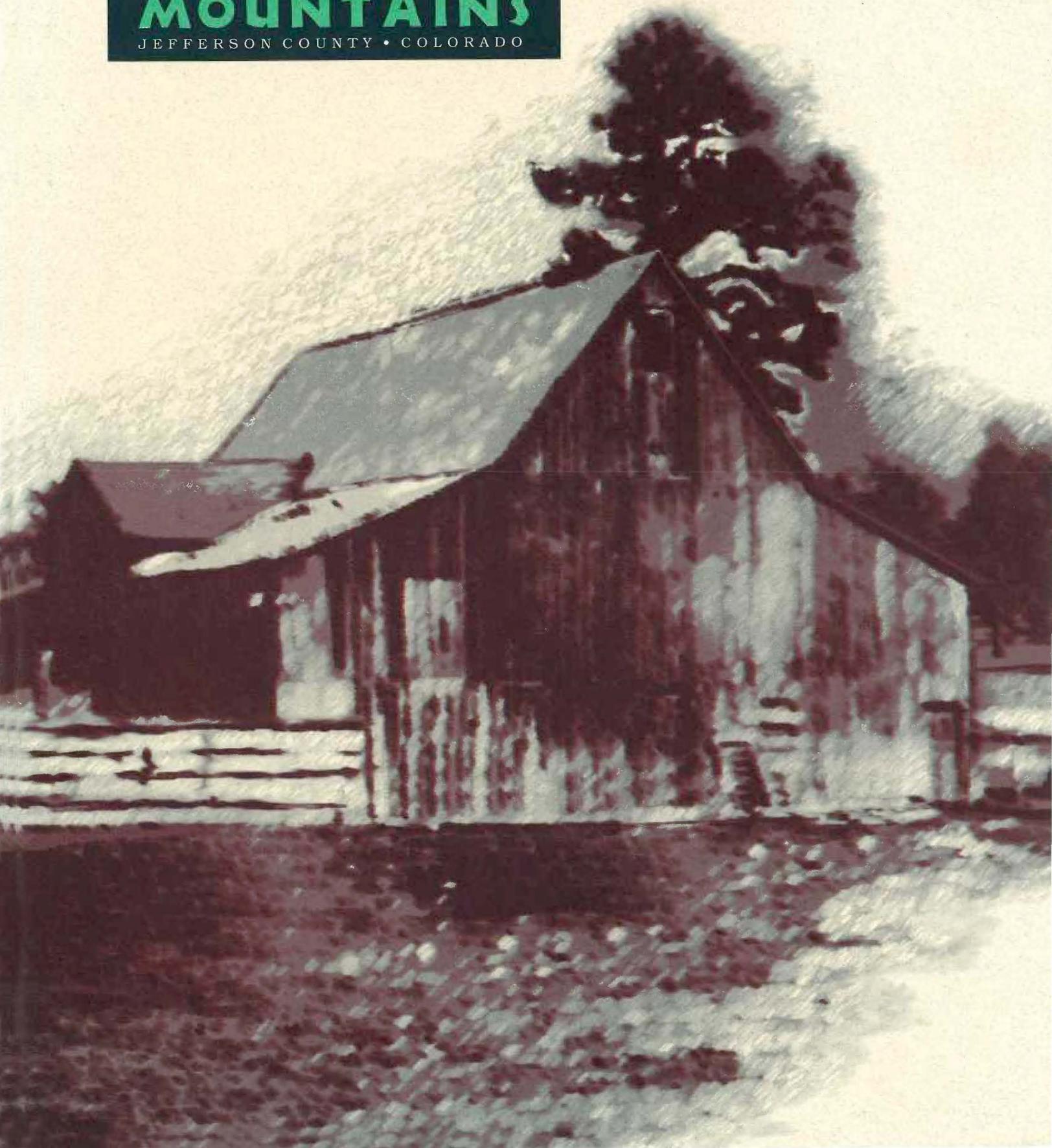


PROFILE

COMMUNITY

MOUNTAINS

JEFFERSON COUNTY • COLORADO



PROFILE COMMUNITY MOUNTAINS

JEFFERSON COUNTY • COLORADO

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Board of Commissioners

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This report examines the economic, social and demographic factors which have shaped the development of Jefferson County's mountain communities. It identifies those characteristics which are common to the mountains, as well as factors which are unique to each of the study areas. Local opportunities and constraints which will affect future growth are also discussed.

OVERVIEW

Prior to the 1950s mountain living was an impractical option for many. Access was limited and there were few jobs within a reasonable commuting distance. It was during the 1950s, when Jefferson County be-

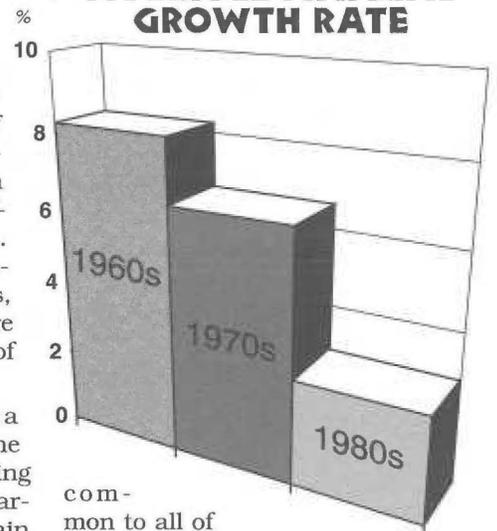
the 1970s, 6.6% annually, when 15,482 people moved into the mountain communities. During the 1980s, the average annual growth rate slowed to 2.8% as a result of a mid-decade, state economic downturn. Much of the growth that did occur during the 1980s was fueled by an influx of people from out-of-state and from the Denver area. By 1990 the mountain population reached 43,228 residents, representing a significant share of the total County population of 438,430.

This influx of residents brought a diversified group of people to the mountain communities, bringing distinct social and economic characteristics to each of the mountain communities. These differences become evident when comparing the mountain communities with other parts of the County, as well as when comparing one mountain community with another.

THE MOUNTAIN COMMUNITIES

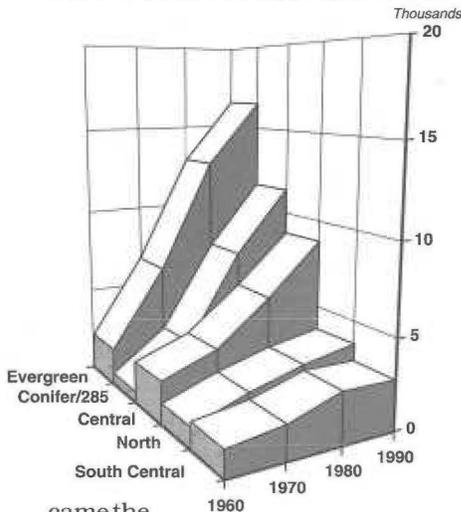
Though each of the mountain communities is different, there are traits

MOUNTAINS AVERAGE ANNUAL GROWTH RATE



common to all of the mountain communities which distinguish mountain residents from residents living in the plains. For example, people who lived in the mountains in the 1990s had higher incomes and education levels, were older, and had larger households. There were more families with children, and many children lived in two-parent families with only one working parent.

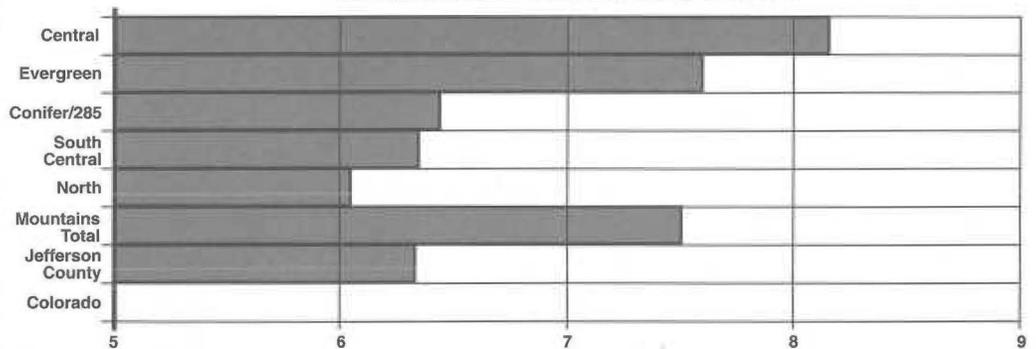
MOUNTAINS NET POPULATION GROWTH



came the location of major employment centers, that mountain living became a viable option. But the most important factor to influence growth in the 1960s was the opening of Interstate 70 through Mount Vernon Canyon. Between 1960 and 1970 Jefferson County's mountain population grew 8.25% annually, from 7,832 to 17,308.

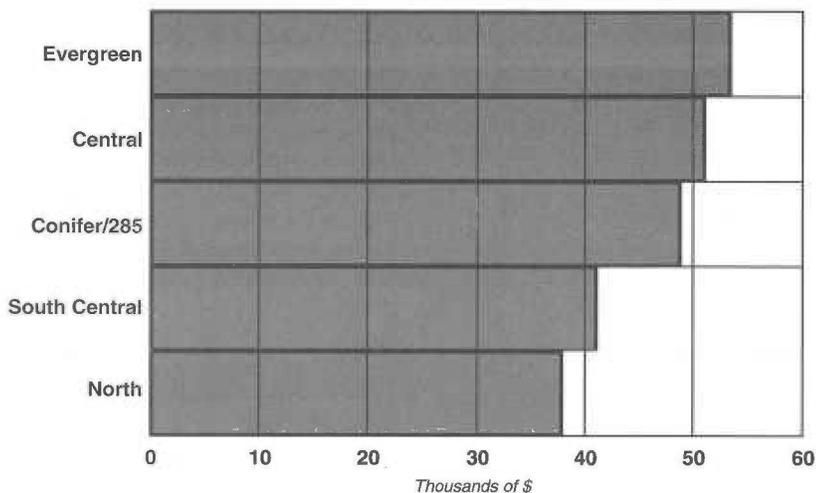
Population growth continued at a rapid rate during

MOUNTAINS AFFLUENCE INDEX

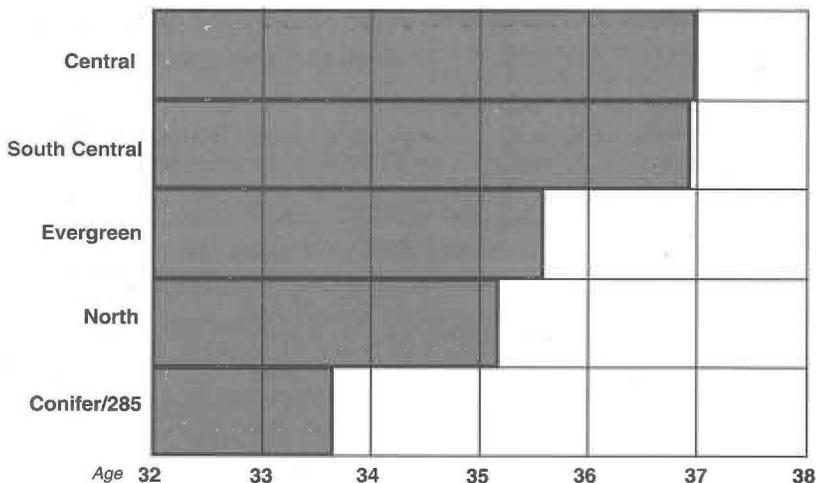


Composite of Home Ownership, Median Household Income, Home Value & Education Level. Colorado = 5

MOUNTAINS 1989 MEDIAN HOUSEHOLD INCOME



MOUNTAINS MEDIAN AGE



Because of limited employment opportunities in the mountains, most residents commuted to the Denver metropolitan area to jobs. The majority of mountain workers, 44%, worked in service industries, and 41% described their occupations as "professional and management". Most workers drove alone in automobiles to work rather than using public transportation, and most commuted 30 minutes or more.

THE PEOPLE

The mountain communities attracted a more affluent segment of the population than the incorporated portion of Jefferson County. Two study areas in particular, Evergreen and the Central Mountains, which includes Genesee, Lookout Mountain and Mount Vernon, were magnets for higher income residents. Evergreen resi-

dents had the highest median household income of all the mountain communities, \$51,073. Central Mountains was next with \$48,875. North Mountains reported the lowest median income of \$37,951, lower than the total County's \$39,084.

Mountain residents were older compared to residents of Jefferson County. Over half, 53%, were between 30 to 59 years of age. The median age of all mountain residents was 35.6, compared to 32.7 for all County residents. Central Mountains had the highest median age of all the

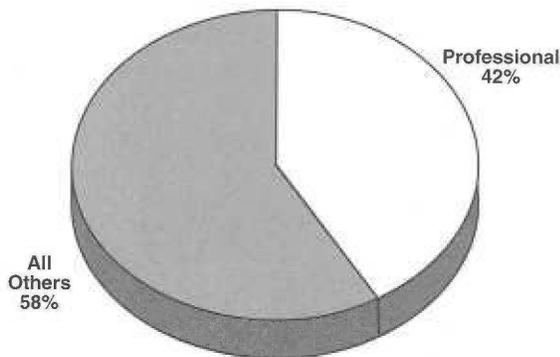
mountain communities, 37, and South Central Mountains was 36.9. The median age was higher in these areas because of the greater number of couples with no children under age 18 living at home. Because of the number of younger families with children, the Conifer/285 Corridor area had the lowest median age, 33.6.

Since the mountain lifestyle appealed to a large number of families with children, the household size was comparable to the total County's, 2.58 compared to 2.59. The Conifer/285 Corridor area had the largest household size, 2.68, the North Mountains had the smallest, 2.37.

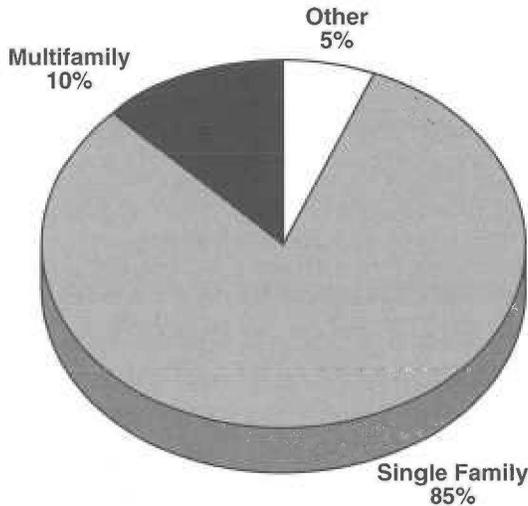
THE LIFESTYLE

Early residents chose the mountain lifestyle for the privacy, open land and natural beauty. As more people moved to the mountains, housing and lifestyle options broadened, and residents began to select a community based on a wider range of criteria. Social and recreational amenities, housing availability and price range, educational quality, availability of utilities, access, and proximity to employment became important considerations. For those desiring to live in the mountains, there is a mix of lifestyles, from the more secluded, rustic mountain living that exists in the North Mountains, the South Central Mountains, and portions of Evergreen and the Conifer/285 Corridor area, to the more suburban settings in Evergreen and Central Mountains.

MOUNTAINS OCCUPATIONS



MOUNTAINS HOUSING



THE HOUSING MARKET

Because of the mountainous terrain and the desire of residents to live in private surroundings, most housing in the mountain communities is single family. There were multifamily units in some study areas, including Evergreen, the North Mountains and the Central Mountains, as well as duplexes and mobile homes. Two areas, the Conifer/285 Corridor and South Central Mountains, had no multifamily housing.

A range of home values could be found in the mountain communities. Homes in the North Mountains were the most affordable with a median home value of \$100,400, still higher than the County me-

dian home value, \$93,400. Median home values in the South Central Mountains and pockets of the Conifer/285 Corridor area were comparable, \$107,600 and \$103,393 respectively. Evergreen's median value was \$123,275, while the Central Mountains had the highest median home value of all the mountain communities, \$179,300.

OPPORTUNITIES AND CONSTRAINTS

Each of the mountain communities offers a distinctive lifestyle. For those who want a more secluded residential setting, there are many low density areas in all of the communities, particularly the North Mountains and portions of the Conifer/285 Corridor area. For those who desire to live in the mountains, but want the convenience of goods and services, public utilities and access to the Denver metropolitan area, Evergreen and the Central Mountains are good choices.

Though the demand for nonresidential development varies among the mountain communities, opportunities will increase as the mountains become more populated. The lack of adequate water and sanitation will constrain de-

velopment in some communities that might otherwise be candidates for growth. Those communities which are able to provide public water and sanitation, such as Evergreen and the Central Mountains, could experience more nonresidential growth. Access to the major thoroughfares, including Interstate 70, U.S. 285 and C-470 will further enhance nonresidential opportunities in Evergreen, Central Mountains and along the 285 Corridor area.

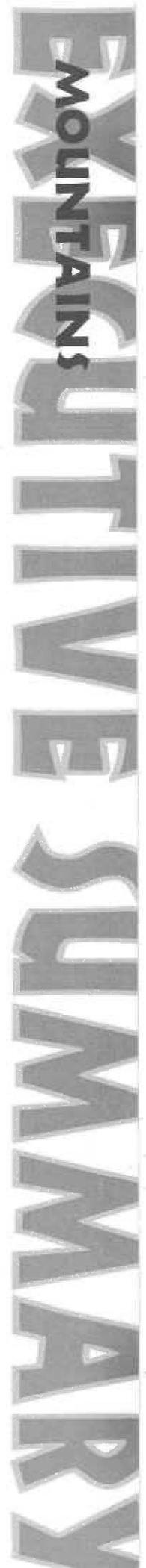
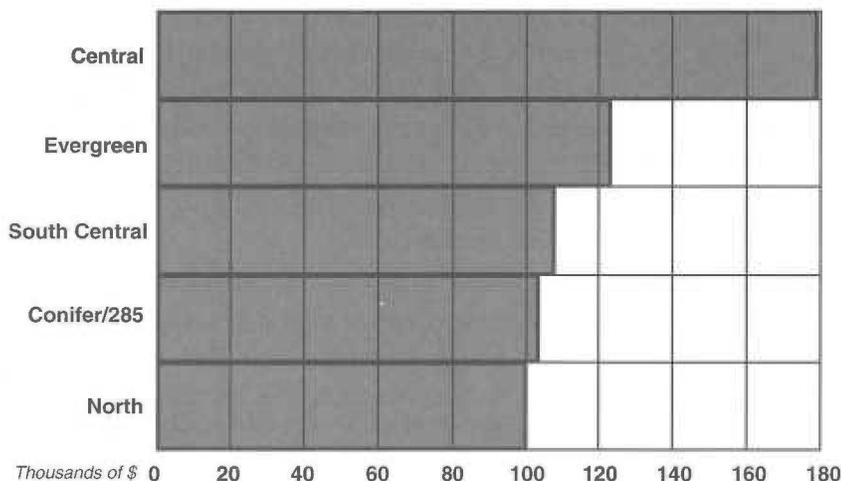
While the mountain communities will remain primarily residential in character, there will be an increased demand for local goods and services. As the baby boomers living in these communities grow older and begin to demand more local conveniences, opportunities for retail and office development could increase.

