



Town Council
WORK SESSION
Tuesday, June 1, 2021
Public Meeting Room / Eagle Town Hall
200 Broadway Eagle, CO

*This agenda and the meetings can be viewed at www.Townofeagle.org.
Times listed are approximate and are subject to change.*

TOWN COUNCIL WORK SESSION ACCESS INFORMATION AND PUBLIC PARTICIPATION *This will be an in-person meeting. Work sessions of the Town Council are not meetings requiring public comment. The public is allowed to attend, however, public comment will not be scheduled and will only be taken at the discretion of the Mayor. The Council shall take no final or official action, vote, nor make any motions.*

PRESENTATIONS - 4:00 PM

1. Grand Avenue Corridor Study Phase 1 Summary Presentation (90 Minutes)
2. East Eagle Sub Area Plan (90 Minutes)

ADJOURN - 7:00 PM

I hereby certify that the above Notice of Meeting was posted by me in the designated location at least 24 hours prior to said meeting.

Jenny Rakow, CMC
Town Clerk

PUBLIC WIFI - TOEG – townofeagle2019



To: Mayor and Town Council

From: Bill Shrum, Assistant Town Manager

Date: June 1, 2021

Agenda Item: Grand Ave Corridor Study Phase 1 Update.

REQUEST:

Staff is requesting that the Council review the enclosed materials in preparation for a presentation by Zehren and Associates on the first phase of the Grand Ave. Corridor Study.

INTRODUCTION:

The Grand Avenue Corridor Study officially began in October 2020 with the selection of Zehren and Associates as the Prime Consultant and Project Manager. Several partners assist Zehren and Associates, including Terra Soma, Economic Planning Systems (EPS), Alpine Engineering, Inc. (AEI), McDowell Engineering, Inc., SGM, and MTJ. The project total budget is \$657,986, with \$350,000 contributed from Haymeadow as a condition of their annexation agreement, and the remaining \$357,986 paid for by the Town from money received from the Highway 6 Devolution Fund from the Colorado Department of Transportation (CDOT). The project is scheduled for a total of 20 months, phase 1 from October 2020 – June 2021, phase 2 from June 2021 – November 2021, and phase 3 from Jan 2022 – June 2022.

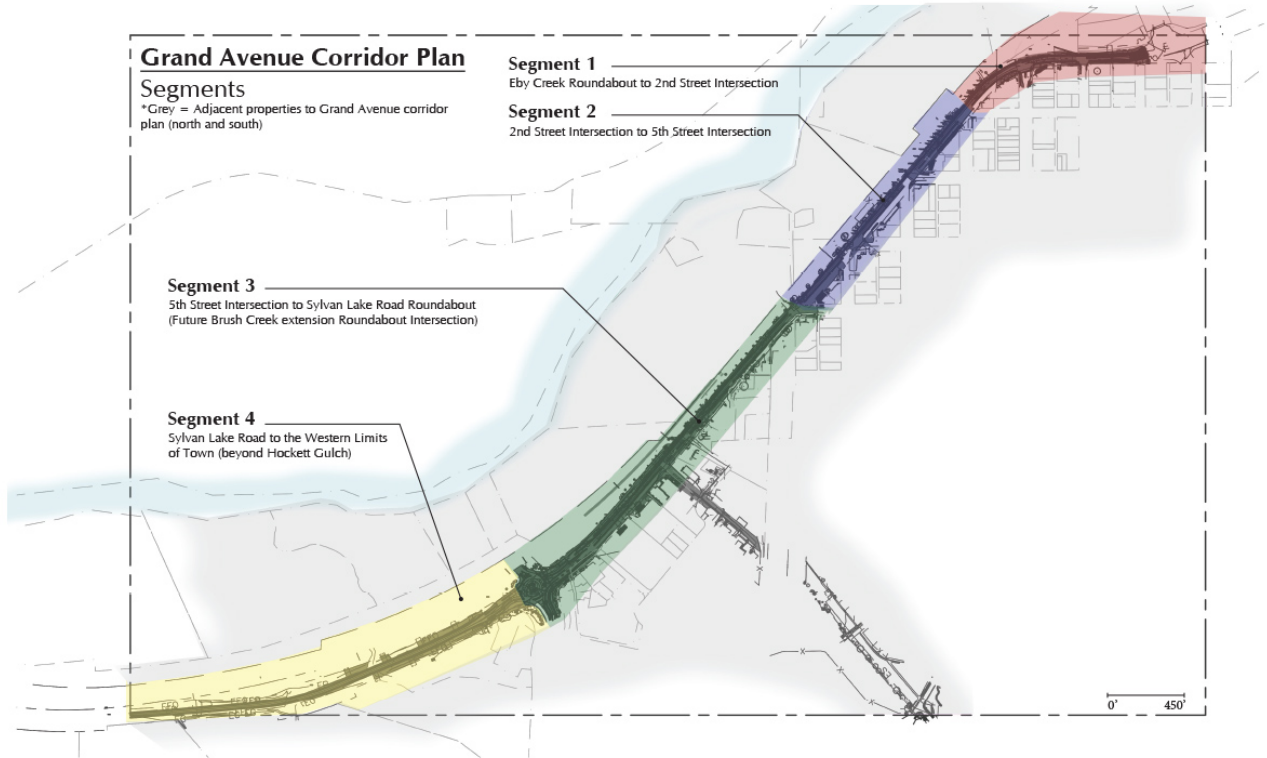
ANALYSIS:

Phase 1 of the Grand Avenue Corridor Study is designed around data gathering and community engagement. A thorough survey of the corridor has been completed by SGM, including a parcel and plat analysis. Traffic data and historic counts have been compiled by McDowell Engineering, Inc. EPS has conducted an economic, demographic, and soft parcel analysis of the corridor to inform a base market study. Terra Soma, McDowell Engineering, Inc., and Zehren and Associates have co-constructed a robust public outreach effort to better understand local resident, business, and commuter perspectives.

A Grand Avenue Corridor Stakeholder Committee was appointed in January and has met formally four times since their inception. The nine-member committee, as well as other community stakeholders and two Town Council liaisons, have provided feedback and guiding principles for design considerations, championed the project among local residents and businesses, and provided feedback to the project team in the design of the community engagement process.

Meeting restrictions in place due to public health orders have required initial engagement to be virtual, but the project team has turned that into a positive feature by bringing virtual engagement opportunities for the Stakeholder Committee and the public to an online platform. [Social Pinpoint](#) has allowed for an idea wall to be posted and shared among residents, a “Virtual Walking Tour” available online, and a mapping feature to

pinpoint comments and feedback along the corridor. These key features are augmented by an online database of relevant studies informing the project, an archive of process materials, recordings of meetings and other events, and a calendar of past and future activity. Once meeting restrictions were loosened, in-person walking tours of the corridor provided a great opportunity for the public to experience the roadway and provide specific observations and perspectives to the team.



The collection of data, mapping analysis, and community outreach is designed to culminate in a foundational set of information that will be used to suggest design solutions in phase 2 of the Corridor Study. The work session packet materials provide a recap of the timeline, community engagement process, mapping analysis, traffic data, and economic studies which comprise the sum of the project team's efforts in phase 1. The project has been broken down into four segments of the corridor to make it easier to orient information, correlate issues and perspectives around localized features of the corridor, and frame potential design solutions.

The data gathering, community feedback, and suggestions for design solutions gathered through phase 1 present the need for policy guidance from the Town Council for the Grand Avenue Corridor Study Project Team. The Council Work Session provides an opportunity for guidance to the team regarding design parameters, use of public right-of-way, traffic access and demand solutions, land use, commercial and infrastructure investment, and more. With guidance from the Council on these issues, the Project Team will be better equipped to begin phase 2, the design process, and propose designs that are in alignment with the Town Council strategic objectives and policy goals.

COMMUNITY INPUT:

Community input has been an essential part of phase 1 of the Grand Avenue Corridor Study, and is represented in the packet materials as well as the insights available on [Social Pinpoint](#), the projects website.

BUDGET / STAFF IMPACT:

There is no budget or staff impact to the presentation of phase 1 to the Council, nor a request for budget or staff reallocation at the conclusion of the presentation.

STRATEGIC PLAN ALIGNMENT/STANDARDS ACHIEVED:

The Grand Avenue Corridor Study has been a major objective of the Town to complete since the devolution of Highway 6 was completed. The Town Council Strategic Plan of 2020 calls for a continued plan to create opportunities on Highway 6, and this Corridor Study is the major action towards that effort.

RECOMMENDED ACTION OR PROPOSED MOTION:

Staff requests that the Town Council review the information provided and provide policy guidance to the Grand Avenue Corridor Study Project Team leading into Phase 2 of the project.

ATTACHMENTS:

210527 Grand Avenue Phase 1 Update to Council.pdf

Town of Eagle



Phase 1 Update

- Phase 1 Recap
- Community Engagement - Terra Soma
- Mapping Analysis - Zehren and Associates
 - Traffic - McDowell Engineering
- Economic Analysis - Economic Planning Systems



Town Council Update Packet
June 1, 2021



Memorandum

TO: Bill Shrum, Assistant Town Manager, Town of Eagle

FROM: Pedro Campos, Principal, Zehren and Associates, Inc.

DATE: May 27, 2021

SUBJECT: **Grand Avenue Corridor Plan – Project Update Town Council Worksession June 1, 2021**

Dear Bill,

Thank you for the opportunity to meet with the Eagle Town Council on Tuesday, June 1, 2021 to provide an update on the Grand Avenue Corridor Plan. Our team is looking very forward to sharing our progress and findings to date, and very importantly, discussing the current and future direction of the project with the Council.

The overall project is structured into (3) phases to be accomplished across an approximate 18-month period. The project started in the late Fall of 2021 and the first phase 'Phase One' is nearing completion. Given this milestone, during the work session the consultant team plans to make a presentation focused on the most important information. We will then move into a high-level discussion with Council centered around the most important aspects of the effort, including land use, design character, traffic, multi-modal transportation, and connectivity.

On behalf of the overall team and along with this memorandum please find a detailed Phase One project summary for the Council's review in advance of the work session. Phase One has included the project start-up, overall organization, topographic surveying, traffic counts, land inventory, real estate analysis, review of past relevant information, and significant stakeholder and community engagement. The attached summary provides detail across these various activities and representative of the whole team and disciplines involved in the effort.

Bill, we have worked long and hard together as a true interdisciplinary team alongside you, staff, and the stakeholder group to get this far. It has been a remarkable and profound experience, and we are proud of our collective efforts to date for the Town of Eagle. Therefore, it is with great enthusiasm and professional commitment that the Grand Avenue Corridor Plan consultant team looks toward the update with Town Council next week!

Very Sincerely,

Pedro Campos
Principal, Land Planner & Landscape Architect

GRAND AVENUE SEGMENT ANALYSIS: CONTENTS

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- 5.....Guiding Principles
- 6.....Guiding Goals
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- 10.....Project Kickoff
- 11.....Virtual Walk
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- 36-37.....Traffic Data
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- 41-42.....Base Traffic Modeling for the Corridor
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- 49-81..... Eagle Grand Avenue Corridor Market Study



The Grand Ave. Corridor Plan is a transformational long-range public project that aims to improve mobility, establish a strong sense of place and identity, and create interconnectivity between major destinations within walking distance of downtown commercial core.



Purpose of the Guiding Principles

To begin to address the many needs of the Grand Avenue Corridor and set the stage for the community engagement and design steps ahead, the project team worked with the appointed Stakeholder Committee to begin to identify guiding principles to inform the development of the Grand Avenue Corridor Plan. The guiding principles seek to balance many of the Stakeholder Committee's top concerns around:

- Multimodal Mobility
- Safety
- Connectivity
- Sustainability
- Economic Vitality
- Sense of Place
- Feasibility

Application of the Guiding Principles

The application of the following guiding principles is two-fold:

- In the visioning phase of the Corridor Plan, the guiding principles will assist in directing input to better help the project team, stakeholder committee, and Town crystalize project priorities that inform the guiding principles and goals. These principles are living and organic and will grow and change as the project continues. We will ask questions such as: Did we define the right principles based on the community's vision and priorities? Are we missing any goals, or do we need to change any? If we missed a key element or need to rephrase the principles, steps will be taken during the process at checkpoints to ensure that they are changed in accordance to feedback and insights gained along the road.
- In the design concept phase of the Corridor Plan, the guiding principles will be applied to ensure designs preserve the community's vision for Grand Avenue and balance goals and specific project needs.

GRAND AVENUE GUIDING PRINCIPLES:

1. **Improve mobility of Grand Avenue:** Promote a context sensitive design approach to enable safe, convenient, and accessible connections for people of all ages, abilities, incomes and backgrounds using all travel options (driving, transit, walking, biking, parking). *(*This principle aligns with the Town's Scope of work in the RFP - see next page for RFP Goals.)*
2. **Better connect and prepare Eagle for growth:** Coordinate transportation with land use for anticipated growth so that Grand Avenue serves as a gateway to businesses, manages vehicle traffic, improves pedestrian and bicycle access, and connects people locally and regionally to key destinations, including the riverfront and downtown.
3. **Promote sustainable solutions:** Embrace best practices in green infrastructure design and sustainable materials to address climate change and protect Eagle's natural environment.
4. **Support existing and future business:** Honor the unique character of the corridor while improving the economic well-being through attractive and appropriate development, public-private partnerships, and strategies to help existing businesses, including access management.
5. **Celebrate diversity:** Create an inclusive, welcoming and safe environment for all through public engagement, design delivery, and investments that promote equity throughout the length of the corridor.
6. **Stewardship of place:** Improve the corridor's sense of place and identity through aesthetics, art, placemaking and urban design that celebrate Eagle and support the image and public life of the street.
7. **Invest wisely:** Apply an incremental (phased) and financially feasible approach to implementation that honors past plans and the community's vision for the corridor.

Current Project Goals

(as defined by the Town (in RFP) and added to by Stakeholder Committee)

Transportation/Mobility

- Create an access control plan that includes suggestions for street and driveway attachments, multi-modal transportation, and recommendations for strategic property acquisition.
- Multi-modal applications need to include pedestrian friendly attributes that encourage alternative transportation like bike lanes, sidewalk/trail connections, pedestrian refuges, properly signaled cross walks, and traffic calming measures.
- The plan needs to consider current efforts to design the Brush Creek Road extension and intersection at Highway 6/ Grand Ave. as well as a pedestrian bridge that connects the Eagle River Park to Highway 6/Grand Ave. and downtown.
- Ensure that wildlife habitat for local animals such as elk and deer, is considered when looking at access across the corridor.
- Ensure welcoming, and accessible street for all through design delivery, and investments that promote equity throughout the length of the corridor.

Guiding Principles Addressed: Improve mobility of Grand Avenue, Better connect Eagle, Promote sustainable solutions, Celebrate diversity, Invest wisely

Economic/Built Environment

- Create a positive image along the corridor through thoughtful and high-quality development that is unique to the Town and consistent with the community's goals.
- Generate private investment in the Highway 6/ Grand Ave. Corridor.
- Facilitate the redevelopment of deteriorated areas.
- Increase jobs and generate new tax revenue through new development.
- Create a gateway employment and commercial corridor to Eagle.
- Define an implementation strategy that includes short-term and long-term strategies as well as public, private and public-private financing options, and provide specific recommendations for Town Council action.

Guiding Principles Addressed: Better connect Eagle, Support existing and future businesses, Stewardship of Place, Invest wisely

Land Use/Planning

- Set the location and design guidelines for the Town's western Highway 6 gateway.
- Recommend a zone district(s) for the corridor that would support the intent of the plan.
- Identify, understand, and recommend improvements for public infrastructure required to support development, including water, wastewater, power, stormwater control, parking, and road networks.
- Create an infrastructure plan that is coordinated with other city department and public agency initiatives for Highway 6/ Grand Ave. and includes implementation strategies and a timeline for improvement of public infrastructure along the corridor.

Guiding Principles Addressed: Promote sustainable solutions, Support existing and future businesses, Stewardship of Place, Invest wisely

Equity

- Ensure that the public engagement process is inclusive and gathers input from a diverse set of community members.

Guiding Principles Addressed: Celebrate diversity, Invest wisely

GRAND AVENUE PHASE 1 MEETING SCHEDULE

Town of Eagle Highway 6 / Grand Ave. Corridor Plan Schedule - Phase 1

MONTH	
PREP PHASE: Contract Negotiation	
PHASE 1: Project Start-up, Info Review & Gathering, Inventory, Analysis, Stakeholder and Community Engagement	
October 30, 2020	Start-up (ALL)
December 3, 2021	Community Engagement Coordination Meeting
December 11, 2021	Social Pinpoint Onboarding
December 14, 2021	Community Survey Meeting
December 15, 2020	All Team Meeting
January 15, 2021	Stakeholder Committee Appointed by Town Council
January 19, 2021	All Team Meeting
January 21, 2021	Project Team Update #1
January 22, 2021	Stakeholder Committee Meeting #1: Introduction
January 25, 2021	Community Engagement Coordination Meeting
January 27, 2021	Completed Survey of Corridor (SGM/ AEI)
February 5, 2021	Project Team Update #2
February 11, 2021	Traffic Counts (MDE)
February 25, 2021	Stakeholder Committee Meeting #2: Project Orientation
March 3, 2021	Project Team Update #3
March 8, 2021	Eagle Grand Ave Economic and Demographic Overview (EPS)
March 17, 2021	Project Team Update #4
March 11, 2021	Stakeholder Committee Meeting #3: Guiding Principles & Engagement Orientation
March 18-25, 2021	Vail Daily Newspaper Ad
March 25, 2021	Virtual Webinar Project Kick Off Meeting
April 7, 2021	Project Team Update #5
April 8, 2021	Virtual Walk Meeting (TS)
April 15, 2021	Fisrt In Person Walking Audit: Segment 1
April 21, 2021	Project Team Update #6
April 28, 2021	Grand Avenue Team Check In
April 28, 2021	Walking Audit Train the Trainer
April 29, 2021	Walking Audit #2: Segment 2
April 30, 2021	Landowners Webinar (ZAA / EPS)
May 6, 2021	Stakeholder Committee Meeting #4: Update
May 6, 2021	Walking Audit #3: Segment 3 +
May 10, 2021	Touching Base with the Vail Daily for an Article
May 13, 2021	Walking Audit #4: Segment 1
May 15, 2021	Vail Daily Grand Avenue Article Published
May 18, 2021	Grand Avenue Progress Meeting
May 20, 2021	Walking Audit #5: Segment 2
May 25, 2021	Grand Avenue Check-In Meeting
Ma 27, 2021	Landowner Meeting #1 (ZAA / EPS)
May 27, 2021	Final Walking Audit #6: Segment 3 +
May 28, 2021	Land Owner Meetings #2 and #3 (ZAA / EPS)
June 1, 2021	Council Update on Phase 1

*Every Tuesday since November 10th there has been a 30 min-1 hour, weekly check in with the Town of Eagle Staff

GRAND AVENUE PHASE 1 WORK FLOW DIAGRAM

TOWN OF EAGLE GRAND AVENUE CORRIDOR PLAN



PHASE ONE

(November 2020 – June 2021)



1. Team & Town Start Up
2. Guiding Principles and Goals
2. Information Review & Gathering, Survey
3. Inventory of Corridor - land-use / street sections
4. Analysis of Corridor
 - Block-by-block opportunities / constraints
 - Existing Conditions Analysis: Adjacent properties, Traffic, Soft Real Estate parcels
5. Stakeholder and Community Engagement
 - Advisory Committee Appointed - Jan 12, 21
 - Stakeholder Committee Mtg 1 - January 22, 21
 - Stakeholder Committee Mtg 2 - February 25, 21
 - Stakeholder Committee Mtg 3 - March 11, 21
 - Stakeholder Committee Mtg 4 - May 6, 21
 - Community Engagement:
 - Webinar Project Intro/Orientation - March 25
 - Online Surveys - March/April
 - Virtual Walk - April 8, 2021
 - In Person Walks - April 15th - End of May 2021
 - Online Map Social Pinpoint - April/May, 2021
6. Town Council
 - PZC & Town Council Update Mtg - June 1, 2021

PHASE TWO

(June – November 2021)

- Internal Kick-off Charrette (Consultant Team & Town Staff)
- On-site weeklong Design Charrette
- Stakeholder Meeting and Community Open House (during Charrette)
- External Agency Outreach
- Conceptual Corridor Planning – 2 Scenarios
- Urban Design Toolkit for Corridor
- Gateway Conceptual Design – East and West
- 3D modelling of (2) Scenarios
- Analysis of (2) Scenarios – Traffic, Infrastructure, Economics, Mobility
- Community Open House and Stakeholder Meeting – input of preferred scenario
- Phase 2 Summary
- PZC & Town Council Update Meeting

PHASE THREE

(November 2021 – April 2022)

1. Preliminary Design (30%)
2. Preferred Scenario Modeling
3. Implementation & Phasing Plan
4. Stakeholder and Community Engagement
 - Stakeholder Committee Meeting
 - Community Engagement: Celebration
5. Town Council
 - PZC and Town Council adoption

GRAND AVENUE ENGAGEMENT OVERVIEW: ENGAGEMENT OVERVIEW

The Grand Avenue Corridor Plan has a 3-phase process to gather big-picture and design input from citizens to establish a long-term vision for the future

- 1. Phase 1 is focused on establishing core building blocks for the project: understanding existing conditions; developing guiding principles; collecting ideas from citizen-experts on their vision; better understanding needs; and starting to promote the project.
- 2. Phase 2 is focused on establishing the shared vision through the Charrette process.
- 3. Phase 3 is focused on getting feedback on a draft plan.

MAR 25

Project Kickoff Presentation & Ideas Wall Launch

APRIL 8

Virtual Walkshop & Virtual Map Launch

APR 25, 29

Walking Audits

APRIL, 29

Property & Landowner Focus Group Event

MAY 6, 13, 20, 27

Walking Audits

During the winter and spring of 2021, the Consultant Team and the Town hosted stakeholder committee meetings to establish guiding principles and goals; a Project Kick off Webinar; a Virtual Walkshop or Corridor Walk; a Focus Group with corridor property, business, and landowners; and 6 in-person Walking Audits. These events gave the team a chance to work closely with citizen-experts to understand the needs and desires of the community at-large, which will be grounded in helping to inform Phase 2. There were multiple opportunities to engage with the team throughout the phase 1 process, starting out primarily online through the project website (eaglecolorado.mysocialpinpoint.com) and Zoom events, moving into in-person opportunities due to the ease of public health rules due COVID-19 Pandemic ease of gathering restrictions.

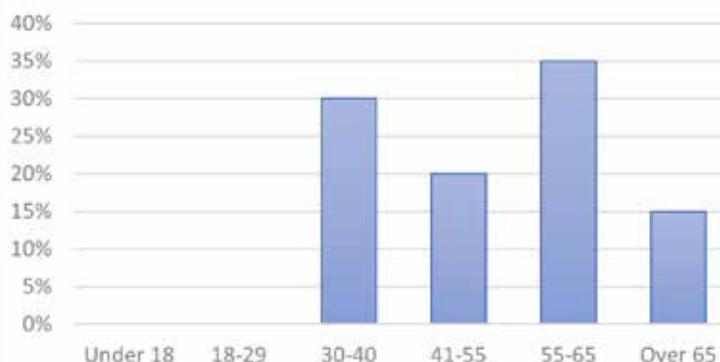
As the project continues there will be many more opportunities for in-person and online engagement.

Project Kick-Off (March 25)

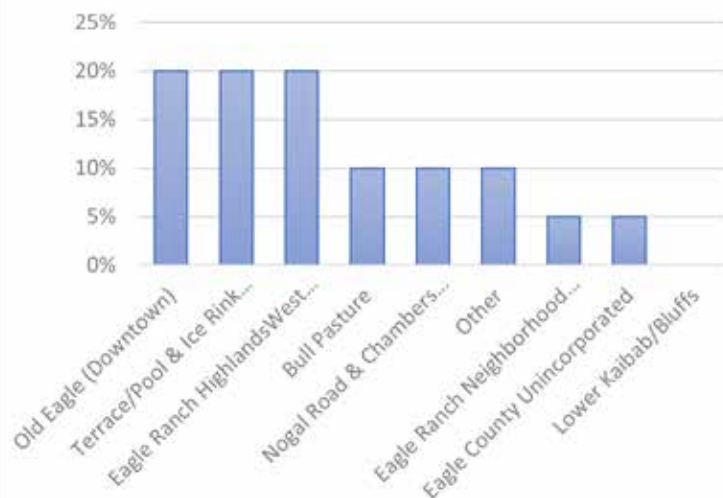
An overview and launch of the project.

- 46 community members registered
- 25 community members attended
- 54% attendance rate

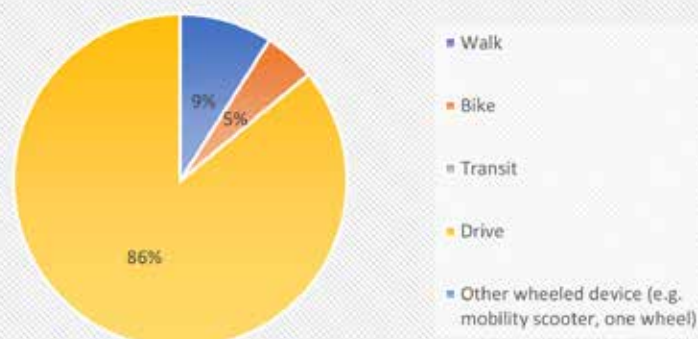
What is your age?



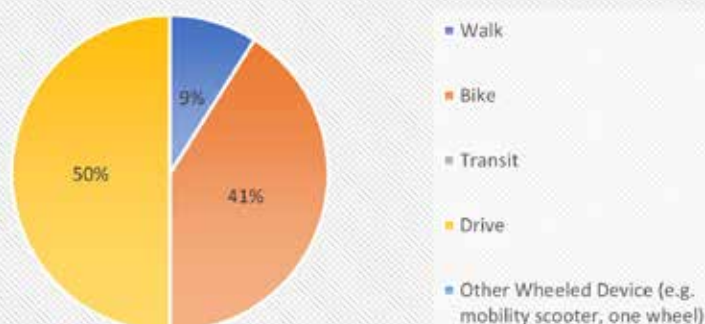
What neighborhood do you live in?



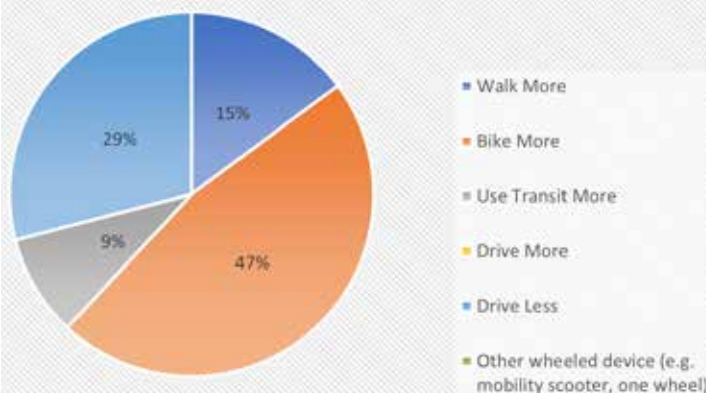
How do you primarily get around town in the winter?



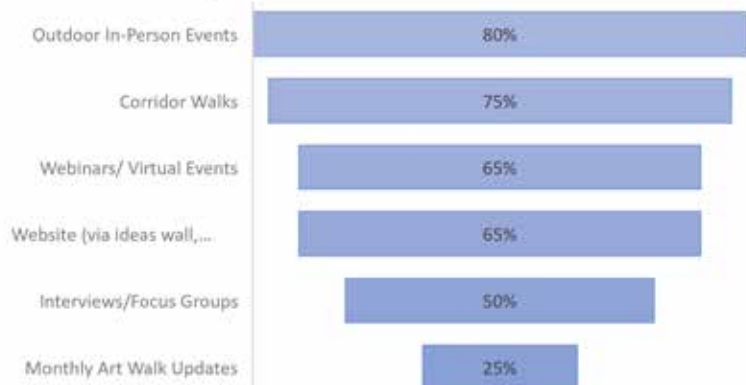
How do you primarily get around town in the summer?



How would you like to travel around town?



How would you like to be involved moving forward?



GRAND AVENUE ENGAGEMENT OVERVIEW: Virtual Walk

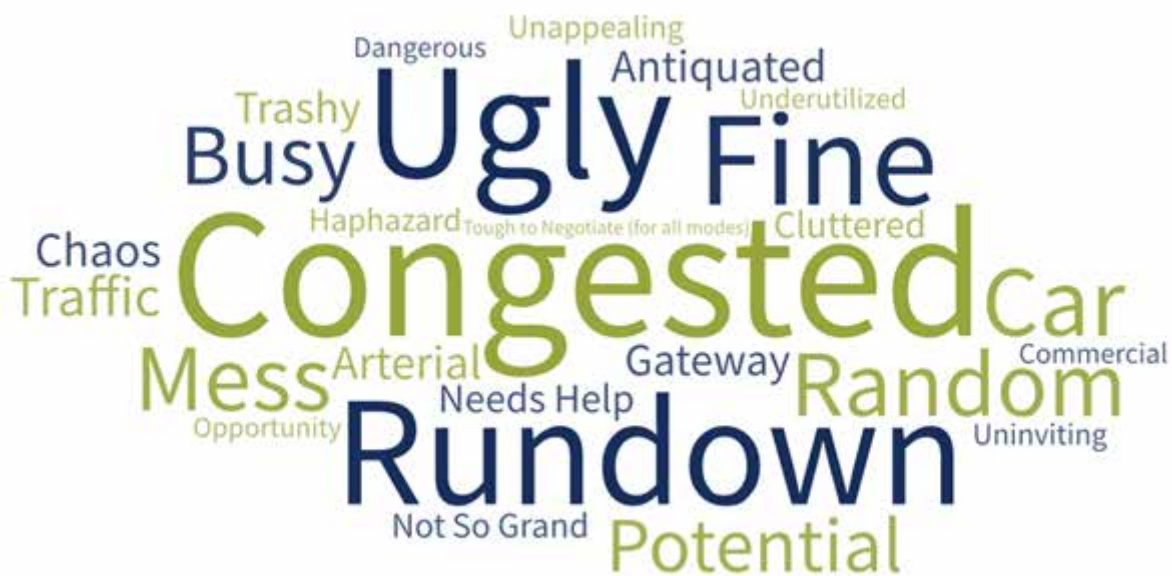
Virtual Walk (April 8)

- 37 community members registered

At registration people were asked to provide one word that describes Grand Avenue today, and one word to describe grand avenue in the future. During the session, a presentation on evidence-based best practices to land use and transportation were presented, including key concepts like how communities are working towards more “complete streets” to ensure the safety and access of all users, and people of all ages and abilities. Breakout rooms were used to facilitate small group ‘walks’ of the corridor to share ideas, concerns, and challenges.

One word that comes to mind about Grand Avenue (Hwy 6)

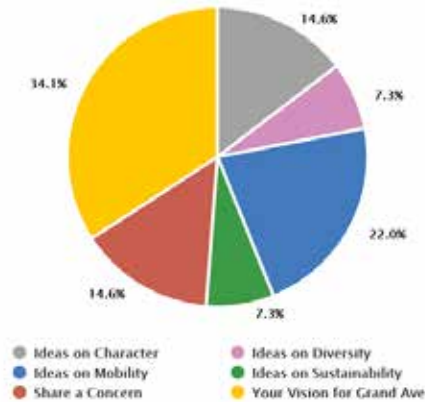
TODAY:



FUTURE:



Summary of the Social Pinpoint Ideas Wall



Your Vision for Grand Ave:

- More green –trees, flowers—to create an “inviting, lush, and shaded route”
- Look to Edwards for examples
- Corridor gets a facelift; “tacky signs” removed
- Southside of Grand Ave. is “bursting with small-town charm—walkable, bike-friendly, well-lit, enticing storefronts, attractive street trees, and good signage”
- Safe crossings for wildlife
- We work with Union Pacific Railroad to secure property to widen the right of way of Grand Ave.
- The “front door” or Eagle is improved
- Another access point to I-70 is included
- More people are attracted to “our fun mountain town”
- The street is designed for “safety, efficiency and attractiveness; consider the buildings that will sit along Grand Ave.”
- Roundabouts
- “Guiding principles are spot on!”
- “A welcoming place that tells you about our community and creates access for you”

Your project Guiding Principles are spot on! Let's envision a place where everyone feels a strong stake in their community and a commitment to making things better. Let's also look beyond the boundaries of Grand Ave. to consider and define a synergistic relationship with the Eagle River Corridor and our Downtown Core. Beyond coexistence, let's build a cohesive vision that capitalizes on all our assets, making Eagle all it can be.

2 months ago

Like +1 Dislike

My two cents: It's time to update Eagle. Like it or not, our town is growing and we need to grow with it. It's time for more restaurants, more communal outdoor eating areas, etc. Think about our own version of the Riverwalk in Edwards. That's what would should be updating our Grand Avenue to look like. Time to make it grow and attract more people to our fun mountain town.

4 months ago

Like +4 Dislike

GRAND AVENUE ENGAGEMENT OVERVIEW: Ideas Wall - Social Pinpoint

While the plan may address some of the ingress, egress issues with so many streets and business access points, controlling speed on this corridor will be critical to make it more user friendly, to calm traffic and to safely allow for access to businesses (in/out), with multimodal transportation.

2 months ago

Like +2 Dislike

Create a pedestrian (walking and bike) corridor on the south side of Grand Avenue that will allow for access along the corridor from West Eagle to the downtown area of Eagle. If this requires entry into the old eagle neighborhoods and connects West Eagle, then that works. The current walkability and rideability on the south side of Grand Avenue can be improved in many ways.

2 months ago

Like +3 Dislike

Ideas on Mobility:

- Safe pedestrian & bike facilities and crossings; fill the gap of the bike path
- Walkability and rideability on the southside of Grand Ave. can be improved in many ways
- Safety: "slowing down automobile speeds, supporting parking, and pedestrian travel;" "control-ing speed will be critical to make it more user friendly, to calm traffic, and to safely allow for access to businesses with multimodal transportation."
- Plan/space for a possible passenger rail stop—the historic stop was between 3rd and 4th streets
- Add center turn lane
- Roundabouts
- Connectivity
- Honor views

It is important to create pride in our community to get buy in from everyone. The overall vision and plan should support all encompassing needs and the result will be revitalization/growth. Clean, approachable, green and safe.

2 months ago

Like +3 Dislike



use of green infrastructure techniques for stormwater management (quality and quantity), use of locally sourced sustainable materials and designs for infrastructure, a model for the new way of doing things

2 months ago

Like +2 Dislike

Ideas on Character

- Celebrate Grand Ave as a the gateway, entrance, front-door of Eagle through signage and art
- Create a sense of place; pride in the community
- Encourage people to "stop, look, visit, spend money"
- "Clean, approachable, green and safe"
- Support revitalization and growth
- Accessible by all means of travel
- New ways to use the railroad if not for active rail use like "Rail Explorers" - pedal powered carts placed on defunct rail lines

Ideas on Sustainability

- Goals are unattainable until the volume of traffic is addressed
- Sustainability always needs to be a thought
- Eagle can be a leader
- Green infrastructure techniques for stormwater

Inclusion of diverse populations in the planning process. Door to door outreach to those in the immediate vicinity and inclusion of their input in the process.

2 months ago

Like +2 Dislike

Ideas on Diversity

- Respectful to business that have been on Grand for years
- Inclusion
- Everyone has a voice!
- Door to door outreach

Share a Concern

- Grand Avenue is not creating a good first impression
- Hard to turn left onto the corridor
- Don't let the good work that results sit on a shelf
- Concern that there will be hesitancy to not change enough on Grand; "we can't be afraid to be bold"
- "How do we balance a slower downtown/Grand Ave while accommodating the growing traffic?"

My only concern is that there will be hesitancy to not change enough of Grand Ave. As a few other people have already said the time is now to update and change. We need to improve our "front door" as someone said and have people see our town as a great place to come visit and spend money. We need to update so much, like in this picture. This is a great opportunity for us to grow, and as a community that has grown so much in recent years, we CAN'T be afraid to be bold. Let's give this 100%.



24 days ago

Like +4 Dislike

GRAND AVENUE SEGMENT ANALYSIS: In Person Walking Sudits

Walking Tours: Thursdays April 15 - May27th - 4:30-6pm

1. April 15th: Walking Tour Segment 1 - Eby Creek Roundabout to 2nd St. Intersection
7 attendees - 2 community memebers, 2 town staff, 3 consultants (ZAA and McDowell)
2. April 29th: Walking Tour Segment 2 - 2nd St. Intersection to 5th St. Intersection
12 attendees – 7 community members, 2 town staff, 3 consultants (ZAA, McDowell, AEI)
3. May 6th: Walking Tour Segment 3+ - 5th St. Intersection to Sylvan Lake Roundabout
16 attendees – 10 community members, 2 town staff, 4 consultants (ZAA, McDowell, AEI)
4. May 13th: Walking Tour Segment 1
6 attendees – 2 community members, 3 town staff, 2 consultants (ZAA and AEI)
5. May 20th: Walking Tour Segment 2
13 attendees – 8 community members, 2 town staff, 3 consultants (ZAA and McDowell)
6. May 27th: Walking Tour Segment 3+
TBD attendees



WE SHAPE OUR STREETS; OUR STREETS SHAPE US

The design of the built environment—streets, buildings, trails, parks and plazas—has a direct affect on our behavior and the choices we make. For example:

- Streets are attractive, inviting, and safe for all users, or they are not.
- Streets encourage a variety of transportation options, including walking, bicycling, using transit, pushing loved ones in a stroller or wheelchair, or they limit choices.
- Streets foster public life and the exchange of goods (commerce), culture, and knowledge, or they contribute to social isolation and economic decline.
- Streets allow us to connect to our environment and relax by providing spots to sit, or they limit opportunities for rest.
- Streets are ecosystems where trees provide a canopy to help cool the street and create visual interest for walking, or they contribute to heat gain and walking will be less pleasant and therefore less prevalent.

The walking audit allows us to uncover relationships between the built environment and the ability of a place to foster diversity and transportation choice or to hinder it, among other community values.

“

Everyone should have access to spaces and places that make it safe and easy for us to walk [and bike]...Walkable communities are good for social connectedness, good for business, good for the environment, and most importantly, good for our personal health.”

- Vivek H. Murthy, former U.S. Surgeon General



THE WALKING AUDIT - A TOOL FOR CHANGE

Walkable streets and communities place the person back at the center of the design scale, while accommodating the automobile. When we design places around the human foot, we create places that are more equitable and socially, environmentally, and economically vibrant.

The walking audit is a tool that allows people to come together in meaningful dialogue; to observe and deepen understanding of the nuance of how people move and use a street; and tap into peoples' knowledge of place and community to unleash lasting, collaborative solutions for the public good. This method uncovers many things, but highlights patterns among different people, uses, and modes.

When you lead a walking audit, you are teaching yourself and the group a new way of seeing while experiencing a place from the most natural, traditional way of town building - the human foot.



“The walking audit put new tools in the community’s toolbox, allowing the community to plug into existing resources and offer solutions to their issues. It reminded the community that they have a voice; a voice in leading change.” Walking Audit Participant | Cincinnati, OH

What invites people to the street?

People will walk (or bike) when they feel safe, comfortable, and have convenient connections that reward the short trip. Streets that create a sense of welcome, and foster diversity produce a liveliness that make people come back time and time again.

The walking audit allows you to examine the quality of streetscape features that support safety, comfort, convenience, efficiency and welcome. The basic components include:

- Path and street width, including presence of good sidewalks, trails, and/or bike lanes
- Speed of traffic
- Block length and pattern
- Buffers and edges, including landscaping and shade trees
- Parking
- Location and form of buildings
- Proximity to destinations and transit
- Intersection, crossing, and driveway design, including ADA ramps
- Seating and lighting
- User behavior

GRAND AVENUE SEGMENT ANALYSIS: WALKING AUDITS GUIDE

Prepared by Terra Soma

HUMAN FACTORS

Cultures and climates are different, but many aspects of people's behavior are universal: we evolved to walk and we are social creatures. Designing streets to achieve walkability and overall livability starts with understanding people's behaviors and needs.



What is the first thing we want to master and the last thing we want to lose? Our ability to walk.

Average Viewpoint: 5 ft ———— Need for Stimuli (sight, smell, hearing)
• Happy brain needs 1000 stimuli per hour or every 4 seconds!

Average Viewpoint: 3 ft ————



Average Walking Speed: 3 mph
1/4 mile = 5 min walk
1/2 mile = 10 min walk
1 mile = 20 min walk



People in motion require 3-4 feet for strolling width, which accounts for movement such as arm or baggage swing, swaying, speed, moving around or over obstacles, direction change.



Two people in motion require 6-8 feet for social walking or walking with children, and to allow for others to pass.



GRAND AVENUE SEGMENT ANALYSIS: WALKING AUDITS GUIDE

Prepared by Terra Soma

LEVELS OF QUALITY

What makes a street more successful? Understand and compare quality in built environment and its ability to either contribute to successful street life or hinder it. The following scoring chart allows you to see a composite score in assessing how walkable or people-friendly a street is by design.

Safety

1. 0 1 2 3 4 5
Separation from traffic (e.g. presence of sidewalks, bike lanes, trails) and appropriate motorist speeds
2. 0 1 2 3 4 5
Street, intersection and driveway design are compact and crossings are clearly marked to reduce conflicts and risks of accidents
3. 0 1 2 3 4 5
Feeling Secure: Natural surveillance, well lit/ lighting is human scale, diversity of functions, reasonable viewing distances, lively public realm (number of people and potential to be seen)

Comfort

4. 0 1 2 3 4 5
Sense of enclosure and human scale: building form
5. 0 1 2 3 4 5
Buffer from traffic, clear edges (e.g. landscaping, street trees, on-street parking)
6. 0 1 2 3 4 5
Accessible to everyone (e.g. room to walk, bike, and access transit, good surfaces, no obstacles)
7. 0 1 2 3 4 5
Opportunities to sit, stay, relax, walk/bike socially, and enjoy positive elements of climate (sun/shade, heat/coolness, shelter from wind/rain)

Convenience

8. 0 1 2 3 4 5
Short blocks, connected street and trail network, rewards the short trip
9. 0 1 2 3 4 5
Mix of uses, proximity and connectivity to destinations

Welcome / Liveliness

10. 0 1 2 3 4 5
Defined street, district, or town character (e.g. art, design, vistas/ views preserved)
11. 0 1 2 3 4 5
Imageability and complexity: sense of arrival or welcome, rich sensory experiences
12. 0 1 2 3 4 5
Sociability: number of people, diversity of people and activities (e.g. sitting, talking, standing, people watching, dining) (day-night, summer-winter)

WALKING AUDIT AGENDA

Meet/Welcome/Introductions (15 min)

- Gather together
- Hand out safety vests and masks (if needed)
- Pass around sign-in sheet (as needed)
- Provide a welcome. The point of the walking audit exercise is to:
 - a) Experience the area from the pedestrian (human scale) experience and from different views—we all wear different hats, and bring different perspectives
 - b) Foster good discussion; we will not cover every detail
 - c) Discuss observations, challenges and potential opportunities (ideas)
 - d) Learn together and see together in new and different ways
- Ask everyone to introduce themselves - name and if they are wearing a "specific hat" (e.g. grand ave property owner, elected, community member, trail planner)
- Let's lace up our shoes and begin!

Walk & Talk (60 min)

As you 'walk' down the corridor the common structure for stopping and talking at locations includes:

- As a leader, note something you see and want the group to think about and/or discuss. For example, at the roundabout you might say something like: "Roundabouts are great tools for creating gateways. Notice how they make a terminating vista with the center tree and plantings."
- Then ask: What is working or not working with this current design? Give prompts as needed (e.g. are there high visibility marked crossings? Do they exist on all legs?).
- Then ask: What would make this location/issue better? (You might also give a for example to guide the thinking.)

Closing Circle (15 min)

As a closing, gather in a circle and discuss the following questions:

- What common issues did we find?
- What common ideas emerged?
- AHA! Moment: Close, by having each person share something they learned or a key takeaway.

Key Materials:

- Safety Vests
- Face Masks (due to COVID)
- 35 ft Measuring Tape
- Camera for recording conditions



Participants using wheelchairs or strollers helps to better understand accessibility needs.



GRAND AVENUE SEGMENT ANALYSIS: Online Interactive Map Summary

Social Pinpoint Interactive Mapping: April 8th - ongoing

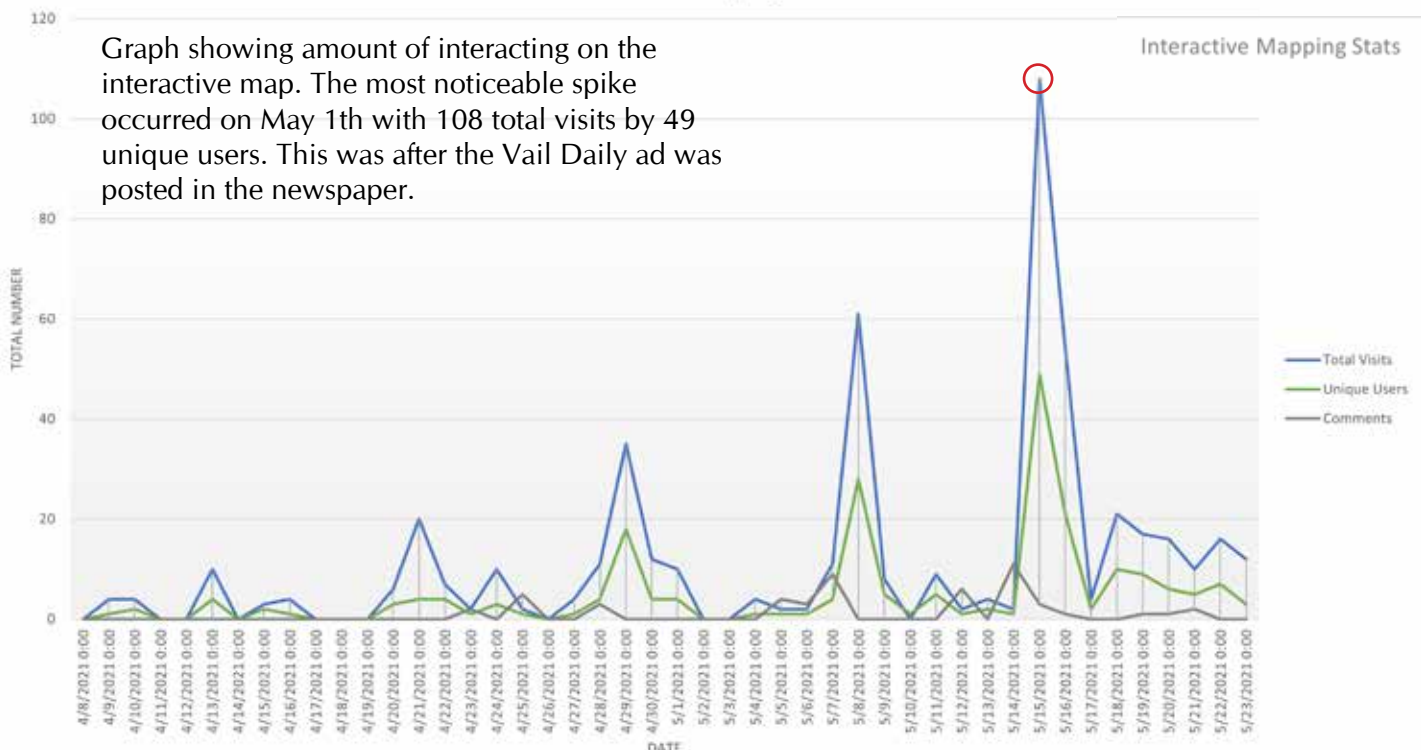
1. Launched April 8th
2. As of May 25rd:
 - 522 total visits to the map
 - 226 unique users
 - 18 unique stakeholders who made 51 comments

businesses affected access street
 tracks crossing corridor traffic
 intersection needs bridge might railroad grand
 north development along properties development roundabout

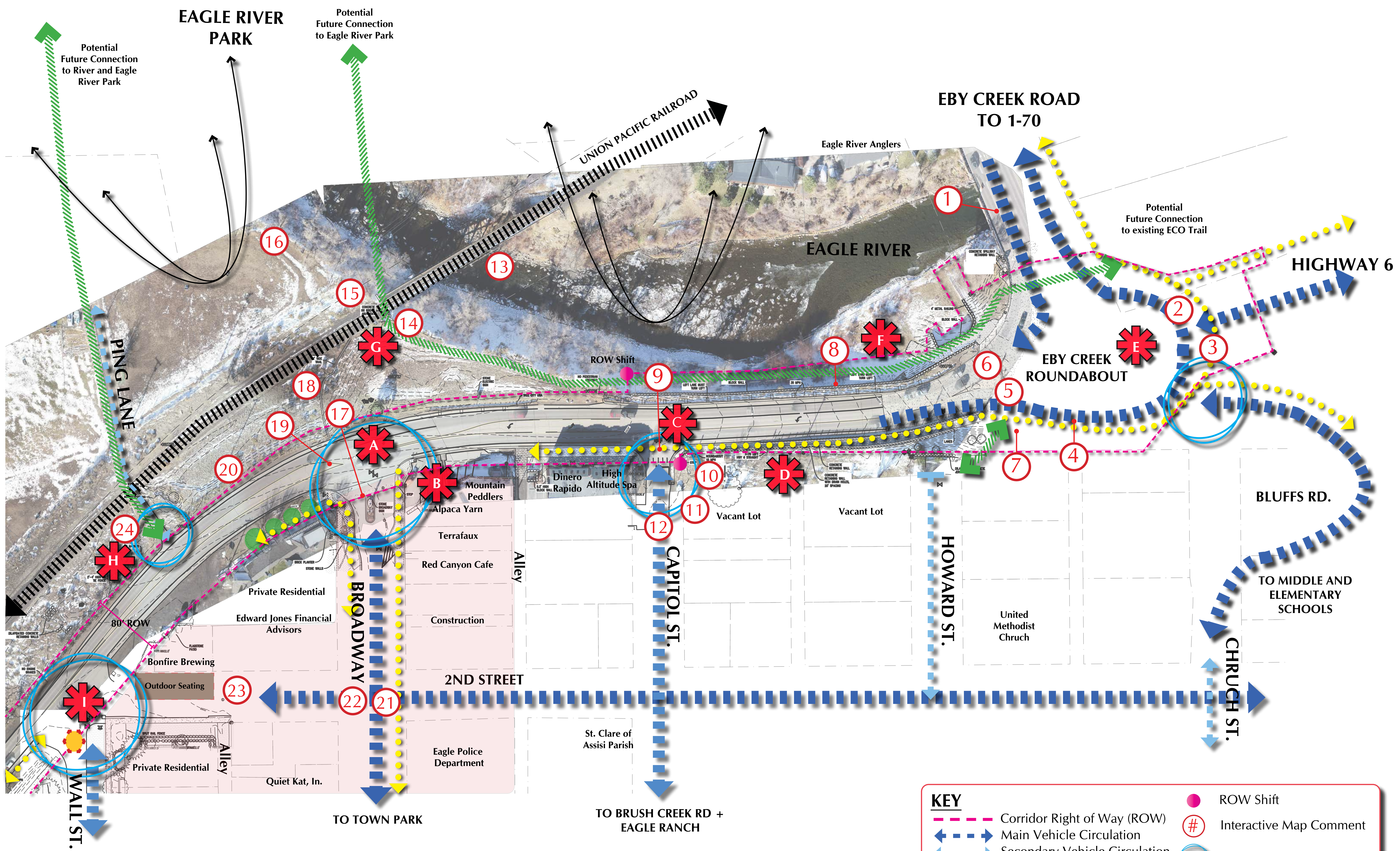


Graph showing amount of interacting on the interactive map. The most noticeable spike occurred on May 1th with 108 total visits by 49 unique users. This was after the Vail Daily ad was posted in the newspaper.

