimize inappropriate campfires and other dangers will improve the fire safety in York Gulch.</li> <li>4. Government enactment of "campfire bans" when high fire danger exists should be more routine.</li> <li>5. We encourage the adoption of county regulations which would require notification to the ESD for open burns in order to prevent false alarms.</li> <li>6. Residents of York Gulch are: advised to be aware of wildlife dangers and minimize interaction with wildlife by proper trash handling and storage.</li> </ol>

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
		<p>following conditions: (Please refer to pages 20-21)</p> <p>5.3. New individual and private wells should not be allowed where a public water and sanitation district or public water district is formed, because of the potential depletion of groundwater and the loss of water not recharged to the local area.</p> <p>5.4. Where there is an existing public water and sanitation district or public water district, the housing densities recommended in the Housing section of this Plan should be followed.</p> <p>5.5. The State Engineer's recommendation that the minimum average lot size should be five acres for single family residences is adopted for this Plan. Water usage per day, per dwelling unit, per five acres, should be the equivalent of no more than 298 gallons. Ninety percent of this water should be returned to the groundwater table.</p> <p>5.6. A hydrologic assessment and water quantity and quality feasibility study will be required for all proposed developments.</p> <p>5.7. Conversion of wells from residential to commercial use should comply with the regulations of the State Division of Water Resources.</p> <p>5.8. Sewage treatment facilities should comply with the regulations of the County Health Department.</p> <p>5.9. A comprehensive study of groundwater quantity and quality should be completed by the State and County for as much of the area as possible. The community should participate in this study.</p> <p>6. To foster healthy, biologically diverse forests which are safe from wildfire and whose non-consumptive uses are available to the general public.</p> <p>6.1. The cumulative adverse impact of development activities on all</p>					

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
		<p>components of the forest ecosystem should be considered and mitigated to the fullest extent possible. Public access to public forest land should be enhanced where increased recreation will not degrade the ecosystem components such as critical wildlife habitat or rare plant communities.</p> <p>6.2. Forests should be thinned and fuelbreaks developed around all new and existing subdivisions to assist in stopping wildfire from spreading both into and out of residential areas. The Colorado State Forest Service should be contacted by homeowners groups for technical and financial assistance in thinning and fuelbreak development in areas of high wildfire hazard.</p> <p>6.3. Owners of private forest lands should be encouraged to have forest management plans prepared. These plans can enhance forest values on private lands and afford owners of tracts of forty acres and larger the opportunity to have their lands assessed for property taxes at lower agricultural land rates pursuant to Section 39-1-102 (1.6), C.R.S.</p> <p>6.4. If the transfer of Bureau of Land Management lands located in the East Mount Evans area is consummated, these lands should be held by Clear Creek County and not actively developed. Resource management, including recreation, should take place on an ecosystem basis and be integrated with surrounding public lands for the overall goal of preservation and enhancement of biological diversity.</p>					

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
		<p>7. To preserve the opportunity for current and future residents and visitors to experience and enjoy the wildlife resource (both game and non-game) in the East Mt. Evans area.</p> <p>8. To protect wildlife and sensitive habitats by incorporating wildlife management goals into development plans and zoning ordinances.</p> <p>9. To maintain, rehabilitate, and enhance wildlife habitat to ensure the continued environmental, educational, economic, and aesthetic value of this resource.</p> <p>10. To preserve all existing wetlands or mitigate wetland impacts.</p> <p>11. To increase public and private protection of wildlife habitat through conservation easements and land trusts.</p> <p>12. To provide public education programs to increase awareness of wildlife values and concerns.</p> <p>13. Zoning for lot sizes and average residential densities. The Colorado Division of Wildlife (DOW) and the Natural Resource Work Group have identified various wildlife resource areas within the community. These areas are identified on the wildlife resource map. Based on these areas' sensitivity to disturbance from residential developments the following criteria should be incorporated into zoning regulations and county ordinances.</p> <p>13.1. Very High Habitat Quality - these areas have the highest priority for protection and should not be developed:</p> <p>13.1.1. within 100 meters of wetlands and riparian areas</p> <p>13.1.2. elk calving areas</p> <p>13.1.3. nesting/breeding areas of DOW species of concern</p> <p>13.1.4. old growth forest</p> <p>13.1.5. within 100 meters of high value aspen-ponderosa pine ecotones</p>					