SUMMARY

Each of the mountain communities has a set of opportunities and constraints that will impact future growth. Physical constraints such as geography and the availability of water are factors which will affect future growth. In addition, non-physical factors, such as attitudes of residents toward growth and the health of the Front Range economy, will help determine where and to what extent growth will occur in the mountain communities.

As more residents seek the mountain lifestyle, development in the mountain communities will intensify through the 1990s and the quality of life in the mountains is certain to be challenged. Just how each of the areas will be impacted will depend on how effectively residents and elected officials plan for and accommodate increased growth. Improved access, pressures from expanding suburban growth, and an influx of more people could make the mountain communities the next development frontier in Jefferson County. **M**

MOUNTAINS MEDIAN HOME VALUE



Recent growth can be attributed to an influx of residents from out-of-state.

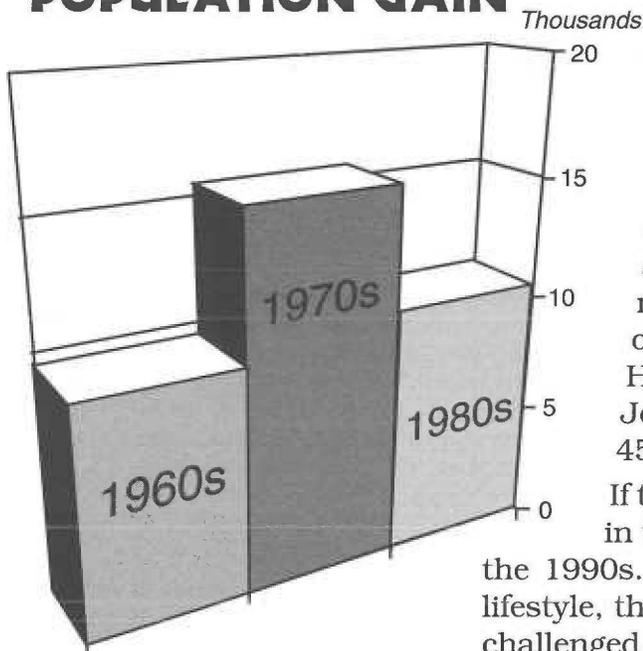
FOREWORD

FOREWORD

The decade of the 1980s was a period of intense development pressure for some mountain communities, especially Evergreen, Genesee and Conifer. But while these mountain communities changed dramatically, others such as Indian Hills, the Coal Creek Canyon and Golden Gate Canyon communities changed little, retaining a rural, mountain atmosphere. Much of the recent growth can be attributed to an influx of residents from out-of-state, as well as from the Denver area, who have chosen the mountain lifestyle as an alternative to suburban life.

Prior to the 1950s, mountain living was not a practical choice for most. There were virtually no jobs in the mountains and commuting to jobs in the Denver area was inconvenient. Over the next two decades, some key changes made mountain living a viable option for a larger number of people. One change was the location of major employment centers within Jefferson County during the 1950s. Because of limited access to jobs in the Denver area, nearby employment in the County meant shorter commute times for many mountain residents.

MOUNTAINS NET POPULATION GAIN



The single most important change was the opening of Interstate 70 in the 1960s. Improved access via I-70 enabled those living in the mountains to commute to Downtown Denver in 20 minutes, to Aurora in 30 minutes. It was during the 1960s that the mountain communities began to experience rapid growth. This initial burst of growth during the 1960s was reinforced by other developments taking place in the region. Additionally, the creation of new jobs at the Denver Technological Center in the 1970s, and the construction of C-470 in the 1980s encouraged growth along the Highway 285 corridor. Between 1960 and 1990 the Jefferson County mountain population increased 450%, from 7,832 to 43,228.

If the past is an indicator of the future, development in the mountain communities will intensify through the 1990s. As more and more people seek the mountain lifestyle, the quality of life in the mountains is certain to be challenged. Just how each of the areas is impacted will depend on how effectively residents and elected officials plan

The most important stimulus for growth was the opening of Interstate 70 in the 1960s.

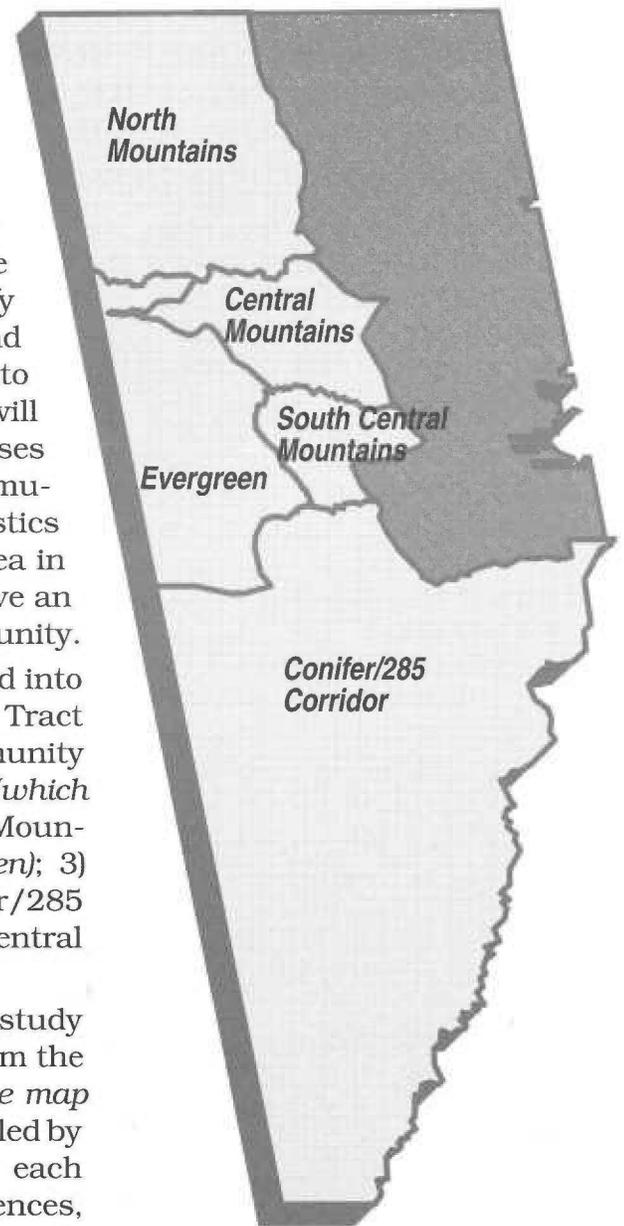
FOREWORD

for and accommodate increased growth. It is hoped that this report will help contribute to the ongoing dialog which will be needed to achieve balanced and sensitive development in Jefferson County's mountain communities. Improved access, pressures from expanding suburban development and an influx of more people could make the mountain communities the next development frontier in Jefferson County.

PURPOSE

The Mountain Community Profile describes the Jefferson County mountain communities: who lives there, the nature of the economic base, and the past and future role of each of these unique mountain areas. The purpose of this report is: 1) to examine the economic, social and demographic changes which have occurred in the mountain communities; 2) to identify those factors which are common to the mountains, and those which are distinct to each community; and 3) to discuss local opportunities and constraints which will impact future growth and development. In most cases there is more than one community located within a Community Plan area or study area. The distinctive characteristics of a community may differ from those of the study area in which it is located. The purpose of this report is to give an overview of the study areas, not to analyze each community. For purposes of this report, the mountains were divided into five study areas which coincide with 1990 Census Tract boundaries and correspond roughly with the Community Plan Areas: 1) the North Mountains, tract 98.08 (*which includes a portion of the north plains*); 2) the Central Mountains, tract 98.10 (*which includes a portion of Golden*); 3) Evergreen, tracts 98.09, 120.08 and 120.26; 4) Conifer/285 Corridor, tracts 120.20 and 120.21; and 5) the South Central Mountains, tract 120.27.

Community Plans have been developed for most of these study areas, however, Community Plan boundaries differ from the Census Tract boundaries used for this report (*please see map on back cover*). Since the data for this report were compiled by Census Tract, they will vary from data compiled for each Community Plan area. Despite these boundary differences, the analysis for each study area closely represents the social, economic and demographic characteristics of the related Planning Areas. **M**



The mountain areas will play an increasingly important role in the development pattern of Jefferson County.

OVERVIEW

OVERVIEW

For many people the mountains have a mystique and fascination. This “mountain mystique” is especially strong in Colorado where the Rocky Mountains add visible beauty to the landscape and form the heart of the “Colorado lifestyle”. Living in or near the mountains has shaped the way Coloradans live, work and play. Now more than ever the mountain lifestyle appeals to a large, diversified group of people. As a consequence, the mountain areas will play an increasingly important role in the development pattern of Jefferson County.

How and why the mountain areas have developed can be better understood by looking at the general pattern of development in metropolitan Denver after World War II. After the war, fueled by the burgeoning growth of the baby boom generation, a newly affluent middle class emerged. The middle class began searching for a way to live the American Dream which centered around home ownership, security and contentment. For many, this dream could not be satisfied inside a city, and suburban communities began to spring up around Denver as alternatives to city life.

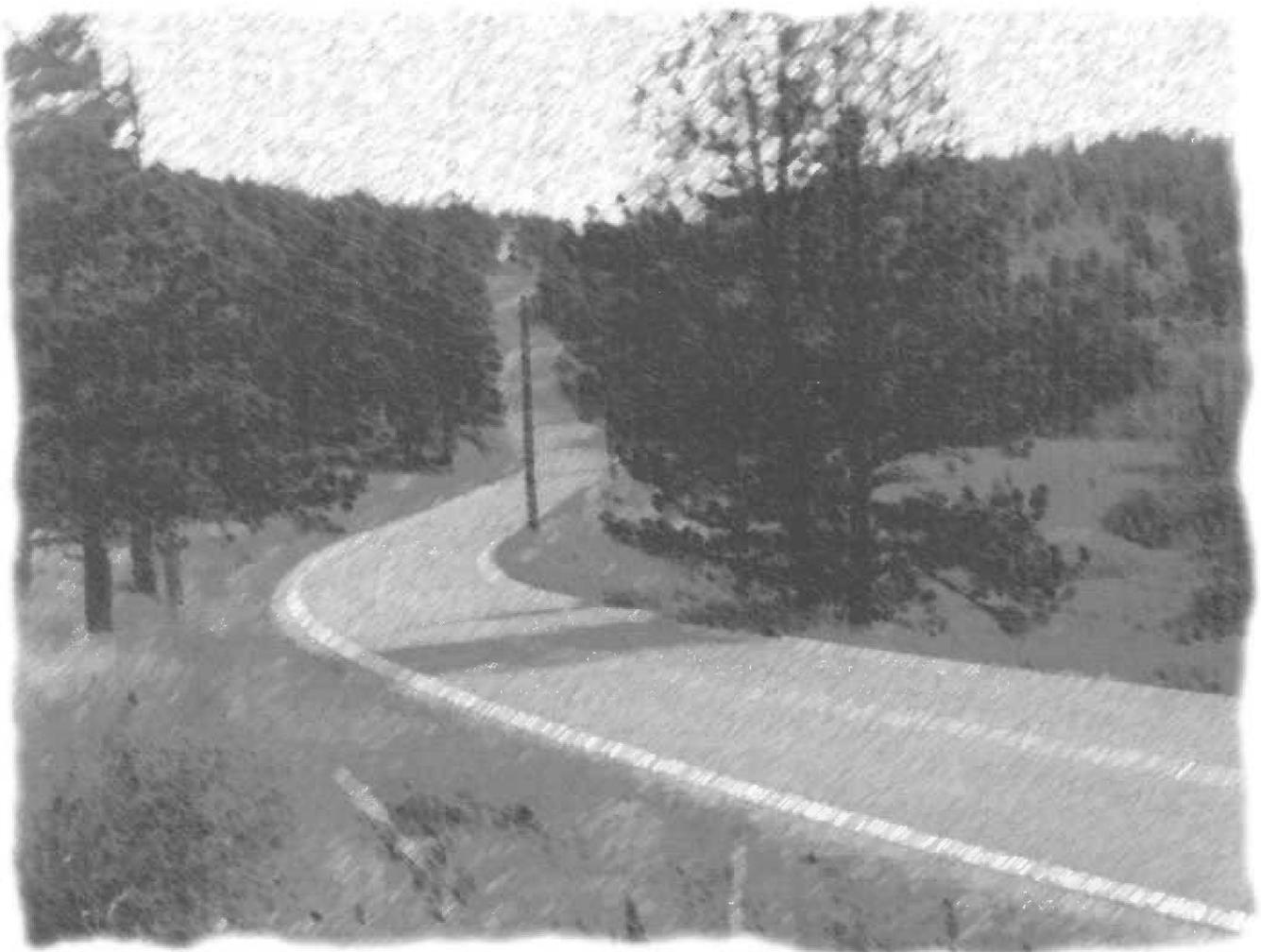
In the 1950s four major suburban employment centers located within Jefferson County. The proximity of Rocky Flats, Coors, the Federal Center and Martin Marietta to the foothills enabled people who lived in the mountains to have an easy commute. Though the location of these businesses made living in the mountains more viable than before, it was not the only factor that had an impact on mountain growth. It was the opening of I-70 in the 1960s that gave many commuters direct access to employment throughout the metropolitan area.



The proximity of Rocky Flats, Coors, the Federal Center, and Martin Marietta to the foothills enabled people who lived in the mountains to have an easy commute to quality employment.

OVERVIEW

Motivated perhaps by a perception of a life free of problems and restrictions, many suburbanites have made the move to the mountains. For those who can adapt to the mountain lifestyle, these communities are perceived as offering an array of benefits: clean air, privacy, expanses of undeveloped land, public and private open spaces, wildlife and natural features more than compensate for the drawbacks of mountain living. But some people are unprepared for the isolation, lack of social and recreational activities, increased living costs (*housing, utilities, food and transportation*) and increased drive times required by mountain living. With the wide array of choices, one of the most difficult challenges for those considering the mountain lifestyle is finding the community which offers the best match of lifestyles, social and educational values, incomes, and housing.



As U.S. 285 is widened, the Denver area will become more accessible for mountain residents.

OVERVIEW

THE COMMON THREADS

Though the mountain areas of Jefferson County are distinct communities with unique characteristics, there are issues which are common to all the mountain areas and the residents who choose the mountain lifestyle.

THE DRAW: GOLD ORE THEN, PSYCHOLOGICAL GOLD NOW

As with the earliest settlers, a variety of reasons attract people to the mountains today. The mountains offer natural beauty, mild climate, privacy and unique social and economic opportunities. In 1860 residents were drawn to the mountains to mine gold ore. In the 1870s the mountains became a summer tourist spot for prominent Denver families who spent hot seasons in the cool mountain climate. In the 1990s, people are drawn to the mountains to seek psychological gold—an enhanced sense of well being.

THE KEY: ACCESS

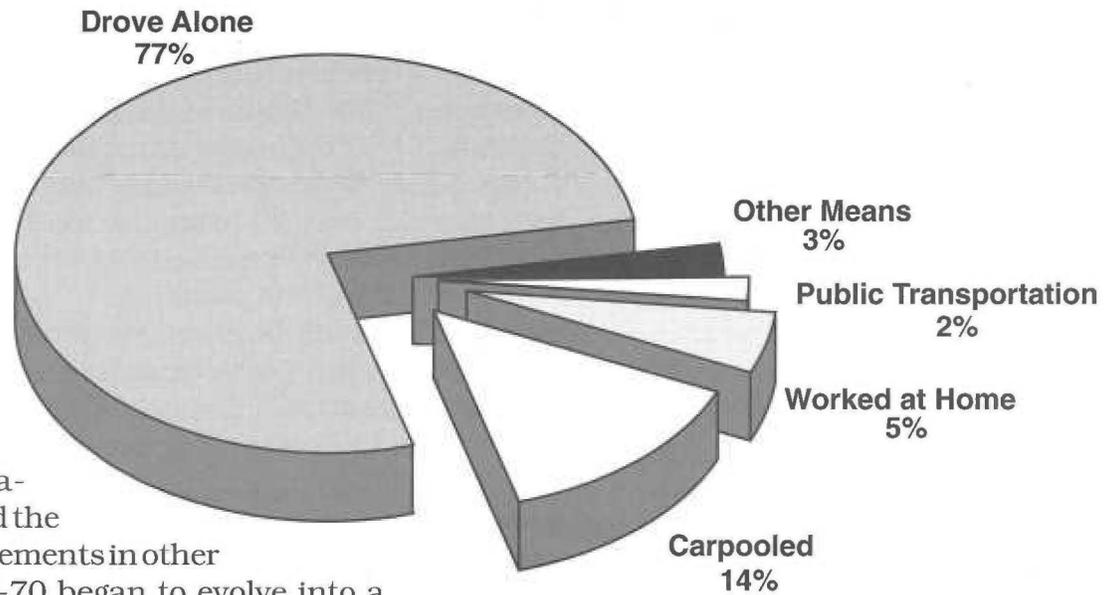
What initially unlocked the wealth, material and spiritual, of the mountains was access. At the turn of the century, the earliest roadways were wagon trails which were used to transport supplies. They were later used by Denver residents making their way to and from mountain summer homes. The railroads which transported mining supplies and ore later transported summer residents and visitors. A round trip to Denver by wagon took several days, by railroad it took one day.

