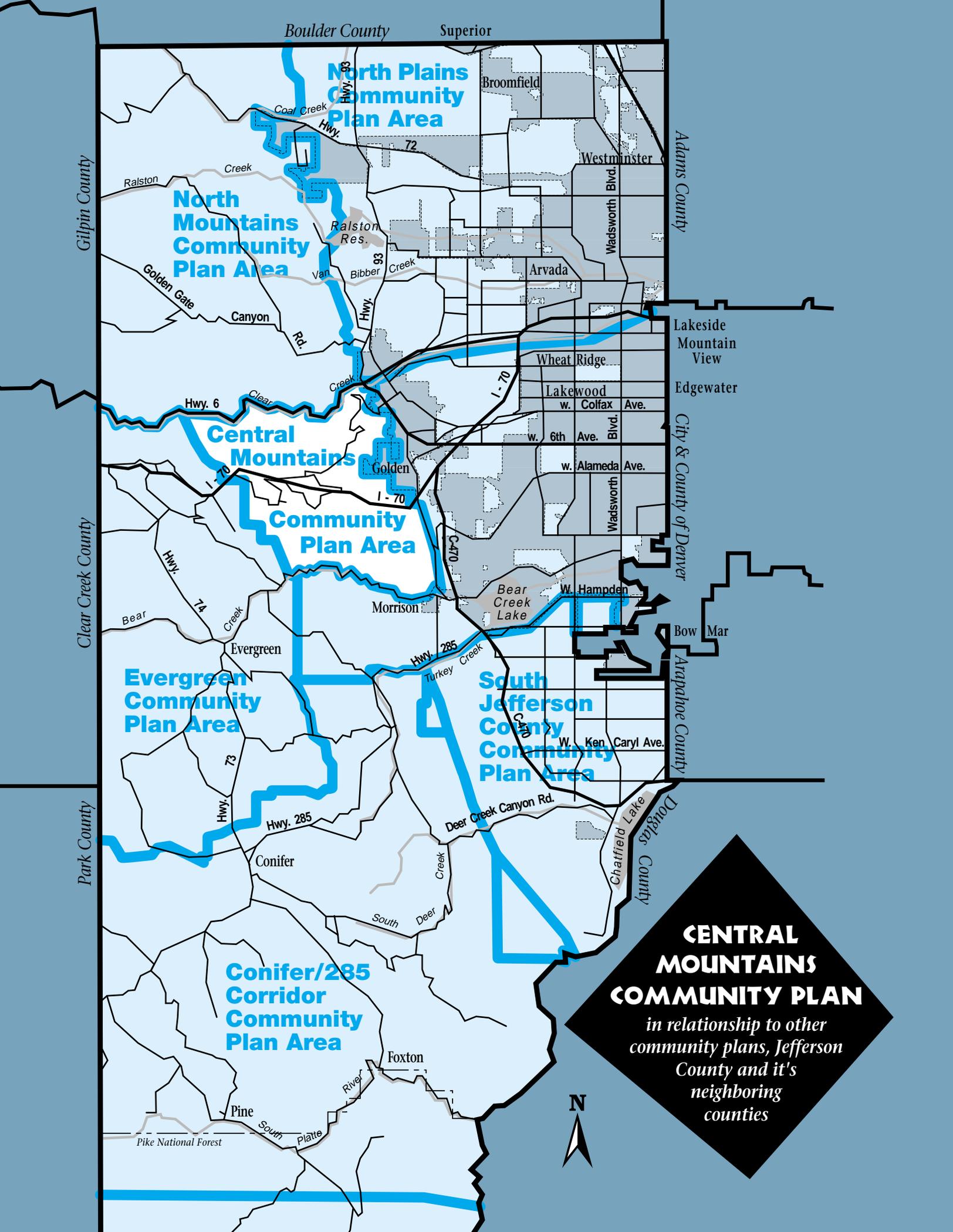


**THE  
CENTRAL MOUNTAINS  
COMMUNITY PLAN**

JEFFERSON COUNTY, COLORADO, PLANNING AND ZONING DEPARTMENT



**North Plains Community Plan Area**

**North Mountains Community Plan Area**

**Central Mountains Community Plan Area**

**Evergreen Community Plan Area**

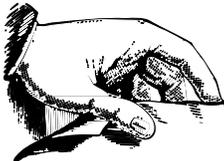
**South Jefferson County Community Plan Area**

**Conifer/285 Corridor Community Plan Area**

**CENTRAL MOUNTAINS COMMUNITY PLAN**

*in relationship to other community plans, Jefferson County and it's neighboring counties*

# THE CENTRAL MOUNTAINS COMMUNITY PLAN



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## ACKNOWLEDGEMENTS

Beginning in June 1989, the Community Advisory Group and Jefferson County Planning Department project team began the planning process to draft the Central Mountains Community Plan to serve as a guide for future development.

Members of the project team included Julie Woods, Project Manager, and Jonathan Moore, Staff Advocate. Doyle Harrison was responsible for the document production. Special appreciation goes to Phyllis Scheneman, Project Secretary and to Jo Blakey and Lisa Vernon for their excellent secretarial support.

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Public agencies, commissions and organizations were asked to provide information from the inception through final Plan review prior to the Planning Commission Public Hearings. The cooperation of these organizations was an important aspect of the Central Mountains planning effort. They included:

Colorado State Forest Service  
Jefferson County Historical Commission  
Colorado Division of Water Resources  
Colorado Division of Wildlife  
Jefferson County Sheriff's Department  
Jefferson Soil Conservation District  
Denver Regional Council of Governments  
Public Service Company of Colorado  
Denver Water Board

Denver Department of Parks and Recreation

Genesee Foundation

Newspaper coverage by The Golden Transcript, The Canyon Courier, and The Denver Post provided information to community residents and other interested parties throughout the planning process. The project was aided by the cooperation of the Mount Vernon Country Club, the Idledale Community Church and the Genesee Foundation, all of which provided public meeting locations.

The Plan benefitted from the participation of the many concerned residents of the Central Mountains area who completed questionnaires, wrote letters and testified at public hearings and took time to attend the Community Advisory Group meetings, public meetings and hearings. ♦



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Richard Turner, Director

December, 1994



Geology, and human history since 1859, have combined to place control over the first impression of millions of Colorado visitors in the hands of the three Jefferson County Commissioners. Tourism is Colorado's largest industry. As a result, the three Commissioners have responsibilities unlike other local governmental officials in the United States.

Most tourists, as well as most residents of the state, encounter the Colorado mountains in Jefferson County, between the upslope approaches to the Hogback and the western boundary of the County. It is fair to say the impact of this area is one of the most crucial large scale planning decisions in the State of Colorado.

Although the prairie portions of Jefferson County can be the subject of ordinary planning procedures, the mountain portions of the County must be approached with the desire to enhance what nature has provided, if possible; if not, the least the Commissioners can permit is to avoid harming an irreplaceable asset.

Due to the alignment of Interstate 70, the Central Mountains Community Plan becomes the heart of the Jefferson County mountain planning process.

*The preceding letter received at the County is illustrative of the feelings of residents within the Central Mountains Community Plan area.*

***In memory of Len Mogno,  
Director of the Jefferson County  
Planning and Zoning Department  
and Ernest Pearson, Community  
Advisory Group member.***

# INTRODUCTION

## CENTRAL MOUNTAINS HISTORY

*The history of the Central Mountain community with its three canyons - Mt. Vernon, Bear Creek and Clear Creek - is rich with memories of Colorado's early mining days. That these canyons are the "Gateways to the Rockies" is a statement just as true today as it was in 1859 when miners began hauling their equipment up the old Ute Indian trails to the gold mining near Idaho Springs, Central City, Leadville and Breckenridge.*



Photo courtesy of Denver Public Library, Western History Department.

So it was that when Dr. Joseph Casto, an Ohio minister who arrived in Colorado in 1859, saw the possibility for making his fortune not by mining (which he tried), but by building a road up what would later be called Mt. Vernon Canyon. Dr. Casto received that year a charter to build the Denver Auraria and Colorado Wagon Road, a crude road that started in nearby Denver, going west into his newly platted town of Mt. Vernon, and continuing on up the canyon to Bergen's Ranch (at Bergen Park), then going south to present-day Conifer and on to the South Park area.

At this same time period in Jefferson County's history, a number of other wagon or toll roads were being built through the canyons, including Mr. W. A. H. Loveland's wagon road up Clear Creek Canyon to the "Gilpin Diggin's". This latter road, however, was so narrow and rough that it was soon abandoned. It later became the road bed for the narrow gauge railroad that connected the Central City and Idaho Springs mines with the major railways around Denver. So, although Dr. Casto's toll road, which followed the creek up the canyon, was the main

artery, it was soon to be joined, crossed and even used by other historic wagon roads going to the gold mines. Old maps and records show companies such as the Denver City, Mt. Vernon and Gregory Toll Road, the Georgetown Stage Road, the Apex-Gregory Wagon Road, the Genesee Wagon Road, Leadville Free Road, the Chimney Gulch Road, St. Vrain, Golden City and Colorado Wagon Road, and the Morrison to Evergreen Toll Road, all connecting at some point with the Mt. Vernon Toll Road.

The little town of Mt. Vernon was also conceived and promoted by Dr. Casto and, in 1859, the *Rocky Mountain News* contained an article describing the new village, its strategic location and announcing that lots were free for the asking! Nestled between the foothills and the hogback at the entrance to the canyon, it appeared to be the perfect site for a thriving city. Governor Robert Steele, the first Governor of the Territory of Jefferson, Colorado's first provisional government, built a house there before his family came west from Ohio. The George Morrison family built a sturdy rock building as a toll station and hotel. An

early plat map shows the town designed in a rectangular grid of approximately 3,600 very small lots! During the time it existed as a viable place to live, Mt. Vernon had a school, church, Morrison's stage and hotel building, and numerous homes.

But even the strategic location at the foot of the canyon couldn't help the town's decline. A decrease in mining operations as the Civil War took away the miners, competition from the Clear Creek railroad Mr. Loveland and associates completed in 1872, other tollroads, and the growing city of Golden were all events that prevented Dr. Casto's dream from being fulfilled. Perhaps the first realization that he might have difficulties came as early as 1860 when Governor Steele's home burned and the family moved to Apex, a small community several miles to the north. There, Governor Steele built another home and, with business associates, constructed the Apex-Gregory Toll Road. Hikers going on the Apex Trail today can still see traces of the old cribbing for this road, which for the short time it was in use, went up Apex Gulch (near Heritage Square), along the crest of Lookout Mountain, and down the canyon to join Dr. Casto's toll road.

By 1870, Mt. Vernon was mostly abandoned, although the post office and stage coach station continued to be operated for some years by William Matthews. Through the years, Mr. and Mrs. Matthews expanded the Morrison's building, making it a comfortable home for their family, and today the old rock house is still standing, tucked down in the canyon in I-70's permanent shadow. Near the Matthews house on a grassy plot, stands a small historical marker noting Governor Steele's original home site. And the old Mt. Vernon road, if one knows where to look, can be seen in small sections down along the creek or meandering through the pine trees all the way to Floyd Hill. Only one section remains used and intact today in the Mt. Vernon Canyon, and that is Rockland Road.

The ensuing years brought changes to the canyons as ranchers and farmers settled the land. They supplied the mining towns with their products - potatoes, oats, and beef. There was some mining along the hogback, in Idledale, and even some on Lookout Mountain and around Genesee. And, because there were numerous sawmills in the area, most of the trees on the hills and mountainsides had been cut down - a sight difficult to imagine today!

As the early settlers homesteaded the Central Mountain area, schools and churches were needed, and by 1873, a one room frame school house was built in the canyon beside the old road approximately where the present day buffalo enclosures are located. Church services were held there because it was too far to attend the one in Mt. Vernon town. By 1879, however, the Rockland Church, then called the Mt. Zion Church of the Rocky Mountain Mission, was built on the Mt. Vernon Road. During the years the church was being used, it was not only the center for religious services, but the place for all of the community and social gatherings. Today that church still stands along the old road, now Rockland Road, near the cemetery where a number of the early settlers were buried.

It is difficult to imagine how these canyons and mountainsides must have looked in the 1800s (before I-70 and U.S. 40 and all

the present day homesites) with just the old dirt Mt. Vernon Road winding along the bottom of the canyon beside the ever-flooding creek. Going into Denver for supplies with a horse and wagon meant an overnight stay in Golden, getting into the city the next day with another overnight stay at a hotel before heading back...a four day trip! By 1880, the old Mt. Vernon road crisscrossed over twenty small bridges - the road flooded with every rain and made traveling very difficult. So, in response to pressure from the ranchers, in 1880 Jefferson County bought the old toll road for \$700 and declared it a public highway.

No history of the canyons would be complete without mention of some of the early families, such as the Frank and Abraham Hartzells, who in 1874, homesteaded in the valley just below Paradise Hills; the John Colloms built a home on 80 acres (near the entrance to Riva Chase); the H. W. Chiles and A. L. Hess families. Other early settlers include the members of the Thiede family, who in the 1870s first settled along a stream in the valley between the Rilliet Cattle Company ranch and Cody Park, but later bought land up Shingle Creek.

The Brauns have been ranching in the Grapevine/Idledale valley since 1908, and the Craig family homesteaded the land where the Girl Scout Camp is now located on Genesee Mountain. Near Mt. Vernon Country Club, the Samuel Warrens settled on land that extended from near the buffalo enclosure down toward Clear Creek. Today, traces of their first home can be seen near the Beaver Brook Trail.

Of all the early settlers, two remain as the most colorful - John Patrick and Mrs. Louise C. Gifford. Mr. Patrick and family came to this valley in 1860, acquired 800 acres, and received a charter for the Genesee Toll Road, a route for travelers going up Mt. Vernon Canyon and on to the gold mines near Idaho Springs and Central City. The family home and station is used today as the caretaker's house near Denver's elk preserve just west of Genesee Park. Back then, the Patricks were in the local news numerous times because of family murders and court disputes. But the most infamous local resident was Mrs. Gifford, who for nearly twenty years, ran a horse rustling operation from her ranch, until she was sent to jail. So the story goes, the Giffords bought the New York Ranch, a stage coach stop on the old Mt. Vernon Toll Road in the late 1860s. The ranch house and extensive buildings were, at that time, in the valley between Paradise Hills and Sawmill Gulch. It was at the New York Ranch that the Chimney Gulch and Apex roads, which had already joined together on the crest of Lookout Mountain (on what is now Lookout Mountain Road), met the canyon toll road. Georgina Brown, in her book "The Shining Mountains", relates that at this point also, the Leadville Free Road began, making a gentle climb up the southeast side of Genesee Mountain, going around the back side and over to Cold Spring Gulch and on to Bergen Park. Parts of these old roadbeds can still be seen today. This latter road, also called the New York Road, does not however appear on any of the older reference maps available.

Descendants of some of the early families who settled in the canyons in the late 1800s are still living in the area, such as members of the Thiede family in the Grapevine/Shingle Gulch area. The Ralstons, prominent in the community today, are

descendants of Captain and Mrs. Lucian Ralston who arrived in 1879, coming from Kentucky where Captain Ralston had been a teacher at Centre College in Danville. After first settling in Cody Park to raise potatoes, the Ralston family moved to the western slope, then to land just south of the Patrick place. Eventually, Captain Ralston bought a ranch in Mt. Vernon Canyon beside the old road. There, in 1920, the Captain's son, Lucian M. built the Pioneer Store, a welcome stop for the travelers coming up the canyon road in their motor cars. In the back of the store was a community hall for social gatherings and Grange meetings. It can be said that this hall and the Ralston family were at the center of canyon social and civic life in those days. When U.S. 40 was built, the Ralstons built another Pioneer Store up beside the new highway. Until recently, that building survived as a company selling log homes. Their old home and store below, however, were destroyed when I-70 was constructed.

The old Mt. Vernon Road, unpaved all its life, followed the creek up the canyon and endured the constant washing out as the spring rains flooded it. It became a county free road, then a state road known as the Lincoln Highway; after World War I it was called the Victory Highway. In about 1926, it was numbered 40 - a transcontinental highway between New York and California. Demands for a better road became apparent as automobiles were designed for faster speed, and in 1937, U.S. 40 was constructed higher up the canyon walls away from the flooding creek.

Sometime in the late 1800s, the Morrison to Evergreen Toll Road was built along Bear Creek with the toll station at the community of Morrison. While old road maps indicate this road, now Highway 74, was originally no more than a rough trail for many years, by 1911 it was improved and numbered Highway 27. The Denver Motor Club, formed in the early days of the automobile, had a popular restaurant and dance hall beside Bear Creek on Highway 27. These two canyon roads, primitive as they must have been, were fair weather challenges for those fortunate enough to own motor cars. Because the beautiful hills to the west of Denver became more accessible, by the early 1900s promoters saw the potential for building summer homes in and around the Central Mountains area. In 1906, Mr. John Starbuck purchased land along Bear Creek and north along Sawmill Gulch where he platted a community which he named after himself. Sometime around 1938, the townspeople changed the name to Idledale.

An Englishman, Rees C. Vidler, and his associates set up the Lookout Mountain Park Company to develop the top of Lookout Mountain. Mr. Vidler, however, was not the first developer to try to cash in on Lookout Mountain's potential. A few years previous, several local residents had tried and failed to promote homesites with views. To get the prospective buyers up to the park, Mr. Vidler built a funicular up the mountain in 1910,

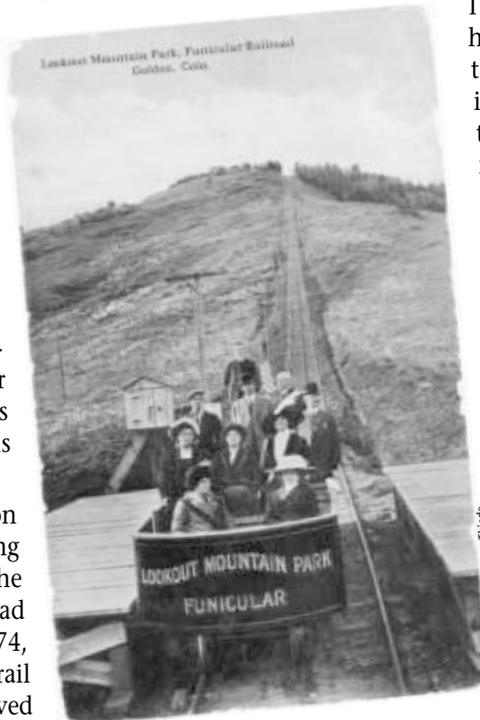
ending handily, very near his real estate office. Wonderful plans were made for hotels, parks, and lakes, and, though some summer homes and a dance hall were built, most of Mr. Vidler's dreams failed to come true. At that time, three roads led up to Lookout: Mt. Vernon Road, the old Apex Road, and Chimney Gulch Road (a steep and winding road built in 1872 that started in Golden). But even those and the Lariat Trail completed in 1913, could not help Mr. Vidler complete his scheme for a beautiful mountain resort.

Across the way on Mt. Morrison, John Brisbane Walker, owner of the Garden of the Titans (Red Rocks Park) and what is now Mt. Falcon, built a funicular up to the summit of Mt. Morrison in about 1908. Short lived as both funiculars were, they were very popular with people living in the city below who came up to picnic and to enjoy the views.

The land around Cody Park contained some homesteads for small farms, some dating from the 1860s. In the 1920s, the area was platted into small lots for summer residents. Many of those homes have been renovated and are lived in today. The area now known as Mt. Vernon Country Club Estates was also developed in 1922 as a country club, golf course and summer home sites for Denverites willing to make the trip up the old canyon road. During the depression, the club house was seldom used; it actually closed during World War II. By 1948, however, the new U.S. 40 and increased prosperity caused an interest in mountain properties, and gradually families began winterizing the summer cottages for year-round living. The club house was renovated and reopened about that time, and some years later, the addition and swimming pool were added. Homeowners living on the back side of the club area are able to enjoy the beautiful Clear Creek Canyon to the north. Within this canyon, the Beaver Brook Trail, laid out

in 1919 by the Colorado Mountain Club, wanders for seven miles through a spectacular variety of scenery: deep valleys, woodlands, a water fall, and through high meadows overlooking Clear Creek. Near the trail is an old Indian cave in which artifacts were found many years ago. Clear Creek Canyon is unique in that it has escaped development.

It took the City of Denver to open up the mountains when, in 1912, it began the appropriation of land in the Mt. Vernon Canyon and Evergreen areas for their Denver Mountain Parks. By 1913, Lariat Trail Road was completed from Golden, up Mt. Zion, across Windy Saddle and over to the new Lookout Mountain Park, later expanded to include the grave site of William F. Cody ("Buffalo Bill"). This road was part of a grand park system for Denver, with early designs by the famous landscape architect, Frederick Law Olmsted, Jr. Originally the Lariat Trail was to connect all the parks within the system, including the ones in Evergreen and Echo Lake, with both ends leading into Denver as beautiful tree-lined boulevards.



Postcard courtesy of Stan Theide

Within the Central Mountain area, Colorow Point, Genesee Park's 2400 acres, Red Rocks Park, as well as the Katherine Craig Park, Little Park, and Lookout Mountain Park (Buffalo Bill's Grave) were purchased for the Denver Mountain Park system. Today, all of these parks, including the Lariat Trail and the Bear Creek Scenic Drive, are listed in the National Register of Historic Places. The Denver Mountain Parks, Jefferson County's Open Space parks, and the land under the protection of the Clear Creek Land Conservancy make living in this Central Mountain community a unique privilege.

In 1915, the Charles Boettcher family bought acreage on Lookout Mountain for their rustic style summer mansion, Lorraine Lodge. Situated on Colorow Peak in the days before the communication towers, this summer home had a beautiful view of the city and plains below. Given to the County in 1968, this mansion today is the Jefferson County Nature and Boettcher Mansion. When Buffalo Bill was buried on Lookout Mountain in 1917, over 20,000 people climbed the mountain or drove up Lariat Trail to attend the services. This arrangement to locate the grave there had been worked out with the family and the Denver mayor. Cody, Wyoming, Buffalo Bill's Wyoming home, was never pleased with the arrangement, and in 1948, the Cody American Legion offered \$10,000 for the return of the body. As the casket was encased in concrete, that would have been a difficult job! Nothing came of this real or imagined threat, and today the grave site continues to be one of the most visited tourist sites in Colorado.

Another unique place above the canyon walls is the 900 acres owned by the Missionary Sisters of the Sacred Heart of Jesus who, in 1915, selected the site as a summer camp for girls from their Denver orphanage. Although no longer used for that purpose, the Mother Cabrini shrine, so named after Saint Frances Xavier Cabrini, serves as a spiritual experience to the many tourists who wind their way up the road to the top, and for those who climb the 373 steps that lead to a 22 foot statue of Jesus Christ.

In 1917, the Genesee Ski Club was organized by a group of Denverites who then cleared away trees on the north side of Genesee Mountain for a ski run and jump. The University of Denver also used the jump until the early 1950's, although the lack of snow was always a problem. While there may have been a lack of snow, there was never a lack of skiers and onlookers, as shown by early 1920s photographs of traffic jams in the bottom of the valley. In spite of the not-so-good roads, people were determined to come to the mountains.

By the late 1920s and early 1930s, it was difficult for the farmers and ranchers to make a living in the canyons and to drive out to work elsewhere. Norm Ralston who has lived in this area all his life recalls that a trip into Denver and back in a Model T took up most of the day! Time consuming, but shorter than the four day trip by horse and wagon! One local industry was successful, however: fur farming. In fact, this area became one of the few places in the country where fox pelts could be obtained. Members of the Ralston family had fox farms on their properties, and there was a very successful ranch where the Genesee Town Centre now stands, as well as one in the Mount Vernon Club area near the "red barn", and one at the present day Arapahoe

East ski area. As fox went out of fashion, mink and later chinchilla were raised. Competition from the foreign markets and development of inexpensive synthetic furs finally put an end to the industry.

Not only was the narrow gauge railroad in Clear Creek Canyon a quick way west, it served in the 1800s and early 1900s as one of the two ways to and from the very popular Beaver Brook dance pavilion built on the hillside above Clear Creek. The old railroad operated until 1941 when it was abandoned and the rails taken up. A few years later, after World War II, construction began on Highway 6 from Golden through the canyon. This two-lane road follows the creek along the canyon bed and is traveled and enjoyed by thousands of tourists and residents. The rugged beauty of this canyon makes it a unique asset in the Central and North Mountains communities.

The change from mountain rural to mountain suburbs came gradually during the 1950s as several developers bought land on Lookout Mountain, negotiated water rights with Golden and subdivided the land. Now the timing seemed to be right for growth throughout the Central Mountains Area. In the mid-1950s, a huge amusement complex was planned in the area that used to be the old town of Apex, near the mouth of the gulch. Although Heritage Square is there now, originally the place was to be the "Magic Mountain", a grand, Disney-like park. Because it was known that Indian remains had been found there, in 1959 a team of archaeologists from Harvard University excavated eighteen feet down to remove the artifacts before construction of the original amusement park. This area had been known locally as far back as 1925 when an Indian burial site (Woodland period 1,000 A.D.) had been exposed and looted. Excavations by the Harvard archaeologists revealed that early man had lived in that area since long before 3,500 B.C., and that subsequent Indians had lived there off and on until the arrival of the white man.

The canyon roads were now becoming the way to the new ski resorts, Denver was spreading westward, making it easier for people to live in the mountains and work in the city. U.S. 40 was still the only road and it could become crowded and backed up on weekends as people from the city came to the mountains to ski, and to picnic and hike in the Denver Mountain Parks. Plans were made for constructing the new I-70 ... a highway that would change the contour of the valley and almost completely bury the old Mt. Vernon Road along the creek bed.

Communication towers began appearing on Lookout Mountain before the County had any regulations in place to control their spread. Mr. Vidler's old real estate office was converted into an Indian Trading Post and restaurant where Sioux and Santa Clara Indians sold their handicrafts. It was a popular stop for the hundreds of people visiting Buffalo Bill's grave site nearby.

By 1954, there had been an elementary school in the canyon for more than 80 years; first the one room school house which stood near the old Mt. Vernon Road from 1873 until 1939, and then the brick building at U.S. 40 and Lookout Mountain Road which now serves as the Genesee Grange. Because more families were moving to the foothills, the Ralston elementary school was built at its present site near the Mt. Vernon Country Club property.

By 1960, the old church beside the Mt. Vernon (now Rockland) road, was closed down and a new Rockland Memorial Community church was built at its present location. Today the original 1879 church, an historic landmark, and its adjoining cemetery are lovingly cared for by members of the newer congregation.

In the early 1970s, Jefferson County began acquiring open space parks. This program was initiated by citizens and approved by the County Commissioners. To date, the open space parks within the Central Mountain community are: Windy Saddle park, the Boettcher Mansion (in the former Boettcher Lorraine Lodge property), the Ramstetter property on Mt. Zion, Lair 'o the Bear west of Idledale, Bear Creek park, a new acquisition, and the Matthews-Winters land which includes part of the old Mt. Vernon town. In addition, sections of Apex and Hogback parks are within the community's area. The Matthews-Winters open space is situated on both sides of I-70 at the entrance to Mt. Vernon Canyon and designates the beginning of the scenic corridor.

The section of Hogback Park south of I-70 is the site of the famous dinosaur ridge found in 1877 by Arthur Lakes, a School of Mines professor. The bones he and an associate found that year came from the late Jurassic period of about 150 million years ago when this area was a swampy lowland. Professor Lakes shipped his complete discovery, tons of bones, off to Yale Peabody Museum where they received nationwide recognition. Recently, some of the bones were returned to the museum in Morrison so that facsimiles could be made for display. The nonprofit Friends of Dinosaur Ridge has established a natural history trail system along the hogback, and to date has installed informative signs for a self-guided tour along the ridge.

Clear Creek Land Conservancy (CCLC) was formed in 1986 as a non-profit community-supported organization to assist land-owners and public agencies in protecting the mountain portion of the Clear Creek Basin. Through land acquisitions, conservation easements, and education, CCLC helps to preserve public open space, scenic vistas, wildlife habitat, trails, and provides educational opportunities as well as encourages development compatible with these resources. To date, prime properties on the Beaver Brook Trail and in the Clear Creek Gorge have been preserved through CCLC's work.

In all the Central Mountains Community Plan area, Genesee is the only "planned" community. Its 2,000 acres was originally comprised of 50 different parcels of land; some ranches of 500 acres, some very small plots. The developers spent 10 years putting the package together, starting in 1964, with construction beginning in 1974-75. It was their idea that it was better to have an overall land use plan for the entire area, planning from the beginning the density, open space, and appropriateness of the individual site. At build out, the community will have 855 home sites.

In preparation for I-70, in the early 1970s a large cut was made through the hogback and sections of the canyon walls were blasted to make room for the freeway lanes. Now one can see that the hogback consists of sedimentary rock laid down in shallow seas and lakes 100 to 160 million years ago. It was the uplift of the front range which occurred over a period of some 20

million years that gave these formations their tilt. The more westerly strata is the Morrison formation, famous for its dinosaur remains, while the easterly rock which forms the crest of the hogback is the Dakota group of sandstones and coaly beds. Today, paths along the highway cut are available to view the geology, and the strata are identified with signs. Just to the west, the red sandstones of the Fountain Formation and the Lyons sandstone are exposed in Red Rocks park. Further up the canyons, the current rounded hills such as Lookout Mountain and Genesee are the eroded remains of the igneous and metamorphic deposits made when the front range uplifted.

As the new highway was being constructed, officials held a design competition for the Genesee Park bridge to be built at exit 254. The winning design is a bridge that perfectly frames the first panoramic view of the continental divide for the westbound motorists. Also, at this time, U.S. 40 was recontoured in places so that it would follow the new interstate below, and be an access road. With the construction of I-70, the little Mount Vernon Creek and the old road at the bottom of the canyon were mostly covered over. Several homes were removed, and the contour of the valley was changed drastically. Would the early miners and settlers even recognize the canyon now?

One could almost divide the Central Mountains area into three broad time periods: the early years when miners traveled the wagon roads on their way to gold and silver mines and the land was being homesteaded; the opening up of mountain lands for recreation and summer living because of the automobile and acquisition of the Denver Mountain parks; and as Jefferson County grew, and traveling became easier, the change from rural mountain living to the present day mountain suburban lifestyle. Perhaps the change could best be illustrated by remembering that it used to take a family four days to get into Denver for supplies...and now it is a quick 20 minute trip.

This Central Mountains Community Plan looks to the future of the three canyons: Clear Creek, Mt. Vernon and Bear Creek. The goals, policies, and solutions in the Plan address the need for a careful balance between growth and preservation of the natural characteristics of the mountain environment and the quality of life for all residents.

Following are documents and people who have been most helpful in supplying information and sharing memories about the Central Mountains:

- ◆ Georgina Brown, author of "The Shining Mountain"
- ◆ Norman Ralston, history
- ◆ Stanley Thiede, history and photographs
- ◆ Glenn R. Scott, maps
- ◆ Francis Rizzari, history and photographs
- ◆ Hazel Humphrey, history
- ◆ Bruce H. Bryant, geology
- ◆ "Crufutt's Grip-Sack Guide of Colorado", 1885
- ◆ "Excavations at Magic Mountain" by Cynthia Irwin-Williams and Henry J. Williams
- ◆ Information was also received from the Jefferson County Historical Society, the Colorado Historical Museum and the Denver Public Library
- ◆ Dorothy Reed, History Coordinator ◆

# PROFILE OF THE COMMUNITY

*This report on the current social, economic and demographic factors of the Central Mountains Community Plan Area is taken from Jefferson County's Mountains Community Profile<sup>1</sup>, published April 1993 by the Jefferson County Planning and Zoning Department. The Community Advisory Group made some minor text changes for this document.*



**T**he Central Mountains, known as the “gateway to the Rocky Mountains”, is punctuated by three canyons, Mt. Vernon, Bear Creek and Clear Creek, and is home to many historical sites, structures, roads, trails, and railways. The area boasts some of the County’s most popular visual and tourist attractions. Mother Cabrini Shrine at Mount Vernon, Buffalo Bill’s Museum and grave near the top of Look-out Mountain, and the Buffalo Herd Overlook, a stunning view of the Rocky Mountains from I-70, are among the most popular attractions.

## Community Life

The Central Mountains has a mix of rural and suburban mountain living. The newer residential developments have attracted residents who want city conveniences without living in the city. Then there are the longtime residents who moved to the area before planned developments became a part of the landscape and are now trying to fend off the pressures of suburbia. Whether it is a newer resident or one of the original families, people who live in the Central Mountains share a common trait—they are adamant about preserving the natural beauty that they cherish as part of their mountain heritage.

## The People

With an average annual growth rate of 4% during the 1980s, the

Central Mountains was the fastest growing mountain community in Jefferson County. There were 8,830 people living in the Central Mountains in 1990, an increase of 48% from 5,971 residents in 1980. Population of the Central Mountains is expected to increase to 10,685 by 2000.

Because of its access to recreation and social amenities, the Central Mountains lifestyle is attractive to a variety of people, not just to families with children. In 1990, there were 3,602 households in the Central Mountains area; of these 63% were married couple families (55% of whom had no children under the age of 18), 7% were one parent families, and 30% were nonfamily households. There were fewer families with children; 45% had children under the age of 18. The majority of the children, 53%, lived in married couple families where both parents were in the labor force, and 36% where only the father worked. There were no children in families where only the mother worked.

Central Mountains residents had a higher percentage of children attending private school than in other areas. Ninety-one percent attended public schools and 9% attended private schools. The percentage of children attending private school may be higher because Central Mountains residents have easier access to schools in the metropolitan area.

<sup>1</sup>Unlike the Central Mountains Community Plan area, the area covered by this report includes a portion of Golden. Because the Golden portion is included, certain values tend to be lower. For example, median home values, incomes and educational attainments are lower for residents living in the Golden portion of the study area than is true for residents living in the mountainous portion. In addition, there were 666 mobile homes in the study area, all of which were located in Golden. Without including the data for Golden, median income, home value and education attainment could be 10-20% higher, and the mix of housing would be single family and multifamily with no mobile homes.

Of all the mountain communities, the Central Mountains had the highest median age in 1990, 37 years, up from 30.6 in 1980. The area also had a smaller household size than most areas, 2.45, which changed little between 1980 and 1990. This can be attributed to the trend toward older, nonfamily households and the number of married couples with no children.

### **The Workers**

The high number of married couples without children is reflected in the fact that the Central Mountains had the highest share of residents who were in the labor force. In 1990, 61% participated in the labor force. Ninety-six percent were employed and only 4% were unemployed. Men represented 57% of the labor force and women 43%. The unemployment rate for men was 2%, and for women, only 1%.