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
		<ul style="list-style-type: none"> <li>13.1.6. areas with special-status plants</li> <li>13.1.7. within 1/4 mile of deer/elk ridgetop and drainage movement corridors</li> <li>13.1.8. designated deer and elk winter range</li> <li>13.1.9. raptor nesting areas</li> <li>13.1.10. meadows</li> <li>13.1.11. areas well within unfragmented habitat</li> <li>13.1.12. seasonal black bear feeding area</li> <li>13.1.13. Even</li> <li>14. Limit development in above stated high quality habitat areas to 1 unit per 35 acres</li> <li>15. Limit development in moderate habitat quality areas to 1 unit per 7 acres maximum subject to other limitations in the plan.                             <ul style="list-style-type: none"> <li>15.1. South facing slopes</li> <li>15.2. Uneven-aged forests with snags and dead-down components</li> </ul> </li> <li>16. Limit development in low quality habitat to 1 dwelling per 5 acres subject to other constraints covered elsewhere in this Plan.                             <ul style="list-style-type: none"> <li>16.1. Even aged, young growth forests.</li> <li>16.2. South facing slopes</li> <li>16.3. Uneven-aged forests with snags and dead-down components</li> </ul> </li> <li>17. Encourage landowners to protect and restore riparian (streamside) vegetation by the following means:                             <ul style="list-style-type: none"> <li>17.1. conservation easements</li> <li>17.2. setback requirements</li> <li>17.3. incentives to protect and restore stream channels from grazing impacts</li> <li>17.4. review of proposed subdivision plans</li> <li>17.5. incentives to plant streamside willows, cottonwood, alder, and other riparian plants</li> </ul> </li> <li>18. Wetland Resources                             <ul style="list-style-type: none"> <li>18.1. Inventory and evaluate all important wetland</li> </ul> </li> </ul>					

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
		<p>resources in the area for their values for fish, wildlife and biodiversity for publication, education and information.</p> <p>18.2. Petition the Environmental Protection Agency to recognize and designate important wetland resources as unsuitable for filling or modification.</p> <p>18.3. Require all new subdivisions to provide an engineering report that identifies on-site wetlands and/or wetlands down gradient of the project that could be affected.</p> <p>18.4. Require all new subdivisions to submit wetlands mitigation plan for any development which would impact wetland resources.</p> <p>18.5. EMERGE will review all proposed subdivisions and other developments for potential wetland impacts, oppose developments which would result in a net loss of wetlands.</p> <p>18.6. Preserve stream boundaries and alignment through a process of site design and development that is responsive to natural conditions. Channelize or relocate water courses only when these are the only ways to alleviate existing hazards. When hazard reduction methods are needed, restore drainageways in a manner that emulates the form, vegetative appearance, and hydrologic functions that would occur under natural conditions and processes.</p> <p>18.7. Protect all unique wetland resources through acquisition of conservation easements or other forms of land trusts.</p> <p>Encourage and provide incentives to public and private landowners to restore and protect important wetland resources.</p>					