Interactive Mapping Stats



-
- What Do We Want Our Streets to Be?
- Vehicle Traffic / Traffic Flow / Circulation
- Pedestrian Friendly & Sidewalks
- Bike Friendly & Path Connectivity
- Access Management
- Infrastructure
- Vision
- Parking
- Aesthetics / Sense of Place
- Walkability
- Cost
- Affordable
- Housing
- Phasing
- Landscaping / trees
- Connect to River, Fairgrounds & Broadway
- Transparency
- Multi Lane Detrimental
- Community Development
- Main Street Feel
- Don't Gentrify
- Preserve Open Spaces / Farm Land
- Balance Traffic Flow & Economic Development
- Grand Boulevard Feel
- Balance Form & Function
- Traffic Calming
- Noise Mitigation
- Building Scale / Land Use
- Protect existing neighborhoods
- Multi Modal (local and regional)
- Do it Right
- Vibrancy
- Communication
- Roundabouts
- Welcoming
- Accessibility
- Focus on Locals
- Downtown Vibrancy
- Mixed Use
- Strong Design Standards
- Leave it alone
- Information
- Ease of Travel
- Address High Speeds
- Commuter Rail
- Inclusiveness
- 4-lane with turn lane
- Due Diligence
- Street Lights Environment / Sustainability
- Maintenance
- Vitality
- Keep Historic Structures
- Facade Improvement
- Address Awkward Intersections
- Don't Reactivate Railroad
- Street / Interchange / Bridge Connections
- Wildlife Crossings
- Economic Development
- Boutique hotels
- Patience
- Flexibility
- Brush Creek Road Connection
- Not Over Developed with High Density Housing



KEY

- Corridor Right of Way (ROW)
- Main Vehicle Circulation
- Secondary Vehicle Circulation
- Dead Ends
- Existing Pedestrian Circulation
- Union Pacific Railroad
- Future Connections
- Key Discussion Areas
- ROW Shift
- Interactive Map Comment
- Important Intersection
- Potential Closure
- Central Business District
- View Corridors

SEGMENT 1 ANALYSIS
EBY CREEK ROUND ABOUT TO 2ND STREET INTERSECTION

SCALE: 1" = 50'
0 25' 50'

SEGMENT 1 ANALYSIS: Key Discussion Topics from Walking Tours



Top of Broadway:

- Many people miss Broadway due to speed and lack of sense of entry to the street
- Hard to turn left onto street when oncoming traffic is speeding towards you – similarly hard to turn right when going around the turn to Eby Creek
- Sidewalks continue along Broadway to the top but then generally end. Going to Eby Creek the sidewalk ends in an abrupt drop – witnessed one kid dismounting bike to go down the drop then get back on to his bike in order to ride to Eby Creek roundabout. Heading towards 2nd Street, there is one of the few sidewalk segments which is buffered from the travel lane with nice street trees.
- Witnessed several people cross to the other side of Grand Ave, dangerously avoiding cars, sometimes standing in middle of the road until it is clear, in order to get to railroad tracks for more direct route across the river – this is technically illegal but MANY people do it
- Discussion about potential roundabout at the Broadway and Grand Avenue intersection to calm traffic, strengthen the gateway into Broadway, and provide safer crossings. calm traffic and provide more access to other side of road
- Strong want and natural desire line to connect Broadway to the river



Infront of the Alpaca Store:

- The section has no sidewalk, sidewalk ends abruptly at the top of Broadway and does not pick up again until by Dinero Rapido – opportunity to continue this sidewalk and connect missing pieces
- Expansive sea of parking that is unused: “Never parked here in 30 years” (Stakeholder)
- We measured ~17’ from back of curb to the ROW. This space has potential to be reallocated to better address access management, parking needs, beautification, and/or pedestrian/bicycle needs
- Alley entrance is not well defined, hard to access the parking in the back and bike shop right up against ROW along the alley



Capitol Street Intersection

- When you turn from Capitol onto Grand Ave it “screams for something to be happening” (Stakeholder)
- Challenging sightlines: motorists must pull all the way across the crosswalk in order to see from Capitol on to Grand to turn
- Cars get backed up on Grand to turn left onto Capitol Street and is hard with oncoming traffic
- Address Street Access Management: Multiple suggestions to potentially make Capitol a one-way street in the direction from 2nd Street to Grand, allowing right-turn only onto Grand Ave
- Address Intersection Design: One idea was to make Capitol have its own turning lane onto Grand Ave so motorists can flow more easily into traffic.
- Odd wall at the corner of Capitol and Grand along vacant lot – potential to add some sort of monument or entry sign to welcome people to Eagle and advertise the entrance to Broadway
- Noticeable change in ROW at the corner of Grand and Capitol

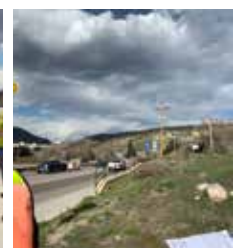


SEGMENT 1 ANALYSIS: Key Discussion Topics from Walking Tours



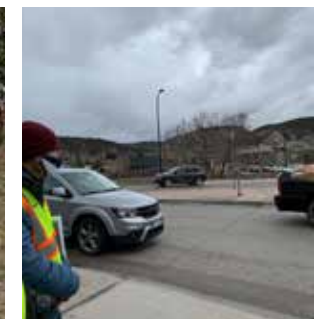
Capitol Street Vacant Lot and Varying Sidewalk Widths

- Discussion on what to do with the vacant lot sitting at the corner of Capitol – has a lot of potential to be something more, but a big challenge is ACCESS – Capitol is already very backed up, cannot put more pressure on the street, would need to come in through the back
- Varying sidewalks from small 4' by the wall, up to 6' then to 10' along the entrance to roundabout and then back to 5' at the pinch. If a second travel lane is needed along Eby Creek road, there is an opportunity to gain space by moving the retaining wall and/or changing the sidewalk design/location. To consider: at what cost? Would the current pedestrian environment and comfort felt be preserved even by moving or changing the design of the sidewalk? Would private land need to be acquired?
- Generally, people feel much safer walking here due to the large sidewalk and the railing separating them from the moving cars



East Entry Monument Opportunities

- General flow around Eby Creek roundabout works well - Worst times are around 7:45am when people want to go to school and at the 5p rush hour
- Many people come all the way to Eby Creek just to be able to go back the way they came because cannot make a left turn at some points of the day
- Only one way to cross on the far side for pedestrians and have to go all the way around, often ices up in the winter and is dangerous, has a small pinch point
- Potential to put a sign or a monument on the large wall welcoming people to Eagle – alternative would be inside the roundabout, art or sign – warning not to have “sign pollution” with too many wayfinding objects by the roundabout
- Lighting: existing lighting at the roundabout is relatively good at night, however, gets progressively worse as continue down road to Broadway



Access to the River

- Key question raised: How to access to the river by crossing on the other side of the bridge and making a connection to the existing eco trail?
- Can we go under the bridge? Maybe slide? Way to use the existing road to our advantage?
- Are there ways to use the walls e.g. make them larger on the side of the river to extend the road? Or push wall into ROW near the vacant lot to gain more space?
- There is a noticeable change in the ROW where it extends towards the river, however it is a very steep drop and working against grade which might be challenging and/or cost prohibitive



SEGMENT 1 ANALYSIS: Key Discussion Topics from Walking Tours



Alternative Routes Across the River

- Talked about alternative routes from past plans to access river and cross over to River Park
- Two alternatives have been looked at and developed, one would be using some of railroad right of way and crossing over. The other would be doing switchbacks below and being able to make a path across. Both of these options would require a more formal connection across Broadway to the other side and cooperation from private land owners and Union Pacific – think that Union Pacific could be agreeable, especially if it is phrased in way that this solution and partnership would help provide a safer, legal connection to people on foot and bicycle and it is a need the community has addressed in multiple plans



Alternative Routes North + Planning for Future Development

- Another alternative route to the river is through Ping lane and private property
- The railroad has told us we can only have the existing crossings, we may be able to move them but not add more, therefore existing ones are incredibly important
- Important that the plan has ACCESS and ALTERNATE ROUTE to the river, Broadway, and in general play a large role
- This area is slated for future development so access across Grand Ave to the railroad and beyond will be incredibly important



Pedestrian Zones and Closing Streets

- Generally, many people love the closed down 2nd Street
- The outdoor seating at Bonfire has really been a hit and there are many people who enjoy sitting outside and having a beer with friends
- Noticeable is the use of the ROW here for parking, many people are parking in the ROW on the town side, and even part of the patio for Bonfire is technically in the ROW
- Complex, skewed intersections: Wall Street, 2nd Street, and Grand Avenue create a challenging and complex intersection for all users. For example, due to the angle of Wall St. sightlines and turns are difficult for motorists. Additionally, left turns off of Grand are challenging due to sightlines and motorists speeds
- Higher motorist speeds observed: People come zooming through the area, we were almost hit by a car coming through down Wall Street in a rush to beat the traffic - angle of the intersection makes it so that cars can come speeding in, rather than taking a right hand turn and having to slow to make it
- Talk about shutting off access from Grand to these two streets, potential to completely close, or make it a right hand turn so still accessible to emergency vehicles and people who need to come in and out of Wall Street and provide more parking for Broadway



SEGMENT 1 ANALYSIS: Social Pinpoint Interactive Mapping Comments

1. There is no sidewalk on this side of the street. This makes it more difficult to access businesses on the west side of the road.
2. Crossing the street here on bike or foot is scary. People are whipping around that roundabout and not using their blinkers, so you never know when it's safe to cross. It would be a good place to have blinking lights to let cars know someone is trying to cross.
3. This is one of the hardest parts on my route to get to City Market. Would be nice to have blinkers, a bridge or something to keep bikers and pedestrians safe from cars. Lots of us have to walk/bike for post office and grocery
4. The sidewalk narrows, making pedestrian travel less comfortable. The sidewalk here is often covered in snow/ice/ gravel.
5. When going around the roundabout up to Church, this leg of the roundabout is dangerous. People do not yield as they believe everyone is going west on Highway 6. I got hit a couple of weeks ago, and on my way back from picking up my car from the repair shop, a truck pulling a camper failed to yield and I had to stop in the middle of the roundabout for him not to hit me.
6. The roundabouts need to be wider. I was traveling in this roundabout and got sideswiped by a dump truck, causing significant damage to my car (none to the dump truck and I got a ticket even though I'd passed him and he came into my lane OUTSIDE of the roundabout). The dump truck driver said it was the third time (! And I got the ticket...) he'd been in a roundabout accident because they're too narrow.
7. A stairway up the hill would be useful for access to the homes above
8. Needs to connect roundabout with a bike lane or path to the connector to the existing path that starts a bit before Moes. There is no shoulder and with traffic and a rough edge trucks especially get very close because they do not even have room to give space with the oncoming traffic.
9. There should be more traffic calming along the corridor to interrupt and/or slow the steady stream of cars coming from Gypsum and Sylvan Lake Road during peak hour traffic. It's difficult to make a RIGHT turn onto Grand Ave. from Capitol Street in particular because of sight distances.
10. Crossing Capitol here on foot or on a bike is challenging from a safety perspective.
11. In the mornings, it is often difficult to turn right onto HWY 6...there are so many cars and trucks going so fast. Sometimes people will slow down and let you in, which is nice. But, it makes for a tough morning nearly every day.
12. Make Capitol one-way (north traffic pattern) and make Broadway one-way (south traffic pattern). Even just experiment for a 6 month trial period. That way it could be determined if businesses on Broadway will be positively affected and the residents on Capitol will also be positively affected.
13. Add the railroad bridge to the National & State Historical registry.
14. Provide an alternate pedestrian/bike river crossing to the railroad bridge especially if and when the railroad becomes used again.



SEGMENT 1 ANALYSIS: Social Pinpoint Interactive Mapping Comments

15. If development occurs north of the railroad tracks require the developer to build a pedestrian underpass/bridge to connect with the Broadway commercial area to prevent US 6 and the railroad from isolating this new development from the existing town

16. If you cross the river here rather than engaging the issue of the railroad tracks, it might be possible to place a competing grocery store on this peninsula of the river. The competition would be good for the local community. It would be an aggressive political move, though. Gypsum has been more characteristically bold along those lines. Eagle hasn't. That may be, pun intended, a bridge too far.

17. Better signage about the no left turn here. Also some better lighting at night for this intersection Making Capitol one way is a good idea but the signage has to be very clear and enforced

18. Any crossings here to access the railroad bridge are technically illegal, as all properties north of the HWY are private property.

19. Crossing Broadway And Hwy 6

20. It might be interesting to design bus stop shelters that evoke the old west style small train platforms

21. Make Broadway one-way (south traffic pattern) and make Capitol one-way (north traffic pattern). Even just experiment for a 6 month trial period. That way it could be determined if businesses on Broadway will be positively affected and the residents on Capitol will also be positively affected.

22. Preserve historic buildings on Broadway and throughout downtown, Use Downtown Development Authority to incentivize restoration of historic properties in town. Focus redevelopment on Grand Ave

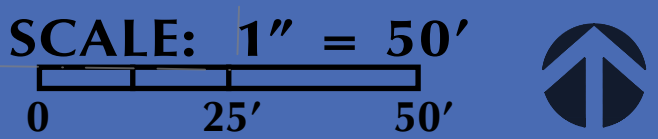
23. Possibility for a pedestrian only street on second street between the US6 or the alley and Broadway as a passenger gateway to downtown when arriving by rail or transit, good example of this is Oak Street Plaza in fort Collins

24. Planning for access and available utilities for the development of the on-river land sites are important for future development of the properties. Not planning for this will cause problems for any future connection between downtown and the river.



SEGMENT 2 ANALYSIS

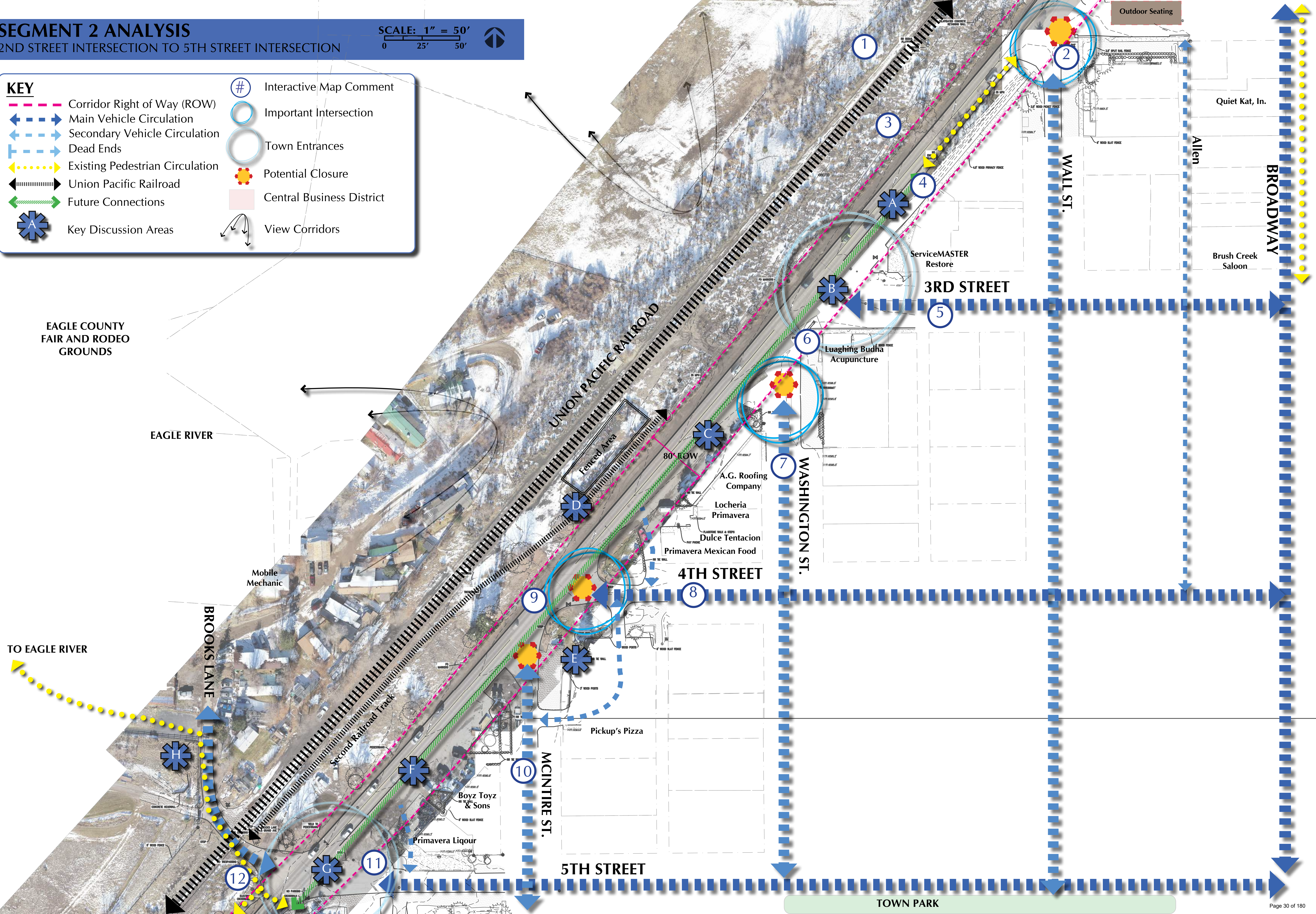
2ND STREET INTERSECTION TO 5TH STREET INTERSECTION



KEY

	Corridor Right of Way (ROW)		Interactive Map Comment
	Main Vehicle Circulation		Important Intersection
	Secondary Vehicle Circulation		Town Entrances
	Dead Ends		Potential Closure
	Existing Pedestrian Circulation		Central Business District
	Union Pacific Railroad		View Corridors
	Future Connections		
	Key Discussion Areas		

TOWN OF EAGLE GRAND AVENUE CORRIDOR PLAN STUDY



SEGMENT 2 ANALYSIS: Key Discussion Topics from Walking Tours



Missing Sidewalks:

- There is a sidewalk shortly from the corner of Broadway and Wall Street but it ends abruptly as approach the cleaning store – some remnants of a sidewalk in the asphalt, but it is just a sea of concrete
- Neighboring building hugs the sidewalk, but no “eyes on the street” with the back of the building, so unsafe feeling due to a blank wall and limited or non existent glassing, which helps to create the feeling of being watched over
- Sidewalk detached with a green buffer with drainage, provides an example of what a landscape zone (e.g. rain garden) could look like along Grand Avenue



3rd Street. Intersection

- 3rd Street, Washington Street, and Grand Ave intersection is a complex, skewed intersection.
- Key observations include:
 - a huge sea of asphalt
 - important connector to key destinations (schools, emergency service, Broadway...)
 - opportunity for a gateway
 - opportunity for a roundabout
 - skewed intersection that suggests closure of Washington Street to Grand Ave
 - dangerous, potential crashes as people coming out of Washington do not see people at 3rd
- Need to identify the character of Grand Ave. Key discussion points included:
 - what types of businesses do we want to have on Grand Ave?
 - do we want drive throughs or mom and pops? A bit of both?
 - aesthetics matter a lot, currently not a great first impression coming into town, trash, and debris
 - opportunity to clean up side streets for more desirable parking, ROW on side streets = Grand's



Companies Using the ROW for Own Use

- Obstacles and conflicts to walking: Walking along road to A.G. Roofing is a bit scary, no sidewalk and participants noted that certain cars will veer aggressively left to beat the traffic and park along road
- Companies are using the ROW to park and place their own products. Some planters are all the way up to the ROW. General consensus that this looks trashy and not appealing as a main thoroughfare
- What companies do we want along Grand Avenue?
- Access control: the only way that the business is able to park their vehicles here, is because there is no access control funneling cars from Grand Ave through a driveway, the large span of asphalt lets anyone come from any angle off of Grand Ave and park in front of their shop, chaotic and dangerous for people walking

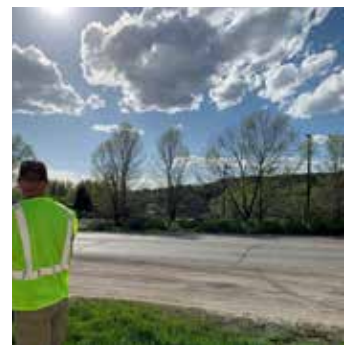


SEGMENT 2 ANALYSIS: Key Discussion Topics from Walking Tours



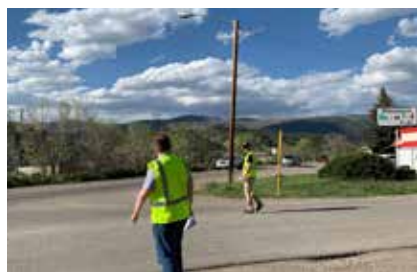
Railroad ROW

- Noticed an enclosed area on opposite side of Grand Ave – participants brought up maybe being able to barter with the Railroad for more space on that side of the road since Grand Ave is pushed up to the north side of the ROW and little space on the railroad side
- Saw a second pair of tracks appear and disappear probably from old train station, begs question if they need all the space?



Awkward Intersections

- The 4th Street and McIntire intersection is an awkward one where people will pull up waiting to go left from 4th street and go right from McIntire creating a dangerous, high potential for accidents.
- Participant Idea is to close 4th Street and make it a property that can sell off
- McIntire generally not very used except when people come speeding in right off of Grand Ave – when coming from Eby Creek trying to turn left, they cause a backup as try to turn against oncoming traffic
- All the properties on the road, i.e. Pickup's Pizza, etc. can access their businesses from side streets – witnessed someone not wanting to stand in line at 4th street cut through the Pickup Pizza parking lot to cut onto McIntire
- Potential to close down these roads and make it a single right turn area not accessible to or from Grand Ave.
- Area is quite dirty, and could use some cleaning up and beautification, opportunities to have more side street parking, but would need to make it clear and more appealing to others coming in



Parking in the ROW

- Boyz and Toyz uses the ROW to park many of their vehicles (cars and 4x4s), planters are in the ROW – area needs ACCESS management and control
- Sea of pavement, no sidewalk available, many people flying down Grand Ave, generally do not feel safe
- The liquor store has parking but it is NOT in the ROW, however the only way they can have so many parking spots is because there is no access control and anyone can pull into the parking lot and park there – good example of parking, BUT would need more control
- Witnessed woman go to liquor store then drive against traffic to the stop sign and turn left out of liquor store onto 5th street, barely avoiding a collision with someone who turned right off of Grand Ave



SEGMENT 2 ANALYSIS: Key Discussion Topics from Walking Tours



5th Street Intersection

- Vital intersection in town, leads into downtown, connects to Capitol and the rest of neighborhoods, and is a key connection point across to the Eco Trail and the river - MUST keep open
- Generally, very little access control, very hard to turn left out of the road, people get backed up along 5th Street, and similar issue turning left from Grand Ave onto 5th Street where people get backed up
- Key area where people can cross over to the north side of Highway 6 to the pedestrian and bike path, as well as, access the river via Brooks Lane.
- There is a need for higher visibility crosswalk markings and features that help promote motorist yielding behavior. While there is the presence of a Rectangular Rapid Flash Beacon (RRFB) to help with crosswalk visibility, due to faded crosswalk markings and higher motorist speeds people shared that motorists do not always stop when a pedestrian is present and people often have to run across
- Generally, not useful to cross onto the north side despite Eco Trail. We saw multiple bikers and walkers on the south side go against traffic to get to Moe's and businesses beyond. We also witnessed bikers hugging south side along with traffic going up Grand Ave along the portion next to Moe's rather than use the Eco Trail
- Across Grand near Brooks Lane, off a little circle turnout owned by the railroad, there is a noticeable change in the ROW as the easement the Eco Trail has from the railroad for a 100' ROW disappears, and the ROW goes back to the normal alignment of 80'. At this point, the road shifts north once more to be right next to the railroad ROW



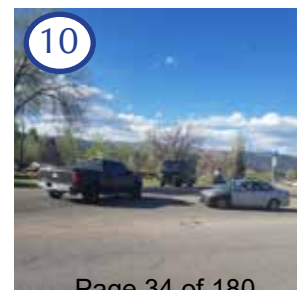
River Connections

- Brooks Lane is one of the only existing ways to cross the river for pedestrians and cyclists
- There is poor signage and almost no one will notice that the crossing is there, have to know where to go
- Opportunities to increase signage and formalize access to the river as an interim solution



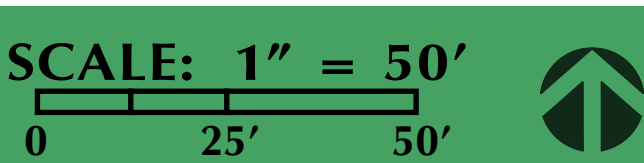
SEGMENT 2 ANALYSIS: Social Pinpoint Interactive Mapping Comments

1. I think a bypass for traffic that should avoid town should run on this side of the railroad tracks. Depending upon the cost, it could run over the tracks. A signal could be set up for future train use. The tracks might be brought back into use. It would be wrong to build a road that crosses over them without including a gated signal. Alternatively, it may be cheaper to tunnel under the land on the town side of the railroad bridge. That drops in grade without having to mess w/ the existing bridge.
2. It might make sense to close off this street at Grand Ave with the goal of making safer, more traditional, and less complex intersections.
3. Future rail station between Third and Second Street.
4. Walking path along the highway from 2nd street to King rd would be nice.
5. This should be the primary entrance point to Broadway from Grand Ave. It's a wide street with developed parking that leads to the heart of downtown.
6. This intersection is a kamakazi mission in the mornings. When my daughter went to Mountain Tots, I would literally pray every morning that I could safely turn right onto Hwy 6. With the odd intersection and with people trying to turn left from the other street, in addition to intense traffic on Hwy 6, it felt incredibly unsafe.
7. It might make sense to close off this street at Grand Ave with the goal of making safer, more traditional, and less complex intersections.
8. This whole intersection can be closed. Abandoning the last block of 4th St, and adding a building here in the former right of way would give the abutting residential neighborhood a quieter feel isolated from the bustle of Grand Ave. Selling the lot would also raise funds for the development project.
9. On 5th Street, 4th Street, and 3rd Street, the ability to turn left from Westbound Grand Ave and entering onto Westbound Grand Ave should be made easier and safer.
10. It might make sense to close off this street at Grand Ave with the goal of making safer, more traditional, and less complex intersections.
11. This intersection needs some traffic control. There are times it takes as long as 10 minutes to turn left from 5th to Grand. Some turn lanes and/ or traffic control devices would help. Please do not put a roundabout at this already very dangerous intersection. A roundabout will just make people speed more and not pay attention to the people and bikes in this area. Bikes, pedestrians and speeding cars don't mix and that is what you have at this intersection. Very dangerous!
12. Extending this path all the way would be a great opportunity



SEGMENT 3 ANALYSIS

5TH STREET INTERSECTION TO THE SYLVAN LAKE ROUNDABOUT

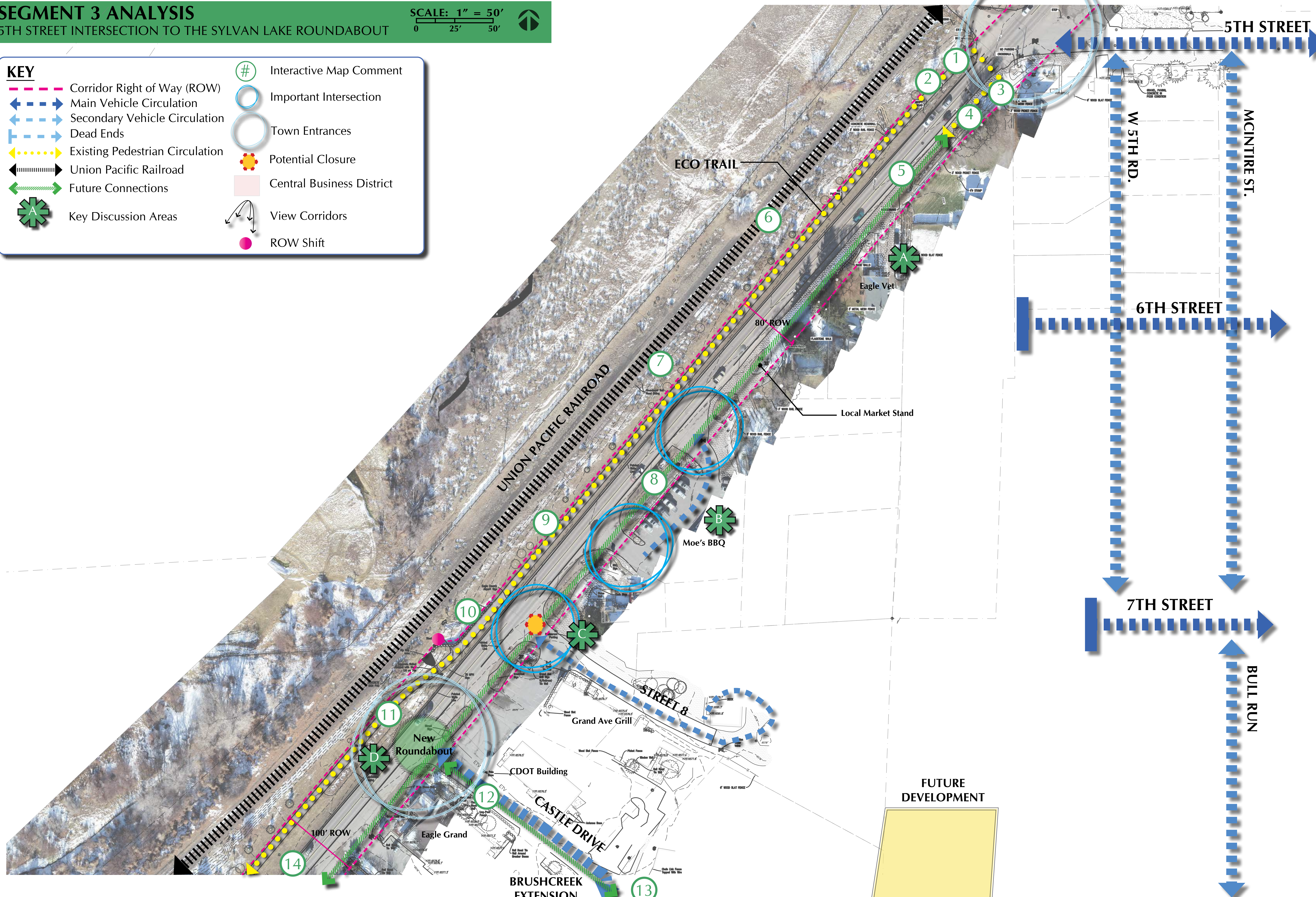


TOWN OF EAGLE GRAND AVENUE CORRIDOR PLAN STUDY

KEY

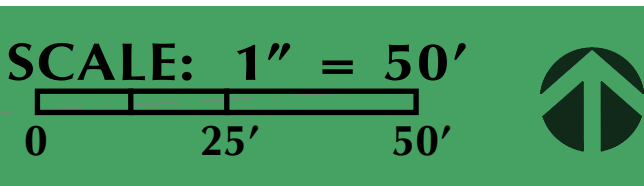
- Corridor Right of Way (ROW)
- Main Vehicle Circulation
- Secondary Vehicle Circulation
- Dead Ends
- Existing Pedestrian Circulation
- Union Pacific Railroad
- Future Connections
- Key Discussion Areas

- Interactive Map Comment
- Important Intersection
- Town Entrances
- Potential Closure
- Central Business District
- View Corridors
- ROW Shift



SEGMENT 3 ANALYSIS

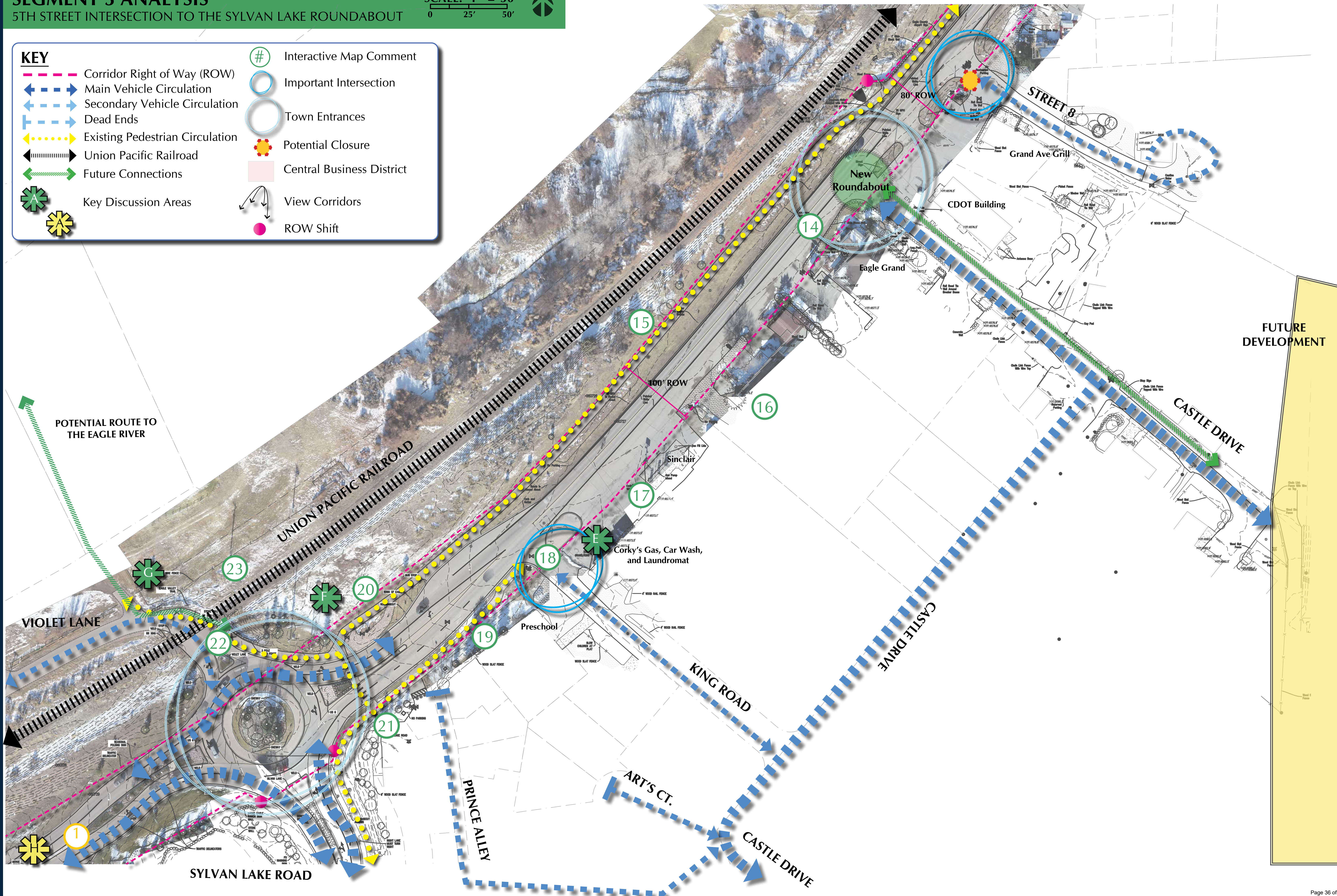
5TH STREET INTERSECTION TO THE SYLVAN LAKE ROUNDABOUT



KEY

	Corridor Right of Way (ROW)		Interactive Map Comment
	Main Vehicle Circulation		Important Intersection
	Secondary Vehicle Circulation		Town Entrances
	Dead Ends		Potential Closure
	Existing Pedestrian Circulation		Central Business District
	Union Pacific Railroad		View Corridors
	Future Connections		ROW Shift
	Key Discussion Areas		

TOWN OF EAGLE GRAND AVENUE CORRIDOR PLAN STUDY



SEGMENT 3 ANALYSIS: Key Discussion Topics from Walking Tours



Parking along the Corridor

- Outside of the Eagle Vet, people parallel park in the ROW
- There is little space between the sidewalk and the property line
- Witnessed people walking and biking against traffic
- Do we want parking along Grand Ave? If so what type and where?
- Does parking style vary between and/or within segments?



Access Management by Moe's BBQ

- It is very hard to turn left out from Moe's – often have to wait a long time just to turn during rush hour
- Example of scary access management area where multiple driveways exist that are overly wide and angled, allowing for high-speed entry
- There is a small pull out where a pop-up farmer's market occurs. Consider the local impact changes may make; keep the local feel while helping make things safer



Awkward Intersections with Potential to Close

- The street between the Grand Ave Frill and by Moe's is accessible by other roads, which has potential to be closed since there are many ways to get around to it
- The pull-in area by the Grand Ave Grill was allowed during COVID, but may need to be reorganized as it is not ok now



Brush Creek Road Extension

- A new roundabout is proposed along Capitol Street near the CDOT office building and the Grand Hotel
- During walks we went and looked at where the roundabout is proposed to be
- Talked about having a median in the middle of the road that comes from the roundabout



SEGMENT 3 ANALYSIS: Key Discussion Topics from Walking Tours



ROW encroachment and Safety

- Corky's is an establishment in Eagle, he has been here for a long time, he joined in a walk
- Corky's Gas station property has no sidewalks, people feel very unsafe walking here. There is a preschool on the other side of the road and no one usually uses Grand to get there, they will take the back roads to stay safe
- Right turns from Grand Ave to the preschool are dangerous because of the proximity of the merge lane that occurs on this leg of the roundabout



Crosswalks, Connections and Safety

- The crosswalk is very important to connect the two sides of Grand Avenue
- People usually don't feel safe walking across the crosswalk, flashing lights may be better to make it safe, motorists often cannot see people walking from the west. Potential reasons include: (i) geometry of the roundabout encourages higher exit/entry speeds and (ii) complexity with it being a double lane roundabout and thus more crossing distance and multiple lanes of traffic to watch for
- Participant pointed out that the landscaping is often not pruned. This can make it hard for motorists to see pedestrians and cyclists
- Trucks go super speed through the roundabout often going over the curbs – dangerous, if they drive it often enough they know how to go fastest through
- The Eco Trail is nice, but people usually use the south side of the road rather than crossing to the north side. This is due to a number of reasons including: that the trail is broken and not continuous, people do not feel safe crossing the roundabout or at 5th street to access the trails, it is generally more convenient to always walk along the south side since it is closer to businesses and neighborhoods
- There is nice landscaping along the Eco Trail, an easement from the railroad allows there to be landscaping



Connection to River Park

- Violet lane could potentially have a connection to the river park here
- Would need to talk with property owners about access to the other side, provides another connection across, maybe will help relieve some of the traffic if can go all the way across



Gateway Opportunities

- Heading in from the West, toward the roundabout, has the potential for a sign or piece of art that people can see and realize that they have arrived in Eagle
- Opportunities for wayfinding
- Past this it is never very comfortable for pedestrians to walk, and the bike path is separate and goes under a bridge on the other side
- Many people pick up speed as exit out of town



SEGMENT 2 ANALYSIS: Social Pinpoint Interactive Mapping Comments

1. Great opportunity to improve pedestrian and bike access and safe crossing.
2. ECO trail end. Would be nice to have this continue on to connect to the trail to the east.
3. This intersection is a nexus of all modes of movement (walking, biking, traffic, buses, etc.). This person represents the connection that is needed at this point for both the north and south sides of Grand Avenue into town along 5th street and the importance to make this a safe and easy way for pedestrians to move at this intersection.
4. This is an incredibly dangerous place to cross, especially at night. It brings to light the importance/need of finding safer approaches to crossing Grand Ave. If you are not from this area (as many are not coming from the airport or Gypsum), you may not even notice the crosswalk and flashing lights, but a person may be crossing. At the normal speeds of 40mph+ often on this road, it is unsafe for pedestrians to cross here, or anywhere along the corridor. consider elevated bridges.
5. If space allows, consider adding an extra driving lane both directions
6. Is there a way to purchase land from Union Pacific along the north side of the highway? There have been previous discussions with UP about this and there has never been a purchase. This could be an option to get more space through the corridor that should be explored.
7. I've found it frightening to bike along Grand Ave, but there is no other way to get to Grand Ave grill and Moes by bike. Love those milk shakes!
8. It would be helpful if this map showed the limits of right-of-way
9. A sidewalk/bike path along this section would be helpful. Then, people could safely walk or ride to Moe's or Grand Avenue Chill from town.
10. Grand avenue should become two roads. One has the business access and a sidewalk on one side. The other should be dedicated to thru traffic (HWY 6). Both of the roads should connect in only one point by a round about where the current crosswalk is. Between the two roads should be a concrete barrier with trees and flowers.
11. This is where the bypass needs to be built by Haymeadow. Pressure should be leveraged by the town to complete this ASAP - the community needs the "third" entrance to the Brush Creek Valley and this would improve West Eagle too.
12. I can attest to the need for a left turn lane along this corridor. I need to turn left to go to my home on Castle drive around 5:10pm every weeknight, and it takes forever. It is also very dangerous. Two years ago, while waiting to make this turn, I was rear ended and my car was totaled. Luckily I was uninjured. Cars are always going around me on the right (onto the grass) to get past me while I wait to turn so maybe there should be some signage to prevent this from occurring.
13. This area seems to have the most opportunity for redevelopment. Consider working a deal to transfer development rights from Haymeadow to the Grand Ave corridor to get more density here in town at more affordable prices using existing infrastructure and preserve ranch land outside of town.
14. Needs left turn lanes and medians to control access! Traffic can substantially backup during peak hour due to left turns throughout the corridor, but particularly in this area.



SEGMENT 3 ANALYSIS: Social Pinpoint Interactive Mapping Comments

15. Rarely ever see bikes or pedestrians on the ECO Trail. It would be more useful on this side of the street if there were other places to safely cross to get to businesses such as Moe's and Grand Avenue Grill, and there is no consistent or safe pedestrian/bicycle path on the south side.
16. Properties along this segment should be accessed from Castle Drive, etc. to minimize conflict points on Grand Ave. corridor. This could create opportunities for more on street parking. In general, the commercial properties along the corridor are poorly utilized and under capitalizing on the traffic volumes that the corridor sees. It would be nice to see some of the elements of the West Eagle Area Plan incorporated here.
17. Biking and pedestrian should be on this side.
18. Speed limit should be lowered after exiting the Sylvan Lake Roundabout.
19. This bus stop is terribly located. The bus has to block traffic flow just as it is exiting the roundabout
20. It might be interesting to design bus stop shelters that evoke the old west style small train platforms.
21. This crosswalk needs further development. Flashing markers to inform motorists of a crossing there would help. I am always afraid of causing an accident here when crossing at this crosswalk
22. Could Sylvan Lake Road someday be extended to a fairgrounds interstate exit to reduce traffic on Grand Ave and Eby Creek Road, provide direct access to the Brush Creek Valley and lessen the bottleneck at the Eby Creek Road and US 6 roundabout? Maybe this could be an alternative to the unbuilt airport exit.
23. A bypass, as per my other comment, would rejoin the road here. Traffic that needed to get to and from the airport, wanting to avoid Eagle, could take the bypass. Traffic coming out of Eagle Ranch could take the bypass. Then, it might be possible to still make a right hand turn from some of those streets that so many people want closed off. The bypass would, also, blend in well with any new exits, and their infrastructure, should they come along.



SEGMENT 4 ANALYSIS: Social Pinpoint Interactive Mapping Comments

Due to concerns about safety along Segment 4 of the Corridor (from Sylvan Lake Roundabout to the western edge of town) we did not walk this area, but rather included the roundabout in our Segment 3 walks.

Though we did not walk it, Segment 4 plays an undeniably crucial role in this project as a western gateway into town that welcomes people, especially those coming from the airport. Segment 4 is characterized by several fundamental things: the Sylvan Lake Road roundabout, tall fill slopes along both sides of the roadway on approaches to the bridge over Brush Creek and turn lanes that have been proposed for the Hockett Gulch development parcel. These are key elements that we will be looking at as we progress into the designing aspects of the project in Phase 2.

1. There should be an entry monument. I like the idea of a large ranch gate spanning the road announcing the arrival to our town.