As transportation options expanded, travel times decreased. Summer cabins were converted to permanent homes and many “*summer residents*” began to live in the mountains year-round. The location of these early mountain communities strongly influenced subsequent construction of highways: the North Mountains near Coal Creek Canyon (S.H. 72) and Clear Creek Canyon (U.S. 6), the Central Mountains (U.S. 40) and Evergreen on I-70, and Conifer and the South Central Mountains on U.S. 285 and S.H. 74.



In the 1960s the completion of I-70 opened the door for broad scale development. This improved access combined with other factors to focus development along the I-70 corridor: Boulder County's adoption of a policy to limit growth in the mountains, large expanses of undevelopable National Forest lands, and the absence of road improvements in other mountain areas. As I-70 began to evolve into a recreational and scenic corridor between Denver and Grand Junction, development intensified in Jefferson County.

MOUNTAINS TRANSPORTATION CHOICE



THE TRADE OFF: COMMUTING

While most mountain residents choose the mountain lifestyle, the limited number of local jobs means that most residents commute to the Denver metropolitan area. Consequently, mountain living is dependent upon a good transportation system, particularly highways, because the automobile is the primary form of transportation for mountain residents. The Regional Transportation District (RTD) provides bus service to most of the mountain communities, but data show that this service is not heavily used.

Depending on where a mountain worker lives, the commute to work can vary greatly. For example, residents of the North Mountains who drive to the north or west metropolitan areas have a relatively short commute. Likewise, residents of the Central Mountains and Evergreen who access I-70 can be almost anywhere in the metropolitan area within a half-hour. The same is true for Conifer/Aspen Park commuters who access U.S. 285. Other residents may drive an hour or more depending on where they live and work.

OVERVIEW

IMPLICATIONS

As the mountain communities grow, the cost of expanding and maintaining mountain roads will rise. Road maintenance is already more costly for the mountains than for the plains. Will County residents be willing to pay for the increased cost of maintenance in the mountains? Who will pay for the expansion and maintenance of mountain roads?

As development continues, water could become more costly. If the cost of providing water increases, large scale development could be limited to high-end residential and commercial developments which could absorb the higher costs associated with public water systems. Additionally, questions relating to the water quality of the mountain users as well as downstream users should be considered.

As U.S. 285 is widened, the Denver area will become more accessible for commuters from the Conifer/285 Corridor, the South Central Mountains and parts of Evergreen. Currently, I-70 offers excellent access to the Central Mountains and to Evergreen. For North Mountains commuters, Coal Creek Canyon (S.H. 72), Golden Gate Canyon Road and Clear Creek Canyon (U.S. 6) provide the only access. Since these highways feed into Highway 93 along the foothills rather than into an interstate, access to the metropolitan area is less than ideal. With no immediate plans for a northwest beltway, more attention will likely be given to improving overall access within Jefferson County, particularly to enhance access to the new Denver International Airport. City and County officials are cooperating to improve access to Golden via C-470, U.S. 6, and on the widening of S.H. 93. These roadway improvements could increase development pressure within the mountains.

WATER: THE LIFE BLOOD OF THE WEST

Water will become the single most critical variable in the future development of the mountains. Not only availability, but the quality of water could dominate public policy regarding long term growth and development. Variations in precipitation, groundwater resources, water tables, soils, and fissures in underlying rock formations make it difficult to develop generalized policies for "the mountains". When these physical variables are added to the complexity of governmental regulation, water issues become a paramount concern for mountain development.

In the mountain communities, water is supplied either through individual wells and septic systems or through central systems. Public water and sanitation districts exist in more developed areas such as Evergreen, Genesee and Lookout Mountain, and private water districts serve a few developments. But the majority of mountain communities rely on wells and septic systems. A properly engineered well can provide a high quality, abundant water supply. But while wells and septic systems can be properly engineered to reduce contamination, the lack of information about the amount and location of water in the mountain areas makes it difficult to establish a continuous, adequate supply of water. Even though the State Engineer may issue a permit to drill a well, this action only grants a right to seek, and in no way guarantees water will be found. After a well has been drilled and water is found, there are no guarantees that the water will continue to flow at adequate rates.

*The majority of mountain communities
rely on wells and septic systems.*

OVERVIEW

Since individual wells do not usually require the acquisition of water rights, they provide maximum flexibility for locating new homes and businesses. The exemption from acquiring a water right, however, is a double-edged sword. Without a water right, an individual well is not protected from competing users. Difficulties may arise in areas where wells are too closely spaced or local geology creates problems. As the number of wells increases, problems with cross-contamination will likely increase.

The advantage of central systems is the reliability of a water supply. The disadvantage is the cost of water storage, treatment, and distribution. The cost of the infrastructure needed to distribute the water can limit the use of central water to more dense developments where the costs of the system can be spread to a greater number of users. Because of the semi-arid climate, another water-related issue is the potential threat of drought. Drought could lead to limits placed on the number and types of land uses which could be built in the mountains, and water shortages could trigger significant changes in water use patterns and lifestyles.

IMPLICATIONS

Though water shortages have not yet occurred in the mountain communities, drought would force policy makers and residents to adopt water conservation measures. A healthy water supply has made it politically unfeasible to consider water recycling or restrictions, but as water supplies diminish, new policies should be considered.

A wide range of initiatives would be necessary to deal with prolonged drought, ranging from voluntary actions such as restricting water usage to regulatory actions such as water restrictions requiring water recycling systems.



IMPLICATIONS

Cooperation of wildlife and wildfire planning agencies will be necessary to balance the competing interests implicit in these two issues.

NEW FRONTIER: NEW LAND USE ISSUES

Development in the mountain areas of Jefferson County has raised awareness about some complex land use issues. Chief among these are the threat of wildfire and the protection of wildlife.

Wildfires have long been an elemental part of the forested habitats found in the mountain areas, primarily because of the abundance of naturally occurring fuels, trees, shrubs and grasses. Historically wildfires burned without human intervention, contributing to the natural biological cycle of growth, death and renewal. By burning away decayed vegetation and excess undergrowth, wildfires directly contributed to the renewal of soil conditions needed for vigorous plant growth.

As mountain areas became populated, wildfires were suppressed as aggressively as possible to protect human life and property. Over time, without the thinning effects of wildfire, many of the mountain areas now contain more combustible fuels, both natural and human-made, than existed in the past. As the recent wildfires in California and Boulder County, Colorado demonstrated, even small fires in forested areas can spread quickly. And while Jefferson County has not experienced a significant wildfire in modern times, conditions favoring a major wildfire continue to build year by year.

The presence of 300-400 species of wildlife that live in the Jefferson County mountains can affect land use decisions. Wildlife is a reason many residents choose mountain living. Protection and management of the wildlife resources are necessary to maintain the quality of life people have come to expect in the mountains. When development occurs in the mountains the impacts on wildlife can be minimized through careful land use decisions.

GAMBLING: THE NEW GOLD RUSH

Though the impact of gambling on Jefferson County from neighboring counties has not been as severe as predicted, an ongoing concern is the increased visitor and construction traffic on Golden Gate Canyon and Clear Creek Canyon Roads leading to Central City, Blackhawk and Leadville. The Colorado Department of Transportation, as a short term solution, has provided better signage on curves and tunnels, but there are no long term plans to widen or improve capacity on U.S. 6 along Clear Creek. Along with traffic, there is another major impact of the gaming industry on Jefferson County. In 1992

over half of the state's gaming employees working in Gilpin County lived in Jefferson County (53%). Insufficient housing for employees in gaming towns will increase housing costs as available housing becomes occupied. More workers will choose areas such as the North Mountains where housing is more affordable. Evergreen and the Central Mountains will be less affected because of the high cost of housing and the limited number of rental properties. The Conifer/285 Corridor area, because of the long commute, will have even fewer impacts from gambling.

Since the majority of the gaming employees from Gilpin County live in Jefferson County, another impact will be increased social service costs for Jefferson County. The long commute for workers, late work hours, low pay, and the unstable nature of casino jobs could create unemployment, health and mental problems for employees and their families. Gaming has not produced as much revenue as predicted and layoffs have begun to occur at some casinos. Because gaming is a new industry, long term impacts are difficult to assess.

THE MOUNTAIN COMMUNITIES

Though independent in many ways, the mountain communities have varying degrees of dependency on the Denver area economy. Just how much each community relies on the metropolitan economy depends, to a large degree, on the immediate local economy—the number and types of jobs, the variety of shopping and the range of services. Each of the mountain communities is unique, not only in their geographical locations, but also in the characteristics of people who live there and the opportunities that exist. **M**

IMPLICATIONS

Jefferson County should anticipate increased demand for social services and increased costs since more than half of the gaming employees from Central City and Blackhawk live in the County.



The North Mountains community tends to be more isolated than other mountain communities.

NORTH MOUNTAINS

NORTH MOUNTAINS

The North Mountains community is a rural mountain area which is characterized by expansive mountain views, natural terrain and rock outcroppings, wildlife, low levels of traffic, and high levels of quiet and privacy. Natural features including Coal Creek Canyon, Golden Gate Canyon and the Continental Divide dominate the area. These natural features, plus affordable housing, are reasons residents choose to live there.

The North Mountains is one of the few places left that has large private and public land holdings which have remained undeveloped. For many residents, the low level of development is part of the appeal. Because of the lack of services and the distance between residences, the North Mountains tends to be more isolated than other mountain communities.

COMMUNITY LIFE

The most important amenity in the North Mountains is the environment itself. The large amount of undeveloped open land is an important part of the area's character and is a vital source of food and shelter for plant and wildlife. What few realize is that most of the undeveloped land in the North Mountains is privately owned and could potentially be developed.

AT A GLANCE NORTH MOUNTAINS

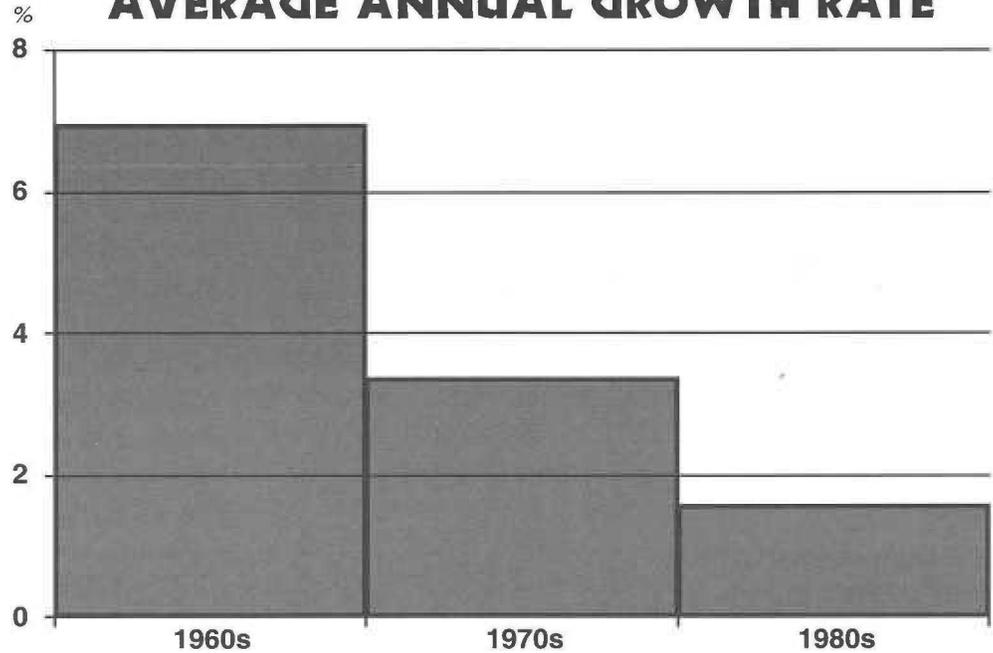
	1990	1980
Population	3,667	3,133
Households	1,547	1,183
Persons per Household	2.37	2.65
Median Age	35.17	28.95
Labor Force as % of Household Population	57.27%	56.11%
Percent with College Education	38.44%	
Median Household Income	\$37,951	
Per Capita Income	\$16,203	
Owner Occupied Housing	66.76%	
Single Family Detached Housing	74.49%	
Median Home Value	\$100,400	
Leading Employment Industry	Educational Services	

Most of the undeveloped land in the North Mountains is privately owned and could potentially be developed.

NORTH MOUNTAINS

In addition to the natural beauty, the North Mountains have many historical sites, structures, roads, trails and railways. Apart from these natural and historic amenities, there are few organized recreational activities in the community, especially for children. Most social activities take place at a local community center or at church. There is an elementary school in Coal Creek Canyon, but middle and high school students are bused to Golden.

**NORTH MOUNTAINS
AVERAGE ANNUAL GROWTH RATE**



Because of the mountainous terrain and access to the Continental Divide, mountain bike traffic has increased steadily in the area over the last decade. And since Boulder County, which is contiguous to the North Mountains, made bicycling illegal in their mountain parks, more bicyclists are coming to the North Mountains to ride. The heavy volume of bicycle traffic on canyon roads has caused conflicts between automobiles and bicycles. More conflicts arise when bicyclists park their cars for long periods of time on inadequate roadside shoulders while biking.

THE PEOPLE

The remoteness of the North Mountains has influenced its demographic patterns. The area has not grown as rapidly as the more accessible mountain communities of Evergreen, Lookout Mountain and Conifer/Aspen Park. The population grew steadily during the 1960s and the 1970s, but began to slow in the 1980s. By 1990, 3,667 residents lived in the area. The majority of residents were between the ages of 30 and 44 years (32%), and many had children under the age of 9 years. The median age was 35.2, up from 29.0 in 1980.

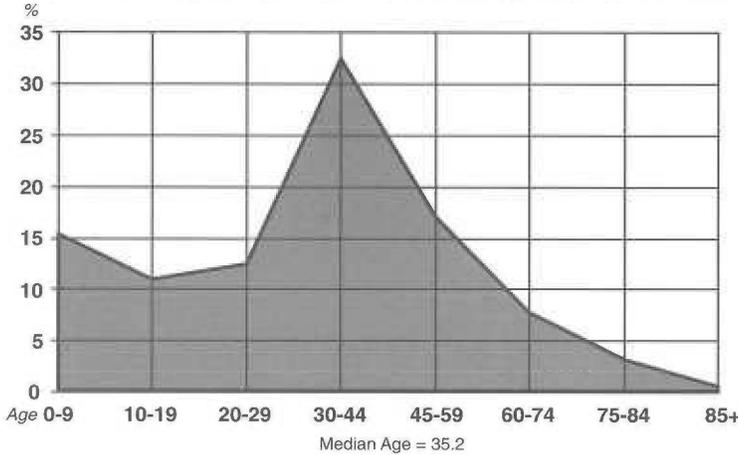
IMPLICATIONS

As the area becomes more popular for bicyclists, the number of motorists driving up to the area to bicycle trails will increase. An increased number of cars parked along canyon roads could become hazardous for motorists. Parking should be made available at the base of the canyon roads where bicyclists can park their cars and then share rides to the bike trails. Both private and public parking areas could be made available for bicyclist vehicle parking on the weekends.

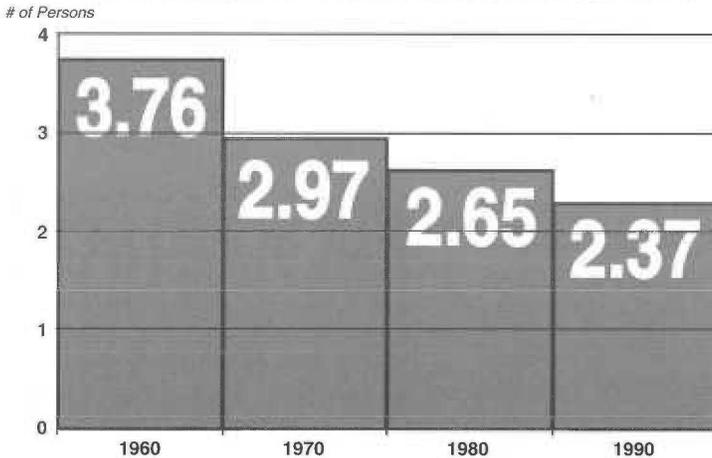
By 1990, 3,667 residents lived in the area.

NORTH MOUNTAINS

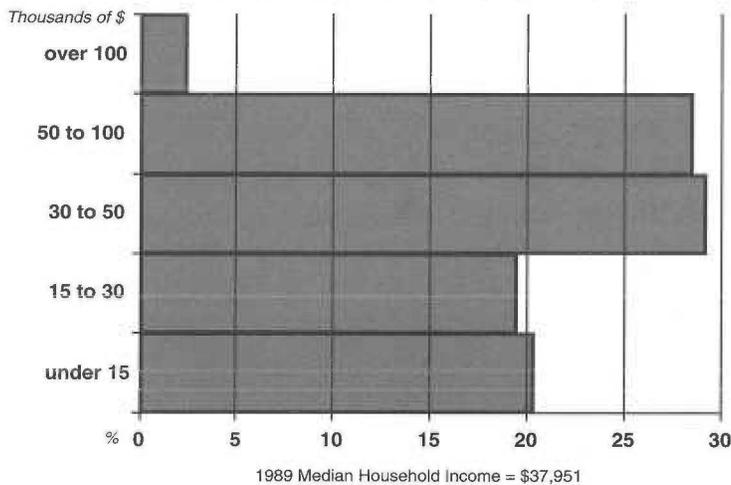
NORTH MOUNTAINS AGE DISTRIBUTION



NORTH MOUNTAINS HOUSEHOLD SIZE



NORTH MOUNTAINS HOUSEHOLD INCOME DISTRIBUTION



Of the 1,547 households, two-thirds were families (*related*). One-third were nonfamily, a high share compared to other mountain communities. Of the married couple families, most (55%) had no children under the age of 18. Because of the high number of households with no children, the household size was low compared to the overall County (2.37 vs. 2.59), and other mountain areas.

Though there were fewer married couple families with children in the area, children were more likely to live with both parents. Of all the children living in the North Mountains, 90% lived in married couple families, and only 10% lived with one parent. Because of the isolation and the commute to employment, the North Mountains is not a community where single parents would typically choose to live.