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
<b>Land Use/Community Character</b>	<ol style="list-style-type: none"> <li>1. Provide a guidance framework that sets the area's development expectations, and protect property values and quality of life.</li> <li>2. Protect environmentally, culturally or historically sensitive areas and designate future land uses consistent with the preservation of these areas.</li> <li>3. Address neighborhood concerns when land use policies are being made.</li> <li>4. Open Space shall be top priority as BLM lands are disbursed.</li> <li>5. New commercial uses shall be restricted to currently zoned commercial areas.</li> <li>6. That agencies, citizens and development interest cooperate.</li> <li>7. Foster local partnership projects.</li> <li>8. Commercial developments shall provide landscaped visual and sound buffers from residential areas.</li> <li>9. Maintain our status as unincorporated Clear Creek County.</li> <li>10. Neighborhood advisory committees should be established where communities want them.</li> <li>11. D-L-D's neighborhood advisory committee (D-L-D Association) is to be advised of matters presented to County Planning Commission, Board of Adjustment and BOCC which affect D-L-D area.</li> <li>12. High density housing doesn't fit with the rural character and quality of life in the D-L-D community. Recognizing the need for this type of housing in the county, we believe high density housing should be located near existing services within the various municipal boundaries.</li> </ol>	<ol style="list-style-type: none"> <li>1. Residential development should respect and maintain the unique mountain environment and rural atmosphere of the East Mt. Evans area.</li> <li>2. All developments should be compatible with the area's natural setting and overall rural character.</li> <li>3. The existing very low average density, single family residential character should continue to predominate.</li> <li>4. The amount of residential development should be kept in balance with the provision of appropriate and timely public services and quality of life.</li> <li>5. Property values will be more greatly enhanced by very low-density, environmentally and aesthetically sound development, than by higher density development</li> <li>6. To maintain the overall rural character of the East Mt. Evans area, housing densities should be as recommended in the following three categories: <ol style="list-style-type: none"> <li>6.1. Outside the Upper Bear Creek Sanitation District, created in 1980, the density for detached single family housing should range from 5 to 35 acres per dwelling unit, depending on the environmental conditions, compatibility with adjacent development, and quality of the site design.</li> <li>6.2. In areas where the Upper Bear Creek Sanitation District is expanded, the density for single family housing should range from 5 to 35 acres per dwelling unit, depending on existing zoning and platting, environmental conditions, compatibility with adjacent development and quality of site design.</li> <li>6.3. Inside the existing Upper Bear Creek Sanitation District, the density for detached single family housing on previously platted lots should range from 1 to 15 acres per dwelling unit, depending on environmental conditions, compatibility with adjacent</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1. Plan Cover Statement: "Stewardship for today and tomorrow" Our Quality of Life depends on our level of stewardship; effective stewardship rests upon good planning, effective controls, and-consistent and continuous evaluation.</li> <li>2. Mitigation of the Spillover Effects from Central City, specifically county support in an alternate site for construction of the Central City Water Diversion Project.</li> <li>3. Protection from overexploitation of the existing private lands by enactment and enforcement of strict zoning regulations. <ol style="list-style-type: none"> <li>3.1. Zoning laws should be strengthened and their integrity maintained. Strict enforcement will protect our area from damaging long-term abuse. Variance requests should be carefully scrutinized and limited (the exception, not the rule), especially with regard to size of parcel, setback requirements, degree of slope, sanitation and access requirements.</li> <li>3.2. Mining activity should be controlled and limited, and ultimately eliminated, either through direct county intervention or county support at the state or federal level.</li> </ol> </li> <li>4. New zoning of BLM lands must reflect a respect for local values and conditions; it should not be redundant nor degrading to surrounding areas. <ol style="list-style-type: none"> <li>4.1. Small [BLM] parcels should be sold to existing contiguous landowners as nondivisible additions to currently-owned parcels. It is recommended that the size of parcel be limited to a size equal to the area of any existing contiguous holdings,</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1. This master plan does not include a traditional land use plan with a recommended amount of development or density; rather, it is a guide to the County that provides steps to implement different levels of development, the infrastructure costs and transportation needs associated with that process, a hierarchy plan to guide development intensity in the Floyd Hill study area, as well as design guidelines that promote smart growth principles and maintenance of a traditional community form.</li> <li>2. The master plan instead provides the County with a guide for implementation of several different alternatives, including development requiring different transportation and utility scenarios.</li> <li>3. When evaluating potential future development, the most sustainable, fiscally sound, and efficient land use pattern is likely to be a balanced range of residential, community-based retail, motel, office, and industrial uses, organized in defined clusters and phased with the provision of adequate public services and amenities.</li> <li>4. Plan presents two conceptual alternatives with different levels of development: <ol style="list-style-type: none"> <li>4.1. <b>Baseline Condition:</b> Analyzes the approved unbuilt development plus potential development under the then existing zoning. <ol style="list-style-type: none"> <li>4.1.1. The Baseline Development Plan does not promote growth in specific areas as the Level and Level 2 Plans that follow the Hierarchy Plan of Activity Center, Transition, and Edge zones would.</li> </ol> </li> <li>4.2. <b>Level I Development.</b> Analyzes the amount of development that can be supported by the existing high school wastewater treatment plant, and includes a mix of office, retail and residential uses. <ol style="list-style-type: none"> <li>4.2.1. Development should be concentrated with higher density and intensity accommodations, commercial/retail, offices, and</li> </ol> </li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1. The general consensus of the residents in the area is that development of the area should be minimized.</li> <li>2. The natural condition of the area should be preserved to the maximum extent.</li> <li>3. The primary goal of Upper Bear Creek is to maintain the standard of living of the residents of the area.</li> <li>4. One of the dominant concerns of the Upper Bear Creek area is to not look like Evergreen in the future.</li> <li>5. Another of the concerns of Upper Bear Creek, is overpopulation through these massive subdivisions being built.</li> </ol>	<ol style="list-style-type: none"> <li>1. Vision Statement/Goal: Preserve, protect, and enhance the peaceful, safe, and beautiful environment of our neighborhood.</li> <li>2. The residents of York Gulch strongly desire to remain a low density, single. Family residential area. The County Commissioners are encouraged to continue the current M-1 zoning and the policy of only one residence per mining claim.</li> <li>3. Any commercial or industrial development other than what is currently allowed under M-1 zoning should be prohibited.</li> <li>4. Horne businesses are acceptable in the area provided they do not interfere with or alter the residential quality of the neighborhood.</li> <li>5. Part time residents are welcome in York Gulch.</li> <li>6. Should public lands in the area become privately owned in the future, they should be zoned for conservation easement (Natural Resource-Preservation/Conservation [NR-PC]) or MR-LT, allowing only one single family residence per ten acres.</li> <li>7. No multi-family housing units or commercial development should be allowed.</li> <li>8. A high priority is placed on visual resources, therefore, residents are encouraged to consider the aesthetic effect of their residence and property.</li> <li>9. Housing and construction should be sensitive to the natural environment in order to achieve balance between residential use and open space.</li> <li>10. Structures should blend with the environment and not infringe on the views or solar access of adjacent properties.</li> </ol>	