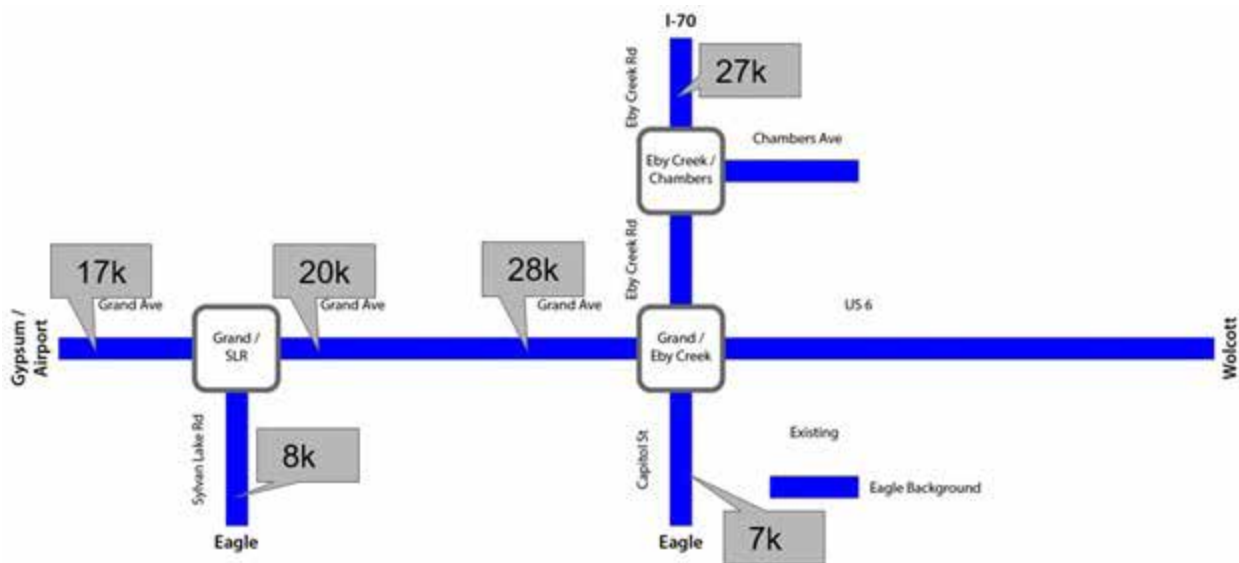


GRAND AVENUE: Traffic Data Collection

- McDowell Engineering collected peak hour turning movement counts at three roundabout locations in December 2020 to help inform traffic trends and augment the Town's major traffic data collection effort in December 2018. identified:
 - 10-14% traffic decrease due to COVID-19
 - 40% of Eagle traffic is staying within Eagle
 - 40% of Eagle traffic is travelling to the Chambers or I-70 area
 - 20% of Eagle traffic is travelling to/from west of the Sylvan Lake Roundabout/Gypsum
 - Traffic from west of the Sylvan Lake Roundabout/Gypsum makes up approximately two-thirds of Grand Avenue traffic at the Sylvan Lake Road roundabout
 - Traffic from west of the Sylvan Lake Roundabout/Gypsum makes up approximately 25% of traffic at the Chambers/I-70 Area

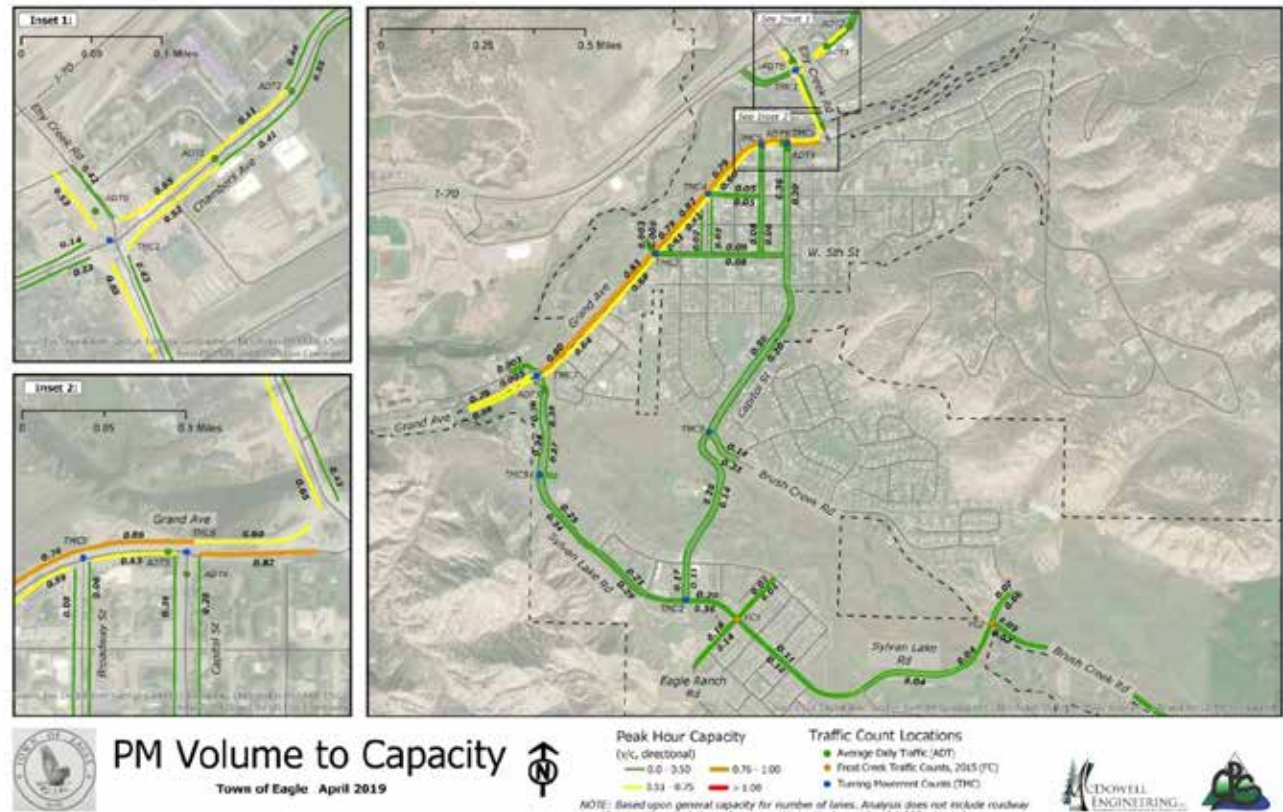
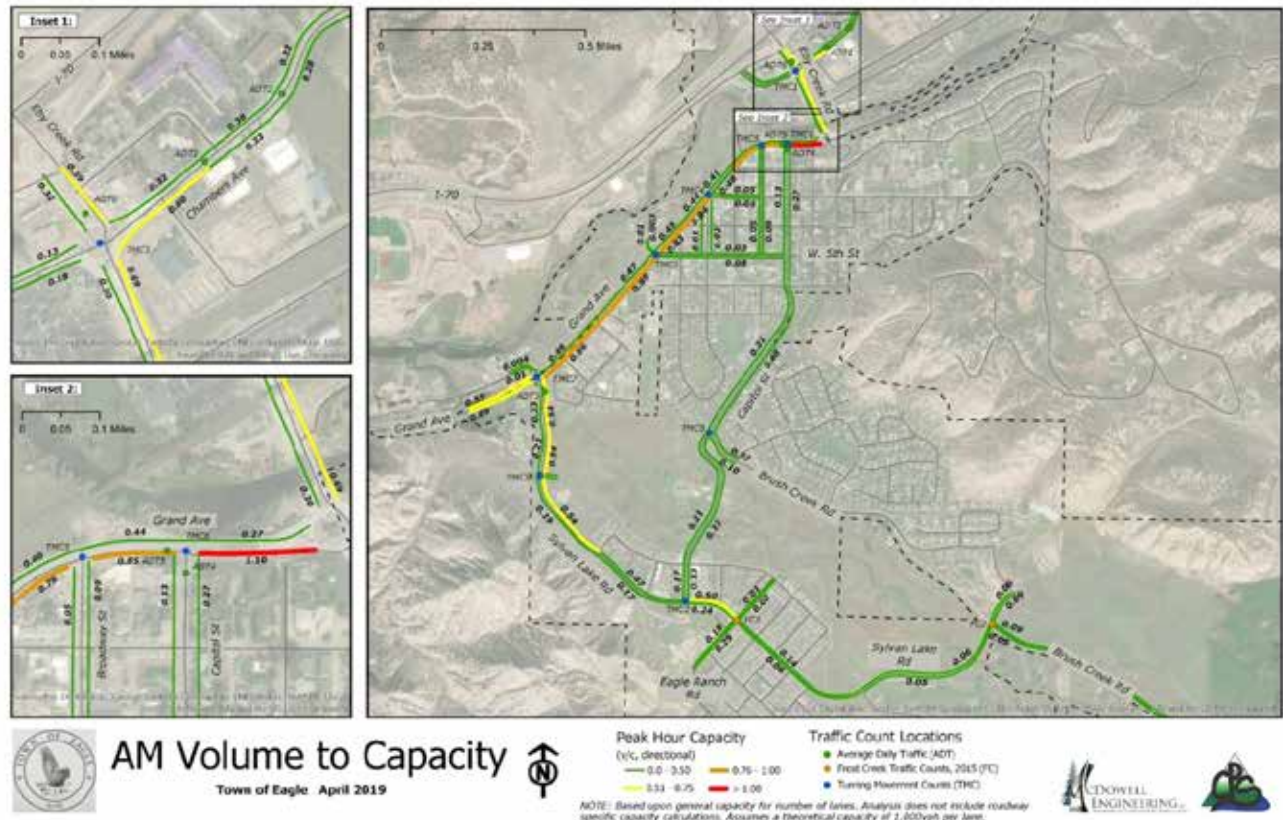
This Year 2020 data has been seasonally adjusted from the December counts

2020 Daily Vehicular Traffic (vpd)



GRAND AVENUE: Traffic Data Collection

The current volumes relative to the theoretical roadway capacities were mapped in GIS.
 < < Available as a High-Resolution pdf if necessary. > >



GRAND AVENUE: Town of Eagle's Current Transportation History/Guidance/Regulation

- **US Highway 6 Devolution:** This project is possible because the Town took over ownership of US 6 in 2016. CDOT gave the Town \$1.6M for the 1.6-mile stretch. Grand Avenue is no longer a CDOT highway. Therefore, the Town's design standards can apply to the corridor as opposed to CDOT's highway standards.



- **No Transportation Master Plan:** The Town of Eagle does not have a current Transportation Master Plan (TMP). A TMP is used to set transportation policy for the Town. A TMP identifies necessary short-term and long-term improvements to accommodate the anticipated growth.
- **Town of Eagle Land Use Code:** The Code requires new developments to meet adequate facility standards. For traffic operations, this is set at a HCM Level of Service C or better. This is a more rigorous standard than most municipalities use



Level A

Level B

Level C

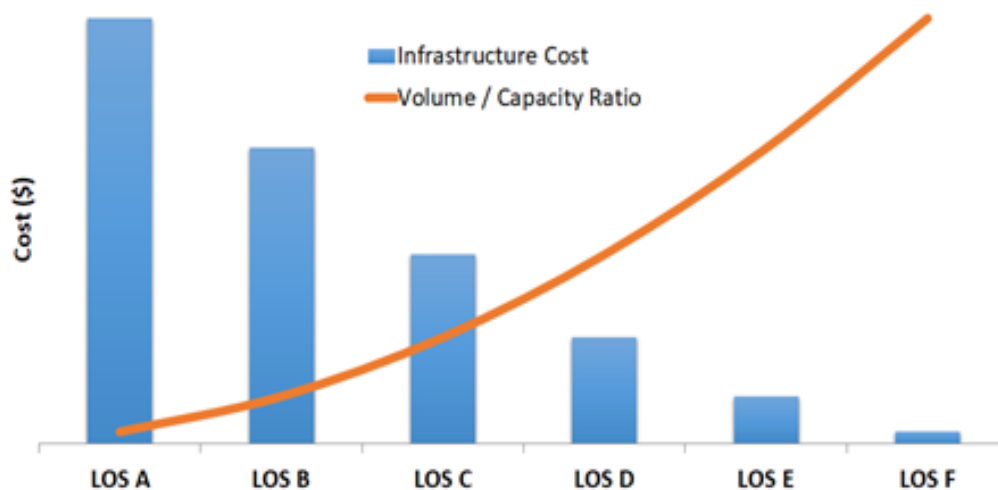


Level D

Level E

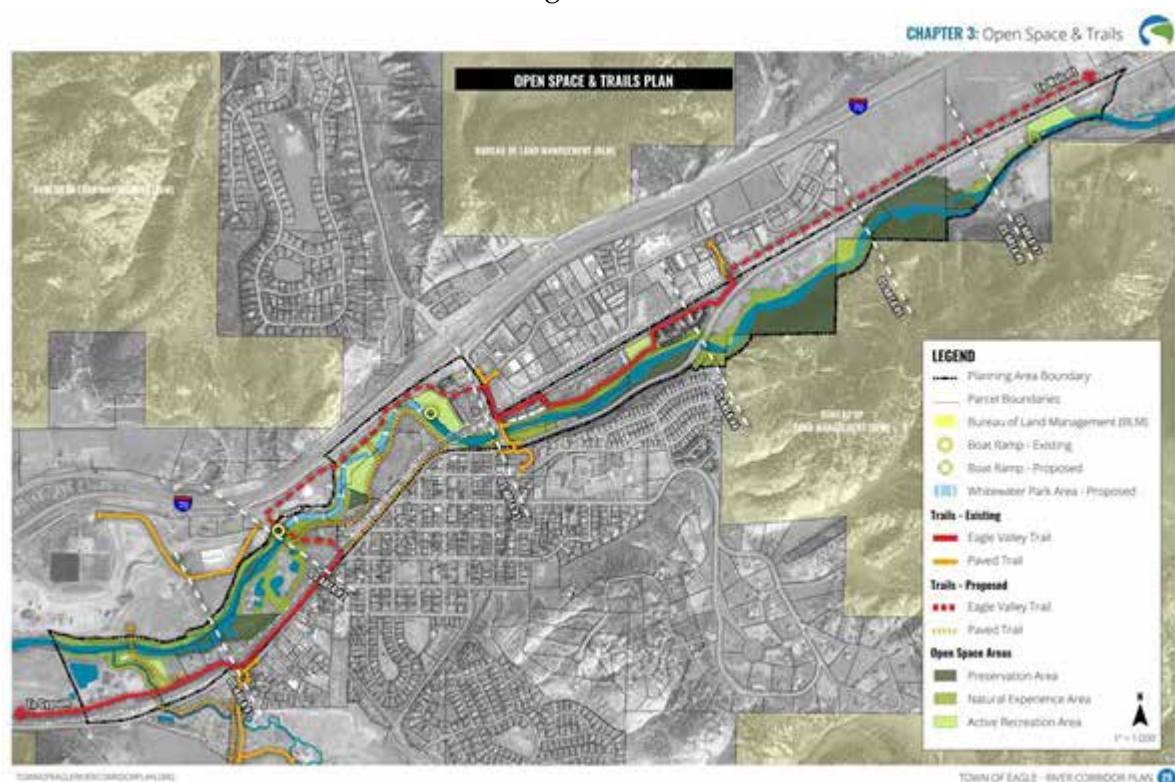
Level F

- A higher level of service requirement generally requires more infrastructure and related cost.



GRAND AVENUE: Town of Eagle's Current Transportation History/Guidance/Regulation

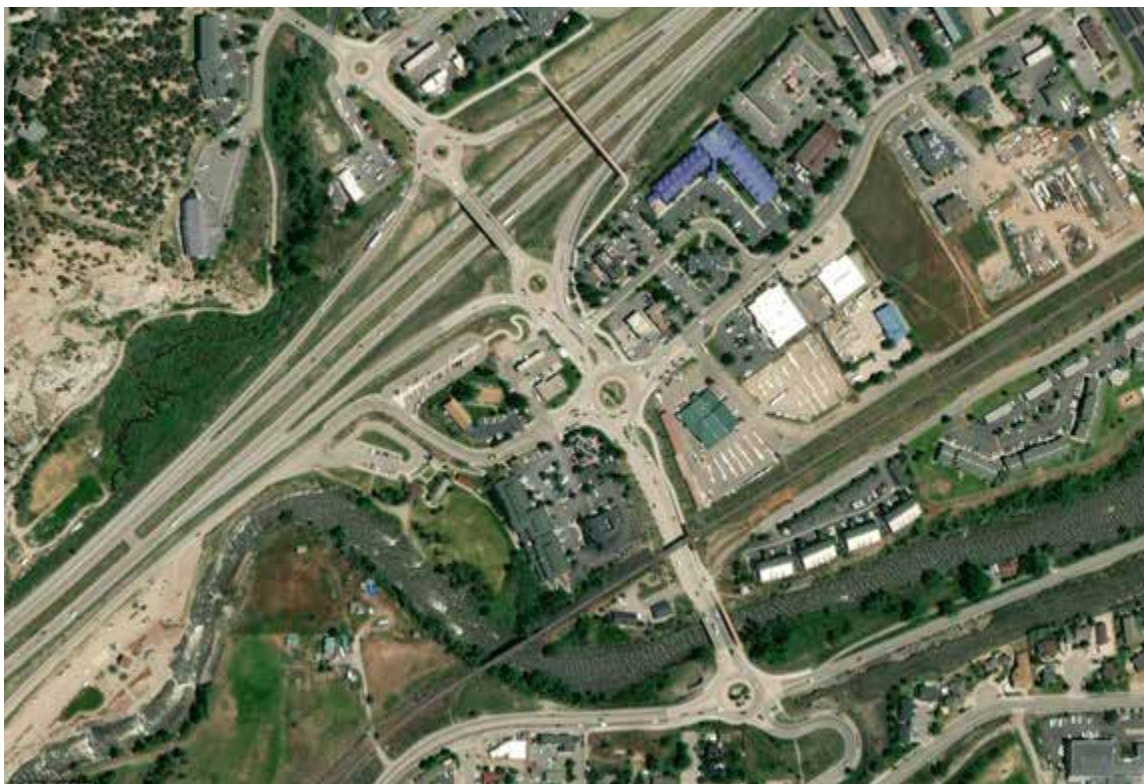
- 2020 Elevate Eagle Comprehensive Plan:** The Town of Eagle's Comprehensive Plan identifies multiple traffic/transportation-related goals.
 - Goal 1-2: Expand and Diversify the Town's Economic Opportunities
 - Goal 2-4: Connect Neighborhoods Through a Walkable and Trail-Oriented Environment
 - Goal 3-3: Maintain the Incredible Trails. Find Opportunities for Expansion and Connections
 - Goal 4-3: Support and Demonstrate Sustainability
 - Goal 5-1: Expand our Public Transportation Network and Options
 - Goal 5-2: Improve Vehicular Traffic Circulation
 - Goal 5-3: Expand Safe & Convenient Pedestrian and Bicycle Circulation
 - Goal 5-4: Provide Equitable and Sustainable Public Services and Infrastructure
 - Goal 5-5: Use Technology to Further Connect the Community and Become More Efficient, Sustainable, and Improve Quality of Life
- Subarea Plans:** The key multimodal transportation connections identified in the River Corridor Plan, West Eagle Subarea Plan, and Brush Creek Road Extension Analysis have been incorporated into the Grand Avenue Corridor Plan's traffic modeling.



- Climate Action Collaborative:** The Town of Eagle is a member of Eagle County's Climate Action Collaborative. The Collaborative has identified a goal of reducing greenhouse gas emissions.



- **Historic Eby Creek Road Corridor Design:** CDOT and the Town of Eagle constructed improvements to the Eby Creek Road corridor in 2014. This design assumed a future interchange(s) to reduce traffic flow through the corridor. Therefore, the US 6 and Eby Creek Road roundabout is not designed to accommodate long-term traffic growth. This decision was made due to topographic and adjacent parcel constraints at the intersection. An additional I-70 connection(s) would be required to accommodate future traffic growth.

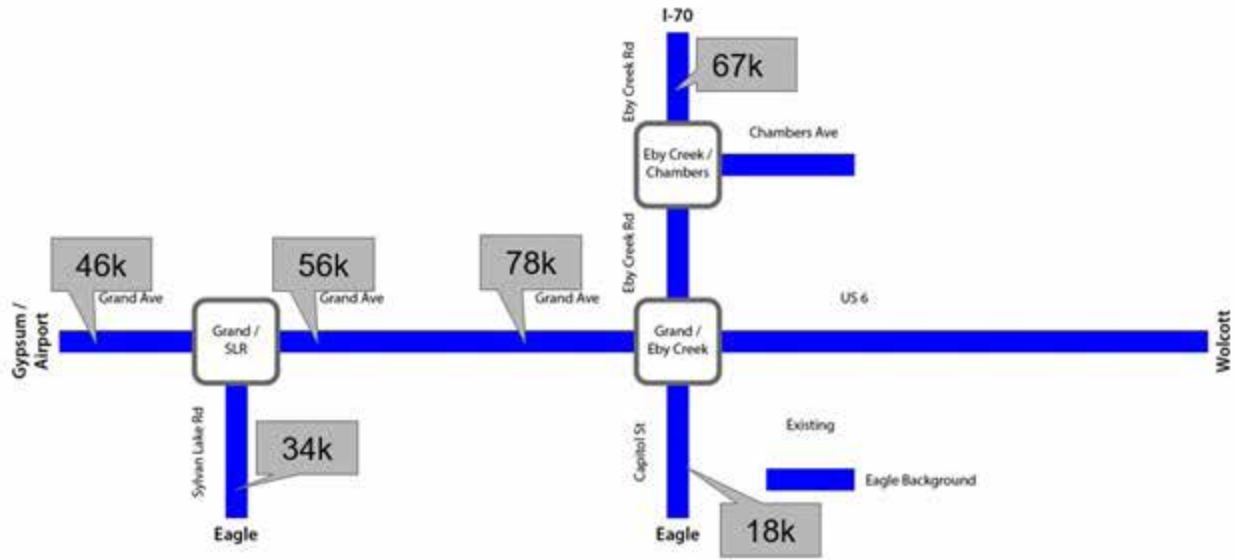
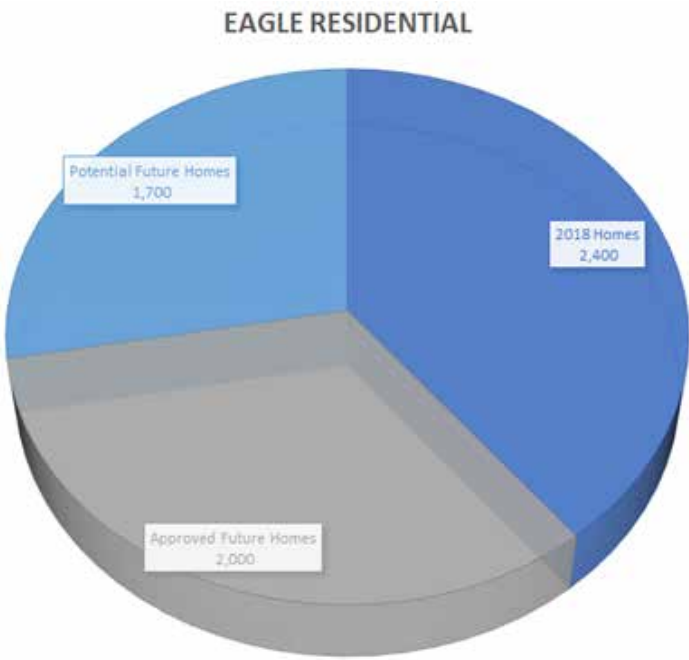


- **Railroad Requirements:** The design team began preliminary conversations with the Union Pacific Railroad and the Colorado Public Utilities Commission (PUC), the agency approving railroad crossings. There are currently three railroad crossings on the Grand Avenue Corridor: Ping Lane, Brooks Lane, and Violet Lane.
 - The Union Pacific line through the Town of Eagle is classified as an active rail line.
 - The PUC will allow the three existing railroad crossings to remain.
 - The Town cannot add additional vehicular railroad crossings.
 - The PUC would allow for the existing railroad crossings to be shifted if necessary.
 - The crossings will require new permits and upgrades as each access is improved or traffic is added to the crossing.
 - Pedestrian crossings could be added. They would need to be grade-separated.
 - The status of restarting rail operations on the line from Leadville to Wolcott is currently unknown. According to the PUC, there are many barriers and if the line is reactivated, operations would likely take 10+ years for permitting, track repair, etc.
 - Right of Way (ROW) acquisition from the railroad is a long and difficult process. The Town has completed this process before for construction of the Sylvan Lake Road roundabout. This would likely be an arduous three-year process.
 - The Town of Eagle currently has a maintenance agreement that allows for simple landscaping and clean up within the railroad ROW.



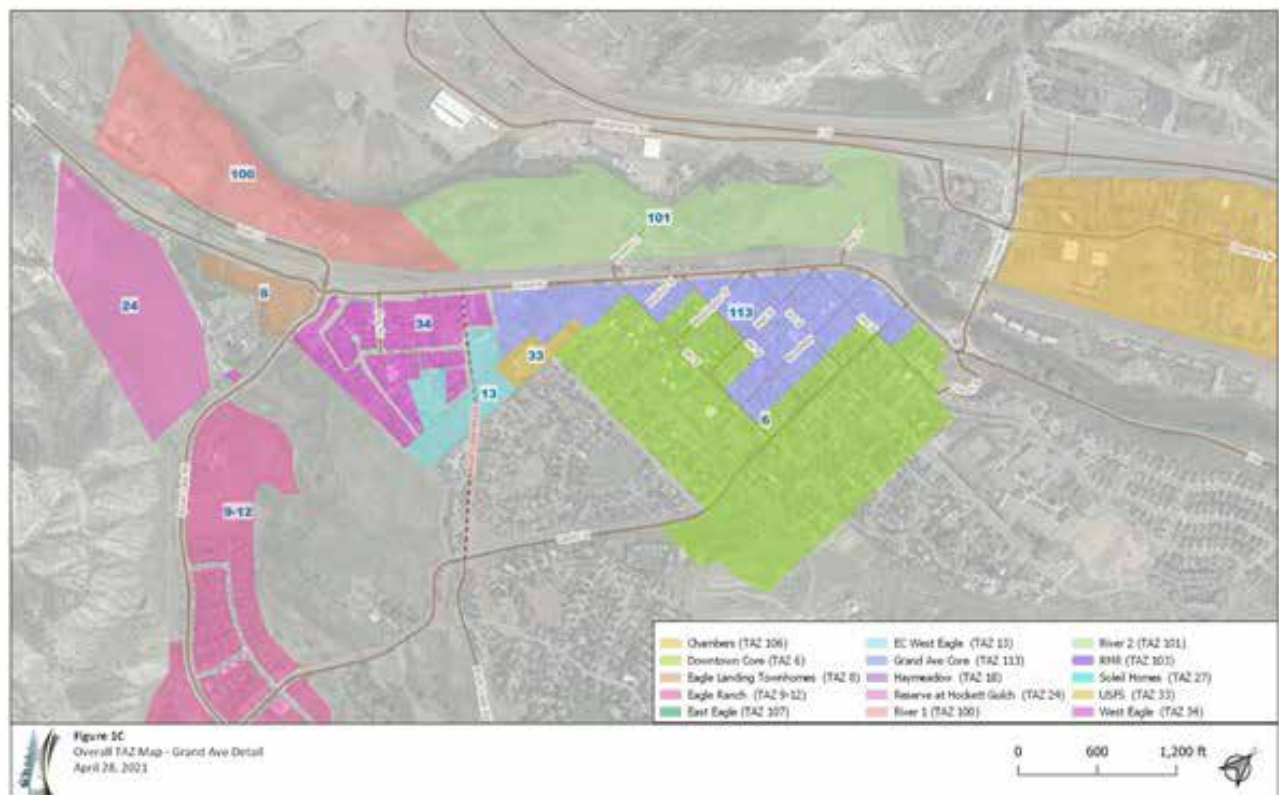
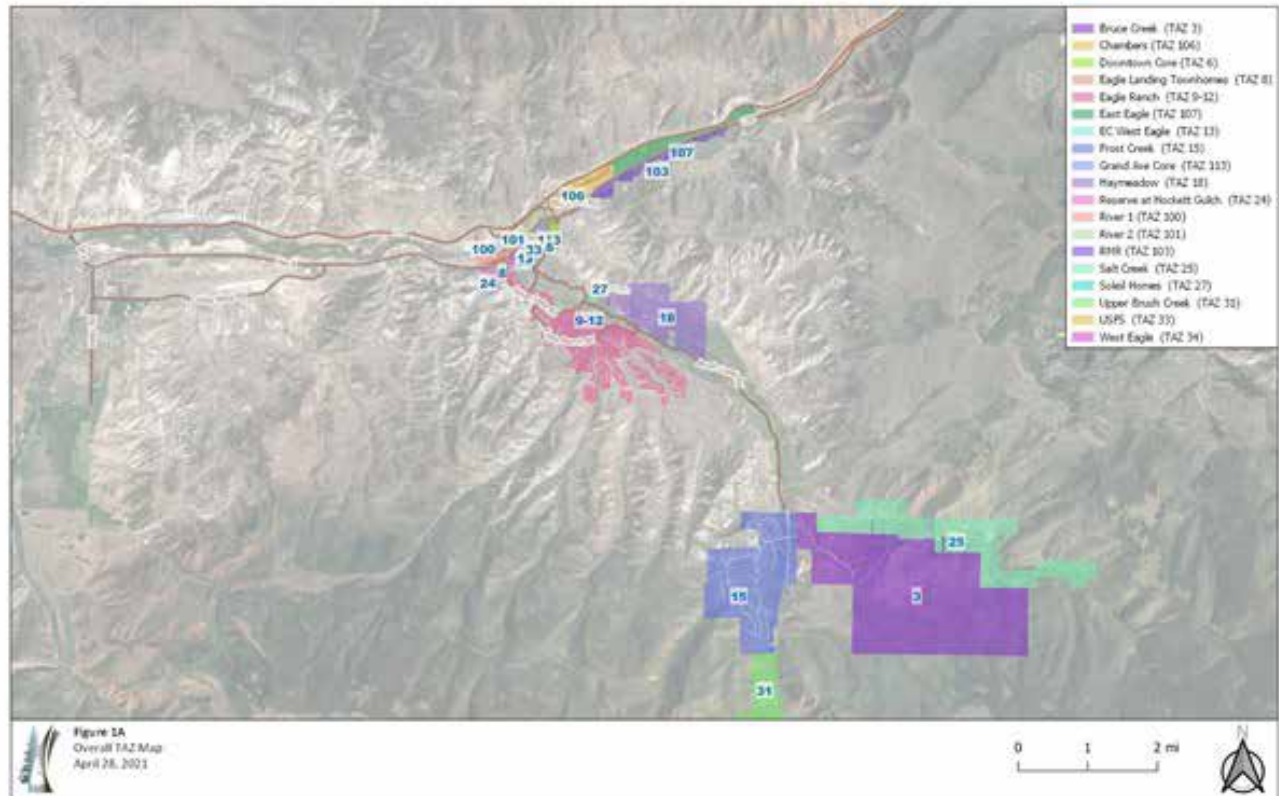
GRAND AVENUE: Base Traffic Modeling for the Corridor

- McDowell Engineering has prepared base traffic modeling for the Grand Avenue Corridor. This modelling was based upon:
 - The Town’s comprehensive December 2018 traffic data with a seasonal adjustment factor to bring it to a peak traffic month equivalent,
 - Approved development projects within the Town of Eagle and other areas contributory to the Grand Avenue Corridor,
 - Future land use assumptions from the Town’s Subarea Plans or Zoning,
 - Additional guidance from the Town of Eagle Community Development Director, Public Works Director, and Town Engineer on parcels not covered by any of the above, or parcels that are considered underdeveloped and may redevelop in the future,
 - (If an area was considered already built out, it was not included in the future growth model as this traffic was captured in our traffic data collection efforts. Only new traffic was reflected in the TAZ analysis.),
 - Gypsum’s anticipated growth projections as provided by the Gypsum Community Development Director.
- The traffic model is looking at buildout conditions. The buildout timeframe is dependent upon the economy. This could be anywhere from 20 years to 100+ years.
- Travel demand does not equal vehicle trips. Travel demand can be influenced by multimodal reductions, shared trips to multiple destinations, people working from home, and other means of people choosing to change their travel patterns.



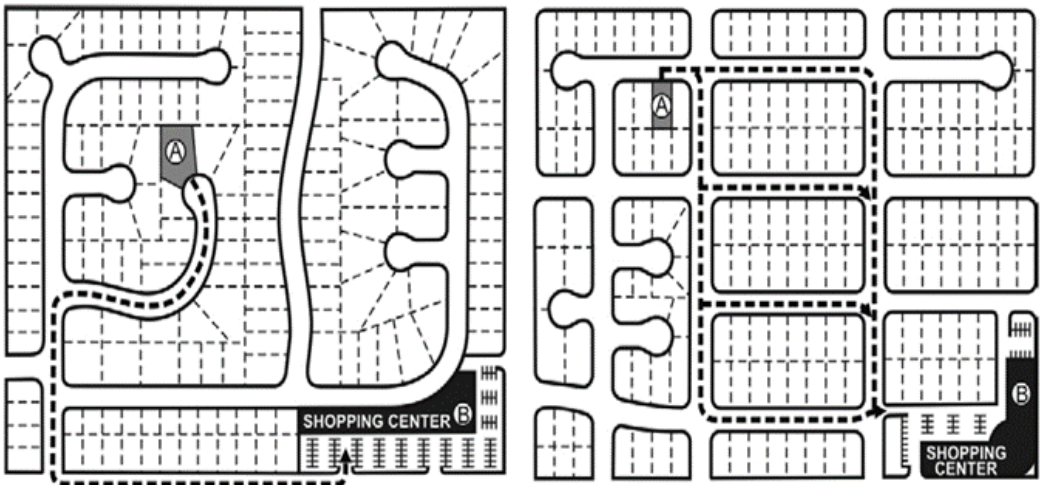
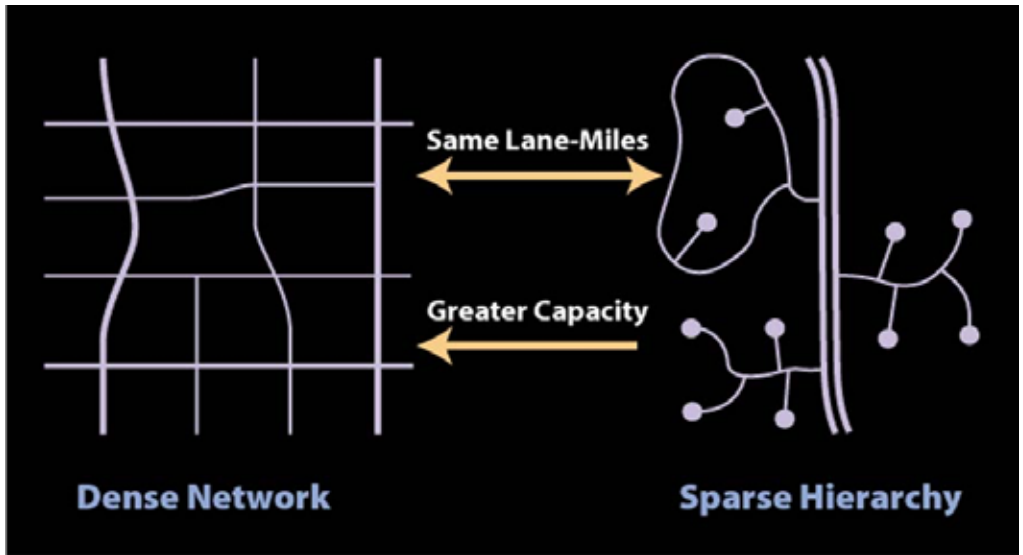
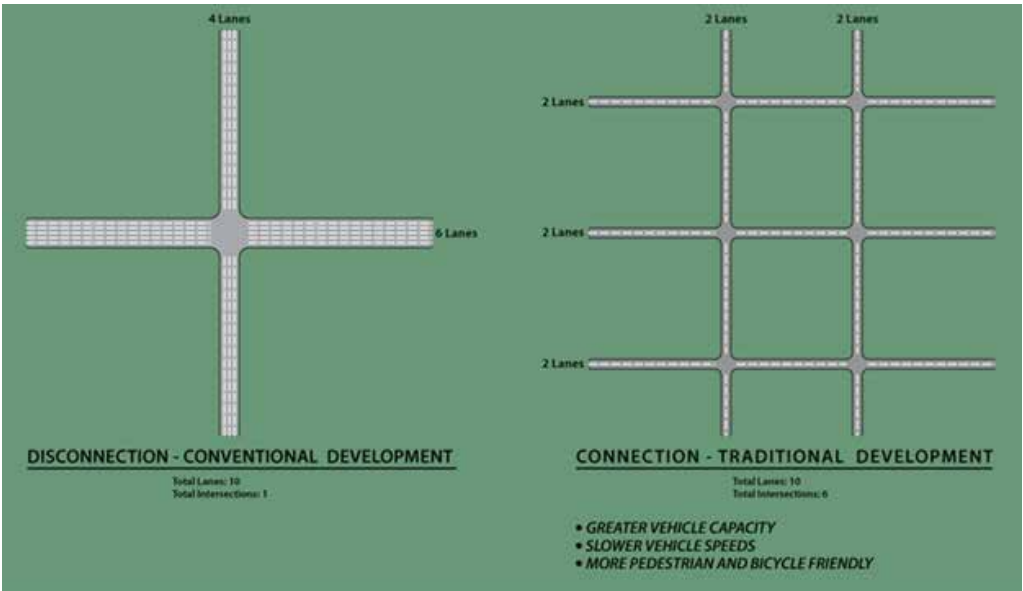
GRAND AVENUE: Base Traffic Modeling for the Corridor

- The Traffic Analysis Zone (TAZ) maps and growth assumptions were vetted with the Town's Community Development Director, Public Works Director, and Town Engineer.



GRAND AVENUE: Roadway Networks and Capacity

- Network connectivity was discussed with the Stakeholder Group and at Community Outreach Events.
- A well-connected street grid can provide a much higher transportation network capacity than a disconnected system. For example, downtown Eagle has a great gridded street network.
- This gridded street network can also apply to a bigger picture vision for the Town.

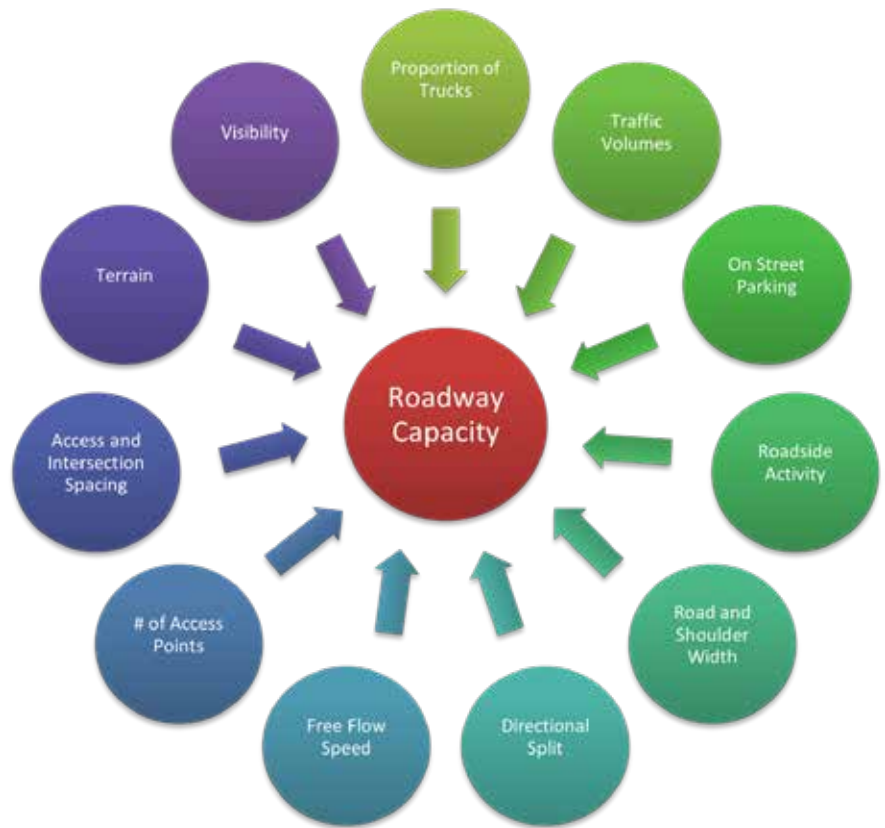


(A) Conventional suburban hierarchical network. (B) Traditional urban connected network.

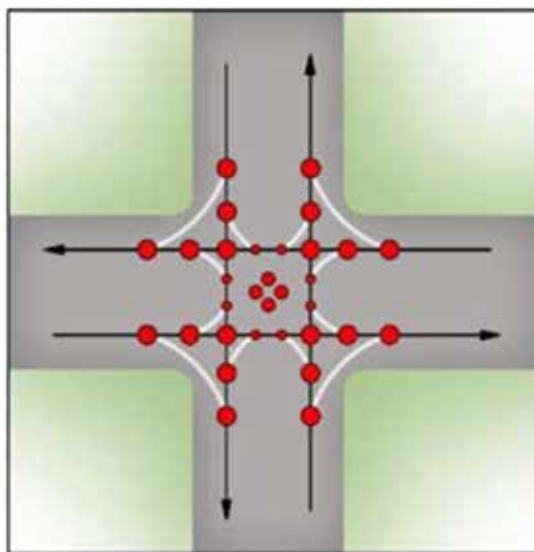
GRAND AVENUE: Roadway Networks and Capacity

- The capacity of a roadway is based upon a multitude of factors.
- All these factors will need to be considered as we move forward with the Grand Avenue Corridor Plan project.
- Changing any of these factors will result in a change of roadway capacity.

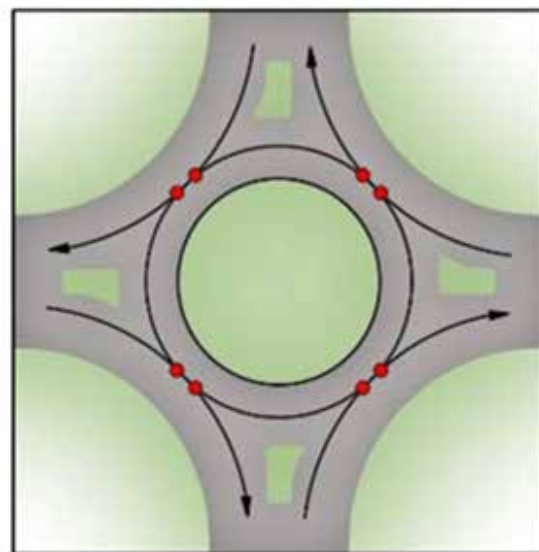
- Access control has a major impact on the safety and capacity of the corridor.
 - Shared/Consolidated Accesses
 - Restricted Movements at Accesses
 - Alternative Access from Side Streets or Frontage/Backage Roads
 - Use of Roundabouts for Full Turning Movements
- Many participants of the Walking Audits identified the high speeds and conflicts at 2nd Street through 5th Streets' intersections. The skewed intersection geometry causes transportation and mobility challenges. They suggested that we consider closing some of the smaller connections for safety.



- For example, a roundabout has fewer conflict points, slows traffic, and yet provides a higher capacity than a traditional stop sign controlled or signalized intersection. Roundabouts generally require more ROW at the intersection, but less land along the roadway for turn lanes, etc.



Traditional Intersection

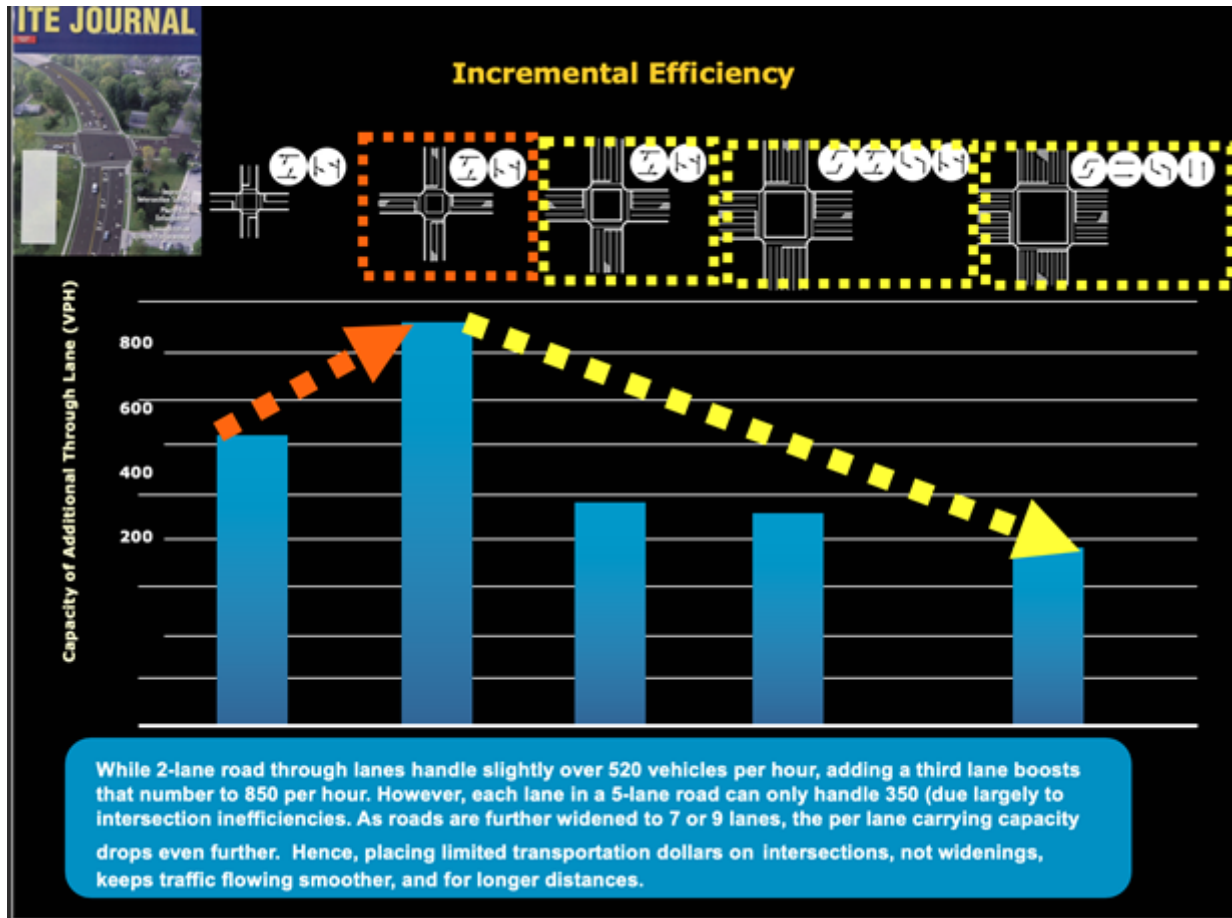


Roundabout

● Potential Vehicle Conflict Point

GRAND AVENUE: Roadway Networks and Capacity

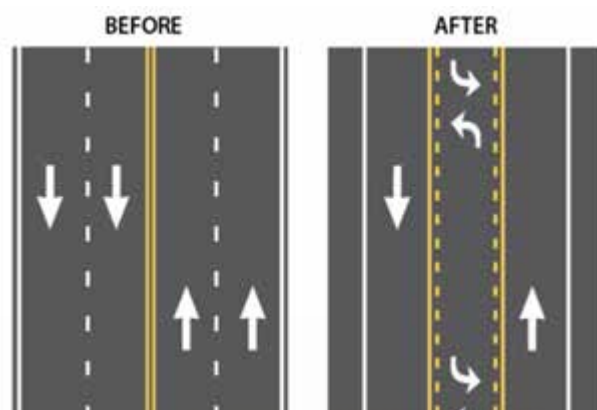
- As a roadway is widened past a three-lane section, the incremental efficiency decreases.
 - A three-lane section allows a separate turn lane for left turning vehicles, allowing mainline traffic to continue past the left turning vehicle that is waiting for a gap in traffic to make their maneuver.
 - A five-lane section (two through lanes in each direction with a center left turn lane) does not return the same capacity per lane mile as a three lane section.



GRAND AVENUE: Roadway Networks and Capacity

- Many communities have also identified that a wider roadway section leads to less vibrancy on a corridor. Therefore, communities are doing “road diets” or “right-sizing” projects on their streets. This is currently a common trend in the transportation industry. This is an example from New Mexico.

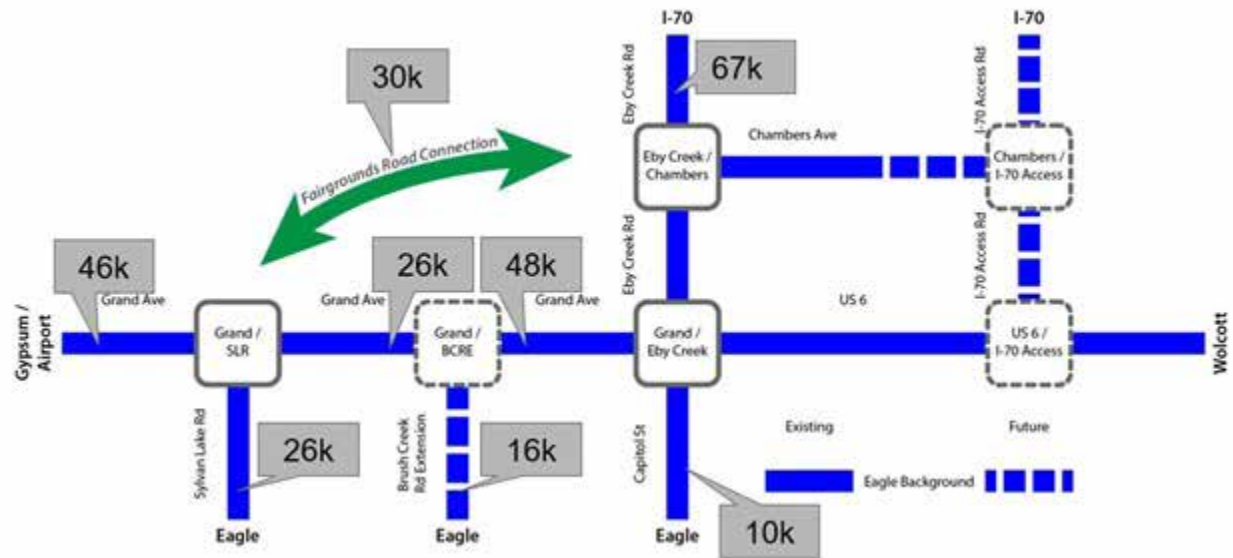
(Photo Credit: Samantha Lorenz (Thomas))



GRAND AVENUE: Roadway Networks and Capacity

- Providing alternate connectivity for the Grand Avenue Corridor will increase the capacity and redundancy of the Town's transportation network. Several connections and their respective impact on the Grand Avenue corridor have been discussed.
 - Airport Interchange (High impact, high cost)
 - East Eagle Interchange (Low impact, medium cost)
 - Fairgrounds Road connection (High impact, low/medium cost)
 - A Transportation Master Plan would typically guide policy on planned connections.