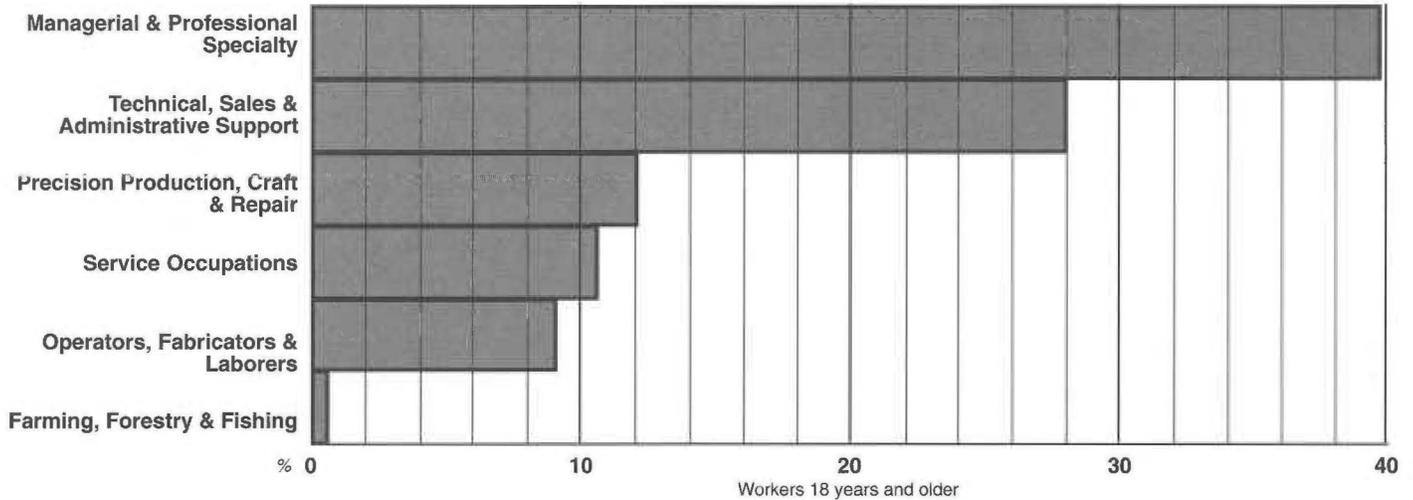
Like most families today, both parents in the married couple families were in the labor force. The majority of children (66%) lived in two parent families where both the mother and father worked. In 21%, only the father was in the labor force and in 1%, the mother only.

Even with the number of two-worker families, the median household income of \$37,951 was lower than the other mountain areas, as well as the County's \$39,084. The percent of persons living below the poverty level was higher in the North Mountains (8%), and most of those (27%) were between the ages of 18 and 24. In Jefferson County, 6% of residents lived below the poverty level.

The median household income of \$37,951 was lower than the other mountain areas.

NORTH MOUNTAINS

NORTH MOUNTAINS OCCUPATIONS



THE WORKERS

In 1990, 57% of North Mountains residents were in the labor force, and of those, 96% were employed. The share of women in the labor force increased over the decade while the share of men decreased. In 1990 the labor force was comprised of 54% male and 46% female, compared to 58% male and 42% female in 1980. The unemployment rate of 4% was down significantly from 1980 when 14% of the North Mountains residents were unemployed.

More residents worked in industries which are not typically high wage generators, such as services and retail, but a solid number worked in manufacturing, which often pays higher wages. The majority (30%) worked in professional or related services, such as health and education fields, up from 12% in 1980. Another 18% were employed in manufacturing, and 11% in retail trade, up from 7% in 1980. A large proportion of the local labor force was employed in managerial and professional occupations (40%), followed by technical, sales and administrative support (28%), service occupations (12%), and production, craft and repair (11%).

Educational attainments for North Mountains residents were similar to residents of the County, but were lower than the other mountain communities. In 1990, 26% had graduated from high school and 38% were college graduates. Of the college graduates, 26% earned associate's or bachelor's degrees and 12% had graduate or professional degrees.



Major employment centers like Rocky Flats and Coors can be found nearby, and Boulder is within commuting distance.

NORTH MOUNTAINS

Even with the absence of local employment in the North Mountains, commuters traveled shorter distances to jobs than most mountain residents. And North Mountains residents were more likely to carpool or use public transportation than residents of other mountain communities. Of those who commuted, the median commute time was 32 minutes. The majority of commuters (70%) drove alone to their jobs, but compared to other mountain areas, more of them commuted in carpools (16%), rode the bus (3%) or used other modes of transportation.

THE ECONOMY

Since there was scant nonresidential space in the North Mountains, there was little "site-based" employment. There were an estimated 320 local jobs based on the amount of nonresidential development. However, major employment centers like Rocky Flats and Coors can be found nearby, and Boulder is within commuting distance. Since Rocky Flats is one of the largest employers of local residents, restructuring of the plant could have some serious impacts on this small community. A few local gravel mining operations provide some employment, and could provide more job opportunities in the future if mining operations are expanded.

Typically, residents depend on the metropolitan area for employment, services and shopping, and seem content with the few services that are nearby. Some needs are filled locally through a network of local residents who provide goods and services from their homes. As a result of this local network, the barter system seems very much alive in the community.

LAND USE NORTH MOUNTAINS

	Existing	Zoned	Remaining Build Out	% Built	Estimated Employment
Residential (# of units)					
Single Family	1,013	3,702	2,689	27.36%	
Multifamily	0	0	0	0.00%	
Mobile Homes	9	9	0	100.00%	
Total Residential	1,022	3,711	2,689	27.54%	
Nonresidential (gross leasable area in square feet)					
Retail	37,575	54,775	17,200	68.60%	110
Office	21,415	21,415	0	100.00%	86
Industrial	70,000	60,000	0	116.67%	120
Church	4,400	4,400	0	100.00%	4
Total Nonresidential	128,990	136,190	17,200	94.71%	320

Jefferson County Planning Department, Land Use Inventory, 1992. The existing number of residential units is for the Community Plan area and does not correspond exactly with the 1990 Census data. Note: Incorporated portions of the area are not included.

NONRESIDENTIAL DEVELOPMENT

In 1992 there were 129,000 square feet of retail, office and industrial development in the study area, 34,000 square feet of which were located in the mountainous portion of the study area. There was land zoned for an additional 17,000 square feet of retail development, none of which is located within the mountain portion of the study area. The Community Plan recommends redevelopment of the downtown Coal Creek community plus three new nonresidential locations which could occur in the Golden Gate Canyon area. As future residential development occurs, nonresidential land uses will be needed in the mountain portion of the area. The North Mountains Community Plan provides for limited non-residential expansion.

The absence of public water and sewer systems will constrict the type and amount of retail, office and light industrial development that could be built. Further, access to goods and services in Golden, Boulder and Arvada reduces the demand for extensive commercial and light industrial activity in the area.

THE HOUSING MARKET

The types of housing in the North Mountains are as diverse as the people who live there. Residences range from small cabins to large custom homes. The median home value was \$100,400 in 1990, the lowest of the mountain study areas and among the most affordable in the County. Recently home prices began to increase after several years of stagnation. Gambling has had some impact on the local housing market, both for residents who are employed in gaming towns and gaming employees looking for affordable housing.

The North Mountains had the highest percentage of renters of all the mountain communities. One-third of residents rented, and two-thirds owned homes. In 1990 the median cost for

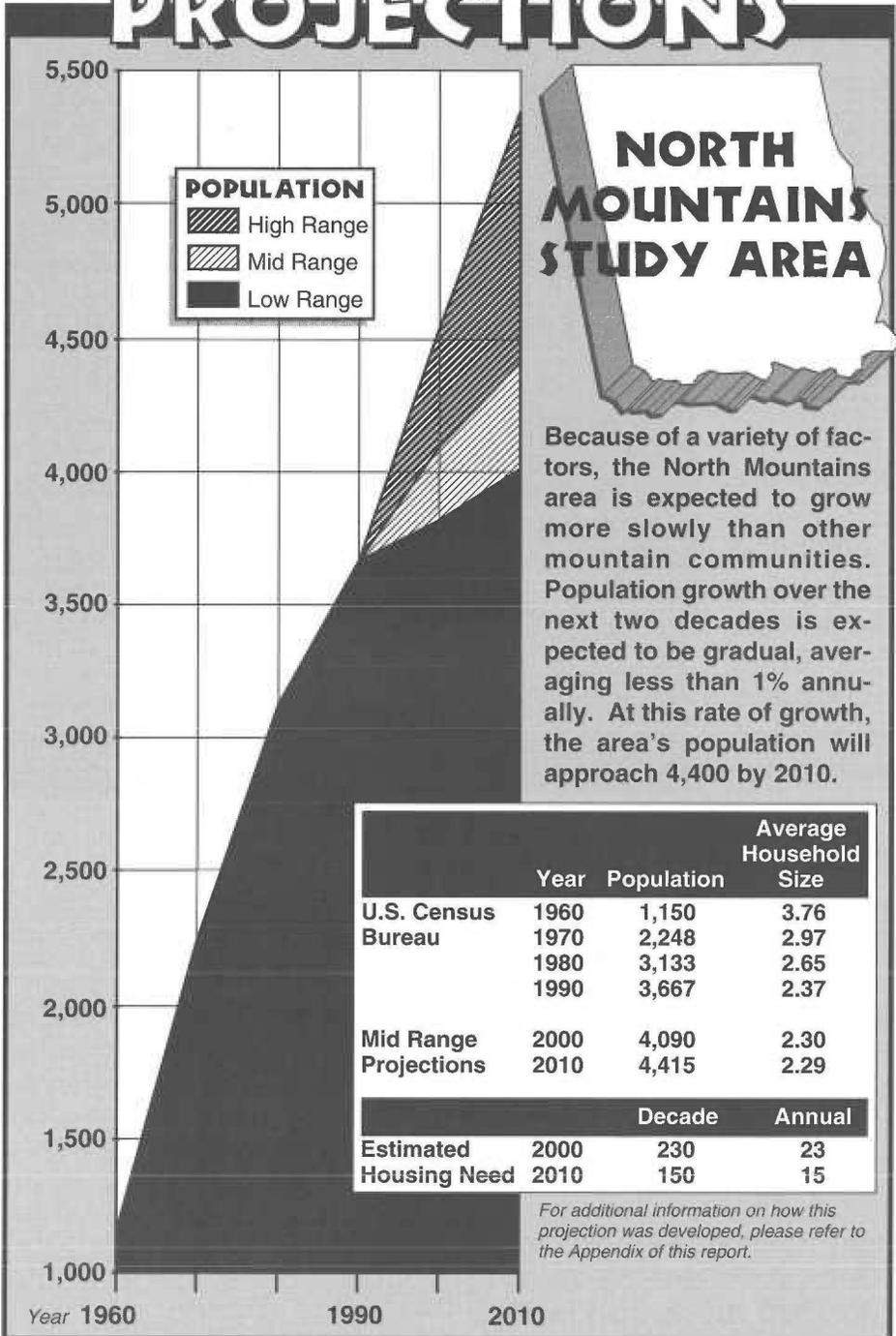


As the area grows, traffic could exceed acceptable levels of service on the roads.

NORTH MOUNTAINS

homeowners with a mortgage payment was \$928 monthly, while the median cost for renters was \$366. Based on a median household income of \$37,951, North Mountains residents with a mortgage payment were spending nearly 29% of their gross incomes on housing in 1990.

PROJECTIONS



The types of housing available in the North Mountains reflect the character of the area. In 1992 there were 1,699 housing units in the North Mountains study area; 1,324 were single family, 46 were duplex units, 264 multifamily, 44 mobile homes and 21 described as "other". All of the multifamily homes were located in the plains portion of the study area. There was land zoned for an additional 2,689 single family homes in the unincorporated portions of the study area, with no zoning for future multifamily or mobile homes.

Multifamily zoning in the mountainous portion of the study area has been limited for several reasons: 1) the terrain, largely steep rocky slopes, is not as conducive to multifamily development, however, duplexes could be accommodated; 2) the lack of central water and sanitation systems makes developing multifamily homes expensive; and 3) the area is traditionally rural mountain, and multifamily living is not a desirable alternative for residents who seek a rural mountain lifestyle.

The North Mountains offers a wide range of affordable housing choices.

NORTH MOUNTAINS

GETTING THERE

Access to the North Mountains area is limited to three canyon roads: Golden Gate Canyon (County Road 70) which provides access to the Golden Gate Canyon community, Coal Creek Canyon (S.H. 72) and Clear Creek Canyon (U.S. 6), which serves the Coal Creek Canyon community. Since there is no direct access to downtown Denver or other suburban areas, it is an indirect commute for most. Presently, the existing roadways serve the needs of residents and commuters. But as the area grows, traffic could exceed acceptable levels of service on the roads.

Of all the mountain areas, the Golden Gate community is the most impacted by increased traffic resulting from gambling in Central City. Traffic increases could be difficult to accommodate since expansion of the canyon roads would be expensive and have negative visual impacts. Coal Creek Canyon is the only community which has limited RTD bus service.

OPPORTUNITIES

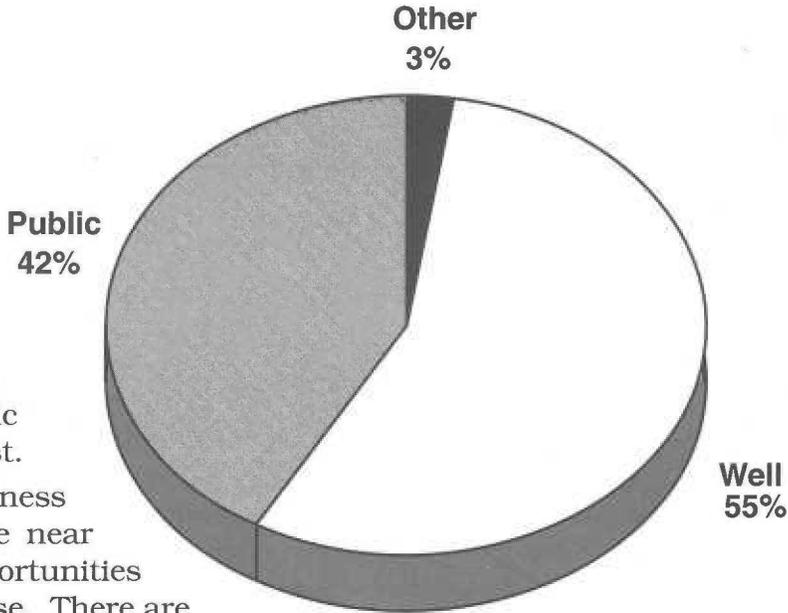
For those seeking a small mountain community with minimal growth and maximum privacy, the North Mountains offers a wide range of housing choices. And housing is more affordable than in other mountain communities. However, there are some limitations for construction of new homes. Most residences depend on groundwater supplies from individual wells, and water availability can vary from homesite to homesite. Because of steep slopes, rock depth, coarse soil and lower precipitation, severe limitations for septic tanks and absorption fields already exist.

The area has limited opportunity for business and nonresidential development in the near future, but as the area grows, some opportunities for retail and office development will arise. There are also opportunities for tourist-related services, including dude ranches, lodging, RV and camping facilities. Since growth factors that would make it viable for large scale development are not in place, the North Mountains will probably be the last area within the County to develop. **M**

IMPLICATIONS

Access to the North Mountains is via Golden Gate Canyon, Coal Creek Canyon (S.H. 72) and Clear Creek Canyon (U.S. 6). Since two of these highways feed into S.H. 93 along the foothills rather than into an interstate, access to the metropolitan area is limited. With no immediate plans for a north-west beltway, more attention should be given to improving overall access within Jefferson County, particularly to enhance access to the new Denver International Airport.

NORTH MOUNTAINS WATER SOURCE



NORTH MOUNTAINS COMMUNITY PROFILE

CENSUS TRACT 98.08

	1990	SHARE	1980	SHARE
THE PEOPLE				
Population	3,667		3,133	
Persons in Households	3,667		3,133	
Families	1,038			
Households	1,547		1,183	
Persons per Household	2.37		2.65	
Race				
White	3,549	96.7%		
Black	23	0.6%		
American Indian, Eskimo or Aleut	38	1.0%		
Asian or Pacific Islander	45	1.2%		
Other	12	0.3%		
Age				
0-9	567	15.4%	398	13.0%
10-19	401	10.9%	578	18.9%
20-29	456	12.4%	556	18.1%
30-44	1,191	32.4%	833	27.2%
45-59	628	17.1%	353	11.5%
60-74	285	7.7%	248	8.1%
75-84	117	3.1%	52	1.7%
85+	22	0.6%	39	1.2%
<i>Total</i>	3,667		3,057	
Median Age	35.2		28.9	
1989 Household Income				
\$0 - 9,999	183	11.8%		
\$10,000-19,999	261	16.8%		
\$20,000-29,999	173	11.1%		
\$30,000-39,999	186	12.0%		
\$40,000-49,999	266	17.1%		
\$50,000-74,999	359	23.2%		
\$75,000-99,999	82	5.3%		
\$100,000-124,999	37	2.3%		
\$125,000-149,999	0	0.0%		
\$150,000 or more	0	0.0%		
Median Household Income	\$37,951			
Median Family Income	\$45,473			
Per Capita Income	\$16,203			
Persons Below Poverty Level	302	8.2%		
THE WORKERS				
Civilian Labor Force - 16+ years				
Employed	2,018	96.1%	1,518	86.3%
Male	1,106	52.6%	856	48.6%
Female	912	43.4%	662	37.6%
Unemployed	82	3.9%	240	13.6%
Male	28	1.3%	170	9.6%
Female	54	2.5%	70	3.9%
<i>Total Civilian Labor Force</i>	2,100		1,758	
Not in Labor Force	713		1,026	
Male	227		157	
Female	486		406	
Labor Force as a Percent of Household Population	57.2%		56.1%	
Employment by Industry - 16+ years				
Agriculture, Forestry & Fisheries	19	0.9%	110	5.4%
Mining	15	0.7%		
Construction	118	5.8%	106	5.2%
Manufacturing - Nondurable Goods	118	5.8%	185	9.1%
Manufacturing - Durable Goods	243	12.0%	182	9.0%
Transportation	75	3.7%	44	2.1%
Communications & Public Utilities	51	2.5%	38	1.8%
Wholesale Trade	76	3.7%	58	2.8%
Retail Trade	214	10.6%	134	6.6%
Finance, Insurance & Real Estate	119	5.9%	106	5.2%
Business & Repair Services	120	5.9%	122	6.0%