Estimated from the amount of developed nonresidential space, there were about 980 jobs in the Central Mountains study area. Most local jobs were in services, and finance, insurance and real estate. Since there was little retail development and no industrial development in the Central Mountains, there were few jobs in these sectors. There has been evidence of an increase in home-based businesses in the area, though it is difficult to determine just how much.

Like residents of other mountain communities, the majority of workers drove to the metropolitan area to work, while 4% of residents worked at home. Because of direct access and proximity to Denver, Central Mountains residents spent less time commuting to jobs than other mountain residents. Sixty percent of Central Mountains commuters had travel times of 30 minutes or less, which is comparable to travel times of suburban residents. And a large share of those (28%) drove to jobs in downtown Denver.

Easy access and household affluence made driving the preferred mode of transportation to work for residents of this study area. Central Mountains had a high share of commuters who drove alone (82%), and a low share who carpooled (10%); only 1% used public transportation. RTD does provide bus service to a local Park-N-Ride lot, but damage to parked cars and the lack of security has discouraged some from using it.

Central Mountains residents worked in more diversified sectors than residents of other mountain communities. Like most mountain residents, the majority (22%) were employed in professional service industries, but 14% worked in manufacturing and 13% were employed in retail trade. Most reported their occupations as managerial and professional (47%), technical, sales and administrative support (30%). Another 8% were in precision production, craft and repair, and 8% were operators, fabricators or laborers, occupations which are traditionally classified as blue collar.

As indicated by the number of workers in managerial and professional occupations, Central Mountains residents were highly educated. This area had the highest share of residents with professional or graduate degrees (21%) and a median household income of \$48,875, second only to Evergreen. The area had a small share of persons living below the poverty level (5%), most of whom were aged 18 to 24 years.

### **The Economy**

For employment, area residents relied almost solely on jobs in the Denver area and many are opposed to stimulating business opportunities locally. Residents accept and promote the reality that if they live in the Central Mountains, they will work in Denver. Some local employment does exist, and there is a small amount of office and retail development in the area, but it provides minimal economic support. Recently, more self-employed and home-based businesses have emerged.

### **Nonresidential Development**

Large commercial areas are planned west of the study area at El Rancho, east along I-70, and along C-470. Access to goods and services along 6th Avenue and Colfax Avenue reduces the need to increase retail and office zoning in the near future. Neighborhood centers are proposed which are intended to minimize the pressure for strip development and to provide convenient access for residents to goods and services. In 1992, there were 92,000 square feet of retail development located in the Golden portion of the study area, and 181,000 square feet of office space, primarily located in the Genesee area.

### **Housing**

The Central Mountains area, before the construction of I-70, was a summer vacation destination. Cabins were built on small lots with inadequate water and sanitation. As road improvements made the area more accessible, many of these cabins were converted to year-round homes. In 1990, there were 3,965 homes in the Central Mountains. The majority of these homes, 66%, were single family and 17% were multifamily. There were 17% mobile homes, all of which were located in the Golden portion of the study area. Most of the upscale multifamily units are townhomes located in the Genesee and Riva Chase communities. This lifestyle may be particularly appealing to empty-nesters who desire a customized home in a beautiful mountain setting without the worries of exterior maintenance.

The Central Mountains had a higher median home value than the other mountain areas, as well as the County. The median home value in the area was \$179,300 in 1990, and the median monthly cost for homeowners with a mortgage was \$1,416. The typical homeowner with a mortgage, earning the median household income, spent 35% of their income on housing.

Because the study area includes a portion of Golden (which the Community Plan Area does not), the study area had a more diverse range of housing values, but most of the homes were above the median mountain home value of \$119,200. In 1990, home values ranged from a low of \$25,000 for a cabin or mobile home, to more than \$1 million for a custom home. But the largest share of homes in the area (40%) were valued at \$200,000 and more.

Of the occupied housing units in the area, 79% were owner occupied and 21% were renter occupied. Between 1985 and 1990, 57% of homeowners moved into their homes in the Central Mountains. And most of these homeowners (34%) moved into their homes between 1980 and 1988, indicating an upswing in new residential development during that time. ♦

# COMMUNITY ADVISORY GROUP RECOMMENDATIONS

*This page is included as illustrating much of the sentiment of the Central Mountains residents, and is for information only. The bold items in this recommendation are those on which the Community Advisory Group could not reach consensus.*



**T**o make this Community Plan a legal and effective land use planning guide, the Central Mountains Community Plan Advisory Group strongly recommends that:

1. The Planning Commission, in its resolution adopting the Community Plan, and the Board of County Commissioners, by amendment of the Zoning Resolution, require that the Planning Commission **and Board** make written findings concerning whether proposed developments (i.e., rezoning, special use, site approval, etc.) within the Central Mountains area are substantially consistent with the goals and policies of the Central Mountains Community Plan, and that development not be recommended for approval by the Planning Commission **or approved by the Board** which are not substantially consistent with the Plan.
2. The Planning Commission, in its resolution adopting the Community Plan, recommend that the Board of County Commissioners adopt:
  - a. All necessary changes in the existing Zoning Resolution and other land use regulations (including zoning, subdivision regu-

lations, merger provisions, and building permit rules) to implement and be fully consistent with the goals, objectives, and policies of this Community Plan, particularly with regard to antiquated plats and substandard lots.

- b. An exception should be made, of course, in those rare cases when vested rights have already accrued under Colorado or Federal law or when the application to a particular tract would be an unconstitutional taking of private property; for those rare exceptions, when and if they occur, a special review procedure should be instituted so that a particular land owner can demonstrate the applicability of those exceptions in that particular case.
3. It should be noted that, as drawn, the boundaries of the Central Mountains area exclude major portions of Clear Creek and Bear Creek Canyons. Technically, this plan and its policies apply only to the canyon portions within these boundaries. However, recommendations affecting lands outside the area are included where they are deemed appropriate to the public safety or welfare of this area and its residents. The Community Advisory Group recommends that these policies be considered. ♦

# HOW TO USE THIS PLAN

## THE PLANNING PROCESS

Members of the Community Advisory Group, appointed by the Jefferson County Board of County Commissioners, expended thousands of unpaid volunteer hours in the process of developing the policies in the Central Mountains Community Plan. To ensure that no single viewpoint dominated the recommendations, decisions were made by consensus. Meetings were held in the community to solicit citizen ideas at the beginning of the planning process and prior to finalizing the Plan. The Community Advisory Group formulated recommendations in response to concerns and suggestions expressed by citizens in the Central Mountains area.

## HOW THE PLAN WILL BE USED

The Plan is a guide for land use decisions made by the Jefferson County Board of County Commissioners and the Planning Commission. See "Community Advisory Group Recommendations" on preceding page.

It should be noted that, as drawn, the boundaries of the Central Mountains area exclude major portions of Clear Creek and Bear Creek Canyons, in contradiction of integrated, basin-wide planning principles. Technically, this plan and its policies apply only to the canyon portions within these boundaries. However, recommendations affecting lands outside the area are included where they are deemed appropriate to the public safety or welfare of this area and its residents.

## RELATIONSHIP TO OTHER JEFFERSON COUNTY PLANS

Other plans that apply to the unincorporated area of the County that should be reviewed in conjunction with this Plan are:

**The Mineral Extraction Policy Plan** which identifies mineral deposits by quality and type, and provides guidelines for mineral extraction operations. These deposits are not shown on the Development Pattern Maps that accompany this Plan. Only those areas where zoning for mineral extraction exists are identified.

**The Sanitary Landfill Plan** which provides guidelines for the location and operation of sanitary landfills within the County.

**The Telecommunications Plan** which identifies the conditions for siting telecommunication facilities within the County.

**The Major Thoroughfare Plan** which was drafted by the County's Highways and Transportation Department and shows existing and proposed roadways and improvements.

**The Jefferson County Open Space Plan** which was developed by the Open Space Program and shows the location of existing

parks and open space and some of the areas targeted for future open space acquisition.

These Plans are used in concert with the General Land Use Plan, where applicable, and the Community Plans. Where conflicts occur among the plans, the Community Plans and Special Plans take precedence over the General Land Use Plan. When a land use addressed by a Special Plan occurs in a Community Plan area, the recommendations of both plans will be given equal weight and conflicts will be resolved case-by-case.

## HOW TO CONFORM WITH THIS PLAN

Development proposed in the Central Mountains area should conform to the maps and the Plan. To determine which portions of the Plan apply to an area where development is proposed, all sections and maps of this Plan should be reviewed. Please also see the Mountain Site Design Criteria section of this

document for related goals, objectives and policies in addition to those identified for each issue. The maps which will be adopted as integral to the Plan will appear throughout the document and should be used during land development review processes.

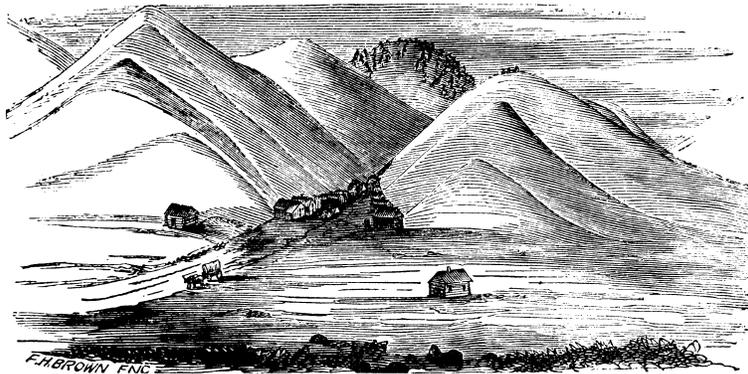


Photo courtesy of Denver Public Library, Western History Department

## PLAN AMENDMENTS

The Community Plan contains goals, objectives and policies which have been deemed appropriate at a point in time; it cannot provide for all future changes in economic conditions and development demands. For this reason, community plans should be updated periodically to consider unforeseen circumstances.

Departmental procedures provide that exceptions or amendments to Community Plan recommendations may be made at two levels.

### A. EXCEPTIONS

An exception should be made in those rare cases when vested rights have already accrued under Colorado or Federal law or when the application to a particular tract would be an unconstitutional taking of private property; for those rare exceptions, when and if they occur, a special review procedure should be instituted so that a particular land owner can demonstrate the applicability of those exceptions in that particular case.

### B. PERIODIC REVIEW

This review provides the opportunity to identify changes which have occurred in the community, and revisions which should be made to the Plan. ♦

# PRESERVATION RESOURCES

## GEOLOGICAL, PALEONTOLOGICAL, ARCHAEOLOGICAL & HISTORICAL RESOURCES



**T**he Central Mountains area of Jefferson County is rich in geological, paleontological, archaeological, and historical resources which provide links to the past and chronicle change. They are often fragile, limited and nonrenewable, and their destruction would be an irreversible loss to the community. As development occurs, the integrity of these resources should be maintained and, where possible, enhanced.

### Geological Resources

Most of the area is a mountainous upland, underlain by resistant igneous and metamorphic rocks. The upland has an abrupt slope along its east margin and is incised by streams flowing in large and small canyons. The Fountain Formation's Red Rocks are composed of limestone, sandstone and shale that was eroded from the ancient Rocky Mountains and deposited by streams. The Morrison Formation, which is famous for its content of dinosaur remains, forms the lower west flank of the hogback. The Dakota Group, at the crest of the hogback, was formed from the deposition of sands and muds in estuaries, and a few coaly beds in swamps. Geologic history of the Dakota Group can be explored at the Geologic Cut which was made to accommodate I-70 near the Morrison exit.

### Paleontological & Archaeological Resources

The State of Colorado archaeologist has responsibility for archaeological resources. Examples of these resources include places of early human occupation, areas where evidence of farming or hunting and gathering is found, burial or other funeral remains, aboriginal artifacts, structures dating from pre-historic periods, and paleontological specimens.

The opportunity to excavate archaeological sites is important and ensures a continuing link to information about this area's past inhabitants and geological condition.

### Historical Resources

Historic sites, structures, roads, trails, and railways can be found in this area. These historic resources are valued by residents, tourists, historians, governments, geologists, and archaeologists. They can be preserved through identification, classification and protective regulations.

Structures of local, state or national significance are often associated with notable individuals, are works of master architects and builders, or have a unique style typical of the locale or are of a style disappearing from the area.

Cooperation among residents, agencies and governments will be needed to preserve important geological, paleontological, archaeological, and historical resources.

## GOALS

1. Preserve, rehabilitate and protect the geological, paleontological, archaeological, and historical sites which are significant links to the community's past, present and future.
2. Ensure that geological, paleontological, archaeological, and historical resources are preserved to further the education and enrich the environment for present and future residents.
3. Prevent damage and enhance geological, paleontological, archaeological, and historical resources when development occurs.
4. Ensure that development is harmonious with the character of the geological, paleontological, archaeological, and historical sites.

## POLICIES

1. A report from the State Historical Society should be submitted at the time of platting, exemption, rezoning, special use, or site approval, indicating if any geological, paleontological, archaeological or historical resources are known to exist on the site.
2. Geological, paleontological, archaeological, and historical resources should be protected through the preservation of the site.
3. The extraction of known artifacts and/or removal of physical constructions relocated to appropriate sites may be permitted before development begins if:
  - a. the site cannot be safely integrated into the proposed site so as to retain its current condition; and
  - b. appropriate county, state and federal agencies are notified by the developer and the County Planning Department prior to the issuance of a permit for development. Such notification will serve the purpose of allowing the appropriate agency to respond with its lawful requirements in said areas before development may proceed; and
  - c. no lawful restrictions or procedures are presented by the agencies. The County should encourage developers to have at least a Federal Class II survey of the site completed prior to development in an area of archaeological concern or the required survey and documentation specified by the office of the state archaeologist before development begins.
4. If the site is integrated into the development, the developer should ensure and be bound to maintain and protect the geological, paleontological, archaeological, and historical site from disruption, damage, destruction or deterioration other than that of the consequence of natural occurrence.
5. When new development is proposed in the Central Mountains area, the geological, paleontological, archaeological, and historical map adopted as part of this plan should be reviewed to serve as the initial indicator of geological, paleontological, archaeological, and historical resources in the area.
6. This map and index is not intended to be all-inclusive of geological, paleontological, archaeological, and historical resources within the Central Mountain area, but rather serves as constant and dynamic alert to the presence of these resources. This map and index should be updated regularly as new geologi-

cal, paleontological, archaeological, and historical resources are identified. Such identification may come from private citizens, developers, county, state and federal staff and agencies, and other parties. Confirmation of the resource should require inclusion on the map and in the index of the resource.

## IMPLEMENTATION

1. Amend the County legal authorities, as necessary, to implement these goals and policies.
2. Innovative techniques, i.e., public and private purchase, tax incentives and conservation zoning, etc., should be explored to preserve these resources.
3. The Jefferson County Open Space Advisory Committee should be encouraged to consider acquisition of geological, paleontological, archaeological, and historical resources.
4. The information compiled in conjunction with the development of the Community Plan for the Central Mountains area could be used as the basis for an expanded compendium of geological, paleontological, archaeological, and historical information for the area.
5. Incentive programs developed by the County should expand awareness of the heritage of the Central Mountains area. The incentive programs should encourage people to identify and report geological, paleontological, archaeological, and historical finds. One way to encourage the reporting of finds is to establish and promote a telephone number people can call to report finds.
6. A survey should be undertaken by the community, the County and state agencies as a cooperative effort to identify the geological, paleontological, archaeological, and historical resources in the Central Mountains area of Jefferson County. Upon completion of the survey, the resources should be inventoried and assessed to determine which structures and sites are important to preserve.
7. The appropriate agencies and organizations which should be contacted to assist in this work include: Jefferson County Historical Commission, Jefferson County Historical Society, State of Colorado Historical Society, the state archaeologist, Colorado Society of Archaeologists, National Register of Historic Places, National Park Service, local museums and citizens. The *Appendix* has a list of the groups known to have an interest or mandate to protect geological, paleontological, archaeological, and historical resources.
8. Appropriate markers placed by the above referenced organizations showing maps of the historical trails, sites and structures in the area should be placed in appropriate locations where room for automobile parking can be provided safely and aesthetically, e.g., safe pull-off access and without unsightly cuts into the sidewalls of the canyons. An example would be Clear Creek Canyon Road.

## MOUNTAIN SITE DESIGN CRITERIA

See the "Structure Design and Placement" section of the *Mountain Site Design Criteria* that pertains to historic structures and areas. ♦

# VISUAL RESOURCES

*The visual resources of the Central Mountains area are spectacular and extremely valuable both to residents and investors, as well as the millions of visitors from around the world who travel through it. The area is Jefferson County's "Gateway to the Rockies", with sweeping vistas of mountains, canyons, rivers, geologic forms, forests, meadows, and sky.*



**M**ountain residents and investment are attracted by the spaciousness available between homes and between developments. The views and openness are a very significant part of the area's quality of life.

Visual resources are important because:

- ♦ they are part of the primary criteria by which we judge the value of an area;
- ♦ they support and enhance other health, safety, and welfare values, such as quality of life, wildlife, preservation, air quality, etc.;
- ♦ they attract residents and investment;
- ♦ they greatly enhance property values and tax base;
- ♦ they shape our perception of the density of development;
- ♦ they include natural features that are unique to a community and help define its character and quality.

It is not an accident that we give the word "views" two meanings: our ability to "view" (see or perceive) issues and things plays a crucial part in determining our "view" (values or ideas) on those items - for everything from air quality to historic preservation to elk herds. To have one's view degraded or blocked is to lose in both personal and societal senses.

Because of its especially important visual qualities, development throughout the Central Mountains area should be designed to

complement the landscape, not degrade it. Protection of visually sensitive areas is a priority because they are critical to the composition and unique character of the foothills landscape. Minimizing visual disruption through sensitive site planning is also critical because the ecosystem is fragile, vegetation can be sparse, and scars on the landscape heal slowly. Therefore, development proposals, particularly rezoning requests, within or adjacent to these resources, must be carefully considered and judged against the recommendations set forth in this section.

To ensure that visual disruption due to development is minimized within the Central Mountains neighborhoods, Mountain Site Design Criteria were developed and are included in this plan. The Mountain Site Design Criteria are intended to assist and encourage landowners to recognize their role as land "stewards" by creating high quality developments which respect the environment, and encourage creative and flexible approaches to site design. Excellent site design will enhance both the quality of life of residents and will leave lasting impressions on those who visit.

## Prominent Features and Views

Recognizing the importance of retaining the scenic qualities of the area, the Visual Resources map identifies three categories of visual amenities: prominent features within the study area, views of unique and important features outside of the study area, and scenic corridors.

Visual resources identified by residents as especially important include:

Open areas (public and private) such as:

- ♦ Genesee Park, including the bison pastures
- ♦ Apex Park
- ♦ Matthews-Winter Park
- ♦ Red Rocks Park
- ♦ Little Park
- ♦ Rilliet Park Meadow
- ♦ Mother Cabrini Shrine acreage
- ♦ Girl Scout Camp
- ♦ Mt. Vernon Country Club's Custer Addition

Peaks, such as:

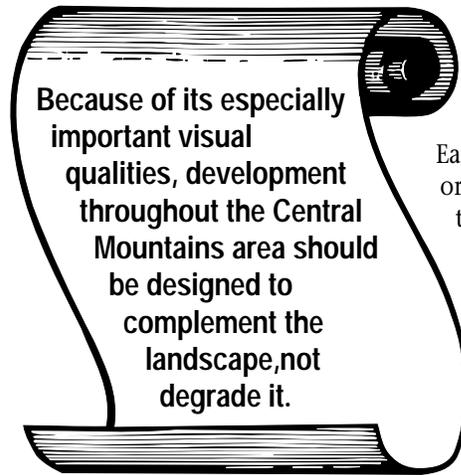
- ♦ Lookout Mountain
- ♦ Mount Morrison
- ♦ Bald Mountain
- ♦ Mount Zion
- ♦ Genesee Mountain

Views and vistas such as:

- ♦ The breathtaking panoramic view of the Rockies from the "Picture Bridge" (I-70 Exit 254)
- ♦ Pastoral views along Grapevine Road
- ♦ City and canyon views along Lariat Loop Road
- ♦ Sweeping views across Clear Creek Canyon from Lookout Mountain, from the Mt. Vernon Country Club and residences, from the Beaver Brook Trail, and from I-70 between Exits 252 and 254
- ♦ Long vistas down the valley between the hogback and the face of the Foothills
- ♦ Views into and out of the area, which are also important because they are unique and seen by many, including:
  - ♦ The mountain/foothills backdrop seen from the metropolitan area
  - ♦ Guy Gulch
  - ♦ Centennial Cone
  - ♦ Mount Tom
  - ♦ Douglas Mountain
  - ♦ City (lights) view to the east
  - ♦ Large rock outcrop south of Idledale across Bear Creek Canyon

Scenic corridors, particularly:

- ♦ I-70 and U.S. Highway 40
- ♦ Bear Creek Canyon
- ♦ Clear Creek Canyon
- ♦ Beaver Brook Trail
- ♦ County Highway 93/Colorado Highway 26



## Scenic Corridors

While prominent features and views are especially important to residents, the scenic corridors are also sensitive because of the number of viewers, both commuters and tourists, whose impression is formed solely from their perspective on the paved highways that wind through the area. The corridors (I-70, U.S. 6, Colorado Highway 74, and County Highway 93/Colorado Highway 26) are delineated based on what can be seen in either direction from that particular roadway, the length of time the area is viewed, and the relative distance (primarily the foreground view), usually within 1/2 to 1 mile of the traveled way.

Each scenic corridor can be further classified based on unique or natural features, amount of existing cultural modifications, and existing screening potential. For example, Class I areas are those with few or no trees (little screening potential, wet meadows, or unique natural features.) These are typically south- or west-facing slopes with occasional Ponderosa pine or Rocky Mountain juniper. These slopes may contain some existing developments. Class II areas are those with heavier tree cover, and are typified as usually north- or east-facing slopes with a medium to heavy density of Ponderosa pine, Blue Spruce, and Douglas Fir. Class III areas are those that are included within the limits of the scenic corridor, but because of topographic conditions cannot be seen from the scenic corridor.

## GOALS

1. Preserve the important visual resources of the area and protect them from degradation.
2. Ensure the integrity of the landscape which has special visual qualities and is seen frequently by many people.
3. Minimize visual disruption by ensuring that when and if development occurs it makes maximum use of the natural screening capabilities of the landscape and employs practical siting design as set forth in the Mountain Site Design Criteria.
4. The aesthetic values of the scenic corridors should be protected by regulations governing both the development of property and the placement of signs.
  - a. A scenic overlay zone should be developed by the County Planning Department which will determine the level of development a particular classified piece of land will be allowed.
  - b. Encourage new development consistent with the density recommendation for housing in this Plan.

## POLICIES

1. No additional development should occur within the designated scenic corridors unless the development can be screened or mitigated. Mitigation techniques should include: 1) the use of dark, receding colors; 2) architecture which is low contrast and doesn't dominate the site; and 3) a low level of site disturbance and a high level of natural screening.

Where existing screening ability or potential for screening is low, the average density or amount of development should be reduced. Existing screening ability is based on existing conditions such as amount of vegetation and variation in topography.

Potential for screening is based on site design and the use of native landscaping plants, guaranteed at zoning, which would improve the site's screening capabilities. These might include requiring the installation of mature landscaping and berming. Fencing, however, is not intended to be used as a method to improve the site's screening capabilities.

Where the percent of slope increases, the amount of development should decrease, unless it can be shown that the development can achieve the Mountain Site Design Criteria for excellent site design.

2. Lands of particular visual importance could be preserved through the following methods:

- a. Purchase by Jefferson County Open Space.
- b. Purchase by private land conservancies.
- c. Transfer of densities to other developable areas.
- d. Downzoning.
- e. Conservation/scenic easements.
- f. Tax incentives.

3. Other areas of development in the Central Mountains should occur in accordance with Mountain Site Design Criteria and a site's existing screening capabilities.

4. Community form should be addressed with regard to those neighborhood centers located within scenic corridors. The Genesee Commons Business Center and Idledale are located within scenic corridors, while the Town of Morrison is located at the intersection of two scenic corridors. Though growth and expansion of these areas is likely, it should only occur within the core of these centers, in the form of "infill" development, which can meet the Mountain Site Design Criteria.

5. The landscape between the Idledale neighborhood center and the Town of Morrison should be preserved to the extent possible to maintain the unique character of these mountain communities.

6. Though zoned and platted, the Genesee Commons Business Center should be developed in a particularly sensitive manner to reduce visibility from the I-70 corridor, particularly in the evenings when illumination is noticeable.

7. A site-specific visual resource evaluation should be required of the applicant for rezonings, exemptions, special uses, or site approvals if there are potential significant visual resource impacts.

8. Service lines for telephone, electricity, cable television, etc., should be buried.

9. When overhead service lines must be installed, such lines should be planned to blend with the natural landscape. Powerlines should follow contours when possible. Ridges should be crossed at the lowest points, e.g., along a drainage swale or saddle. Powerline rights-of-way should be feathered through forested areas rather than clearcut. Powerline structures and lines should be dark in color to recede into the landscape rather than be visually obtrusive.

10. Development should be integrated, through its location and design, with the existing natural characteristics of the site, i.e., color, line, texture and form.

11. Billboards, i.e., signs not related to the business on the site, should not be allowed.

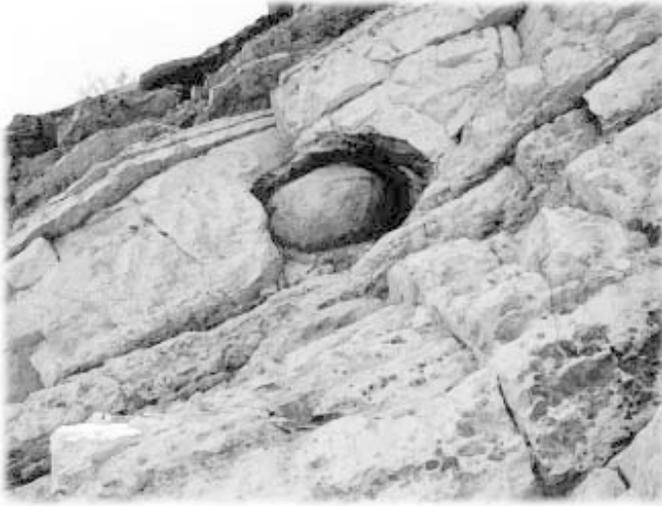
12. Existing vegetation should be preserved whenever possible. Disturbed areas should be stabilized using techniques such as revegetation with native and/or naturalized plants, berming, boulder placement, landshaping, rock walls, etc. Grading and erosion control permit regulations must be followed prior to the disturbance of the land.

13. Where appropriate, clustering of development should be used to minimize visual disturbance resulting from excessively dispersed structures and roads.

14. Satellite dishes and cellular telecommunications facilities should be placed where they are not visually obtrusive, colored to blend with the background and/or screened to mitigate visual impact.

15. Lighting should be kept to a minimum, consistent with safety, in order to ensure the continuation of our mountain rural character. If lighting is used, its impacts should be minimized by requiring such techniques as downcast design, shielding and timers. Lighting, both existing and proposed, should not reflect offsite.





16. Fencing materials should blend with the natural landscape. They should be of a natural material or manmade material which has a natural appearance. Preferably, berms and landscaping should be used to screen parking lots.

17. In areas zoned or applying for zoning for livestock, the maximum number of large animals, including horses, buffalo, cows, sheep, llamas, goats, pigs, mules, donkeys or burros, should be assessed on a case-by-case basis. In no case will the maximum number of large animals exceed one per acre. The assessment should be based on information from the property owner that demonstrates through technical, site specific reports that the lot contains adequate natural conditions (e.g., soils, slopes, vegetation) to accommodate animals without adversely affecting ground or surface water, either onsite or downstream, or causing accelerated soil erosion.

18. The County should investigate the benefit of licensing large animals as a means of better monitoring large animal impacts in the mountains.

19. Opportunities for equestrian access to visual resource areas should be provided. The Beaver Brook Trail should be identified as a top priority and maintained as a significant nonmotorized trail of unique scenic beauty. Environmentally sensitive emergency vehicle access should be provided at a few points along the trail.

20. Maintain and/or enhance streams and wetlands (riparian areas).

## IMPLEMENTATION

1. Amend the County legal authorities, as necessary, to implement these goals and policies.
2. Lands within the study area which are platted should be made to conform with the policies in the Plan. The *Zoning Resolution* and the *Land Development Regulation* should be revised to require compliance with the policies listed above.
3. Areas designated on the Visual Resources Map should be protected through changes to the *Zoning Resolution* and the *Land Development Regulation*.
4. Regulations should be adopted by the County which adequately restrict development on important natural features

such as rock outcroppings, steep slopes (over 40%), and atop ridgelines.

5. An I-70 and U.S. 6 Action Plan should be pursued by the Planning Department and with adjoining counties to more specifically address preservation of views and design standards in this important view corridor of statewide significance.

6. County Staff should develop a systematic approach to conducting visual resource inventories, to address the concepts outlined below. Resources such as the BLM Visual Management System should be considered in developing this approach and should include:

a. Landscape quality including vegetation, water, color, adjacent scenery, scarcity, rock outcroppings, significant geologic formations, and cultural modifications.

b. Distance of views.

7. The *Land Development Regulation* pertaining to visual analysis should be revised to clarify the application of required visual studies for consistency, to minimize subjectivity, and to reflect current engineering and planning practices.

8. To ensure the long-term protection of the Scenic Corridors, a regulatory overlay zone should be developed with Standards applied to the various classes of landscape.

9. Review the appropriateness of the Jefferson County zoning regulations for the keeping of livestock as they relate to: soils, topography, and erosion; water contamination, odor, flies, and other public health issues; and humane treatment of the animals. See the *Water & Sanitation* section for further policies.

10. The County's Lookout Mountain maintenance facility should be substantially landscaped on all sides and painted a darker color to minimize its visual impact. The community should be involved in planning for improvements to this site.

11. Improve zoning enforcement to ensure "visual clutter", resulting from junk cars and illegal dumping, is removed in a timely manner.

## MOUNTAIN SITE DESIGN CRITERIA

A copy of the *Mountain Site Design Criteria* is provided in the *Appendix*. Conformance to these criteria should mitigate the visual impacts of development.

In addition to the above criteria, the construction of any public or private roadway should strive to achieve the highest degree of sensitivity and compliance with Section 11: Grading Permit and Erosion and Sediment Control in the *Zoning Resolution*.

1. Retaining walls are allowed at a maximum height of 6 feet. Maximum distance of any smooth surface wall (i.e., concrete) should be 50 feet. See the County's Design Guidelines for specifications for color and texture on walls.
2. Rock cuts\* are allowed if rock staining occurs which complements the natural surrounding landscape. Rock cuts should be vertical.
3. Encourage more restrictive regulations within the Grading and Erosion Control regulations.

\* *Rock cut is defined as an excavation in competent bedrock.* ♦

# OPEN SPACE, TRAILS & RECREATION

*Undeveloped, natural land is essential to maintaining the Central Mountains community character and environment.*



**A** wealth of natural open land of great significance still exists in the Central Mountains area of Jefferson County. The area has a diversity of topography, geology, vegetation, wildlife, critical habitat, vistas, streams, trails, and world-class natural features. These are a part of its character, part of the community's pride and identity, and an important part of what attracts residents, visitors, and investment to the area. Open space is more than a treasured resource - it is vital for all living things and, once given up, is forever gone.

The Central Mountains form part of the buffer between the wilderness of the Continental Divide and the urbanization of the Front Range. Preservation of these open lands will be increasingly important as growth and population increase both development and recreation demands.

"Open space," as used in this Plan, means lands of predominately natural character, possessing important environmental, cultural, or recreational values, which should be left free from future development that would detract from their natural values. "Open space" is used in the broadest sense here, to include land and interests in land set aside for preservation of natural areas, ecosystems, wildlife and habitat, history and prehistory, recreation, contemplation, trails, views, and vistas.

Key open space features of the area include:

- ◆ Its **mountains** - including Lookout, Genesee, Bald, Lininger, Mt. Morrison, and Mt. Zion,
- ◆ The "**mountain backdrop**" - the imposing faces of the foothills and hogback, viewed by the entire metropolitan area, and
- ◆ The great **canyons** that frame the north, center, and south: Clear Creek, Mount Vernon, and Bear Creek Canyons.

Open space protection has a long, productive history in Jefferson County and its Central Mountains area. Over 75 years ago, the U.S. Congress transferred thousands of acres in the Rocky Mountain foothills to the City of Denver for a system of "Mountain Parks." Planned by the son of the great 19th Century "Architect of Parks," Frederick Law Olmsted, that vision of a great mountain preserve of national importance - with sublime scenery, abundant forests, public playgrounds, and wildlife reserves, all within the immediate reach of the people of Denver and its visitors - is as fresh and vital today as it was three-quarters of a century ago.

Residents and taxpayers have made their views clear on the importance of preserving open space in the Central Mountains area. Government, publicly supported nonprofits, and private communities already have preserved nearly 9,800 acres (15

square miles) of the 22,476 acres included in the Central Mountains area.

Jefferson County's nationally recognized Open Space Program, founded in 1972, protects:

- ◆ The Jefferson County Nature and Boettcher Mansion on Lookout Mountain (110 acres)
- ◆ Windy Saddle Park north of Boettcher Mansion overlooking Golden (457.81 acres)
- ◆ Mt. Zion, overlooking Golden and the mouth of Clear Creek Canyon (366 acres)
- ◆ Apex Park and trail bordering the Central Mountains area on the east above Heritage Square (532.19 acres, approximately 20 of which are in the Central Mountains area)
- ◆ Matthews-Winter Park, straddling I-70 at the entrance to Mount Vernon Canyon (1,095 acres)
- ◆ The Hogback Park covering the Dakota Hogback from I-70 to Morrison (627.14 acres, of which approximately half are in the Central Mountains area)
- ◆ The Bear Creek property adjoining Red Rocks on the west (1,400 acres)
- ◆ Lair O' the Bear Park west of Idledale (393.82 acres)

The City and County of Denver's Mountain Park system provides:

- ◆ Lookout Mountain Park with Buffalo Bill's Grave (65.7 acres)
- ◆ Colorow Point Park adjoining the Lookout Mountain Open Space Nature Center (0.34 acres)
- ◆ Genesee Park spanning from Clear Creek south into the Bear Creek basin across I-70 (2,400 acres, approximately 2,100 of which are in the Central Mountains area)
- ◆ Katherine Craig Park (the Girl Scout Camp) in Mount Vernon Canyon (56 acres)
- ◆ Red Rocks Park north of Morrison (639.19 acres)
- ◆ Bear Creek Parkway along Highway 74 and Bear Creek from Morrison to Idledale (130 acres)
- ◆ Little Park at Idledale (400.3 acres)

The Clear Creek Land Conservancy, a community-supported nonprofit land trust, preserves for public use:

- ◆ Northwoodside Park west of the Boettcher Mansion on the Beaver Brook Trail (240 acres)
- ◆ Lost Park Woods on the Beaver Brook Trail at Cody Park (10 acres)
- ◆ The U.S. Bureau of Land Management Leasehold at Tunnels 2 and 3 in Clear Creek Canyon (240 acres, approximately 40 of which are on the Central Mountains side)

And municipal districts and homeowner groups have set aside private open space:

- ◆ The Genesee Community (1,000 acres)
- ◆ Mount Vernon Country Club and Municipal District (683.6 acres)
- ◆ Rilliet Park Community (approximately 250 acres)

These open space figures appear impressive - in acres and percent of area. However, many of the natural landscapes and vistas Central Mountains residents and visitors now rely on and assume are "open space" - the area's major canyons, peaks, and the mountain backdrop - remain private, developable land.