Buildout Daily Travel Demand (vpd)



Draft Report

Eagle Grand Avenue Corridor Market Study

The Economics of Land Use



Prepared for:

Town of Eagle

Prepared by:

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EPS #203082

May 27, 2021

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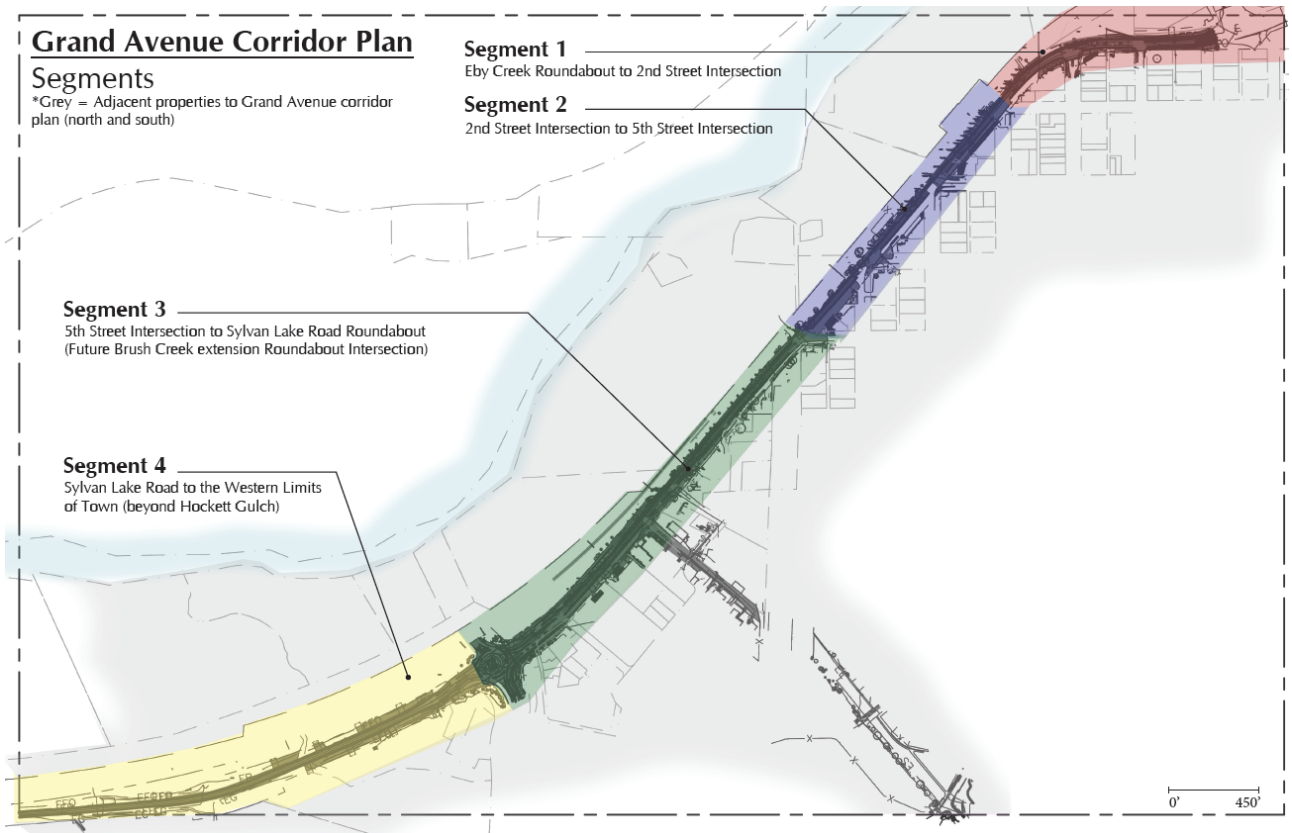
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1. Introduction

This report was prepared by Economic & Planning Systems for the Town of Eagle in support of the Grand Avenue Corridor Plan. The Grand Avenue Corridor Plan is a transformational long-range public project along Grand Avenue in the Town of Eagle. The study corridor extends from the Ebby Creek roundabout on the east to the limits of Town on the west, as shown in **Figure 1**. The Corridor Plan aims to improve mobility, establish a strong sense of place and identity, and direct future development along the corridor such that it creates connectivity between major destinations and enables walkability along the corridor and to the downtown commercial core. This report analyzes the demographic, economic, and residential conditions in the Town of Eagle to provide land use recommendations along the corridor that are supported by market conditions.

Figure 1. Grand Avenue Corridor Study Area



Scope of Work

The report is presented in three chapters following the Summary of Findings as follows:

- **Economic and Demographic Framework** – This chapter provides economic and demographic trends affecting development opportunities in Eagle and the larger market area of Eagle County including population and households, demographic characteristics, employment, and commuting patterns.
- **Residential Demand Analysis** – This chapter provides building permit activity and trends in the market area to document the percentage of growth driven by base economic segments and second homes.
- **Residential Supply Analysis** – This chapter provides an overview of the current housing supply in the market area and Eagle through sales data of owner occupied units for various product types.

2. Summary of Findings

The major findings from the Town of Eagle Grand Avenue Corridor Market Study are summarized below. Overall, the Town is in a strong position and can provide policies to help direct employment growth and residential supply.

1. Household growth in Eagle has been strong with the presence of permanent residents and homeowners.

The Town gained an average of 19 households annually over the past decade, which only includes permanent residents. Additionally, over this time Eagle gained an average of 25 owner occupied units annually while second homeowner units declined by a total of 63 units. The decline in second homes and rental units illustrates a transition towards long-term homeowners.

2. The residential market has reached new peaks with a 25 percent price appreciation over the past year and strong prices across all unit types.

From 2019 to 2020, the average sale price increased by 25 percent to reach \$763,000. The average price over the past 5 years was \$665,500. The residential market is extremely strong in Eagle with minimal price differential between new and existing units. Over the past year Eagle experienced the highest sales volume of nearly 200 sales. Additionally, all product types are doing well and in demand. There is flexibility and potential for a variety of housing types along Grand Avenue.

3. The employment context is strong in Eagle County and Eagle, with an expansion over the past five years of 175 jobs per year in Town.

The county-wide base has now reached 33,500 jobs as of 2018. Annual growth has averaged 3.1 percent over the past five years. The report includes a commuting pattern analysis, which shows a highly integrated employment framework within Eagle County. Among a range of detailed findings, the report shows that 76 percent of residents in Eagle commute out for work, while 84 percent of local job holders commute into Eagle. Within Eagle, the job growth has been strong. Since 2010, jobs have increased by nearly 900 jobs and the current total is approximately 4,600 jobs. Eagle accounts for 14 percent of the countywide job base and recently captured nearly 20 percent of countywide growth, indicating that it is an increasingly important job center for the valley.

4. *There is demand for 20,000 to 35,000 square feet of office space in Eagle based on an average growth of 12 to 20 office related jobs annually.*

Of the 175 new jobs annually in Eagle, approximately 12-20 were office related. Eagle gained nearly 100 jobs in Professional and Technical Services since 2010 or an average of 12 jobs per year. Based on an average of 350 square feet per employee, this employment growth results in demand for 20,000 to 35,000 square feet of office space. This supports the option for mixed use development along the corridor and the expanding local workforce.

5. *Sales tax has been consistently strong in Eagle across most consumer categories and even more so since the collection of out-of-state online sales.*

In 2020, Eagle had a total of over \$6.5 million in sales tax revenue, which is more than double since 2013 with an increase of over \$3.6 million. The Wayfair decision went into effect in 2019, which allowed municipalities to collect sales on online purchases even if a business is not located in the state. The average annual growth rate prior to this decision from 2013 to 2018 was 10 percent, and afterwards from 2019 to 2020 it was 15 percent. Sales tax revenue has continually increased in Town and even more so since the collection of additional online sales. The Town of Eagle is a strong economic driver locally and in the County. It is able to benefit from the local, pass-through, and online sales of residents, workers, and visitors.

3. Economic & Demographic Framework

This section provides an overview of the economic and demographic conditions within the Town of Eagle and surrounding Eagle County. Population, households, and employment trends are documented to set the context for the local real estate market.

Population and Household Trends

The Town of Eagle had a population of 7,150 residents in 2020, shown below in **Table 1**. From 2000 to 2010, Eagle nearly doubled in size by gaining a total of 3,124 residents or an average of 312 residents per year, which represents approximately 30 percent of the total growth in Eagle County over this time period. Population growth reduced during the decade from 2010 to 2020 with a total gain of 633 residents or an average of 63 residents per year.

Similarly, Gypsum had considerable amounts of growth from 2000 to 2010 with a total of 2,515 residents or an average of 252 residents per year, which accounts for 24 percent of the total growth in the County over this time. Since 2010, Gypsum gained 637 residents or an average of 63 residents per year to reach a total of 7,128 residents in 2020.

From 2010 to 2020, the Town of Eagle and Gypsum each accounted for approximately 10 percent of countywide population growth. Currently, the Town of Eagle accounts for approximately 12 percent of the total 58,747 Eagle County residents. Over the past decade Eagle County gained 6,550 residents or an average of 655 residents per year, which is an annual growth rate of 1.2 percent.

In 2020, the Town of Eagle had a total of 2,272 permanent households, not including second homeowners. Eagle gained 185 households since 2010 or an average of 19 households per year. The represents 8 percent of the total household growth in Eagle County. From 2010 to 2020, Eagle County gained 2,256 households, an average of 225 households per year to reach a total of 21,492 households in 2020.

Table 1. Eagle County Population and Households, 2000-2020

Description	2000	2010	2020	2000-2010			2010-2020		
				Total	Ann. #	Ann. %	Total	Ann. #	Ann. %
Population									
Town of Eagle	3,393	6,517	7,150	3,124	312	6.7%	633	63	0.9%
Avon	5,700	6,447	7,083	747	75	1.2%	636	64	0.9%
Basalt	2,496	2,916	3,471	420	42	1.6%	554	55	1.8%
Edwards	8,220	10,266	11,376	2,046	205	2.2%	1,110	111	1.0%
Gypsum	3,976	6,491	7,128	2,515	252	5.0%	637	64	0.9%
Minturn	1,082	1,027	1,120	-55	-6	-0.5%	93	9	0.9%
Red Cliff	281	267	291	-14	-1	-0.5%	24	2	0.9%
Vail	4,703	5,305	6,077	602	60	1.2%	772	77	1.4%
Unincorporated	<u>11,808</u>	<u>12,961</u>	<u>15,051</u>	<u>1,153</u>	<u>115</u>	<u>0.9%</u>	<u>2,091</u>	<u>209</u>	<u>1.5%</u>
Eagle County	41,659	52,197	58,747	10,538	1,054	2.3%	6,550	655	1.2%
Eagle as % of County	8.1%	12.5%	12.2%						
Households									
Town of Eagle	1,159	2,187	2,372	1,028	103	6.6%	185	19	0.8%
Avon	1,955	2,321	2,520	366	37	1.7%	199	20	0.8%
Basalt	987	1,205	1,442	218	22	2.0%	237	24	1.8%
Edwards	2,838	3,642	3,974	804	80	2.5%	332	33	0.9%
Gypsum	1,272	2,014	2,187	742	74	4.7%	173	17	0.8%
Minturn	398	420	457	22	2	0.5%	37	4	0.8%
Red Cliff	111	117	127	6	1	0.5%	10	1	0.8%
Vail	2,242	2,604	2,974	362	36	1.5%	370	37	1.3%
Unincorporated	<u>4,186</u>	<u>4,726</u>	<u>5,439</u>	<u>540</u>	<u>54</u>	<u>1.2%</u>	<u>713</u>	<u>71</u>	<u>1.4%</u>
Eagle County	15,148	19,236	21,492	4,088	409	2.4%	2,256	226	1.1%
Eagle as % of County	7.7%	11.4%	11.0%						

Source: U.S. Census; ESRI Business Analyst; Economic & Planning Systems

From 2010 to 2020, the Town of Eagle shifted to a relatively older demographic with 14 percent of residents aged 60 and older and 15 percent of the population between ages 50 and 59, as shown in **Figure 2**. Over this timeframe, children aged 9 and younger declined by 4.6 percent, while ages 10 to 19 increased by 4.5 percent. The Town continues to have a strong presence of families, notwithstanding the recent decline in the number of younger children.

In 2020, the Town and Eagle County both had a median age of 36 years old, although the age distributions vary. The most significant contrast is the number of young professionals, ages 20 to 29. In the County this age group accounts for 15 percent of the total population, while in the Town it only accounts for 10 percent of the population, as show in **Figure 3**.

The Town has a larger proportion of children, 19 years old and younger, and adults, ages 40 to 59, compared to the County. This represents the large number of families in the Town of Eagle and the composition which includes a solid base of permanent and long-time residents. Other areas of the County, such as resort communities, have higher levels of seasonal workers, which tends to be young adults who work in the service industries that support the resort.

Figure 2. Town of Eagle Age Distribution, 2010-2020

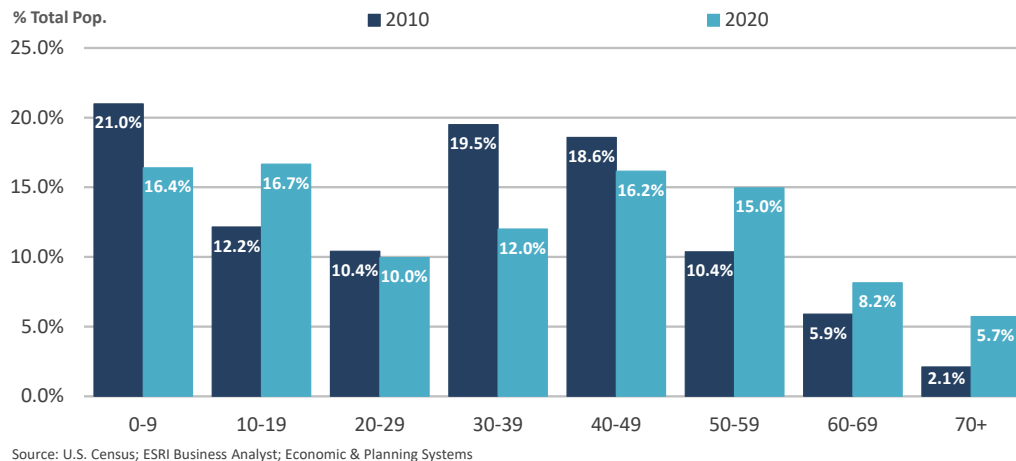
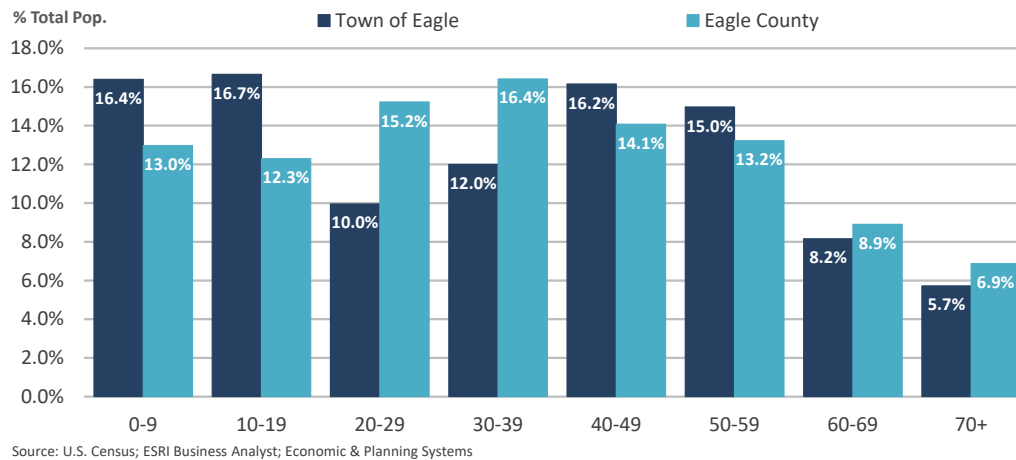
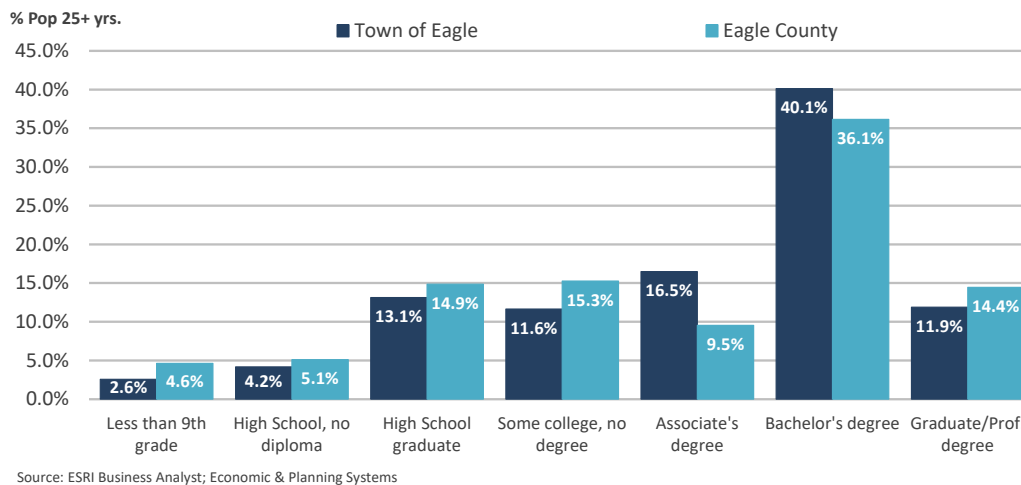


Figure 3. Age Distribution, 2020



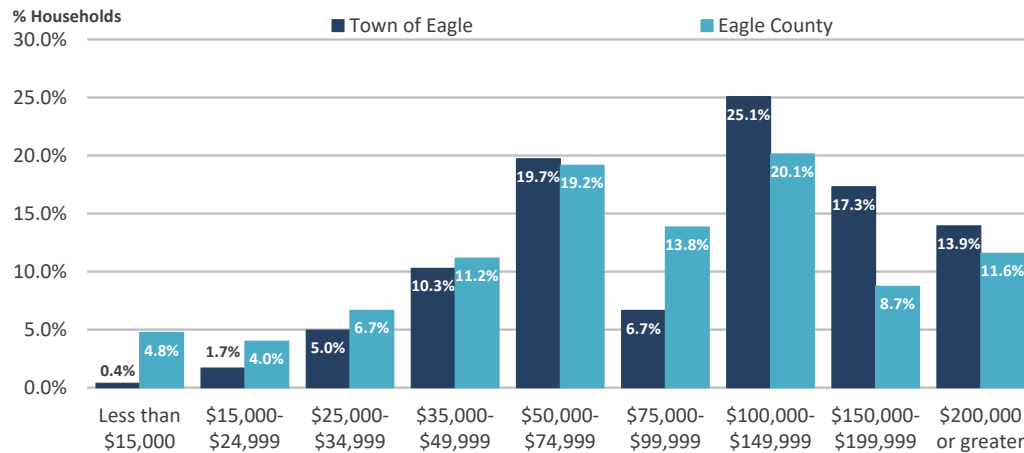
The Town and County have a similar educational attainment distribution of the population 25 years and older, shown in **Figure 4**. The Town had slightly higher educational attainment than the County with 69 percent of residents achieved either an Associates, Bachelor's, Graduate, or Professional degree compared to 60 percent in the County. A small portion of residents in the Town, 6.7 percent, and County, 9.7 percent, have not graduated High School.

Figure 4. Educational Attainment, 2020



In 2020, the median household income in Eagle County was \$81,200 and in the Town of Eagle it was \$108,500, which was the highest countywide. The Town of Eagle and Eagle County household income distribution is shown below in **Figure 5**. The Town had 56.3 percent of households with an income of \$100,000 or more and only 2.1 percent with household incomes below \$25,000. In Eagle County, 40.4 percent of households had an income of \$100,000 or more and 8.8 percent with a household income below \$25,000.

Figure 5. Household Income Distribution, 2020



Source: ESRI Business Analyst; Economic & Planning Systems

Housing Trends

Housing growth in the Town of Eagle and Eagle County has slowed over the most recent decade, compared to the decade from 2000 to 2010. In 2020, the Town of Eagle had a total of 2,543 housing units, of which 6.7 percent were seasonal/recreational units (second homeowners), shown in **Table 2**. From 2010 to 2020, Eagle increased by a total of 122 units or an average of 12 housing units per year. Owner occupied units increased the most with a total of 249 units or an average of 25 units per year. Renter occupied units and seasonal/recreational units each declined by a total of 63 units or an average of 6 units per year.

Eagle County had a total of 33,909 housing units as of 2020, of which 36.6 percent were seasonal/recreational units (second homeowners). From 2010 to 2020, Eagle County gained 2,597 housing units or an average of 260 units per year. Owner occupied units increased by 2,405 units or an average of 241 units per year. Renter occupied units declined over this time period by a total of 149 units or an average of 15 units per year. While seasonal and recreational units increased by 341 units or an average of 34 units per year. The decline in renter units in the Town and County is likely due to units changing ownership to homeowners as well as second homeowners who use the unit seasonally. The most significant data point in the table below is the decrease in seasonal housing units within the Town to Eagle, indicating that the desirability of the community draws full-time residents.

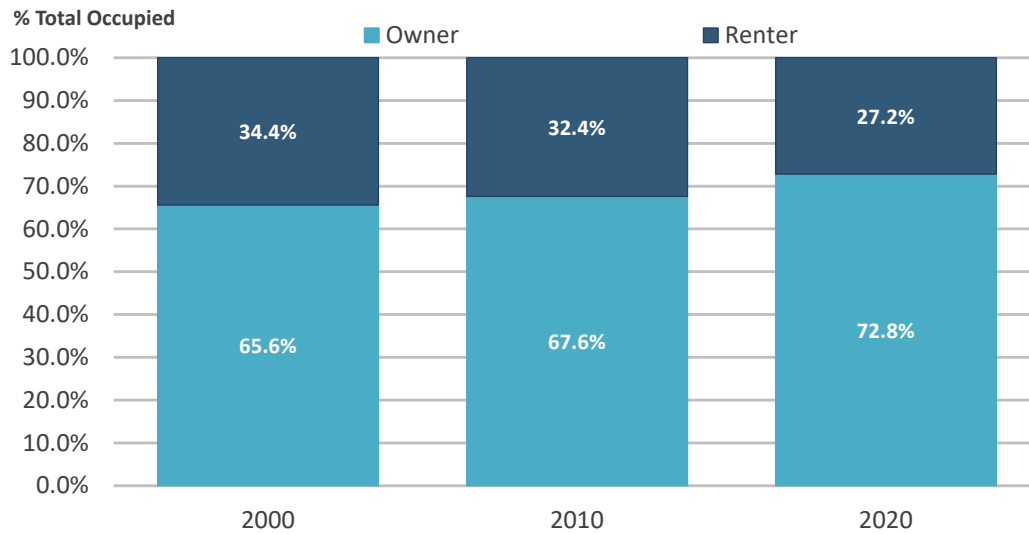
Table 2. Housing Units by Occupancy, 2000-2020

Description	2000	2010	2020	2000-2010			2010-2020		
				Total	Ann. #	Ann. %	Total	Ann. #	Ann. %
Town of Eagle									
Owner	760	1,479	1,728	719	72	6.9%	249	25	1.6%
Renter	399	708	645	309	31	5.9%	-63	-6	-0.9%
Seasonal/Rec	83	234	171	151	15	10.9%	-63	-6	-3.1%
Total	1,242	2,421	2,543	1,179	118	6.9%	122	12	0.5%
Eagle County									
Owner	9,649	12,343	14,748	2,694	269	2.5%	2,405	241	1.8%
Renter	5,499	6,893	6,744	1,394	139	2.3%	-149	-15	-0.2%
Seasonal/Rec	6,963	12,076	12,417	5,113	511	5.7%	341	34	0.3%
Total	22,111	31,312	33,909	9,201	920	3.5%	2,597	260	0.8%

Source: U.S. Census; ESRI Business Analyst; Economic & Planning Systems

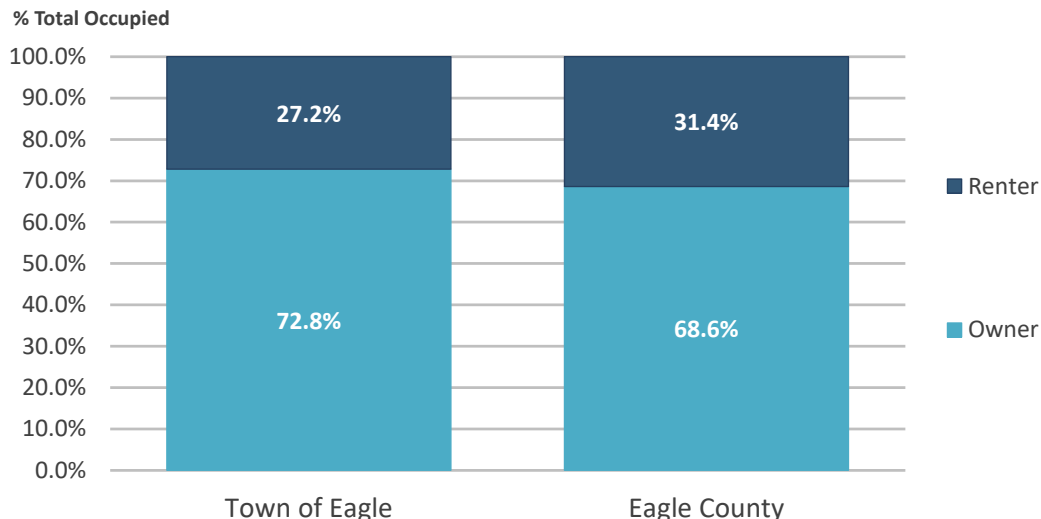
Homeownership in the Town of Eagle is strong and has increased over the past two decades. Since 2000, owner occupied units increased by 7.2 percentage points from 65.6 percent to 72.8 percent, shown in **Figure 6**. Over this time renter occupied units declined from 34.4 percent to 27.2 percent. The Town has a higher rate of homeownership compared to the County, which is 68.6 percent homeowners, shown in **Figure 7**. Similarly, the County has a larger percentage of renter occupied units than the Town at 31.4 percent. The data indicate a lack of diversity of housing within the Town of Eagle. While not the focus of this report, the reduction of rental housing is likely an indication of a reduction in the units that address the needs of an important segment of any community, including Eagle.

Figure 6. Town of Eagle Housing Tenure, 2000-2020



Source: U.S. Census; Esri Business Analyst; Economic & Planning Systems

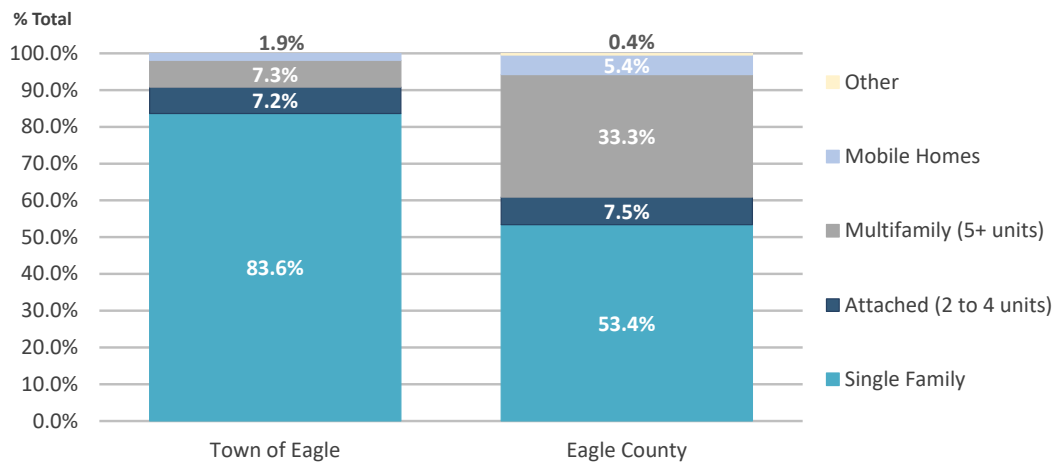
Figure 7. Comparison of Housing Tenure, Town of Eagle and Eagle County, 2020



Source: U.S. Census; ESRI Business analyst; Economic & Planning Systems

Single family housing units are the most common housing type available in Eagle and Eagle County, representing 83.6 percent in Eagle and 53.4 percent in Eagle County, as shown in **Figure 8**. Additionally, 7.2 percent of the Town’s inventory are attached housing with 2 to 4 units, 7.3 percent is multifamily housing with 4 or more units, and 1.9 percent is mobile homes. In Eagle County, the overall residential inventory is more diverse compared to the Town of Eagle. The County’s inventory includes 7.5 percent attached housing with 2 to 4 units, 33.3 percent multifamily with 5 or more units, 5.4 percent is mobile homes, and 0.4 percent is other, which includes RVs and vans.

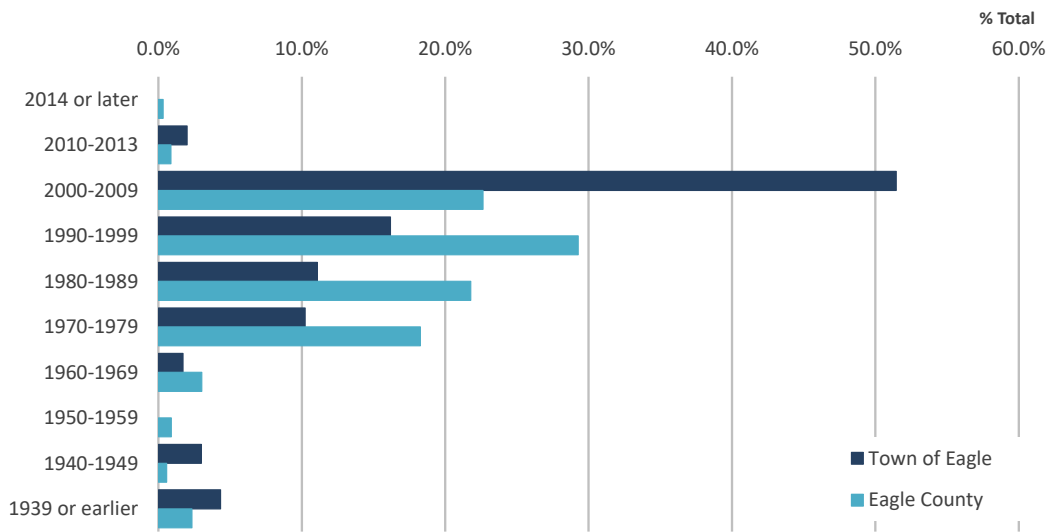
Figure 8. Housing Unit by Structure Type, 2018



Source: U.S. Census; Economic & Planning Systems

The housing inventory is shown by year built for Eagle and Eagle County below in **Figure 9**. The majority, 51.5 percent, of the units in Eagle were built between 2000 and 2009. This is largely representative of Eagle Ranch development. From 2010 to 2018, there was minimal development in Eagle with only 42 units or 2.0 percent of the total inventory. Eagle County had the majority of housing constructed between 1970 and 2009 with 18.3 percent built in the 1970s, 21.8 percent built in the 1980s, 29.3 percent built in 1990s, and 22.6 percent built in 2000s. From 2010 to 2018, Eagle County had 387 units constructed representing 1.2 percent of the total inventory.

Figure 9. Housing by Year Built, 2018



Source: U.S. Census; Economic & Planning Systems

Employment Trends

Eagle County gained 4,700 jobs from 2013 to 2018 reaching a total of nearly 33,500 jobs countywide, as shown in **Table 3**. The annual growth rate averaged 3.1 percent in the County over this timeframe. Many of these jobs are located up valley in Avon, which has 9,500 jobs, and in Vail with 8,400 jobs. Eagle had strong job growth over this 5-year period gaining 873 jobs, which represents 19 percent of the countywide growth, indicating it is an increasingly important job center in the County.

Table 3. Employment by Jurisdiction, 2013-2018

Employment	2013	2014	2015	2016	2017	2018	2013-2018		
							Total	Ann. #	Ann. %
Town of Eagle	3,729	4,013	4,187	4,381	4,520	4,602	873	175	4.3%
Gypsum	1,726	1,880	2,025	2,110	2,205	2,477	751	150	7.5%
Avon	8,077	8,516	8,927	9,111	9,202	9,457	1,380	276	3.2%
Edwards	3,068	3,223	3,361	3,434	3,428	3,510	441	88	2.7%
Vail	7,714	7,823	8,039	7,982	8,039	8,416	702	140	1.8%
Eagle County	28,768	29,748	31,008	31,700	32,403	33,474	4,706	941	3.1%

Source: QCEW; Economic & Planning Systems

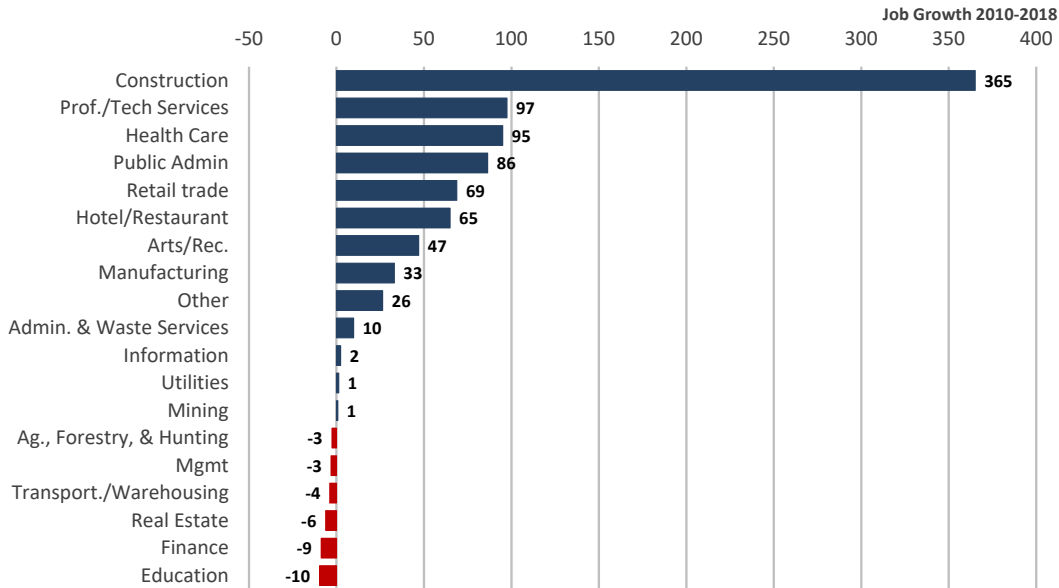
Since 2010, the Town of Eagle has gained nearly 865 jobs or an average of 108 jobs each year to reach a total of 4,597 jobs, shown in **Table 4**. Eagle accounts for approximately 14 percent of the total employment in Eagle County. Nearly all industries have seen employment growth over this time period. Industries sectors with the largest employment growth were Construction with 365 jobs (42 percent of total job growth), Professional and Technical Services with 97 jobs (11 percent), Health Care with 95 jobs (11 percent), Public Administration with 86 jobs (10 percent), and Retail Trade with 69 jobs (8 percent), as shown in **Figure 10**.

The job growth in Professional and Technical Services and Public Administration illustrate growth in office jobs, which could translate into demand for future office development. Based on job growth from 2013 to 2018, Eagle gained an average of 175 jobs per year, of which approximately 12 to 20 of those jobs were office related. Based on an average of 350 square feet per employee, this employment growth results in demand for 20,000 to 35,000 square feet of office space.

Table 4. Town of Eagle Employment by Industry, 2010-2018

Industry	2010	2018	2010-2018		
			Total	Ann. #	Ann. %
Ag., Forestry, & Hunting	16	13	-3	0	-2.2%
Mining	0	1	1	0	---
Utilities	7	8	1	0	2.1%
Construction	485	850	365	46	7.3%
Manufacturing	31	64	33	4	9.6%
Retail trade	338	406	69	9	2.3%
Transport./Warehousing	52	48	-4	0	-0.9%
Information	73	75	2	0	0.4%
Finance	91	83	-9	-1	-1.2%
Real Estate	88	81	-6	-1	-0.9%
Prof./Tech Services	128	225	97	12	7.3%
Mgmt	11	8	-3	0	-4.0%
Admin. & Waste Services	228	238	10	1	0.5%
Education	992	982	-10	-1	-0.1%
Health Care	138	233	95	12	6.8%
Arts/Rec.	94	141	47	6	5.2%
Hotel/Restaurant	332	397	65	8	2.3%
Other	107	133	26	3	2.8%
Public Admin	<u>523</u>	<u>609</u>	<u>86</u>	<u>11</u>	<u>1.9%</u>
Total	3,732	4,597	865	108	2.6%

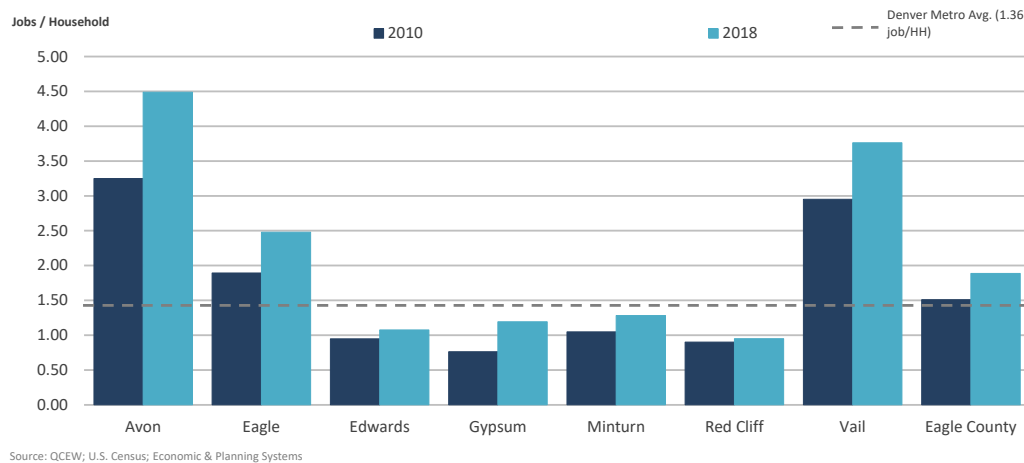
Source: QCEW; Economic & Planning Systems

Figure 10. Town of Eagle Employment Growth by Industry, 2010-2018

Source: QCEW; Economic & Planning Systems

The jobs to household ratio compares the total jobs in an area to the number of households. In Denver Metro, the average jobs per household is 1.36, shown as the dashed line for comparison in **Figure 11**. From 2010 to 2018, the jobs to household ratio increased in each jurisdiction. The largest ratios are in Avon and Vail with 4.49 and 3.76, respectively. Eagle had a lower ratio of 2.48 while the average for Eagle County was 1.89 jobs per household.

Figure 11. Jobs to Household Ratio, 2010-2018



Sales Tax

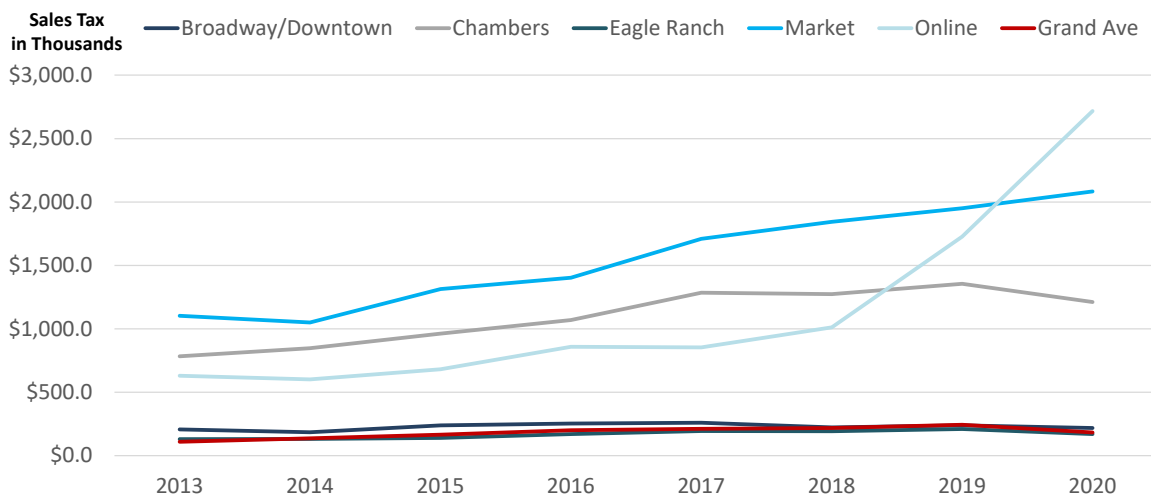
In 2020, the Town of Eagle had over \$6.5 million sales tax revenue, the highest it's been over the past 8 years, shown in **Table 5**. The higher sales tax revenue in 2019 and 2020 are partially due to the increased revenue from online sales from the Wayfair decision in 2018. The Wayfair decision allowed states and municipalities to collect sales tax on goods purchased online. Since 2013, sales tax more than doubled with an increase of \$3.6 million or an average of \$517,000 per year. The Grand Avenue Corridor collected \$182,600 in 2020, which was one of the lowest earning areas in the Town of Eagle, second to Eagle Ranch. This past year sales tax revenue was down along Grand Avenue, accounting for 2.8 percent of the town wide sales tax. The previous years, from 2016 to 2019, the corridor performed better with an average of \$218,900 per year or 4.7 percent of the Town's sales tax. The largest earning areas in Eagle, excluding online sales, were Market with \$2.0 million and Chambers with \$1.2 million, shown in **Figure 12**. Both of these areas are located adjacent to I-70 and offer highway related services with gas stations, restaurants, and hotels.

Table 5. Town of Eagle Sales Tax in Thousands, 2013-2020

Description	2013	2014	2015	2016	2017	2018	2019	2020	2013-2020		
									Total	Ann. #	Ann. %
Grand Ave	\$109.9	\$136.6	\$166.2	\$200.9	\$212.5	\$218.9	\$243.4	\$182.6	\$72.6	\$10.4	7.5%
Broadway/Downtown	\$207.8	\$184.9	\$238.6	\$254.3	\$260.8	\$222.7	\$239.5	\$218.8	\$11.1	\$1.6	0.7%
Chambers	\$784.5	\$847.9	\$962.5	\$1,069.5	\$1,285.3	\$1,274.2	\$1,354.7	\$1,212.3	\$427.8	\$61.1	6.4%
Eagle Ranch	\$129.9	\$132.2	\$139.7	\$170.3	\$195.0	\$192.2	\$210.9	\$170.5	\$40.5	\$5.8	4.0%
Market	\$1,103.0	\$1,049.6	\$1,313.1	\$1,403.5	\$1,710.2	\$1,843.3	\$1,951.3	\$2,083.2	\$980.2	\$140.0	9.5%
Online	<u>\$630.7</u>	<u>\$601.1</u>	<u>\$681.0</u>	<u>\$858.9</u>	<u>\$854.2</u>	<u>\$1,011.9</u>	<u>\$1,727.6</u>	<u>\$2,717.6</u>	<u>\$2,086.9</u>	<u>\$298.1</u>	<u>23.2%</u>
Total	\$2,965.8	\$2,957.3	\$3,501.1	\$3,957.5	\$4,518.0	\$4,763.3	\$5,727.3	\$6,584.9	\$3,619.1	\$517.0	12.1%

Source: Town of Eagle; Economic & Planning Systems

Figure 12. Town of Eagle Sales Tax by Location, 2013-2020



Source: Town of Eagle; Economic & Planning Systems

In 2020, the Town of Eagle performed well in terms of sales tax revenue, despite the pandemic. The only sales categories that declined from 2019 were auto, bar/restaurant, and lodging. Retail increased the most over this time due to the increased internet sales. In 2020, retail accounted for the largest portion of sales with \$2.2 million or 34.2 percent followed by food with \$1.6 million or 25.4 percent and bar/restaurant with \$775,300 or 11.8 percent, shown in **Table 6**.

Table 6. Town of Eagle Sales Tax by Type in Thousands, 2013-2020

Description	2013	2014	2015	2016	2017	2018	2019	2020	2013-2020		
									Total	Ann. #	Ann. %
Auto	\$55.5	\$66.9	\$70.3	\$82.8	\$99.1	\$107.3	\$111.0	\$106.8	\$51.4	\$7.3	9.8%
Bar/Restaurant	\$524.3	\$565.1	\$641.4	\$677.4	\$753.6	\$774.7	\$891.5	\$775.3	\$251.0	\$35.9	5.7%
Building	\$141.5	\$143.5	\$181.0	\$226.2	\$326.0	\$308.0	\$371.6	\$491.6	\$350.0	\$50.0	19.5%
Food	\$878.7	\$813.7	\$1,052.4	\$1,075.3	\$1,338.7	\$1,429.9	\$1,518.7	\$1,670.1	\$791.4	\$113.1	9.6%
Liquor	\$135.6	\$137.7	\$157.4	\$201.3	\$233.4	\$251.7	\$261.3	\$283.6	\$148.0	\$21.1	11.1%
Lodging	\$201.7	\$213.0	\$255.3	\$313.0	\$340.5	\$360.1	\$347.2	\$196.7	-\$5.0	-\$0.7	-0.4%
Misc.	\$149.8	\$110.4	\$135.7	\$204.0	\$230.7	\$274.5	\$304.3	\$347.9	\$198.1	\$28.3	12.8%
Retail	\$466.3	\$474.1	\$593.5	\$735.6	\$734.1	\$790.6	\$1,476.7	\$2,255.1	\$1,788.7	\$255.5	25.3%
Utility	\$412.4	\$427.8	\$414.1	\$441.9	\$462.0	\$466.4	\$445.0	\$457.9	\$45.5	\$6.5	1.5%
Total	\$2,965.8	\$2,957.3	\$3,501.1	\$3,957.5	\$4,518.0	\$4,763.3	\$5,727.3	\$6,584.9	\$3,619.1	\$517.0	12.1%

Source: Town of Eagle; Economic & Planning Systems

Commuting Patterns

Out-Commuting

The number of residents who commute from Eagle to other areas for work is shown below in **Figure 13** along with the population and median household income for each jurisdiction. Overall, 76 percent of Eagle residents work in areas outside of Eagle. Many commute up valley with 12 percent commuting to Vail for work, 11 percent to Avon, and 7 percent to Edwards. A smaller portion commute down valley from Eagle with 7 percent commuting to Gypsum. Additionally, 24 percent of residents also work in Eagle, shown in **Table 7**. From 2010 to 2018, this portion of residents who live and work in Eagle increased by 6.8 percentage points.