	1990	SHARE	1980	SHARE
Personal Services	74	3.6%	61	3.0%
Professional & Related Services				
Health Services	100	4.9%	79	3.9%
Educational Services	262	12.9%	97	4.8%
Other	252	12.4%	68	3.3%
Public Administration	162	8.0%	75	3.7%
<i>Total</i>	1,856		1,390	
Occupation - 16+ years				
Managerial & Professional Specialty	801	39.6%		
Technical, Sales, & Administrative Support	565	28.0%		
Service Occupations	243	12.0%		
Farming, Forestry & Fishing	13	0.6%		
Precision Production, Craft & Repair	214	10.6%		
Operators, Fabricators, Laborers	182	9.0%		
<i>Total</i>	2,018			
Education - 18+ years				
Less than 9th grade	99	3.6%		
9th-12th/no diploma	165	6.0%		
High school graduate or GED	702	25.5%		
College-no degree	725	26.3%		
Associate's degree	188	6.8%		
Bachelor's degree	534	19.4%		
Graduate or Professional degree	334	12.1%		
<i>Total</i>	2,747			
Transportation to Work				
Drove Alone	1,391	70.4%		
Carpooled	323	16.3%		
Public Transportation	57	2.8%		
Other	128	6.4%		
Worked at Home	75	3.8%		
<i>Total</i>	1,974			
Travel time to work				
less than 30 minutes	822	43.2%		
30-44 minutes	570	30.0%		
45 minutes or more	507	26.7%		
<i>Total</i>	1,899			

THE HOUSING MARKET

Status		
Occupied	1,495	87.9%
Vacant	204	12.0%
<i>Total</i>	1,699	100.0%
Owner occupied	998	66.7%
Renter occupied	497	33.2%
Units by Structure		
Single Family, Detached	1,250	74.4%
Single Family, Attached	74	4.4%
Multifamily	310	18.4%
Mobile Home	44	2.6%
<i>Total Housing</i>	1,678	
Median Year Structure Built	1970	
Median Value	\$100,400	
Median Monthly Household Costs	\$928	
Median Gross Rent	\$366	
Source of Water		
Public	712	
Well	953	
Other	45	
<i>Total</i>	1,710	
Source of Sewer		
Public	618	
Septic	1,053	
Other	28	
<i>Total</i>	1,699	

EVERGREEN

After the first settlers arrived in 1859, Evergreen was known as a diverse community of loggers and ranchers, as well as home to some of the State's more affluent citizens. In the early years, prominent Denverites summured in Evergreen. In 1927, when Evergreen Lake and Dam were built, the community became a destination for visitors from around the state. During the 1960s when I-70 improved access to-and-from Denver, some of those visitors became permanent residents. Today Evergreen is still a "local" tourist spot for many Denver area residents. Visitors can come up for the day, enjoy trails, parks, outdoor recreation and museums, and then return home at night. It is not known as an out-of-state tourist destination, since there are few lodging facilities to accommodate travelers.

There are three Census Tracts which make up the Evergreen Study Area (please see map on back cover). For purposes of this report, data from these Tracts were combined. When reviewed separately, it is apparent that each Census Tract area has unique social and economic characteristics. For example, Tract 98.09 which includes Bergen Park, is the area on which most outsiders base their perceptions of Evergreen. Some of the community's most expensive homes are in Bergen Park, and residents in that Tract are more affluent. In addition to having the highest median home value (\$162,700),

it had the highest median income of all the mountain Census Tracts (\$62,316). Unlike some mountain areas, most homes are on public water and sanitation systems. Additionally, residents tend to be older, more educated, and hold jobs in professional occupations.



AT A GLANCE EVERGREEN

	1990	1980
Population	16,554	12,966
Households	6,207	4,386
Persons per Household	2.66	2.95
Median Age	35.58	30.74
Labor Force as % of Household Population	57.08%	60.00%
Percent with College Education	51.61%	
Median Household Income	\$51,073	
Per Capita Income	\$23,367	
Owner Occupied Housing	79.01%	
Single Family Detached Housing	87.10%	
Median Home Value	\$123,275	
Leading Employment Industry	Retail Trade	

While Bergen Park is perceived as affluent, the two other Census Tract areas represent, perhaps, a more accurate picture of the Evergreen lifestyle. Tract 120.08, which encompasses the southwestern portion of the community, represents a more balanced version of the mountain lifestyle. Residents of this Tract were well educated, but a bit younger than Bergen Park residents. Though the majority were employed in professional or management occupations, a solid share was employed in services, precision crafts or as laborers. The median household income of \$49,953, though lower than Bergen Park's, was higher than in most mountain areas. The majority of homes were built between 1970 and 1979, and are served by wells and septic systems. Home values have remained affordable, with a median value of \$109,300 in 1990.

Probably the most diverse area is Tract 120.26, which encompasses downtown, and newer developments at Herzman Mesa and Bear Mountain. Because of the diversity of housing, the area is attractive to a wide range of people with differing incomes and lifestyles. Along with older cabins converted to permanent homes, there are newer, middle-to-upper range residences. Home values ranged from \$40,000 to over \$400,000 with a median value of \$115,300. There were as many residents working in professional occupations as were working in what are typically defined as blue collar jobs. Typically, households were composed of younger families with small children. Because of this diversity, the median household income was lower in this area, \$38,889.

Many residents are concerned about the amount of growth that is occurring, and the capacity of the community to support it.

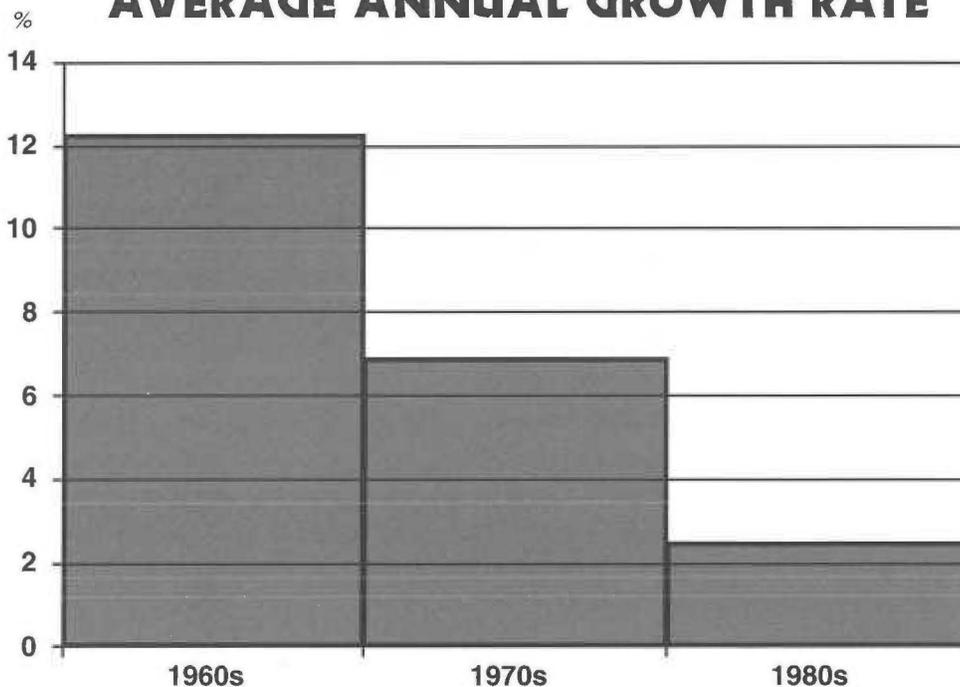
EVERGREEN

COMMUNITY LIFE

Residents are attracted to Evergreen for a variety of reasons. For those who want not only the natural beauty of the mountains, but the benefit of services and shopping close by, or even the status of living in a prestigious mountain community, Evergreen has it all. There are public utilities, recreational amenities, shopping and businesses. The mountains forming the Continental Divide are within close distance, and the Denver area is a 20 minute commute on I-70. Another attraction is the downtown area with its shops and restaurants and the sense of community that a downtown district can create.

There are now at least two distinct subgroups prevalent in Evergreen as a result of the recent influx of new residents. There are the "long time" residents, many of whom live in the more rural, less dense mountain settings surrounded by undeveloped land. And there are the "newcomers", many of whom are attracted to the newer planned developments which look more like suburban communities. Regardless of whether a resident is a newcomer or an oldtimer, most are concerned about the amount of growth that is occurring, and the capacity of the community to support it.

EVERGREEN AVERAGE ANNUAL GROWTH RATE



THE PEOPLE

Since the 1960s, Evergreen has been a magnet for residential growth. Between 1960 and 1970, the population grew at a strong 12.3% annual average growth rate. The strong growth of the 1960s was followed by a near-doubling of the population in the 1970s. Though growth slowed somewhat during the 1980s, the population increased 28% by 1990, from 12,966 to 16,554.

New residents were drawn to Evergreen by the strong sense of community and the appeal of living in a unique mountain setting.

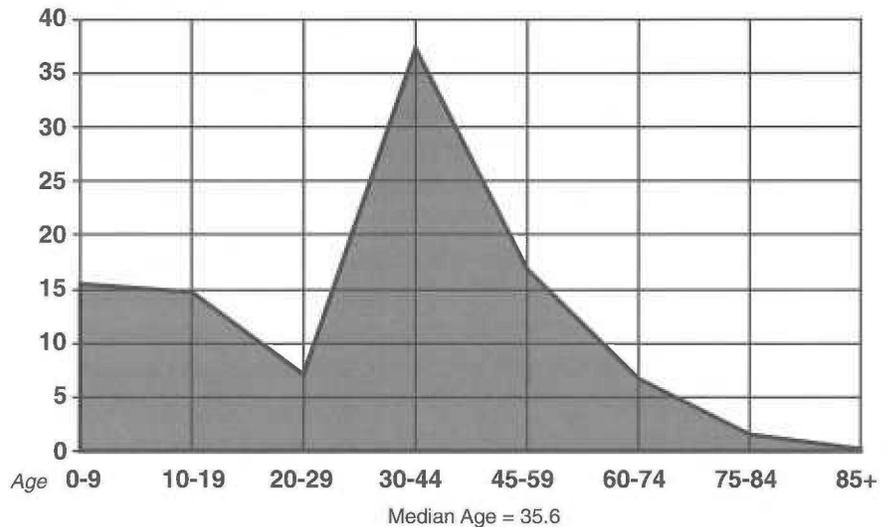
EVERGREEN

An influx of baby boomers resulted in the increase in Evergreen's median age over the decade, from 30.2 to 35.7. The majority of residents who moved to Evergreen were 30 to 44 years of age, some with children and some without. By 1990 this age group represented 37% of the population. Most were professionals, had started their families later in life, and were financially stable. These residents were drawn to Evergreen by the strong sense of community and the appeal of living in a prestigious mountain setting. Another growing segment of the population was seniors (*age 60 and over*), many of whom were moving into Evergreen to be near their children and grandchildren.

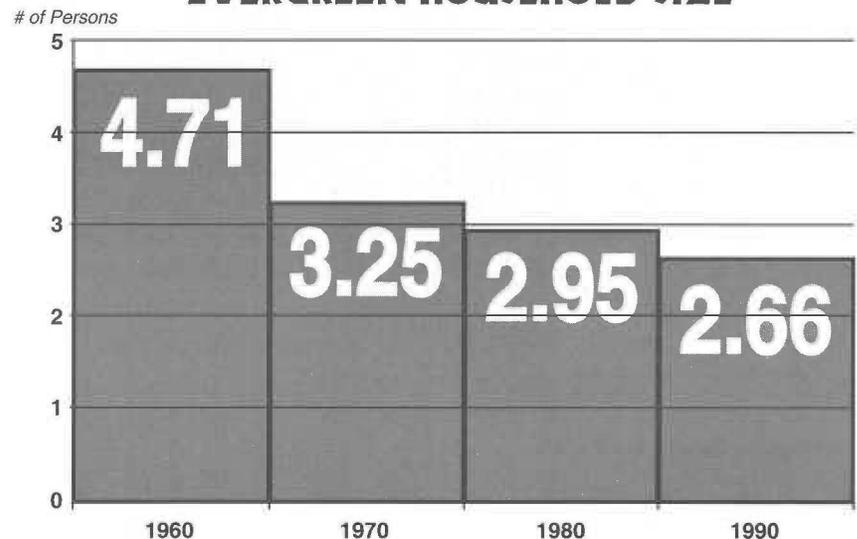
For married couple families with children, the community identity was particularly important. In 1990 there were 6,207 households in the Evergreen area, 77% of which were family and 23% nonfamily. Of the family households, 55% had children under the age of 18. Because of the high number of families with children, the household size was larger (2.66) than most other mountain communities.

Of the children living in families, 88% lived with two parents and 12% lived with one parent. A large share of parents were in the labor force, with at least one parent working outside the home. Over half (55%) of the children lived in married couple families where both parents worked, 30% lived in families where only the father worked, and 2% where only the mother worked. The stay-home parents were highly educated and participated in a wide range of volunteer and civic activities.

EVERGREEN AGE DISTRIBUTION



EVERGREEN HOUSEHOLD SIZE



Most Evergreen workers were employed in professional service industries.

EVERGREEN

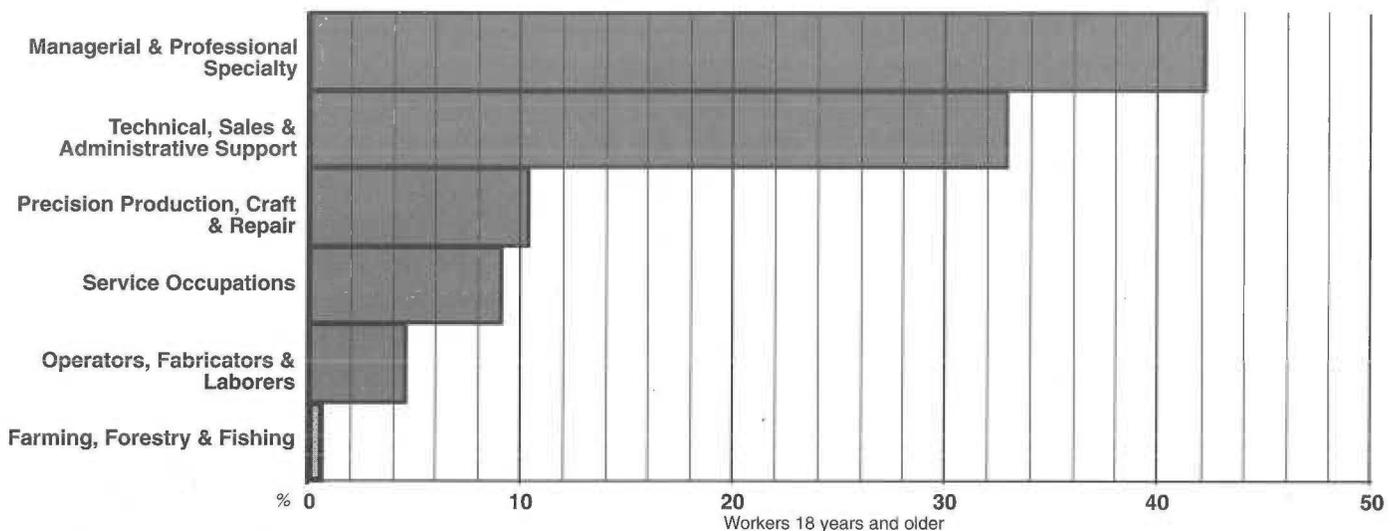
THE WORKERS

Following state and local trends, the percent of workers in the labor force increased over the decade. In 1990, 57% of Evergreen residents were in the labor force. While the percent of male workers stayed the same (54%), the share of working women increased from 34% to 42%. By 1990 the unemployment rate had dropped to 4% from 14% in 1980.

Based on the amount of nonresidential space built in Evergreen, there were an estimated 3,200 local jobs. Many of these jobs were in retail, services, and finance, insurance and real estate, all of which, traditionally, are lower paying jobs. While Evergreen had a large number of local jobs compared to other mountain communities, an estimated 80% of the workers commuted to Denver metropolitan area jobs. The remainder worked locally (17%) or at home (3%).

Evergreen commuters were more likely to drive alone to work than to carpool or use public transportation. Nearly 80% of the workers drove alone, 12% carpooled, and 1% used public transportation. And Evergreen residents were willing to commute farther to jobs than most mountain residents. About 47% traveled 45 minutes or more to work, and a large share of those workers (26%) drove to jobs in downtown Denver. Most Evergreen workers were employed in professional service industries (26%), such as health and educational fields, and another 15% were in the retail trade industry.

EVERGREEN OCCUPATIONS



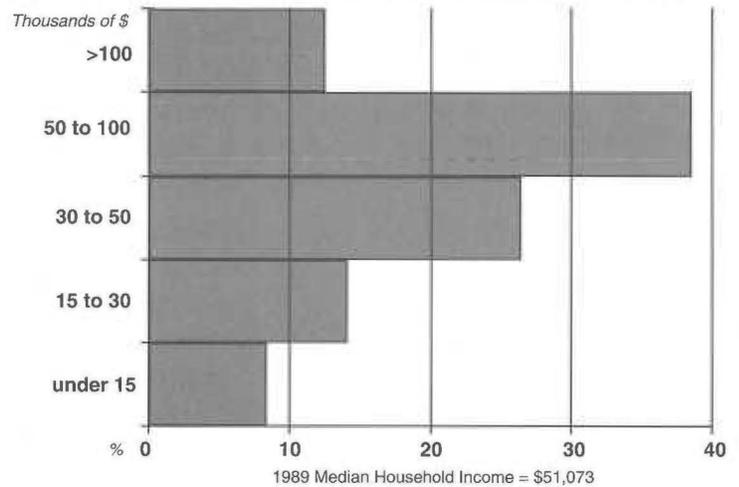
Evergreen had the highest median family income of all the mountain communities, \$51,073.

EVERGREEN

Most residents held managerial and professional occupations (42%) or technical, sales and administrative support (33%). A sizable share were in services (10%), or production, craft and repair (9%), typically categorized as blue collar occupations.