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
		<p>development and quality of site design.</p> <ol style="list-style-type: none"> <li>7. The East Mt. Evans area's rural character should be preserved.</li> <li>8. No housing development should occur in areas of critical wildlife habitat.</li> <li>9. Housing should be sited so that it is screened from view as much as possible.</li> <li>10. New housing should not obstruct important views or visually dominate the landscape.</li> <li>11. Housing densities should be based on environmental conditions and whether the development is inside or outside the Upper Bear Creek Sanitation District.</li> <li>12. Design guidelines will be developed and followed as a tool for development review.</li> <li>13. Common open space in residential areas should be encouraged, especially in higher density areas.</li> <li>14. New development must pay in full for any incremental (i.e. marginal) costs incurs. Such costs include: environmental impacts and losses of environmental amenities; increased costs of schooling, roads, utilities, and local services; incremental costs of water, forest, wildlife, natural resources, traffic, and wildfire management.</li> <li>15. The East Mt. Evans area should continue to be a place where natural settings are important and take precedence over development. Open areas and important view corridors should be preserved through quality site and building design.</li> <li>16. The Design Guidelines, yet to be developed, will contain recommendations that can foster quality site design. The Design Guidelines should be used in concert with the other recommendations in this plan.</li> <li>17. Lands within the district that are not yet platted must meet the Clear Creek County zoning regulations (sec. 5.B.6.a) subject to factors unique to a site including, but not limited to, wildfire and geologic hazards, wildlife habitats and corridors, water supply, soil erosion and sewage treatment.</li> <li>18. Slopes should be a constraint on development because, as slope increases, it has an effect on the</li> </ol>	<p>Further, it is recommended that the zoning of such [small] parcels be restricted limited to M-1 or MR-1 or NR-PC, for residential and/or recreational purposes only. Mining use (M-2) is not compatible with the residential character of the established community.</p> <ol style="list-style-type: none"> <li>4.2. Large parcels and other small parcels should be retained by the county under NR-PC zoning regulations as open space for wildlife and watershed management. An alternative to this suggestion would be to transfer such areas to another management agency, such as the Colorado Division of Wildlife for their management as wildlife habitat and watershed maintenance.</li> <li>5. Responsible, limited development of existing private lands as low-density residential areas. <ol style="list-style-type: none"> <li>5.1. We believe the highest and best use of the lands in the Fall River Area to be low-density, single-family residential development within and subordinate to its role as a watershed basin made up of open space and wildlife habitat.</li> </ol> </li> <li>6. Unpatented mining claims currently maintained within the area should be offered for sale to the holders of such claims with the following restrictions: Use is limited to residential or recreational (M-1, MR-1 or NR-PC). Mining uses should be strictly and forever prohibited because this use is incompatible with the residential and recreational nature of the area. Such uses degrade the quality of a residential area (and its value to the larger community) with air, noise, aesthetic and water</li> </ol>	<p>public institutions land uses in the Activity Center, lessening mixed use density in the transition, and lower density residential edge areas of the Hierarchy Plan</p> <ol style="list-style-type: none"> <li>4.2.2. The land uses in the Activity Center of Level 1 Development should include higher density residential such as medium scale townhomes and live-work units. Retail, restaurants and offices are also recommended for the Activity Center area. In the transition area, townhomes or clustered lot and patio style single family detached are recommended.</li> <li>4.2.3. Smaller public institutions, office and light industrial, small stores and parks and recreation are also recommended in the transition area. In the edge area, single family detached homes, public institutions, and open spaces are recommended. All land uses should be integrated and connected in a well-planned, compact development style.</li> <li>4.2.4. The Level 1 Development Plan begins to create the sense of place and "gateway" at the Activity Center of the Floyd Hill area.</li> <li>5. Implement an Overlay Zoning District or other planning mechanism for the Floyd Hill area that follows the design guidelines for any future development applications.</li> </ol>			

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
		<p>following items: (1) construction difficulties, visual impacts, access, runoff, wildfire, septic, water availability and depth to bedrock/rock outcropping that impact septic, well and home construction (See page 13 of the plan for more detail).</p> <p>19. Development which preserves and enhances the natural environment should be encouraged.</p> <p>20. Natural hazards must be recognized and considered in any development proposal.</p> <p>21. Development must mitigate natural hazards and in areas where the hazard to the specific development or local area is too great development should be avoided completely.</p> <p>22. The needs of all wildlife species should be considered with special efforts made to preserve and enhance critical habitats and movement corridors and decrease losses resulting from direct human/animal contacts.</p> <p>23. Water quality and quantity should be protected for both consumptive and instream uses.</p> <p>24. Additional study and recommendations regarding water quality and quantity, included methods of domestic water supply and sewage disposal should be undertaken. Development in the area and management of all natural resource components in the area should focus on ecosystem management and preservation and enhancement of biological diversity through multiple use management.</p> <p>25. Some of the specific site design concepts which should be followed in order to protect the visual quality of the community are:</p> <p>25.1. Development should be integrated, through its location and design, with the existing natural character, i.e., color, line, texture, and form, of the site.</p> <p>25.2. Site disturbances should be minimized where disturbances are unavoidable, the resulting landscape should be integrated with the natural landscape by</p>	<p>pollution rather than enhance the total environment and assessed value of any given area.</p>				