Private property owners, even when not opening their lands to the general public, can contribute greatly to open space, preserving vistas, ecosystems, and wildlife areas. However, present land use and tax policies actually penalize owners of private, undeveloped lands who want to keep them in open space. Limitations on agricultural property tax status, income and estate tax complexities, and other restrictive rules inadvertently encourage the breakup and development of open space.

Properly protected, present and future open space lands, public and private, can be a "trademark" of Jefferson County - an asset for its residents, an economic magnet attracting tourists, new business, and healthy planned growth, and a symbol of public stewardship for the fast-disappearing natural environment.

## GOALS

1. Preserve, maintain, and enhance the natural environment and open space character of the Central Mountains Area as a living resource, making sure that development harmonizes with, supports, and does not degrade its natural character.
2. Recognize the value of acquiring and preserving open space and make it a priority.
3. Preserve significant amounts of additional open space in the area.



4. Protect significant natural features, such as sensitive ecosystems, important wildlife habitat and corridors, unique plant species and groupings, riparian zones, distinctive landforms, and other natural resources.
5. Protect outstanding visual resources, such as the Foothills backdrop, mountain vistas, skylines, visual corridors, and other scenic values.
6. Protect distinctive cultural features, including paleontologic finds, Native American sites, and historic sites.
7. Provide a diversity of recreation, education, trail, and other outdoor opportunities, both passive and active, developed and undeveloped, and at levels of activity and accessibility to suit the needs of all people.
8. Use open space as a community shaping tool, a means of separating or buffering developments, and an integral planning factor in all future development proposals.
9. Encourage and support both government and nongovernment organizations in acquisition and management of open space, and encourage public-private sector joint projects and cooperation.
10. Provide technical assistance to property owners, developers, and other organizations on the benefits and mechanisms of protecting open space.
11. Reform existing laws, policies, practices, and budgeting to eliminate disincentives and provide incentives for acquisition or other preservation of open space.

## **POLICIES**

### **A. GENERAL**

1. It is recognized that preservation of natural open space enhances:
  - a. Jefferson County's environmental, aesthetic, scenic, recreational, and educational quality and opportunities;
  - b. Its geological, paleontologic, archaeologic, historic, cultural, pioneer, agricultural, and ranching heritage;
  - c. Its wildlife, fisheries, critical habitats, waterways, wetlands, rare and endangered species, and natural ecosystems;
  - d. Its sweeping vistas, visual corridors, and view resources, which form such an important element of property values in the area;



- e. Its growth potential, throughout the County - its attractiveness for tourism, commercial and recreational enterprises, new business locations, and economic expansion;
  - f. Its property owners' financial values;
  - g. Its tax base, by adding value to surrounding properties and existing development;
  - h. Its ability to provide ranchers and other large property owners with federal tax relief and other assistance, to enable them to hold their properties together and continue agricultural and related open space uses;
  - i. Its residents' health, safety, and welfare by avoiding development in natural hazard areas.
2. All means of open space acquisition and protection should be encouraged and supported, including both government and nongovernment entities, public and private ownership, active and passive use, and developed and undeveloped areas.
  3. Cooperation, coordination, and mutual support should be encouraged between the area's open space providers - including Jefferson County Open Space, Denver Parks & Recreation, the State of Colorado, U.S. Bureau of Land Management, publicly supported nonprofit land trusts, neighborhood associations, and individual land owners and developers. Cooperation can be through informal arrangements and formal groups, such as the Metro Mountain Parks Coordinating Council.
  4. The rights and stewardship of private property owners should be respected by using voluntary, cooperative measures, over government condemnation.
  5. Acquisition or preservation of open space should follow these planning guidelines:
    - a. Protection of:
      - 1) Important visual resources, vistas, viewsheds, and visual corridors, in particular those seen by large numbers of people and from existing residential investments;
      - 2) Significant ecosystems, riparian zones, wetlands, landforms, and geologic and other natural resources;
      - 3) Fish and wildlife populations, endangered and threatened species on either federal or state lists, critical habitat, and migration corridors;
      - 4) Paleontologic, archaeologic, and historic sites;
      - 5) Ecologically sensitive areas;
      - 6) Unique, threatened, or endangered flora or vegetative groupings.
    - b. Provision of:
      - 1) Natural or wilderness areas for passive use;
      - 2) Areas for public recreation, hiking, biking, riding, fishing, boating, picnicking, and other outdoor enjoyments;
      - 3) Open space areas to provide views, buffer developments, diffuse the impact of growth, preserve the "open feeling" of the area, protect water quality, and otherwise shape the community positively;
      - 4) Areas for outdoor learning and education;
      - 5) Trails, both developed and undeveloped.

c. Redirecting development from:

- 1) Natural hazard areas, steep slopes, high erosion sites, severe wildfire hazards, floodplains, etc.;
- 2) Other areas with significant public values (as above) that would be severely impacted by development.

## **B. PUBLIC OPEN SPACE**

1. The Jefferson County Open Space Department's and Open Space Advisory Council's priorities for acquisition in the area - Bear Creek Canyon, Clear Creek Canyon, and the mountain/foothills backdrop - are highly appropriate and deserving of public support.

2. As much open space as possible should be secured by Jefferson County Open Space in these priority areas and other locations fitting the above planning guidelines, before development occurs.

3. Open space emphasis in the Central Mountains area should be primarily on undeveloped, natural areas and trails.

4. Public access should be encouraged, unless sensitive ecosystems, habitat, vegetation, terrain, visual resources, or ecosystem carrying capacity are threatened.

5. Jefferson County Open Space and Planning Departments should:

a. Facilitate open space development and maintenance agreements with adjoining and nearby property owners;

b. Coordinate to monitor and review all development proposals with potential for impacting any open space in the Central Mountains Area;

c. Represent open space at government hearings to urge and protect its resource values;

d. Solicit comments from each other on all proposed planning, developments, Open Space acquisitions, exchanges, disposals, or other transactions with the potential for impacting any open space;

e. Negotiate an intergovernmental agreement with the City and County of Denver authorizing Jefferson County Open Space to assume supervision and maintenance of the Denver Mountain Parks in the area to ensure a higher level of resource protection and public benefits in these resource areas;

f. Ensure preservation of views and other resource values on all public open space, as peripheral development occurs;

g. Ensure public health and safety by increasing security measures and cooperative agreements;

h. Encourage and work with other public and private open space organizations;

i. Work to enhance Clear Creek, Mount Vernon, and Bear Creek Canyons and the mountain backdrop as scenic corridors and resources of great value to the State as well as the County;

j. Provide a greatly expanded system of trails sensitive to wildlife, riparian and other natural ecosystem values. Trail usage should emphasize:

- 1) In natural areas, unpaved trails for passive recreation only (hiking, jogging, equestrian uses), but excluding both mechanized (bicycles, etc.) and motorized (motorbikes, off-road-ve-



hicles, etc.) uses;

- 2) In more developed areas, a mix of paved and unpaved trails jointly for passive and mechanized uses (but excluding motorized uses);

- 3) Wherever feasible, opportunities for wheelchair and disabled trails and access.

## **C. PRIVATE OPEN SPACE**

1. Significant acres of private property have been set aside as open space in the Central Mountains area. The communities of Mount Vernon, Genesee, and Rilliet Park are examples of private homeowner groups preserving open space. The property can be either "designated" open space (currently but not permanently set aside) or "dedicated" open space (legally set aside in perpetuity).

2. Both designation and dedication of private property to open space should be encouraged and supported, as they serve many of the same goals and objectives of government-owned open space.

3. Public benefit should be encouraged from private open space, wherever feasible. Land trusts, neighborhood groups, developers, and other private organizations which provide access to the public, or preserve significant viewsheds, or protect important ecosystems should be encouraged and supported.

4. Even privately owned open space which is not open to the public can provide substantial public benefits, as well, including viewshed and ecosystem protection, and should be encouraged and supported.

## **D. THE OPEN SPACE PRIORITY AREAS**

1. Clear Creek Canyon

Clear Creek Canyon is unique among Front Range canyons. Its

sheer walls and deep, narrow gorge make it a “world class landform”, ranked with the Black Canyon of the Gunnison National Monument and the Royal Gorge. It is also unique among Front Range canyons in that development has stayed largely on its upper rims, leaving the inner gorge and middle benches in a highly natural state - making Denver one of the last great metropolitan areas with such a natural wonder on its doorstep.

The Clear Creek basin contains sweeping vistas of mountains and plains, roaring whitewater, ecosystems from Upper Sonoran desert to subalpine forests, a diversity of wildlife and threatened species, public recreation resources like the Beaver Brook Trail, a treasure trove of Colorado history and prehistory, a scenic highway, and a sport fishery. It is a highly accessible resource open to vehicles on U.S. 6 and the rim roads, and open to hikers via the Beaver Brook and other trails.

The Colorado General Assembly has given it special recognition: “Clear Creek Canyon possesses irreplaceable economic, educational, cultural, biological, and open space attributes of state and regional significance.” (Joint Resolution No. 2, 56th Colorado Gen. Ass’y, 1988.)

The canyon is overlooked by numerous homes and millions of dollars of county tax-base, including the neighborhoods of Lookout Mountain, the Towers, Colorow, Rilliet Park, Paradise Hills, Panorama Heights, Cody Park, Mount Vernon, Rainbow Hills, Douglas Mountain Ranch, Elk Creek Meadows, and homes on Douglas Mountain, Robinson Hill, and Golden Gate Canyon roads.

Nearly 4,000 acres of Clear Creek’s inner gorge, middle benches, and rim have already been preserved by Jefferson County Open Space, Denver Mountain Parks, Clear Creek Land Conservancy, and homeowner groups. The value of these open space reserves could be drastically affected by inappropriate development in surrounding areas.

Clear Creek’s inner gorge and benches are appropriately a top priority for Jefferson County Open Space. The County, land trusts, and private land owners should continue to make acquisition and preservation in Clear Creek Canyon a primary goal.

## 2. Mount Vernon Canyon/I-70

Historic Mount Vernon Canyon was the first wagon road to the Colorado gold fields, following an old Indian trail up its gently eroded gorge. Today, we drive it as Interstate Highway 70. The Mount Vernon Canyon/I-70 corridor makes Jefferson County the magnificent “Gateway to the Rockies” for tourists and skiers, and it also provides the principal growth and commuting corridor for residents of the Central Mountains.

The spectacular geologic site of the Dakota Hogback road cut and Jefferson County Open Space’s Hogback Park welcome visitors driving west. Open Space’s Matthews-Winters Park preserves the entrance to the canyon, on both sides of I-70, and is the historic site of Mount Vernon. (See *Central Mountains History* section.)

The canyon provides travelers driving west from Denver with their first views of undeveloped natural mountain beauty, from Exit 259 (Morrison) to Exit 256 (Buffalo Bill). From Exit 256 to

the top of the canyon at Exit 254 (Genesee Park), residential, office, and commercial developments flank the slopes of the canyon, while still leaving areas of open space. At Exit 254’s “Picture Bridge” (framing the first view of the snow-capped Rockies), I-70 leaves Mount Vernon Canyon and enters the Clear Creek watershed. From there to this Plan area’s west boundary at Exit 253 (Chief Hosa), vast open spaces return: first, on both sides of the road, the largest of Denver’s mountain parks, Genesee Park (2,340 acres), with its herds of bison and elk, then sweeping miles-long natural vistas all the way across Clear Creek Canyon.

Preservation of the visual resource corridor of I-70 should be a top priority. The natural area from Exits 259-256 should be acquired by Jefferson County Open Space, with emphasis on the Arapahoe East ski area and the Cabrini Shrine properties, which frame the highway. The developed area from Exits 256-254 should be carefully managed to protect visual buffer zones and the communities there. The Genesee Park and Clear Creek vistas from Exit 254 to the Plan’s western boundary should remain as undeveloped open space.

## 3. Bear Creek Canyon

Cut by one of the Rockies’ major tributaries, Bear Creek Canyon still exhibits great naturalness - abundant wildlife, whitewater rapids, riparian habitat, meadows, cliffs, rock outcrops, towering peaks, and parklands. Its natural attractions, fishery, parks, and trails are accessible via Colorado Highway 74 and side roads, making it a premier scenic, picnicking, and recreation destination for visitors and metro-area residents alike.

Bear Creek Canyon is also a major commuting and access corridor linking Morrison, Idledale, Kittredge, Evergreen, and beyond with the Denver metropolitan area. It remains largely untouched by development, save for Highway 74 running along its base and the two communities of Morrison and Idledale, within or adjacent to the Plan boundaries. The clustered nature of the existing community development does not detract from the miles of undeveloped natural open space characterizing the canyon.

Bear Creek has been a major focus of open space preservation. Thousands of acres of the canyon have already been set aside by Jefferson County Open Space and Denver Mountain Parks. Bear Creek is appropriately a top priority for Jefferson County Open Space acquisition. In addition to the acres already set aside, additional acquisitions should be made to fully protect the canyon visible from Colorado 74, between Morrison and Evergreen (outside of the developed areas).

## 4. The Mountain Backdrop

Looking west from the metropolitan area, the view is dominated by the Foothills rising out of the plains and by the snowcapped peaks of the Continental Divide behind them. This “Mountain Backdrop” is every person’s view of the Rockies and strongly deserves preservation in a natural state.

In the Central Mountains area, the Mountain Backdrop consists of:

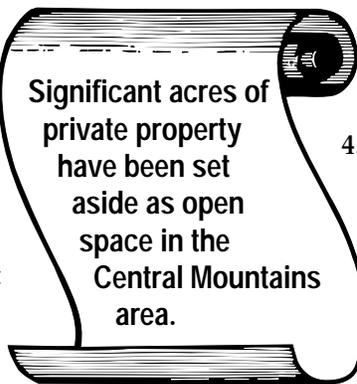
- ♦ The mouth of Clear Creek Canyon and the slopes of Lookout Mountain which serve as the backdrop to the City of Golden;

- ♦ The hogback from U.S. 40 south to Morrison, the mouths of Mt. Vernon and Bear Creek Canyons, and the flanks of Cabrini Peak, Red Rocks, and Mount Morrison rising behind it.

The Mountain Backdrop retains much of its natural appearance and character, although it has been impacted by residential-commercial development moving onto some of its lower slopes, by mining scars on its sides, and by telecommunications towers on its summits. The scenic vista of the Mountain Backdrop is appropriately a top priority for Jefferson County Open Space. The remaining undeveloped areas should be preserved as open space.

## E. POLICIES REGARDING DEVELOPMENT IN THE OPEN SPACE PRIORITY AREAS

1. There should be no further development in the four Open Space Priority Areas which would adversely impact their natural character or appearance.
2. No existing Jeffco Open Space lands should be allowed transition or be transferred to a use other than open space.
3. There should be no further commercial development in the Priority Areas, except for designated Neighborhood Centers, discussed in the *Commercial & Office Development* section.
4. There should be no industrial, additional mining, and/or high-traffic-volume developments in the Priority Areas.
5. Limited additional residential development may be appropriate in Bear Creek Canyon, Mount Vernon Canyon between Exits 256-254, and on the upper bench or rim areas of Clear Creek Canyon, if designed to:
  - a. Blend with and not degrade the natural character and appearance of the area, including visual, wildlife, ecosystem, and open space values;
  - b. Harmonize with existing residential development and views, not lower existing property values, and not over-tax water quality and quantity, utilities, services, or other infrastructure;
  - c. Permanently set aside substantial areas of high quality open space;
  - d. Have minimum impact on the natural ecosystems;
  - e. Recognize the natural constraints of the area, such as slope, hazards, water quality and quantity, water recharge areas, access, wildfire hazards, etc.;
  - f. Provide a visual resource inventory prior to approval (see *Visual Resources* section);
  - g. Make maximum use of the site's existing natural vegetative and topographic screening to minimize the height of structures, utilize cluster development, and avoid skylines and ridge tops, in order to protect both public views and other properties' views from permanent construction, road cuts, landform disruption, etc.;
  - h. Provide adequate mitigation measures, both permanent and during construction, to offset impacts to the natural character of the area;



- i. Limit density (numbers of units per acre) as provided in the *Housing* section, in relation to slope, water availability, wildlife, wildfire, and scenic factors;
- j. Otherwise comply with the Mountain Site Design Criteria and the other provisions of this Community Plan.

## F. PRIORITIES FOR TRAILS

Additional public trails should be established in the following corridors:

1. **Clear Creek Canyon - Beaver Brook Extension** - expand the existing Beaver Brook Trail to provide a trail from Golden to Clear Creek County. (This is a priority trail for the Jefferson County Open Space "Trails 2000 Action Plan". Like the other trails from Golden, it would link to the east with existing and proposed trails along Clear Creek all the way to the South Platte Greenway.)
  2. **Clear Creek Gorge** - from Golden west along the Welch Ditch past Tunnel #1, then along the river to the Jefferson County line; this trail could link to trails up the North Fork of Clear Creek (in Gilpin County) and the Mainstem (in Clear Creek County).
  3. **Guy Gulch** - from Clear Creek north up Guy Gulch to Golden Gate State Park.
  4. **Elk Creek** - from Clear Creek west up the Elk Creek watershed.
  5. **Cold Spring** - linking the Beaver Brook Trail and Genesee Park, Bear Creek, Little, Lair o' the Bear and Corwina Parks and Kittredge.
  6. **Chimney Gulch** - links Golden to Lookout Mountain Park and the Nature Center.
  7. **Apex** - from Apex Park, south to Matthews/Winters Park and north to Windy Saddle.
  8. **Matthews/Winters-Morrison** - continuing south from Matthews/Winters Park through Red Rocks Park and Morrison to Mt. Falcon Park.
  9. **Sawmill Gulch** - linking Mount Vernon Canyon south to Bear Creek Canyon, through Idledale.
  10. **Hogback** - to Red Rocks Park.
  11. **Bear Creek Canyon** - from Morrison west to Evergreen, linking Red Rocks, Mt. Falcon, Little, Lair o' the Bear, Corwina and O'Fallon Parks. (This is a priority trail for the Jefferson County Open Space "Trails 2000 Action Plan". It would link to the east with the proposed South Platte River Greenway.)
- New nonmotorized bicycle paths should be established, for safety's sake, along the following popular road biking routes:
1. **U.S. 40** - from the plains, up U.S. 40 in Mt. Vernon Canyon to the Jefferson County line (removing the need for bicyclists to use the I-70 expressway).
  2. **Lariat Loop-Lookout Mountain** - from Golden, up Lookout Mountain on the Lariat Loop Road (westward extension of 19th Street), then south along Lookout Mountain Road to U.S. 40.
  3. **Bear Creek** - along Colorado Highway 74 from Morrison to Evergreen.

## IMPLEMENTATION

A broad range of implementation strategies will be required to protect large tracts of open space (including trails and recreation areas) in the Central Mountains area:

1. Amend the County legal authorities, as necessary, to implement these goals and policies.
2. All public and private entities providing open space should communicate, coordinate, and cooperate regularly and effectively.
3. Cooperative arrangements should be developed and encouraged between public and private open space providers, including leases, management agreements, cooperative agreements, and reciprocal aid agreements.
4. Educational, conservation, and scientific organizations should be encouraged to use, explain, and publicize open space resources and opportunities.
5. Maintenance, security, and hazard-control should be top priorities for park and open space management.
6. Techniques for preserving open space include:
  - a. Public acquisition, including donation, bargain-sale, or full-market-value purchase of title ownership, conservation easements, acquisition subject to life or term estates, purchase-resales with covenants, leases, intergovernmental transfers, and management agreements.
  - b. Private acquisition, through publicly supported nonprofit land trusts, organized at the national, state, or local level.
  - c. Encouraging private individual and corporate donations of land or financial resources to acquire land.
  - d. Incentives in the development approval process to encourage property owners and developers to dedicate open space on appropriate portions of their property.
7. Jefferson County (including the County Commissioners, the Open Space Department, Open Space Advisory Council, and Planning Department) should:
  - a. Develop incentives to encourage private property owners, developers, and publicly supported nonprofit land trusts to acquire and dedicate open space, trails, recreation areas, etc., in their private planning;
  - b. Encourage additional, progressive acquisitions campaigns for open space in the Central Mountains area;
  - c. Continue its open space public education programs;
  - d. Develop and implement a comprehensive trails system plan to supplement Open Space's "Trails 2000 Action Plan";
  - e. Review County, state, and federal laws, programs, and policies for disincentives to the protection of open space, move expeditiously to change those that are controlled by the County and lobby for change in those controlled by the state or federal governments;
  - f. Develop a systematic approach for conducting visual resource inventories as a part of the review of development proposals (as described in the *Visual Resources* section);

- g. Survey the geological, paleontologic, archaeologic, historic, and cultural resources in the area and develop a systematic means for considering and protecting such resources as part of the review of development proposals (as described in the *Geological, Paleontological, Archaeological and Historical* section);
  - h. Determine the requirements for park and open space public services provided by government or private entities, under Titles II and III of the Americans with Disabilities Act of 1990 (P.L. 101-336) and related regulations and laws;
  - i. Adopt amendments to the Jefferson County Land Development Regulation (LDR), zoning laws and authorities so that review and approval of development proposals can deal effectively with problems of slope, visual impacts, service provision, transferable development rights, hazard areas, and other problem aspects of the development process which can impede open space protection and future acquisitions.
8. Jefferson County should continue to be a leader for open space in the area, and promote its preservation, protection, and enhancement through:
- a. Acquisition of land and interests in land with County Open Space funds;
  - b. Actively encouraging and supporting other funding sources, public and private, to do the same;
  - c. Engaging in intergovernmental agreements and arrangements to increase open space acreage or enhance protection and maintenance of existing acreage;
  - d. Implementing public-private sector transactions, with national and local land trusts, trail organizations, and other publicly supported groups;
  - e. Facilitating open space dedication, development, and maintenance agreements with private property owners and developers;
  - f. Planning for the strategic siting of new open space and trails, in order to connect with or otherwise complement existing open space and trails;
  - g. Providing public information and education and technical assistance for property owners, developers, land trusts, and homeowner groups about innovative mechanisms for protecting open space - including donations, conservation easements, bargain-sales, life estates, and covenants - to enhance their economic viability and property values;
  - h. Creating new mechanisms to encourage, support, and reward property owners, developers, and organizations which voluntarily designate or dedicate public open space;
  - i. Revising and interpreting the laws, programs, and policies of the County to ensure that development near or affecting dedicated open space or prime potential open space is harmonious with and does not unreasonably degrade such open space.

## MOUNTAIN SITE DESIGN CRITERIA

The Mountain Site Design Criteria adopted with this section of the plan should be used in preparing and evaluating plans for development in Open Space Priority areas. ♦

# WILDLIFE

*The Central Mountains area affords residents and visitors an immense opportunity to experience, learn from, and live with a wide variety of plants, wildlife and their habitats.*



**I**n this fortunate area, black bear, mountain lion, bobcat, elk, whitetail and mule deer, fox, coyote, marten, beaver, trout, songbirds, wild turkey, grouse, hawks, and bald and golden eagles still roam, swim, and soar within sight of Denver skyscrapers. Rare and threatened plants, fragile wetlands, and a range of habitats from near-desert to subalpine provide incredible biodiversity here at the suburban fringe. (See *Appendix* for full inventory.)

Wildlife, including both plant and animal biota, enhances the area's quality of life, augments property and other values, attracts residents and investment, contributes to human psychological well being, and provides a barometer of the health of our ecosystem. These are valuable assets, not to be squandered. The relationships among animals, vegetation, and human activities, and their direct and cumulative impacts on each other, must be addressed as part of every development proposal.

While wildlife and biodiversity are renewable resources, restorable through their own natural regenerative processes up to a point, human impacts, development, and neglect can cause irreversible damage to these valuable resources. Conversely, wildlife can endanger human inhabitants, and educational and other protective measures must be taken to minimize conflicts between wild animals and people. A conscious regard for wildlife, habitat, and biodiversity should be exercised at every phase of human development projects - initial planning, gov-

ernment approval, site preparation, construction, sale and re-sale.

## GOALS

1. Assure that development accommodates and protects wildlife, with care given to the maintenance, rehabilitation, and enhancement of their habitat.
2. Food, water and cover are the three basic needs required to sustain life, and sufficient amounts of each should be permitted to exist in order to promote a species' biological viability.
3. Protect wildlife and their habitats which might be significantly affected by domestic livestock and pets.
4. Maintain the natural wildlife "carrying capacity" of sites which have moderate to high wildlife value.
5. Maintain the safety of residents by proactively reducing conflicts between wild animals and people.

## POLICIES

1. Based on criteria and training developed by the Colorado Division of Wildlife to determine the presence of all forms of wildlife, including birds, reptiles, small animals, and large animals, and the importance of the subject site to the wildlife present, case managers should determine whether an environmental assessment (meeting Colorado Division of Wildlife or other applicable standards) of an area will be required. Results of

such a study should be used to help implement the policies that follow.

2. The following critical habitat and biota should be preserved (no development):

- ♦ Elk calving areas
- ♦ Critical movement/migratory corridors
- ♦ Severe winter range
- ♦ Riparian areas
- ♦ Wetlands
- ♦ Golden Eagle nesting sites
- ♦ Habitats of any threatened or endangered species identified

3. Critical wildlife habitat may be used for lot area of homesites subject to the restrictions outlined in Policies #1 and #2 above. However, appropriate buffers should be provided between human activity and critical wildlife habitat. The extent of these buffers should be defined in consultation with the Colorado Division of Wildlife and should consider the needs of wildlife for cover, food supply, water, and safety from predation by domestic animals.

4. No structures, grading, or fences which impede wildlife should occur within the critical wildlife habitats. Road crossings in these habitats should be avoided but may be allowed if they are designated on an Official Development Plan, their location is the only viable option to access developable land, and their presence does not unreasonably affect the viability of these habitats.

5. Natural, non-significantly impacted, and recovered biotic communities (areas with no current evidence of recent, onsite human development) should be required to have a wildlife inventory prepared prior to any development or development approval.

6. Open areas which have been deemed as being important to wildlife should be preserved. Any development should occur beyond the edges of these open areas.

7. Native vegetation important to wildlife should be preserved to the maximum extent possible.

8. The introduction of plant materials not indigenous to the area, which might cause a degradation of the ecosystem, should be avoided. (See *Appendix* for examples of both appropriate plant materials and those to avoid.)

9. Hydrologic features should be maintained in a way which does not adversely affect water quality or quantity.

10. Bodies of water, natural springs, wetlands, waterways and their banks should be preserved or enhanced to promote their value as elements of habitat.

11. Snags, downed trees and brush piles are ingredients of a viable habitat. The value of these elements should be considered when wildfire and insect prevention measures are addressed.

12. Development should be coordinated to allow for the interconnectedness among critical habitat, important food, water or cover sources, movement corridors and adjacent habitat.

13. To eliminate impacts on wildlife, all development proposals should be referred to the Colorado Division of Wildlife for

suggested mitigation techniques. Fences which impede wildlife movements should not be allowed across drainages and riverbeds. Seeps and springs should remain natural, not channelized. Noise generated from development should be minimized to reduce the impact on wildlife.

14. Improve the carrying capacity of some sites to offset the loss of habitat in developed areas.

15. Design criteria for developments should include both protection for wildlife from people, and for people from wildlife. Full disclosure of the presence of black bear and mountain lion in the area should be required of all developers. Bear-proof trash containers are essential. Kennels should be roofed. Citizens should be prohibited from providing salt or feeding all wildlife except songbirds. Brush should be cleared at least 30 feet away from each dwelling. Gardens should have an 8-foot fence to protect plants from foraging deer or elk.

## IMPLEMENTATION

1. Amend the County legal authorities, as necessary, to implement these goals and policies.

2. In conjunction with the Colorado Division of Wildlife, important wildlife and habitat areas should be mapped.

3. Educational guides for use by developers and the general public should be created by the Colorado Division of Wildlife in an effort to heighten the awareness about wildlife, the adverse effects of free-roaming, predatory dogs and cats, and the feeding patterns of wild animals.

4. The County should enforce dog control and require that dogs be kept in roofed enclosures. The County should work toward reducing the overall number of dogs in Wildlife areas.

5. The County should explore offering incentives to those who accommodate wildlife in the planning of their projects.

6. Critical wildlife habitat should be preserved as open space in perpetuity through the purchase of open spaces, voluntary private actions, conservation easements, environmental trusts, or other mechanisms.

## MOUNTAIN SITE DESIGN CRITERIA

The *Wildlife* section of the Mountain Site Design Criteria adopted with this plan should be used in preparing and evaluating plans for development in areas where important wildlife resources exist. ♦



# CRITICAL LIMITING FACTORS

## AIR, ODOR & NOISE

*The unique landscape, fresh air, and quiet that characterize different parts of the study area are valuable assets that attract new residents and employers. Careful attention to enhancing and maintaining these natural attributes as development occurs can help ensure a highly desirable quality of life in the Central Mountains.*



### AIR QUALITY

The air of this region is a valuable resource that is being degraded. Future development should not result in further degradation of the air quality. The significant negative impacts of air pollution include:

- ♦ Damage to human health, reduced life expectancy, mortality, lost earning capacity and work force disruption.
- ♦ Deterioration of the well being of wildlife, vegetation and other ecosystems.
- ♦ Loss of scenic views and vistas, lower property values.
- ♦ Decreased ability to attract investment and tourism.

Numerous contaminants contribute to visible air pollution and the even more dangerous invisible pollutants. The six criteria (or key monitoring) pollutants are carbon monoxide, ozone, oxides of nitrogen, oxides of sulfur, particulate matter (which

include fugitive dust), and lead; a seventh, hazardous air pollutants, should be added. (A description of these contaminants can be found in the *Appendix*.)

Under current Federal law, all areas are categorized as either “attainment” or “nonattainment”. “Attainment” means they meet or exceed (attain) the health-based National Ambient Air Quality Standards (NAAQS) for the six criteria pollutants. “Nonattainment” areas have air of unacceptable quality, that is pollutant levels exceed those considered safe for the health of human beings.

Jefferson County is nonattainment for ozone, carbon monoxide and particulate matter (PM-10). Of all the particulate pollutants, PM-10 may be the most worrisome because it can be breathed into the lungs and enter the blood system; it consists of particles 10 microns or smaller. It is of particular concern because the sources of PM-10 are everywhere and hard to regulate. In our

study area, the primary sources are: woodstoves, fugitive dust, diesel fumes, mining, and construction projects involving earth moving.

## GOALS

1. Protect and enhance air quality
2. Minimize fugitive dust generated by construction, mining activities, and vehicular traffic, especially on dirt roads.
3. Protect the health of inhabitants from detrimental effects of industrial, vehicular and home heating emissions.
4. Limit the opportunity of production of airborne particulates, particularly PM-10.
5. Determine the adequacy of current standards by means of an ambient air study of the mountain residential/mountain open lands.

## POLICIES

1. Reduce the number of miles of unpaved roads, in order to meet EPA-mandated air pollution control requirements.
2. Plan all future development in the area to minimize areas of disturbance including road and driveway cuts, homesite clearings, and any other grading and blasting areas.
3. Disturbed areas should be revegetated with species native to Colorado. Revegetation should take place within six months. Performance guarantees should be retained for one year after installation to ensure successful revegetation.
4. Intensity of development allowed should reflect the limits of the transportation network to prevent stop-and-go traffic that increases vehicular emissions. See *Transportation* section.
5. Bikeways, equestrian trails and pedestrian paths should be developed to encourage the use of alternative modes of transportation. When trails shown on state and county trails maps cross a proposed development site, that portion of the trail should be secured through an easement or similar measure. Dedication of road right-of-way should be sufficient to provide on-road trails and paths where appropriate.
6. New fireplaces and stoves are required to comply with the new Colorado and County legislation regulating fireplaces and woodburning stoves. The County should encourage the retrofitting of existing fireplaces and stoves to bring them into compliance with the new standards through incentive programs.
7. The County should support state legislation to strengthen vehicle emission standards, and increase enforcement of these regulations.
8. Air quality impacts of all new development proposals should be considered. If it appears the source will be a cause of significant pollution, a study done at the expense of the developer may be required.
9. The County should encourage an increase in RTD service in the Central Mountains area.

## IMPLEMENTATION

1. Amend the County legal authorities, as necessary, to implement these goals and policies.

2. A comprehensive study of the current air quality and the unique meteorologic conditions that affect air quality should be undertaken for the study area to determine existing ambient air quality. The study should also analyze the impact of I-70 upon air quality and should project potential air quality degradation from increased use of I-70 and from buildout of existing zoning in the study area.

3. Once the appropriate air quality classification is adopted for this area, an Air Quality Improvement Plan effort should be sponsored by the County in conjunction with the Regional Air Quality Council to develop implementation methods for maintaining or improving air quality in the study area.

Such methods could include tax credits for more efficient vehicles and fuels, and for conversion of woodburning fireplaces, education, increased RTD ridership, etc.

4. The County should evaluate the adequacy of the EPA Standard to pave roads that carry in excess of 150 trips per day. If unacceptable levels of fugitive dust are being generated by less traveled unpaved roads, the County should adopt a more stringent standard. Existing roads should be paved through a cost-sharing program. Sources for funding could include existing landowners, builders of new development, and the County.

5. A new parking area should be established in the eastern portion of the study area to accommodate car and van pools into the mountains to reduce vehicle emissions. If a new parking area is not established, further expansion and improvement of the existing areas should be undertaken.

6. The County should continue to explore environmentally sensitive dust suppressant techniques which do not damage vegetation or contaminate water courses or groundwater. The County should try to clean up road gravel and salt used during the winter months.

7. The County should increase the enforcement of burning bans by publicizing a phone number for reporting violators, and then follow up.

## ODOR

To maintain the quality of life in this unique area, efforts should be made to avoid generation of offensive odors.

## GOALS

1. Minimize the adverse impacts of odors associated with waste disposal, home occupations, commercial, industrial, and agricultural operations.