Figure 13. Eagle Residents Out-Commuting: Destination & Median Household Income



Table 7. Town of Eagle Out-Commuting, 2002-2018

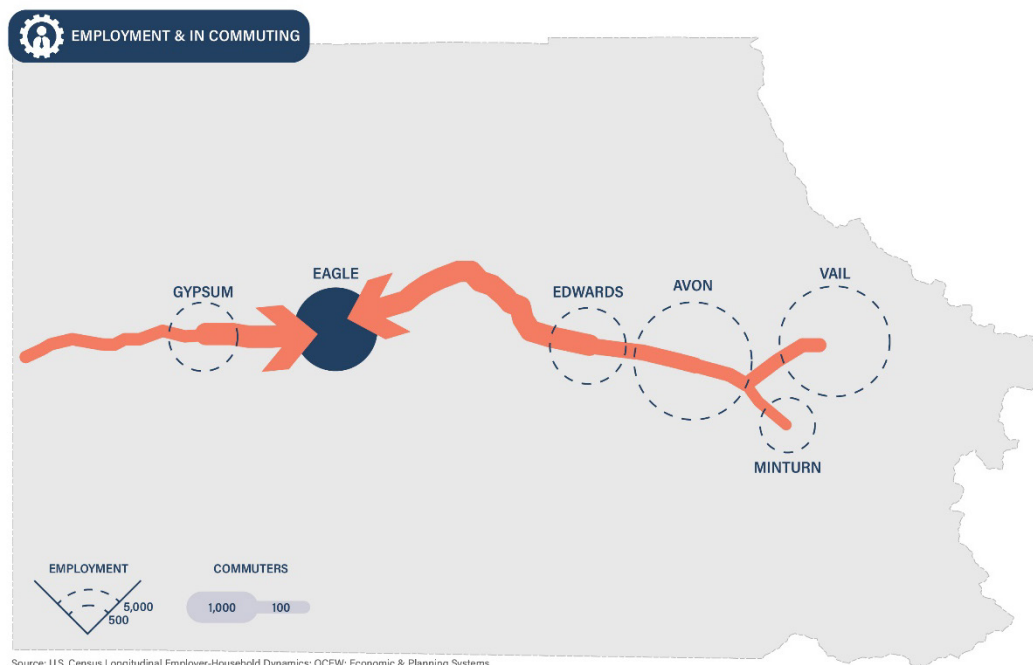
Commuting	2002	2010	2018	2002-2018		
				Total	Ann. #	Ann. %
Eagle Residents						
Work in Eagle	131	313	598	467	29	10.0%
Out-Commuters	<u>540</u>	<u>1,570</u>	<u>1,952</u>	<u>1,412</u>	<u>88</u>	<u>8.4%</u>
Total Residents	671	1,883	2,550	1,879	117	8.7%
Work in Eagle	19.5%	16.6%	23.5%			
Out-Commuters	<u>80.5%</u>	<u>83.4%</u>	<u>76.5%</u>			
Total Residents	100.0%	100.0%	100.0%			

Source: LEHD; Economic & Planning Systems

In-Commuting

The number of employees who commute into Eagle from other areas is shown in **Figure 14** along with the total employment and average annual wages for each jurisdiction. Overall, approximately 84 percent of Eagle's employees live outside of Gypsum and commute in for work. Many workers commute from down valley with 13 percent commuting from Gypsum, 3 percent from Dotsero, and 3 percent from Glenwood Springs. From up valley, about 7 percent commute from Edwards and 4 percent commute from Vail to Eagle for work. Additionally, approximately 16 percent of workers live in Eagle, shown below in **Table 8**. From 2010 to 2018, the portion of workers who live in Eagle increased by 5.5 percentage points.

Figure 14. Eagle Workers In-Commuting: Home Location & Avg. Wages



Source: U.S. Census Longitudinal Employer-Household Dynamics; QCEW; Economic & Planning Systems

Table 8. Town of Eagle In-Commuting, 2002-2018

Commuting	2002	2010	2018	2002-2018		
				Total	Ann. #	Ann. %
Eagle Workers						
Live in Eagle	131	313	598	467	29	10.0%
In-Commuters	<u>2,379</u>	<u>2,717</u>	<u>3,169</u>	<u>790</u>	<u>49</u>	<u>1.8%</u>
Total Workers	2,510	3,030	3,767	1,257	79	2.6%
Live in Eagle	5.2%	10.3%	15.9%			
In-Commuters	<u>94.8%</u>	<u>89.7%</u>	<u>84.1%</u>			
Total Workers	100.0%	100.0%	100.0%			

Source: LEHD; Economic & Planning Systems

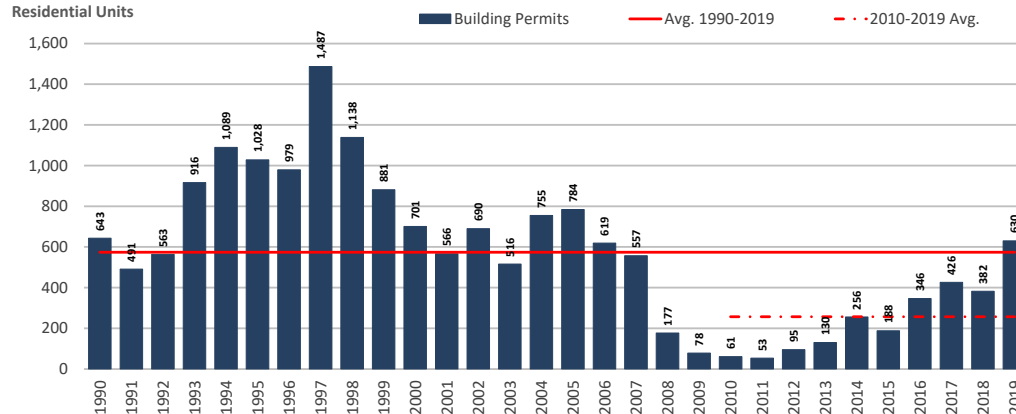
4. Residential Demand Analysis

This section provides the residential demand conditions and trends within Eagle County. The rate of housing development for communities within the County are examined to frame the degree of growth that has occurred over the past few decades with an emphasis on the amount of residential growth in the past five years.

Building Permits

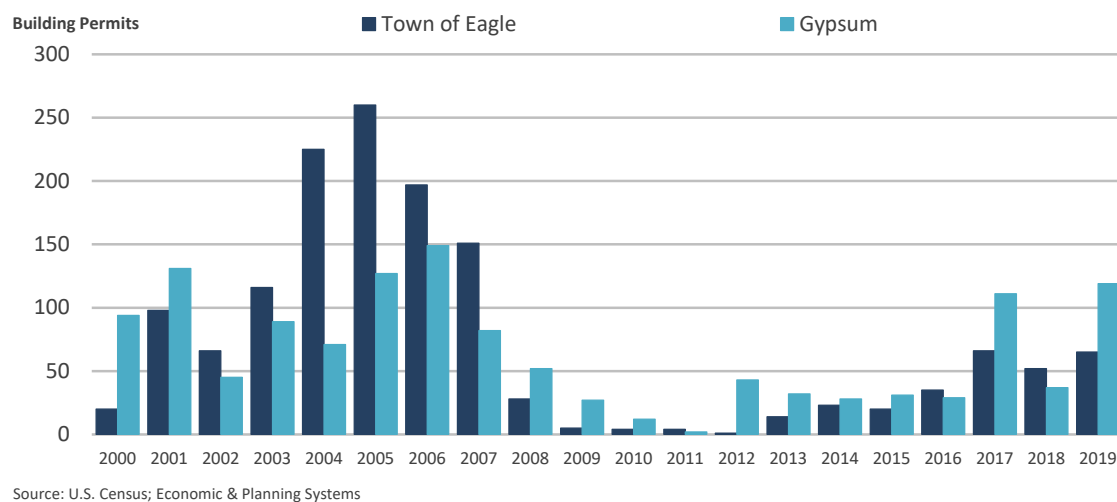
Eagle County had a strong amount of development during the 1990s, with the largest amount of growth occurring between 1994 to 1998 with an average of 1,100 units per year. The County's building activity was minimal during the recession and began to recover in 2014, with 256 units permitted that year, as shown in **Figure 15**. From 2015 to 2019, the market had an average of 394 dwelling units permitted annually.

Figure 15. Eagle County Residential Building Permits, 1990-2019



Source: U.S. Census Bureau; Economic & Planning Systems

Prior to the recession, the Town of Eagle outpaced Gypsum in building permit activity. During this time Eagle was capturing approximately 30 percent of all residential growth in the County. Coming out of the recession, Gypsum had more residential growth compared to Eagle and has since been capturing a larger market share, shown in **Figure 16**. Since 2010, Gypsum has increased by 444 housing units and Eagle has increased by 284 housing units.

Figure 16. Residential Building Permits, 2000-2019

From 2015 to 2019, Eagle County has grown by nearly 2,000 housing units, or an average of 394 units annually. The Town of Eagle accounts for 12 percent of this growth with a total of 238 units or an average of 48 units per year, shown in **Table 9**. Over this time, Gypsum and Avon had slightly more housing growth than Eagle with an average of 65 units per year in Gypsum and 72 units per year in Avon. Overall, there is a significant amount of residential growth occurring up and down valley in Eagle County.

Table 9. Residential Building Permits by Jurisdiction, 2015-2019

Description	2015	2016	2017	2018	2019	2015-2019		
						Total	Ann. #	% Total
Eagle County								
Town of Eagle	20	35	66	52	65	238	48	12.1%
Gypsum	31	29	111	37	119	327	65	16.6%
Minturn	4	5	9	9	2	29	6	1.5%
Vail	26	11	48	47	41	173	35	8.8%
Avon	8	7	10	47	290	362	72	18.4%
Other	119	294	248	242	178	1,081	216	54.8%
Total	188	346	426	382	630	1,972	394	100.0%

Source: U.S. Census; Economic & Planning Systems

5. Residential Supply Analysis

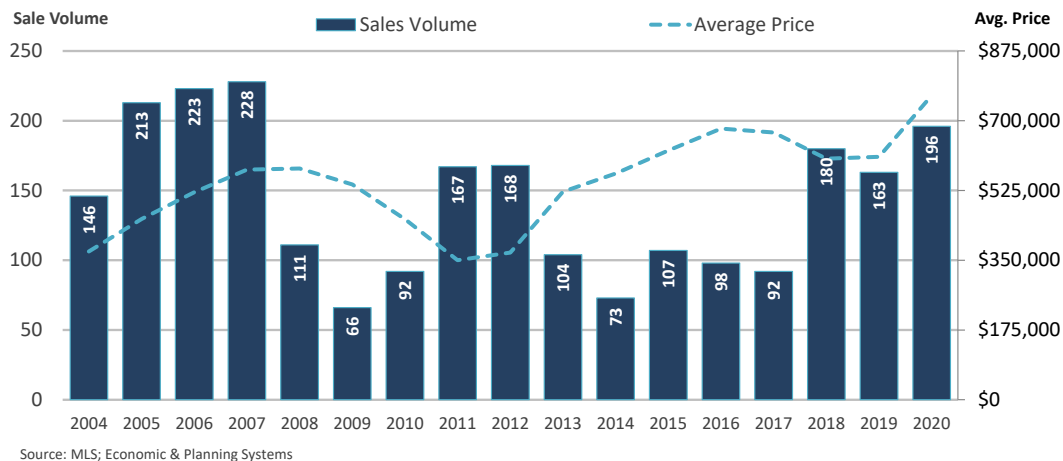
This section provides an overview of the current supply of residential units through the sales of owner-occupied units. This compilation of existing housing units showcases the current state of the residential market in the Town of Eagle.

Residential Conditions

Sales Volume

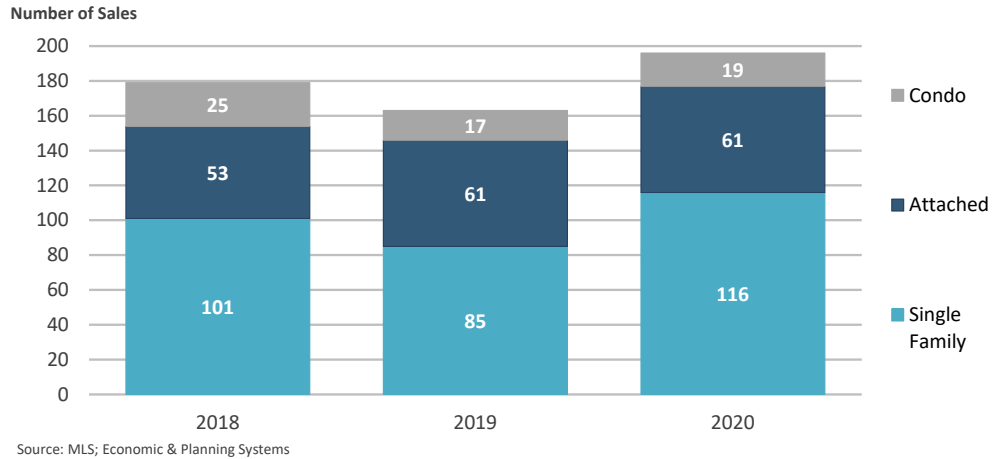
The volume of residential sales in the Town of Eagle from 2004 to 2020 is shown below in **Figure 17** with the average annual sale price overlayed. Overall, Eagle had over 2,400 sales over this timeframe with an average of 143 sales per year. The Town accounts for approximately 14 percent of the countywide sales. Residential activity has picked up recently and Eagle had the largest number of sales this past year since 2007 with nearly 200 sales.

Figure 17. Town of Eagle Sales Volume and Average Price, 2004-2020



In 2020, the majority of home sales in Eagle, 59 percent, were single family detached units, while 31 percent were attached units (such as duplex or townhome units), and 10 percent were condominium units, shown in **Figure 18**. The increase in residential sales in 2020 from the previous years was specifically in single family detached units, which had 116 sales in 2020 compared to 101 sales in 2018 and 85 sales in 2019. In 2020, attached and condo units had relatively the same number of sales as prior years.

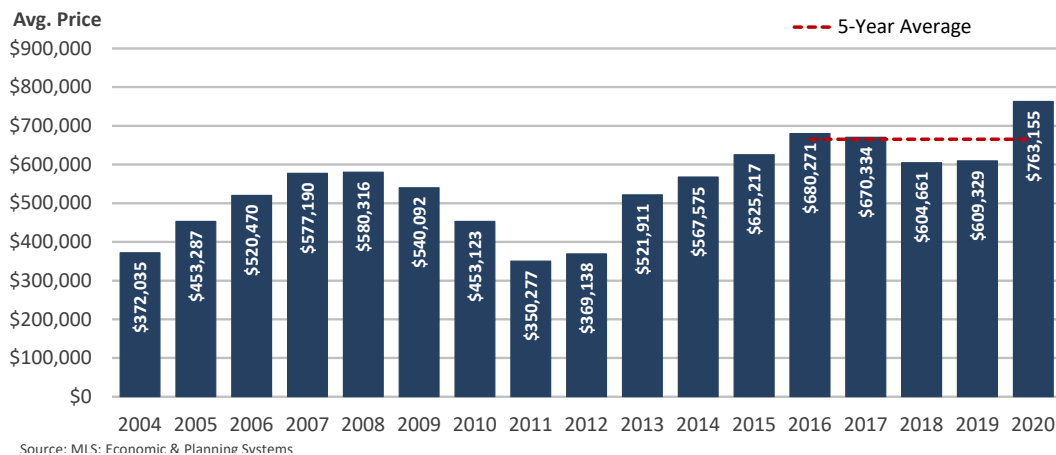
Figure 18. Town of Eagle Sales Distribution by Home Type, 2018-2020



Average Price

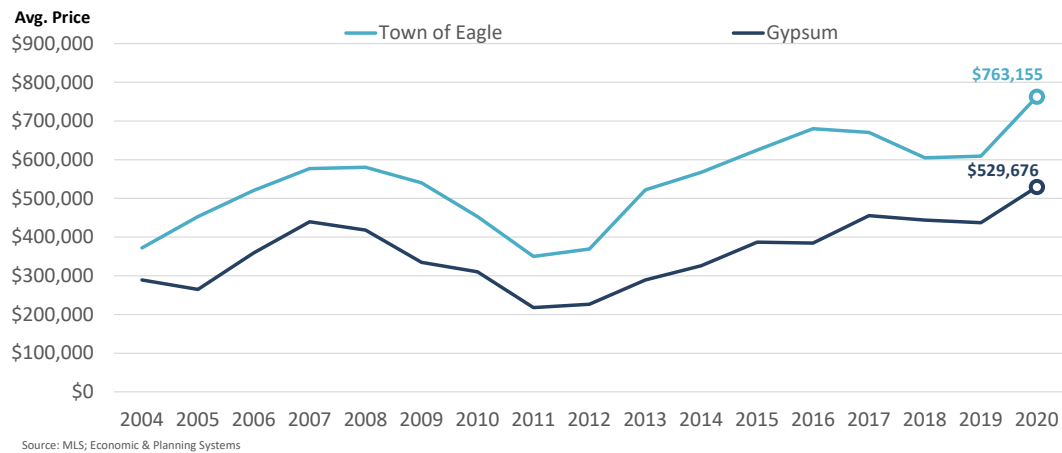
The average sale price in the Town of Eagle hit an all-time high in 2020 at \$763,000, shown in **Figure 19**. Eagle experienced a 25 percent price appreciation from \$609,000 in 2019 to \$763,000 in 2020. This is a significant increase in price due to the increased demand. The average price over the past five years, from 2016 to 2020, was \$665,500. The Town has a strong residential market that had especially high demand and price points over the past year. Since recovery from the Great Recession in 2013, Eagle experienced average price increases most years with the average price staying in the \$600,000 range.

Figure 19. Town of Eagle Average Annual Price, 2004-2020



The Town of Eagle and Gypsum experienced similar trends in average home price from 2004 through 2020. They each hit a high in 2007 and 2008 before declining during the Great Recession then steadily increased from 2013 to around 2017, shown in **Figure 20**. Eagle and Gypsum had an increase in average price in 2020 to reach a new high for this time period. Eagle consistently had a higher average annual price compared to Gypsum by an average of \$185,000. Over the past five years, this price gap increased to an average of \$215,000.

Figure 20. Average Annual Sale Price, 2004-2020



Price Distribution

In the Town of Eagle, there is a concentration of approximately 30 percent of homes within a price range of \$300,000 to \$500,000, nearly all of which are attached and condo units, as shown in **Table 10**. Single family detached units are concentrated between \$550,000 to \$750,000 with 37 percent of the total single family detached units. From 2018 to 2020, the average price of a single family home was nearly \$850,000. Additionally, 9 percent sold for over \$1.5 million. The average price over this time period for attached units was \$451,000 and \$356,000 for condo units. In comparison, countywide home sales were much higher with 33 percent over \$1.5 million. From 2018 to 2020, the average price of a single family detached unit was \$1.6 million.

Table 10. Recent Sale Price Distribution by Unit Type, 2018-2020

Sale Price	Town of Eagle					Eagle County				
	SFR	Attached	Condo	Total	% Total	SFR	Attached	Condo	Total	% Total
Less than \$300,000	2	1	0	3	0.5%	6	1	2	9	0.2%
\$200,000 - \$300,000	3	5	16	24	4.2%	16	23	87	126	2.6%
\$300,000 - \$400,000	3	50	30	83	14.5%	118	103	261	482	10.0%
\$400,000 - \$500,000	10	72	9	91	15.9%	151	135	237	523	10.9%
\$500,000 - \$550,000	18	12	5	35	6.1%	59	54	69	182	3.8%
\$550,000 - \$600,000	37	15	1	53	9.2%	78	67	66	211	4.4%
\$600,000 - \$650,000	27	12	0	39	6.8%	61	79	60	200	4.2%
\$650,000 - \$700,000	31	8	0	39	6.8%	59	75	79	213	4.4%
\$700,000 - \$750,000	30	0	0	30	5.2%	54	43	51	148	3.1%
\$750,000 - \$800,000	22	0	0	22	3.8%	38	57	33	128	2.7%
\$800,000 - \$850,000	15	0	0	15	2.6%	33	48	36	117	2.4%
\$850,000 - \$900,000	16	0	0	16	2.8%	30	33	38	101	2.1%
\$900,000 - \$950,000	11	0	0	11	1.9%	27	34	35	96	2.0%
\$950,000 - \$1,000,000	8	0	0	8	1.4%	28	33	39	100	2.1%
\$1,000,000 - \$1,100,000	15	0	0	15	2.6%	50	39	44	133	2.8%
\$1,100,000 - \$1,200,000	12	0	0	12	2.1%	55	45	43	143	3.0%
\$1,200,000 - \$1,300,000	10	0	0	10	1.7%	49	42	37	128	2.7%
\$1,300,000 - \$1,400,000	7	0	0	7	1.2%	31	32	39	102	2.1%
\$1,400,000 - \$1,500,000	7	0	0	7	1.2%	29	30	30	89	1.8%
Greater than \$1,500,000	54	0	0	54	9.4%	653	447	482	1,582	32.9%
Total	338	175	61	574	100.0%	1,625	1,420	1,768	4,813	100.0%

Source: MLS; Economic & Planning Systems

From 2018 to 2020, there was minimal average price difference between existing and new homes in Eagle, shown in **Figure 21**. New homes are defined as sold within 5 years of being built. The average price of new units was \$701,000 and the average price of existing units was \$780,000. Existing units had a higher average price due to extremely high demand and lack of new construction. Additionally, of the homes sold during this timeframe 80 percent were existing units. On a price per square foot basis, new and existing units were more tightly concentrated, shown in **Figure 22**. The average price per square foot for a new unit was \$299 and existing units averaged \$266 per square foot.

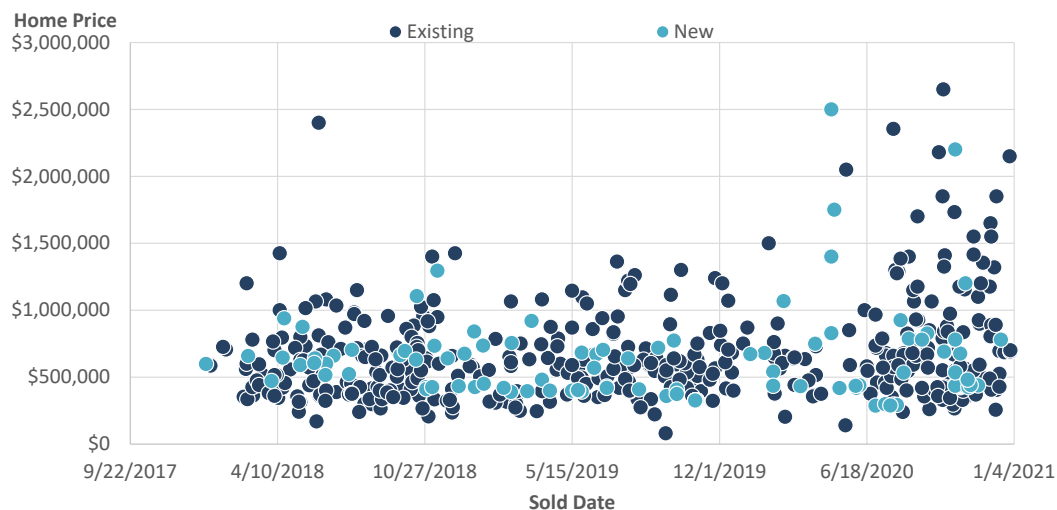
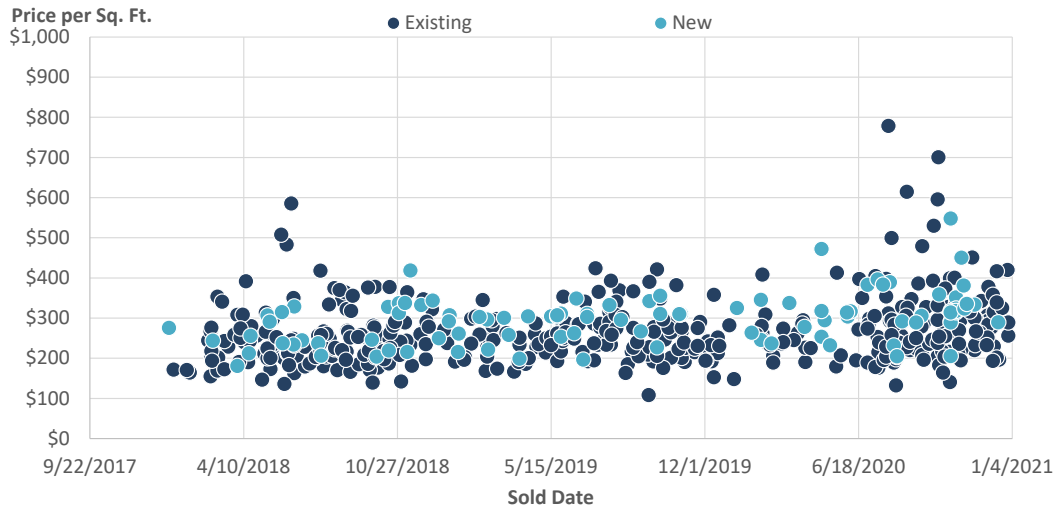
Figure 21. Town of Eagle New vs. Existing Home Price, 2018-2020

Figure 22. Town of Eagle New vs. Existing Price per Square Foot, 2018-2020



From 2018 to 2020 in Eagle, single family detached units had the highest prices reaching up to \$3.9 million, shown in **Figure 23**. Attached and condo units had lower price points and reached a ceiling price of \$695,000 and \$569,000, respectively. The price per square foot was more concentrated regardless of unit type, as shown in **Figure 24**. The average price per square foot over this time period was \$342 for condominium units, \$301 for single family units, and \$283 for attached units.

Figure 23. Town of Eagle Home Price by Unit Type, 2018-2020

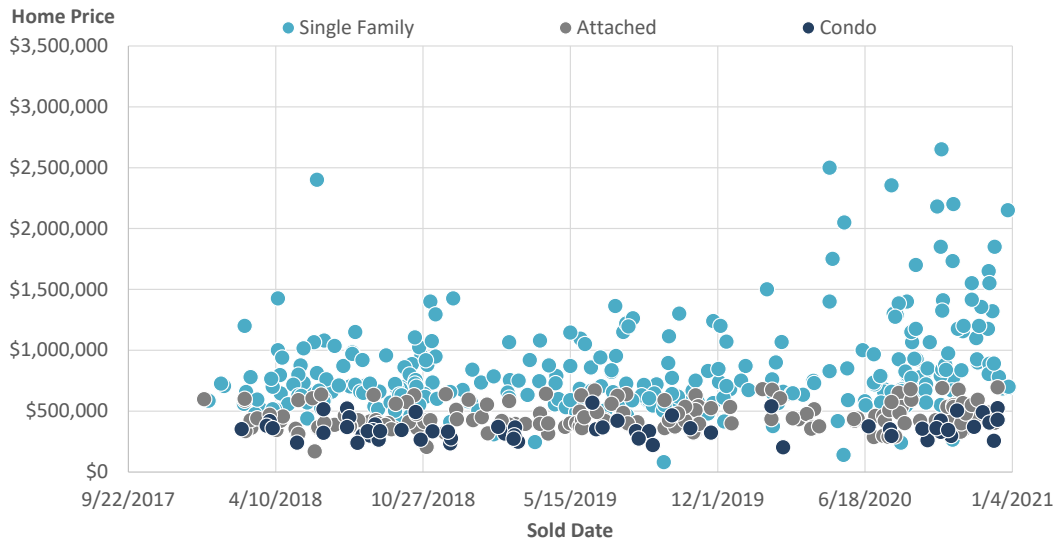
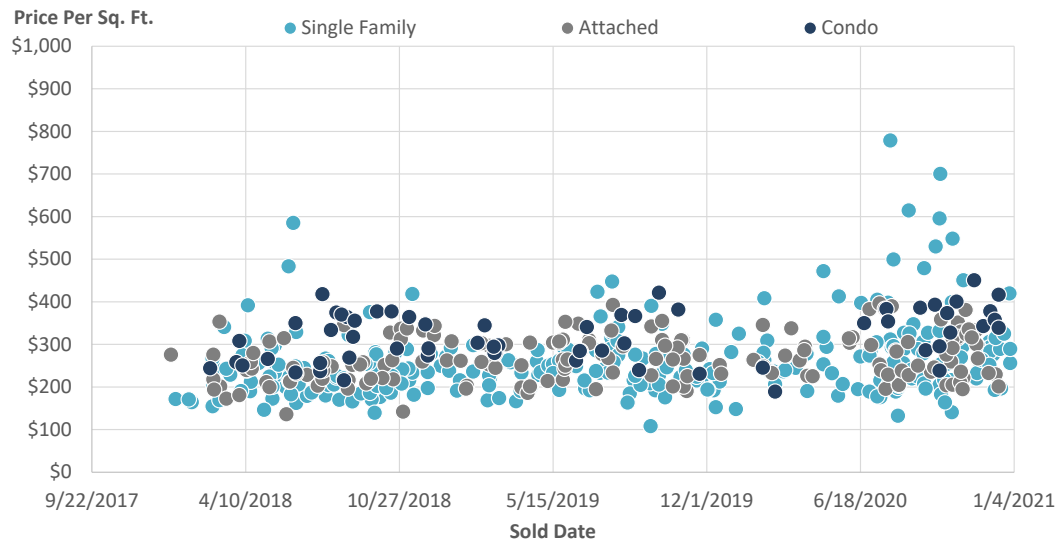
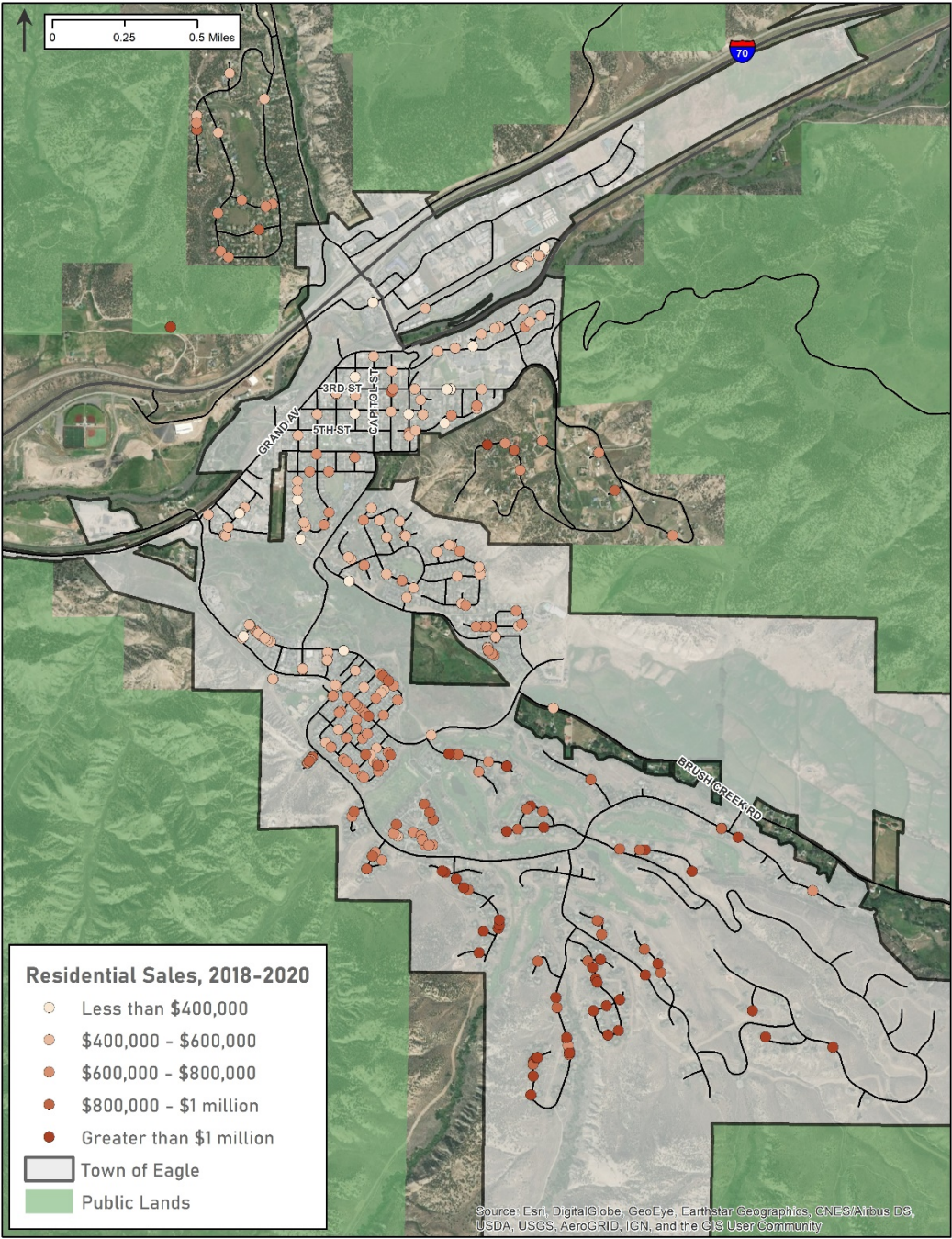


Figure 24. Town of Eagle Price per Square Foot by Unit Type, 2018-2020



The price of homes sold between 2018 and 2020 is shown below in **Figure 25**. Homes in and near the downtown area are mostly attached and condo units and have lower price points. Homes in Eagle Ranch were the most expensive, which are mostly larger lot single family detached units. The average price in Eagle Ranch was \$778,000 with many homes over \$1 million. The average price in the Town of Eagle, excluding Eagle Ranch, was \$563,000. The further away from downtown Eagle, the more expensive homes become. Denser units, such as condos, townhomes, and duplexes are often more affordable due to lower development fees and land costs. The smaller lots and the ability to share utilities and infrastructure lowers the overall price.

Figure 25. Residential Sale Price, 2018-2020





To: Mayor and Town Council

From: Chad Philips, Director, Community Development Department
Jessica Lake, Planner I, Community Development Department
Peyton Heitzman, Planner I, Community Development Department

Date: June 1, 2021

Agenda Item: Council Worksession for the East Eagle Sub Area Plan (EESAP)

REQUEST: Staff is requesting direction regarding the draft plan, land use categories, and concept plans for EESAP.

BACKGROUND:

The Town of Eagle adopted the 2020 Elevate Eagle Comprehensive Plan (Comprehensive Plan) on December 15, 2020, as a policy document to aid decisions on land use, development, public services, and economic development within the Town's boundary and Urban Growth Boundary. Within the Comprehensive Plan is the Future Land Use Map (FLUM) that provides future land uses within the Town of Eagle.

The properties that make up the EESAP planning area are approximately 95 acres, located in the furthest northeast section of town. The planning area is east of the Chambers Avenue Commercial and Industrial Park and sits between I-70 to the north and Highway 6 to the south.

The purpose of this subarea plan is to identify and define desired future land uses and guide future growth that will meet the needs of the community today and for decades to come.

Land opportunity for auto-oriented commercial and industrial uses is limited within the Town. The Chambers Avenue Character Area has few vacant lots remaining. The EESAP planning area provides a large tract of land that can meet the community's future needs for heavier commercial and industrial development. With close proximity to I-70, the EESAP considers the need for highway-oriented development. The EESAP also includes plans for a future highway interchange.

Questions for Discussion:

- Does the diagram show the right amount of commercial? / Does the diagram show the right amount of Interstate Commercial? / Does the diagram show the right amount of residential?
 - Residential = 33 acres / Commercial (including C/LI and IC) = 34 acres
 - Is this the breakdown that Town Council and the community would like to see?
- Commercial/Light Industrial Land Use Category includes "multi-family residential projects may be allowed through the Special Use Permit process, but the total land utilized shall not exceed 10% of the Commercial/Light Industrial category".
 - Should this allowance for residential remain in this land use category?
- Residential density – the proposed minimum density of 10 du/acre is consistent with the high-density land use category in the Comprehensive Plan.

- Should we include only a minimum density or a density range? If a range is recommended, then what is recommended for the maximum?
- Commercial density – should density requirements for the commercial be included in this plan?
- Is the Interim/Temporary Use Area appropriate for this plan?
 - Current zoning for this land is Resource (R).
 - We don't have a zone district in the code that we can apply to an area meant for Temporary Uses. Any zoning that we apply to this area would contain 'uses by right'. The implications of having 'uses by right' going into the Temporary Use category, is that there will be limited oversight, and the use may be difficult to remove in the future when the need for the I-70 interchange arises.
- How important are design standards for this area? Do we need design standards for distinct land uses?
 - Commercial Design
 - Highway Interchange
 - Residential Design
 - Eastern gateway area
 - Landscaping
- Are there any key headings that are missing from the Table of Contents?

ANALYSIS:

Staff has included an initial rough draft EESAP for review by the Council and the public. Beginning with the Table of Contents, there are certain elements that should be included in any sub area planning, such as: Purpose of the Plan, Introduction, Goals and Policies, Future Land Use Map, Implementation and Action Items. Staff is hoping to focus much of the discussion on the Goals, Future Land Use Map (FLUM) and Categories, Conceptual Design, and Action Items. The Goals, FLUM and Land Use Categories for this plan will direct the policies that staff drafts and will then be used when evaluating future re-zonings and land use applications in this planning area. The Conceptual Designs will provide direction to staff for development permit and special use permit applications and the Action Items will provide staff and landowners with a tangible strategy for implementation.

To aid in the discussion of developing this sub area plan, staff has identified several areas of the Comprehensive Plan for consideration. This tract of land is located between the Eastern Gateway area and the I-70 Influence Character Area and can be viewed as both an extension of Chambers Avenue and eventually as an eastern entrance into Town.

2020 Elevate Eagle Comprehensive Plan:

Goal 2-6: Policies for the West and East Gateway areas

- 2-6.2. Support the installation and maintenance of attractive, well-managed landscaping at the east and west gateways.
- 2-6.6. Require screening or other enhancements to building facades and outdoor storage areas to improve visual quality. Maintain vegetation that provides screening of less-attractive sites.
- 2-6.8. Ensure that new development in these areas includes architectural elements and treatments consistent and compatible with established design guidelines for the Town of Eagle.

Goal 2-7: Policies for I-70 Influence Character Area

- 2-7.4. Within allowances established by the Town's level of service (LOS) standards, promote additional highway-oriented businesses (which may also serve local needs) in the vicinity of Eby Creek Road.

- 2-7.5. Encourage the development of vacant or underutilized lots at the western end of Chambers Avenue with more intensive uses that would benefit from their accessibility to the interstate corridor.
- 2-7.6. Maintain existing commercial and industrial zoning in the Chambers Avenue, Market Street, Sawatch Road, and Marmot Lane areas.

The importance of locating highway-oriented businesses in the vicinity of Eby Creek Road is well documented in the Comprehensive Plan. The EESAP includes plans for a future eastern highway interchange and a land use category for highway-oriented businesses. This interchange will provide an important gateway or entrance area for visitor's and locals alike into Eagle.

Goals and Policies of the EESAP draft. The plan currently includes the following initial Goal topics for the sub area plan:

- Direction with Flexibility
- Address traffic circulation/congestion
- Not to create another town center
- Appropriate type of residential homes (no single-family or mixed use that might be found in a town center)
- Meet needs of commercial use/businesses with lots large enough for delivery trucks (current issues on Chambers Ave with trucks loading and unloading from center turning lane)
- Temporary uses prior to construction of interchange
- Protection of critical wildlife habitat and riparian zones.
- Encouraging commercial development that is recreation based
- Promote pedestrian and bike access to nearby amenities such as the future River Park location in the Red Mountain Ranch Development.

Supporting policies will be added once the Goals have been fully developed. Staff is requesting input on the development of the Goals for the plan.

The Comprehensive Plan acknowledges the importance of design guidelines for the Character areas throughout Town. Staff is hoping to gain additional direction during this worksession on conceptual designs for each land use category.

Planning & Zoning Comments Summary:

- Slightly reduce the residential / increase the heavy commercial / light industrial and interstate commercial.
- Extension of recreation that our Town represents – encourage recreation / entertainment type businesses and uses.
- Gateway – bridge is our current gateway, but we can have multiple gateways, this parcel could have an iconic feature that is representative of the Town – design is critically important, and the design guidelines should be very high standard. If we don't impose some higher design standards then we just end up with another Chambers, which is not very attractive from the interstate.
- Wildlife corridor – the underpass is for deer and elk and this should be better addressed in the plan.
- Temporary Uses – concerns with temporary uses being the gateway or becoming permanent uses. Would like to require screening for any uses allowed by the current zoning.

- Highway Interchange – this aspect is really important and should be addressed sooner than later. We’re all cognizant of traffic and having another entry/exit point in Eagle should be on the table.
- Residential Land Use Category – would prefer to see us just require the density range rather than specifically excluding single family homes.
 - Current Wording – *The East Eagle residential areas will consist of multi-family dwellings and/or projects that will result in a minimum density of 10 dwellings per acre. Due to the abundance of detached single family residential approved in the south Eagle area, this category shall not include Single Family Dwellings.*
 - Possible Re-Wording – *The East Eagle residential areas will consist of multi-family, two-family or single-family dwellings and/or projects that will result in a minimum density of 10 dwellings per acre.*

Changes to the Draft Plan since P&Z (May 4th):

Since May 4th, staff has continued work on the draft plan. Feedback has been provided by Colorado Parks & Wildlife and research has been included from Eagle River Station and past land use approvals at this location. Additions have also been made to the Goals, these more well-rounded Goals will help staff to develop policies and actions for them. Staff heard from the Public and the Planning & Zoning Commission about the importance of design throughout Eagle and at this property in particular, language regarding conceptual design has been included to aid decision makers with future applications.

- Constraints and Parameters
- Goals and Policy Topics
- Conceptual Design Direction

COMMUNITY INPUT:

Staff has published notice of the work sessions and the public hearings in the local newspapers, emailed flyers, and sent notification to property owners within the plan boundaries as well as adjacent properties.

Staff conducted live Zoom polling during the May 4th Planning Commission worksession. The results from the poll are included in the Public Survey attachment.

A survey, similar to the Zoom polling on May 4th, was sent out to an email list as well as posted to Facebook for East Eagle, results of this survey are also included in the Public Survey attachment.

Staff has not received additional public feedback, beyond the virtual public open house and survey, as of May 27, 2021. During the June 8th worksession, there will be ample opportunity for members of the community to provide input.

PROCESS SCHEDULE:

April 2021
April 29 th Public Open House - Planning & Zoning Commission o Public Discussion: East Eagle Sub Area Plan (EESAP)
May 2021
May 4 th (Planning & Zoning Commission) o Public Discussion: East Eagle Sub Area Plan (EESAP)

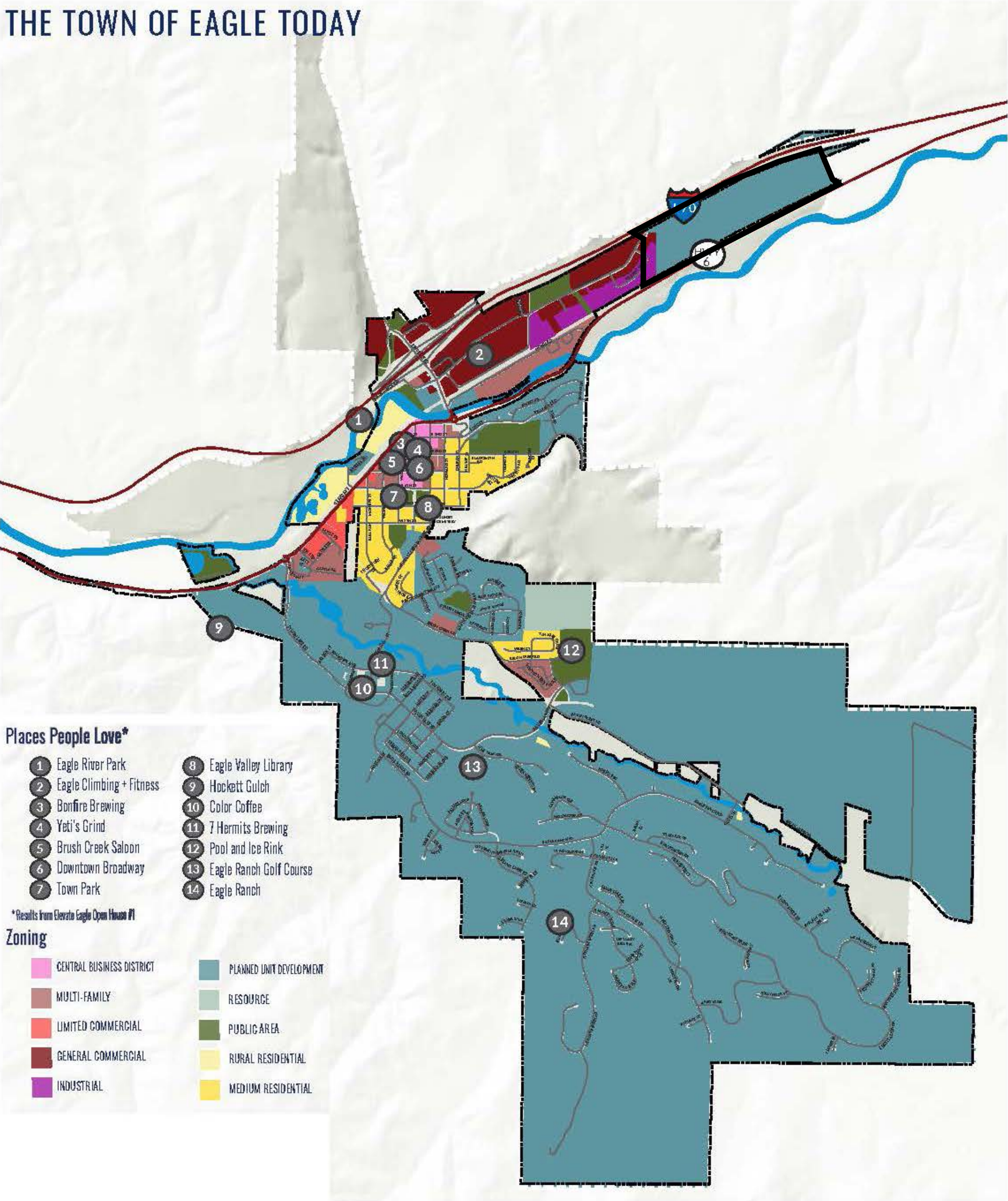
May 25 th (Town Council) o Public Discussion: East Eagle Sub Area Plan (EESAP) (continue to June 8 th)
June 2021
June 1 st (Town Council) o Council/Staff Discussion: East Eagle Sub Area Plan (EESAP)
June 8 th (Town Council) o Public Discussion: East Eagle Sub Area Plan (EESAP)
June 15 th (Planning & Zoning Commission) o EESAP Adoption Hearing
July 2021
July 13 th (Town Council) o EESAP Ratification Hearing

ATTACHMENTS:

- EESAP Concept Plans dated May 4, 2021
- EESAP Initial Draft Plan dated May 27, 2021
- Public Survey
- Public Comment