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
		<p>using similar vegetation, lines, colors, textures, and forms.</p> <p>25.3. .Maximum use should be made of a site's capacity to screen development from view. For areas with less than adequate landscape screening capacity, the visual diversity and landscape screening of the site should be enhanced.</p> <p>25.4. 4The visually attractive and high quality elements of a site's landscape should be maintained. The less attractive and lower quality portions of the site should be upgraded.</p> <p>25.5. Measures should be taken to insure architectural quality, especially when buildings are the visually dominant component of a landscape.</p> <p>25.6. The silhouette effect of structures on prominent ridges should not be allowed.</p> <p>25.7. All disturbed areas should be revegetated.</p> <p>25.8. Lighting which is obtrusive to surrounding areas should be avoided.</p> <p>26. To minimize the visual impact of mail boxes, they should be dispersed into small groups and integrated into aesthetically pleasing structures.</p>					
<b>Open Space, Trails and Recreation</b>	<ol style="list-style-type: none"> <li>1. Open Space shall be top priority as BLM lands are disbursed.</li> <li>2. Priorities for Open Space are:               <ol style="list-style-type: none"> <li>2.1. Water frontage (Clear Creek, Mill Creek, Silver Creek, trail Creek)</li> <li>2.2. Wildlife habitat</li> <li>2.3. Ridgetops, summits</li> <li>2.4. Historically significant sites</li> <li>2.5. Recreational trails (new and existing)</li> <li>2.6. Community parks (Lawson)</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1. The rural and open space character of the East Mt. Evans community is a tremendous asset that should be maintained. A network of public and private open space, trail corridors, and active and passive recreation areas should be developed.</li> <li>2. The existence of a large amount of undeveloped land within the East Mt. Evans area is integral to the overall character of this community.</li> <li>3. Within the area, all existing public open space should be preserved for recreational and/or wildlife use. Also, as much additional open space land as possible should be secured by public agencies before</li> </ol>	<ol style="list-style-type: none"> <li>1. Limited sales of former BLM Lands during the distribution process.</li> <li>2. Retention of most former BLM Lands as open space for protection and maintenance of the watershed.</li> </ol>	<ol style="list-style-type: none"> <li>1. Maintain current County standards of preserving dedicated open space.</li> </ol>	<ol style="list-style-type: none"> <li>1. GOAL 1. To develop and maintain a Recreation Master Plan for the area, considering the rights and responsibilities of individuals and entities affected, to include plans for sub-areas, all to be submitted for Planning Commission review. The intent of all plans will be to monitor and guide the current and future recreational use of the area in an environmentally sensitive manner in order to provide for the public health, safety and welfare.</li> <li>2. GOAL 2. To develop and maintain cooperative agreement for management of Goal Number 1.</li> <li>3. GOAL 3. To coordinate with at her Master Planning efforts.</li> </ol>	<ol style="list-style-type: none"> <li>1. The primary goal of the area, the preservation of the natural setting in public lands, is being accomplished currently.               <ol style="list-style-type: none"> <li>1.1. No further action is required. Some federal agencies are cutting back on their responsibilities because of the federal budget cuts.</li> <li>1.2. In the future some of the public land in the area may be put up for sale and available for development. The residents of Upper Bear Creek need to be aware of any plans to dispose of the public lands and adjust goals and policy accordingly.</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1. York .Gulch and Clear Creek County should retain as much open space .as possible.</li> <li>2. Existing public lands should remain public lands. The exception would be the sale of small tracts of public land which adjoin private property, which is-supported, provided it does not change the zoning .of either .property, or result in construction of more than one single family home per combined site.</li> <li>3. The-Forest Service should retain-its current land and resource designation, "dispersed recreation", for York Gulch and surrounding areas.</li> <li>4. It is the very strong belief in York Gulch that the former BLM</li> </ol>