## POLICIES

1. Plan housing densities and commercial intensities to ensure safe and efficient septic system placements.
2. Require the best available control technology on exhaust systems for commercial and industrial proposals.
3. Agricultural uses should employ management practices, appropriate technology, and site design to ensure the minimum level possible of odor emanating from each source. See *Water & Sanitation* section regarding livestock.
4. Prevent inappropriate livestock densities in residential areas.



The Central Mountains area enjoys a relatively low noise level. It has been estimated that the ambient level in the study area is between 30 and 45 decibels. The exception to this is the I-70/Mt. Vernon Canyon transportation corridor which generates considerably higher levels. In order to establish appropriate sound standards for the area, a study of existing ambient levels will be necessary.

## GOALS

1. Determine the appropriate maximum levels and sound factors for the area to protect and improve the community's character.
2. Plan land uses that will be compatible with existing sound levels.

## IMPLEMENTATION

1. Amend the County legal authorities, as necessary, to implement these goals and policies.
2. Evaluate the appropriateness of, and revise if necessary, the Jefferson County Zoning Resolution, for the keeping of livestock as related to: soils, topography, and erosion; water contamination, odor, flies, and other public health issues; and humane treatment of the animals.
3. Jefferson County should, through the Zoning Department, set up a method to better utilize existing regulations to address livestock-based complaints, e.g., animal protection regulations, Colorado Department of Agriculture, public health regulations, Jefferson County Health & Environmental Services, water quality standards, Water Quality Control Division, soil erosion, Soil Conservation Service, etc.
4. The Colorado Air Quality Control Commission has adopted *Odor Emission Regulations*. Jefferson County has enforcement responsibility. All efforts should be made to ensure strict enforcement of the regulations.
5. The Jefferson County Health Department should target areas where septic failures are suspected or likely to occur and set up a program to identify and rehabilitate failed systems.

## NOISE

The health of a community can be affected by the noise present. This can have a direct health impact, such as hearing loss. It can also have an indirect impact such as the community's sense of well being, quality of life, and long term viability.

Surveys conducted by the Department of Housing and Urban Development annually since 1973 show that noise is the leading cause of neighborhood dissatisfaction. Approximately one-third of those surveyed who expressed a desire to move cited noise as the reason.

## POLICIES

1. Land uses that generate significantly higher levels of noise at the property line than those permitted, or zoned in the surrounding areas should be considered incompatible.
2. Meet noise standards and mitigate other annoying or nuisance noises with site planning, technological, operational, or buffering techniques. (See *Mountain Site Design Criteria* and *Aggregate Resources Roundtable Report*). The method used to mitigate noise should respect other issue area policies, such as visual.

## IMPLEMENTATION

1. Amend the County legal authorities, as necessary, to implement these goals and policies.
2. Jefferson County should initiate a joint study with the State Health Department to determine appropriate noise standards for mountain environments. This study should assess the typical level of man-made background noise of mountain residential/mountain open lands at their logical and legal buildout. It should address:
  - a. the intensity (dB) level of sound;
  - b. the frequency spectrum of sounds;
  - c. the time varying character of sounds;
  - d. the duration of sounds; and
  - e. dynamics of sound travel in mountain topography.

The Board of County Commissioners should adopt a new noise ordinance for the mountain areas because acceptable sound levels are different for mountain residential/mountain open lands than for the suburban/urban plains areas.

## MOUNTAIN SITE DESIGN CRITERIA

The *Mountain Site Design Criteria* should be followed when air, odor and noise pollution impacts are associated with development. ♦

# HAZARDS

*The protection of the environment, property and life should be considered in the planning and land development review process. All three factors need to be examined to properly locate residential and commercial development, and Colorado law requires counties and municipalities to control land development in areas where existing hazards have been identified.*



**T**he intent of the policies in this section is to identify hazards in the Central Mountain Area which should be mitigated or eliminated prior to development, and to identify the governmental entities with the authority to safeguard people, property and the environment from injury or damage caused by hazardous conditions and events.

## GOALS

1. Protect life, property, and the environment from the adverse impacts of natural and man-made hazards.
2. Ensure that land use activities do not aggravate existing geologic hazards.
3. Ensure that grading does not accelerate erosion.
4. Ensure that both existing and proposed land uses are managed to decrease wildfire hazards by:
  - a. encouraging existing developments to implement necessary mitigation measures, and
  - b. requiring proposed developments to implement necessary mitigation measures.
5. Ensure that air and water quality meet applicable federal and state standards for radioactivity.
6. In areas where radioactivity exceeds safe levels, land uses should be limited to non-occupied agricultural uses.
7. Communities on Lookout Mountain should be included in an Emergency Response Plan in the event of an accident or release at the Rocky Flats Nuclear Weapons Plant.
8. Protect the public from exposure to potential health hazards caused by electromagnetic radiation (electric and magnetic fields or EMF) by continuing to monitor future studies.
9. Protect life and property from flood hazards.
10. Prevent the spread of noxious weeds.
11. Fit development to the terrain to ensure that development does not increase the potential for adverse impacts in geohazard areas.
12. Protect the public and the environment from the hazards associated with the generation, transportation and disposal of hazardous materials.
13. Protect life and property from the adverse impacts related to aircraft operation.
14. Ensure that emergency evacuation and response plans are prepared to anticipate any disaster.

15. Maintain the safety of residents, stock, and pets through programs to reduce conflicts with wildlife predators, such as black bear and mountain lion, while protecting the integrity of wildlife populations. (See *Wildlife* section.)

16. Revise the Mountain Site Design Criteria and other County requirements to incorporate these goals and policies.

## **POLICIES**

### **A. GEOLOGIC HAZARDS**

Various geologic hazard conditions are found throughout the study area. These include Slope Failure Complex, Unstable Slopes, rockfalls, landslides and subsidence. Zoned hazard areas in the Central Mountain area are shown on the County's Geohazard Overlay Zone Maps.

1. No development should be allowed in zoned geologic hazard areas unless adequate mitigation or elimination of the hazard can be demonstrated.
2. In other areas with potentially unstable slopes, grading activities should not decrease existing slope stability.
3. Development activities should be designed to ensure adequate slope stability, and should result in a natural appearance which blends with the surrounding landscape.
4. Proper drainage and grading principles must be used in areas of unstable slopes, as well as proper structural and geotechnical engineering principles.
5. Potential adverse impacts on existing development in the vicinity of a development proposal should be considered. These adverse impacts include, but are not limited to:
  - a. changes in drainage patterns and the erosion of soil, causing damage to property lower on a slope; and
  - b. improper grading that can result in increased slope instability hazards.

### **B. EROSION**

Highly erodible soils are soils with certain characteristics which have been identified by the Soil Conservation Service and defined in the Jefferson County Zoning Resolution as being easily erodible when disturbed. Accelerated erosion can cause the destruction of aquatic life, increased risk of flooding and increased pollution.

1. Disturbance of areas with highly erodible soils, as defined by the U.S. Soil Conservation Service, should be minimized.
2. Disturbed areas should be revegetated to reduce fugitive dust and erosion pollution.
3. All disturbances must comply with the Jefferson County's Grading and Erosion Control permit process, including the reseeded of disturbances within 30 days. (See *Jefferson County Zoning Resolution*.)

### **C. WILDFIRE HAZARDS**

Wildfire is a constant threat faced by mountain area residents. As development and related human activity continues to increase in the Central Mountain area, the risk of wildfire will increase. Therefore, it will be important to reduce the risk of wildfire through maintenance, education, thinning defensible

space around buildings, drives and roads, and by providing adequate access for fire protection equipment and water supplies.

The dead wood which is accumulating at an increasing rate on public and private land heightens the potential for wildfires. Intergovernmental cooperation is needed since wildfires often cross jurisdictional boundaries.

Key to wildfire management are several forest fuel types which warrant special attention. These fuel types may present serious problems for fire protection on any slope. Often, it is not possible for fire fighters and their equipment to protect property and lives where these fuel types are present. Such fuels include, but are not limited to: Gambel Oak, Lodgepole Pine, Douglas Fir and Ponderosa Pine.

1. Proper forest land management should be used to reduce all severe wildfire hazard areas to a low or moderate rating.
2. Development proposals in areas where severe or moderate wildfire hazards are present should continue to be referred to the Colorado State Forest Service and to local fire protection districts to assess the severity of the wildfire hazard, and to determine the risk reduction techniques which will be needed. State and County wildfire maps should be used to determine hazard levels, and confirmed by site inspections.

General fire protection policies are in the *Public Facilities, Services & Utilities* section of this Plan and additional wildfire hazard information is included in the *Appendix*.

3. Residential lot sizes should be restricted in severe (high) and moderate wildfire hazard areas.
  - a. When the hazard can be adequately reduced to a moderate or low hazard level and can be maintained over time to ensure the hazard remains low or moderate, there should be no lot size restriction based on wildfire hazard other than those other policies as referenced.
  - b. Development should not be allowed in high hazard areas without adequate risk reduction.
  - c. Thirty-five acres should be the minimum lot size if no mitigation is done in moderate hazard areas. For the safety of the homeowner, defensible space around the homesite should be completed as well as thinning along roadways and driveways.
  - d. Water districts should be encouraged to expand their network of fire hydrants to areas not presently served.

### **D. RADIATION HAZARDS**

Radioactive elements are natural components of the mineral rich rocks of the Front Range. Radon-222, an inert, radioactive gas, is a radioactive decay product of Radium-226 (member of the Uranium-238 decay chain). Radon-222 and Radium-226 are the critical radioactive elements from a health standpoint.

#### **Radon**

Radon is emitted from the earth and can accumulate inside buildings where it can become a health hazard. Preventive and corrective measures can be used to avoid and mitigate the hazard. Standards for safety have been set by the U. S. Environmental Protection Agency which are higher than the standards

advocated by the American Society of Heating, Refrigerating and Air Conditioning Engineers. It is less expensive to mitigate for radon during construction than it is to correct radon problems in existing structures.

1. Areas which have high levels of natural radioactivity should use building techniques which prevent radon buildup inside the structure.

### **Drinking Water**

There is concern about health endangering amounts of radiation in groundwater, which results from natural radioactive deposits and other sources, i.e., uranium mine tailings.

Some private wells in the area have been identified as having elevated levels of radioactivity, i.e., gross alpha uranium Radium-226. However, only a small fraction of existing wells have been tested by their owners, so the extent of the problem is unknown. Although removal processes are available for these constituents, careful design is required to avoid additional radiation problems. Large scale treatment facilities could engender radiation and waste disposal problems. Currently, there is not a state requirement for testing private wells. The Colorado Geological Survey can be consulted for risk areas before new wells are drilled, and the U.S. Geological Survey's hydrogeological study, when completed, may be a source of information about geological and water relationships which have radiation hazard potential.

1. Water for human consumption should not exceed the maximum levels of radiation set forth by the Environmental Protection Agency (EPA), as determined by the State Health Department.

### **Uranium Deposits**

Uranium deposits occur in the Central Mountain Area. Most of these locations have been identified and are not considered suitable for construction purposes by the Colorado Health Department. See *Appendix* for additional information.

1. The Jefferson County Planning Department should refer development proposals in the vicinity of uranium deposits to the Colorado and Jefferson County health departments to evaluate radioactive contamination from mining activities.
2. Uranium deposits in the Central Mountain area should not be built upon or used for construction purposes.

### **Rocky Flats Nuclear Facilities**

Since its construction and start of operations in 1951-52, the primary mission of the U.S. Department of Energy's Rocky Flats Plant has been the production of components for nuclear weapons, manufactured chiefly from plutonium, beryllium, stainless steel, and other metals. While many of the plant's nuclear production functions were suspended in 1989, considerable volumes of plutonium and other transuranic radioactive substances, low-level radionuclides, hazardous wastes, and mixed radioactive-hazardous wastes are still stored there. Further, some 178 individual hazardous substance sites (contaminated with radionuclides, hazardous wastes, mixed wastes) have been identified at the plant site and are in the initial stages of a projected 30-year, multibillion-dollar environmental cleanup.

Since the beginning of operations, release of onsite and offsite radioactive and hazardous materials contamination have occurred, and completion of environmental containment and remediation is not expected until at least AD 2019. Such releases through air, surface water, soil, and groundwater create a planning dilemma more serious than a natural hazard, such as wildfire or flooding, because the type of pollutant, particle size, quantity, and wind/dispersion of a release cannot be reasonably anticipated with accuracy. Areas within 10 miles from the plant are considered capable of being significantly impacted in the event of a release of radionuclides, although this cutoff is conjectural.

The northeastern tip of the Central Mountains area lies within the 10-mile radius of Rocky Flats, consisting chiefly of undeveloped public lands. (Buffalo Bill's Grave is approximately 10 miles from the closest point of Rocky Flats' property.) Residential properties in the Central Mountains area lie within the 10-12-mile zone.

1. For safety, existing and new residences and other developments on Lookout Mountain should be informed and included in education and emergency response planning in the event of a release from the Rocky Flats plant.

### **Electromagnetic Radiation**

There is an increased awareness that health problems may be caused by the emission of electromagnetic radiation (electric and magnetic fields or EMF) which is generated by transmission power lines, electrical substations, telecommunications facilities such as radio and television antennae and microwave installations. The Colorado Public Utilities Commission has begun adopting a code concerning EMFs, recognizing "the potential health effects of exposure" and requiring utilities to implement "the concept of prudent avoidance" with respect to planning, siting, construction, and operation of transmission facilities; "prudent avoidance" can include design, routing, height, expanded rights-of-way, and burial of lines. Rule 18 (i), Docket No. 92R-259E (effective Nov. 30, 1992).

The current American National Standards Institute (ANSI) standards, which do not cover transmission lines, are used by the Jefferson County Department of Health and Environment to assess health hazards, and are less restrictive than the standards used in other areas of the United States. Studies of this problem are underway which could produce more definitive information on the health hazard potential from electromagnetic radiation. Another health concern focuses on the cumulative and interactive effect of the various types of radiation. As research provides more data on this subject, the Colorado and Jefferson County health departments should monitor the data, reevaluate the current standards and consider revising the current standards in accord with new findings.

1. Development proposals in the vicinity of electromagnetic energy emission sources and proposed major new EMF emission sources should be referred to the Jefferson County Department of Health and Environment for evaluation of health hazards.

## **E. FLOODPLAIN HAZARDS**

Construction in or any alteration to a floodplain can cause a

potential danger to life, property, and the environment. Therefore, the Jefferson County Zoning Resolutions Federal Emergency Management Agency (FEMA) and Flood Insurance Rate Maps must be complied with.

1. Rezoning and exemptions involving property where the 100-year floodplain exists should comply with the Jefferson County Floodplain Management Program.
2. When the alteration or expansion of existing uses in the floodplain create or increase the flood hazard, a community floodplain mitigation and alternatives study should be done to find reasonable ways to reduce the hazard area. The following issues should be addressed in the study.
  - a. Human safety.
  - b. Design options, e.g., channelizations which mimics the natural environment and configuration, etc.
  - c. Land use options, e.g., trails, open space.
  - d. Financial options, public and private.
  - e. Protection of property values.
  - f. Community and County responsibilities.

## **F. HAZARDOUS MATERIALS**

The generation, transportation and disposal of toxic and hazardous wastes is a serious concern. However, the extent and nature of such activities in the Central Mountain Area is currently unknown.

1. Fire districts should be informed of hazardous chemicals, materials, products and wastes stored or manufactured on sites within their districts.
2. Fire districts should receive development referrals and construction plans for review to make sure they develop capacity to respond to fires and emergencies where hazardous materials are present.

## **G. AIRPORT/HELIPORT/ULTRALIGHT OPERATIONS**

Impacts associated with helicopters and ultralights which land on private property are not always covered by existing federal laws and regulations. To ensure that these impacts are considered, Jefferson County should amend the Zoning Resolution to protect people from adverse impacts related to aircraft operation on privately owned land.

1. Proposed airport/heliport/ultralight locations should be reviewed on a site by site basis to ensure that noise, lighting, and other undesirable impacts on the surrounding areas are avoided.
2. Proposed sites should meet requirements of the appropriate regulatory agencies. Site plan should be reviewed by the applicable Fire District to ensure adequate emergency access in the event of an accident.
3. Noise levels from aircraft should be within the acceptable decibel range set by the State of Colorado, and/or Jefferson County. The stricter standard should apply.
4. Landing approach and takeoff patterns should not endanger people or property.

## **IMPLEMENTATION**

### **Wildfire Areas**

1. Amend the County legal authorities, as necessary, to implement these goals and policies.
2. Jefferson County and the State Forest Service should use the same standards for the rating of wildfire hazards.
3. Jefferson, Clear Creek, Gilpin, and Boulder counties, and the City and County of Denver, should work with the Colorado Forest Service to develop and implement a program to reduce the hazard of wildfire. This program should include:
  - a. a hazard overlay map showing the presence, absence, and degree of wildfire hazard, i.e., severe, moderate and low;
  - b. developing an emergency evacuation plan for wildfires. This plan should include identifying areas to go to for assistance, households with persons of special needs, etc.
  - c. a standard procedure to ensure the completion and long-term maintenance of fuel hazard risk reduction for all existing and new development;
  - d. a procedure to ensure the completion and the long-term maintenance of fuel hazard mitigation for existing development;
  - e. a description of fuel hazard mitigation practices, e.g., forest thinning, fuelbreaks to protect structures and access, fire retardant building materials, onsite water supplies, and access requirements for fire protection equipment, clearly visible road signs and house numbers, etc.;
  - f. an educational program for public and private landowners, residents, business people and developers, to inform them about wildfire hazards and mitigation techniques for both forests and grasslands;
  - g. an active, environmentally safe pest management program for use on both public and private land;
  - h. a designated management structure to oversee program implementation such as a coordinated fire district and/or mutual aid agreements;
  - i. an implementation schedule;
  - j. a funding mechanism to pay for the program; and
  - k. a program to encourage landowners to cooperate in providing adequate fire protection. This could include onsite water, hydrants and/or cisterns.
4. When the program described in Policy 2. above has been developed, Jefferson County should take appropriate action to adopt the resolutions, regulations and workprograms necessary to implement the recommendations of the program.
5. Until the program in Policy 2. above has been developed, Jefferson County should create and adopt a wildfire hazard overlay map to be used as an indicator of the presence or absence of wildfire hazard areas and follow the provisions of Section 44: W-H Wildfire Hazard Overlay District of the Jefferson County Zoning Resolution. Jefferson County should implement the recommendations in Policy 2.a. through i., to the maximum extent possible.

## Radiation Hazards

6. The Jefferson County Building Code should be changed to require that construction, in areas which have high levels of natural radioactivity, use building techniques to prevent radon buildup inside the structure. See the *Appendix* for additional information.
7. The Jefferson County Health and Planning Departments should work with the Colorado Health Department to set health safety standards for radon gas inside structures.
8. Jefferson County should initiate state legislation to require testing of air for radon contamination prior to the resale of property and provide appropriate remedies to protect purchasers.
9. Jefferson County should initiate state legislation to establish Health Department standards for levels of dissolved radium and uranium for private wells. They should require well testing for these elements, as well as for nitrates, prior to the sale of property, with or without structures in place, and prior to the issuance of certificates of occupancy.
10. Jefferson County should initiate state legislation to require testing of well water for radon contamination prior to the resale of property, and provide appropriate remedies to protect purchasers.



11. The Jefferson County Department of Health and Environment should consider testing for water radiation in wells or public systems as a public service.
12. Information and educational programs should be developed by the State and County health departments to alert the public to the dangers and the remedies for drinking water radioactivity contamination.

## Rocky Flats Nuclear Facilities

13. The Emergency Response Plan for notification and evacuation within 10 miles of the Rocky Flats facility should be communicated to residents within this area. Evacuation routes may still need to be established and published so the public will know where they are located.

## Electromagnetic Radiation

14. Jefferson County should continue to monitor studies to evaluate any potential health hazards associated with the emission of electromagnetic energy from power lines, communications facilities, substations, etc.
15. Jefferson County and Colorado health departments should consider changes to the regulations should it be warranted by new information and studies.
16. The County Health and Planning departments should review any proposal for a major new EMF emission source to evaluate whether its planning has incorporated prudent avoidance to reduce the exposure.
17. The Jefferson County Telecommunications Plan should be reconsidered and changed, if necessary, to reflect any new ANSI standards.

## Floodplain Hazards

18. The Jefferson County Drainage Engineer and the Planning Department should cooperate in drafting an amendment to the County Storm Drainage Manual to allow mitigation of a flood hazard in the mountains which would take a natural design approach and not require an engineered structure, i.e., concrete channelization.
19. The County should institute an inspection program for dams under 10 feet since these dams are not inspected by the State.
20. The cumulative effect of small impoundment dams along some streams should be examined by the County and/or the State to determine if this presents a flood hazard.

## Noxious Weeds

21. The County should revise its weed ordinance to comply with the Colorado Weed Management Act. Control techniques which should be considered are environmentally sensitive early mowing, and grazing. See *Appendix* for additional information.

## Airport/Heliport/Ultralight Operations

22. Amend the County legal authorities, as necessary, to implement these goals and policies.

## **MOUNTAIN SITE DESIGN CRITERIA**

The *Mountain Site Design Criteria* that apply to hazards should be followed. ♦

# PUBLIC SERVICES & FACILITIES

*The quality of life in a community depends, in part, on the quality of the schools, neighborhood facilities, emergency services and public utilities. At the same time, the Central Mountains area has a unique mountain character that should be preserved.*

*Therefore, these services should be compatible with this mountain environment and should not be expected to duplicate the level of service found in urban areas. For these reasons, the impact of land development on the quality of services should be managed with care to ensure that the provision of public services is consistent, reliable and adequate for the development it serves, and appropriate for the Central Mountains area.*



**T**hese elements in the community should be consistent, reliable and adequate for growth allowed by other policies in the Plan. At the same time, the unique character of each subarea should be understood and preserved. The levels of service provided should be in accord with each area's character. Service provision should not enable or mandate development beyond the levels dictated elsewhere in the Plan.

## GOALS

1. Ensure that adequate, consistent and reliable public services are provided to support the land use recommendations for the Central Mountains area.
2. Construct community/service facilities appropriate in scale and design for this mountain community.
3. Maximize shared use of community/service facilities.
4. Ensure that all areas in the Central Mountains area are served by public fire protection providers.
5. Improve intergovernmental, interdistrict cooperation for fire, law enforcement, emergency/disaster, and school services.

6. Expand law enforcement in public land areas.
7. Avoid overcrowded schools.
8. Ensure that new development bears the equitable share of the increased demand for, and cost of, new public services.

## POLICIES

### A. ALL SERVICE PROVIDERS

1. Adaptive reuse and shared use of existing structures and facilities should be considered before new facilities are constructed.
2. The scale and siting of new service facilities should be appropriate for this mountainous area, should include adequate buffering, and should be in compliance with other policies in this Plan and the *Mountain Site Design Criteria*.
3. Applicants are encouraged to involve community representatives in the location and design of new and expanded service facilities.

### B. SCHOOLS

1. New development should bear the equitable cost of provid-

ing major capital improvements and new school facilities that would be required because of the growth impact of new development.

2. If new development results in overcrowded schools, or the R-1 District standards cannot be maintained, land use solutions should be stressed. These solutions could include, but not be limited to:

a. Phase development of the project to pace the demand to the expansion capabilities.

b. Adjust school fees to be paid by the land developer to better approximate the actual costs incurred by the addition of the new student population. Fees collected should be escrowed and expended for capital improvements in the high school attendance area where the development is located.

3. Jefferson County R-1 Schools and Jefferson County should continue to monitor growth, the impacts of development proposals on school facilities, and seek alternatives to the overcrowding of schools, in accordance with school district policies, procedures and criteria. Referring development proposals to the R-1 School District for review and comment should be continued.

4. Planning for school locations by R-1 should continue to be in compliance with school district policies, procedures and criteria and other policies in this plan and the *Mountain Site Design Criteria*. The planning process should strive to achieve the following goals:

a. reduce commuting time and distance;

b. design facilities which provide for shared uses by the community;

c. design facilities which are sensitive to the mountain environment; and

d. continue community involvement and input in decisions on school facility planning.

5. An effort should be made to provide clean feeder boundaries which will allow the elementary school students to continue to the same junior/middle high schools and high schools.

### **C. FIRE PROTECTION**

1. All development, including all open space and parks in the community, should be served by one public fire protection district.

2. Fire protection service for the community should be maintained or improved as new development occurs. New development should pay for service in proportion to its needs when those needs exceed the capacity of the district, i.e., buildings, equipment and training.

3. New developments, including areas already platted, should be required to provide an adequate onsite water supply for fire fighting purposes, as required by the fire district of jurisdiction, prior to the issuance of a building permit.

4. Fire protection providers should review water and sanitation district plans for water lines to ensure the adequacy of the fire flow for fire fighting, and should acquire and maintain all existing and new fire hydrants.

5. Installation of sprinkler systems should be encouraged in new development, both residential and commercial. The districts and insurers should consider incentive programs for the installation of sprinkler systems. When sufficient water pressure is not present, then a modified sprinkler system which protects exit paths should be considered.

6. Fire protection providers should continue to review development proposals and exemptions referred to them by the Jefferson County Planning Department prior to approval of new development and exemptions. This review should include an assessment of:

a. the adequacy of the proposed water supply and capability of water storage facilities to deliver the required fire flow for fire protection;

b. the accessibility, external and internal, to the site for emergency vehicles, e.g., fire department access roads as required by the Uniform Fire Code;

c. the capacity of the personnel and equipment to serve the size and type of development proposed;

d. defensible space;

e. fuel breaks;

f. forest-wide thinning;

g. site-specific mitigation plans; and

h. "pre-attack" plans.

7. Street address or fire district numbers should be prominently displayed near the road, preferably in three inch or larger numerals made of reflective material.

8. Prescribed burning should be encouraged on public and private open space. When necessary, the burning must comply with health regulations pertaining to air quality and fire regulations pertaining to public safety and welfare. All other burning should be coordinated with the applicable fire district.

9. All public thoroughfares, access roads, and driveways should be designed to meet fire district equipment access requirements. The County should continue to prioritize existing road improvements, considering safety and egress under emergency situations.

10. County-wide mutual aid agreements should be encouraged and maintained by all adjacent fire protection districts.

11. Fire protection districts should continue to respond to hazardous material and waste incidents and to coordinate with the appropriate emergency agency.

12. Open Space and Denver Mountain Parks should institute and enforce specific fire safety standards, e.g., no smoking or campfires on Jefferson County Open Space, cooking and fires only in firepits on Denver Mountain Parks. Areas should have clear signs on what is prohibited.

### **D. SHERIFF/POLICE AND EMERGENCY AND DISASTER SERVICES**

1. New growth in the community should not result in a deterioration of services provided by the Jefferson County Sheriff's Department, but should bear the equitable cost of providing major capital improvements, facilities, and personnel that would

be required because of the growth impact of new development.

2. A new Sheriff substation should be located in the area; a possible location is the northwest corner of Lookout Mountain Road and U.S. 40 next to the ambulance station.

3. Emergency service levels should be maintained and improved as new growth and development occurs and traffic demand increases.

## E. UTILITIES

1. Adequate and timely utility services for existing and future development should be provided.

2. Service lines for telephone, electricity, cable television, etc., should be buried.

3. When overhead service lines must be installed, such lines should be planned to blend with the natural landscape. Power lines should follow contours when possible. Ridges should be crossed at the lowest point, e.g., along a drainage swale or saddle. Powerline rights-of-way in forested areas should be feathered through rather than clear cut. Powerline structures and lines should be dark in color to recede into the landscape rather than be visually obtrusive.

4. Any change in telecommunication tower quantity or location should conform to the most recent County Telecommunications Plan and policies.

5. Cellular facilities should be sited as per the Telecommunication Plan.



## F. COMMUNITY FACILITIES

1. The demand for community facilities, e.g., libraries and community centers, increases as an area grows. When the need for these facilities has been determined, the location should be selected in accord with the Community Plan recommendations.

2. Shared use of community facilities should be explored by community organizations. This would minimize the need for new structures.

3. New facilities, including schools, should be designed to complement the mountain environment in scale, building materials and architecture. New facilities must meet the requirements of the *Mountain Site Design Criteria*, and/or school district design and policy criteria.

## IMPLEMENTATION

1. Amend the County legal authorities, as necessary, to implement these goals and policies.

2. A joint study should be initiated between the County and R-1 School District to investigate community needs such as a library, community center, post office, and similar facilities. The study should include possible locations for such facilities if they are deemed necessary, and if it is feasible to provide such facilities.

3. The fire districts and private insurers should consider incentive programs for the installation of sprinkler systems.

4. Consolidation of fire districts or redistricting should be implemented to maximize fire protection capabilities.

5. When Fire District boundaries are reviewed, adjacent development without fire protection should be considered for inclusion into the expanded district.

6. Publicly owned lands in mountain areas should contribute financially to support the fire district of jurisdiction.

7. There should be increased cooperation and coordination between the County Sheriff and the Denver Mountain Parks police to improve the quality of law enforcement in the parks.

8. Intergovernmental and interdistrict agreements on joint responsibility for outlying areas should be adopted to ensure that response time is as short as possible.

9. Area fire departments should make their standards and requirements consistent. Area fire departments should unilaterally adopt the Uniform Fire Code.

10. All fire cisterns should be filled and maintained and checked prior to permits being issued.

11. Acquire funding for the design and construction of a flood warning system for Bear Creek.

12. Acquire funding for the design of an evacuation plan, particularly for wildfire emergencies.

13. Explore changing the *Land Development Regulations* to indicate that school fees are based on the assessed value of “developed land” rather than raw land.

## MOUNTAIN SITE DESIGN CRITERIA

All of the *Mountain Site Design Criteria* should be considered in planning and designing the facilities needed for public services. ♦

# WATER & SANITATION

*The physical availability of water will be a key factor in the development of the Central Mountains area. The health and safety of the community's residents and its environment depend on an adequate and safe supply of water. Proper planning and maintenance of the quantity and quality of the water is essential.*



**L**and development affects both the supply of and demand for water within an area and must be managed. Some residents in the community are served by water districts and water and sanitation districts. Some of these districts rely on surface water (streams) for their supply, while others rely on wells. Other residents depend on individual well and septic tank/leach field systems.

Improper treatment or disposal of effluent can result in ground water and surface water contamination. Because of this correlation, the impacts of existing and future development on this sensitive resource should be studied and managed to ensure safe and adequate supplies of water.

Regulations on minimum lot sizes and the keeping of livestock are needed to protect the integrity of this resource. Restrictions are necessary to protect the quality of both surface water and ground water in areas with steep slopes, poor soil profiles and/or drainageways, gullies, etc. The community's groundwater supplies must be protected from significant depletion and contamination.

## GOALS

1. Ensure that water resources are not depleted by balancing the physical supply of water and water demand.
2. Maintain or improve water quality as new development occurs.
3. Identify existing water contamination sources and mitigate or eliminate them.

4. Protect existing surface waters to maintain important ecosystems.

## POLICIES

### A. RESIDENTIAL

1. Lot sizes less than 10 acres should only be allowed if the following requirements are met:
  - a. A public water and/or sanitation system is available; or
  - b. Where individual wells are to be used, lot sizes may be reduced to the minimum allowed by the County Health Department or 3.5 acres, whichever is larger, if the applicant can provide both:
    - 1) a satisfactory hydrologic study which includes:
      - a) a demonstration that there is an adequate water supply for the needs of future residents; and
      - b) a demonstration that there will be no adverse impacts (such as depletive effects or well-to-well interference) on neighboring water users, or that any such adverse impacts will be adequately mitigated. (This may include a court-approved plan for augmentation.)
    - 2) an effective plan to protect water quality long-term, such as:
      - a) effective individual water treatment systems;
      - b) extra deep casing of wells;
      - c) clustering of individual sewage disposal system to maximize well-to-leach field distance;

- d) utilization of community wells;
  - e) maximization of the distance between wells and leach fields; and/or
  - f) use of a community sewage treatment system.
2. For lots on individual wells, the overall (gross) density of a project should be at least 5 ac/du.
  3. 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 adequately recharge itself.
  4. When an area has been identified by the County or Colorado Department of Health as having a groundwater problem, no zoning or health variances or changes should be approved that would aggravate the problem.
  5. New public water and sanitation districts or public water districts outside of community centers should be formed under the following conditions:
    - a. Water quality or quantity problems exist that should be mitigated. The boundaries of the new district should encompass the problem area, where practical and appropriate.
    - b. The new district will facilitate meeting the Mountain Site Design Criteria, e.g., the clustering of housing units which might be precluded if individual wells and septic systems were necessary.
    - c. Where there is hydrologic evidence that neighboring water users or natural environments will not be adversely affected by exporting effluent out of the area, if local recharge is not proposed.
    - d. The planned level of development can be shown to be consistent with the other policies of this Plan, especially the *Transportation* section.
  6. New wells should not be allowed in a district where groundwater is the source of water because of the potential depletion of groundwater and the loss of water not recharged to the local area.
  7. 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.
  8. Whenever practical for the general public good, the consolidation of water and/or water and sanitation districts should be examined and encouraged.
  9. The County should not approve special water districts where the bylaws allow privately owned laterals.
  10. Increased awareness of problems associated with special districts has resulted in growing public concern about the economic viability of these districts. For this reason, the County is encouraged to evaluate these problems during service plan reviews and undertake appropriate action to secure legislation and/or regulations to better control the formation and operation of special districts.
  11. To create a more dependable water and sanitation or public water district, the water source should be one that is legally and physically available. Two water sources are preferred as the source of water for public systems.

12. In areas zoned or applying for zoning for livestock, the maximum number of large animals, including horses, buffalo, cows, sheep, llamas, goats, pigs, mules, donkeys or burros, should be assessed on a case-by-case basis. In no case will the maximum number of large animals exceed one per acre. The assessment should be based on information from the property owner that demonstrates through technical, site-specific reports that the lot contains adequate natural conditions (e.g., soils, slopes, vegetation) to accommodate animals without adversely affecting ground or surface water, either on site or downstream, or causing accelerated soil erosion.

13. The County should investigate the benefit of licensing large animals as a means of better monitoring large animal impacts in the mountains.

NOTE: See *Housing, Transportation, Hazards, Visual Resources, and Wildlife* sections.

## **B. COMMERCIAL**

1. Development within the community centers is intended to be more dense. Community centers should be served by public water and sanitation systems.
2. To assure more coordinated planning and more efficient provision of services, each community center should have a single management authority that provides water and sanitation services, i.e., one public water and sanitation district versus three or four districts.