East Eagle Subarea Plan

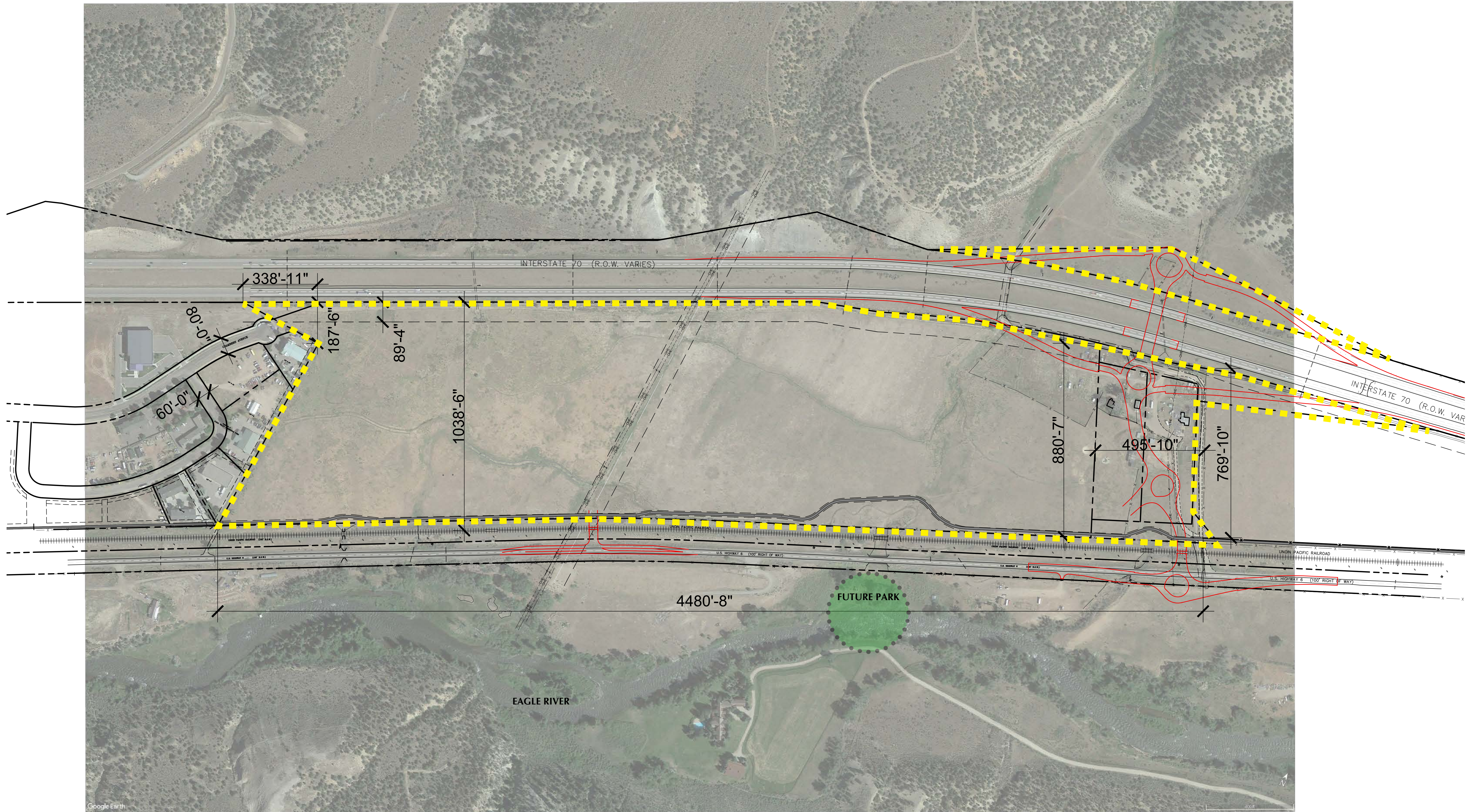
Planning and Zoning Commission Meeting



ELEVATE EAGLE | COMPREHENSIVE PLAN | 22 OCTOBER 2020 PUBLIC WORKING DRAFT 7

Prepared for RED Development and the Town of Eagle

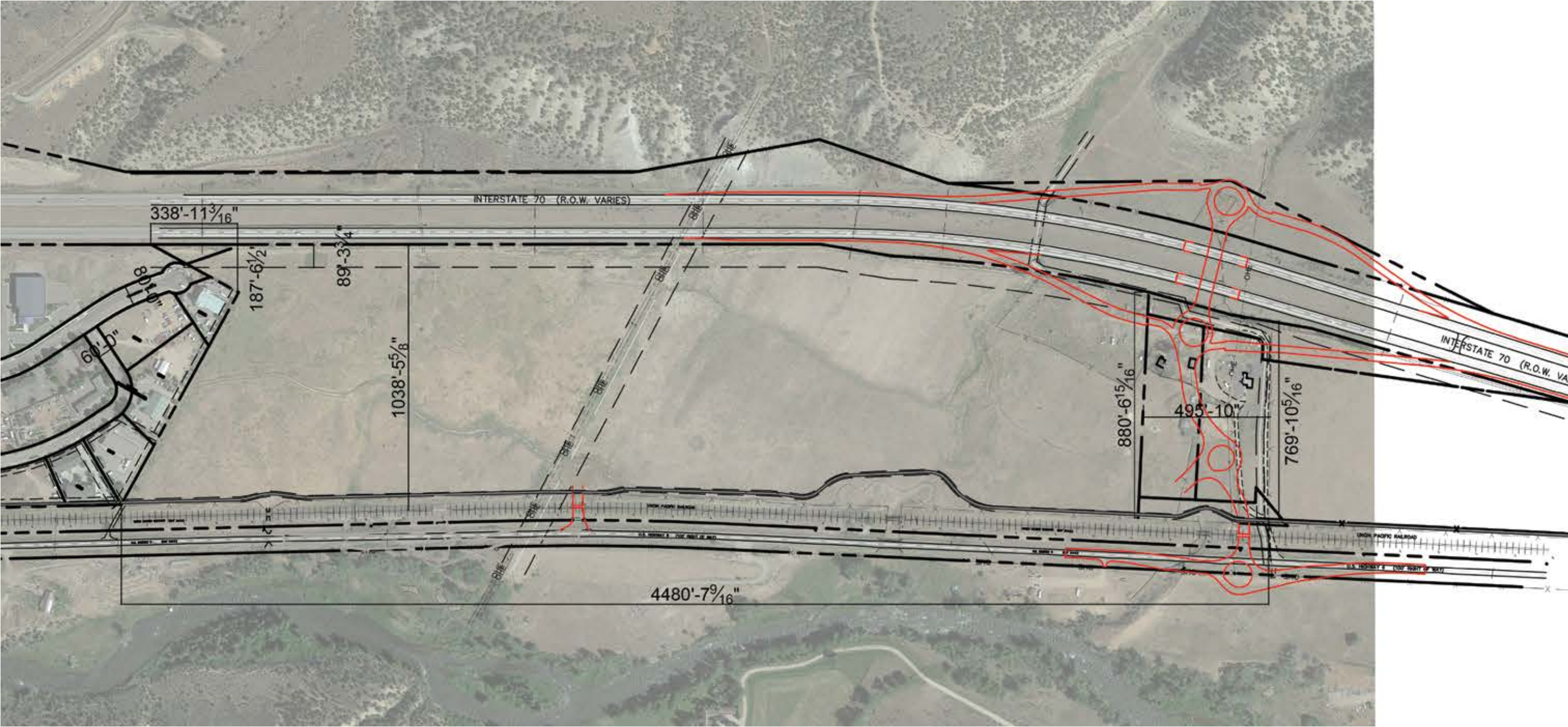
By Zehren and Associates
May 4, 2021



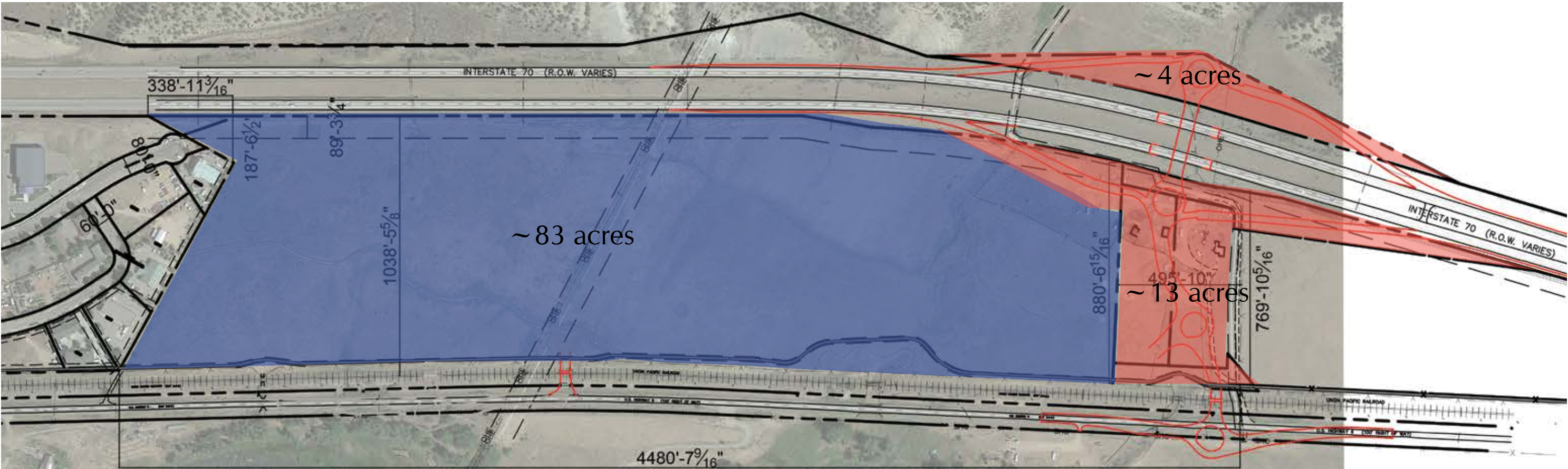


Site Map 1:400 scale

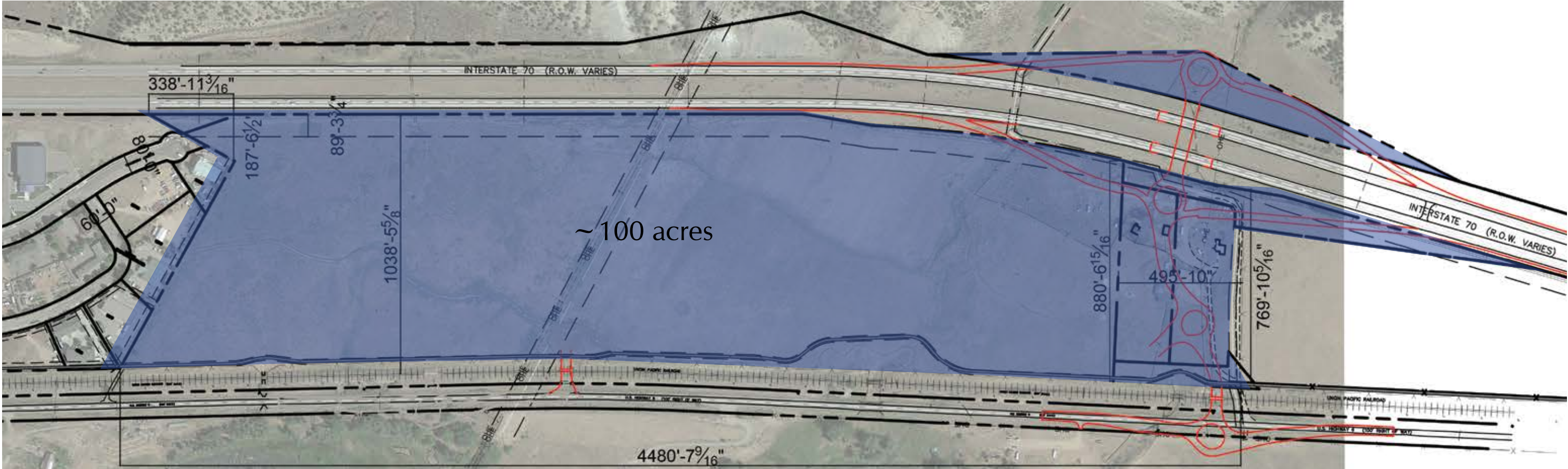
1 Acre



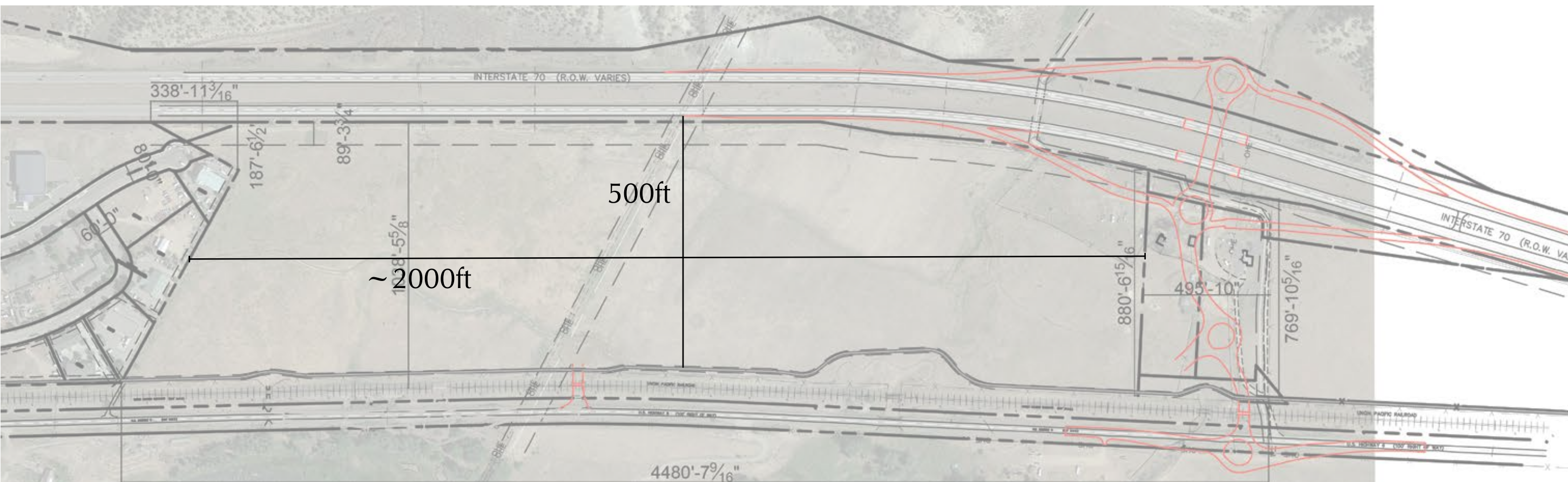
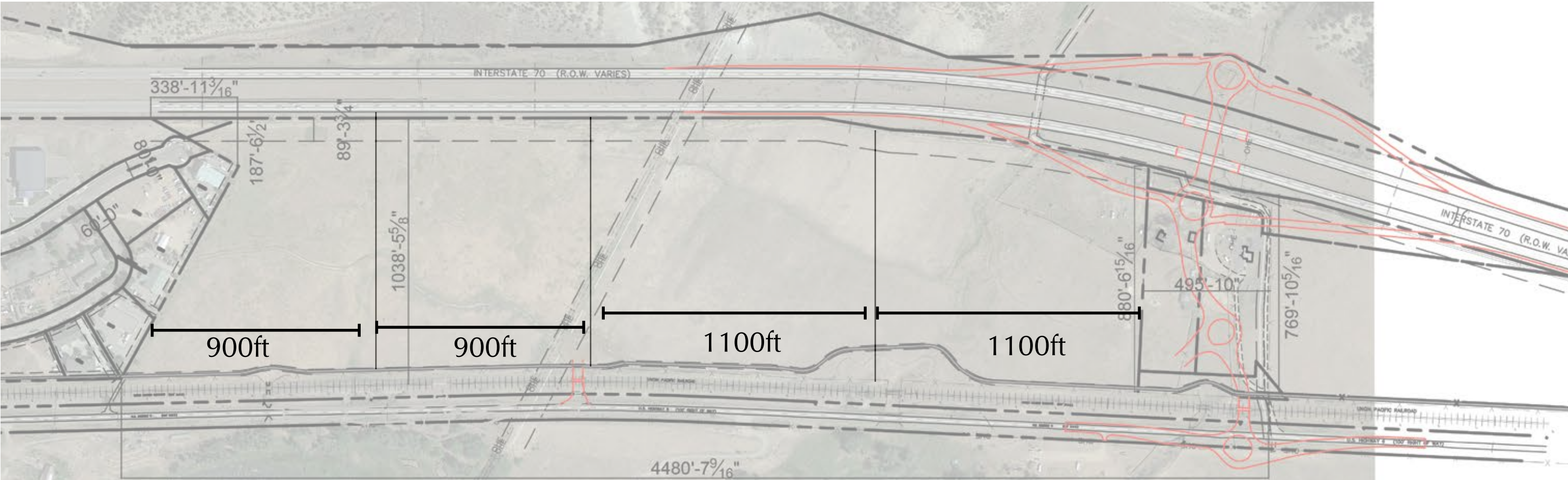
Area With Highway Interchange



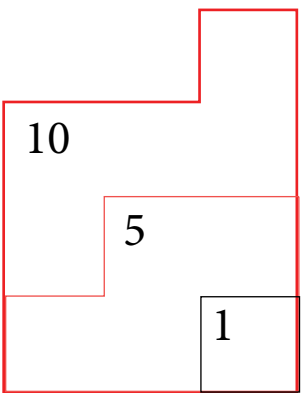
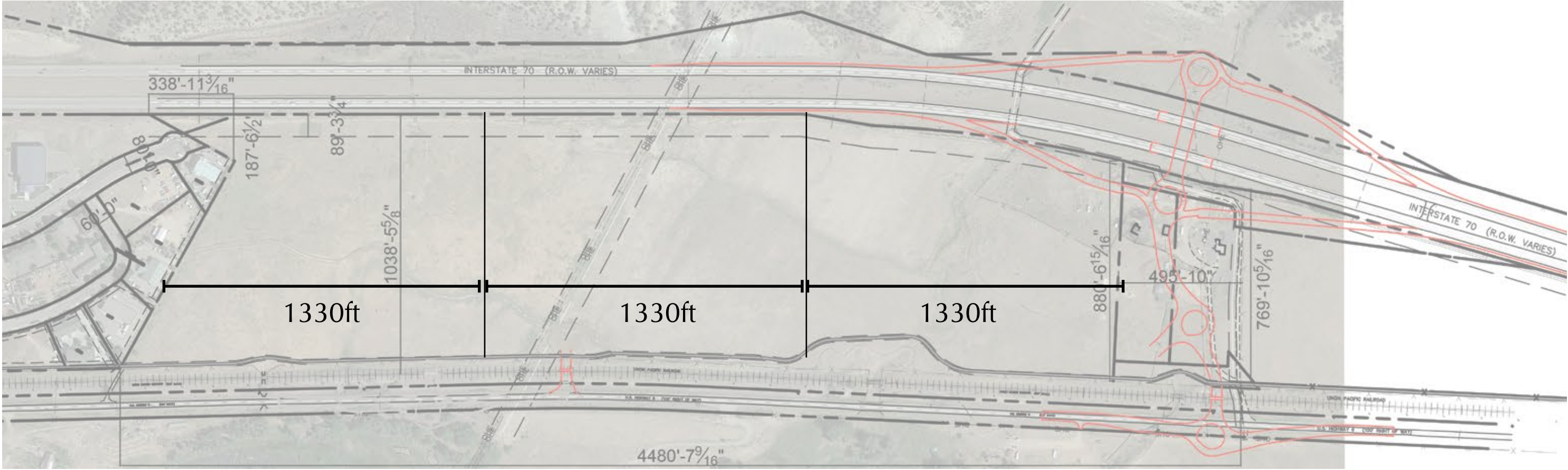
Area Without Highway Interchange



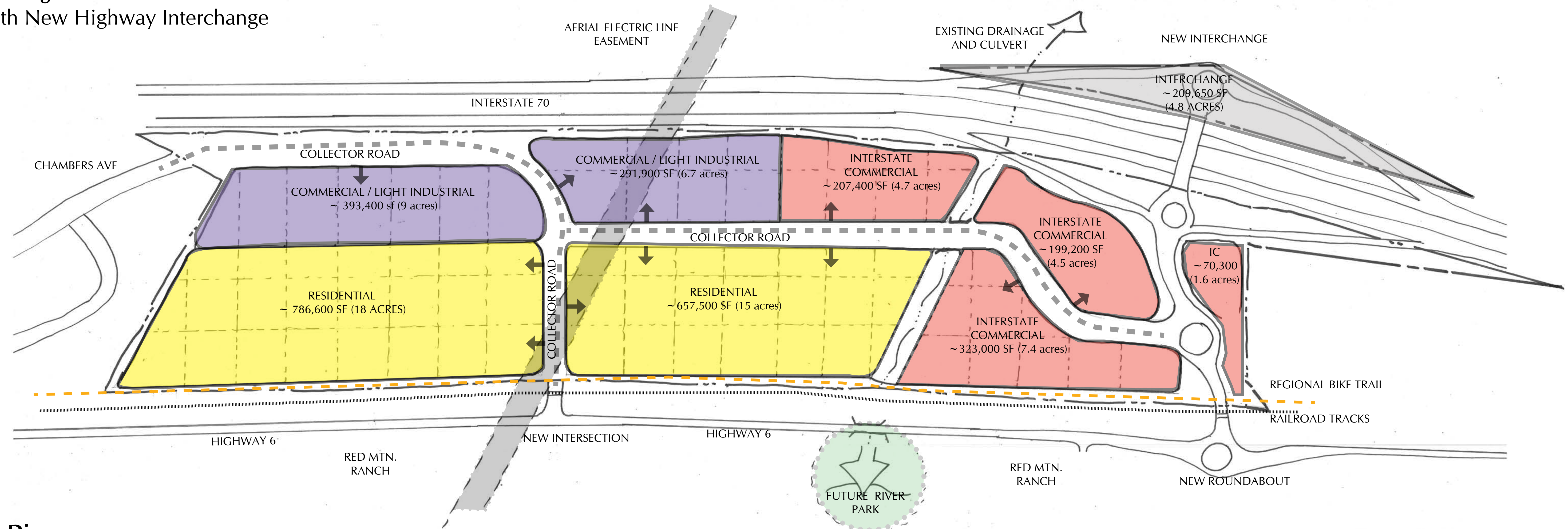
4 Segments



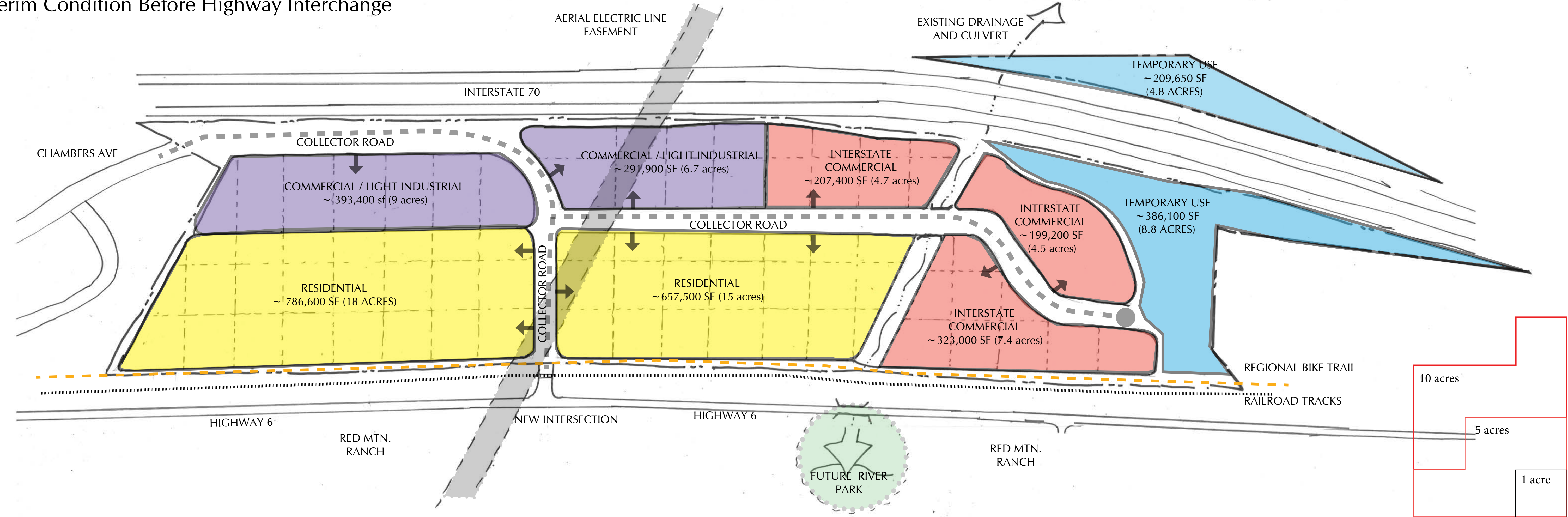
3 Segments



Conceptual Land Use Diagram
Preferred Concept With New Highway Interchange



Conceptual Land Use Diagram
Preferred Concept Interim Condition Before Highway Interchange





Eagle Climbing and Fitness



Alan Bradley Windows and Doors



Tumbleweed Dispensary



Chambers Ave Commercial Building



Outwest Drywall Supply



Timberline Tours



R & H Mechanical



Eagle Town Hall



241 Broadway



330 Broadway



Miller Ranch, Edwards



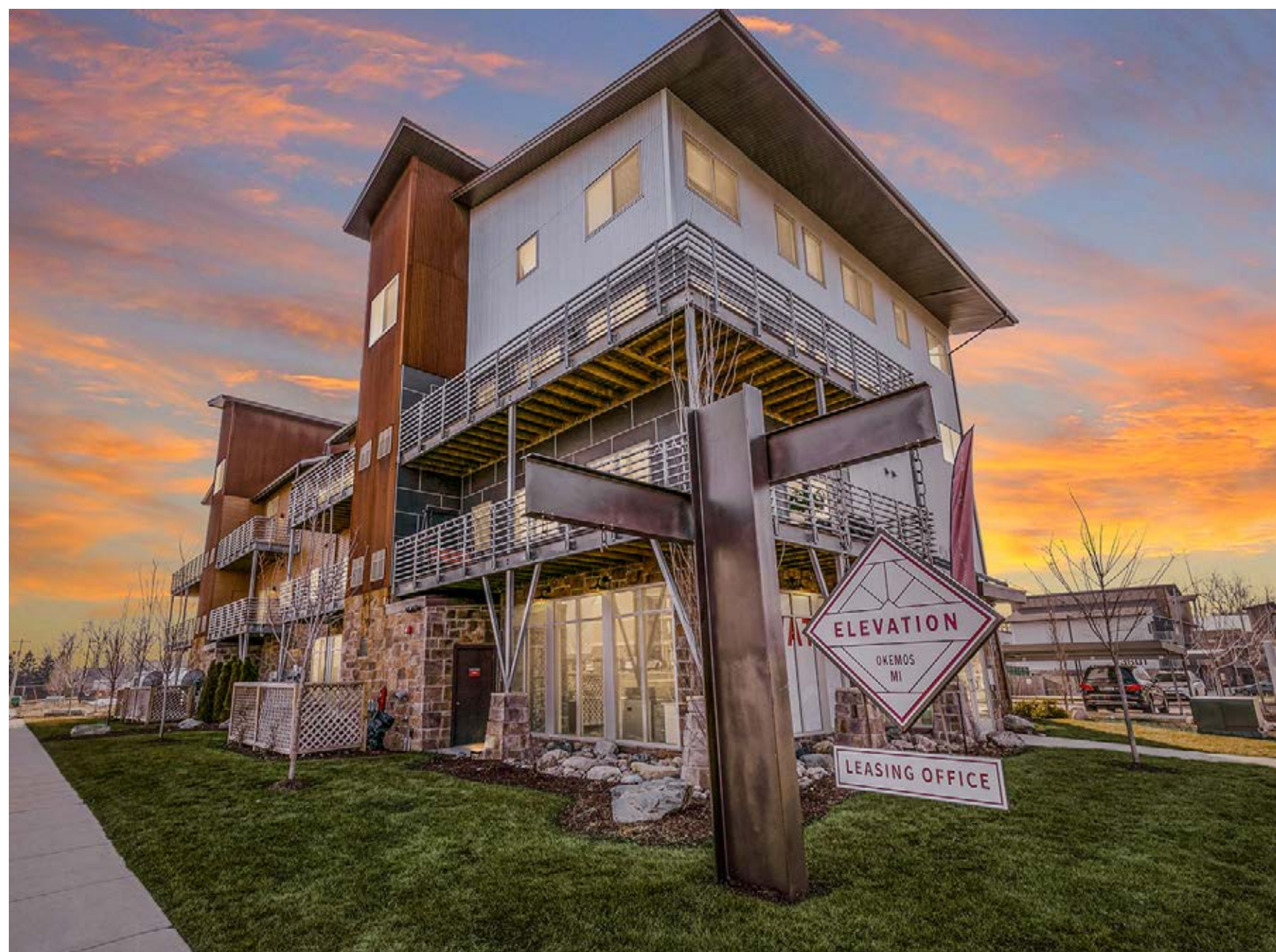
Eagle Landing, Eagle



Gambel St. Townhomes, Eagle



Chamonix, Vail



Elevation - Okemos, MI



Grow Community - Bainbridge Island, WA



Pitchfork - Crested Butte, CO

Piedmont - Avon, CO

Commercial/Light Industrial:

This area will include uses common to those that exist in the Chambers Ave area but with larger lots that are more accessible to freight trucks. Such uses include those seen in light industrial areas such as office, manufacturing, assembly, storage, distribution, repair, service, contractor's yards, outdoor retail, and kennels, AND commercial/retail uses typically not found on Broadway Street such as restaurants with drive up windows, grocery stores, gas stations, and service establishments. Multi-family residential projects may be allowed through the Special Use Permit process, but the total land utilized shall not exceed 10% of the Commercial/Light Industrial category.

Residential:

The East Eagle residential areas will consist of a range multi-family dwelling unit products, for rent or for sale, with a minimum density of 8 DU/Acre. Due to the abundance of detached single family residential approved in the south Eagle area, this category shall not include Single Family Dwellings.

Interstate Commercial

To take advantage of the vehicular traffic present at interstate interchanges and to provide the Town's citizens options to avoid driving out of town for certain goods and service, this area shall primarily include office, lodging, regional retail, large-format restaurant, and convenience stores/gas stations. Because this will also be the west bound gateway to the Town of Eagle, uses should reflect the character of the Town's active/outdoor branding in addition to maintaining high quality design elements.

Interim/Temporary Use Area:

This area consists of land that will eventually be utilized as transportation infrastructure for the future I-70 interchange. Knowing that this land may not be developed as an interchange for many years, temporary uses may be approved. Such uses would be limited to those that can be easily removed when development of the interchange begins. Being the eastern gateway to the Town (even though the interchange could be years away), landscaping, screening (with berms or fences) and overall design quality remain important considerations. Because the Town does not have a zone district specifically established to only address temporary uses, the Planned Unit Development zoning and process should be utilized for this area to include uses such as: storage, landscape nursery, campground, or a solar photo-voltaic provided they are screened adequately.



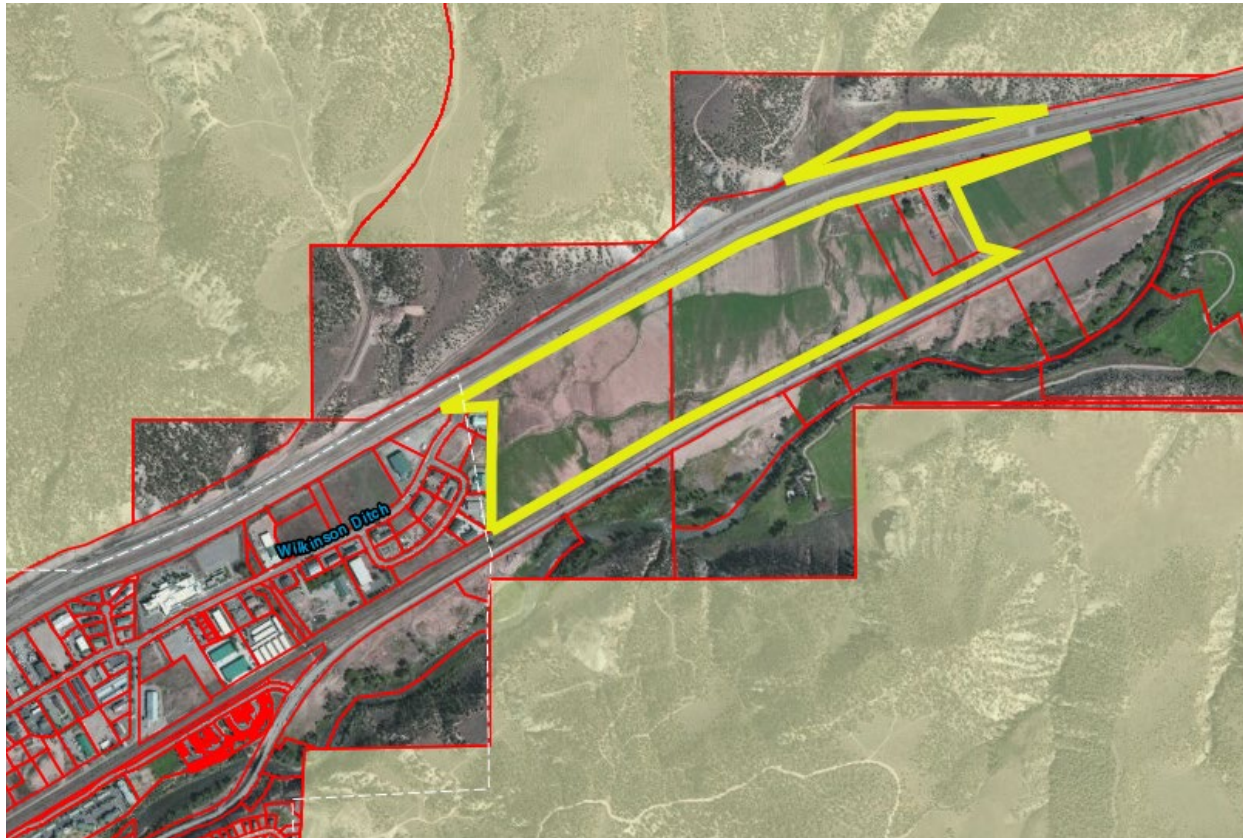
EAST EAGLE SUB AREA PLAN

April 2021 DRAFT

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Area Map

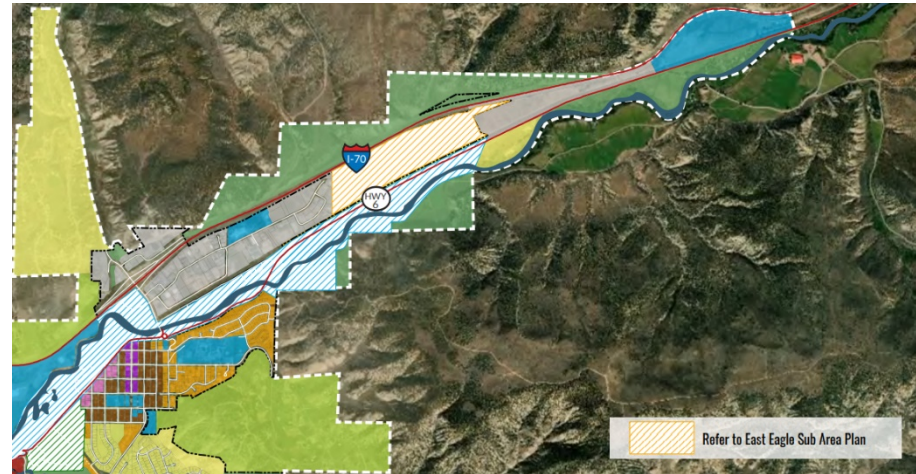


Purpose

The Town of Eagle adopted the 2020 Elevate Eagle Comprehensive Plan (Comprehensive Plan) on December 15, 2020, as a policy document to aid decisions on land use, development, public services, and economic development within the Town's boundary and Urban Growth Boundary. Within the Comprehensive Plan is the Future Land Use Map (FLUM) that provides future land uses within the Town of Eagle. Sections of the FLUM refer to subarea plans for future land use designations. The FLUM refers to this East Eagle Subarea Plan for the future land use designations of this planning area, known as "East Eagle". The purpose of this subarea plan is to identify and define desired future land uses and guide future growth that will meet the needs of the community today and for decades to come.

The East Eagle property is approximately 95 acres, located in the furthest northeast section of town. The planning area is east of the Chambers Avenue Commercial and Industrial Park and sits between I-70 to the north and Highway 6 to the south.

Land availability for auto-oriented commercial and industrial uses is limited within the Town. The Chambers Avenue Character Area has few vacant lots remaining. East Eagle provides a large tract of land that can meet the community's future needs for heavier commercial and industrial development. I-70 and Highway 6 both provide locals with ingress and egress to Eagle, this property is uniquely situated and will provide access to both. The size of the property and close proximity to I-70, spurs an opportunity for highway-oriented development unlike what exists at the Eby Creek Rd interchange. The East Eagle Sub Area Plan also includes plans for a future highway interchange, further supporting highway-oriented development.



****Image from Elevate Eagle Comprehensive Plan.**



East Eagle will be the first development that welcomes westbound visitors as they drive into the Town of Eagle. This plan was designed to include an attractive eastern gateway as supported by the Comprehensive Plan. There is also a residential component in the East Eagle Subarea Plan. Design elements have been incorporated into this plan to create cohesion and encourage high quality development among the different uses in East Eagle.

Introduction

Background

The 95 acres that make up East Eagle were annexed into the Town of Eagle in 2006. Current zoning is Resource (R) and the land is currently used as pasture. Once developed, this property will provide a connection from the east end of Chambers Avenue with Highway 6, enhancing the connectivity to this part of town.

Initial development of this property included a mix of uses, an I-70 interchange on the eastern most edge of the property, and connection from Chambers Avenue to Highway 6. Eagle has changed substantially from 2006, with the build-out of Eagle Ranch and approval of other large Planned Unit Developments throughout the Town. From 2005 to 2010 the Town of Eagle's population increased by 2,200 people. From 2010 to 2019 Eagle's population increased by roughly another 500. While growth certainly slowed over the past 9-10 years, the demand for housing continues to increase and home prices continue to rise. Since 2014, Eagle has annexed an estimated additional 795 acres to the Town, most of this land is slated for residential development and roughly 1,500 dwelling units are approved as of 2021.

Heavy commercial and light industrial development in Eagle has been limited to Chambers, Eby Creek and Market, with some light commercial along Highway 6 and in West Eagle. Interstate Commercial is currently limited to Eby Creek, Market and the western end of Chambers Avenue. Eagle's downtown is Broadway Street, which connects to Grand Avenue (Highway 6). The East Eagle property is located roughly 1.25 miles from Broadway Street. Walking/running/biking connectivity exists

through this property to the Town Center area via the Regional Trail.



Site Analysis

Size

The length of East Eagle along I-70 is comparable to the length of Chambers Avenue, as depicted in the Context map. East Eagle is 4,480 linear feet while Chambers Avenue is 5,550 linear feet. In terms of depth, the distance from the property boundary abutting I-70 to the boundary abutting the railroad track ranges from 769-1038 lineal feet. Of the total 100 acres of the property, approximately 17 acres is designated for the future highway interchange, leaving 83 acres for other land uses.

Surrounding Properties

To the north and east of the East Eagle planning area, are properties in unincorporated Eagle County with Resource zoning. Across Highway 6 to the south is the Red Mountain Ranch (RMR) development, which is zoned Planned Unit Development within the Town of Eagle. The Red Mountain Ranch development is currently undeveloped but has received approvals for up to 153 residential units; this development will include both multi-family and single family residential. A future river park is planned in RMR and will provide active recreation within close proximity to East Eagle. To the west is the Chambers Avenue Commercial and Industrial Park with mixed Commercial General and Industrial Town of Eagle zoning. The Eagle Valley Trail and Railroad run parallel between the East Eagle property and Highway 6.



Constraints and Parameters

Though the EESAP focuses on the area identified as East Eagle, there is recognition that the Town of Eagle has limited options for expansion, especially expansion and/or annexation of land for commercial and industrial uses. The Town is surrounded by land owned by the Bureau of Land Management (BLM) as depicted in pale yellow in the graphic to the right.

Aside from the surrounding terrain, East Eagle has its own set of constraints that have impacted this planning process and the conceptual design of the property. These constraints include:

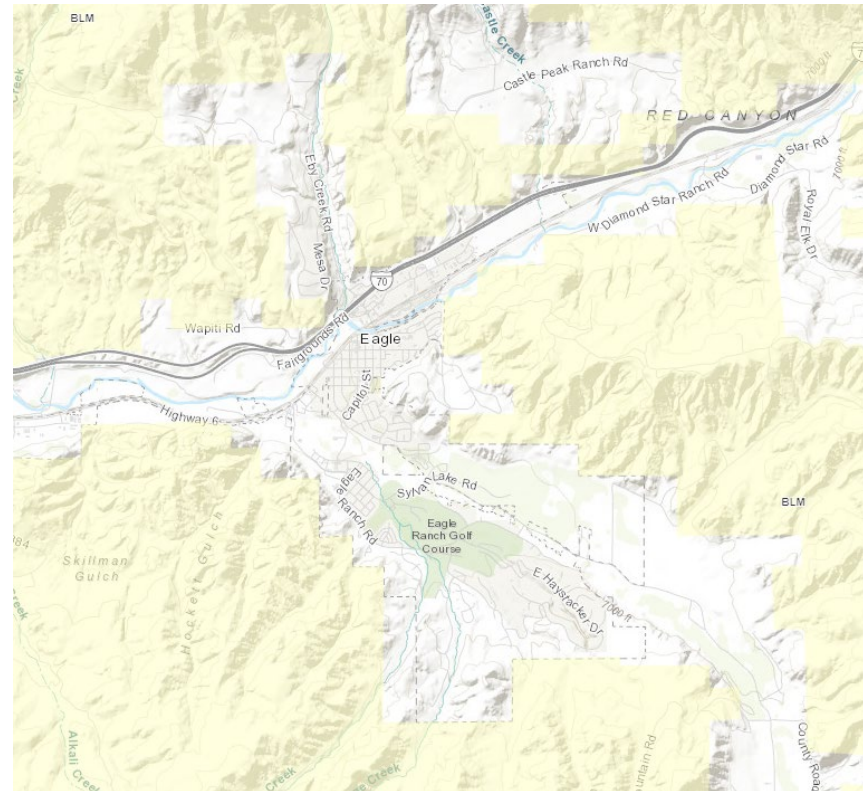
- Utility Easement
- Rail line
- Highway 6 Access Permits
- Drainage
- Future I-70 Interchange
- Regional Trail (ECO Trail)
- Visibility from I-70
- Market Influences

Utility Easement

There is a 100' utility easement near the center of the property. The easement is used by a powerline running through the property.

Railroad Crossing

There has been community effort to revive the Tennessee Pass rail line for freight and/or passenger use. The rail line stretches from Eagle to Canon City. If the rail line becomes operational, the community may want to consider a location for a future



Eagle County GIS Layers: Public Lands.

transit center for the loading and unloading of freight and passengers.

Highway 6 Access Permits

Access permits onto the property from Highway 6 have already been issued by the Colorado Department of Transportation (CDOT). There are two points of access from Highway 6 that are depicted in the Site Overlay with Dimensions and Aerial in Exhibit A.

Drainage

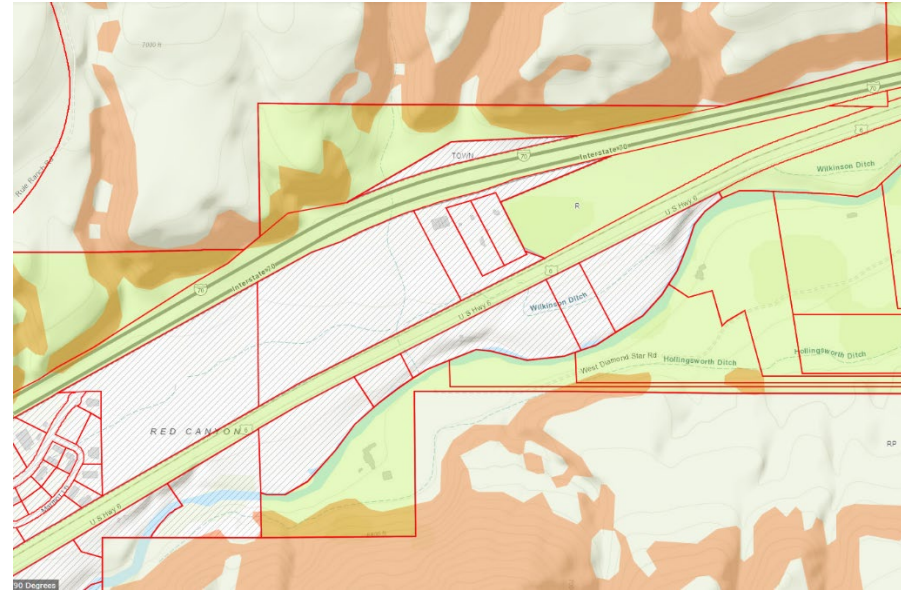
A drainage feature runs through the property. The drainage is located north of the Future Park depicted on the Site Overlay with Dimensions and Aerial in Exhibit A.

Future I-70 Interchange

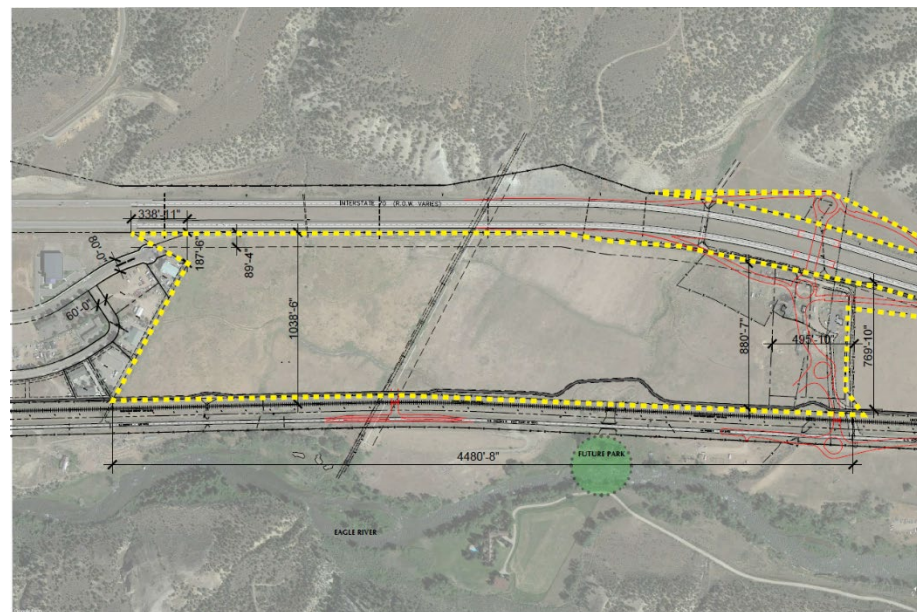
The Town has identified a need for a future highway interchange that will provide additional access points to the property. The future interchange is intended to address problems with congestion, safety, and facilitate the flow of traffic on Chambers Avenue. The location of the highway interchange is restricted to the east end of the property due to the slope to the north of I-70, that limits the location of the highway on/off ramp. The highway interchange is a large capital investment that may not be constructed in the near future.

Regional Trail

The Eagle County ECO Trail is location along the southern border of the property. The ECO Trails is a popular trail that provides public access throughout the Eagle Valley.



Eagle County GIS Layers: parcels, County zoning, slope greater than or equal to 30%



High Visibility

With tens of thousands of vehicles driving on I-70 each day, East Eagle is highly visible to locals and visitors alike. This visibility has shaped various elements of this planning document such as the eastern gateway, the need for design standards, and importance of landscaping.

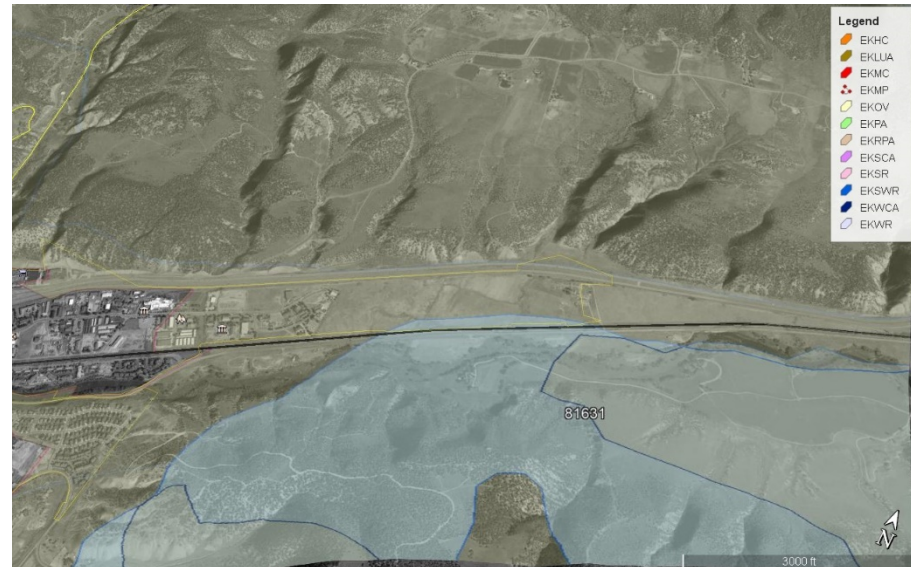
Market Influences

Other constraints taken into consideration during this planning process were changes to markets resulting from a shift to online shopping, only accelerated by the recent COVID-19 pandemic. The shift to online shopping begged the question, will big box be profitable in the future? These questions come with the recognition that the markets change and predicting the future can be an impossible task. The East Eagle Subarea Plan provides flexibility to future commercial land uses by allowing for a variety of commercial uses, rather than restricting the area to large lots for big box/chains.

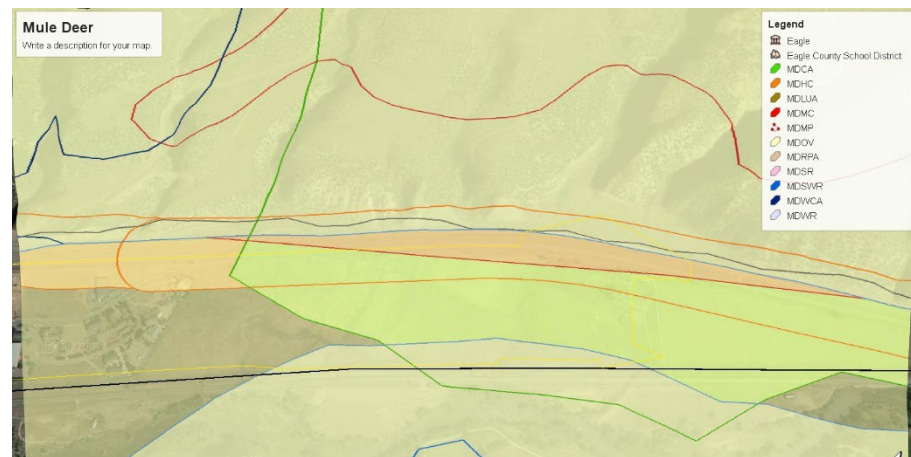
Wildlife

A vision of the community is to celebrate and preserve its unique connection with the environment by minimizing growth impacts to water and wildlife resources. Numerous goals in the 2020 Elevate Eagle Comprehensive Plan focus on preserving and protecting habitat for wildlife as well as riparian areas. Through this planning process, potential impacts to water and wildlife resources were identified and addressed in the Goals/Policies section of the plan.

