



MINUTES
Planning & Zoning Commission
Wednesday, March 31, 2021
6:00 PM

Public Meeting Room / Eagle Town Hall
200 Broadway
Eagle, CO

This agenda and the meetings can be viewed at www.Townofeagle.org.

PUBLIC WIFI - TOEE – ((TOEEWireless))

MEETING ACCESS INFORMATION AND PUBLIC PARTICIPATION

1. This will be an online meeting.

[ACCESS THE ON-LINE MEETING HERE](#)

- Please note: All participants are automatically muted. In order to be called upon and unmuted, you will need to use the “raise hand.”
- When it’s your turn to speak, the moderator will unmute your line and you have three (3) minutes for public comment.
- PUBLIC COMMENTS: If you are unable to attend, public comments regarding any items on this agenda can be submitted to Jenny Rakow, Town Clerk, and will be included as part of the record.
- For technical difficulties please email angie.kyle@townofeagle.org and we will do our best to assist you.

6:00 PM – SPECIAL MEETING CALLED TO ORDER

Chair Hood called the meeting to order at 6:00pm.

COMMISSIONERS PRESENT

Matthew Hood, Lani Webb, Kyle Hoiland,
Robert Townsend, Jesse Gregg, Bill Nutkins,
Charlie Perkins, Keegan Winkeller

COMMISSIONERS ABSENT

None

STAFF

Chad Phillips – Community Development Director
Jessica Lake - Planner I
Peyton Heitzman – Planner I
Nikki Davis - Administrative Tech II

EAST EAGLE SUB AREA PLAN (EESAP) PUBLIC OPEN HOUSE

Before beginning presentations, Commissioner Jesse Gregg disclosed that he is currently employed by Zehren & Associates (project consultants) but requested that he would participate in the meeting as a Planning Commissioner. Chair Hood asked the Commission for any objections to this request. No objections from the Commission.

1. Community Development Introduction

Chad Phillips presented on behalf of Town Of Eagle, providing history and context to the land. Tonight's meeting represents the first public meeting / open house regarding the East Eagle Sub Area Plan (EESAP). First item to note, the EESAP falls within the greater Eagle Comprehensive Plan, known as Elevate Eagle established in 2020. Presently there are no planning guidelines for the EESAP under the existing comprehensive plan. In 2010, under the Eagle Area Comprehensive Plan, this property was described as the East Eagle Mixed Use Area (EEMUA).

From the 2010 comprehensive plan, the area was summarized under three categories: **Intent**, **Character** and **Land Use**.

Intent: A.) Development plans for the area should be a single Planned Unit Development; B.) Basic infrastructure should include, at a minimum, the extension of Chambers Avenue to Highway 6 and include adequately sized water & sewer mains and sidewalks into the area; C.) The street system should minimize traffic impacts on Chambers Avenue and Eby Creek Road. The East Eagle Interchange (connection to I-70) may be required depending on level of development; D.) Regional retailing is encouraged in this area due to visibility and accessibility to I-70; E.) Area would allow for larger lots and buildings compared to other commercial zone districts in Eagle; F.) Desire to improve pedestrian-friendly access; G.) Area would provide added services and housing for local residents; H.) Design and architecture should be attractive as the area represents the Eastern "front door" to the town; I.) Ancillary residential units may be appropriate (mix housing units, reduce automobile use in the area, increase pedestrian activity within a commercial/retail environment); J.) Grouping retail & entertainment in one destination and better utilize shared parking; K.) Building arrangements should have minimal negative impacts on residential units; L.) Appropriate signage, street lights, road markings to ensure safety amongst pedestrians and automobiles; M.) Overall design of EEMUA should be synergized with greater Eagle community so as not to be a standalone neighborhood.

Character: A.) Variety in building sizes and styles to feature a modern construction technique to create an attractive and inviting environment; B.) Extensive landscaping to reduce perceived scale of buildings and minimize visual impacts of parking and loading docks; C.) Appropriate signage, street lights, road markings to further enhance area's design theme and identity; D.) Residential units should be appropriately integrated with noise from I-70 reduced through landscaping and building design; E.) Open space and active recreational areas to be incorporated to serve residents and add overall visual quality to area.