## **IMPLEMENTATION**

1. Amend the County legal authorities, as necessary, to implement these goals and policies.
2. The County should actively explore alternatives to the standard soil absorption systems to treat sewage effluent.
3. The County should facilitate distribution of information regarding water and sanitation problems so that they can be addressed on an individual level.
4. The criteria for hydrologic studies as described in Policy #1 and #6 should be developed by County staff to insure that study information is adequate to evaluate whether plan objectives are met.
5. The State should be encouraged to more strictly enforce the conditions placed on well permits and water augmentation plans.
6. 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. It should include random investigation of septic systems for failure and random sampling of well water for fecal coliform, nitrate, and phosphorus contamination.
7. Once sources of contamination are identified, a program should be established by the County to mitigate or eliminate the contamination.
8. The County should conduct a detailed study to establish specific recommendations on animal density and standards. ♦

# FUTURE DEVELOPMENT

## HOUSING

*The history of residential development in the Central Mountains helps explain both the diversity of housing types available and the patterns of growth in the different neighborhoods.*



**B**efore Interstate 70 was built and before the area's local roads were paved, Denverites flocked to Lookout Mountain to escape the summer heat and the city. Vacation retreats were established, often a cabin on a small parcel of land, with an outhouse in the woods. Prized for their privacy, big trees, cool breezes or grand views were Cody Park, Rilliet Park, Lookout Mountain Park and Panorama Estates. Idledale boasted a strong summer population drawn by the cottonwoods and cool waters of Bear Creek. Genesee Mountain lured campers and some small scale development. Portions of these areas were subdivided into very small lots that did not always consider well and septic separation; practical, safe access; environmental protection; or the preservation of views from adjacent lands.

As roads and cars improved, commuting to Denver became feasible, and people who had fallen in love with the mountain lifestyle began to winterize existing homes or build new ones on the subdivision lots that had been created. Suddenly those areas people sought for their remoteness were now desirable for their accessibility.

Today, the appeal of "close in" mountain living, the major amount of open space and parks which enhance the quality of life for families, and the mountain and city views cherished by residents all contribute to making the Central Mountains Area a highly desirable place to live.

The dilemma facing this area involves these major issues:

- ♦ How can the desirable aspects of "mountain living" (e.g., privacy, clean air and water, natural settings), be protected while acknowledging current development pressures and property rights established many years ago?
- ♦ What can be done to mitigate the undesirable aspects that arise when these (old time) land use rights designed for weekend and summer use (e.g., small lots, well and septic inadequacies, substandard roads) are converted to year-round, constant use?
- ♦ What can be done about the use of these small lots as they become more desirable for new development in the Central Mountains Area?

Many aspects of development addressed in other sections of this plan must be considered when calculating appropriate residen-

tial densities, locations, and site configuration. These include *Water & Sanitation, Wildlife, Hazards, and Visual Resources*.

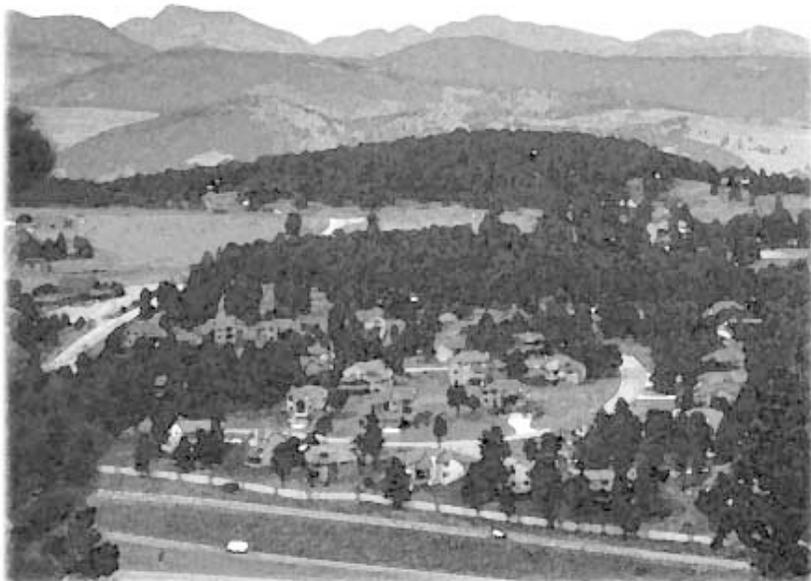
One of the leading negative impacts of development on steeply sloping property is the visual impact of hillside cuts and high profile construction. To avoid this condition, development should meet or exceed the minimum criteria established in the *Mountain Site Design Criteria*.

The housing recommendations in this section are intended to accommodate future housing needs in a way which is compatible with the unique resources of the Central Mountain Area. When development is proposed, the characteristics of the site are identified and development impacts are evaluated. It is during the development review process that wildlife and visually sensitive areas are identified, the capacity of the roads to carry additional traffic is determined, the water and sanitation concerns are noted, and the availability of essential services identified.

The other sections of this Plan and the *Mountain Site Design Criteria* contain more definitive recommendations which should be applied during the land development review process. However, all density recommendations in this section are the result of a synthesis of all of the other policies and objectives contained in the Plan.

## GOALS

1. Provide for a diversity of housing opportunities consistent with the unique resources and constraints of the Central Mountains area.
2. Maintain the mountain residential scale and character of each neighborhood within the study area.
3. Protect visually prominent features and steep, treeless slopes from disruption by development.
4. Encourage lower density residential development that is enhanced by open space.
5. Permit and accommodate well planned and well executed development, including small scale higher density housing.



6. Provide housing for people of different life styles and different levels of income.
7. Ensure that residential development is in balance with a proven source of appropriate, safe, and timely water and sanitation, public services, transportation, schools, preservation of views, etc.
8. Ensure that future residential development respects the unique mountain ecosystem and natural environment, and enhances the quality of life, particularly the “open” nature enjoyed by the residents, in the Central Mountains.

## POLICIES

### A. GENERAL

1. Rezoning should be processed as Planned Development until such time as revision of the County Zoning Resolution and the Land Development Regulation to include design guidelines, site review process, etc., assures that a comparable or better development outcome can be achieved under straight zone districts.
2. New residential development should complement the character of the community, comply with the recommendations in other sections of this Plan, and comply with the applicable *Mountain Site Design Criteria*.
3. Land that is zoned and platted, or is exempted from platting, should comply with this Plan’s recommendations and the *Mountain Site Design Criteria* at the time of building permit application.
4. All development should be adequately served by a fire protection district with competent personnel who can serve and protect. In areas where access is poor and the safety of residents is compromised (i.e., Cody Park), then downzoning to limit additional development could be an option.
5. Development should make maximum use of the site’s existing vegetation to screen development. The appropriate recommendations in the *Visual Resources* section and the *Mountain Site Design Criteria* should be followed.

6. When resource areas (i.e., wildlife range, visual resources, historical sites, etc.) overlap on a site, the resource evaluation should balance the competing values of these resources to achieve the intent of this Plan.

7. Much of the existing zoning does not conform to these policies. To achieve long range solutions to inappropriate land uses that have not been built out, all existing plats and zonings that do not meet these policies should be brought into compliance with the policies using methods such as downzoning, open space acquisition, density transfers, conservation easements, tax incentives, etc.

### B. RESIDENTIAL DENSITIES

1. Housing densities shown in this Section should not be construed as guarantees of the number of residential units which may be built upon a site. The actual number of units is determined by apply-

## EXCELLENT DESIGN DENSITIES

Slope Category	Outside Scenic Corridor	Inside of Scenic Corridor		
		Class I	Class II	Class III
0-30%	1 du/1 ac*	1 du/10 ac	1 du/2.5 ac*	Same density applies as Outside of Scenic Corridor
30-40%	1 du/2.5 ac*	1 du/10 ac	1 du/2.5 ac*	
40%+	1 du/35 ac**	1 du/35 ac**	1 du/35 ac**	

\* Must be served by a water and sanitation district. Where individual wells and septic systems are to be used, the minimum lot size is that allowed by the County health department.

\*\* Units can be transferred off 40%+ slopes at a credit of 1 du/20 ac to be built on the 0-40% slope portion of the site.

**NOTE:** All numbers above are for "excellent design". Standard design is 1 du/10 ac for 0-40% slopes outside the scenic corridor and 1 du/35 ac for all areas above 40% and inside the scenic corridor.

**CLASS I** areas are described as those with few or no trees (little screening potential, wet meadows, or unique natural features.) These are typically south or west facing slopes with occasional Ponderosa pine or Rocky Mountain juniper.

**CLASS II** areas are those with heavier tree cover, and are typified as usually north or east facing slopes with a medium to heavy density of Ponderosa pine, Blue spruce, and Douglas fir.

**CLASS III** areas are those that are included within the limits of the scenic corridor, but because of topographic conditions cannot be seen from the scenic corridor.

ing the recommendations in this and other sections of this Plan and by the degree of compliance with the *Mountain Site Design Criteria*.

2. In addition to the *Mountain Site Design Criteria*, the site's natural features and slope must be considered. The density for the site is determined by whichever factor is most restrictive. Excellence of design results from achieving the objectives and policies of the *Mountain Site Design Criteria*. In addition, the policies of the other applicable sections of this Plan (e.g., *Visual Resources*; *Open Space, Trails and Recreation*; *Hazards*; *Transportation*; *Wildlife*; and *Water & Sanitation*) must also be met.

### 3. Scenic corridors and slope.

Due to the sensitivity of scenic corridors, no additional development should occur within the corridors unless the development can be screened. (See the *Visual Resources* section for related policies.) Provided that excellent design can be achieved in these areas, the densities in the *Excellent Design Densities* table will apply.

### 4. Wildfire Hazards

Severe and moderate wildfire hazards should be mitigated to moderate and low hazard levels as development occurs.

If mitigation does not occur, then the following densities should apply:

Unmitigated high hazard - no dwelling units

Unmitigated moderate hazard - 1 du/35 acres

### 5. Wildlife

No development should be allowed in critical wildlife areas. Densities otherwise allowed under other policies may be transferred to another less sensitive portion of the site. The "critical wildlife" designation should be based on the best available information from the Colorado Division of Wildlife or consultant studies. The map within this Plan is intended as a general guideline since wildlife areas change over time. The *Mountain*

*Site Design Criteria* and the *Wildlife* section should be reviewed for additional information and guidance.

### 6. Geologic Hazards

No development should be allowed in Geologic Hazard Overlay Zone districts unless adequate mitigation or elimination of the potential hazard can be demonstrated. No transfer of density should be allowed from areas inside the Geologic Hazard Overlay Zone District.

In geologic hazard areas which are identified during analysis of a site, and which are not included in the Geological Hazard Overlay zone district, the density may be transferred to another portion of a site.

### 7. Floodplain Hazards. (See *Appendix* for further information.)

In floodplain hazard areas shown on the Floodplain maps adopted by the County, no credit for the transfer of density should be given, and only development which meets the County Floodplain Management regulations would be allowed.

(Recommendations above are based on the premise that the Geologic Hazard Overlay Zone and the Floodplain Maps adopted by the County currently restrict development and therefore it is not reasonable to give a development transfer credit.)

### 8. Transportation

Traffic generated by new development should not result in a Level of Service below that recommended in the *Transportation* section of this Plan.

### 9. Water & Sanitation

At rezoning, when lot sizes less than 10 acres are proposed, the recommendations in the *Water & Sanitation* section provide alternatives which should be applied to ensure the adequacy of individual water and sanitation systems. The maximum residential densities in areas without public water and sanitation should be as follows:

With adequate hydrological studies and water quality protection plan- 1 du/5 acres.

Without adequate hydrological studies and water quality protection plan- 1 du/10 acres.

Individual lots may be as small as 3.5 acres provided the overall (gross) density of a project is at least 5 ac/du.

## IMPLEMENTATION

1. Amend the County legal authorities, as necessary, to implement these goals and policies.

2. The *Jefferson County Land Development Regulation* should be amended to implement the policies of this plan.

3. The County should pursue state legislation that would allow counties and municipalities to vacate obsolete plats. This would include plats that were recorded, but never approved by the County.

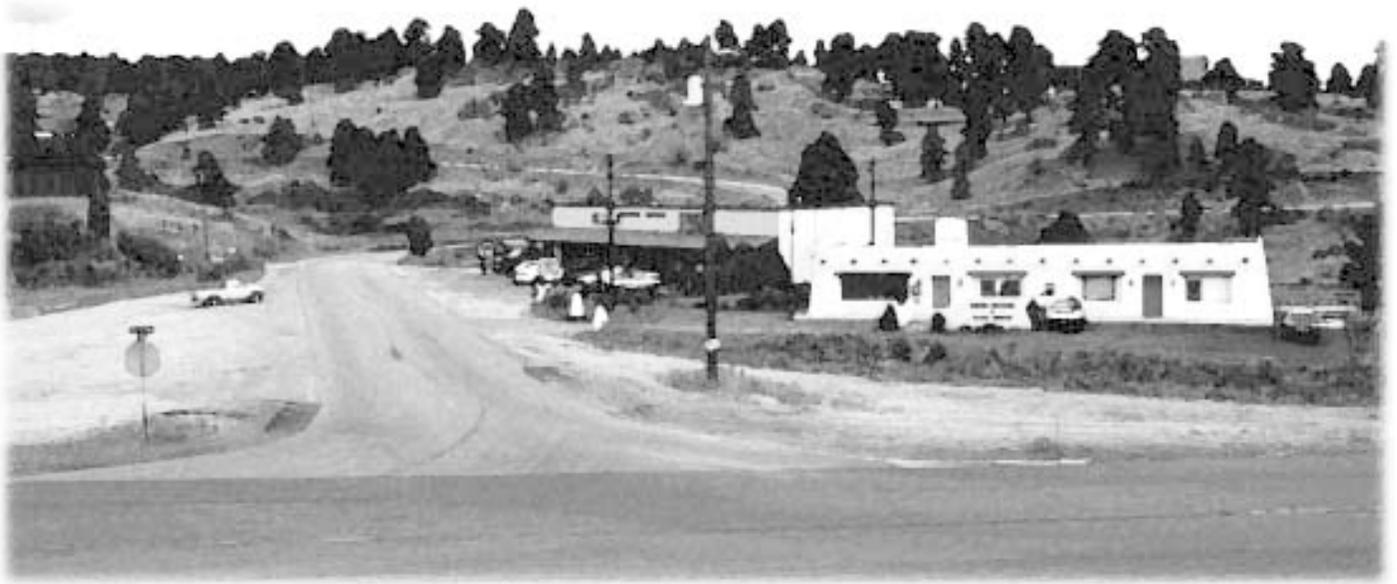
4. The County should investigate methods and/or provide incentives to bring existing substandard developments up to County standards, including roads, wells and septic systems.

## MOUNTAIN SITE DESIGN CRITERIA

See the *Appendix* for the *Mountain Site Design Criteria*. ♦

# COMMERCIAL & OFFICE DEVELOPMENT

*The Central Mountains area has limited and restricted services in the immediate area. Residents and workers have minimal access to shopping and services. The area provides some local employment opportunities, however the majority of the residents work in the metropolitan region.*



**L**arge commercial areas are either planned or built both west of this area at El Rancho and east along I-70, C-470, 6th Avenue and Colfax Avenue. Access to goods and services in these areas reduces the need to substantially increase retail and office zoning in the area. Buildout of the existing commercial zoning will provide sufficient goods and services to serve the daily needs of the residents.

Currently, a number of parcels along County Road 73 are zoned for commercial purposes in the Idledale area. Given the existing commercial zoning, it may be appropriate to consider high quality retail or mixed use proposals in this area in the future. Character and scale are key issues to be addressed when considering any commercial proposal to ensure compatibility with the local mountain environment.

## GOALS

1. The area's primarily residential and open space character should be maintained.
2. Ensure that commercial activities are compatible with surrounding land uses in terms of visual appearance, traffic generation, water and sewer requirements, noise and air quality impacts.
3. Existing commercially zoned areas in neighborhood centers should be enhanced by upgrading the design specifications to conform to the mountain character.

4. Previously disturbed areas should be enhanced through sensitive redevelopment, especially areas highly visible from the view corridors along I-70 and Bear Creek Canyon.

## POLICIES

1. There should be no additional commercial, office or industrial zoning in the Central Mountains Area with the following exception:

- Commercial square footage in Idledale could target local residents or tourists. This area may be especially appropriate for small scale craft and antique type shops or restaurants. Proposals should incorporate architectural detailing appropriate to the Canyon setting, and should orient toward Bear Creek where possible, to encourage pedestrian use.

2. Commercial activities should be tailored for the convenience of local residents and to provide limited employment opportunities.
3. Locate commercial land uses in neighborhood centers to avoid strip development along roads.
4. Improve the appearance of existing commercial and public sites through landscaping, painting and regular maintenance. All lighting should be downcast and not be allowed to reflect offsite.

## NEIGHBORHOOD CENTERS

The neighborhood centers proposed for the Central Mountains Area are intended to recognize where existing commercial development occurs or could occur and to minimize the pressure for strip development along the road. These centers provide some access to goods and services needed by local residents and should remain either convenience or neighborhood centers in size. They should be sited and designed to be compatible with the surrounding area and at a scale that fits the character of the area. These centers should be consistent and compatible with the entrances to the residential areas.

Benefits to residents would include fewer miles driven to purchase goods, get to work, and take children to athletic activities, music lessons, etc. This reduction in miles driven would contribute to better air quality in the mountains and the metropolitan region, and lower transportation costs and the demand for expanded roads.

The centers are not intended to provide the major employment opportunities nor to duplicate the diversity of goods and services found in the commercial areas which exist in the metropolitan area.

Designated neighborhood centers are:

- ♦ U.S. 40 and Lookout Mountain Road
- ♦ Lookout Mountain Road in the vicinity of Buffalo Bill's Grave
- ♦ Genesee Business Center
- ♦ Downtown Idledale
- ♦ The commercial area at I-70 and the Morrison Road exit

### A. SPECIFIC POLICIES

1. Preservation of existing vegetation for screening and erosion control should be a priority in site plan development.
2. Safety should be a primary concern when access drives to neighborhood centers are developed.
3. Neighborhood centers should be designed to serve the daily needs of residents and tourists.
4. All nonresidential development and redevelopment should comply with the *Mountain Site Design Criteria*.
5. Retail, office and limited compatible service activities should be located inside designated neighborhood centers. The uses considered appropriate for the neighborhood centers are:
  - a. Mixed use convenience centers where goods and services and employment opportunities are available to the residents of the area;
  - b. Artist studios, craft shops, gift shops, etc.;
  - c. General stores, small retail shops, small scale offices, and restaurants;
  - d. Community facilities, e.g., community/senior centers, daycare centers, library, post office, schools and emergency facilities.
6. Although often permissible by the underlying C-1 Zoning, new uses of the following types are generally considered incompatible and undesirable by the residents of this area and should not be allowed:

- a. Gas stations, service stations, car wash and auto repair facilities;
  - b. Rental stores, arcades, pool halls, night clubs, etc. ;
  - c. Fast food or drive-in restaurants.
7. New rezonings should allow only those commercial uses which can be supported by a public water and sanitation district or a public water district.
  8. Structures should be designed to blend with the existing terrain, i.e., should avoid expanses of unbroken walls and should have an architectural finish compatible with the rural mountain setting.
  9. Any expansion of the centers should provide for safe access, landscaping and overall improvement to the visual appearance.
  10. A minimum of 25% open space should be provided.
  11. The neighborhood center at I-70 and the Morrison Road exit should be redeveloped to better accommodate the tourist trade. A tourist information center and similar tourist related uses are appropriate due to its location at the main entrance to the mountains.

## OUTSIDE NEIGHBORHOOD CENTERS

### A. SPECIFIC POLICIES

1. Home occupations under the current County Zoning Resolution are allowed for a limited range of businesses such as professional services, consulting, tutoring, craft work, small repair services, and art studios. While the County does not enforce covenants which may limit or prohibit home occupations, residents are advised to review applicable covenants prior to applying for home occupation status. This Plan endorses a continuation of the home occupation regulations, with amendments that will accomplish the following objectives.
  - a. Require that the residence used for the home occupation is the principal residence of the applicant, not a secondary one.
  - b. Provide adequate off-street parking.
  - c. Impose limitations on home occupations allowed on very small residential lots more strictly than on larger lots which can better absorb impacts.
  - d. The use, storage, or production of any hazardous materials, substances, by-products, residue, or wastes should be prohibited.
  - e. Prohibit adverse effects from noise, odors, smoke, glare, or vibration beyond that associated with adjacent uses.
  - f. No outside storage of materials or vehicles.
2. Churches, schools, bed and breakfasts, and group homes.
  - a. These uses should be allowed when:
    - 1) the architectural quality and size of the building(s), the percent of site coverage, and traffic impacts are similar to those of surrounding land uses;
    - 2) off-road parking is provided and screened from adjacent properties;
    - 3) conformance with the appropriate *Mountain Site Design Criteria* is demonstrated.

3. No additional commercial development should be allowed on the two commercially zoned properties located outside of the neighborhood centers (just east of Apex Park and along Clear Creek at State Highway 93). These two areas should be downzoned due to lack of access, steep slopes, flooding concerns, etc.

4. Expansion of visually obtrusive developments outside of neighborhood centers such as the County Shops on U.S. 40 should not be allowed.

5. To encourage enhancement of the mined site at U.S. 40 and Paradise Hills Road, it could be considered for development as small scale community service uses. Uses considered to be appropriate would be community facilities, e.g., community/senior centers, daycare centers, library, post office, and emergency facilities. If developed it should utilize design sensitive to this highly visible location (which serves as the entrance to the community) and compatible with the mountain character. Planned uses should target local residents to limit traffic congestion.

## IMPLEMENTATION

1. Amend the County legal authorities, as necessary, to implement these goals and policies.

2. The County should do Action Plans for these neighborhood centers and include, as a minimum, representatives from the

community, existing businesses, property owners, the Jefferson County Public Works Division, Health Department, Planning Department, Open Space Department and Regional Transportation District. The purpose of these plans should be to draft conceptual designs for the redevelopment of these centers.

3. The objectives for Action Plans should be to:

- a. improve the quality and extent of services and physical appearance;
- b. improve landscaping and visual impact mitigation;
- c. improve traffic access and parking capacity;
- d. establish criteria for structures which would blend with the existing terrain, i.e., the structures should avoid expanses of unbroken walls and should have an architectural finish compatible with the rural mountain setting;
- e. provide pedestrian access;
- f. establish setbacks from the roads for structures;
- g. establish techniques which make maximum use of the topography and existing vegetation to provide screening; and
- h. increase the economic viability of the centers.

4. The Action Plans should include the following:

- a. Access and parking plans for the centers.
- b. Landscape plans for the centers which identify the mitigation measures necessary to reclaim any mountain scarring and unvegetated areas.
  - c. Designs for parks and other public community facilities, where appropriate.
  - d. Designated Park 'n' Ride location for ride sharing and RTD buses, with shelters, telephones and seats.
  - e. The funding source(s) required to implement the Action Plans recommendations. Techniques which could be used include creation of special overlay zone or improvement districts, public/private joint ventures, grants, and awards.
  - f. An implementation schedule which establishes completion dates and assigns responsibilities for each action.

5. The Action Plan Group should be responsible for presenting the Action Plans to the public for review and comment, and to the Jefferson County Planning Commission for adoption.

6. The County should initiate a downzoning of the C-1 parcel north of Apex Park due to its lack of access, extreme slopes, and visibility from a long distance.

7. The County should initiate a downzoning of the C-1 parcel located off of Clear Creek just west of State Highway 93 due to its location in the floodplain and poor access to State Highway 93.

8. The County Shops on U.S. 40 should be painted a receding color and screened to make them less visible from I-70 and the surrounding neighborhood. ♦



# TRANSPORTATION

*Maintaining the mountain community character of the Central Mountains area is a primary concern of residents. This concern is followed closely by the desire to achieve state designation of I-70, U.S. 6, State Highway 74, and County Road 93 as scenic corridors.*



**W**hile the existing limited road network in the Central Mountains area serves the present needs of residents and commuters, traffic from future development, including build-out of existing zoning on some segments, could exceed acceptable levels of service on the roads. Without proper planning, the topography of the area could significantly constrain expansion of existing roads. In addition, the financial cost could be prohibitive and the visual impact unacceptable to the community.

A limited feeder road network funnels area residents onto I-70, U.S. 40 and State Highway 74. Additional traffic generated by future development could confront the county and the community with hard choices:

1. Expand local roads, which could be an expensive and visually impactful option. This would be difficult, especially on State Highway 74, given the narrow canyon, steep cliffs and adjacent creeks.
2. Accept a lower service level and increased travel times.
3. Provide alternatives, e.g., ride-share programs and public and/or private transportation services.
4. Make safety improvements, e.g., climbing lanes, shoulder improvements, etc.
5. Accept a lower density than allowed under current zoning.

While these choices are not imminent, they could occur in the coming years as existing zoning builds out, if proper planning is

not done. The competing needs of local residents and travelers through the community should be resolved in a way that preserves the visual amenities and the open lands character of the mountain community.

## GOALS

1. Safeguard scenic corridors and the mountain community character.
2. Designate I-70, U.S. 6, State Highway 74 and State Highway 93 as scenic and historic corridors.
3. This system should provide local road links that foster a sense of community.
4. Provide the transportation facilities needed for safe travel, including upgrading of existing facilities to provide a safe transportation system that satisfies the demands of local residents and travelers through the community.
5. Reduce air pollution attributable to road surface and maintenance.
6. Adopt a schedule of improvements and identify the funding sources to ensure that needed infrastructure is available to support future development and to assure that the transportation system keeps pace with development in the area.
7. Coordinate planning and design of road improvements with the community, developers, special districts, and appropriate agencies.

8. Develop programs and incentives to increase opportunities for ride sharing and variable work hours.
9. Promote alternative modes of travel through education, and by providing mass transportation services which are reliable and convenient to use, e.g., Park 'n' Rides.
10. Encourage facilities that would support alternatives to single-occupancy-vehicle travel, i.e., pedestrian, equestrian and bicycle paths.

## POLICIES

1. Transportation improvements should be made in ways that are sensitive to the community and protect the visual amenities along the roadway corridors.
2. High traffic generators, i.e., higher density housing, retail and office land use, should be located on or near mountain arterial and collector roads.
3. Road improvements should be made only when they can be done in a way that is safe, functional and sensitive to the existing natural environment.
4. Vegetation along roads and in medians should be provided. Native and naturalized species which are drought-tolerant should be used.
5. Level of Service C (LOS C) should be the standard for Central Mountains Area roads, with LOS D acceptable during peak hours. When LOS D expands into nonpeak hours, road improvements which can extend the capacity of the roads should be considered for the community, with a program for funding and timetables established to prevent further decline in levels of service.

Given these system constraints, the Plan fully recognizes that during certain times of the day, a lower LOS may occur on certain area road segments, which will result in more congested roadways. Some additional congestion is preferred over major roadway widening.

6. New zoning within the planning area should not be approved when the traffic generated would result in LOS D or lower on existing road segments within the Central Mountains Area. An exception should be allowed when prior agreements exist that commit public, private or combined public and private money to fund future road improvements which would result in acceptable levels of service, would satisfy environmental concerns and would be constructed within 5 years.

NOTE: A description of Levels of Service (LOS) appears in the *Appendix*.

7. The County should establish a procedure which would facilitate the sharing of responsibility for providing improvements, necessitated by their developments, in proportion to the traffic impacts of their project on the community's road system. Requiring road improvements or assessing an equitable impact fee are two techniques which could be used.
8. Development should be phased when the traffic generated

by a proposed development will have the following impacts:

- Degrade the level of service below the acceptable LOS D during peak periods on the roads in the community.
- Exceed road conditions and the County's maintenance capability.
- ♦ Use roads that cannot be improved to meet traffic demands safely because of physical constraints and that would have adverse visual and community character impacts. Prior to the decision of new development, the phasing should address the issue of equitable use of road capacity by existing and zoned land uses.

9. The County should continue to consider road capacity and transportation standards when making land use decisions, and should apply density or phasing restrictions equitably to developments when the traffic generation would result in a level of service lower than LOS D on the road network.

10. County roads should be limited to two through lanes with appropriate turning, acceleration and deceleration lanes, climbing lanes and other safety improvements.

11. New subdivisions should meet all County regulations for radii, grade, drainage, current lane widths, etc.

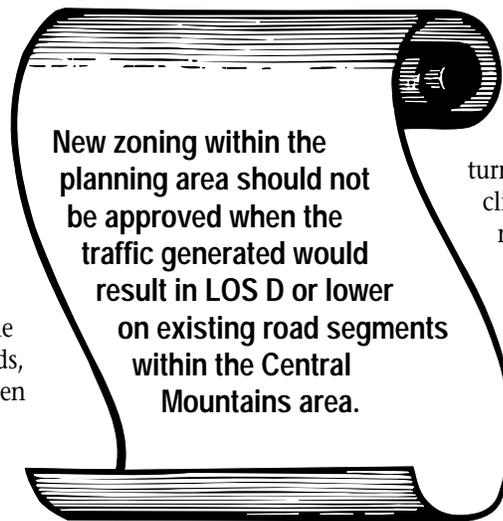
12. As part of new developments or at County initiative, road improvements should be made to reduce accidents and to eliminate existing hazards. These safety improvements should include, but not be limited to, the following examples:

ited to, the following examples:

- ♦ Traffic signals, turning lights
- ♦ Passing lanes
- ♦ Paving
- ♦ Shoulder upgrading
- ♦ Realignment of intersections
- ♦ Removing line-of-sight obstacles
- ♦ Straightening where major new cuts can be avoided
- ♦ Installing guard rails
- ♦ Constructing acceleration and deceleration lanes
- ♦ Turning lanes
- ♦ Providing multiple use paths for nonmotorized travel
- ♦ Pedestrian crosswalks
- ♦ Living snow fences
- ♦ Drainage ditch modification

Specific roads and intersections which should be improved include:

*Grapevine Road:* This is used as a two-way road, and the lane widths are inadequate for the traffic. This problem is exacerbated by deep ditches and cars parked along the road. This road



is unsafe now, and future development would require upgrading which might result in condemnation of buildings built at the edge of the road. Improvement of Grapevine Rd. within Idledale needs to be very sensitively handled.

*Pine Road:* This is the only access into Cody Park. The road is too narrow and too easily blocked, especially during winter months. A second access road into this subdivision should be explored to protect the safety of the Cody Park residents. The number of residences presently exceed the number allowed under current cul-de-sac requirements. If a second access cannot be created, a reduction in density permitted should be explored. Refer to the *Housing* section for recommendations to downzone this subdivision.

*Lookout Mountain Road near Larkspur Drive:* The curve is unsafe, and excessive amounts of gravel contribute to accidents at this location. Snow and ice on the road further increases the danger here.

*Charros Road and Decker Drive:* These roads should be studied to determine what improvements can be made to reduce accidents on them.

13. All dirt roads carrying 150 ADT or more should be paved to meet the EPA standards for dust pollution, or environmentally sensitive dust suppressants should be considered by Jefferson County Public Works.

NOTE: See additional recommendations in the *Air, Odor & Noise* section of this Plan.

14. Increased cooperation among the park and recreation districts, Jefferson County Open Space and Highways and Transportation Departments, the Colorado State Highway Department and the Golden and Morrison Public Works Departments should be pursued to ensure that the multiple use paths can become dedicated right-of-ways under the jurisdiction of one of the aforementioned entities.

15. Road improvements and right-of-way dedications by developers should include sufficient width to accommodate multiple use paths where excessive hillside cuts would not result. Maintenance and liability coverage agreements for these paths should be secured. (See *Visual Resources* section regarding road cuts.)

16. Public transportation should be encouraged as a viable alternative to private vehicle travel. It can reduce the number of vehicles using the roads and, in effect, extend the capacity of the roads for a longer period of time, as well as reduce the amount of air pollution. For these reasons, the following actions should be taken:

- a. Public transit service should be expanded to serve the travel needs of the community's residents.
- b. Additional Park 'n' Ride sites should be provided as demand increases.
- c. Commuter rapid transit should be provided when the ridership demand exists, and feeder bus routes should be established to serve rapid transit stations.

17. The County should support transportation alternatives to reduce the impact of commuter travel which include, but are not limited to, the following:

- a. Flexible work days and variable work hours to extend the peak travel hours;
- b. Increased use of car and van pools; and
- c. Multiple purpose paths which connect residential areas with local neighborhood centers and community facilities.

18. Developers should bear a proportionate responsibility for providing improvements, both on and off site, needed to accommodate the traffic generated by new projects, e.g., turning and acceleration/deceleration lanes.

19. Monies generated for road improvements to mitigate the traffic impacts associated with new development in the Central Mountains Area should be earmarked for road improvements within the Central Mountains Area.

## IMPLEMENTATION

1. Amend the County legal authorities, as necessary, to implement these goals and policies.
2. The County and the community should actively participate in the Regional Transportation District's planning programs and lobby to upgrade public transit service as demand increases.
3. The Land Development Regulation should be amended to create new construction standards for mountain roads which are more sensitive to the environment and are safe and functional. Private roads within developments should be allowed to develop below County standards, provided Jefferson County Public Works Department's and fire district's objectives for access, maintenance and safety can be met.
4. The County should try to acquire the necessary right-of-way on heavily traveled roads which are not maintained because of the lack of right-of-way.
5. Where private roads are maintained by the County through prescriptive right, the County should work with the owner to clarify the survey and legal description, then reduce the property tax obligation on the portion of the property used as a public road.
6. The County should reevaluate its salt and sanding program to minimize the damage to trees and other forms of vegetation caused by the salt and to minimize the fugitive dust air pollution caused by the sand.
7. The County should schedule road paving for dirt roads carrying 150 ADT or more to reduce air pollution, explore cooperative paving agreements with residents, and consider applying environmentally sensitive dust suppressants.
8. The County's Lookout Mountain maintenance facility should be substantially landscaped on all sides and painted a darker color to minimize its visual impact. The community should be involved in planning for improvements to this site.
9. Existing and new road placement standards should be implemented by the County to reduce the visual impact associated with road cuts in mountain areas.

NOTE: See *Visual Resources* and *Housing* section for more information.

10. The State should designate I-70, U.S. 6, State Highway 74 and County Road 93 as scenic and historic corridors, and establish a

fund to buy the slopes along the road and maintain them in native vegetation, e.g., Colorado wild flowers and native grasses.

11. The amount and rate of growth, travel patterns, and modes should be monitored to determine what changes are occurring and whether recommendations on road size constraints need to be reconsidered. Monitoring should continually evaluate the LOS.

12. The state should continue to monitor and enforce safety programs and laws to improve safety on I-70, especially at “Dead Man’s Curve”.

13. Sand should be removed from roads as quickly as possible to reduce vehicle damage, air pollution, vegetation damage, and to improve safety and aesthetics. Further, the County should reduce the amount of salt being used on the roads for snow removal.

14. A comprehensive transportation study should be done for the Central Mountains Area of Jefferson County, which would identify specific transportation improvements and funding arrangements which may be necessary to accommodate the travel demands generated by the land use proposed.