The Elk population uses the East Eagle area during the winter months. The graphic shows that the southern section of the property is used as Elk winter range.



A map of Elk movement from CPW: [Colorado Parks & Wildlife - Google Earth \(KMZ\) Species Maps \(state.co.us\)](#)



Map of Mule Deer movement. Source: CPW [Colorado Parks & Wildlife - Google Earth \(KMZ\) Species Maps \(state.co.us\)](#)

Wildlife utilizes the underpass at mile markers 147 and 150. The community recognizes that development of East Eagle will disrupt wildlife movement through the property, however efforts can be made to minimize any negative impacts.

Eagle River is south of East Eagle across Highway 6. Mapping provided by the Colorado Wetland Inventory depicts riparian zones and other water resources. While East Eagle has three streams feeding into the water sources to the south, there are no riparian zones within the planning area.



Commercial businesses in East Eagle will serve the valley with their proximity to the Eagle County Airport that enplaned (origin and destination) 194,905 passengers in 2019. Visitors arriving at the Eagle-Vail Airport currently drive through Eagle's Grand Avenue (Highway 6) to the Eby Creek / I-70 interchange to get to up-valley destinations. Upon returning to the airport, visitors must currently take the same return trip, as Eagle has one interchange.

10

The Town of Eagle is surrounded by BLM land and natural attractions such as Sylvan Lake State Park, the White River National Forest and the mining town of Fulford.

In addition to serving the visitors of the area, East Eagle will serve nearby communities. The closest municipality to the west is the Town of Gypsum with a population of 7,582 in the year 2019. To the east are unincorporated areas of Wolcott and Edwards. Unincorporated Eagle County had a population of 24,038 in 2019. The total population for Eagle County as of 2019 was 55,070; this population number includes unincorporated Eagle County, Avon, Basalt(partial), Eagle, Gypsum, Minturn, Red Cliff, and Vail.

Related Goals

Current planning documents used in the development of EESAP:

2020 Elevate Eagle Comprehensive Plan

This tract of land is located between the Eastern Gateway area and the I-70 Influence Character Area.

Summarized from Elevate Eagle Goal: (relevant) Policies for the West and East Gateway areas

- Support the installation and maintenance of attractive, well-managed landscaping at the gateways.
- Provide and maintain landscape screening or other enhancements to improve visual quality.
- Ensure that new development in these areas includes architectural elements and treatments consistent and compatible with established design guidelines for the Town of Eagle.

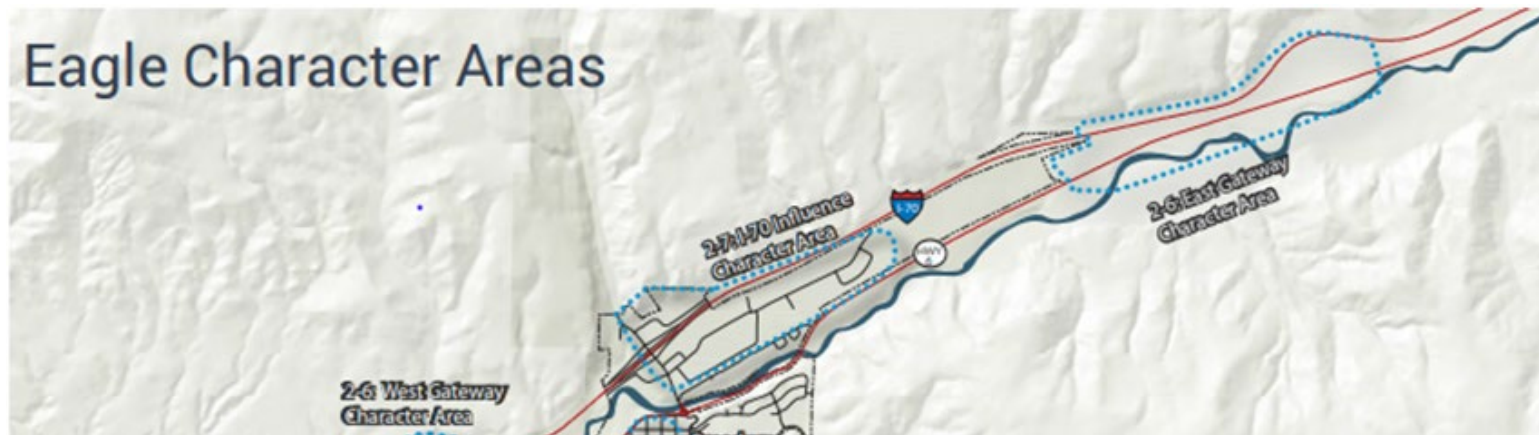
Summarized from Elevate Eagle Goal: (relevant) Policies for I-70 Influence Character Area:

- Within allowances established by the Town's level of service (LOS) standards, promote additional highway-oriented businesses (which may also serve local needs).
- Encourage the development of vacant or underutilized lots with more intensive uses that would benefit from their accessibility to the interstate corridor.
- Maintain existing commercial and industrial zoning in the Chambers Avenue, Market Street, Sawatch Road, and Marmot Lane areas.

The importance of locating highway-oriented businesses in the vicinity of Eby Creek Road is documented in the Elevate Eagle Comprehensive Plan. The East Eagle Sub Area Plan will also include plans for a future highway

Landscaping and aesthetics are important components of the Elevate Eagle Comprehensive Plan and this sub area plan seeks to incorporate design standards for this highly visual land.

interchange and should also include a land use category for highway-oriented businesses.



2018 Eagle County Housing Study (relevant takeaways)

- Local households, both owners and renters, have an overwhelming desire to remain or become homeowners, regardless of income.
- A diversity of attached and detached housing product is needed, with a range of price points, upgrade options and amenities.
- Affordability is the key obstacle for locals seeking to buy in the Eagle River Valley. Numerous tools will be needed to overcome the affordability gap for most locations and product types.
- Affordability and location are the highest priorities for buyers. If homes are located in desirable communities and priced affordably, buyers will make tradeoffs on unit type and size.
- 90% of down valley homes are occupied year-round.
- Mid and down valley are home to a higher percentage of households with children and adults in the prime working years of 30-64.
- Looking at the presence of children in the household provides a striking contrast: almost half (48%) of down valley households include children.
- Down valley has larger households, especially those with four or more individuals.
- Proximity to work is the second highest consideration for homeowners.
- Community amenities - schools, parks, libraries, etc., amenities rate high in importance among homeowners.
- The ability to have pets is also a top consideration with two-thirds of owners rating pets as very or extremely important.
- Owners who live alone generally place less importance on character and proximity attributes but rank availability of bus service and proximity to skiing/recreation higher than other types of households.

- Regardless of where in the valley buyers are seeking to live, community character is the most important location attribute local households consider – underscoring the need to integrate housing efforts in comprehensive community planning that preserves and enhances sense of place, locals or family-orientation, social opportunities, and proximity to services and entertainment.
- Up valley and mid valley should be the prioritized for new rental development, as 82% of current renters prefer those locations.
- Couples with children generally rank location attributes higher than other households, especially availability of day care and quality of schools. They place lower than average importance on bus service and proximity to skiing/recreation.
- The importance ratings by other types of households tend to fall in between the preferences of people living alone and couples with children.
- Playgrounds or parks on site are also important to owners, especially households with children, and considerably more important to owners than renters.

Goal and Policy Topics

- 1) Direction with Flexibility
 - 1.1 Ensure the Plan provides direction for the development of the property; while maintaining flexibility with the land use categories and policies.
- 2) Address traffic circulation/congestion
 - 2.1 Streets should provide for free-flowing circulation and allow for access to Chambers, Highway 6 and I-70.
 - 2.2 Streets that access commercial property should be wide enough to accommodate large semi-trucks.
 - 2.3 Commercial lots should accommodate onsite deliveries and large semi-trucks and trailers.
 - a) Staff Note: Meet needs of commercial use/businesses ex. with lots large enough for delivery truck (current issue on Chambers Avenue with trucks loading and unloading from center turning lane).
 - 2.4 Plan for future public transportation enhancements.
 - 2.5 Ensure adequate access to and appropriate mobility options within the Town.
 - b) Design the vehicular network to anticipate future development and transportation needs.
 - c) Locate high traffic generating land uses close to collector and arterial roadways and transit centers.
- 3) Avoid the creation of a new town center.
 - 3.1 Residential and commercial uses should be separated by strong landscape buffers.
 - 3.2 Landscaping should be utilized to insulate residential areas from impacts such as commercial activity, interstate or train impacts.
 - 3.3 This is an area that can accommodate mid-size to large-size retailers.
 - 3.4 Promote commercial development that fits the desired character of the community.
- 4) Encourage outdoor recreational in East Eagle.
 - 4.1 Larger scale commercial recreation uses should be encouraged.
 - 4.2 Continue to utilize, and build on, the Eagle Outside brand to promote the Town as a year-round destination.
- 5) Appropriate type of residential homes (not traditional single-family or mixed-use found in a town center - ie: no residential above small retail)
 - 5.1 Provide opportunities for a balanced mix of housing and services to support local businesses, employees, residents, and visitors.
 - 5.2 Support the workforce through more attainable high-density housing.

- 5.3 Amenities commonly found in residential neighborhoods should be incorporated into any area where residential is included.
- 5.4 This area is appropriate for higher density residential housing types.
- 5.5 Promote residential development that fits the desired character of the community.
- 6) Temporary uses prior to construction of interchange.
 - 6.1 Any temporary uses should have a clearly defined termination date.
 - 6.2 Any temporary uses should include substantial screening and landscaping to provide an attractive transitory eastern gateway.
- 7) Preserve our Natural Open Space and Wildlife Habitats
 - 7.1 Provide opportunities for a balanced mix of housing and services to support local businesses, employees, residents, and visitors.
 - 7.2 Ensure residents have access to recreation amenities.
 - a) Support efforts to enhance and expand parks, trails, and recreation amenities.
 - b) Require new development to provide adequate parks, trails, other recreational facilities, and connections to pedestrian/bicycle-oriented amenities such as the River Park proposed for the Red Mountain Ranch Development.
 - 7.3 Protect and preserve wildlife habitat, movement corridors, and other sensitive lands. Remove unnecessary fencing and encourage the use of wildlife-friendly fencing according to CPW standards.
 - 7.4 Mitigate impacts to the natural environment and native species.
 - 7.5 Enhance or create a tree canopy in new development areas or existing urban areas where tree cover is lacking.
 - 7.6 Promote energy efficient designs and building codes that encourage energy conscious lifestyles and reduce overall energy consumption. Encourage all construction efforts to utilize green building practices.

Future Land Use Map / Circulation Plan

The Future Land Use Map (FLUM) portrays the study area's desired future. It is a tool to guide zoning decisions in East Eagle. The FLUM identifies locations of anticipated, and community-supported land uses over the next 10 to 20 years.

Division between land use categories generally follows parcel lines, roadways, and other geographic boundaries. Future land use and zoning category changes shall generally adhere to the FLUM, but may vary due to development constraints or other factors that would make strict adherence difficult or impossible. Flexible interpretation of the boundaries may be granted by the Town Planning staff, Planning and Zoning Commission, and Town Council, provided the proposed change is consistent with the overall vision, goals, and strategies contained in this Plan.

LAND USE CATEGORIES

- **Commercial/Light Industrial.** This area will include uses common to those that exist in the Chambers Ave area but with larger lots that are more accessible to delivery trucks. Such uses include those seen in light industrial areas such as manufacturing, assembly, storage, distribution, repair, service, contractor's yards, outdoor retail, and kennels, AND commercial/retail uses typically not found on Broadway Street such as restaurants with drive up windows, grocery stores, gas stations, and service establishments. Multi-family residential projects may be allowed through the Special Use Permit process, but the total land utilized shall not exceed 10% of the Commercial/Light Industrial category.
- **Residential.** The East Eagle residential areas will consist of multi-family dwellings and/or projects that will result in a minimum density of 10 dwellings per acre. Due to the abundance of detached single family residential approved in the south Eagle area, this category shall not include Single Family Dwellings.
- **Interstate Commercial.** To take advantage of the vehicular traffic present at interstate interchanges and to provide the Town's citizens options to driving out of town for certain goods and service, this area shall primarily include lodging, regional retail, large-format restaurant, and convenience stores/gas stations. Because this will also be the west bound gateway to the Town of Eagle, uses should reflect the character of the Town's active/outdoor branding in addition to maintaining high quality design elements.
- **Interim/Temporary Use Area.** This area consists of land that will eventually be utilized as transportation infrastructure for the future I-70 interchange. Knowing that this land may not be developed as an interchange for many years, temporary uses may be approved. Such uses would be limited to those that can be easily removed when development of the interchange begins. Being the eastern

gateway to the Town (even though the interchange could be years away), landscaping, screening (with berms or fences) and overall design quality remain important considerations. Because the Town does not have a zone district specifically established to only address temporary uses, the Planned Unit Development zoning and process should be utilized for this area to include uses such as: storage, landscape nursery, campground, or a solar photo-voltaic provided they are screened adequately.

Conceptual Design Direction

Landscaping

- I-70 landscape buffer.
 - A strong landscape buffer should be incorporated along I-70 and at the planned eastern interchange, in order to screen commercial and industrial uses, reduce noise impact of the interstate and provide a visually appealing eastern gateway to visitors and residents.
- Massing to visually screen commercial and industrial buildings.
 - Types of trees include evergreen and trees appropriate for Colorado environment.
 - Xeriscape landscaping should be utilized whenever possible.
 - High desert landscaping is most reflective of Eagle and should be incorporated into any landscape design for commercial or residential applications.



Eastern Gateway - (I-70 Eastern Interchange Portion)

Direction from this portion of the plan came directly from the public (through public meetings and surveys). The Eastern Gateway Character Area is defined in the Elevate Eagle Comprehensive Plan and is further east of East Eagle. However, several policies are applicable to development in East Eagle, including the following elements:

- 2-6.6. Require screening or other enhancements to building facades and outdoor storage areas to improve visual quality. Maintain vegetation that provides screening of less-attractive sites.
- 2-6.8 Ensure that new development in these areas includes architectural elements and treatments consistent and compatible with established design guidelines for the Town of Eagle.

Utilize xeriscape and high desert landscaping to create a notable Eastern Gateway area to the Town, drawing on elements of the existing Eby Creek Rd highway interchange.

Create a strong landscape buffer between businesses and I-70 to enhance the appearance of Town for interstate travelers, visitors and residents.



Aesthetics Character

Eagle is an eclectic mix of architectural styles and residents prefer a mix of styles throughout Town and our various neighborhoods. In the East Eagle area of Town, the architectural style should be reflective of the Town's Outdoor Recreation Brand and should pay tribute to the Historic Mountain West as well as incorporate a Mountain Modern aesthetic where appropriate.

Aesthetic Examples: ****Insert Images****

Streetscape Character

A mix of trees and shrubs should be incorporated into the streetscape in East Eagle. Evergreen trees or large shrubs should be limited to the I-70 buffer zone and as screening for commercial uses. Low rocks, grasses and flowers should be utilized along streets and roadways. Streets and roadways should be constructed to handle large semi-trucks and trailers (and other vehicles with large turning radius).

Implementation

Action Items

(Brief description of purpose of these action items and how it serves the overall plan)

***After direction received at the June 1st and June 8th meeting staff and consultant will add to this section.

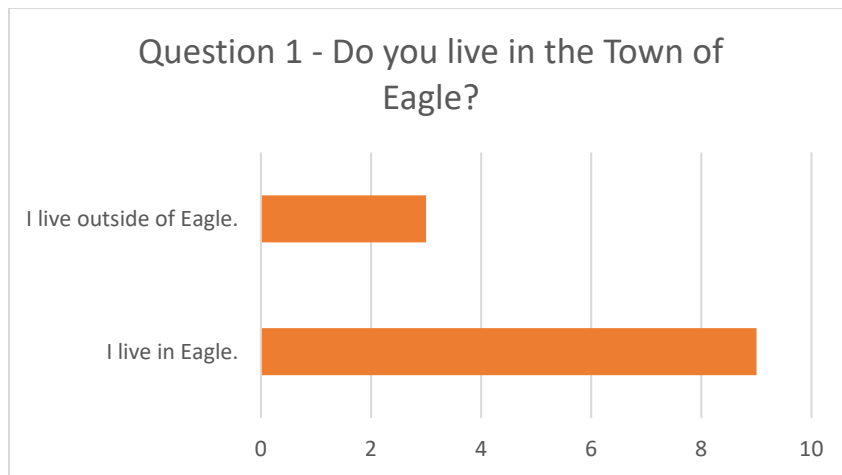
- Explore funding/partnership opportunities for development of the I-70 interchange.
- Incorporate design standards into the updated land use code
- Access points on Hwy 6 are conceptual only and will need to be coordinated with RMR and CDOT for actual locations.
- Explore options for a pedestrian connection under Hwy 6 to future river park.
-
-

Public Outreach

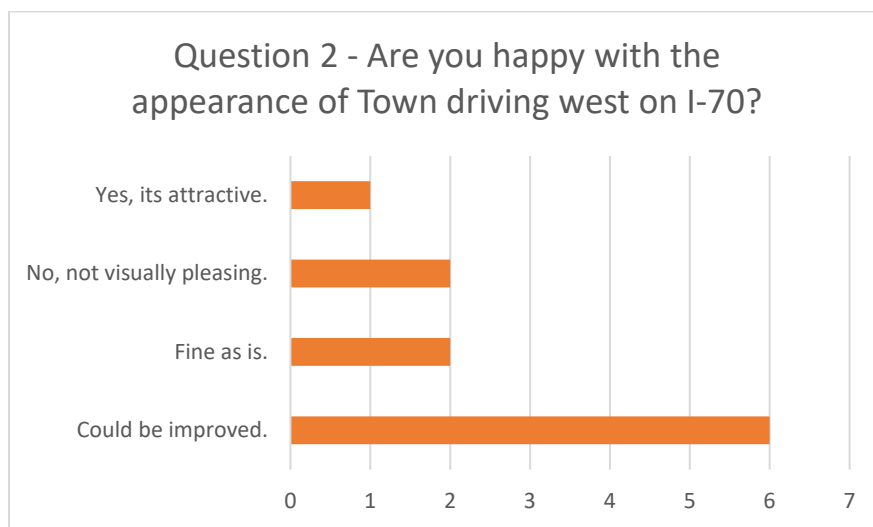
To be summarized in the final version of EESAP.

- Collaboration with property owner
- Open House
- P&Z worksession with polling
- Survey
- TC worksession
- What have we heard? Summary

Public Survey from May 4, 2021 Planning Commission Work Session

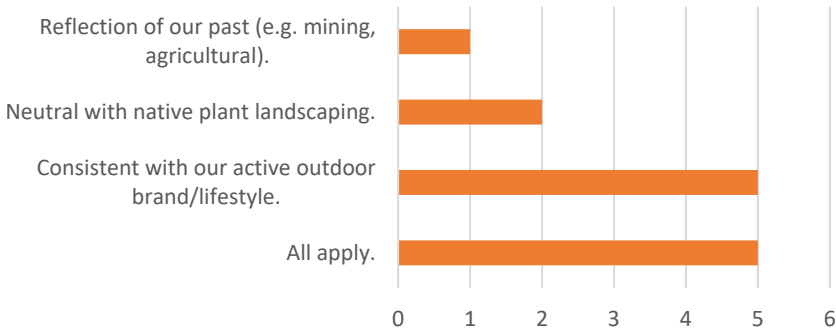


Answer	Count of Answer
I live in Eagle.	9
I live outside of Eagle.	3



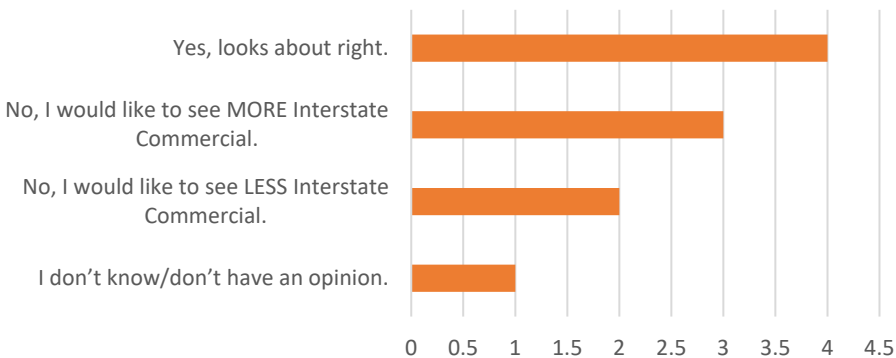
Answer	Count of Answer
Could be improved.	6
Fine as is.	2
No, not visually pleasing.	2
Yes, its attractive.	1

Question 3 - What should visitor's first impression be driving into Town?



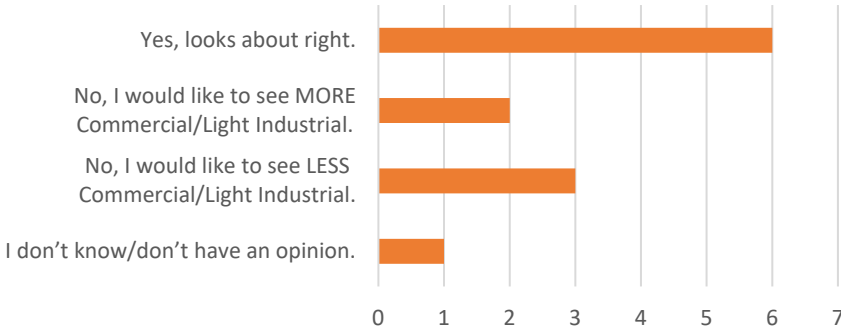
Answer	Count of Answer
All apply.	5
Consistent with our active outdoor brand/lifestyle.	5
Neutral with native plant landscaping.	2
Reflection of our past (e.g. mining, agricultural).	1

Question 4 - Does the diagram show the right amount of Interstate Commercial (similar to West Glenwood)?



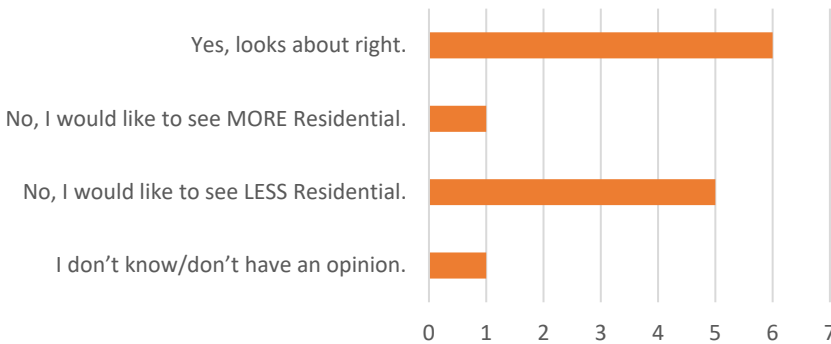
Answer	Count of Answer
I don't know/don't have an opinion.	1
No, I would like to see LESS Interstate Commercial.	2
No, I would like to see MORE Interstate Commercial.	3
Yes, looks about right.	4

Question 5 - Does the diagram show the right amount of Commercial/Light Industrial (similar to Chambers Avenue)?



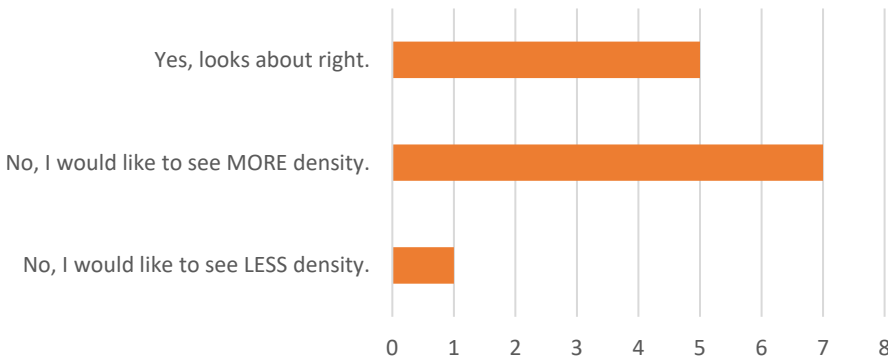
Answer	Count of Answer
I don't know/don't have an opinion.	1
No, I would like to see LESS Commercial/Light Industrial.	3
No, I would like to see MORE Commercial/Light Industrial.	2
Yes, looks about right.	6

Question 6 - Does the diagram show the right amount of Residential?



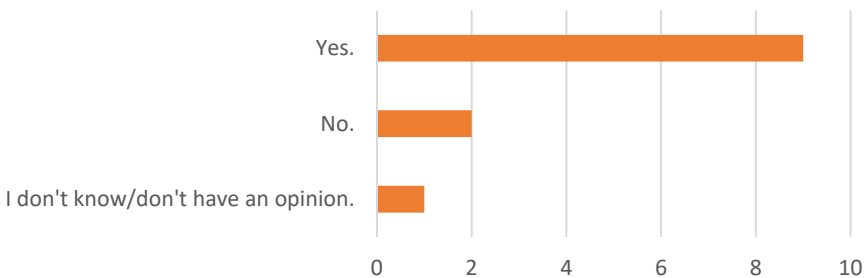
Answer	Count of Answer
I don't know/don't have an opinion.	1
No, I would like to see LESS Residential.	5
No, I would like to see MORE Residential.	1
Yes, looks about right.	6

Question 7 - Is the proposed density (minimum 10 Dwelling Unit/Acre) appropriate?



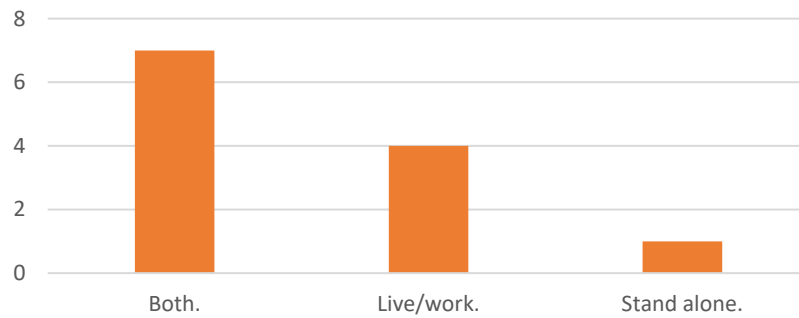
Answer	Count of Answer
No, I would like to see LESS density.	1
No, I would like to see MORE density.	7
Yes, looks about right.	5

Question 8 - Should multi-family be allowed in the Commercial/Light Industrial land use (current description allows up to 10% for multi-family)?



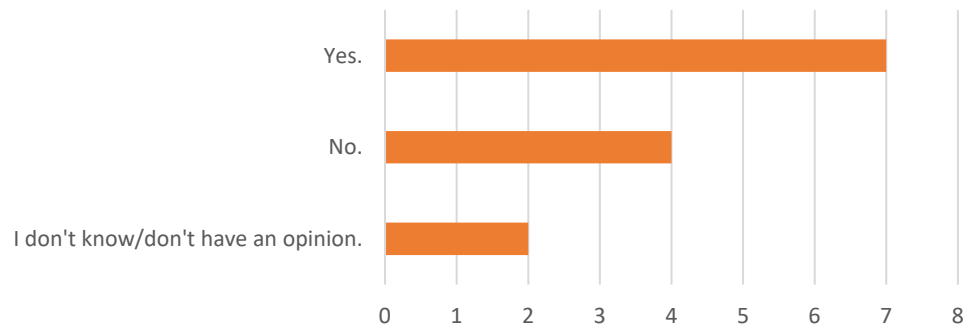
Answer	Count of Answer
I don't know/don't have an opinion.	1
No.	2
Yes.	9

Question 9 - Should the multi-family residential in the commercial light industrial land use be stand alone or limited to live/work?



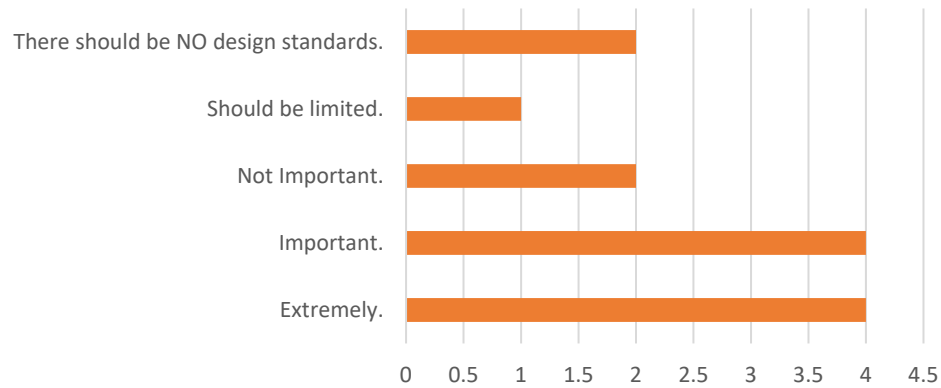
Answer	Count of Answer
Both.	7
Live/work.	4
Stand alone.	1

Question 10 - Should projects with secondary residential uses be allowed in the interstate commercial land use?



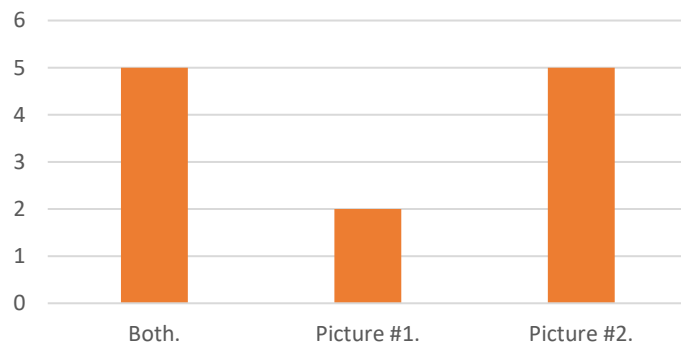
Answer	Count of Answer
I don't know/don't have an opinion.	2
No.	4
Yes.	7

Question 11 - How important are design standards for this area?



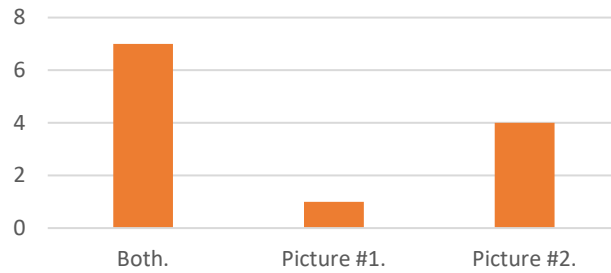
Answer	Count of Answer
Extremely.	4
Important.	4
Not Important.	2
Should be limited.	1
There should be NO design standards.	2

Question 12 - Should the commercial areas look like picture #1 or picture #2? Or Both?



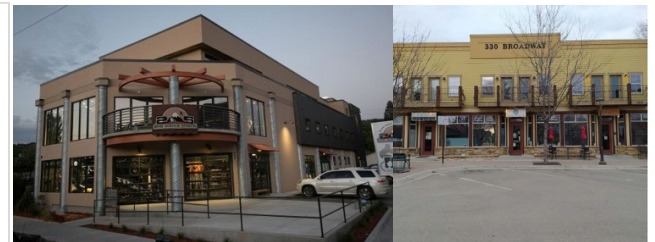
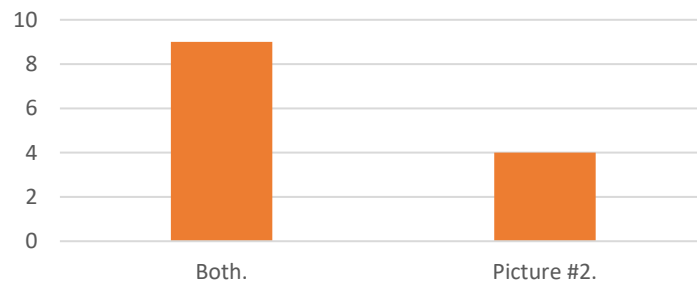
Answer	Count of Answer
Both.	5
Picture #1.	2
Picture #2.	5

Question 13 - Should the commercial areas look like picture #1 or picture #2? Or Both?



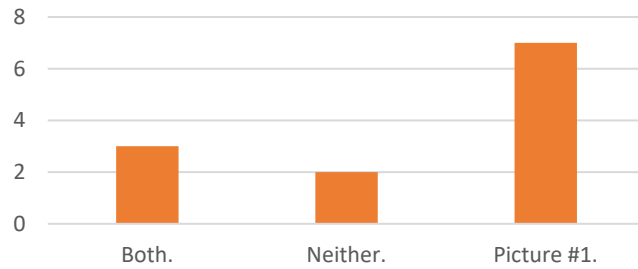
Answer	Count of Answer
Both.	7
Picture #1.	1
Picture #2.	4

Question 14 - Should the commercial areas look like picture #1 or picture #2? Or Both?



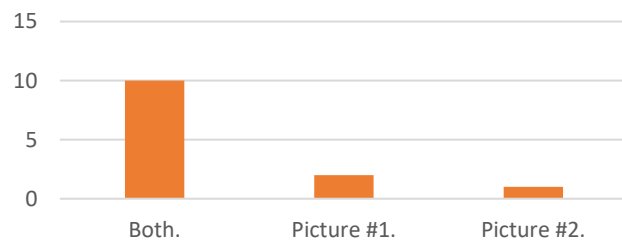
Answer	Count of Answer
Both.	9
Picture #2.	4

Question 15 - Should the commercial areas look like picture #1 or picture #2? Or Both?



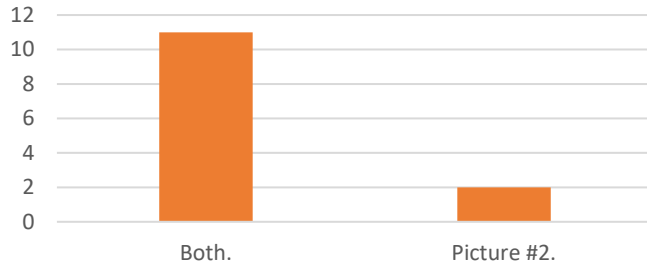
Answer	Count of Answer
Both.	3
Neither.	2
Picture #1.	7

Question 16 - Should the commercial areas look like picture #1 or picture #2? Or Both?



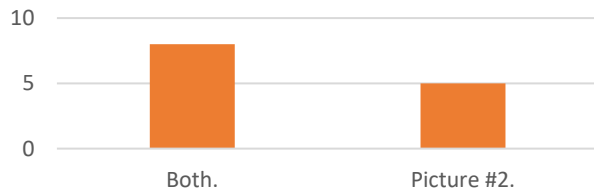
Answer	Count of Answer
Both.	10
Picture #1.	2
Picture #2.	1

Question 17 - Should the residential areas look like picture #1 or picture #2? Or Both?



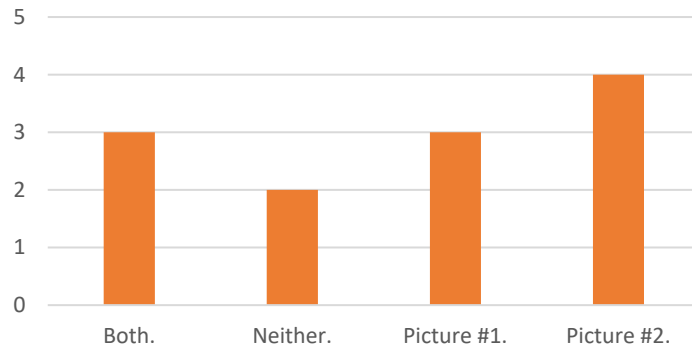
Answer	Count of Answer
Both.	11
Picture #2.	2

Question 18 - Should the residential areas look like picture #1 or picture #2? Or Both?



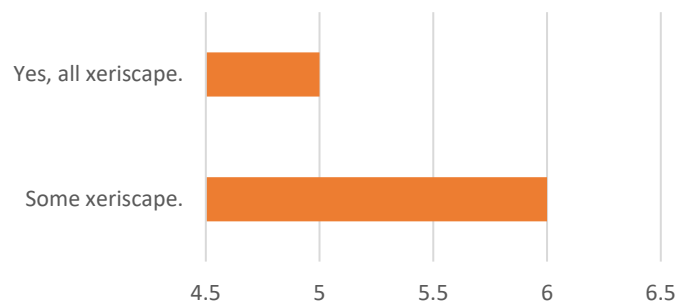
Answer	Count of Answer
Both.	8
Picture #2.	5

Question 19 - Should the residential areas look like picture #1 or picture #2? Or Both?



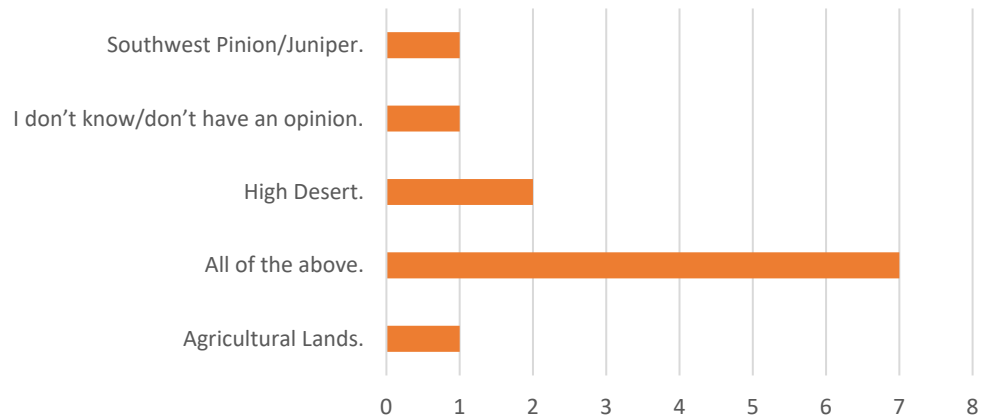
Answer	Count of Answer
Both.	3
Neither.	2
Picture #1.	3
Picture #2.	4

Question 20 - Should xeriscape be a required landscape element for this area?



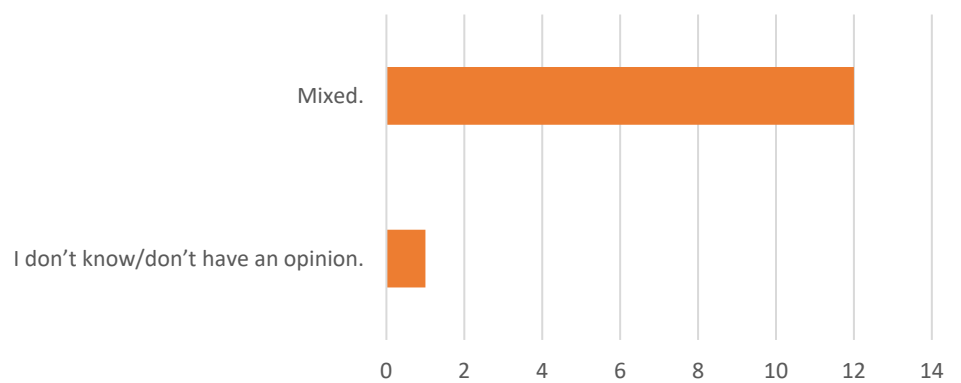
Answer	Count of Answer
Some xeriscape.	6
Yes, all xeriscape.	5

Question 21 - Which landscape type best reflects the greater Eagle area?

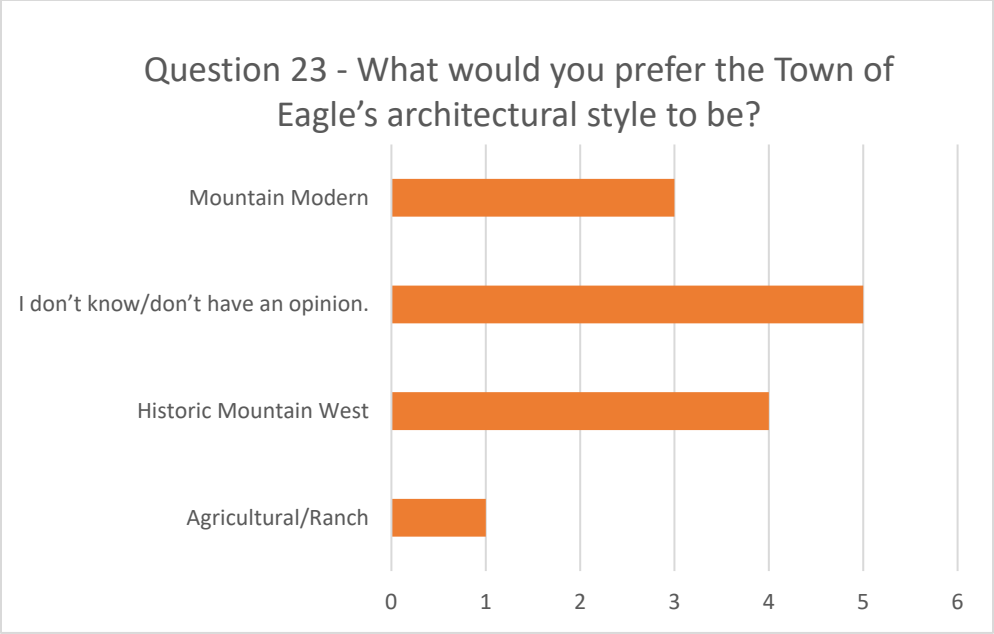


Answer	Count of Answer
Agricultural Lands.	1
All of the above.	7
High Desert.	2
I don't know/don't have an opinion.	1
Southwest Pinion/Juniper.	1

Question 22 - Should the architectural style within the Town of Eagle be uniform throughout or mixed?



Answer	Count of Answer
I don't know/don't have an opinion.	1
Mixed.	12



Answer	Count of Answer
Agricultural/Ranch	1
Historic Mountain West	4
I don't know/don't have an opinion.	5
Mountain Modern	3



EAST EAGLE SUBAREA PLAN

Background information on the Town of Eagle:

- There are approximately 1,500 residential units have been approved in town (but not constructed)
- The Town is surrounded by land owned by the Bureau of Land Management (BLM) and steep terrain with limited opportunity for expansion/annexation
- There is limited undeveloped land for future commercial uses

1. Do you live in Eagle?

- ☐ I live in Eagle.
- ☐ I live outside of Eagle.

- ☐ I live outside of town but would like to move to Eagle in the future.

2. Are you happy with the appearance of Town driving west on I-70?

- ☐ Yes, it is attractive.
- ☐ Fine as is.
- ☐ Could be improved.
- ☐ No, not visually pleasing.

3. What should visitor's first impression be driving into Town?

- ☐ Reflection of our past (e.g. mining, agriculture).
- ☐ Consistent with our active outdoor brand/lifestyle.
- ☐ Neutral with native plant landscaping.
- ☐ None apply.

Land use definitions (Interstate Commercial, Commercial/Light Industrial, Residential) can be accessed through this [LINK](#).

4. Does the diagram show the right amount of Interstate Commercial?

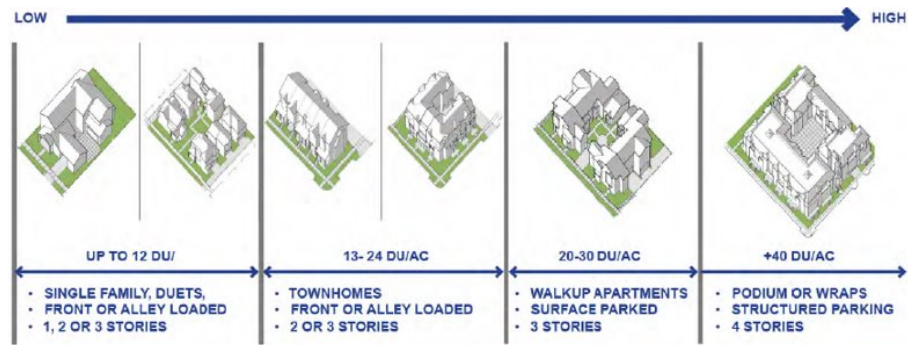
- ☐ Yes, looks about right.
- ☐ No, I would like to see MORE Interstate Commercial.
- ☐ No, I would like to see LESS Interstate Commercial.

5. Does the diagram show the right amount of Commercial/Light Industrial?

- ☐ Yes, looks about right.
- ☐ No, I would like to see MORE Commercial/Light Industrial.
- ☐ No, I would like to see LESS Commercial/Light Industrial.

6. Does the diagram show the right amount of Residential?

- ☐ Yes, looks about right.
- ☐ No, I would like to see MORE Residential.
- ☐ No, I would like to see LESS Residential.



7. Is the proposed density in the Residential land use (minimum 10 Dwelling Units/acre) appropriate?

- ☐ Yes, looks about right.
- ☐ No, I would like to see MORE Residential.
- ☐ No, I would like to see LESS Residential.

8. Should multi-family be allowed in the Commercial/Light Industrial land use (current description allows up to 10% for multi-family)?

- ☐ Yes, looks about right.
- ☐ No, I would like to see MORE density.
- ☐ No, I would like to see LESS density.

9. Should the multi-family residential in the Commercial/Light Industrial land use be stand alone or limited to live/work?

- ☐ Stand alone.

☐ Live/work.

☐ Both.

☐ Neither.

10. Should projects with secondary residential uses be allowed in the Interstate Commercial land use (e.g. condos above a big box)?

☐ Yes.

☐ No.



11. How important are design standards for this area?

☐ Extremely.

☐ Important.

☐ Not important.

☐ Should be limited.

☐ There should be NO design standards.

12. Should the commercial areas look like picture #1 or #2? Or both (you may choose both)?



Picture #1



Picture #2

13. Should the commercial areas look like picture #1 or picture #2? Or both?



Picture #1



Picture #2

14. Should the commercial areas look like picture #1 or picture #2? Or both?



Picture #1



Picture #2

15. Should the commercial areas look like picture #1 or picture #2? Or both?



Picture #1



Picture #2

16. Should the commercial areas look like picture #1 or picture #2? Or both?



Picture #1



Picture #2

17. Should the residential areas look like picture #1 or picture #2? Or both?



Picture #1



Picture #2

18. Should the residential areas look like picture #1 or picture #2? Or both?



Picture #1



Picture #2

19. Should the residential areas look like picture #1 or picture #2? Or both?



Picture #1



Picture #2



20. Should xeriscape be a required element for this area?

- ☐ Yes, all xeriscape.
- ☐ Some xeriscape.
- ☐ No xeriscape.
- ☐ I don't know/don't have an opinion.

21. Which landscape type best reflects the greater Eagle area?

- ☐ Alpine forrest.
- ☐ High desert.
- ☐ Southwest pinion/juniper.
- ☐ Agricultural lands.
- ☐ Other



22. Should the architectural style within the Town of

Eagle be uniform throughout or mixed?

☐ Uniform.

☐ Mixed.

23. What would you prefer the Town of Eagle's architectural style be?

☐ Historic mountain west.

☐ Southwestern.

☐ Agricultural/ranch.

☐ Mountain moderns.

☐ Other

24. Please share any other comments/questions/ideas you have about the East Eagle Subarea Plan.

//

Done

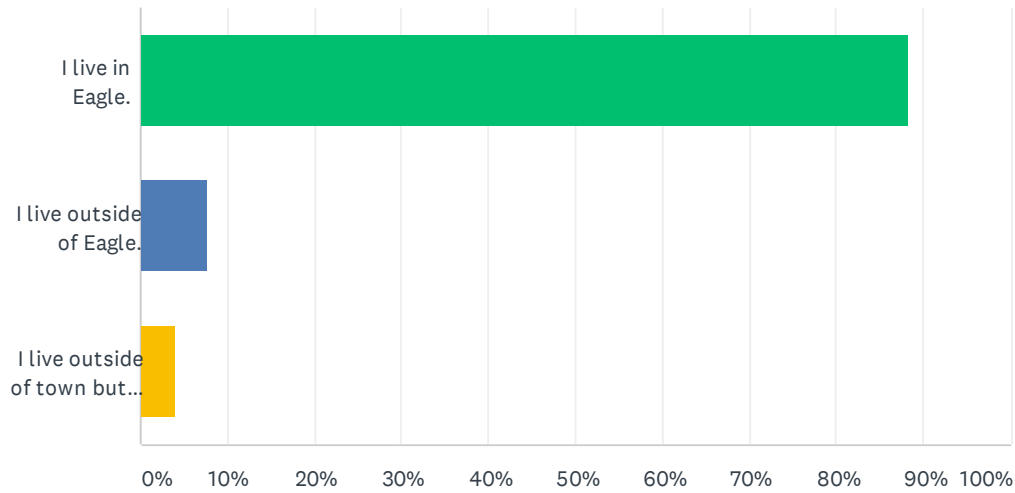
Powered by



See how easy it is to [create a survey](#).