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
		<p>it is developed. If public agencies decide to divest themselves of land held in the area, the county should step forward to purchase and preserve the lands for open space.</p> <ol style="list-style-type: none"> <li>4. There needs to be greater communication and cooperation among the entities involved in the management of open space lands to ensure that their goals and objectives are compatible, and that efficient use is made of natural scenic and historic resources. The public entities that should be involved include:               <ol style="list-style-type: none"> <li>4.1. U. S. Forest Service</li> <li>4.2. Colorado State Land Board</li> <li>4.3. Denver Mountain Parks System Clear Creek County</li> <li>4.4. Jefferson County</li> <li>4.5. Colorado Division of Wildlife Bureau of Land Management Colorado State Land Board</li> </ol> </li> <li>5. The preservation of open lands within the area will be necessary to keep it from merging with the growing Evergreen communities to the east.</li> <li>6. Private open space should be protected, and creation of conservation easements or similar protective programs should be encouraged for the following reasons:               <ol style="list-style-type: none"> <li>6.1. preserve a rural character;</li> <li>6.2. maintain visual and scenic quality;</li> <li>6.3. protect wildlife habitat;</li> <li>6.4. buffer existing and future development;</li> <li>6.5. provide open land or park experiences within future development;</li> <li>6.6. preserve a link to the community's cultural and historic ranching heritage;</li> <li>6.7. enhance property values.</li> </ol> </li> <li>7. There should be increased communication between the residents through EMERGE and the various government organizations responsible for public open space, parks and planning in the area.</li> <li>8. Coordinated efforts should aim for developing better access to, and linkages between public open spaces. This could be achieved through a variety of techniques including the use of easements or</li> </ol>			<ol style="list-style-type: none"> <li>4. The plan creates very specific open space and recreation policies for this subarea as whole and for three specific subareas as shown in pages 1-7.</li> <li>5. There is a very specific subarea boundary that needs to be mapped.</li> </ol>		<p>properties in this area should remain open space.</p> <ol style="list-style-type: none"> <li>5. Small parcels of BLM property which are adjacent to private property should be made available to the private property owner(s), maintaining current dwelling restrictions based on M-1 zoning.</li> </ol>

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
		<p>acquisition of additional open space.</p> <p>9. Better access to public lands should be developed when sensitive wildlife habitats, fragile terrain, and unique vegetation are not threatened.</p> <p>10. Private property owners of large undeveloped tracts of land should be encouraged by proper planning to preserve open space through a variety of conservation and preservation techniques.</p> <p>11. An improved trails network should be developed that provides additional trails for hiking, biking and equestrian use, and precludes motorized vehicles.</p> <p>12. Sites for other passive recreational activities, such as fishing along Bear Creek, should be identified and acquired.</p> <p>13. Active recreational sites such as multi-use athletic fields, and shooting ranges, should be developed. The development of all recreational facilities should be compatible with the natural mountain setting.</p> <p>14. A community park should be established as a center for community recreational activities.</p> <p>15. Landscapes that have special visual qualities and views that are frequently seen by many people should be preserved and maintained.</p> <p>16. Quality landscapes should be protected from unnecessary visual disruption by insuring that development makes maximum use of the natural screening capabilities of the landscapes.</p> <p>17. The significant visual resources that should be protected and enhanced include: meadows, ridges, hillsides, waterways, vistas, unique vegetation, historic structures, valleys, rock outcroppings, and Upper Bear Creek and Mt. Evans.</p> <p>18. Land uses that are compatible with these visual resources should be encouraged.</p> <p>19. When development is proposed in a visual resource area, the appropriate Design Guidelines should be followed to ensure the compatibility of man-made and natural environments.</p>					

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
		<p>20. In all cases, visual impacts of dominant structures, steep building sites, road grades and cuts, and predominant utility lines and poles should be minimized.</p> <p>21. There should be the development of an improved trails network that provides additional trails for hiking, biking and equestrian use, and precludes motorized vehicles. These trails should:</p> <ul style="list-style-type: none"> <li>21.1. vary in length, ascent and natural experiences;</li> <li>21.2. link areas of the community;</li> <li>21.3. traverse diverse landscapes;</li> <li>21.4. access views and vistas;</li> <li>21.5. intersect to allow the traveler a choice of paths to a destination; avoid areas containing endangered species or fragile environments</li> </ul> <p>22. Public land should be made more accessible provided that wildlife habitats and fragile natural environments can be protected.</p> <p>23. Trail corridors should utilize flood plains, public rights-of-way, existing and abandoned utility rights-of-way, leased private property, parks and public open space. They should be used to connect open space parcels. The trails map (to be completed) shows the major trail corridors, existing and proposed. These trails should serve pedestrians, equestrians and bicyclists. In addition, pedestrian and bicycle paths should be located along the three primary roadways in the area - Upper Bear Creek, Stagecoach, and Witter Gulch.</p> <p>24. Passive and active recreational areas should be acquired to diffuse the pressure for recreational opportunities as growth occurs.</p> <p>25. Protect and enhance open space and natural resources by designing recreational facilities and outdoor multi-use fields to be compatible with their mountain setting.</p> <p>26. Preservation of visual open space should be a priority because it is critical to the perception of the rural mountain environment and to the unique mountain area. The views and vistas in the East Mt. Evans area should be protected</p>					