Land Use: Commercial retail; commercial office; commercial service; restaurant/entertainment; civic/educational/institutional; lodging; residential; parks/trails/open space

2. Presentation by Zehren & Associates

Pedro Campos presented a series of conceptual diagrams for the EESAP, one of which will ultimately be adopted as part of the current Elevate Eagle Comprehensive Plan. The landowner was represented at the meeting: Bret Herron and Patrick Adler (developer). Presently, the EESAP is approximately 95 acres and is quite linear to the existing Chambers Avenue corridor. To the south of the property are the Eagle River, Union Pacific Railroad tracks and Eagle County

regional recreation trail. Further south and across Highway 6 is the residential project of Red Mountain Ranch. North of the property is I-70. To the east of the property are continued fields and pastures, also privately owned. In terms of depth, the property is roughly 1,000 feet north to south. From west to east the property is about 4,500 feet. Along the top northeastern border of the property outlines the potential East Eagle I-70 Interchange (would require +/- 12 acres) that would connect to Highway 6. Additional connections from the Interchange would feed into the developments, westward. Land subdivision diagrams also featured concepts of splitting the property into equally sized parcels/quadrants which could be subdivided and individually sold.

Consultants then presented their conceptual land use diagrams.

Preferred Concept 1:

Diagram 1 (top rendition) includes the I-70 interchange and three predominant land uses: commercial/light industrial (north side, affronting I-70); interstate commercial (northeast corner and entire eastern side facing I-70 interchange); residential (south side, facing Eagle River and buffered from I-70). Two items called to attention include an aerial electrical line easement running north-south through the middle of the property and an existing drainage system, also running north-south, within the interstate commercial zone.

Diagram 2 (bottom rendition) does not include the I-70 interchange. Instead the area would be initially reserved as a temporary use area largely due to unknown timeline of the interchange construction. The three predominant land use categories (commercial/light industrial; interstate commercial; and residential) remain similarly plotted and subdivided as seen from Diagram 1.

Preferred Concept 2:

Diagram 1 (top rendition) features the I-70 interchange with much heavier use of commercial/light industrial and residential, no interstate commercial on the east end of the parcel.

Diagram 2 (bottom rendition) does not include the I-70 interchange and shows the temporary use area. This concept also showcases much heavier use of commercial/light industrial and residential, no interstate commercial on the east end of the parcel.

Land Use definitions surrounding EESAP:

Commercial/Light Industrial: Uses common to those currently found on Chambers Avenue but with larger lots, more accessible to freight trucks. Examples of such uses include office, manufacturing, assembly, storage, distribution, repair, service, contractor's yards, outdoor retail, and kennels. Area will also mirror uses currently on Broadway Street such as restaurants with drive through's, grocery stores, gas stations and service establishments. Multi-family residents may be allowed through Special Use Permits but will not exceed 10% of the commercial/light industrial category.

Residential: Will be comprised of multi-family dwellings. This area will not include detached single-family dwellings due to abundance of these home styles in the south Eagle area.

Interstate Commercial: This area will primarily include office, lodging, regional retail, restaurants, and convenience stores/gas stations so as to take advantage of the vehicular traffic present at the I-70 interchange. Serving as the west-bound entry way into Eagle, uses should reflect high quality design elements while incorporating and highlighting the town's active/outdoor brand.

Interim/Temporary Use Area: Land that will eventually be utilized in creating the infrastructure for the future I-70 Interchange. Knowing this land may not be developed immediately, uses would be limited to those that can be easily

removed. Serving as the eastern gateway to town, landscaping, screening and overall design quality remain a priority. Planned Unit Development zoning and process should be utilized for this area.

3. Discussion and Public Comment

Commissioner Hoiland - Should be cognizant of the reasons why ERS was originally denied; worried about restaurants that might take away from Broadway, Eagle Ranch and Grand Ave.

Chair Hood - Doesn't want to see more single-family housing, how do these concept plans relate to the Town's needs regarding residential? There are other residential projects currently in the planning stages. How did the breakdown between uses come about?

Commissioner Hoiland - Original plan was almost entirely a shopping center of big box stores, second approved PUD plan was more a combination of residential and commercial and less big box stores. This current iteration seems to be a good combination of the other two previous plans. Would like to note that the interchange was originally a requirement, believes that this should still happen and be a requirement for this development.

Dan Brown - Will this look like Riverfront in Edwards? Are we trying to draw others in from other places rather than drawing residents to this area? What are we trying to achieve? Who are we trying to capture?