This study should be a cooperative effort of the municipalities, communities, state and Jefferson County and should consider the principal transportation facilities in the incorporated and unincorporated areas.

Examples of the strategies to be considered are:

- ◆ Expanded public transit service and facilities
- ◆ Expanded lanes
- ◆ Pedestrian, bicycle, equestrian paths

Upon completion of this transportation study, the Central Mountains Plan should be reviewed to determine the compatibility of the two documents and any inconsistencies resolved.

15. The Central Mountains Area community, Jefferson County R-1 Schools, RTD, fire districts, and state, federal and local transportation providers should be included in the planning and implementation of transportation improvements from the beginning of the process.

16. The County, the state and the cities are encouraged to coordinate their work to achieve consistency of road surfaces, paved and unpaved, on roads that cross jurisdictional boundaries, and to develop compatible design standards, e.g., right-of-way widths.

17. Coordination among the County, the cities, the communities and public transportation providers should be instituted to plan and provide transportation improvements. This process would help to avoid the adverse impacts of increased traffic from new development on the road system in the neighboring communities and the Central Mountains Area, and to resolve transportation concerns raised by annexations and roads which cross jurisdictional boundaries.

18. Public telephones and increased security should be provided at Park ‘n’ Ride sites. When planned, restrooms should be considered for the new tourist-related facilities at the Morrison Road/I-70 intersection.

19. Signage implementation as follows:

- ◆ **I-70 at Exit 256:** The stop signs at this intersection are confusing and should be changed.
- ◆ **Open Space Signs on Charros Drive:** These signs should be removed from Charros Drive. Traffic to the park should use South Lookout Mountain Road, which is a safer facility and would reduce travel through the residential area along Charros Drive.
- ◆ **Apex Park:** The “no parking” sign discourages the use of the park.
- ◆ **I-70 and Morrison Exit:** Better directional signs are needed at this location.

Signage within the Central Mountains should be consolidated to avoid confusion and visual clutter. Sign colors should be standardized and designed to be compatible with the surrounding environment. Back sides of signs should be painted or constructed with earth tone colors or materials.

20. Parking implementation as follows:

- ◆ **Buffalo Overlook/I-70 Exit 254:** This tourist attraction needs adequate parking because cars parked in the road and people crossing the road create a dangerous situation.
- ◆ **Lariat Loop Road and Beaver Brook Trailhead:** Additional parking should be considered at this location because of the increased use of the trail. Overflow parking creates a traffic hazard.

21. A financial analysis should be completed to determine if additional road monies are required to augment federal, state and county road funds. Such a financing program should include a consideration of impact fees, property taxes, improvement districts, and sales taxes to spread the cost of maintenance and improvements equitably among existing and future users. Large and small developers should pay their fair share. The recurring problem of developers claiming hardship and being released from road obligations should be investigated, and procedural changes should be made as necessary.

22. In addition to the above criteria, the construction of any public or private roadway should strive to achieve the highest degree of sensitivity and compliance with Section 11: Grading Permit and Erosion and Sediment Control in the *Zoning Resolution*.

- a. Retaining walls are allowed at a maximum height of 6 feet. Maximum distance of any smooth surface wall (i.e., concrete) should be 50 feet. See the County’s Design Guidelines for specifications for color and texture on walls.
- b. Rock cuts\* are allowed if rock staining occurs which complements the natural surrounding landscape. Rock cuts should be vertical.
- c. Encourage more restrictive regulations within the Grading and Erosion Control regulations.

\* *Rock cut is defined as an excavation in competent bedrock.* ◆

# MOUNTAIN SITE DESIGN CRITERIA

**H**ousing densities allowed under the slope categories (see the *Housing* section) should not be interpreted as guarantees. Once the Policy recommendations in this Plan have been met, the densities provided under “Standard Design” can be achieved. Additional units, up to the maximum shown, can be earned through compliance with the *Mountain Site Design Criteria*.

To achieve excellent project design, the criterion which apply to a site will be evaluated on two levels.

Criteria shown in ***bold and italicized print*** are essential to the achievement of excellent project design in the mountains. Criteria in regular type can be applied with a greater degree of flexibility when tradeoffs among conflicting design values are necessary.

## OBJECTIVE

The purpose of these criteria is to assist and encourage landowners and their designers in creating high quality development which respects the environment and to encourage creative and flexible approaches to site design. By using the criteria listed below, it is anticipated that more sensitive development will occur. Developers who comply with these criteria should be awarded increased density. The density gained under excellent design can range from the number of units allowed for standard design up to the maximum number of units under excellent design, depending upon the degree of excellence achieved.

The dramatic beauty of the surrounding natural landscape is a major asset in the mountains. Scenic or high quality elements of the natural landscape need to be maintained or enhanced, while unattractive areas should be rehabilitated or enhanced. All development should be integrated, through location and design, with the existing natural character.

Visual quality of an area is the impression created by the landforms, vegetation, color, adjacent scenery, scarcity or uniqueness, and cultural modifications within the view of a site. Generally, the more visual variety in a landscape, the more aesthetically pleasing. Variety without harmony, however, is unattractive, particularly in terms of alterations (cultural modifications) made without care.

The views seen from major transportation corridors can have a great impact in the mountain areas. The large numbers of viewers make these corridors very important in establishing a positive image to visitors and residents alike.

Wildlife and unique vegetation are aesthetic, economic and environmental assets to Jefferson County. They contribute to

the physical and psychological well-being of the residents and are a major part of the quality of life in the County. They contribute to the County's economy by providing and enhancing recreational activities, such as hunting, fishing, camping, hiking, etc. They are valuable indicators of environmental quality because they are sensitive to change, especially environmental deterioration.

The relationship between vegetation, animals, and human activities needs to be respected and consciously protected. During the initial development, site preparation and construction stages of projects, the potential for adverse impact on plants and changes in unique plant-life and wildlife patterns are most likely to occur. The adverse impacts are often far-reaching and complex.

The varying characteristics of individual sites will determine which of the following criteria may be applicable. In some cases, all of the criteria may be applicable, while in others, only some may apply. All ***“bold print”*** criteria in the Design Criteria should be applied to all site design.

## I. KEY ELEMENTS

### A. VIEWS

1. Maximize views of significant features on and off site as amenities of site design.
2. Sensitive placement of structures should be an important element of site design to avoid obscuring significant public views.

### B. TREELESS AREAS

1. ***Naturally occurring wet meadows are scarce and should not be disturbed.***
2. In areas where very little natural buffering occurs, e.g., treeless clearings, place site development into the vegetation along the edge of the open area. Encroachment into open areas or clearings at the edges may occur only if additional features are provided, i.e., vegetation which enhances the existing buffering.

### C. RIDGELINES

***Buildings or other structures should be located to avoid a dominant silhouette on the top of the ridge. The ridgeline silhouette should be composed predominantly of trees and landforms. (Inside Visual Resource Map areas, this criterion should be applied as an essential element in the achievement of excellent project design.)***

## **D. SITE FEATURES**

1. Maintain site features in their natural state or enhance all significant features on a site:

- a. *Maintain and/or enhance streams and wetlands.*
- b. *Maintain and/or enhance other significant features, e.g., ponds, major rock outcroppings and unique vegetation.*

## **II. SITE IMPROVEMENTS**

Man-made features should not be the dominant features in the landscape, but should blend with the surrounding environment. *Cultural modifications should be integrated into the landscape to minimize visual scars and erosion and to create an impression that the new use “belongs” on the site.*

### **A. SITE PLANNING - GENERAL**

The terrain is richly varied, with flat sites being the exception rather than the rule. Each structure must be placed with critical reference to natural topography. On sloping sites, all foundation and retaining walls will intersect natural grade with no obvious fill line. No cuts and fills will be left exposed to view. Extensive use of retaining walls will be used to integrate structure and site. Cantilevered construction can be utilized to advantage on sloping sites. Areas below cantilevers must be fully finished and suitably landscaped with shade-preferring plant materials. Retaining walls will generally be of the same materials used in adjacent structures except when using natural systems, such as boulder groupings.

### **B. BUFFERING DEVELOPMENT**

1. Soften or interrupt views from off site to developed areas on site, e.g., buildings, parking areas, roads, by the use of landforms, rocks, or vegetation.

### **C. TRANSITION BETWEEN USES**

1. Between two adjacent areas of different uses, provide a buffer, such as increased setbacks, vegetation, etc., between incompatible uses, if appropriate.
2. Where two projects of the same use abut, use similar density or intensity at the common edges or other mitigating techniques.

### **D. LANDSCAPING/OPEN SPACE**

1. *Landscape projects sufficiently to enhance the aesthetics and functional qualities of the site and project.*
2. *Maximize the use of existing vegetation and natural landforms wherever possible.*
3. Introduced landscaping should consist primarily of native or naturalized materials, placed in groups that emulate the natural environment. Select and group plants to minimize consumption of irrigation water.

### **E. GRADING AND EROSION CONTROL**

1. *Design site development to minimize disturbances (cut, fill, tree clearing) caused by the introduction of roads, buildings, and other structures.*
2. *Revegetate or enhance all earth disturbances regardless of magnitude (e.g., road cuts, building cuts, graded areas) with staining and/or planting with native or naturalized materials within one growing season.*

3. *Roll regraded slopes back into the surrounding topography to a grade that, when revegetated, will be stable and look natural.*

4. *Retain drainageways and storm water detention areas in their natural state, or emulate the natural environment, whenever possible.*

5. *Refer to Section 11: Grading Permit and Erosion and Sediment Control of the Zoning Resolution for more specific design standards.*

## **III. STRUCTURE DESIGN AND PLACEMENT**

The relationship between structures and the surrounding landscape is extremely important. This relationship can be defined in terms of scale, form, massing, orientation, and materials.

The perceived mass of structures and their overall form should convey a small town/village image that provides visual variety and a welcome to the passers-by.

Building materials should reflect the character and image of the community as well, emphasizing natural looking materials.

*The placement of structures should not be dictated by roads and parking, which can create a “strip” development pattern, but by landforms and vegetation, views, and implementation of the village concept.*

Historic sites and structures should be protected and preserved. Development around such sites should adhere to the character of the historic element.

Roofs and other architectural components should blend with the landscape.

Service and accessory uses are often afterthoughts in a project. Because these elements are especially important to pedestrian views, they need similar architectural treatment to the primary structure.

### **A. BUILDING ORIENTATION**

1. Orient buildings for maximum solar exposure and to capitalize on primary views.
2. Group and design buildings to ensure privacy among units.

### **B. ARCHITECTURE/SCALE/MASSING**

1. Design and site buildings to:
  - a. *Be in proportion to the size of the lot, to the surrounding landform and vegetation, to existing buildings and to the intended user, rather than appearing monumental in scale.*
  - b. *Be placed sensitively within a site, rather than to dominate or overpower a site. Integrate buildings into the site through the use of landscaping, earthwork, or natural materials.*
  - c. *Utilize an architectural design emphasizing natural materials, light, shadow, depth, and texture in all exterior building surfaces. Vary facades and roofs to minimize large expanses of flat planes.*
  - d. *Minimize exposed building foundations. Screen all mechanical equipment including rooftop, with materials similar to or compatible with the building facade.*

e. *Within a project, incorporate a unified scheme for buildings, design, style, and complimentary materials.*

f. *Work with the topography, vegetation and views.*

### **C. HISTORICAL RECOGNITION**

1. New development should complement the historical and unique character of the area. Design new development to harmonize with and complement the character of the area in mass, scale, design and materials.

## **IV. INFRASTRUCTURE IMPROVEMENTS**

Infrastructure improvements should not detract from the careful planning efforts taken elsewhere on the site for the primary uses.

### **A. UTILITIES**

1. *Service lines for telephone, electricity, cable television, etc., should be buried. Overhead lines should not be permitted in areas of public view.*

### **B. CIRCULATION SYSTEMS**

1. *Construct and locate roads in a manner that will blend with the topography and minimize visual disruption of the landscape.*

2. Coordinate circulation to allow access among projects, and to limit the number of access points to collector and higher volume roads.

3. *Design circulation systems to minimize non-neighborhood vehicular trips in residential areas.*

### **C. PARKING LOTS**

1. *Buffer parking lots with landforms, vegetation, or buildings.*

2. *Design parking lots to work with the terrain, minimizing grading, hillside excavation, and/or fill.*

3. *Limit large, uninterrupted expanses of parking areas by incorporating landscaping, utilizing building placement, landform, or other techniques.*

### **D. TRAILS**

1. Provide pedestrian trails to connect residential areas to adjacent commercial and open space uses. Provide connections within and between commercial and residential projects.

## **V. ACCESSORY USES**

Accessory uses should not detract from the valuable visual attributes of the area.

### **A. LIGHTING/GLARE**

1. Light sites only to provide for safety and security, and to highlight architectural and landscape features. Eliminate unnecessary lighting and the spread of light/glare off site.

### **B. SIGNS**

1. *Design signs to be of a scale and character that is compatible with the development and surrounding environment, emphasizing natural materials.*

2. *Use only wall mounted, under canopy, or monument style signs. Integrate monument signs into the landscape with vegetation, or into the architecture of the buildings.*

## **C. FENCES AND WALLS**

1. Avoid perimeter fences except as needed for livestock.

2. Use privacy (opaque) fences only to provide private areas immediately around buildings or for noise attenuation.

3. Use fences and walls constructed with natural materials, e.g., wood or stone.

## **D. EXTERIOR STORAGE**

1. *Screen exterior storage, loading, and service areas from public view.*

## **E. ACCESSORY FACILITIES**

1. Screen satellite dishes from off-site view, or select design and color that will blend with the surrounding environment.

2. Screen propane tanks and trash containers from adjacent off-site views.

## **VI. WILDLIFE ACCOMMODATION**

1. Encroach upon critical wildlife habitat only if the remaining habitat is enhanced so that the gross carrying capacity of the site is maintained or enhanced.

2. Maintain wildlife movement corridors in a size, location, and character that will encourage their continued use.

3. *Preserve or enhance ecosystems adjacent to or within streams, wetlands, bodies of water, and other riparian habitats.*

4. Allow for a maximum of two dogs, and prohibit free-roaming dogs and cats.

## **VII. NON-RESIDENTIAL**

### **A. NON-RESIDENTIAL STYLE**

Development within view from public places and more heavily populated residential areas should have a higher level of compliance with these criteria except when the development is screened from view.

1. Non-residential developments should emphasize clusters of smaller buildings or be designed to have that appearance.

2. *Avoid developments that are strictly road-oriented, strip-style design.*

3. Provide pedestrian amenities such as plazas and street furniture.

4. *Provide a buffer to adjacent residential development of sufficient design to ensure sensory impacts do not exceed residential levels. The size and density of the buffer can vary depending on the quality of the site design, based on the design's ability to mitigate sensory impacts; i.e., higher quality site design can earn a reduction in the size and density of the buffer.*

5. Utilize pitched roofs, or utilize a design solution that prevents the appearance of large areas of flat roofs. ♦

# APPENDIX

## AIR, ODOR & NOISE

The 1977 Amendment to the Clean Air Act established classes of “prevention of significant deterioration” (PSD) areas. For each class, numerical limits indicated the maximum permissible increment of air quality degradation from all new (or modified) stationary sources of pollution in an area. Class I has the lowest allowable increments of degradation and is reserved for areas containing important national resources, e.g., national parks. Class III designation allows the highest degree of change, i.e., up to the importance, each state may classify its own PSD areas. The area is meeting the health standards for SO<sub>x</sub>, NO<sub>x</sub> and lead, so is an attainment area (PSD Class II) for those three criteria pollutants.

## DESCRIPTION OF CONTAMINANTS

**Carbon monoxide (CO)** is a colorless, odorless, tasteless gas. It is a product of incomplete combustion in internal combustion engines and wood burning. Carbon monoxide combines with hemoglobin in the human bloodstream and reduces the blood’s ability to carry oxygen. Depending on the degree of exposure, effects could include headaches, dizziness and nausea.

**Ozone (O<sub>3</sub>)**, the primary constituent of photochemical smog, is formed from hydrocarbon and nitrogen oxide emissions (which come from motor vehicles, factories, power plants, and certain consumer products) as they are heated by sunlight. Ozone, at ground level, can cause respiratory problems, eye/throat/nose irritation, and can damage crops and forests.

**Hydrocarbons (HC)**, another byproduct of motor vehicle combustion, play an important role in chemical reactions that result in photochemical smog. Reaction products, such as ozone, may cause a variety of ailments including difficulty in breathing, and may cause damage to vegetation and property.

**Oxides of nitrogen (NO<sub>x</sub>) and sulfur (SO<sub>x</sub>)** are derived from the burning of fossil fuels (coal, oil, gas) by factories and motor vehicles and can cause eye/throat/nose irritation, respiratory disorders, discoloration of the air and contribute to “acid rain”, visibility degradation, human health risks, and “the brown cloud”.

**Particulate matter**, the primary constituent of “the brown cloud”, is actual pieces of ash, smoke, soot, dust, and liquid droplets released to the air by burning of fuel, industrial processes, agricultural practices, wind erosions, and other natural processes. Larger particles tend to settle out of the air fairly quickly and tend to be rejected by the body, but smaller particles, particularly those 10 microns or an inch or less in diameter (PM-10), can lodge in the lungs and contribute to respiratory diseases. Particulates are not only contributors to pollution themselves, but often absorb chemicals present in the ambient air and help transport them.

**Atmospheric lead (Pb)** can cause liver and kidney damage and nervous system disorders. Its source is primarily motor vehicle fuels.

**Hazardous Air Pollutants (HAPs)** include a wide variety of cancer-causing and other chemicals hazardous to human health. They are produced by motor vehicles, manufacturing plants, refineries, chemical plants, dry cleaners, etc.

## AGENCIES

### AIR & ODOR

DRCOG

State Health Department

State Environmental Protection Agency

State Department of Highways

Jefferson County Department of Health & Environment

Jefferson County Public Works

United States Environmental Protection Agency

Colorado Air Quality Control Commission

### Livestock Related Problems:

Colorado Department of Agriculture

Jefferson County Animal Shelter

Colorado Department of Health - Public Health

Jefferson County Department of Health & Environment

U.S. Soil Conservation Service

Water Quality Control Commission

## NOISE

Jefferson County Department of Health & Environment

Jefferson County Sheriff’s Department

Colorado Department of Health

## LEGISLATION

U.S. Clean Air Act, 42 USC 7401 et.seq.

Colorado Air Quality Control Act, CRS 25-7-101 et.seq.

Colorado Noise Abatement Standards, CRS 25-12-101 et.seq.

Colorado Odor Emission Regulations, CRS 25-7-109(2)(d)

## GEOLOGICAL, PALEONTOLOGICAL, ARCHAEOLOGICAL & HISTORICAL RESOURCES

Survey and inventory sites & structures identified by the Central Mountains Advisory Group:

Apex Park

Rockland Road

Mt. Vernon Canyon

Lariat Trail

Colorado Southern Railroad bed

Bear Creek Canyon

Oxley Homestead

Denver to Morrison Wagon Road

Mt. Vernon Way Station

Rockland School

Cemetery  
 Fur Farm Tower  
 Patrick Home  
 Lookout Mountain Hotel  
 Old YMCA  
 Lookout Mountain Ranch  
 Mother Cabrini Shrine  
 Idledale historic sites (old wagon road, original homestead cabin)  
 Grapevine Road  
 Shady Cove (Denver Motor Club)  
 Buffalo Bill's Grave  
 Beaver Brook Trail  
 Beaver Brook Station and Dance Pavilion  
 Rilliet Ski Area (Colorado Mountain Club)  
 Old Rockland Church  
 Lookout Mountain Funicular  
 Mt. Morrison Funicular

**Sites listed on the Colorado Historical Society printout:**

The sites which the Society says are important are those identified as being on the National Register, Field Eligible, or Field Needs More Information. Sites which fall into these categories are:

Site/Area	Status
Golden Site, 5jf.59	Field Eligible
Morrison Rd.	National Register/Field eligible
Mt. Vernon House	National Register
Magic Mountain Site, Arch.	National Register/Field eligible
Colo. Central RR Bed, Arch.	Field needs data
Lorraine Lodge	National Register
Grapevine Mine, 5jf.343	Field needs data
Genesee Park Bridge	Officially eligible
Mother Cabrini Shrine	Field needs data
Red Rocks Park	Field needs data
Lariat Loop Road	Officially eligible/Field eligible
Woodland Indian Burial Site	Status unknown

**Legislation and Programs**

The importance of the protection given these resources is evidenced by numerous federal, state, and local acts and initiatives:

- The Antiquities Act of 1906
- The National Historic Preservation Act/National Register
- The National Environmental Policy Act
- The State Antiquities Act
- Historic Monuments Act
- Local Government Land Use Control Enabling Act
- Colorado House Bill 1041
- Model Land Use Regulations
- Jefferson County Open Space Program
- Agencies and organizations with responsibilities for geological, paleontological, archaeological, and historical resources in the Central Mountains area include:
- National Park Service
- National Historic Register
- Colorado Historical Society
- Jefferson County Historical Society
- Jefferson County Historical Commission
- Colorado Archaeological Society

**HAZARDS**

**Agencies**

- Colorado Department of Highways
- Colorado Department of Natural Resources, Mined Land Reclamation
- Colorado Department of Public Safety
- Colorado Geologic Survey
- Colorado Health Department
- Colorado State Forest Service
- Department of Agriculture, U.S. Forest Service
- U.S. Environmental Protection Agency
- Federal Aviation Administration
- Federal Emergency Management Agency
- Jefferson County Emergency Preparedness
- Jefferson County Department of Health & Environment
- Jefferson County Planning & Zoning Department
- Jefferson County Sheriff's Department
- Jefferson County Soil Conservation District

**Legislation and Regulation**

- Colorado Weed Management Act, CRS 35-5.5-101 et.seq.
- Jefferson County Policies and Procedures Section 5.88, Weed Accumulations
- Colorado Primary Drinking Water Regulations, CRS 24-4-104 et.seq. and 25-1-107 et.seq.

**Publications & Maps**

Information on drought resistant vegetation is available from the following sources:

- Denver Botanic Gardens
- Xeriscape Colorado, Inc., c/o Denver Water
- U.S. Soil Conservation Service
- Colorado State University Cooperative Extension
- Johnson Books
- City of Aurora
- Colorado State University (Technical Bulletin)
- Genesee Foundation
- Museum of New Mexico Press
- Jefferson County Soil Conservation District
- Jefferson County Recycling Recommendations & Household Hazardous Waste Plan: Available in the Jefferson County Planning & Zoning Department.
- It's Your Water: Jefferson County Department of Health & Environment has prepared this free brochure for homeowners outlining recommended tests on well water to determine water potability.
- "Wildfire Protection: A Guide for Homeowners & Developers": Available from the U.S. Forest Service.
- "Creating Fire Safe Zones - Service in Action No. 6.302"
- "Wildfire Protection in the Wildland Urban Interface"
- "Homefire Protection in the Wildland Urban Interface"
- "Landowners Guide to Thinning"
- "Dollars and Sense About Your Trees"
- "At Home in the Forest"
- "Fuelbreak Guidelines for Forested Subdivisions"
- "Planting Fire Safe Species - Service in Action No. 6.508"
- Radioactive Mineral Occurrences Bulletin #40: Available from the Colorado Geological Survey, Denver, Colorado.

“Wildfire Protection and Wildfire Hazard Maps”: All available from the Colorado State Forest Service.

Environmental Constraints Map: This map depicts known occurrences of radioactive minerals in Jefferson County.

Different terrains characterize the geology of Jefferson County. The majority of the County is composed of Precambrian granites, gneisses, and schists of the Front Range, mainly the Idaho Springs formation and the Pikes Peak Granite, which are cut by many northwest/southeast-trending faults, fault zones, and/or breccia reef systems. Many occurrences in the County can be considered important; however, the following producers are Ascension Mine, Aubrey Ladwig Mine, Grapevine Mine, Mena Mine, Schwartzwalder Mine, and Wright Lease.

Mines occur where a fault or breccia zone transects the Precambrian Idaho Springs Formation. These mines are all clustered along three northwest-trending faults or breccia reef systems within six miles of the fault system along the mountain front.

Process: This data was obtained from a C.G.S. survey (1978), Radioactive Mineral Occurrences of Colorado.

Decision Rules: Refer to the publication “Radioactive Mineral Occurrences of Colorado” for legal description and notes.

Wildfire Map: CAPP, Jefferson County Planning & Zoning Department.

The ratings shown on the map define wildfire hazard by the expected fireline intensity calculated from the 1978 National Fire Danger Rating System employed by the U.S. Department of Agriculture, U.S. Forest Service. Seven hazard levels are defined by fireline intensity.

For policy application, the seven classes of hazard can be aggregated into three classes: 1) high - beyond limits of control, 2) moderate - near limits of control and containment, and 3) low - within good manual control.

The 1978 National Fire-Danger Rating System (NFDRS) was utilized to predict expected wildfire behavior under specific fuel and climate conditions. Two major steps are required to map wildfire hazards with the available data. First, it was necessary to calculate the expected wildfire behavior utilizing the fuel models provided in the NFDRS. Second, it was necessary to correlate county vegetation to fuel types, and county slope classes to those slope classes employed by the NFDRS.

Soils Map: U.S. Department of Agriculture, Soil Conservation Service has mapped the soils of Jefferson County. These maps and supporting documents are available for reference at the Soil Conservation Service and the Jefferson County Planning & Zoning Department.

**Information**

Dams: The State Engineer regulates dam safety for embankments greater than 10 feet in height, or water surface area greater than 20 acres, or retains greater than 100 acre feet plus water, CRS37-87-105 as amended. While the State Engineer’s office does not have funding to allow examination of small impoundments under 10 feet, a citizen who believes that a dam is unsafe can request an inspection by the State Engineer under Section 37-87-109C.R.S(1973). If the structure is not found to be unsafe,

then the person requesting the inspection must pay the expenses incurred by the State Engineer.

Floodplains: The Jefferson County Zoning Resolution references the Floodplain Overlay District and the Floodplain Overlay District maps which can be reviewed at the Jefferson County Planning & Zoning Department.

Geologic Hazards Overlay Zoning: The Jefferson County Zoning Resolution references the areas mapped as a Geologic Hazard Overlay Zone District which can be reviewed in the Jefferson County Planning & Zoning Department.

Hazardous Materials: The Jefferson County Office of Emergency & Disaster Services has additional information about the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and the Federal Superfund Amendment and Reauthorization Act of 1986 (SARA), 42 USC 9601 et.seq. and their application to Jefferson County.

Jefferson County Recycling & Household Hazardous Waste Program: The Jefferson County Board of Commissioners in April, 1987, appointed an advisory group to work with the County Solid Waste Coordinator to address recycling and household hazardous waste. (For additional information, contact the Solid Waste Coordinator at the Sheriff’s Department.)

Undesirable Plants: Defined in the Colorado Weed Management Act are the following noxious species: leafy spurge (*Euphorbia esula*); the knapweed plants commonly known as diffuse, Russian, and spotted knapweeds (*Centaurea diffusa*, *Centaurea repens*, and *Centaurea maculosa*).

Jefferson County should add Canada Thistle, Musk Thistle, and Purple Loosestrife to the noxious weed list.

The Board of County Commissioners may designate additional undesirable plants within its jurisdiction after a public hearing with thirty days prior notice to the public.

Source: CRS 35-5.5-108

*A Note Regarding Hazardous Materials:* Federal laws on hazardous material transportation take precedence over Colorado’s as a result of a recent ruling by the 10th U.S. Circuit Court of Appeals on December 18, 1991. The Court held that Congress passed laws to create uniformity and safety - Colorado’s regulations exceeded those requirements. The Lookout Mountain Fire District would respond to hazardous materials accidents on I-70.

**HOUSING**

1. Two examples of slope/density calculations for a 100-acre parcel located outside of a scenic corridor and within a water and sanitation district:

<b>EXAMPLE I</b>			<b>EXAMPLE II</b>	
Slope	Acres	Units	Acres	Units
0-30%	40	40	10	10
30-40%	20	8	20	8
40%+	<u>40</u>	<u>2*</u>	<u>70</u>	<u>3.5</u>
Total Units	100	50	100	21.5

\* Transfer of 40% - credit of 1 du/20 ac.

## TRANSPORTATION

Agencies with related responsibilities for transportation:  
 Colorado Department of Transportation  
 Jefferson County Public Works  
 Regional Transportation District

**Highway Capacity Improvements:** Additional capacity on two lane highways can be gained with treatments, such as: improving sight distance, providing paved shoulders, adding a third lane for passing or climbing, and providing protected turning lanes for left and right turns at intersections. The additional capacity to be gained by these treatments depends on level of service, type of terrain, and the amount of no passing zones. Depending on the existing conditions and the proposed improvement, the additional capacity gained could range from a few percent up to approximately 50%.

**Level of Service:** Level of service (LOS) is used to express, numerically, the driving experience on various roads. LOS A provides relaxed travel at the speed limit without delays. LOS F would mean extreme delays, even gridlock, with speeds well below the posted limit.

A level of service definition generally describes driving experience in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst.

Level of service definitions - In general, the various levels of service are defined as follows for uninterrupted flow facilities:

LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.

LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

LOS C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

LOS D represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

LOS E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. LOS F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and LOS F is an appropriate designation for such points.

These definitions are conceptual in nature, and they apply primarily to uninterrupted flow. Levels of service for interrupted flow facilities vary widely in terms of both the user’s perception of service quality and the operational variables used to describe them. Each chapter of the manual contains more detailed descriptions of the levels of service as defined for each facility type.

On the following chart, the amount of traffic is expressed as Average Daily Trips (ADT), i.e., the number of trips during a 24-hour period. Peak travel times in the morning and evening can result in a lower level of service.

Maximum AADT (Average Annual Daily Traffic)

Versus

Level of Service for Two-lane Rural Highway — Rolling Terrain

### LEVEL OF SERVICE

A	B	C	D	E
1,100	2,800	5,200	8,000	14,800

From Table 8-10, p. 8-14, *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985.

(Refer to Potential Daily Traffic Volumes for Buildout on *Composite* map, in the back of this plan.)

## WILDLIFE

Agencies with related responsibilities for this issue:

Colorado Division of Wildlife  
 Department of the Interior, U.S. Fish & Wildlife Service  
 CSU Extension Service: Jefferson County Conference and  
 Nature Center Environmental Inventory  
 Genesee Forestry Committee  
 Joan N. Schwarz

## Elk Distribution

**Overall Distribution:** That part of the area which would normally be considered to be elk habitat during some portion of the year. Elk may occasionally be found outside of this area.

**Winter Range:** That part of the home range of a species where 90 percent of the individuals are located during a site-specific period of winter during the average five winters out of ten.

**Winter Concentration Area:** That part of elk winter range where densities are significantly greater than the surrounding winter range density during the same period used to define winter range in the average five winters out of ten.

**Severe Winter Range:** That part of elk winter range where 90 percent of the individuals are located when the annual snow-pack is at its maximum in the two worst winters out of ten.

**Highway Crossings:** An area within the home range of elk defined by more than six highway mortalities per mile of highway or railroad per year.

**Migration Corridors:** A specific mappable site through which large numbers of elk migrate and loss of which would change migration routes.

**Concentration Area:** This modifier can be applied to any other mapped category and indicates that the elk population in the concentration area is significantly higher than in surrounding areas.

**Reproduction Area:** Also called “calving areas”. That part of the elk home range occupied by the females during a specific period of spring. This period is May 15 to June 15 for elk (only known areas are mapped and this does not include all reproduction areas).

**Resident Population Areas:** Areas with distinct elk populations that fulfill all biological functions within the area identified. Individuals could be found in any part of the area at any time of the year.

## Deer Distribution

Deer are considered to inhabit the entire Central Region, therefore no areas are indicated as not being deer habitat on the map. Obviously, intensely developed urban areas are not considered to be deer habitat, although stream corridors through such areas may be used by deer. Urbanized areas have not been delineated as “out” because of the impossibility of keeping that information up to date.

**Winter Range:** That part of the home range of a species where 90 percent of the individuals are located during a site-specific period of winter during the average five winters out of ten.

**Winter Concentration Area:** That part of deer winter range where densities are significantly greater than the surrounding winter range density during the same period used to define winter range in the average five winters out of ten.

**Severe Winter Range:** That part of deer winter range where 90 percent of the individuals are located when the annual snow-pack is at its maximum in the two worst winters out of ten.

**Highway Crossings:** An area within the home range of a species defined by more than six highway mortalities per mile of highway or railroad per year.

**Migration Corridors:** A specific mappable site through which large numbers of deer migrate and loss of which would change migration routes.

**Migration Paths:** A subjective indication of the general direction of the fall movements of migratory deer herds. Represented by arrows on the maps.

**Resident Population Areas:** Areas with distinct populations of deer that fulfill all biological functions within the area identified. Individuals could be found in any part of the area at any time of the year.

The Colorado Division of Wildlife has historic Peregrine Falcon nest area information. A Recovery Plan has been done to protect this endangered species.