The educational attainment of Evergreen residents was higher than the other mountain communities; 80% of residents over the age of 18 attended college, with 31% holding bachelor's degrees and 16% with graduate or professional degrees. Evergreen had the highest median family income of all the mountain communities, \$51,073, while 4% of the population lived below the poverty level and 19% of those were aged 25-34.

**EVERGREEN
HOUSEHOLD INCOME DISTRIBUTION**



Residents live in Evergreen more for the quality lifestyle than for employment opportunities.

EVERGREEN

THE ECONOMY

Because there was limited employment in the area, the majority of working residents commuted to the Denver area to work. The prevalence of high incomes and minimal employment opportunities strongly suggests that residents live in Evergreen for the quality lifestyle rather than for employment opportunities.

Over the past decade, Evergreen has become less dependent on the Denver metropolitan area. Unlike most other mountain communities, Evergreen has shopping, services and even some small manufacturing. It has been able to fill much of its demand for secondary goods and services locally.

While Evergreen's economy has become more mature, there are some limiting factors that will keep it dependent on the metropolitan area in the future. First, the economy is transportation dependent. Until the use of telecommunications expands and Evergreen can provide more local employment, residents will continue to commute to the metropolitan area to work. Second, housing costs make it difficult for Evergreen to attract the low and moderate income workers needed to fill lower-paying local jobs. Many of the lower wage jobs are filled by workers "imported" from other areas.



There is enough land zoned to double the amount of existing nonresidential space in Evergreen.

EVERGREEN

NONRESIDENTIAL DEVELOPMENT

Part of the reason for Evergreen's stable economy is that it is one of the few mountain communities that has a downtown, as well as satellite retail and employment centers. In 1992 there were over 1 million square feet of nonresidential development—650,000 square feet of retail, 308,000 square feet of office, 81,000 square feet of industrial and 40,000 square feet of medical space.

There is enough land zoned to double the amount of nonresidential space in Evergreen, for a total of 2.8 million square feet. Demographics and the presence of water and sanitation districts make Evergreen a viable location for future commercial development.

THE HOUSING MARKET

Evergreen's housing market mirrors development patterns in suburban areas such as Ken-Caryl, Green Mountain and Sixth Avenue West Estates. There is a demand for high-end homes and a seemingly endless supply of purchasers. Evergreen has been experiencing a high-end, single family housing boom since the mid-1980s, particularly in planned communities like Hiwan. As a result of market demand, housing prices have shot upward. In 1990 the median home value was \$123,275, and home values ranged from \$15,000 for a cabin to over \$1 million for a custom home in Bergen Park.

LAND USE EVERGREEN

	Existing	Zoned	Remaining Build Out	% Built	Estimated Employment
Residential (# of units)					
Single Family	5,996	13,710	7,714	43.73%	
Multifamily	360	708	348	50.85%	
Duplex	134	198	64	67.68%	
Mobile Homes	0	0	0	0.00%	
Total Residential	6,490	14,616	8,126	44.40%	
Nonresidential (gross leasable area in square feet)					
Retail	648,625	1,649,018	1,000,393	39.33%	1,622
Office	308,329	806,920	498,591	38.21%	1,233
Industrial	81,429	333,609	252,180	24.41%	163
Child Care	3,300	3,300	0	100.00%	8
Medical	40,800	191,870	151,070	21.26%	163
Total Nonresidential	1,038,383	2,789,547	1,751,164	37.22%	3,189

Jefferson County Planning Department, Land Use Inventory, 1992. The existing number of residential units is for the Community Plan area and does not correspond exactly with the 1990 Census data.

Interstate 70 gives Evergreen a direct link with jobs in the Denver area and has been a key factor in the community's steady growth.

EVERGREEN

IMPLICATIONS

While there is a demand for residential development, there is a shortage of high quality ready-to-build lots, both residential and commercial. This is creating a temporary shortage and driving up land prices. In addition, conditions placed on residential development, such as minimum 1-acre lot size, will keep lot prices inflated, home values high and diminish the number of affordable housing units.

In 1990 there were 6,893 homes in the Evergreen study area. The largest share (91%) was single family, 5% were multifamily, 4% were duplexes and a few (5) were mobile homes. Currently there is enough land zoned for an additional 7,714 single family units, 348 multifamily units and 64 duplexes. Growth in the number of older residents is spawning different housing options, such as independent and assisted living apartments for the elderly.

Despite rising home prices, the typical Evergreen family has been able to afford a home. In 1990 the median monthly cost for homeowners with a mortgage in Evergreen was \$1,063. If a family earned the median household income of \$51,073, Evergreen residents with a mortgage payment spent about 25% of their gross income on housing expenses in 1990.

In most mountain areas there is a shortage of rental housing. In Evergreen there appears to be a good supply of rental units (21%), but most of these are small, older houses or high-end homes. Over the past few years, construction of multifamily housing has all but stopped, creating a shortage of affordable, quality rental units.

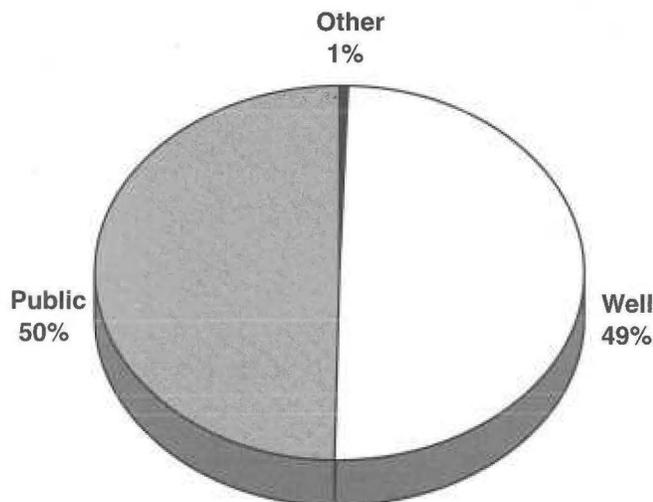
GETTING THERE

Interstate 70 gives Evergreen a direct link with jobs in the Denver area and has been a key factor in the community's steady growth. When completed, the State Highway 74 bypass from I-70 to Bergen Park will relieve rush hour traffic and provide easier access to some neighborhoods.

OPPORTUNITIES

Evergreen has many of the essential elements to become a key economic center in the future. The most immediate constraint to residential development is a lack of platted, ready-to-build land. Evergreen is one of the few mountain communities with a public water and sanitation district which has been essential to development.

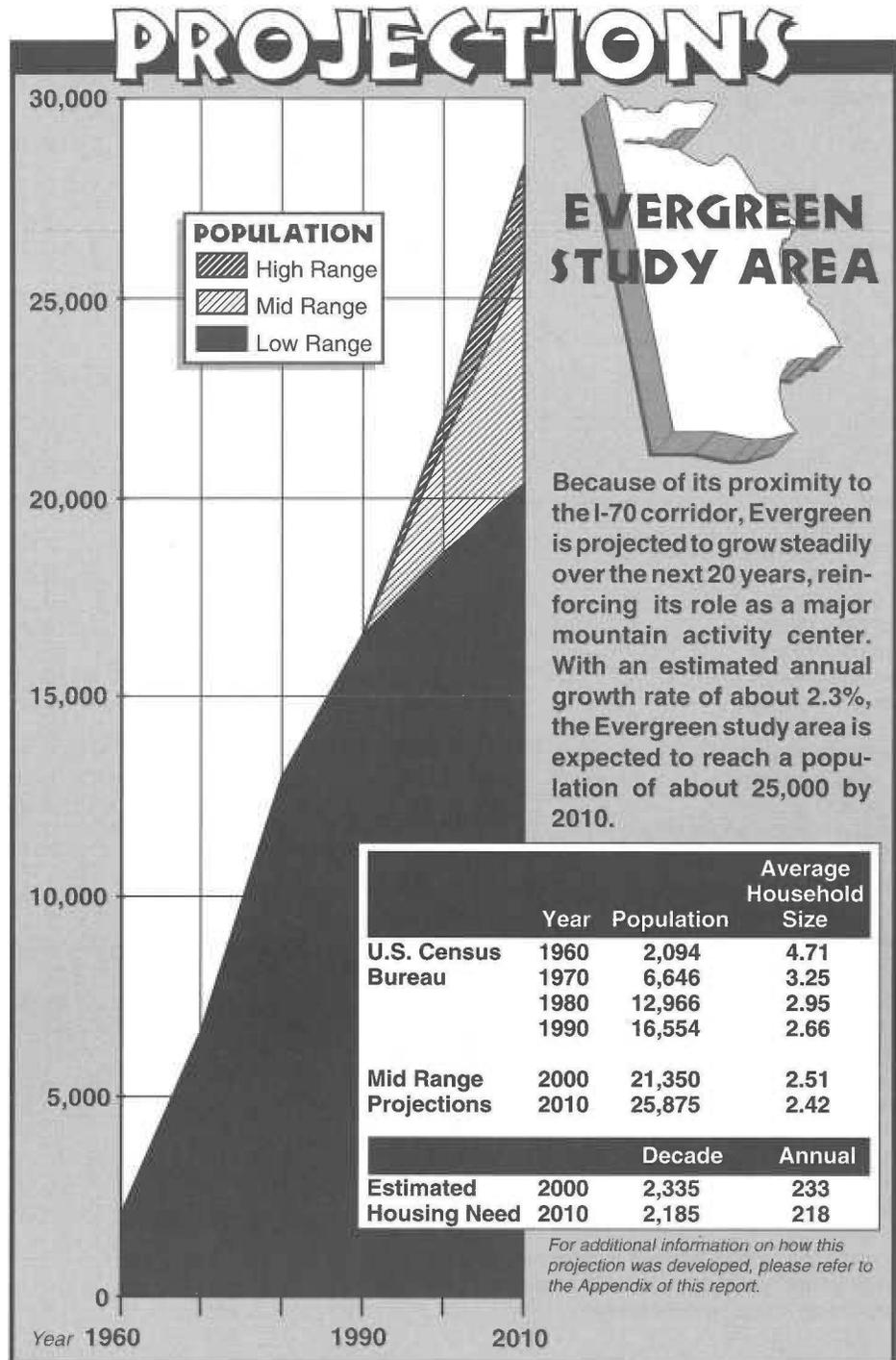
EVERGREEN WATER SOURCE



Evergreen has many of the essential elements to become a key economic center in the future.

EVERGREEN

Though Evergreen has water taps available to service additional development, there are limitations. Once water consumption reaches a certain capacity, the Evergreen Water and Sanitation District will be required to upgrade its water treatment facilities before additional water taps can be allocated. Evergreen is quickly approaching this capacity. The cost of upgrading its facilities will likely be passed on to consumers in the form of; 1) moratoriums on building, 2) costs assessed to new residents, or 3) costs assessed to all residents. **M**



EVERGREEN COMMUNITY PROFILE

CENSUS TRACTS 98.09, 120.08, 120.26

	1990	SHARE	1980	SHARE
THE PEOPLE				
Population	16,554		129,66	
Persons in Households	16,530		129,43	
Families	4,754			
Households	6,207		4,386	
Persons per Household	2.66		2.95	
Race				
White	16,385	98.9%		
Black	33	0.2%		
American Indian, Eskimo or Aleut	24	0.1%		
Asian or Pacific Islander	76	0.4%		
Other	36	0.2%		
Age				
0-9	2,552	15.4%	1,856	11.2%
10-19	2,442	14.7%	2,607	15.7%
20-29	1,187	7.1%	1,809	10.9%
30-44	6,175	37.3%	4,011	24.2%
45-59	2,782	16.8%	1,937	11.7%
60-74	1,117	6.7%	601	3.6%
75-84	263	1.5%	138	0.8%
85+	36	0.2%	8	0.0%
<i>Total</i>	16,554		12,966	
Median Age	35.5		30.7	
1989 Household Income				
\$0 - 9,999	309	4.9%		
\$10,000-19,999	446	7.1%		
\$20,000-29,999	636	10.2%		
\$30,000-39,999	862	13.8%		
\$40,000-49,999	782	12.6%		
\$50,000-74,999	1,478	23.8%		
\$75,000-99,999	917	14.7%		
\$100,000-124,999	324	5.2%		
\$125,000-149,999	211	3.4%		
\$150,000 or more	242	3.9%		
Median Household Income	\$51,073			
Median Family Income	\$57,992			
Per Capita Income	\$23,367			
Persons Below Poverty Level	627	3.7%		
THE WORKERS				
Civilian Labor Force - 16+ years				
Employed	9,084	96.2%	6,804	72.1%
Male	5,132	54.3%	4,145	43.9%
Female	3,952	41.8%	2,659	28.1%
Unemployed	352	3.7%	1,105	11.7%
Male	155	1.6%	574	6.0%
Female	197	2.0%	531	5.6%
<i>Total Civilian Labor Force</i>	9,436		7,909	
Not in Labor Force	2,911		2,156	
Male	856		428	
Female	2,055		1,727	
Labor Force as a Percent of Household Population	57.0%		61.0%	
Employment by Industry - 16+ years				
Agriculture, Forestry & Fisheries	114	1.2%	278	4.2%
Mining	146	1.6%		
Construction	595	6.5%	583	8.8%
Manufacturing - Nondurable Goods	384	4.2%	257	3.9%
Manufacturing - Durable Goods	571	6.2%	580	8.8%
Transportation	565	6.2%	241	3.6%
Communications & Public Utilities	343	3.7%	200	3.0%
Wholesale Trade	455	5.0%	294	4.4%
Retail Trade	1,384	15.2%	1,040	15.8%
Finance, Insurance & Real Estate	814	8.9%	707	10.7%
Business & Repair Services	601	6.6%	373	5.6%

	1990	SHARE	1980	SHARE
Personal Services	316	3.4%	309	4.7%
Professional & Related Services				
Health Services	696	7.6%	338	5.1%
Educational Services	651	7.1%	567	8.6%
Other	962	10.5%	390	5.9%
Public Administration	487	5.3%	419	6.3%
<i>Total</i>	9,084		6,576	
Occupation - 16+ years				
Managerial & Professional Specialty	3,838	42.2%		
Technical, Sales, & Administrative Support	2,991	32.9%		
Service Occupations	946	10.4%		
Farming, Forestry & Fishing	58	0.6%		
Precision Production, Craft & Repair	830	9.1%		
Operators, Fabricators, Laborers	421	4.6%		
<i>Total</i>	9,084			
Education - 18+ years				
Less than 9th grade	41	0.3%		
9th-12th/no diploma	486	4.1%		
High school graduate or GED	2,008	16.9%		
College-no degree	3,198	26.9%		
Associate's degree	657	5.5%		
Bachelor's degree	3,616	30.5%		
Graduate or Professional degree	1,841	15.5%		
<i>Total</i>	11,847			
Transportation to Work				
Drove Alone	6,996	79.1%		
Carpooled	1,065	12.0%		
Public Transportation	113	1.2%		
Other	202	2.2%		
Worked at Home	462	5.2%		
<i>Total</i>	8,838			
Travel time to work				
less than 30 minutes	3,162	37.7%		
30-44 minutes	2,192	26.1%		
45 minutes or more	3,022	36.0%		
<i>Total</i>	8,376			

THE HOUSING MARKET

Status		
Occupied	6,171	89.5%
Vacant	722	10.4%
<i>Total</i>	6,893	
Owner occupied	4,876	79.0%
Renter occupied	1,295	20.9%
Units by Structure		
Single Family, Detached	5,964	87.1%
Single Family, Attached	278	4.0%
Multifamily	584	8.5%
Mobile Home	21	0.3%
<i>Total Housing</i>	6,847	
Median Year Structure Built	1976	
Median Value	\$123,275	
Median Monthly Household Costs	\$1,063	
Median Gross Rent	\$591	
Source of Water		
Public	3,423	49.6%
Well	3,426	49.7%
Other	44	0.6%
<i>Total</i>	6,893	
Source of Sewer		
Public	3,135	45.4%
Septic	3,644	52.8%
Other	114	1.6%
<i>Total</i>	6,893	

The Central Mountains area boasts some of the County's most popular historic, visual and tourist attractions.

CENTRAL MOUNTAINS

CENTRAL MOUNTAINS

The Central Mountains, known as the "gateway to the Rocky Mountains", is punctuated by three canyons, Mount Vernon, Bear Creek and Clear Creek, and is home to many historical sites, structures, roads, trails and railways. In the early years, wagon and toll trails were built in the Mount Vernon area to provide passage by miners and supplies to the gold mines in Idaho Springs, Central City, Leadville and Breckenridge. Later, ranchers and farmers settled the land and supplied the mining towns with potatoes, oats and beef. Today the area is accessed by U.S. 40 (which was the first and only modern roadway until the 1950s), U.S. 6 (in Clear Creek Canyon), and I-70.

The Central Mountains study area, which includes the communities of Mount Vernon, Lookout Mountain, Idledale and Genesee, and a portion of Golden, was basically a mountain retreat until the 1950s. After that time, some areas began to change from rural acreage to mountain neighborhoods as developers assembled land for large scale residential development. It took 10 years to assemble the 2,000 acres for the Genesee community, and it is thus far the only "planned" community in the Central Mountains.

AT A GLANCE CENTRAL MOUNTAINS

	1990	1980
Population	8,830	5,971
Households	3,602	2,409
Persons per Household	2.45	2.47
Median Age	36.97	30.60
Labor Force as % of Household Population	60.84%	70.58%
Percent with College Education	51.15%	
Median Household Income	\$48,875	
Per Capita Income	\$28,484	
Owner Occupied Housing	79.13%	
Single Family Detached Housing	63.25%	
Median Home Value	\$179,300	
Leading Employment Industry	Professional	

Because of direct access and proximity to Denver, Central Mountains residents spent less time commuting to jobs than other mountain residents.

CENTRAL MOUNTAINS

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 Central Mountains area boasts some of the County's most popular historic, visual and tourist attractions. Mother Cabrini Shrine at Mount Vernon, Buffalo Bill's Museum and grave near the top of Lookout Mountain, and the Buffalo Herd Overlook, a stunning view of the Rocky Mountains from I-70, are among the most popular attractions.