Commissioner Webb - Locals are going to shop at local shops, out of town people are probably less likely to shop locally in Eagle. At some point we need to grow.

Chair Hood - Riverwalk might not be a good comparison for this area. The uses shown in the concept plans make sense because they don't fit into Broadway and we want to make that area successful.

Commissioner Winkeller - Has concerns with the intermingling of light industrial and residential. Worried that big boxes will also create a hub area that is further removed from Downtown.

Dan Brown - Wasn't suggesting that this should be Riverwalk, was trying to understand from the planner's perspective if this is a hub that draws from other places or is it something that draws locals away from other local businesses.

Alex Brady - What is the density proposed in the multi-family? / Tambi Katieb - This is an important question to consider.

Chair Hood - Density isn't part of this yet but will be, what do you think is an appropriate density?

Tambi Katieb - I much prefer the balance towards commercial revenue generating space.

Kraige Kinney - Are we going to allow the free market to decide or is the Town going to decide which businesses will come to Eagle?

Chair Hood - Would like to see flexibility between residential and commercial in order to support commercial in this area.

Commissioner Nutkins - This is conceptual land use, we may not have some of the answers that people are looking for at this stage in the game.

Commissioner Townsend – Likes the interstate commercial and regional draws to bring people outside of Town into Town. Continuing with light industrial and meshing those with the regional draws makes a lot of sense and combined with some residential.

Commissioner Gregg - We're not trying to re-create a Riverwalk type atmosphere. This plan is more auto-oriented than pedestrian oriented. Build on a recreation-based direction with the climbing gym, mountain bike trails, Quiet Kat. Would like to see larger recreation type uses - go kart track, batting cages and also provides entertainment for the community. Indoor training facilities, BMX track, skate parks. These could fit well with larger lot commercial/light industrial lots.

Leah Mayer - Chambers Ave - This looks like an appropriate mix of commercial and residential, while we know that we need more residential but we're also short on land for those who need commercial and light industrial and we need to provide for them as well. Would it be appropriate to discuss densities this evening?

Commissioner Winkeller - The map with the mix of residential, light industrial and interstate commercial seems like a good mix. Would like to see how this will fit in with the rest of the surrounding area, like Red Mountain Ranch.

Chair Hood - What can we do to connect this with the rest of Town while also bringing people into Town from other places? How can we make use of this to draw people further into Town, to go to Broadway and the River Park?

Mick Daly - It's not so difficult to get a group of people together to create a vision for what the development should look like in 5+ years. Post Covid, catering for the zoom town effect, more remote workers/telecommuters, as well as defining the kind of businesses we want to attract (outdoor recreation, light industrial, small retail and other commercial...), with co-working for the remote workers, co-living for workers in the businesses located right there. A clear vision that will pencil for a future developer. This vision must make sense for the town and our community, and it must make sense for a future owner/developer.

Commissioner Hoiland - What happens if we end up with a hotel district right off this interchange and little to no restaurants? That might bring in visitors and then also encourage them into Town for restaurants on Broadway, Eagle Ranch and Grand Ave?

Carolynne White - Sometimes in master planning we can lose site of the fundamental demands of the market. I would urge you to keep in mind what market forces might be for this area. We believe market demand likely to be roughly half commercial and half residential.

Commissioner Nutkins - What are the steps for the developers after this sub area plan is completed?

Carolynne White - We haven't gotten that far yet, we're working closely with the Town to develop this framework, but we just don't know beyond this at this time.

Dan Brown - Has anyone looked at what has come out of Chambers Avenue and used that as a bit of market research for what could happen on this parcel? Can we extrapolate for how the market developed along Chambers as to how it might develop on the RED property?

Pedro Campos - This is a good thought and we can take a closer look at patterning. Perhaps the design controls and landscaping be more stringent on this parcel.

ADJOURN

MOTION: COMMISSIONER KYLE HOILAND MOTIONED TO ADJOURN. MOTION WAS SECONDED BY COMMISSIONER JESSE GREGG AND PASSED WITH A VOTE OF 7 (GREGG, NUTKINS, TOWNSEND, WEBB, HOOD, HOILAND, AND PERKINS) IN FAVOR AND 0 OPPOSED.

APPROVED:

DATE:



Jesse Gregg, Vice Chairman



Nikki Davis, Administrative Tech II