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
		<p>and enhanced as development occurs. The significant visual resources identified in this section, and the recommendation for their preservation, should be carefully considered when development proposals are reviewed.</p> <p>27. The significant visual resources that should be protected include the following:</p> <p>27.1. All views of Mt. Evans and surrounding peaks.</p> <p>27.2. All views of Hicks Mountain.</p> <p>27.3. Meadows and waterways on Bear Creek, Yankee Creek, and Corral Creek.</p> <p>27.4. Open ridges and forested hillsides along major valleys.</p> <p>27.5. Special vistas, rock outcropping and unique vegetation and timbered areas.</p> <p>27.6.</p>					
<p><b>Transportation</b></p>	<p>1. Promote smooth, safe and efficient traffic flow in, through and around the D-L-D area for motor vehicles, pedestrians, bicycles and equestrians.</p> <p>1.1. The local street system shall be designed, maintained and improved especially to promote public safety and convenience.</p> <p>1.2. Keep the semi-rural atmosphere outside the I-70 corridor while ensuring quality maintenance for our roads and trails.</p> <p>1.3. Keep active communication with the BOCC on addressing Road and Bridge issues, such as paving, maintenance, road improvements, dust control, signage, etc.</p> <p>1.4. Promote local access to public transportation services presently going through our area for local travel as well as to the metro area and airports.</p> <p>1.5. Endorse that I-70 should be maintained within its current right-of-way.</p> <p>1.6. Promote cleanup of the I-70 corridor environment by the Colorado</p>	<p>1. EMERGE desires to continue its semi-rural atmosphere served by roads improved and maintained to high standards.</p> <p>2. Extension of blacktop roads should occur as development and density increase.</p> <p>3. The county should ease the burden of such road improvements with builder contributions.</p> <p>4. Transportation policy should include references and enhancements to foot, bicycle, and horse traffic as well as motorized vehicles.</p> <p>5. Establish committee within EMERGE to assist county in setting priorities on road maintenance and keep up active communication with county on road problems, planning, drainage, etc.</p> <p>6. Urge improvement of north-south access between this community and the larger part of Clear Creek County.</p> <p>7. Through work with the appropriate government entities EMERGE will strive to maintain ease of access maintaining the minimal traffic congestion now in existence while at the same time encouraging carpooling and public transportation at its periphery.</p>	<p>1. Fall River Road should be adequately and regularly maintained as to its surface condition. Ebert Hill should be paved and its safety enhanced at the earliest possible time.</p> <p>2. Law enforcement should be adequately provided, especially regarding speed controls, and particularly during heavy seasonal use of surrounding recreational areas during summer months and weekends.</p>	<p>1. Apply for a service annexation into RTD for the Floyd Hill area.</p> <p>2. Work with landowners and agencies to design and construct new egress and access roads.</p> <p>3. Maintain and enhance the existing emergency egress route at Pat Creek, south of the study area.</p> <p>4. Sign, maintain and enhance the secondary emergency vehicle egress route at Sawmill Court and provide an alternative route which meets or exceeds the quality of the existing route.</p> <p>5. Adopt a County standard for a maximum number of residential units that may be constructed off a single point of access.</p> <p>6. Work with CDOT to provide a westbound off-ramp at the mile marker #247 interchange.</p>		<p>1. The area's semi-rural atmosphere should continue to be served by roads improved and maintained to <b>high</b> standards.</p> <p>1.1. Extension of blacktop roads should occur as development and density increase.</p> <p>1.2. The county should ease the burden of such road improvements with builder contributions.</p> <p>1.3. Transportation policy should include references and enhancements to foot, bicycle, and horse traffic as well as motorized vehicles.</p> <p>1.4. Urge improvement of North - South access between this community and the larger part of Clear Creek County.</p> <p>1.5. Improvements should be made only when the community character can be maintained and the environmental impacts are acceptable.</p> <p>1.6. New development with the planning area should not be approved when the traffic generated would result in Level of Service F on existing road segments within the Evergreen area.</p>	<p>1. The Gilpin-Clear Creek Home and Landowners Association, Inc. ("GCCHLA") plans to continue to maintain the road system in its current state, providing improvements as needed for safe vehicular travel. Assistance from the county at the request of GCCHLA for maintenance is greatly appreciated.</p> <p>2. The continued involvement of the county in resolving disputes and misunderstandings about road right of way and access is encouraged and appreciated.</p> <p>3. The steep section of county road between Chinook and Saddle Drive is perhaps the most dangerous and troublesome section of road in York Gulch. A guard rail in this area is needed to prevent a serious accident.</p> <p>4. Improve the York Gulch Road and Fall River Road intersection by widening, reducing slopes, and improving visibility.</p> <p>5. The Special Use Permit with the Forest Service needs to be reviewed and updated periodically to insure that all necessary roads are included.</p>