## Appropriate Plant Material:

### Trees

<i>Picea pungens</i>	Colorado Blue Spruce
<i>Pseudotsuga menziesii</i>	Douglas Fir
<i>Pinus ponderosa</i>	Ponderosa Pine
<i>Populus tremuloides</i>	Quaking Aspen
<i>Juniperus scopolorum</i>	Rocky Mountain Juniper
<i>Betula fontinalis</i>	Water Birch
<i>Prunus virginiana</i>	Western Chokecherry

### Tall Shrubs

<i>Salix bebbiana</i>	Bebb Willow
<i>Rubus deliciosus</i>	Boulder Raspberry
<i>Quercus gambelii</i>	Gambel Scrub Oak
<i>Cercocarpus montanus</i>	Mountain Mahogany
<i>Acer glabrum</i>	Rocky Mountain Maple
<i>Salix interior</i>	Sandbar Willow
<i>Amelanchier alnifolia</i>	Serviceberry
<i>Salix exigua</i>	Slender Willow
<i>Rubus parviflorus</i>	Thimbleberry
<i>Lonicera involucrata</i>	Twinberry

### Medium Shrubs

<i>Symphoricarpos albus</i>	Common Snowberry
<i>Ribes aureum</i>	Golden Currant
<i>Physocarpus monogynous</i>	Mountain Ninebark
<i>Symphoricarpos oreophilus</i>	Mountain Snowberry
<i>Potentilla fruticosa</i>	Shrubby Cinquefoil
<i>Ribes cereum</i>	Squaw Currant
<i>Jamesia americana</i>	Waxflower
<i>Symphoricarpos occidentalis</i>	Western Snowberry
<i>Rosa woodsii</i>	Woods Rose
<i>Yucca glauca</i>	Yucca, Great Plains

### Low Shrubs

<i>Ceanothus fendleri</i>	Buckbrush
<i>Juniperus communis</i>	Common Juniper
<i>Rosa acicularis</i>	Prickly Rose
<i>Chrysothamnus nauseosus</i>	Rabbitbrush
<i>Rhus trilobata</i>	Three-leaf Sumac

### Ground Cover

<i>Mahonia repens</i>	Creeping Mahonia
<i>Artemisia frigida</i>	Fringed Sage
<i>Arctostaphylos uva-ursi</i>	Kinnikinnick

### Plants to avoid:

<i>Euphorbia esula</i>	Leafy Spurge
<i>Centaurea diffusa</i>	Diffuse Knapweed
<i>Centaurea repens</i>	Russian Knapweed

Centaurea maculosa  
Cirsium arvense  
Carduus nutans L.  
Lythrum Salicaria

**Bird Species Observed in the Central Mountains Area:**

Eared Grebe  
Double-crested Cormorant  
Pied-billed Grebe  
American Bittern  
Great Blue Heron  
Snowy Egret  
Black-crowned Night Heron  
Canada Goose  
Wood Duck  
Green-winged Teal  
Mallard  
Northern Pintail  
Blue-winged Teal  
Cinnamon Teal  
Northern Shoveler  
Gadwall  
American Wigeon  
Redhead Duck  
Common Merganser  
Ruddy Duck  
Turkey Vulture  
Northern Harrier  
Sharp-shinned Hawk  
Cooper's Hawk  
Northern Goshawk  
Swainson's Hawk  
Red-tailed Hawk  
Ferruginous Hawk  
Golden Eagle  
Wild Turkey  
American Kestrel  
Peregrine Falcon  
Prairie Falcon  
Ring-necked Pheasant  
Blue Grouse  
White-tailed Ptarmigan  
Virginia Rial  
Sora  
American Coot  
Killdeer  
Mountain Plover  
American Avocet  
Spotted Sandpiper  
Wilson's Phalarope  
Tree Swallow  
Northern Rough-winged Swallow  
Cliff Swallow  
Gray Jay  
Blue Jay  
Clark's Nutcracker  
American Crow  
Black-capped Chickadee  
Red-breasted Nuthatch  
Pygmy Nuthatch  
Rock Wren  
House Wren  
American Dipper  
Ruby-crowned Kinglet

Spotted Knapweed  
Canada Thistle  
Musk Thistle  
Purple Loosestrife  
Forster's Tern  
Rock Dove  
Band-tailed Pigeon  
Mourning Dove  
Black-billed Cuckoo  
Yellow-billed Cuckoo  
Greater Roadrunner  
Common Barn Owl  
Flammulated Owl  
Western Screech Owl  
Great Horned Owl  
Northern Pygmy Owl  
Burrowing Owl  
Long-eared Owl  
Boreal Owl  
Northern Saw-whet Owl  
Common Snipe  
Common Nighthawk  
Common Poorwill  
Black Swift  
Chimney Swift  
White-throated Swift  
Magnificent Hummingbird  
Broad-tailed Hummingbird  
Belted Kingfisher  
Lewis' Woodpecker  
Red-headed Woodpecker  
Yellow-bellied Sapsucker  
Williamson's Sapsucker  
Downy Woodpecker  
Hairy Woodpecker  
Three-toed Woodpecker  
Northern Flicker  
Olive-sided Flycatcher  
Western Wood-pewee  
Willow Flycatcher  
Hammond's Flycatcher  
Dusky Flycatcher  
Western Flycatcher  
Say's Phoebe  
Cassin's Kingbird  
Western Kingbird  
Eastern Kingbird  
Horned Lark  
Violet-green Swallow  
Bank Swallow  
Barn Swallow  
Steller's Jay  
Scrub Jay  
Black-billed Magpie  
Common Raven  
Mountain Chickadee  
White-breasted Nuthatch  
Brown Creeper  
Canyon Wren  
Marsh Wren  
Golden-crowned Kinglet  
Blue-gray Gnatcatcher

Western Bluebird  
Townsend's Solitaire  
Swainson's Thrush  
American Robin  
Northern Mockingbird  
Waer Pipit  
European Starling  
Warbling Vireo  
Orange-crowned Warbler  
Yellow Warbler  
Yellow-rumped Warbler  
American Redstart  
Mac Gillivray's Warbler  
Wilson's Warbler  
Western Tanager  
Blue Grosbeak  
Indigo Bunting  
Rufous-sided Towhee  
Brewer's Sparrow  
Lark Sparrow  
Fox Sparrow  
Lincoln's Sparrow  
Dark-eyed Junco  
Red-winged Blackbird  
Yellow-headed Blackbird  
Common Grackle  
Northern Oriole  
Pine Gosbeak  
House Finch  
Pine Siskin  
American Goldfinch  
House Sparrow

**Amphibians & Reptiles of the Central Mountains Area:**

Tiger Salamander  
Great Plains Toad  
Bullfrog  
Plains Spadefoot  
Western Painted Turtle  
Northern Earless Lizard  
Short-horned Lizard  
Eastern Yellow-belly Racer  
Northern Water Snake  
Milk Snake  
Plains Blackhead Snake  
Western Plains Garter Snake  
Northern Lined Snake  
Mudpuppy  
Boreal Toad  
Boreal Chorus Frog  
Northern Leopard Frog  
Common Snapping Turtles  
Ornate Box Turtle  
Red-lipped Prairie Lizard  
Prairie-lined Racerunner  
Bullsnake  
Western Smooth Green Snake  
Plains Hognose Snake  
Wandering Garter Snake  
Red-sided Garter Snake  
Prairie Rattle Snake

**Mammals Common to the Central Mountains Area:**

Masked Shrew  
Dwarf Shrew  
Merriam's Shrew  
Long-legged Myotis  
Eastern Cottontail  
Desert Cottontail  
White-tailed Jack Rabbit  
Mountain Cottontail Rabbit  
Colorado Chipmunk  
Yellow-bellied Marmot  
Thirteen-lined Ground Squirrel  
Golden-mantled Ground Squirrel  
Richardson's Ground Squirrel  
Fox Squirrel  
Hispid Pocket Mouse  
Dusky or Montane Shrew  
Water Shrew  
Least Shrew  
Pika  
Nuttall's Cottontail  
Snowshoe Hare  
Black-tailed Jack Rabbit  
Least Chipmunk  
Uinta Chipmunk  
Wyoming Ground Squirrel  
Rock Squirrel  
Black-tailed Prairie Dog  
Abert's Squirrel  
Red Squirrel  
Northern Pocket Gopher

Plains Pocket Gopher  
Western Harvest Mouse  
Rock Mouse  
Montane Vole  
Mexican Woodrat  
Southern Red-backed Vole  
Meadow Vole  
Muskrat  
House Mouse  
Porcupine  
Red Fox

Olive-backed Pocket Mouse  
Deer Mouse  
Northern Grasshopper Mouse  
Beaver  
Bushy-tailed Woodrat  
Heather Vole  
Long-tailed Vole  
Norway Rat  
Western Jumping Mouse  
Coyote  
Swift Fox

Gray Fox  
Raccoon  
Ermine (short-tailed weasel)  
Mink  
Spotted Skunk  
Mountain Lion  
Opossum  
Mule Deer  
Pronghorn  
Mountain Sheep

Black Bear  
Marten  
Long-tailed Weasel  
Badger  
Striped Skunk  
Bobcat  
Elk (wapiti)  
White-tailed Deer  
Mountain Goat  
Bison ♦

# GLOSSARY

**ADT:** Average Daily Trips

See the accompanying Transportation Levels of Service Chart.  
A road with capacities well below the mountainous category should carry minimal traffic.

**Adequate water supply for fire fighting services:**

1. Water readily accessible to emergency equipment year-round.
2. A storage tank or other source that consistently has water available to assist in fire fighting.
3. A source that is suitable for hookup to the local fire service equipment fire flows. Gallons of water per minute available for effective fire fighting capacity.
4. Source for helicopter dip (bucket work).

**Ancestral Paths:** Historic roads and trails.

**Critical:** The use of the word “critical” in the Plan does not connote regulatory category as it does when used by agencies responsible for wildlife populations.

**Decibel:** A unit for expressing the relative intensity of sounds on a scale from zero for the average least perceptible sound, to about 130 for the average pain level.

**Du/ac:** Dwelling units per acre.

**Historic Districts:** Areas possessing historic value. These areas originally had a form of unity such as a business or mining community.

**Historic Railroads:** Those where some evidence of the rail bed exists today, e.g., the Colorado Central Railroad.

**Historic Railroads, Destroyed:** Those known to be in existence at one time but where no visible evidence remains.

**Historic Sites:** Areas where two or more historic structures are found in close proximity.

**LOS:** Level of Service

**Mitigation:** Mitigation includes:

- a. Avoiding the impact altogether by not taking a certain action or parts of an action.
- b. Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- c. Rectifying the impact by repairing, rehabilitating or restoring the affected environment.
- d. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- e. Compensating for the impact by replacing or providing substitute resources or environments.

**Neighborhood Center:** An area of the community where more intense land use occurs. A neighborhood center may include retail, office, compatible light industrial, higher density housing, and cultural and recreational facilities.

**Planned Development:** A Jefferson County zone district. The purpose of the Planned Development (PD) zone is to provide a means for the achievement of public and private goals not otherwise provided for or inadequately represented in the Zoning Resolution, while ensuring that the intent of the Resolution is fulfilled.

These goals are:

1. Where appropriate, devote a high percentage to contiguous and usable open space as undisturbed land.
2. Promote the efficient and innovative use of land and public services.
3. Achieve compatibility and preclude land use conflicts through innovative or comprehensive design which considers adjacent existing and allowable land use patterns and plans.

4. Promote integrated building groups or use complexes with continuity of design and development and promote housing of diverse types.
5. Provide necessary commercial, recreational, educational and employment facilities conveniently located to housing.
6. Conserve and promote the efficient use of common open space.
7. Encourage preservation of a site's natural characteristics and ecological functions by providing a procedure to relate type, design and layout of development to that particular site. Building on slopes should be done in such a manner as to not leave scars on the mountainside.
8. Consider views to and from the site when developing the planned development.

In pursuit of this purpose, the PD zone is a comprehensive procedure which grants applicants significant flexibility and discretion, but also requires that significant additional documentation be submitted. The reason for this documentation is to enable public review to assess effectively the ability of a proposal's design to fulfill the intent of the traditional Zoning Resolution and achieve these public goals.

**RTD:** Regional Transportation District

**Solutions to investigate:**

1. Alternative funding sources for facility construction such as impact fees.
2. Changes in the method to determine fees-in-lieu of land dedications.
3. Flat rate to developers such as a permit fee.
4. Sale of a comparable piece of improved land with a percentage dedicated to the School District.

**Strip Development:** The characteristics of strip development are:

1. Building placement and design which cuts off both physical and visual access between projects;
2. An absence of coordination with adjacent projects;
3. Lack of direct vehicular and pedestrian access between onsite parking and adjacent existing and future parking areas greater than 10 spaces in size;
4. Lack of common facilities between projects, both parking and major circulation;
5. Absence of compatible site and building design which exhibits a coordinated pattern or theme;
6. Lack of coordinated landscaping and drainage plans;
7. Lack of setbacks, building shapes, forms, and heights;
8. Absence of cohesive, easily understood sign systems which foster integration through size, number and treatment;
9. Multiple curb cuts and access points; and
10. Structures and parking areas that are not buffered from roads to minimize visual impact.

**Unacceptable school overcrowding:**

1. Double sessions.
2. The core facility, e.g., the cafeteria, office, library, nurse, etc., will not support the number of students in terms of square feet per student.
3. The core facility is adequate, but temporary facilities lack restrooms or running water and are too far from the core facility.

**Water & Sanitation:** Jefferson County Department of Health & Environment comment:

"It should be noted that all public water districts formed must comply with the Colorado Primary Drinking Water Regulations of the State Health Department. In addition, all public sanitation districts must comply with all applicable regulations regarding wastewater treatment and discharge. It is this Department's position to encourage the establishment of public water and sanitation districts."

Agencies and districts with related responsibilities for this issue:

- U.S. Environmental Protection Agency
- Colorado Division of Water Resources
- Colorado Department of Health
- Jefferson County Department of Health & Environment
- Solid waste management providers
- Bear Creek Management Study Team

**Wildfire Hazards:** The hazard presented by the uncontrolled burning of trees, bush and grass. The magnitude of this hazard is affected by vegetation density, slope, atmospheric conditions, and the presence of special terrain conditions such as saddles, gullies, or fire chimneys which cause a draft much like a fireplace flue. This hazard is rated as low, moderate, and high, and is defined as follows:

*Low:* A wildfire in these areas can be controlled by available fire fighting personnel and equipment. Little to no property damage is expected, and there is not a threat to human life. They are typified by light fuel loads on slopes less than 30%.

*Moderate:* A wildfire in these areas can be difficult to control by available fire fighting personnel and equipment. There is the potential for destruction of property, and human life is threatened. They are typified by moderate fuel loads on slopes less than 30%.

*High:* A wildfire in these areas is generally uncontrollable by available fire fighting equipment and personnel. Protection of property or lives cannot be provided. They are typified by heavy fuel loads, or areas with moderate or heavy fuel loads on steep slopes, greater than 30%, or the presence of special terrain conditions mentioned above.

Maps of wildfire hazards have been produced by the Colorado State Forest Service and the Jefferson County Planning & Zoning Department. ♦

*It was moved by Commissioner NICOL that the following Resolution be adopted:*

# Before the Planning Commission County of Jefferson State of Colorado RESOLUTION

**RE: ADOPTION OF THE CENTRAL MOUNTAINS COMMUNITY PLAN**

**WHEREAS**, Sections 30-28-106, 108, and 109, C.R.S. provide that the Jefferson County Planning Commission shall adopt and certify a County master plan as a whole or in components; and

**WHEREAS**, a public hearing on the final Central Mountains Community Plan was held by the Planning Commission on February 2, 1994; and

**WHEREAS**, based on the evidence, testimony, exhibits, and recommendations of the Jefferson County Planning Department, comments of public officials, agencies, and citizens of the County and comments from other interested parties, the Planning Commission finds as follows:

1. That public notice has been provided for hearings before the Planning Commission.
2. That the hearings before the Planning Commission have been extensive and complete and that all pertinent facts, matters, and issues have been submitted and considered, and all interested parties heard.
3. That the Central Mountains Community Plan as set forth in Exhibit "A" attached hereto and incorporated herein by this reference, contains recommendations for growth, development and redevelopment in areas in unincorporated Jefferson County.
4. That the recommendations of the Central Mountains Community Plan adequately address the problems and concerns raised in the public hearings by interested parties.
5. That intensive residential development on land within the Central Mountains areas is not compatible with the mountain environment and has the potential to harm the natural resources of Jefferson County.
6. That it is the opinion of the Planning Commission that the portions of the Central Mountains Community Plan that address issues directed by statute to be included in a master plan should be accepted as a component of the Jefferson County Comprehensive Plan.
7. That adoption of said Plan is in the best interest of the health, safety, welfare and morals of the citizens of Jefferson County.

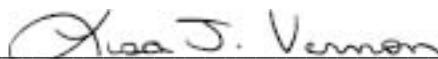
**NOW, THEREFORE, BE IT RESOLVED** that the master plan components of the Central Mountains Community as set forth in Exhibit "A" are hereby **APPROVED** and adopted to be applied according to the priority of plans set forth in such Plan as a component to the Jefferson County Comprehensive pursuant to Section 30-28-108, C.R.S.

**BE IT FURTHER RESOLVED** that the Planning Commission will make written findings concerning whether land use applications within the Central Mountains area are substantially consistent with the goals, objectives, and policies of the Central Mountains Community Plan, and will not recommend for approval developments which are not in substantial consistency unless the Planning Commission finds that there are special circumstances which warrant an exception to the substantial compliance requirement with the Plan.

**BE IT FURTHER RESOLVED** that the Planning Commission requests that the Planning Department study methods of preventing inappropriate development on previously zoned and platted property, and to present to the Planning Commission, Board of County Commissioners, and any other appropriate County agency recommended solutions, including rezoning, amendment of the Zoning Resolution, or changes to the Jefferson County Land Development Regulation.

Commissioner NELSON seconded the adoption of the foregoing Resolution. The Resolution was adopted by a unanimous vote of the Planning Commission of the County of Jefferson, State of Colorado.

I, LISA J. VERNON, Executive Secretary of the Jefferson County Planning Commission do hereby certify that the foregoing is a true copy of a Resolution duly adopted by the Jefferson County Planning Commission at a regular hearing held in Jefferson County, Colorado, on February 2, 1994.

  
\_\_\_\_\_  
Lisa J. Vernon,  
Executive Secretary

# THE CENTRAL MOUNTAINS COMMUNITY PLAN

## MAPS

- ◆ Visual Resources
  - ◆ *Bear Creek Canyon & Colorado Highway 26/County Highway 93*
  - ◆ *Clear Creek Canyon*
  - ◆ *I-70 & U.S. Highway 40*
- ◆ Historic
- ◆ Existing Land Use
- ◆ Open Space, Public Lands, Trails & Recreation
- ◆ Wildlife
- ◆ Slope
- ◆ Wildfire Hazard
- ◆ Environmental Constraints
- ◆ Public Services & Facilities
- ◆ Composite

### 3-D MODEL OF THE CENTRAL MOUNTAINS COMMUNITY PLAN AND SURROUNDING AREA



# VISUAL RESOURCES

## Bear Creek Canyon & Colorado Highway 26/County Highway 93

### Scenic Corridor

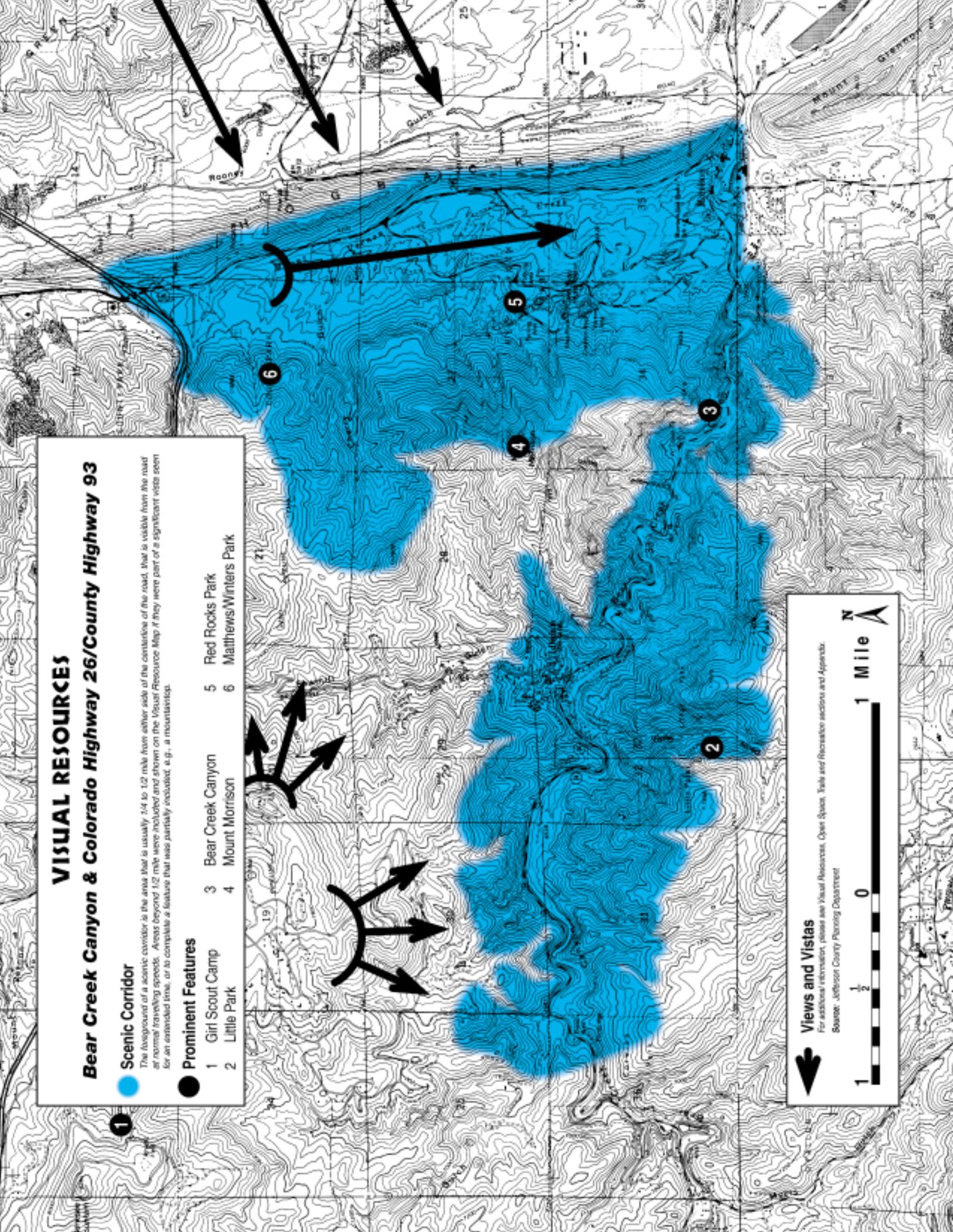
The foreground of a scenic corridor is the area that is usually 1/4 to 1/2 mile from either side of the centerline of the road, that is visible from the road at normal traveling speeds. Areas beyond 1/2 mile were included and shown on the Visual Resource Map if they were part of a significant vista seen for an extended time, or to complete a feature that was partially included, e.g., a mountainside.

### Prominent Features

- 1 Girl Scout Camp
- 2 Little Park
- 3 Bear Creek Canyon
- 4 Mount Morrison
- 5 Red Rocks Park
- 6 Matthews/Winters Park

### Views and Vistas

For additional information, please see Visual Resources, Open Space, Trails and Recreation sections and Appendix.  
Source: Jefferson County Planning Department



# VISUAL RESOURCES

## Clear Creek Canyon

### Scenic Corridor

The background of a scenic corridor is the area that is usually 1/4 to 1/2 mile from either side of the centerline of the road, that is visible from the road at normal traveling speeds. Areas beyond 1/2 mile were included and shown on the Visual Resource Map if they were part of a significant vista seen from an vantage line, or to complete a feature that was partially included, e.g., a mountainside.

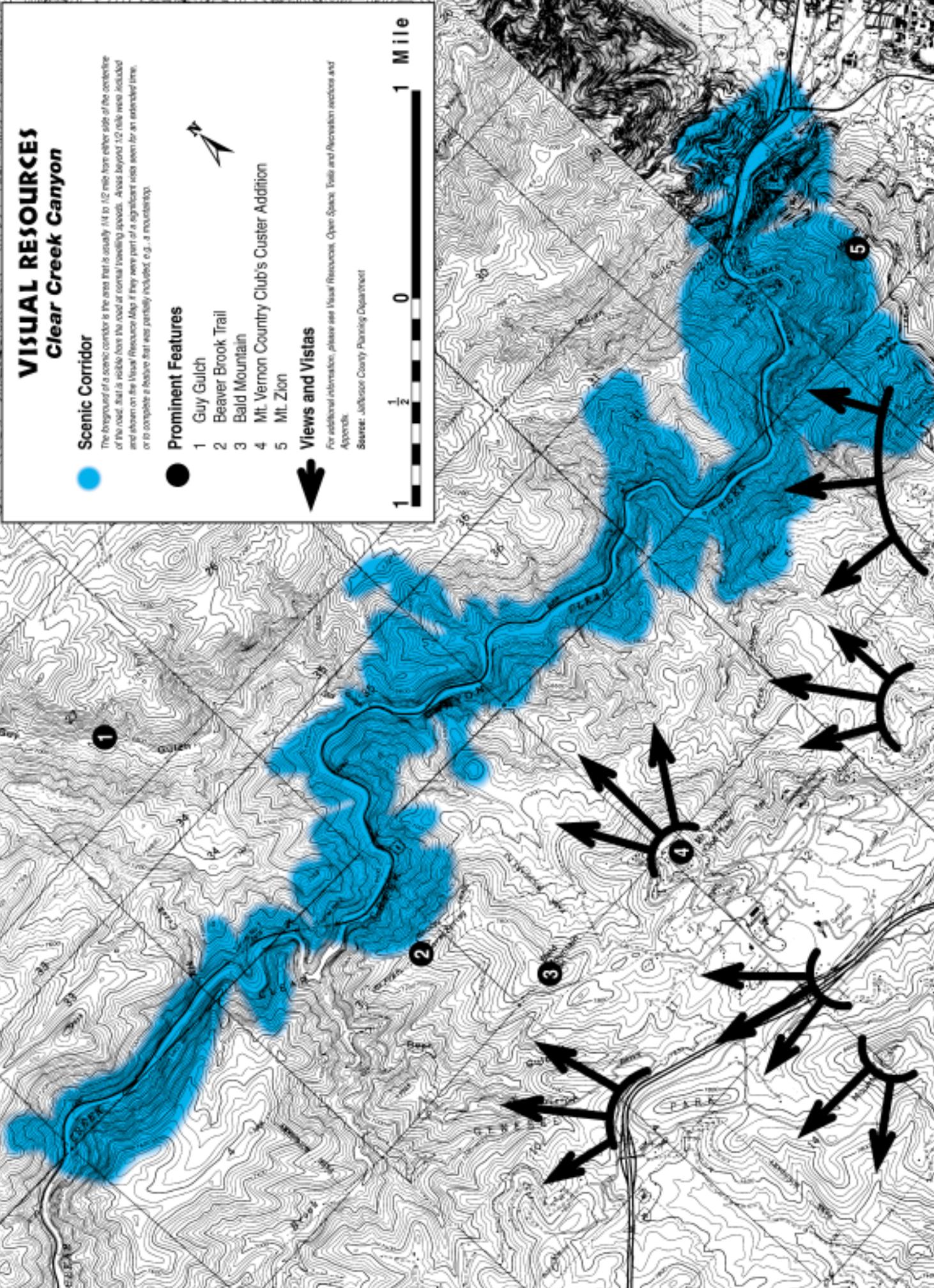
### Prominent Features

- 1 Guy Gulch
- 2 Beaver Brook Trail
- 3 Bald Mountain
- 4 Mt. Vernon Country Club's Custer Addition
- 5 Mt. Zion

### Views and Vistas

For additional information, please see Visual Resources, Open Space, Trails and Recreation sections and Appendix.

Source: Jefferson County Planning Department



# VISUAL RESOURCES I-70 and U.S. Highway 40

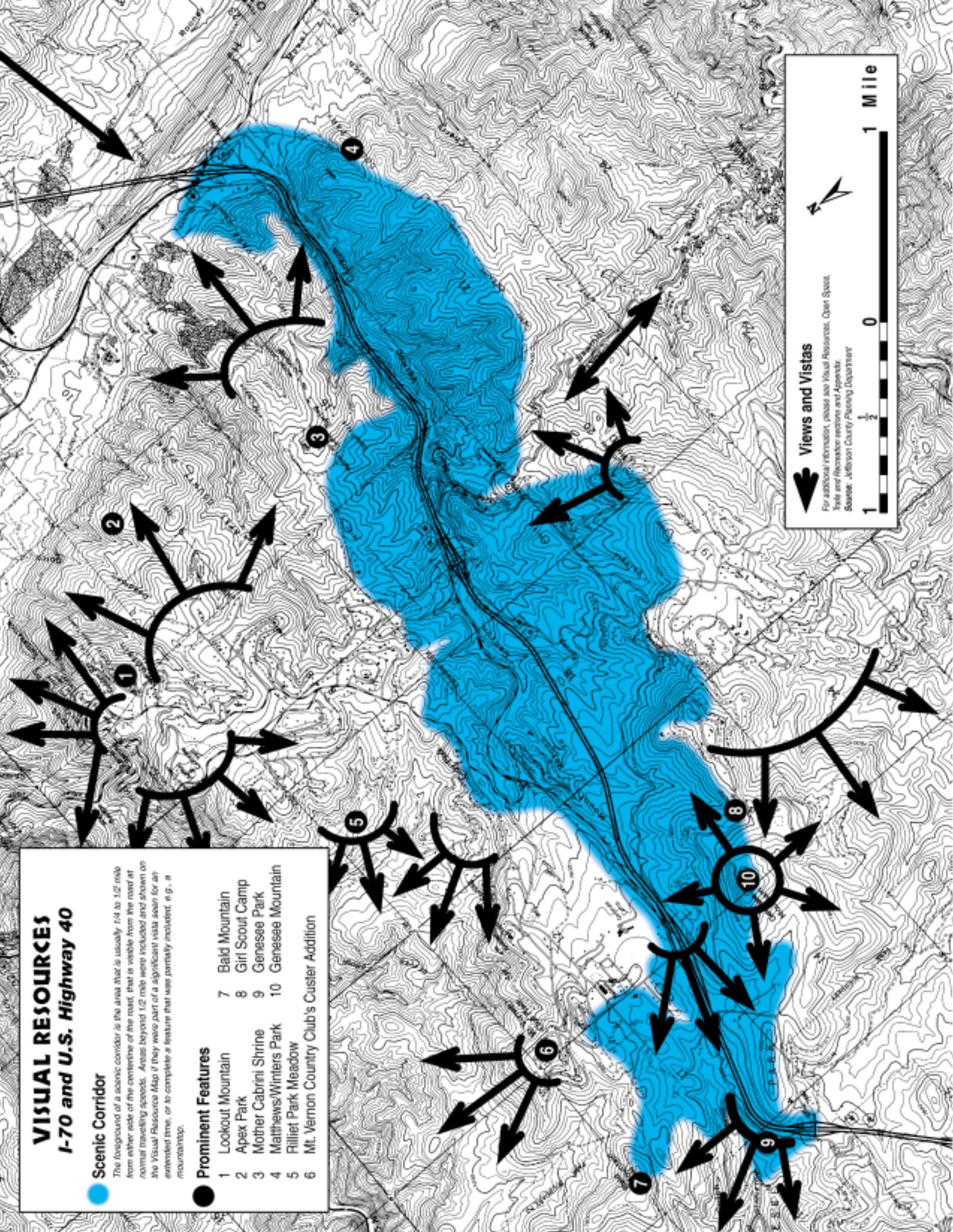
## Scenic Corridor

The foreground of a scenic corridor is the area that is usually 1/4 to 1/2 mile from either side of the centerline of the road, that is visible from the road at normal traveling speeds. Areas beyond 1/2 mile were included and shown on the Visual Resource Map if they were part of a significant vista seen for an extended time, or to complete a feature that was partially included, e.g., a mountain top.

## Prominent Features

- 1 Lookout Mountain
- 2 Apex Park
- 3 Mother Cabrini Shrine
- 4 Matthews/Winters Park
- 5 Pilliet Park Meadow
- 6 Mt. Vernon Country Club's Custer Addition
- 7 Bald Mountain
- 8 Girl Scout Camp
- 9 Genesee Park
- 10 Genesee Mountain

**Views and Vistas**  
 For additional information, please see Visual Resources, Open Space, Trails and Recreation sections and Appendix.  
 Source: Milpitas County Planning Department



# HISTORIC



## Buildings No Longer Standing

- 1 Denver Motor Club
- 2 John Collum Farm
- 3 Ralston Home/Pioneer Store
- 4 Original Rockland School
- 5 Billy McCoy House
- 6 Samuel Warren Farm



## Buildings Currently Standing

- 1 Oxley House
- 2 Chas Braun Farm
- 3 Gifford/Thiede House

- 4 Mt. Vernon Stage Stop House
- 5 Nelson House
- 6 Boettcher Mansion & Jefferson County Nature Center
- 7 Vidler House
- 8 Original Rockland Church
- 9 Patrick House & Stage Stop
- 10 Chief Hosa Lodge
- 11 Starbuck House

## Places of Interest

- 1 Governor Robert Steele's Homesite & Mt. Vernon Townsite
- 2 Mother Cabrini Shrine
- 3 H.W. Chiles' Farm

- 4 William Cody's Grave
- 5 Chimney Gulch Station
- 6 Beaver Brook Station & Dance Pavillion
- 7 Lariat Spring House
- 8 Genesee Ski Jump
- 9 Mt. Vernon Country Club
- 10 Rilliet Cattle Ranch
- 11 Dinosaur Quarry
- 12 Rees Vidler Real Estate Office
- 13 Heritage Square
- 14 Red Rocks Park
- 15 Rooney Ranch
- 16 Apex Townsite

## Trails, Wagon & Toll Roads

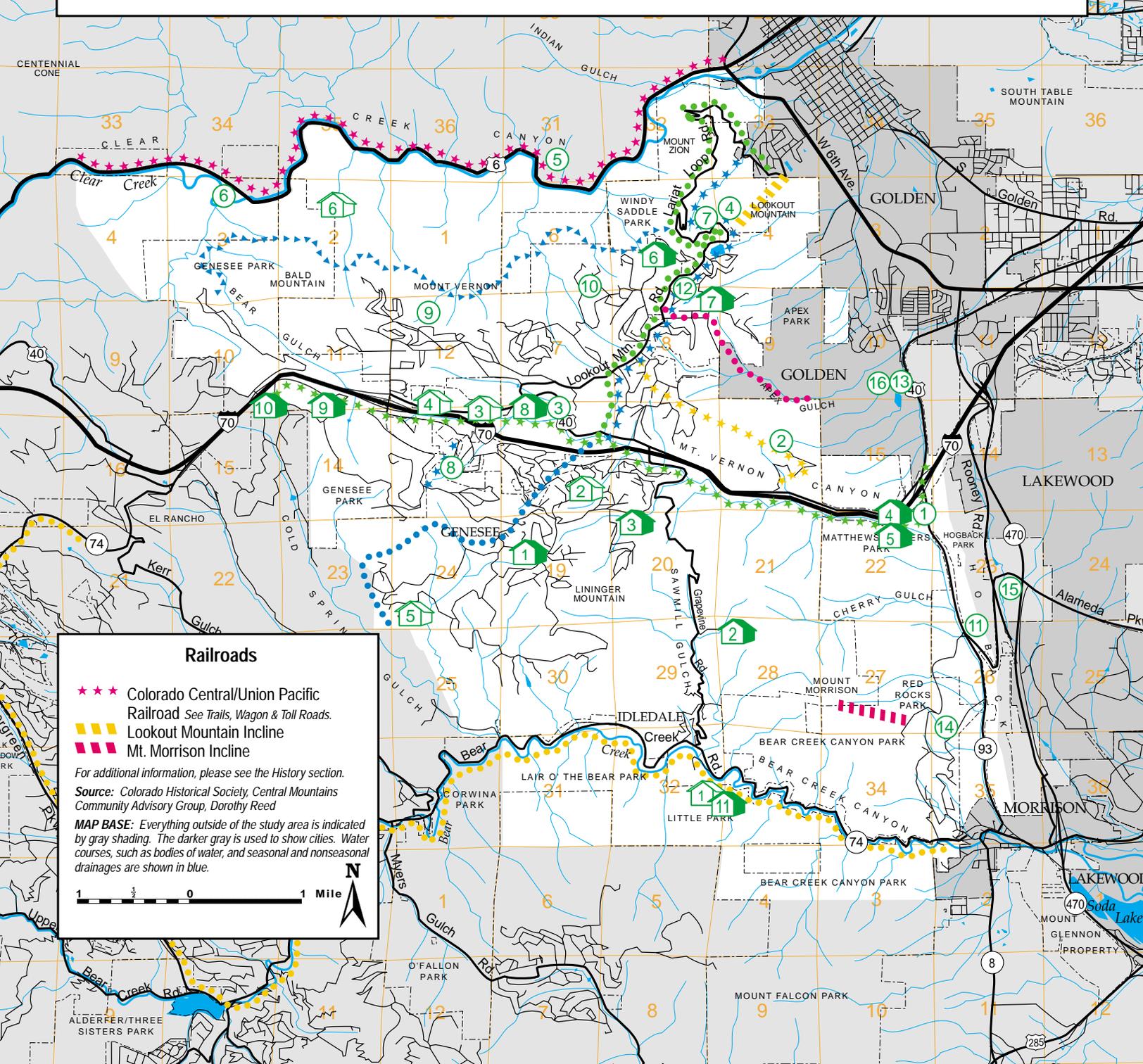
- Morrison & Evergreen Toll Road
- ★ ★ ★ Denver, Auraria & Colorado Wagon Road *Mt. Vernon Toll Road*
- Apex & Gregory Road
- Leadville Free Road *approx. route*
- ★ ★ ★ Chimney Gulch Road
- ▲ ▲ ▲ Beaver Brook Trail
- ● ● Lariat Trail
- ★ ★ ★ Clear Creek Trail and Colorado Central *Union Pacific Railroad*
- ★ ★ ★ Cabrini Road

## Railroads

- ★ ★ ★ Colorado Central/Union Pacific Railroad *See Trails, Wagon & Toll Roads.*
- ▲ ▲ ▲ Lookout Mountain Incline
- ■ ■ Mt. Morrison Incline

*For additional information, please see the History section.  
Source: Colorado Historical Society, Central Mountains Community Advisory Group, Dorothy Reed*

**MAP BASE:** Everything outside of the study area is indicated by gray shading. The darker gray is used to show cities. Water courses, such as bodies of water, and seasonal and nonseasonal drainages are shown in blue.