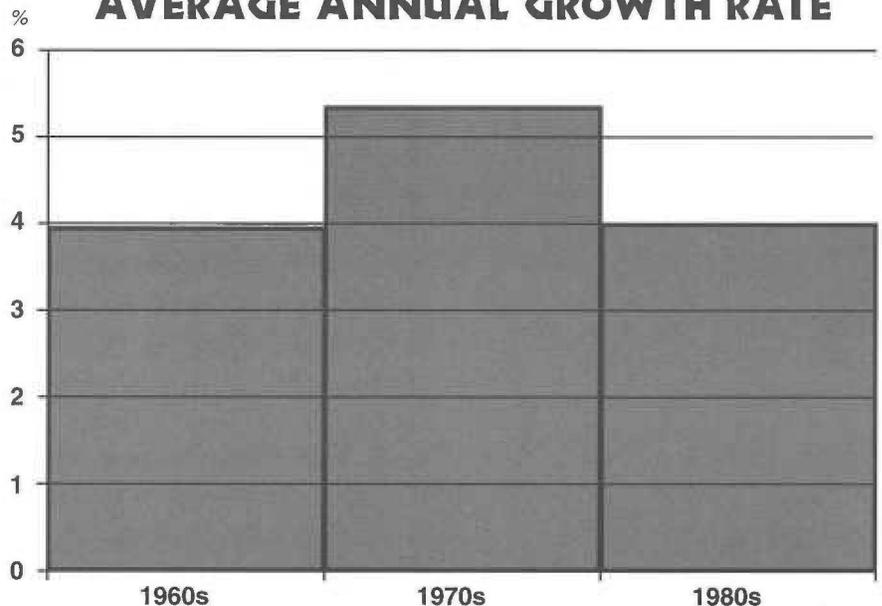


THE PEOPLE

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.

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.

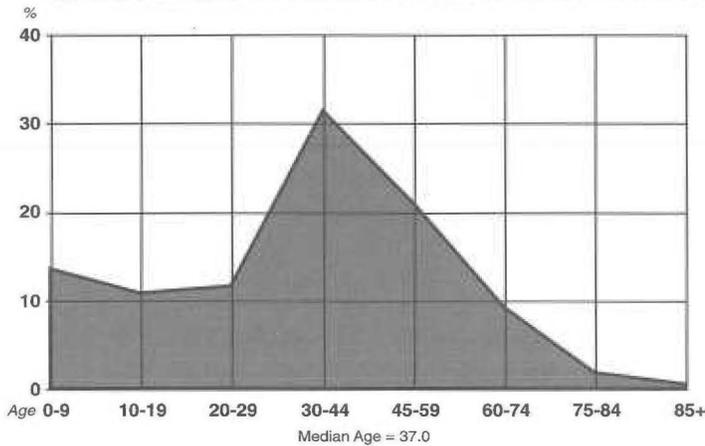
CENTRAL MOUNTAINS AVERAGE ANNUAL GROWTH RATE



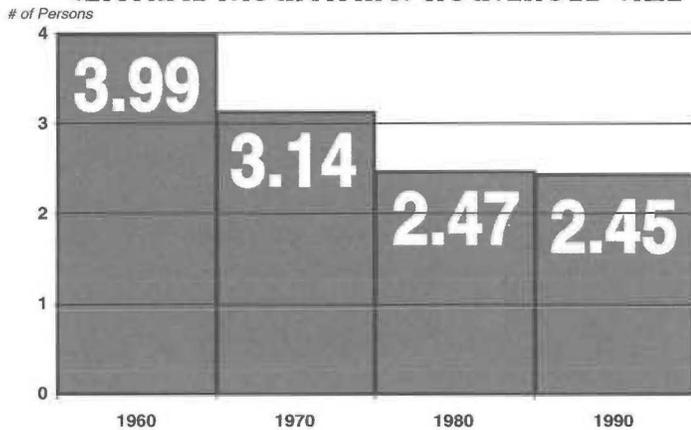
Most reported their occupations as managerial and professional (47%).

CENTRAL MOUNTAINS

CENTRAL MOUNTAINS AGE DISTRIBUTION



CENTRAL MOUNTAINS HOUSEHOLD SIZE



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. 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.

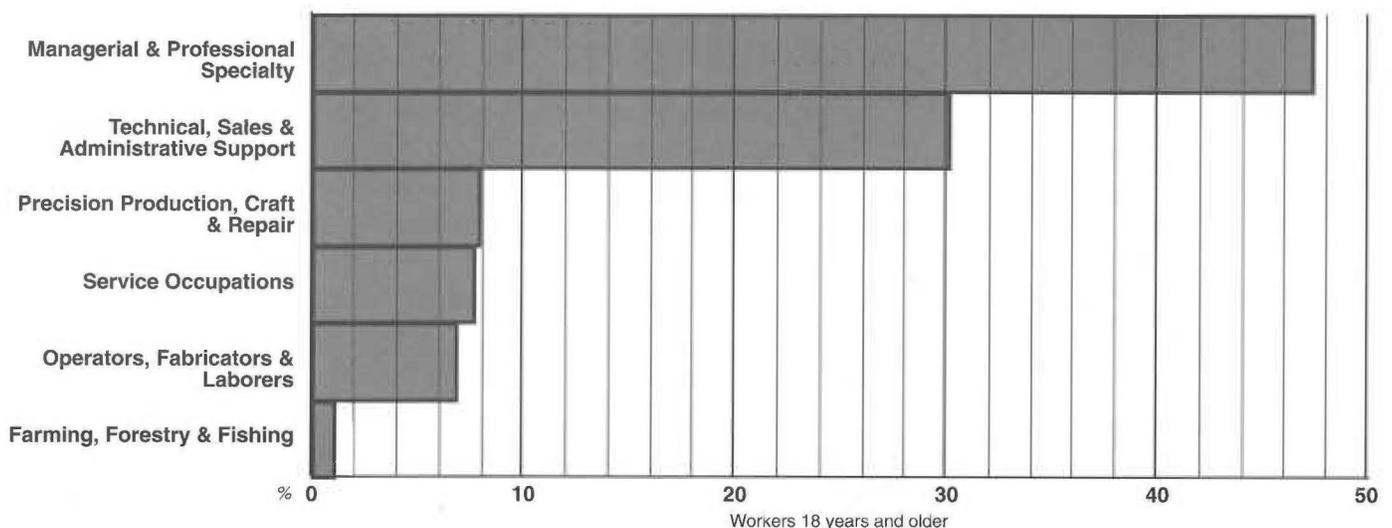
CENTRAL MOUNTAINS

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%), precision production, craft and repair, and 8% were operators, fabricators or laborers, occupations which are traditionally classified as blue collar.

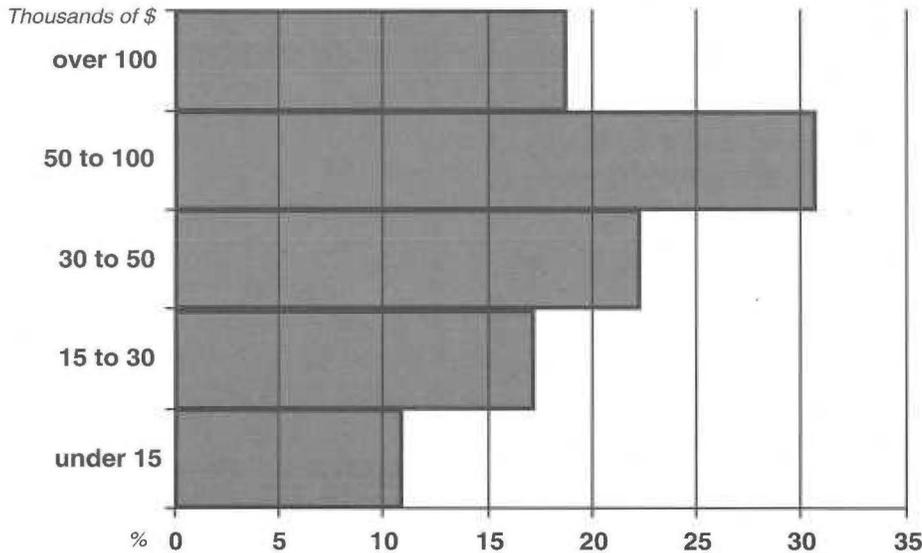
CENTRAL MOUNTAINS OCCUPATIONS



Access to goods and services along 6th Avenue and Colfax Avenue reduces the need to increase retail and office services in the area.

CENTRAL MOUNTAINS

CENTRAL MOUNTAINS HOUSEHOLD INCOME DISTRIBUTION



1989 Median Household Income = \$48,875

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 substantially 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.

The median home value in the area was \$179,300 in 1990.

LAND USE CENTRAL MOUNTAINS

	Existing	Zoned	Remaining Build Out	% Built	Estimated Employment
Residential (# of units)					
Single Family	1,860	10,937	9,077	17.01%	
Multifamily	161	244	83	65.98%	
Duplex	44	75	31	58.67%	
Mobile Homes	0	0	0	0.00%	
Total Residential	2,065	11,256	9,191	18.35%	
Nonresidential (gross leasable area in square feet)					
Retail	91,178	99,562	8,384	91.58%	228
Office	180,805	209,332	28,527	86.37%	723
Medical	1,872	1,872	0	100.00%	7
Industrial	0	0	0	0.00%	0
Mini-warehouse	16,500	16,500	0	100.00%	16
Church	3,476	3,476	0	100.00%	3
Total Nonresidential	273,855	310,766	36,911	88.12%	979

Jefferson County Planning Department, Land Use Inventory, 1992. The existing number of residential units is for the Community Plan area and does not correspond exactly with the 1990 Census data. Note: Incorporated portions of the area are not included.

THE HOUSING MARKET

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.



The Central Mountains residential areas are very accessible from I-70 and U.S. 40.

CENTRAL MOUNTAINS

IMPLICATIONS

Many lots in the North Mountains, Central Mountains and the Conifer/285 Corridor area were platted in the 1920s. Because these lots are too small for septic permits or have poor access, most lots remain undeveloped. As the demand for residential lots increases, reconfiguration of outdated plats with small, inaccessible lots could become necessary to meet new construction demand.

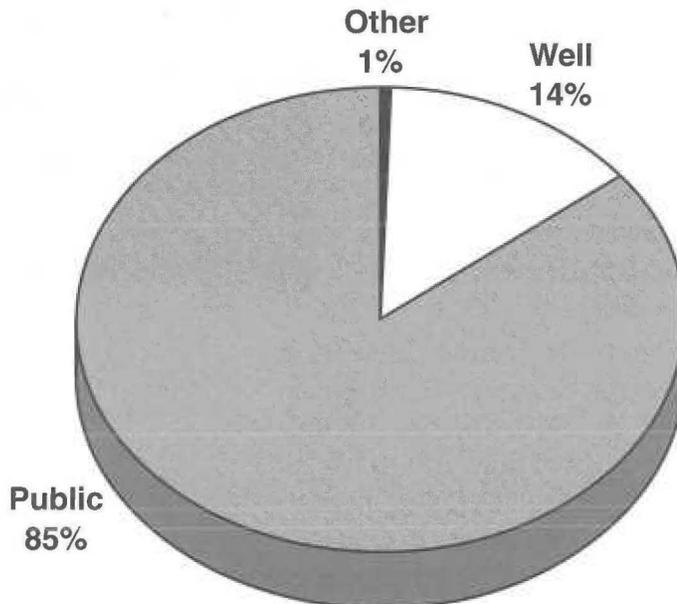
Because the study area includes a portion of Golden, it had a more diverse range of housing values, but most of the homes were above the median mountain home value of \$119,200. In 1990 home values ranged from a low of \$25,000 for a cabin or mobile home, to more than \$1 million for a custom home. But 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.

Note: 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.

CENTRAL MOUNTAINS WATER SOURCE



GETTING THERE

The Central Mountains residential areas are very accessible from I-70 and U.S. 40. The connection of I-70 to C-470 has improved access to the southerly and westerly portions of the metropolitan area. The northerly portion of the study area can be reached via U.S. 6. Access to Idledale is via Bear Creek Canyon or S.H. 74.

Because Genesee has a water and sanitation district, much of the recent growth has occurred in this area.

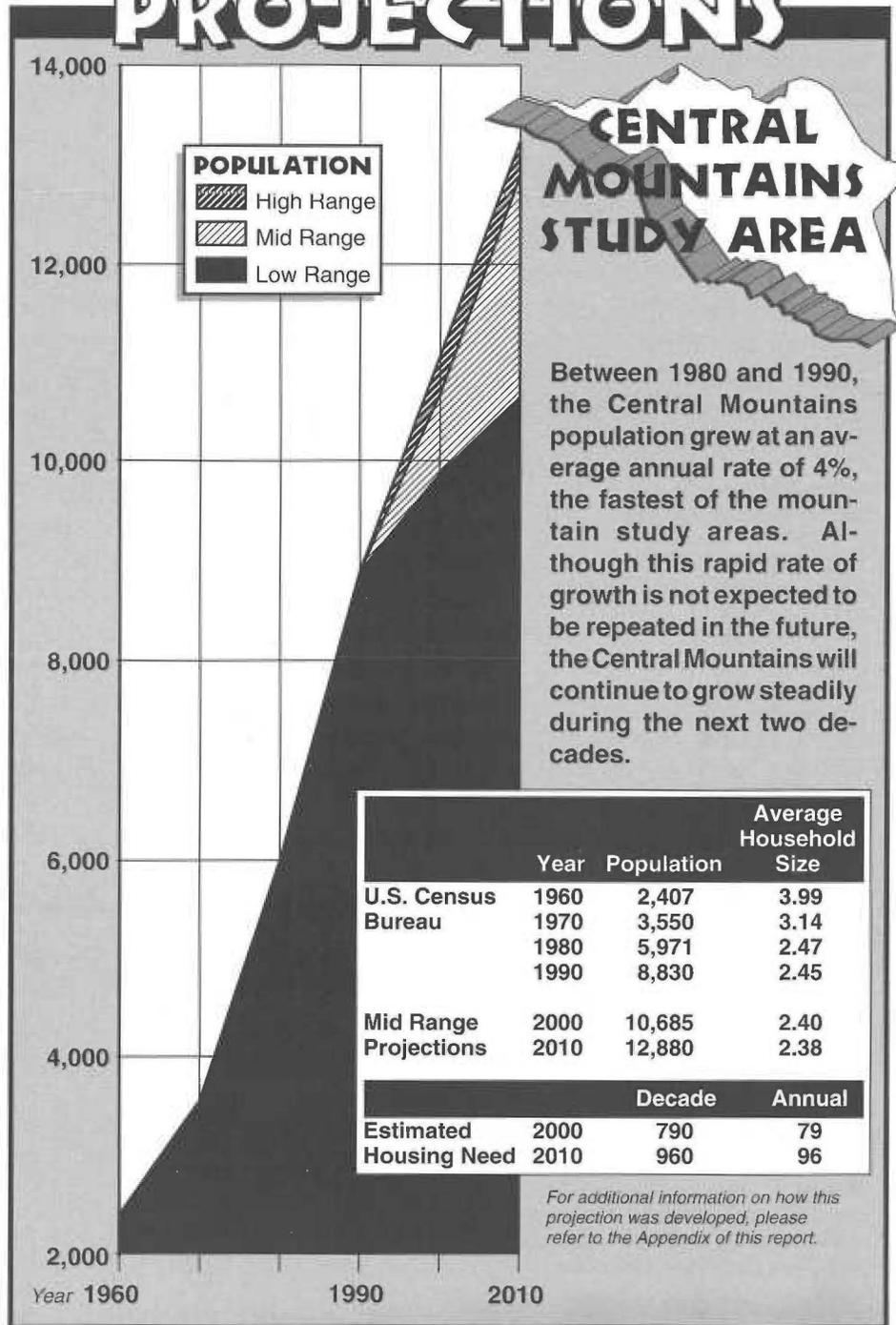
CENTRAL MOUNTAINS

OPPORTUNITIES

For those desiring an up-scale mountain community with good access to the Denver area, the Central Mountains offers a variety of housing options. Idledale has more moderately priced homes, and offers a more rural, isolated lifestyle. As for nonresidential opportunities, the Central Mountains area will support some local retail and services and eventually may support more office and retail development. There is some opportunity for specialized dining along Bear Creek in Idledale.