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
	Department of Transportation	8. County standards for acceptance of roads should be strictly enforced.					
<b>Housing</b>	1. Support continued availability of all levels of housing, expecting future building to be well-planned, safe and sanitary (from mobile homes to high-end properties).	1. Housing opportunities should be provided for different lifestyles and levels of income in order to create community diversity.					
<b>Cultural/Historical and Community Quality</b>	<ol style="list-style-type: none"> <li>1. Promote the establishment of a community core area in the DLD area.</li> <li>2. Preserve and maintain all historically significant sites, i.e., Dumont School house, Mill City House, cemetery, Colorado Cabin, grave near the Post Office, Mill Creek arastra.</li> <li>3. Keep the Post Office in Dumont.</li> <li>4. Pursue a historical/cultural resource inventory of D-L-D area.</li> <li>5. Foster the development of written history for our area, through the Mill Creek Valley Historical Society and other appropriate agencies and institutions.</li> </ol>	<ol style="list-style-type: none"> <li>1. Historic resources provide links to the past, enriching the area's character. The destruction of tan important historic site is an irreversible loss. Because of their social and economic values, preservation of important historic sites should be a priority of the East Mt. Evans area residents.                             <ol style="list-style-type: none"> <li>1.1. Allow land uses which preserve and maintain historic resources or, as necessary, relocate them to suitable sites for preservation: Development in the East Mt. Evans area should integrate historically significant structures or sites into site design and development plans.</li> </ol> </li> <li>2. The East Mt. Evans area should develop additional recreational and entertainment resources that contribute to the area's healthy lifestyle and sense of community.                             <ol style="list-style-type: none"> <li>2.1. Develop community resources and programs which allow and encourage strong community spirit.</li> </ol> </li> <li>3. An updated inventory of the area's historic and archaeological resources will be completed. This inventory should then be assessed to determine what structures or sites are important to preserve.</li> <li>4. Development should integrate historically significant structures or sites into site design and development plans.</li> <li>5. Community resources and programs which encourage strong community spirit should be proposed. These might include: Welcome Wagon, East Mt. Evans area, "Clean Up the Neighborhood" days, a Neighborhood Watch program, etc.</li> <li>6. Preserve the historic locations in the area.</li> </ol>	The plan's survey showed moderate interest in historic preservation.				

Common Thread	D-L-D	East Mount Evans	Fall River	Floyd Hill	Georgetown Lake/Saxon Mountain Area	Upper Bear Creek	York Gulch
		<ul style="list-style-type: none"> <li>7. Conduct oral interviews with longtime residents to learn more about the area's history.</li> <li>8. Conduct formal inventory of historic sites in the area and make it available to residents and interested persons.</li> <li>9. Provide public education programs to increase awareness of local history and historic sites. This could be done through local schools, libraries, brochures, historic markers, and perhaps the Outdoor Education Laboratory.</li> </ul>					
<b>Hazards</b>	A policy for mitigating wildfire hazard is found for the regional commercial center at the I-70/Hwy 40 exchange.	Detailed policies on hazards that will overlap the in progress hazard mitigation plan. The hazard plan team may want to review policies on pages 29-36.	Wildfire, flood hazard is discussed in the plan	Implement a forest management plan specific to Floyd Hill to address wildfire potential, including fuel reduction and defensible space regulations. See that the forest management recommendations in the Clear Creek County Community Wildfire Protection Plan be implemented.		<ul style="list-style-type: none"> <li>1. Protect life and property from the effects of hazardous events.                             <ul style="list-style-type: none"> <li>1.1. Section 7.4 of the Plan contains detailed policies on geologic, floodplain, radiation, methane and wildfire hazards. These policies are universal for the county as a whole and should be incorporated into the hazard mitigation plan element of the new CCC plan. Please refer to pages 29-32 of the plan.</li> </ul> </li> </ul>	Forest fires, safety and prevention are discussed in the plan.
<b>Community Assets</b>		<ul style="list-style-type: none"> <li>1. Independent minded, self-sufficient mountain people</li> <li>2. Strong community identity</li> <li>3. Volunteerism</li> <li>4. Magnificent natural setting</li> <li>5. Good retirement setting</li> <li>6. Well-educated population</li> <li>7. Positive view toward support for community needs</li> <li>8. Strong community spirit</li> <li>9. Relatively low crime rates/drug abuse</li> <li>10. Clean air</li> <li>11. Community support for schools</li> <li>12. Good water quality</li> </ul>					
<b>Challenges</b>		<ul style="list-style-type: none"> <li>1. Housing</li> <li>2. Open space and recreation</li> <li>3. Visual resources</li> <li>4. Schools</li> <li>5. Design guidelines</li> <li>6. Historic preservation Community quality Water quality</li> </ul>					

Highlighted Text = Current Goals; all other text not highlighted are policies of the current subarea plans.