# EXISTING LAND USE

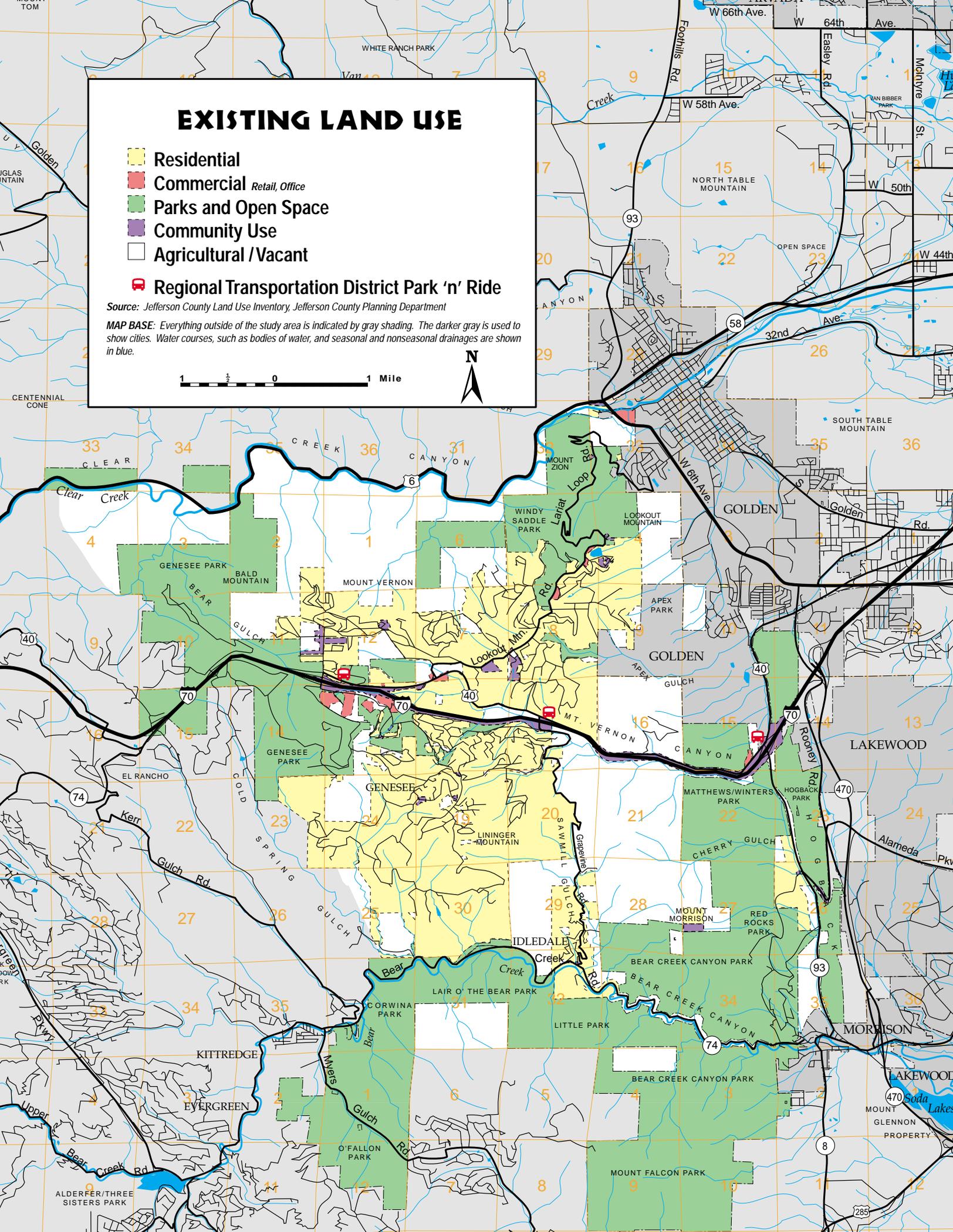
-  Residential
-  Commercial *Retail, Office*
-  Parks and Open Space
-  Community Use
-  Agricultural / Vacant

 **Regional Transportation District Park 'n' Ride**

*Source: Jefferson County Land Use Inventory, Jefferson County Planning Department*

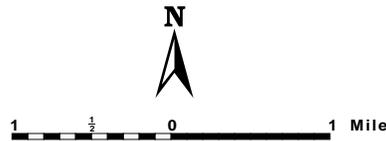
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1 1/2 0 1 Mile



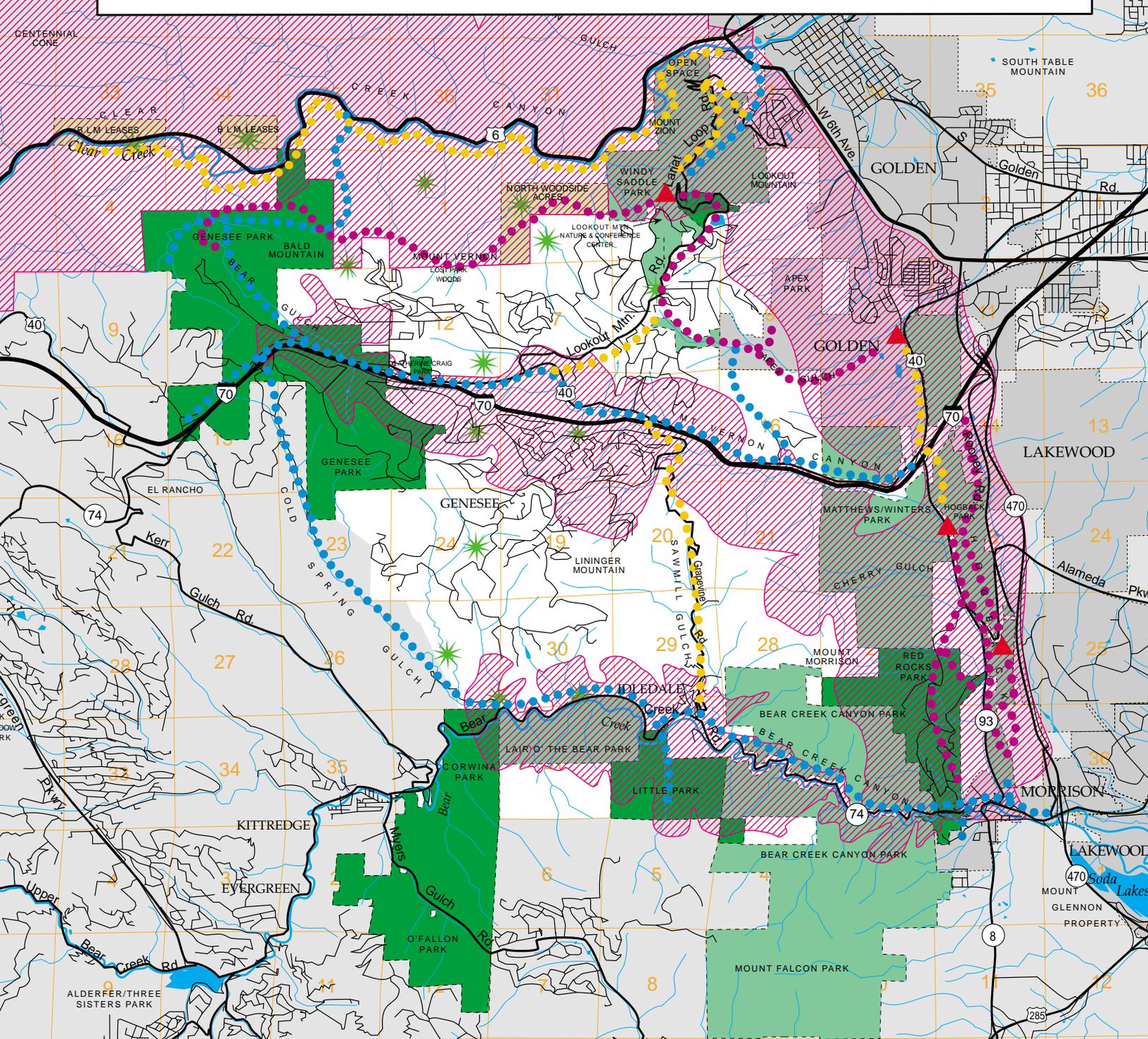
# OPEN SPACE, PUBLIC LANDS, TRAILS & RECREATION

- Existing Trails
- Proposed Trails from Jefferson County Open Space Master Plan
- Recommended Trails from the Community Plan
- ▲ Trailheads
- ★ Private Parks
- Clear Creek Land Conservancy
- Jefferson County Open Space
- Denver Mountain Parks
- ▨ Recommended open space priority areas from the Community Plan (Scenic Corridors, Jefferson County Open Space Priority Areas, & Plan Jeffco)



For additional information and references please see the Open Space, Trails and Recreation section and the Appendix.

Source: Jefferson County Open Space, Jefferson County Planning Department, Clear Creek Land Conservancy  
 Map Base: Everything outside of the study area is indicated by gray shading. The darker gray is used to show cities. Water courses, such as bodies of water, and seasonal and nonseasonal drainages are shown in blue.



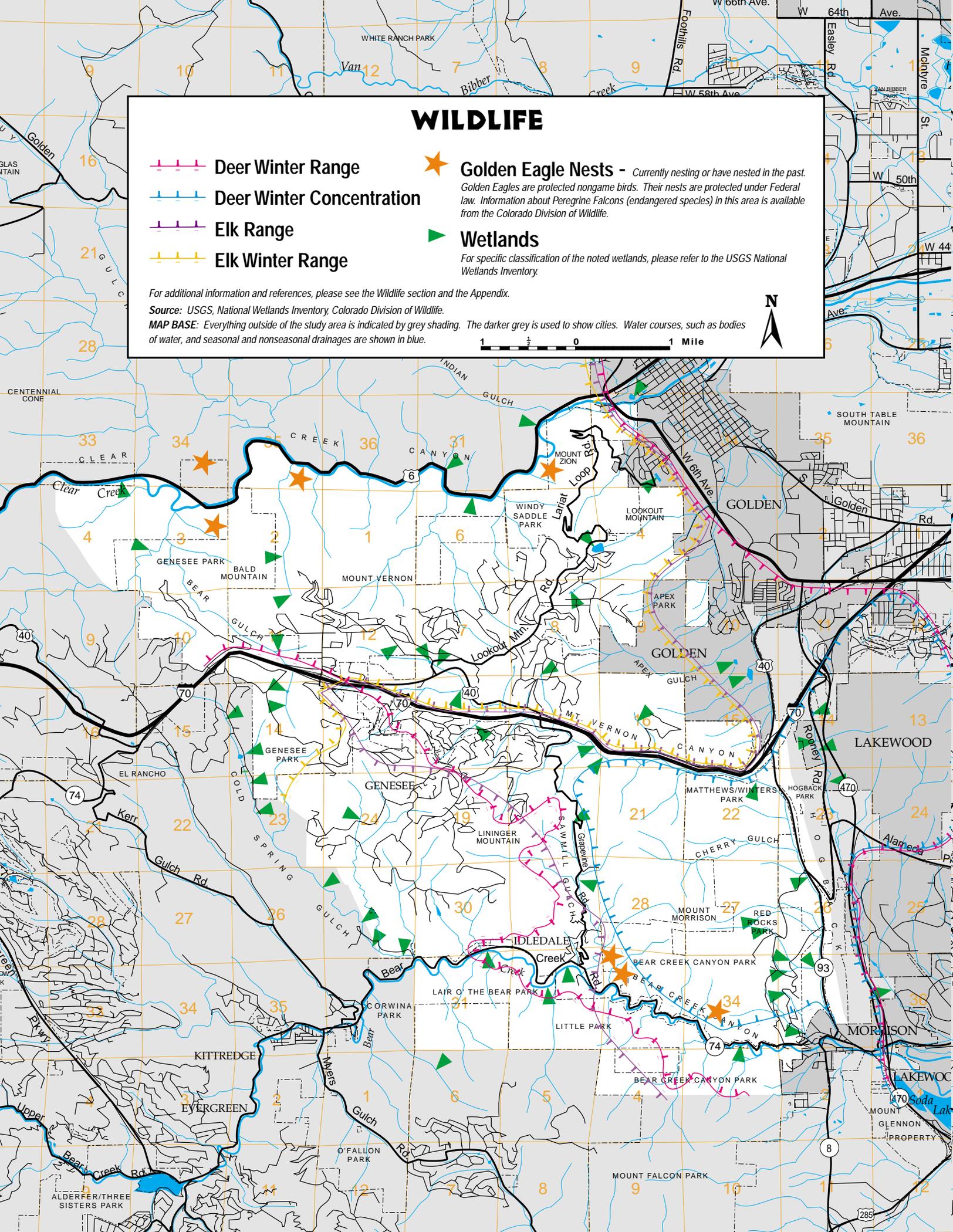
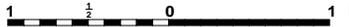
# WILDLIFE

-  **Deer Winter Range**
-  **Deer Winter Concentration**
-  **Elk Range**
-  **Elk Winter Range**
-  **Golden Eagle Nests** - Currently nesting or have nested in the past. Golden Eagles are protected nongame birds. Their nests are protected under Federal law. Information about Peregrine Falcons (endangered species) in this area is available from the Colorado Division of Wildlife.
-  **Wetlands**  
For specific classification of the noted wetlands, please refer to the USGS National Wetlands Inventory.

For additional information and references, please see the Wildlife section and the Appendix.

Source: USGS, National Wetlands Inventory, Colorado Division of Wildlife.

MAP BASE: Everything outside of the study area is indicated by grey shading. The darker grey is used to show cities. Water courses, such as bodies of water, and seasonal and nonseasonal drainages are shown in blue.

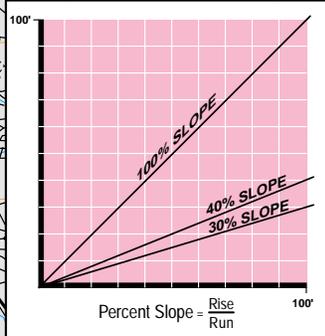
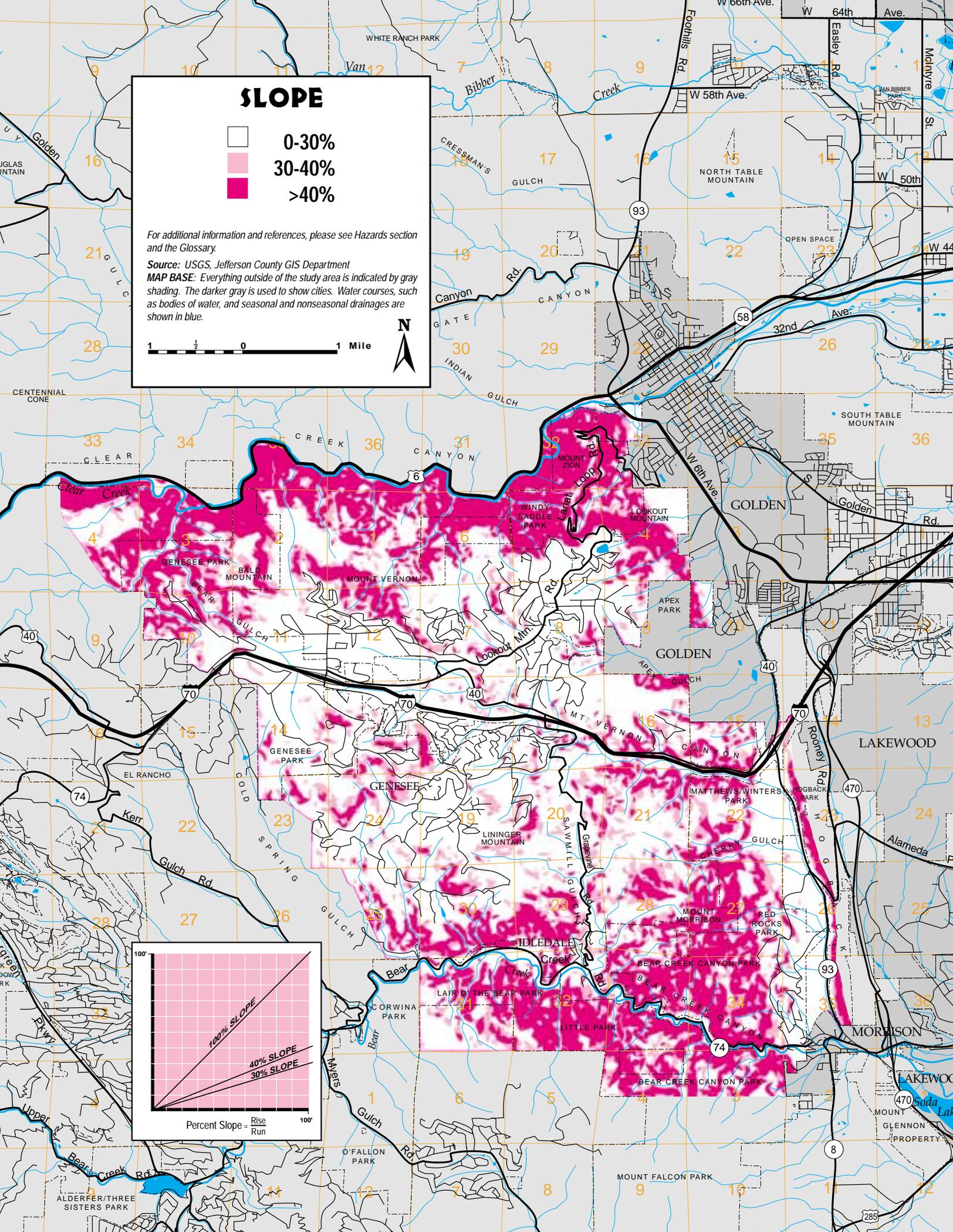


# SLOPE



For additional information and references, please see Hazards section and the Glossary.

Source: USGS, Jefferson County GIS Department  
 MAP BASE: Everything outside of the study area is indicated by gray shading. The darker gray is used to show cities. Water courses, such as bodies of water, and seasonal and nonseasonal drainages are shown in blue.



# WILDFIRE HAZARD

- High
- Moderate
- Low

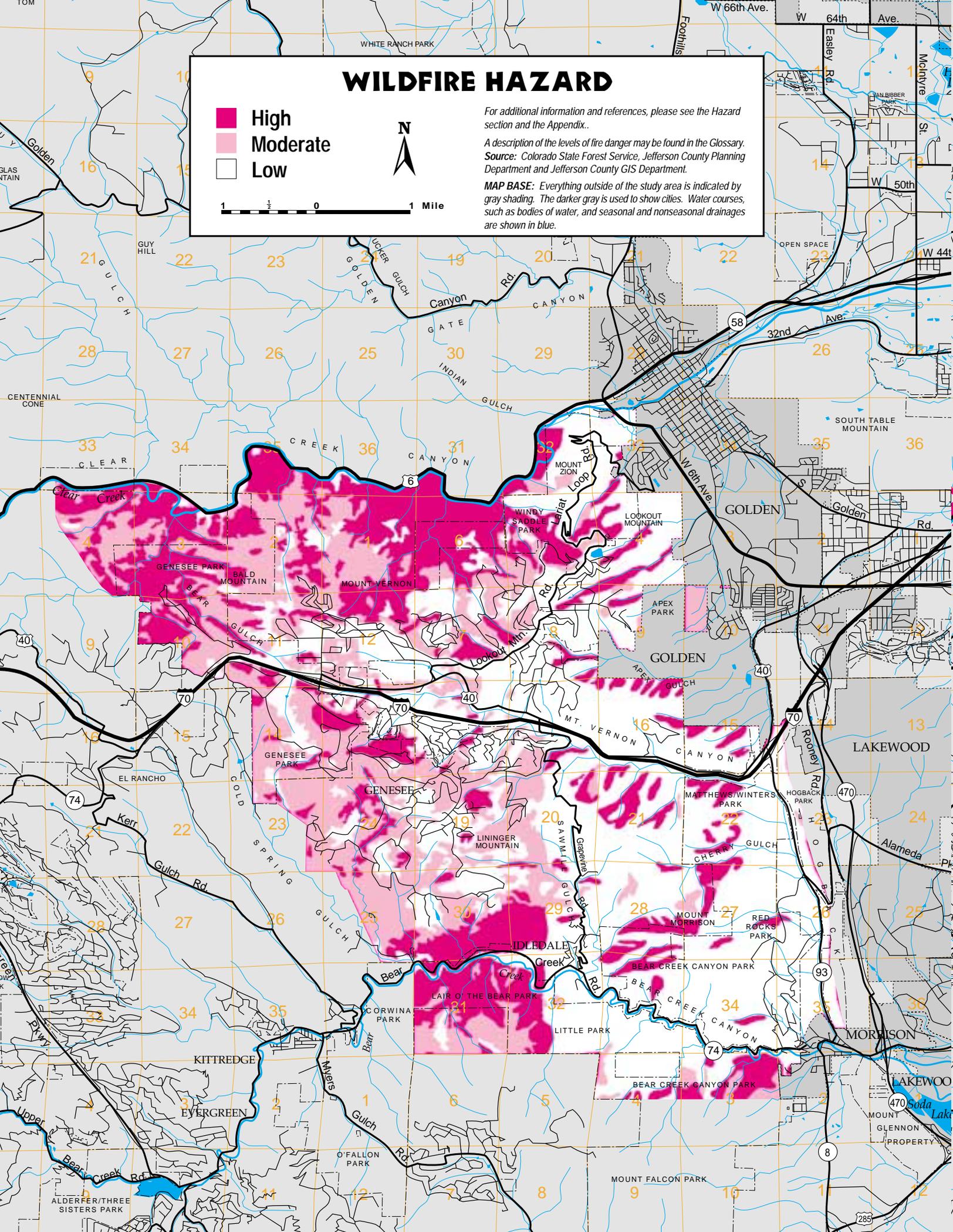


1 1/2 0 1 Mile

For additional information and references, please see the Hazard section and the Appendix.

A description of the levels of fire danger may be found in the Glossary. Source: Colorado State Forest Service, Jefferson County Planning Department and Jefferson County GIS Department.

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# ENVIRONMENTAL CONSTRAINTS

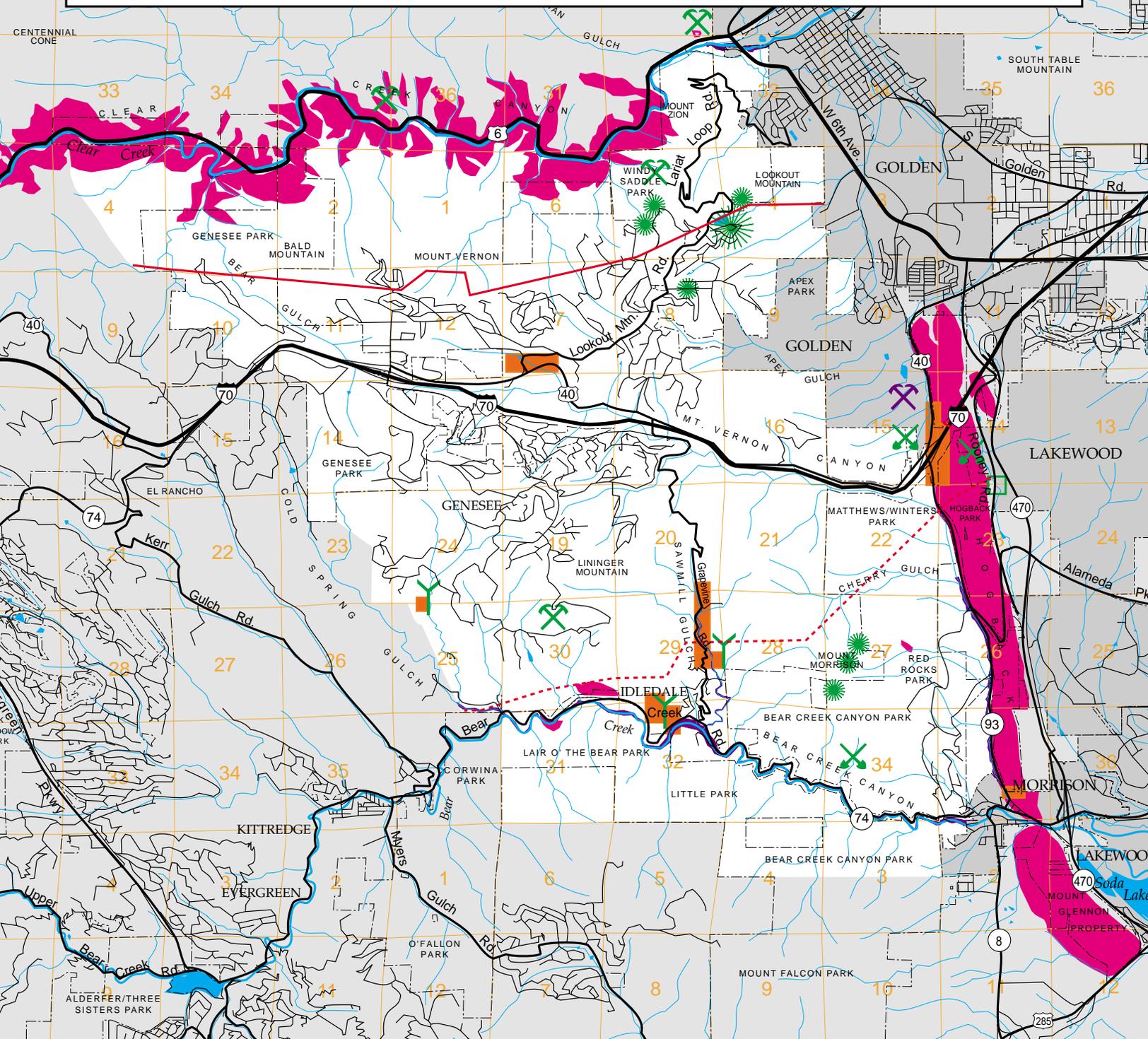
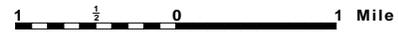
-  Mines - Inactive 1 (source)
-  Quarries - Active 1
-  Quarries - Inactive 1
-  Claypits - Inactive 1
-  Known Radioactive Materials 2
-  Floodplain Hazard Overlay Zone District 3
-  Geologic Hazard Overlay Zone District 4
-  Substation 5
-  230 Kilovolt Overhead Electric Transmission Line 5
-  115 Kilovolt Overhead Electric Transmission Line 5

-  Single Communication Tower 6
-  Multiple Communication Towers 6

Other environmental constraints, i.e. wetlands, may be depicted on other maps. For additional information and references, please see Hazard section and Appendix.

Source: 1 - USGS Quad Maps, Mine Land Index Map, Jefferson County Planning Department; 2 - CAPP, Jefferson County Planning Department; 3 - FEMA Flood Insurance Program; 4 - Jefferson County Geologic Hazards Overlay Zoning Maps; 5 - Public Service Company; 6 - Jefferson County Planning Department

MAP BASE: Everything outside of the study area is indicated by gray shading. The darker gray is used to show cities. Water courses, such as bodies of water, and seasonal and nonseasonal drainages are shown in blue.



# PUBLIC SERVICES & FACILITIES

- Metropolitan Districts
- Fire Protection Districts (F.D.P)
- No Fire Protection District
- Recreational Districts
- Fire Stations
- Rescue Services
- Community Center Buildings
- ▲ Water/Wastewater Treatment Plants
- ▲ Schools



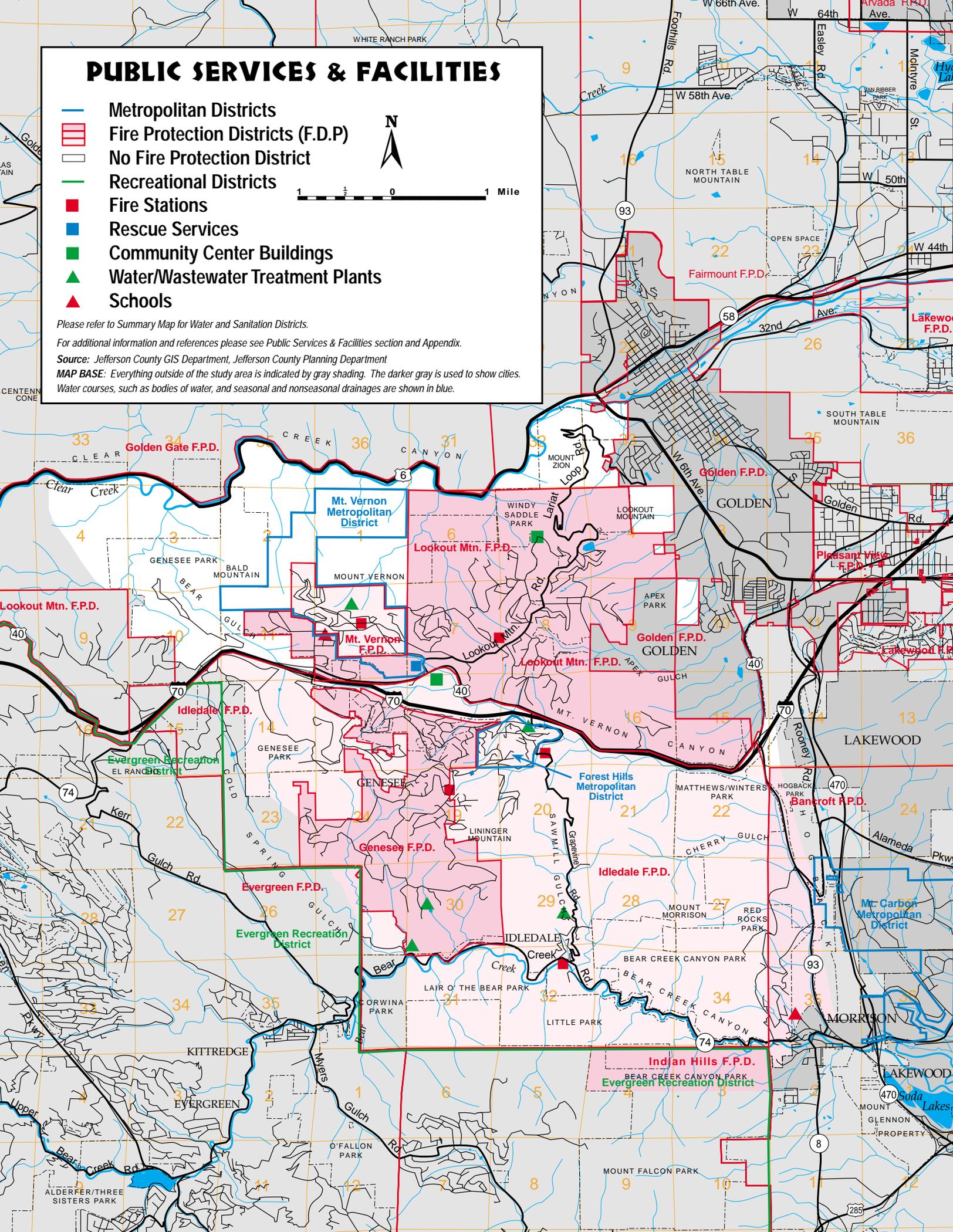
1 1/2 0 1 Mile

Please refer to Summary Map for Water and Sanitation Districts.

For additional information and references please see Public Services & Facilities section and Appendix.

Source: Jefferson County GIS Department, Jefferson County Planning Department

MAP BASE: Everything outside of the study area is indicated by gray shading. The darker gray is used to show cities. Water courses, such as bodies of water, and seasonal and nonseasonal drainages are shown in blue.



# COMPOSITE

## Potential Traffic Volumes

Levels of Service *Additional LOS information is available in the Appendix.*

Average Daily Traffic

<b>A</b>	000000	Existing traffic count
<b>B</b>	000000	Traffic count based on Plan recommendations
<b>C</b>	000000	Traffic count based on buildout of existing zoning

- Metropolitan Districts
- ▨ Scenic Corridors *Please see specific Visual Resource Maps.*
- Water & Sanitation Districts *Not all properties within a district are necessarily served.*
- ★ Neighborhood Centers

For additional information and references, please see the Visual Resource, Water and Sanitation, Housing, Commercial and Office Development, and Transportation sections and the Appendix.

Source: Jefferson County Highways and Transportation, Jefferson County Planning Department, and Jefferson County GIS Department.

MAP BASE: Everything outside of the study area is indicated by gray shading. The darker gray is used to show cities. Water courses, such as bodies of water, and seasonal and nonseasonal drainages are shown in blue.



1 1/2 0 1 Mile