Nonresidential development will be limited to designated Activity Centers, located at the intersection of I-70 and the El Rancho exit. Because Genesee has a water and sanitation district, much of the recent growth has occurred in this area. **M**

PROJECTIONS



CENTRAL MOUNTAINS COMMUNITY PROFILE

CENSUS TRACT 98.10

	1990	SHARE	1980	SHARE
THE PEOPLE				
Population	8,830		5,971	
Persons in Households	8,830		5,959	
Families	2,527			
Households	3,602		2,409	
Persons per Household	2.45		2.47	
Race				
White	8,624	97.6%		
Black	0	0.0%		
American Indian, Eskimo or Aleut	17	0.1%		
Asian or Pacific Islander	116	1.3%		
Other	73	0.8%		
Age				
0-9	1,202	13.6%	721	12.0%
10-19	957	10.8%	930	15.5%
20-29	1,028	11.6%	1,114	18.6%
30-44	2,767	31.3%	1,423	23.8%
45-59	1,851	20.9%	1,211	20.2%
60-74	818	9.2%	627	10.5%
75-84	165	1.8%	106	1.7%
85+	42	0.4%	19	0.3%
<i>Total</i>	8,830		6,151	
Median Age	36.9		30.6	
1989 Household Income				
\$0 - 9,999	232	6.4%		
\$10,000-19,999	359	9.9%		
\$20,000-29,999	424	11.7%		
\$30,000-39,999	481	13.3%		
\$40,000-49,999	323	8.9%		
\$50,000-74,999	684	18.9%		
\$75,000-99,999	422	11.7%		
\$100,000-124,999	263	7.3%		
\$125,000-149,999	92	2.5%		
\$150,000 or more	322	8.9%		
Median Household Income	\$48,875			
Median Family Income	\$61,554			
Per Capita Income	\$28,484			
Persons Below Poverty Level	446	2.6%		
THE WORKERS				
Civilian Labor Force - 16+ years				
Employed	5,182	96.4%	3,174	86.0%
Male	2,933	54.6%	1,952	52.9%
Female	2,249	41.8%	1,222	33.1%
Unemployed	190	3.5%	516	13.9%
Male	121	2.2%	297	8.0%
Female	69	1.2%	219	5.9%
<i>Total Civilian Labor Force</i>	5,372		3,690	
Not in Labor Force	1,658		1,129	
Male	504		282	
Female	1,154		847	
Labor Force as a Percent of Household Population	60.8%		61.9%	
Employment by Industry - 16+ years				
Agriculture, Forestry & Fisheries	50	0.9%	135	4.3%
Mining	124	2.3%		
Construction	291	5.6%	202	6.4%
Manufacturing - Nondurable Goods	355	6.8%	180	5.7%
Manufacturing - Durable Goods	365	7.0%	252	8.0%
Transportation	170	3.2%	155	4.9%
Communications & Public Utilities	145	2.8%	36	1.1%
Wholesale Trade	231	4.4%	198	6.3%
Retail Trade	655	12.6%	401	12.7%
Finance, Insurance & Real Estate	390	7.5%	208	6.6%
Business & Repair Services	273	5.2%	238	7.5%

	1990	SHARE	1980	SHARE
Personal Services	168	3.2%	111	3.5%
Professional & Related Services				
Health Services	367	7.0%	245	7.8%
Educational Services	496	9.5%	321	10.2%
Other	785	15.1%	239	7.6%
Public Administration	317	6.1%	221	7.0%
<i>Total</i>	5,182		3,142	
Occupation - 16+ years				
Managerial & Professional Specialty	2,427	47.2%		
Technical, Sales, & Administrative Support	1,546	30.1%		
Service Occupations	350	6.8%		
Farming, Forestry & Fishing	57	1.1%		
Precision Production, Craft & Repair	409	7.9%		
Operators, Fabricators, Laborers	393	7.6%		
<i>Total</i>	5,182			
Education - 18+ years				
Less than 9th grade	99	1.4%		
9th-12th/no diploma	454	6.6%		
High school graduate or GED	1,273	18.5%		
College-no degree	1,525	22.2%		
Associate's degree	416	6.0%		
Bachelor's degree	1,659	24.1%		
Graduate or Professional degree	1,434	20.9%		
<i>Total</i>	6,860			
Transportation to Work				
Drove Alone	4,199	81.7%		
Carpooled	492	9.5%		
Public Transportation	69	1.3%		
Other	145	2.8%		
Worked at Home	231	4.5%		
<i>Total</i>	5,136			
Travel time to work				
less than 30 minutes	2,946	60.0%		
30-44 minutes	1,467	29.9%		
45 minutes or more	492	10.0%		
<i>Total</i>	4,905			

THE HOUSING MARKET

Status		
Occupied	3,671	92.5%
Vacant	294	7.4%
<i>Total</i>	3,965	
Owner occupied	2,905	79.1%
Renter occupied	766	20.8%
Units by Structure		
Single Family, Detached	2,478	63.2%
Single Family, Attached	119	3.0%
Multifamily	655	16.7%
Mobile Home	666	17.0%
<i>Total Housing</i>	3,918	
Median Year Structure Built	1976	
Median Value	\$179,300	
Median Monthly Household Costs	\$1,416	
Median Gross Rent	\$483	
Source of Water		
Public	3,388	85.4%
Well	545	13.7%
Other	32	0.8%
<i>Total</i>	3,965	
Source of Sewer		
Public	2,899	73.1%
Septic	1,048	26.4%
Other	18	0.4%
<i>Total</i>	3,965	

During the 1980s, the population grew at an annual compounded rate of 3.8%, exceeding the 2.1% growth rate for the County.

CONIFER/285 CORRIDOR

CONIFER/285 CORRIDOR

There are several small communities within the Conifer/285 Corridor study area, including Conifer, Aspen Park, Pine Junction and Buffalo Creek (a National Historic District). Access to and from U.S. 285 is the common element for all the communities, but because of their locations on U.S. 285, Conifer and Aspen Park are more likely to experience the most growth from roadway improvements. Pine Junction, Buffalo Creek and areas along the Platte River in the southerly portion of the study area will be less impacted. Because the Census data used for this report cover two large Census Tracts (Tract 120.20 and 120.21), this report focuses on the characteristics of the entire study area rather than on individual communities, specifically development along the U.S. 285 Corridor.

Most residents are attracted to the area by the secluded, rural environment and have chosen to live in this area because of the rustic lifestyle. In many ways this area still emanates the rural lifestyles that have existed since the communities were formed. Scattered residential subdivisions, cluster developments, cabins on large acreages and undeveloped agricultural land prevail. Conifer/285 Corridor residents prefer to keep the rustic, mountain lifestyle intact.

AT A GLANCE CONIFER/285

	1990	1980
Population	11,424	7,872
Households	4,256	2,671
Persons per Household	2.68	2.92
Median Age	33.66	30.52
Labor Force as % of Household Population	58.85%	57.55%
Percent with College Education	41.71%	
Median Household Income	\$46,389	
Per Capita Income	\$19,944	
Owner Occupied Housing	84.48%	
Single Family Detached Housing	92.66%	
Median Home Value	\$103,393	
Leading Employment Industry	Manufacturing	

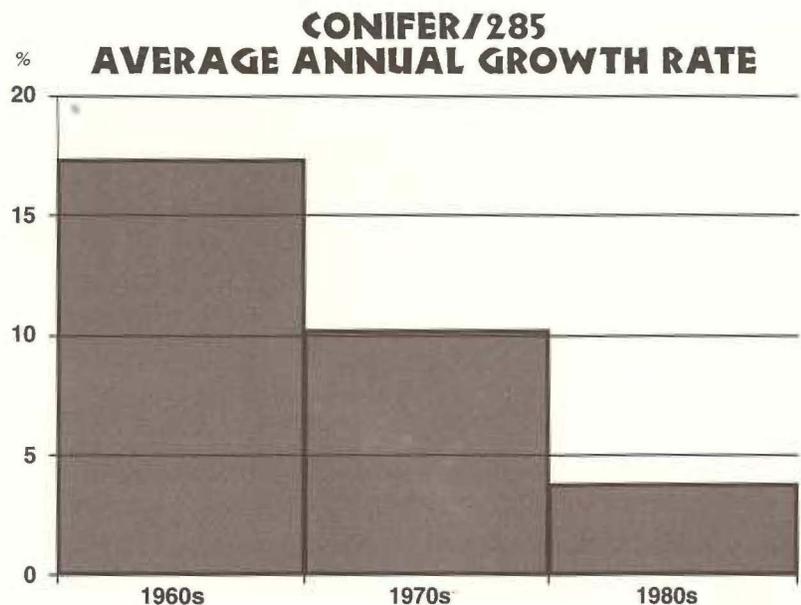
COMMUNITY LIFE

Communities within the Conifer/285 Corridor area offer a living environment distinct from the other mountain communities. Though some of these communities are located near Evergreen, and many children attend school and recreation activities there, this is the extent of similarity. Just how long this community will be able to retain its autonomy and rustic image is questionable. With its proximity to Evergreen and the Denver metropolitan area, communities along the 285 Corridor are positioned for increased development and population growth. Younger, urban families have discovered the more affordable mountain lifestyle and the relatively short commute along U.S. 285 into the city. The widening of U.S. 285 will make the commute easier and enhance the appeal of the area.

THE PEOPLE

Over the last three decades the rate of demographic growth in the area has outpaced the rest of the County. Between 1960 and 1980, the population grew at an average annual rate of 13.7%, from 600 to 7,872. By 1990 there were approximately 11,424 people living in the study area, up from 7,872 in 1980, a 45% increase. The population grew at an annual compounded rate of 3.8%, exceeding the 2.1% growth rate for the County.

The 285 Corridor area appeals to younger families with children who desire the rural mountain lifestyle and who can afford the moderately priced homes. Older residents who are retired and no longer commute to jobs were also attracted to the area. On average Conifer residents were younger than residents of the other mountain areas as well as County residents. In 1990 the median age was 33.7, only a 2.8 year increase over 1980. There were 2.68 persons per household in 1990, down from 2.92 in 1980; the largest household size of the mountain communities. This can be attributed to the larger number of families with more than one child.



APPENDIX

STUDY BACKGROUND

The study areas defined in this report coincide with 1990 Census Tract boundaries: 1) the North Mountains, tract 98.08 (which includes a portion of the north plains); 2) the Central Mountains, tract 98.10 (which includes a portion of Golden); 3) Evergreen, tracts 98.09, 120.08 and 120.26; 4) Conifer/285 Corridor, tracts 120.20 and 120.21; and 5) the South Central Mountains, tract 120.27. Since the data for this report were compiled by Census Tracts, data in this report will vary from data compiled for the Community Plan areas.

Most data used for this study were compiled from the U.S. Census Bureau's 1990 Census, Summary Tape File 3 (STF3). Because data for this report was compiled from the U.S. Census, the caveats which usually apply to sample data apply also when using the data presented in this report. Primary data for unincorporated portions of the mountain areas, including the number of zoned residential units and the amount of existing and zoned nonresidential square footage, are from the 1992 Jefferson County Land Use Inventory. **M**

STUDY AREA PROJECTIONS

The purpose of this section is to provide additional background information about the population projections developed for each of the study areas contained in this report.

FIRST OF ALL, WHAT ARE PROJECTIONS?

The Planning Department views projections as informed guesses about the future which can be of help in shaping a variety of public and private decisions. As such these projections are not intended to be used as predictions about the future but rather are to serve as indications of the potential shape or magnitude of future change. Even with the wide array of sophisticated quantitative and qualitative techniques which are now available, the course of the future will always remain stubbornly elusive and uncertain. But despite these limitations, projections are useful for charting a range of reasonable, possible future change.

HOW WERE THESE PROJECTIONS DEVELOPED?

In general these projections were developed using a combination of

quantitative and qualitative techniques. The preliminary projections were purely quantitative and were based on three different analytical approaches. These techniques relied on tract level Census data for the period 1960-1990 and published population projections from the State Demographer's Office.

The first approach, which forms the basis for the low range projection, examined the historic rate of population growth for the study area in relation to population growth in the County as a whole. This produced a population share ratio for the study area which was then projected forward to the year 2010.

The second approach relied on an analysis of historic annual rates of change. This analysis produced a numerical growth factor for each study area which was then projected forward to 2010. The middle range projection is based on this approach.

The last approach, which forms the basis of the high range projection, draws on a bivariate linear regression model. The model used tract level Census data from 1960-1990 as the time series upon which to base the regression.

These preliminary projections were then reviewed by Planning Department staff in light of both the general growth assumptions developed (please see below) and the personal and professional knowledge held by staff members of each study area. The purely quantitative projection results were then adjusted to reflect the judgment and insights of the Planning Department staff, forming the projections published in this report.

HOW SHOULD THESE PROJECTIONS BE USED?

Projections are not predictions. They are, at best, informed guesses about a range of many possible futures. Because of the uncertainty inherent in any attempt to look into the future, caution should be exercised when using any type of projected or forecasted data. Projections should only be used as broad guidelines to evaluate a range of possible future change and should not be used as a substitute for intimate, first-hand knowledge of the community for which the projection was developed.

ARE THERE ANY LIMITATIONS TO THE PROJECTIONS?

Projections for any size of population are extremely difficult. This difficulty is compounded for small areas such as the mountain communities. Because of the small

population base contained in each study area, even minor changes in demographic factors in an area can have a disproportionate impact on the data reported or projected for that area. This is particularly evident with assumptions about future household size where only apparently minor differences in household size translate into wide divergences in the potential number of new households. Hence, caution needs to be exercised when using either the population projections or the data which underlie them.

GENERAL ASSUMPTIONS GUIDING THE PROJECTIONS U.S. Economy

Over the period 1990 - 2010, the U.S. economy is anticipated to grow at a slow, moderate pace. Other regional economies--ie., Europe and the Pacific Rim--will continue to exert significant competitive pressure on the U.S. economy, creating on-going turmoil as well as opportunity in the various sectors of the economy.

Colorado Economy

Because of a variety of factors, including both economic and lifestyle considerations, Colorado will continue to draw a larger and larger share of national economic activity. Much of this growth will be focused in the Denver metropolitan area.

Denver Metropolitan Region

Over the long term, improvements in transportation (ie., the completion of Denver International Airport) will further strengthen the region's historic role as a transportation break-point. Because of the impetus from DIA, the region is expected to grow at a slightly higher rate than the national economy. DIA will also encourage the region to become more tightly embedded in the world economy through expanded trade opportunities and tourism.

Employment in the region is anticipated to expand modestly at an annual rate of 1.5-2.0%--rates comparable to growth reported for 1987-1991. Employment gains will be strongest in the Services sector.

Jefferson County and the Mountain Communities

Jefferson County will continue to chart moderate population growth but will be affected in the short-term by the uncertainty surrounding the future prospects for Rocky Flats and by the impact of on-going

downsizing at Martin Marietta. The opening of DIA, combined with redevelopment activities targeted for Lowry Air Force Base and the Stapleton Airport site, may steer nonresidential development activity toward the eastern reaches of the metro area.

Despite these rather gloomy prospects, expanding employment opportunities in the metropolitan region, combined with improved transportation access in the mountains (the Bergen Park bypass and the widening of U.S. 285) will, nonetheless, continue to fuel the growth of the mountain communities. The bulk of the growth will focus on the Evergreen area and the Conifer/285 corridor, primarily as demand for new home construction.

The population projections for the mountain communities assume that growth over the next 20 years will more closely resemble the pattern of the 1980s than the explosive growth of the 1970s. Rising real estate prices and the generally higher cost of living in the mountains, combined with moderate population and income growth in the region, will tend to act as countervailing pressures to high levels of growth in the mountains. **M**

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Colorado Division of Wildlife

Evergreen Chamber of Commerce

Conifer Chamber of Commerce

Jefferson County Open Space

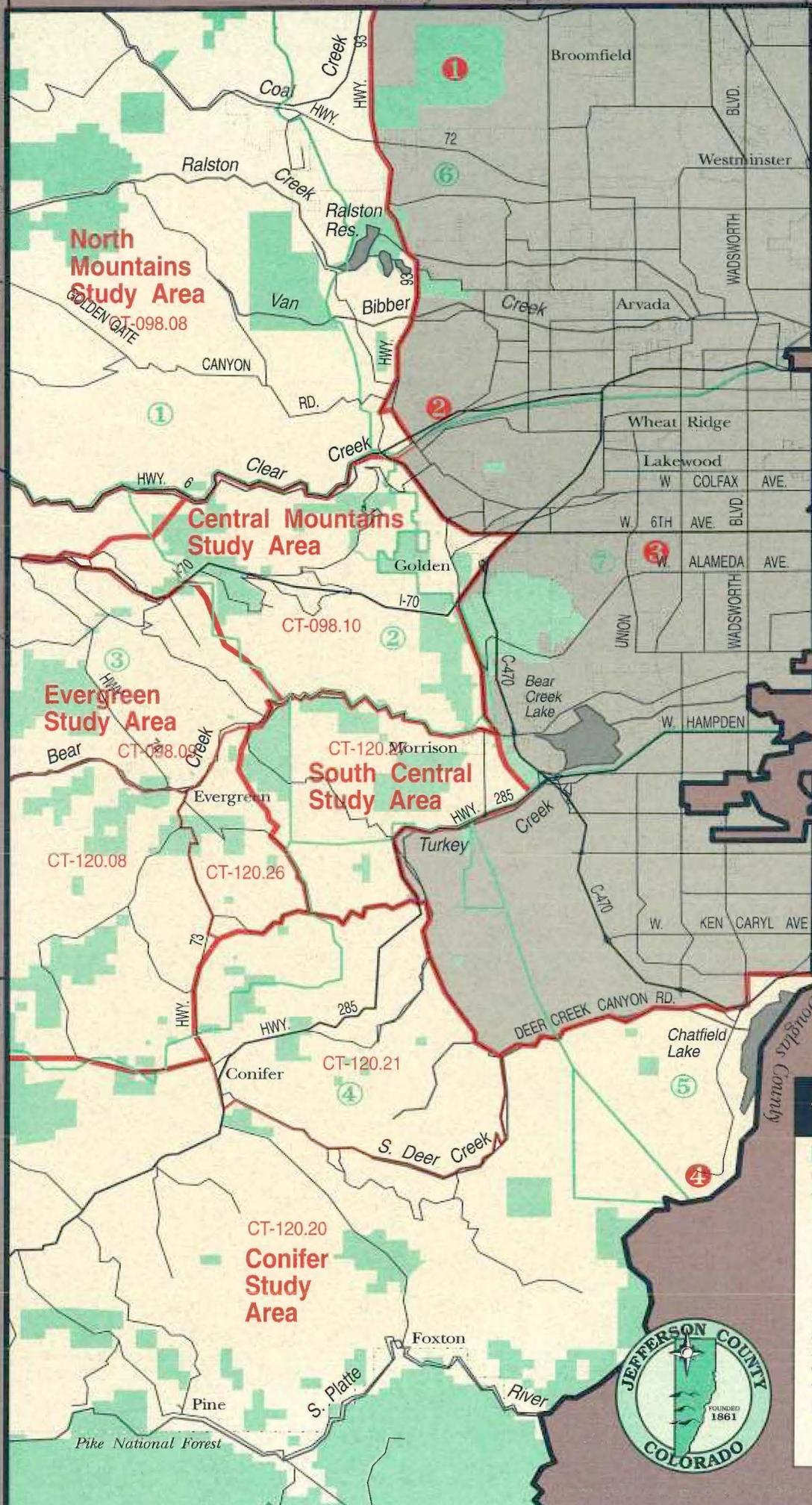
Jefferson County Public Works

Jefferson County Policy Development Unit **M**

JEFFERSON MOUNTAINS

Gilpin County
Clear Creek County
Park County

Adams County
City & County of Denver
Arapahoe County
Douglas County



Mountain study areas in relationship to community plans, Jefferson County and neighboring counties

- Public Land
- Study Areas
- Community Plans

① North Mountains, ② Central Mountains,
③ Evergreen Area, ④ Conifer/285 Corridor,
⑤ South Jefferson County, ⑥ North Plains,
⑦ No Community Plan Exists in Central Plains

There are five study areas defined within this report. The boundaries for these study areas coincide with 1990 Census tract boundaries and are different than community plan boundaries. A more detailed discussion of these boundary conditions can be found in the Foreword section of this report.

Major Employment Centers

① Rocky Flats, ② Coors,
③ Federal Center, ④ Martin Marietta