Q1 Do you live in Eagle?

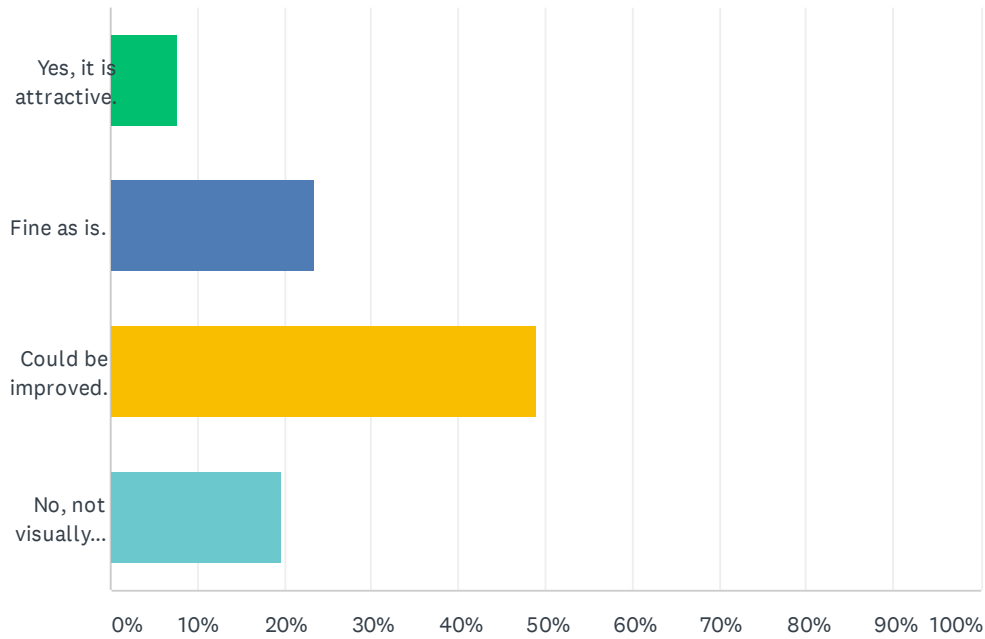
Answered: 51 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live in Eagle.	88.24%	45
I live outside of Eagle.	7.84%	4
I live outside of town but would like to move to Eagle in the future.	3.92%	2
TOTAL		51

Q2 Are you happy with the appearance of Town driving west on I-70?

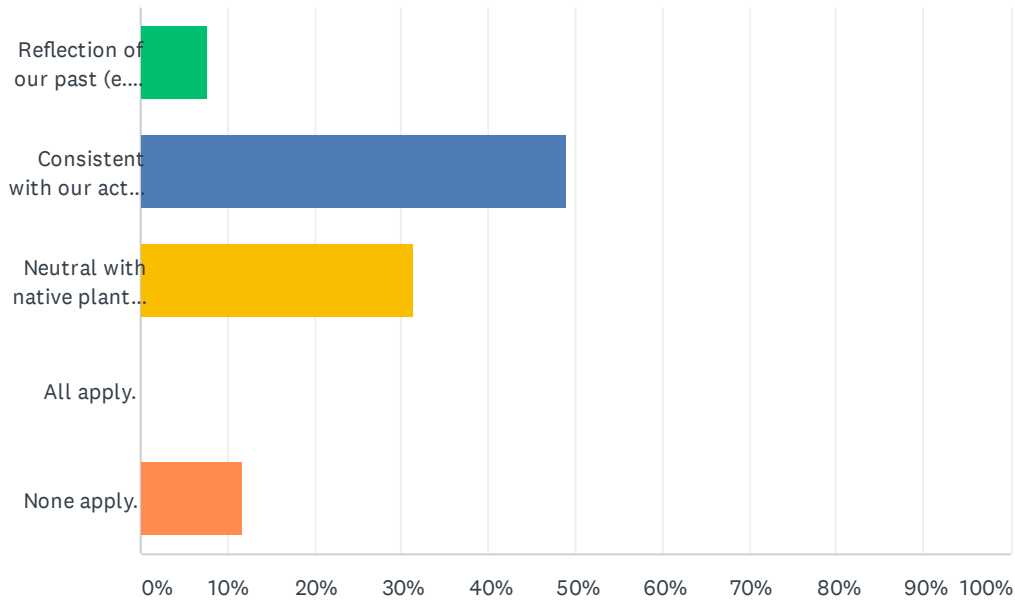
Answered: 51 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, it is attractive.	7.84%	4
Fine as is.	23.53%	12
Could be improved.	49.02%	25
No, not visually pleasing.	19.61%	10
TOTAL		51

Q3 What should visitor's first impression be driving into Town?

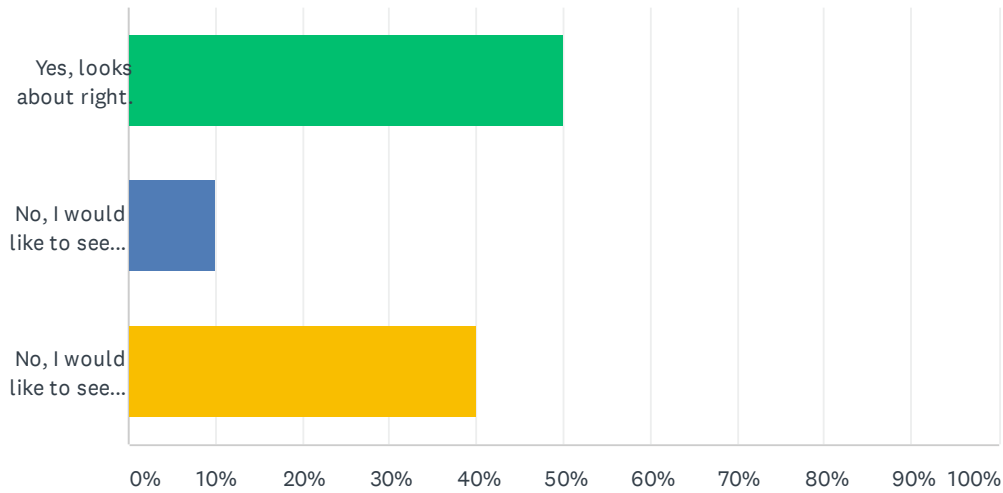
Answered: 51 Skipped: 0



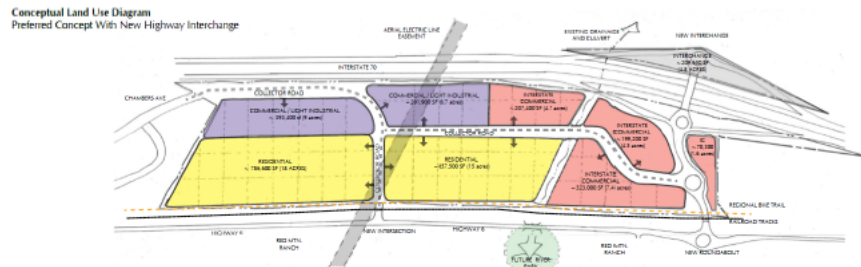
ANSWER CHOICES	RESPONSES	
Reflection of our past (e.g. mining, agriculture).	7.84%	4
Consistent with our active outdoor brand/lifestyle.	49.02%	25
Neutral with native plant landscaping.	31.37%	16
All apply.	0.00%	0
None apply.	11.76%	6
TOTAL		51

Q4 Does the diagram show the right amount of Interstate Commercial?

Answered: 50 Skipped: 1

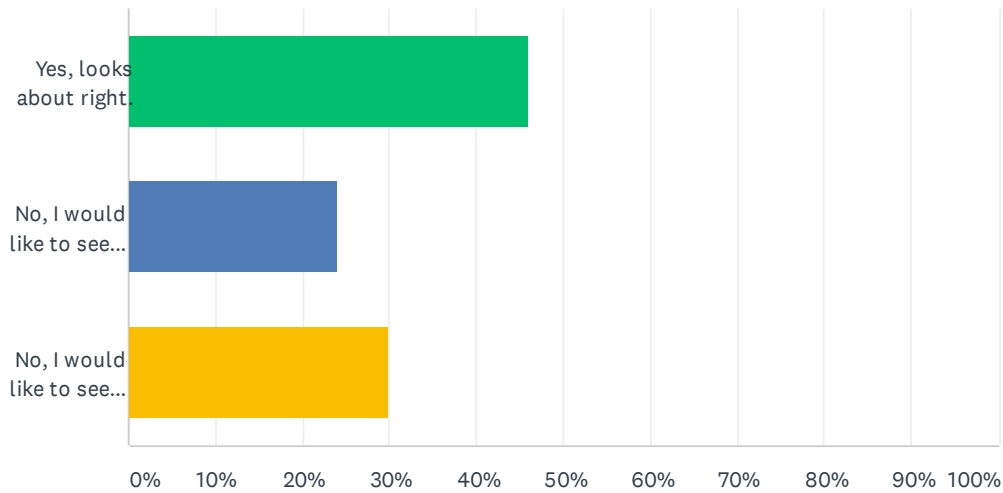


ANSWER CHOICES	RESPONSES	
Yes, looks about right.	50.00%	25
No, I would like to see MORE Interstate Commercial.	10.00%	5
No, I would like to see LESS Interstate Commercial.	40.00%	20
TOTAL		50



Q5 Does the diagram show the right amount of Commercial/Light Industrial?

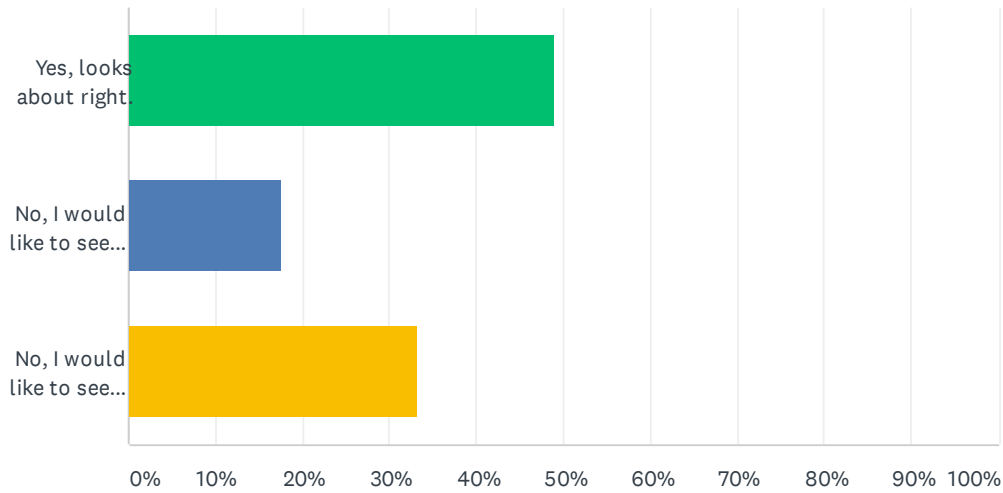
Answered: 50 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes, looks about right.	46.00%	23
No, I would like to see MORE Commercial/Light Industrial.	24.00%	12
No, I would like to see LESS Commercial/Light Industrial.	30.00%	15
TOTAL		50

Q6 Does the diagram show the right amount of Residential?

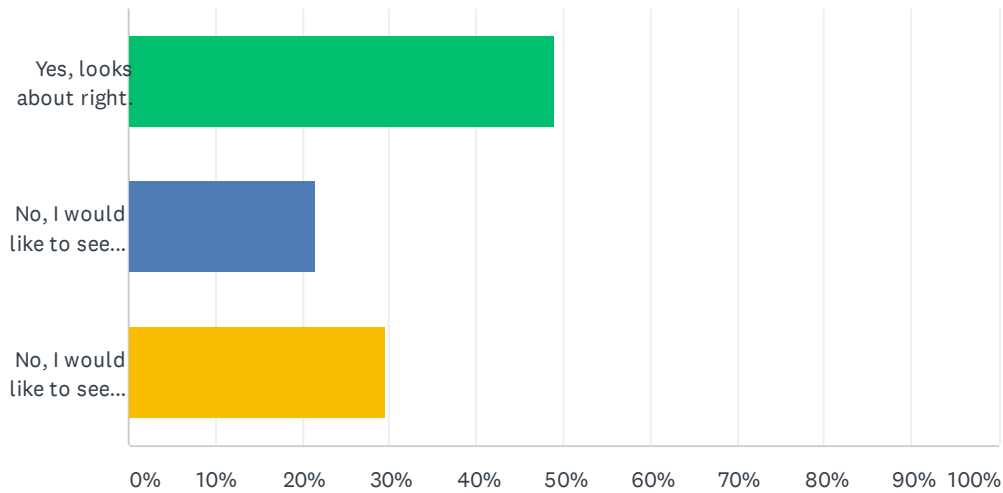
Answered: 51 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes, looks about right.		49.02%	25
No, I would like to see MORE Residential.		17.65%	9
No, I would like to see LESS Residential.		33.33%	17
TOTAL			51

Q7 Is the proposed density in the Residential land use (minimum 10 Dwelling Units/acre) appropriate?

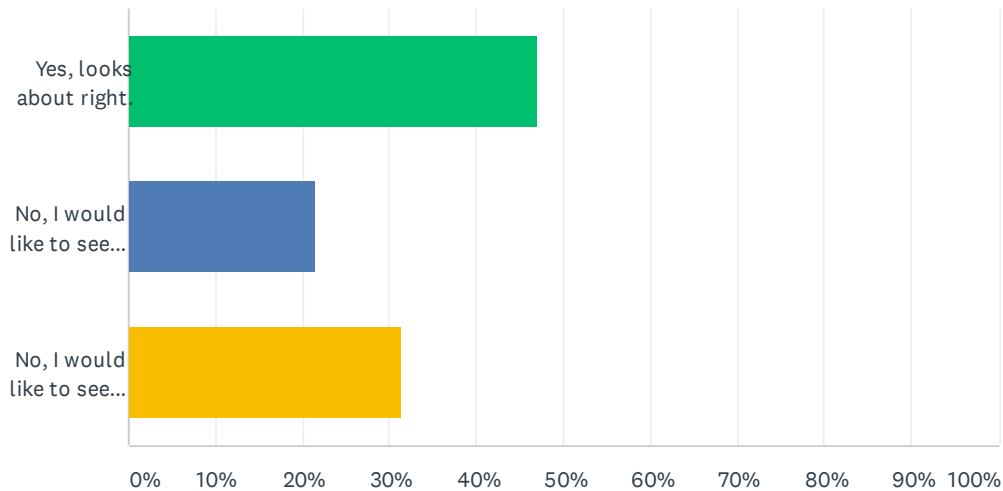
Answered: 51 Skipped: 0



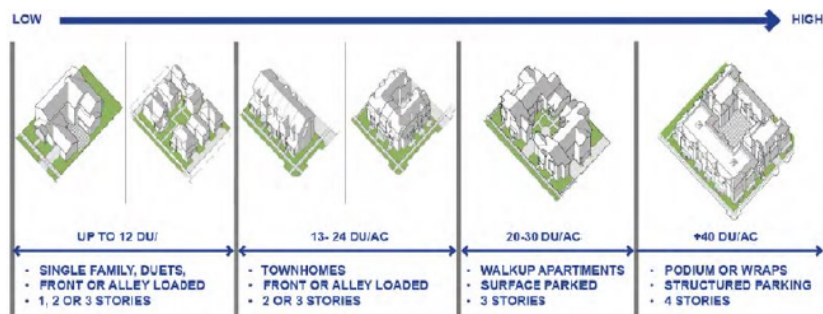
ANSWER CHOICES	RESPONSES	
Yes, looks about right.	49.02%	25
No, I would like to see MORE Residential.	21.57%	11
No, I would like to see LESS Residential.	29.41%	15
TOTAL		51

Q8 Should multi-family be allowed in the Commercial/Light Industrial land use (current description allows up to 10% for multi-family)?

Answered: 51 Skipped: 0

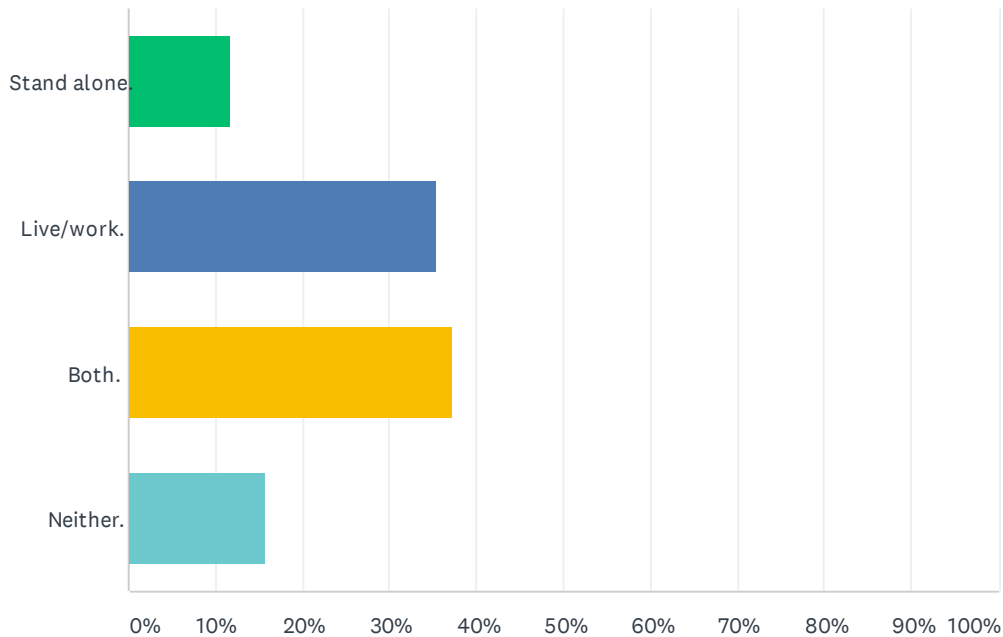


ANSWER CHOICES	RESPONSES	
Yes, looks about right.	47.06%	24
No, I would like to see MORE density.	21.57%	11
No, I would like to see LESS density.	31.37%	16
TOTAL		51



Q9 Should the multi-family residential in the Commercial/Light Industrial land use be stand alone or limited to live/work?

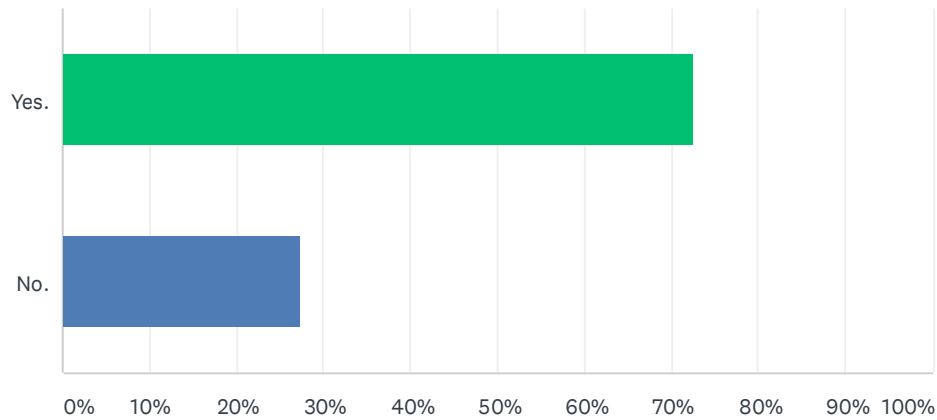
Answered: 51 Skipped: 0



ANSWER CHOICES	RESPONSES	
Stand alone.	11.76%	6
Live/work.	35.29%	18
Both.	37.25%	19
Neither.	15.69%	8
TOTAL		51

Q10 Should projects with secondary residential uses be allowed in the Interstate Commercial land use (e.g. condos above a big box)?

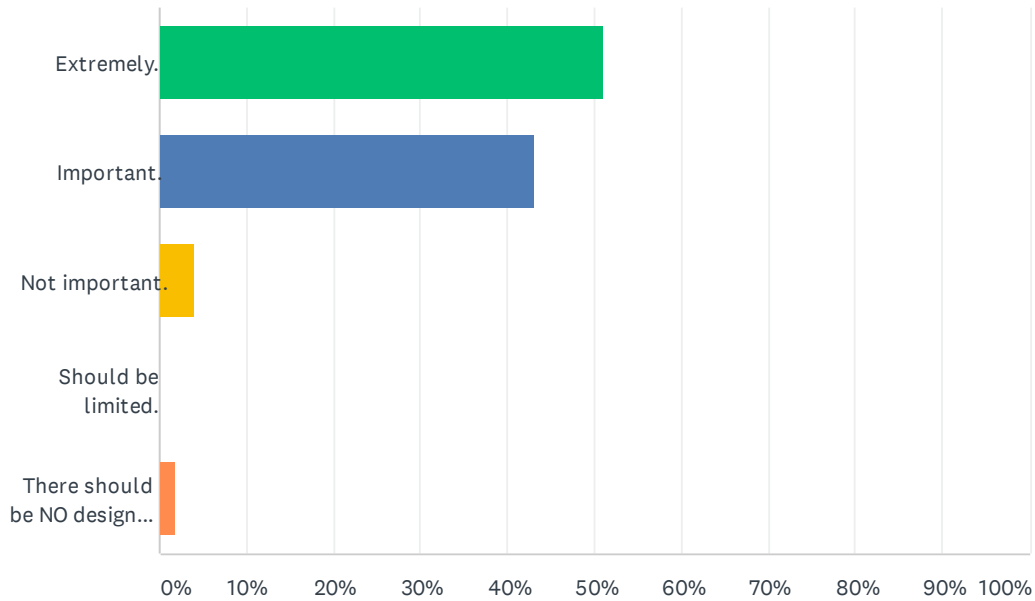
Answered: 51 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes.	72.55%	37
No.	27.45%	14
TOTAL		51

Q11 How important are design standards for this area?

Answered: 51 Skipped: 0

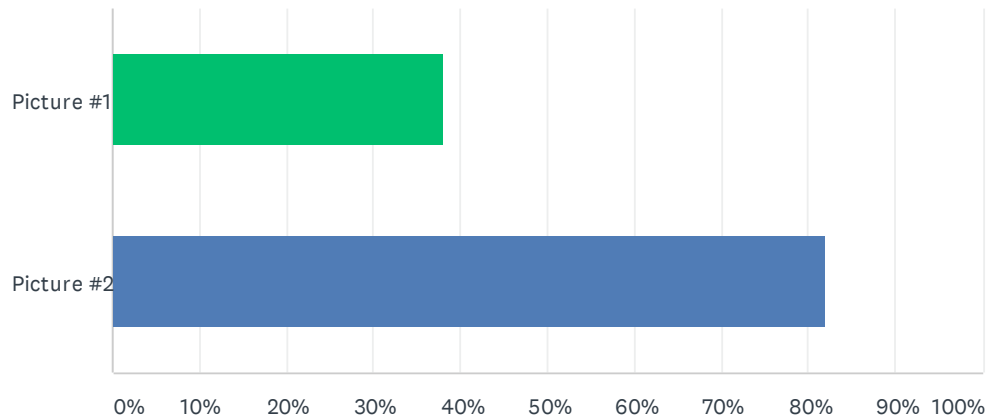


ANSWER CHOICES	RESPONSES	
Extremely.	50.98%	26
Important.	43.14%	22
Not important.	3.92%	2
Should be limited.	0.00%	0
There should be NO design standards.	1.96%	1
TOTAL		51



Q12 Should the commercial areas look like picture #1 or #2? Or both (you may choose both)?

Answered: 50 Skipped: 1



ANSWER CHOICES	RESPONSES	
Picture #1	38.00%	19
Picture #2	82.00%	41
Total Respondents: 50		



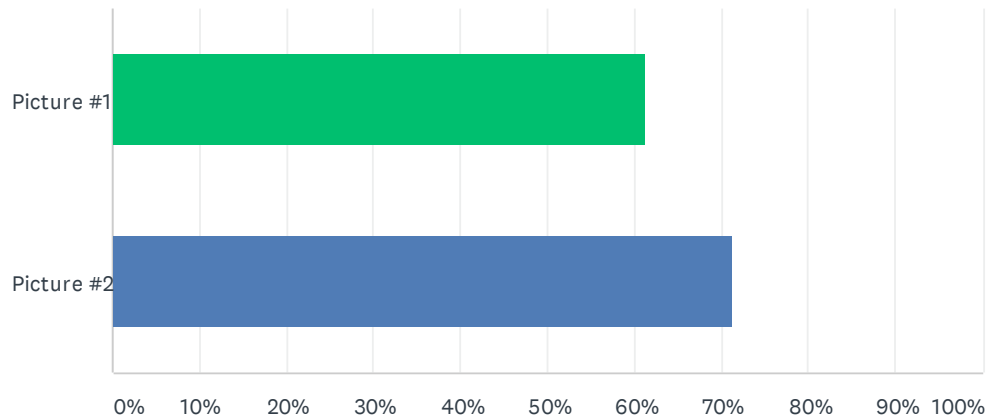
Picture #1



Picture #2

Q13 Should the commercial areas look like picture #1 or picture #2? Or both?

Answered: 49 Skipped: 2



ANSWER CHOICES	RESPONSES	
Picture #1	61.22%	30
Picture #2	71.43%	35
Total Respondents: 49		



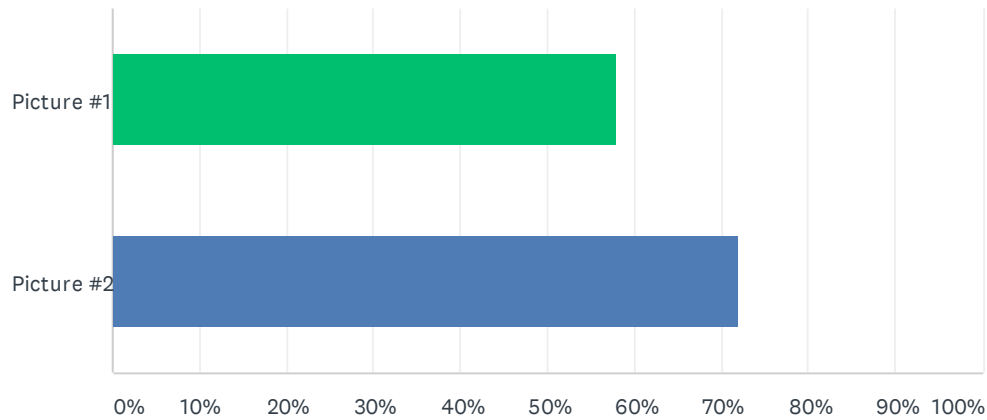
Picture #1



Picture #2

Q14 Should the commercial areas look like picture #1 or picture #2? Or both?

Answered: 50 Skipped: 1



ANSWER CHOICES	RESPONSES	
Picture #1	58.00%	29
Picture #2	72.00%	36
Total Respondents: 50		



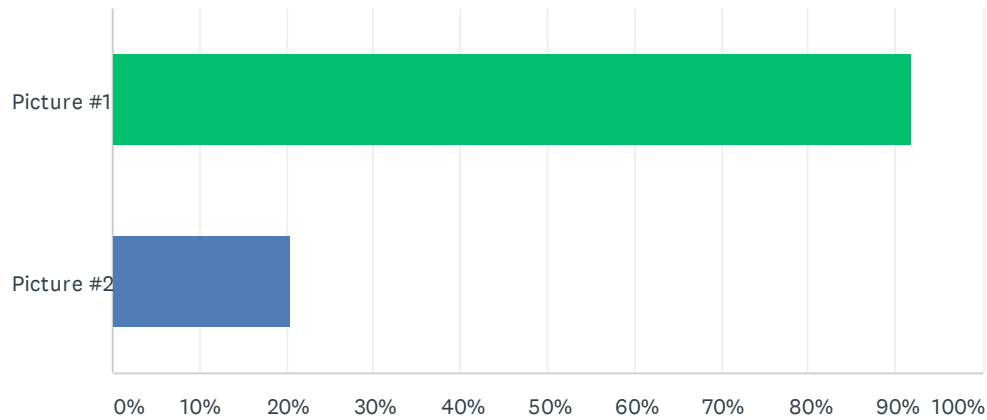
Picture #1



Picture #2

Q15 Should the commercial areas look like picture #1 or picture #2? Or both?

Answered: 49 Skipped: 2



ANSWER CHOICES	RESPONSES	
Picture #1	91.84%	45
Picture #2	20.41%	10
Total Respondents: 49		



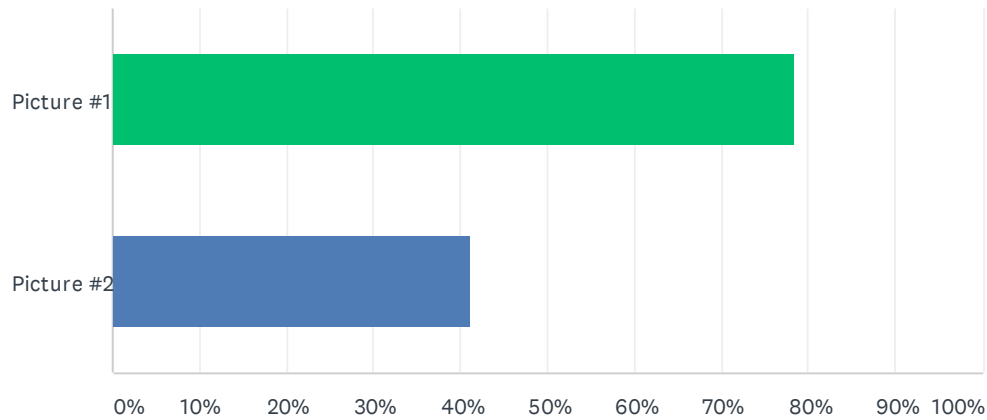
Picture #1



Picture #2

Q16 Should the commercial areas look like picture #1 or picture #2? Or both?

Answered: 51 Skipped: 0



ANSWER CHOICES	RESPONSES	
Picture #1	78.43%	40
Picture #2	41.18%	21
Total Respondents: 51		



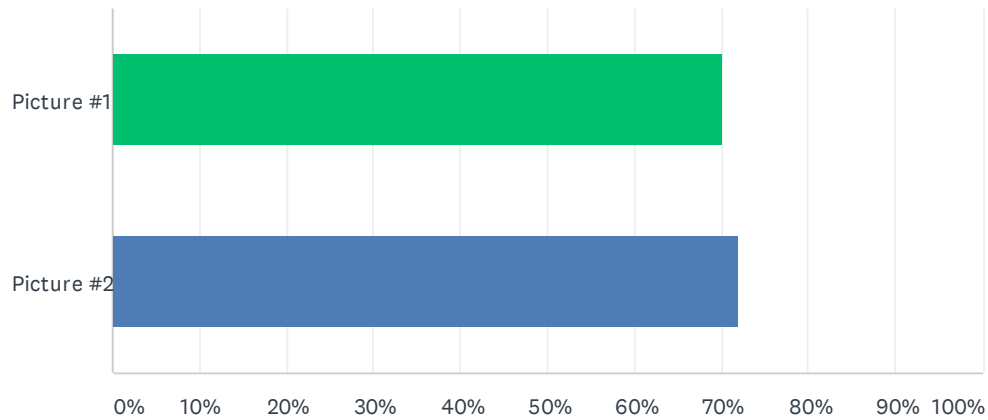
Picture #1



Picture #2

Q17 Should the residential areas look like picture #1 or picture #2? Or both?

Answered: 50 Skipped: 1



ANSWER CHOICES	RESPONSES	
Picture #1	70.00%	35
Picture #2	72.00%	36
Total Respondents: 50		



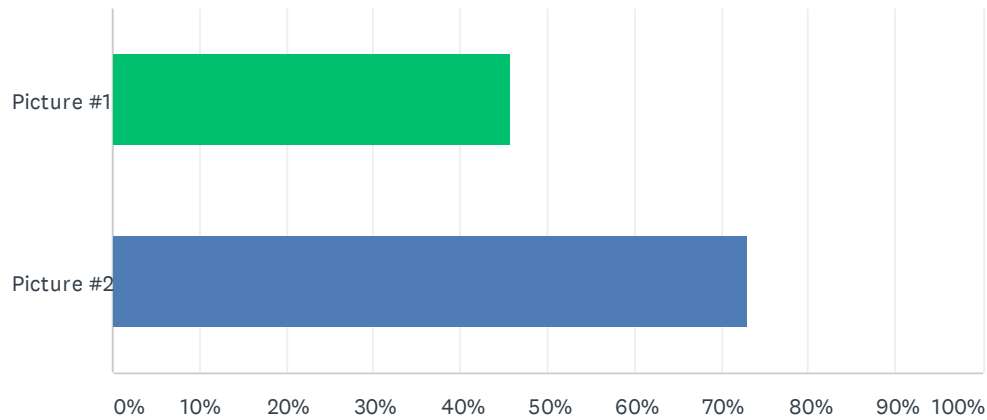
Picture #1



Picture #2

Q18 Should the residential areas look like picture #1 or picture #2? Or both?

Answered: 48 Skipped: 3



ANSWER CHOICES	RESPONSES	
Picture #1	45.83%	22
Picture #2	72.92%	35
Total Respondents: 48		



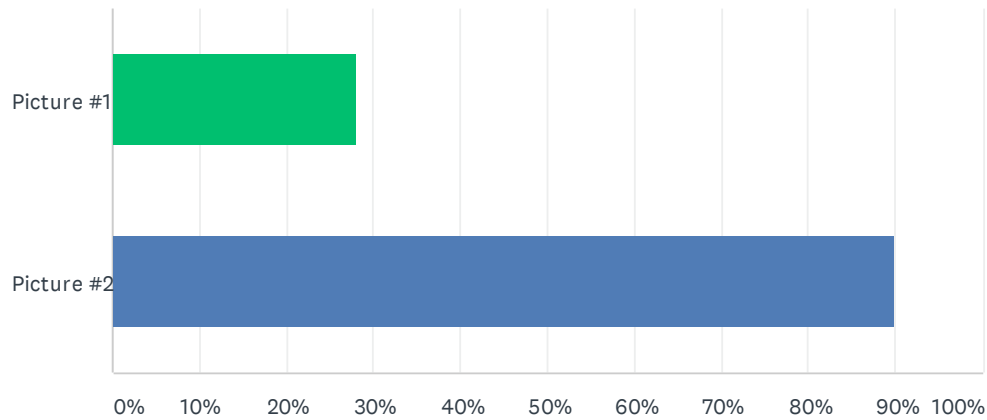
Picture #1



Picture #2

Q19 Should the residential areas look like picture #1 or picture #2? Or both?

Answered: 50 Skipped: 1



ANSWER CHOICES	RESPONSES	
Picture #1	28.00%	14
Picture #2	90.00%	45
Total Respondents: 50		



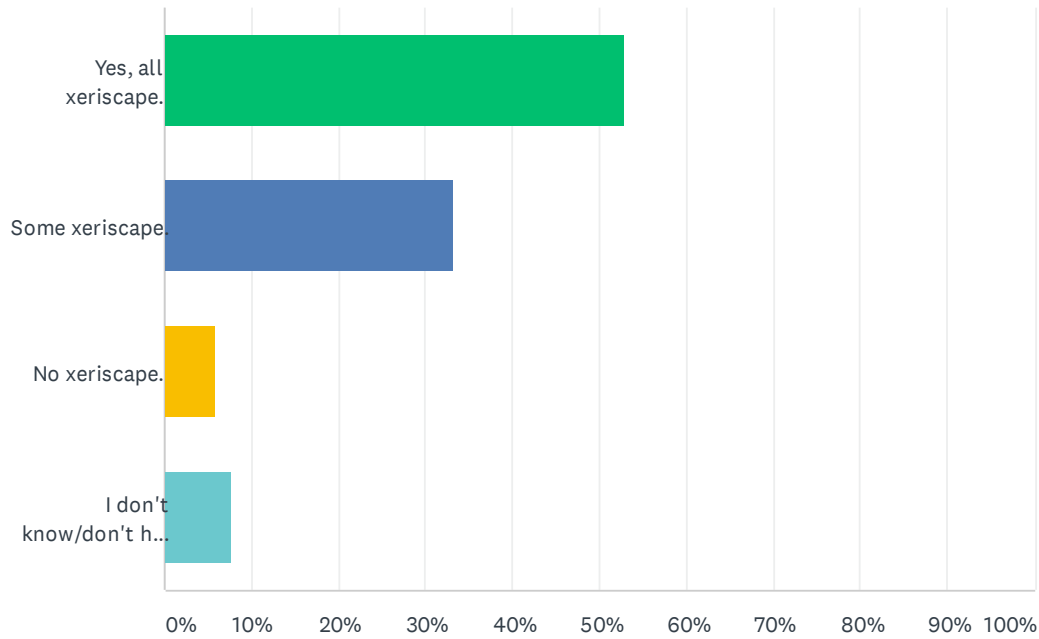
Picture #1



Picture #2

Q20 Should xeriscape be a required element for this area?

Answered: 51 Skipped: 0

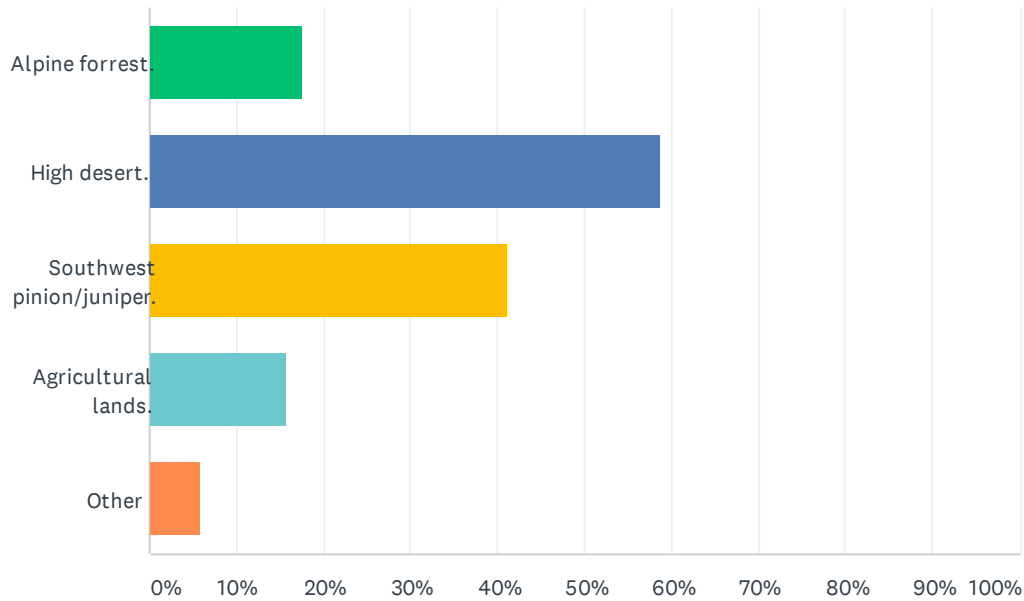


ANSWER CHOICES	RESPONSES	
Yes, all xeriscape.	52.94%	27
Some xeriscape.	33.33%	17
No xeriscape.	5.88%	3
I don't know/don't have an opinion.	7.84%	4
TOTAL		51



Q21 Which landscape type best reflects the greater Eagle area?

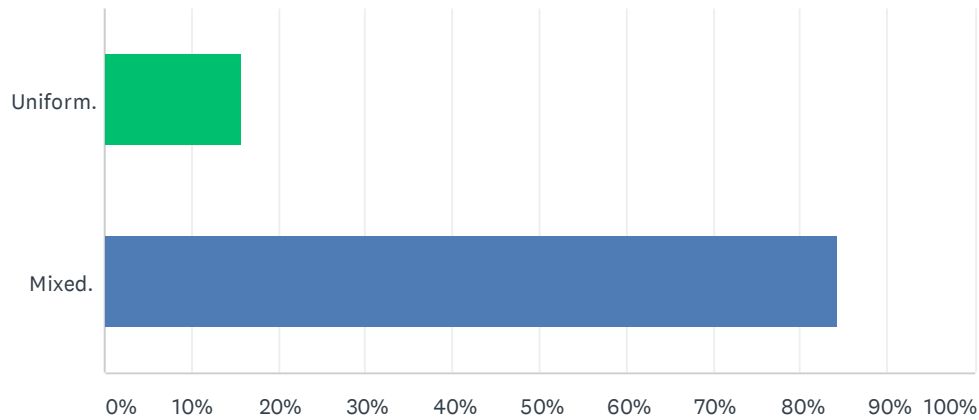
Answered: 51 Skipped: 0



ANSWER CHOICES	RESPONSES	
Alpine forrest.	17.65%	9
High desert.	58.82%	30
Southwest pinion/juniper.	41.18%	21
Agricultural lands.	15.69%	8
Other	5.88%	3
Total Respondents: 51		

Q22 Should the architectural style within the Town of Eagle be uniform throughout or mixed?

Answered: 51 Skipped: 0

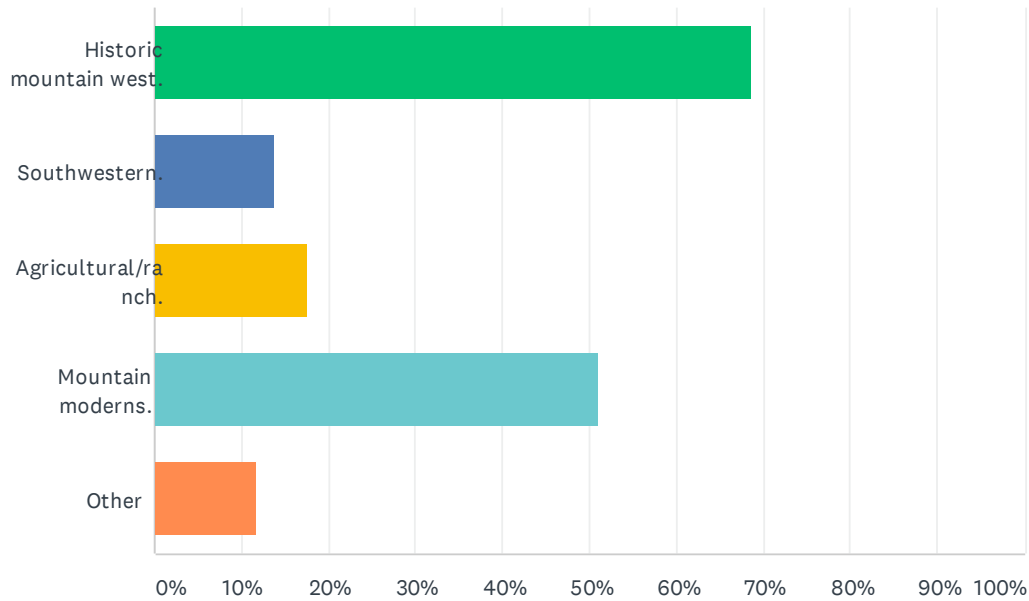


ANSWER CHOICES	RESPONSES	
Uniform.	15.69%	8
Mixed.	84.31%	43
TOTAL		51



Q23 What would you prefer the Town of Eagle's architectural style be?

Answered: 51 Skipped: 0



ANSWER CHOICES	RESPONSES	
Historic mountain west.	68.63%	35
Southwestern.	13.73%	7
Agricultural/ranch.	17.65%	9
Mountain moderns.	50.98%	26
Other	11.76%	6
Total Respondents: 51		

Q24 Please share any other comments/questions/ideas you have about the East Eagle Subarea Plan.

Answered: 15 Skipped: 36

Q24 Please share any other comments/questions/ideas you have about the East Eagle Subarea Plan.

Answered: 15 Skipped: 36

#	RESPONSES	DATE
1	I would like to see residences for a variety of incomes. It would benefit the town to have some homes restricted to county residents and incentives to help families become homeowners (not investors renting out).	5/20/2021 3:27 PM
2	The town of Eagle is the oldest in the Vail Valley and should reflect that history with its architecture. All of Eagle is a bit disjointed. This development will be one of the first things visitors will see. Let's make sure that it is a good introduction to our beautiful historic town. I would also like to see an In N Out and a Trader Joes ;D (No Chilis or Applebees :)	5/18/2021 8:08 AM
3	This area need to reflect our Town and not just be the back side of a bunch of big boxes, it should accommodate work and live walking districts that ties in the residential. it should have highway access and be coordinated, with design standards	5/17/2021 9:31 AM
4	Great survey. Bring more housing into Eagle to support our growing communities and help our businesses hire and retain a workforce. Mandate deed restriction units on developers to help build more affordable housing down the line. Without it, the housing units will become non attainable in 10+ yrs for our workforce again. Aspen did a great job years ago creating these housing units and it's a driving factory for the vibrancy of their core downtown. Well done!	5/15/2021 8:21 AM
5	Connecting the heart of the river to the soul of our valley should serve as a lead into future developments. What do the majority of residents or business owners approve of in their own neighborhoods? Can we make commercial areas more attractive with landscape, walking paths, dog parks and other amenities? Look at Stapleton and other areas that blend commercial and residential together well...its a great vibe! Thanks for the survey!	5/11/2021 4:27 PM
6	Developing all of east Eagle just helps the specialness of this town disappear.	5/10/2021 10:26 PM
7	I really like what they have down with willits in basalt.	5/10/2021 8:17 PM
8	As a local business and property owner please keep in mind the cost to business when imposing restrictions and changes. Small business are what pays for our government to operate!	5/10/2021 4:53 PM
9	If there isn't room for yards within the residential area, there should be access to dog parks or areas. Also, please build units with 3 bedroom options. 2 bedrooms are not big enough for families. Also, they need to be affordable and available to only Eagle county residents or those who work exclusively in Eagle. Because, to be honest, anything over \$350K is NOT remotely affordable. These should NOT be second homes for rich people. We've been renting here for almost 2 years, and are still unable to buy anything because everything is too expensive. We would really like to stay, but we might have to move to Grand Junction to find anything remotely in our price range.	5/10/2021 4:44 PM
10	If there's more residential development in this town, there needs to be another grocery store and post office at a minimum. Prefer not much more residential development due to current crowded essentials. But will def need another access to i70, especially for those living in the south eastern part of town.	5/10/2021 1:41 PM
11	I don't want to input additional restrictions on property owners. Part of what makes Eagle Eagle is that we are not vail, beaver creek, or Breckenridge with design standards. We can be ourselves. If HOA's want to have design standards that's fine, but the Town shouldn't have them too. Don't add more regulations.	5/10/2021 11:48 AM
12	This area should not have stand alone residential zones and only allow a slight increase in density to continue what was established on chambers already limited to employee and live work type multi family. To do otherwise is unjustified and changes the informed and careful direction of long range planning of the last 40 years for the Town.	5/9/2021 11:43 AM

EAST EAGLE SUBAREA PLAN

13	the existence of an interchange should be in place before any "digging" starts!	5/8/2021 12:20 PM
14	I would rather the whole area were pastureland, but I know most of you are gung-ho for development -- another Edwards? Have you considered that with climate change and the drought this may not end up where people want to come. Where's all the water going to come from?	5/7/2021 6:05 PM
15	Zehren's plan is more of the typical zoning . . . suggest a some "mod" and appropriate "live-work" and community center element/vibe with a designated "restaurant, patio, park . . .	5/7/2021 5:31 PM

From: [Angie Kyle](#)
To: [Jessica Lake](#)
Cc: [Nikki Davis](#)
Subject: FW: EESAP- Red Mountain Ranch public comment
Date: Tuesday, March 30, 2021 11:37:40 AM
Attachments: [Annexation plat.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Hi Jess,
Should this go to you or is Chad managing PC for EESAP?

Best,

Angie Kyle

Administrative Tech II

TOWN OF EAGLE

200 Broadway, PO Box 609, Eagle Co 81631

Phone: 970-328-9655, Fax: 970-328-9656

CLICK BELOW FOR TOWN WEBSITE, NEWS, EVENTS OR TO PROVIDE FEEDBACK:



Sender and receiver should be mindful that all my incoming and outgoing emails may be subject to the Colorado Open Records Act, § 24-72-200.1, et seq.

From: Eric Eves <eeves@hotmail.com>
Sent: Tuesday, March 30, 2021 11:31 AM
To: Chad Phillips <chad.phillips@townofeagle.org>; Angie Kyle <angie.kyle@townofeagle.org>
Cc: Merv Lapin <mervlapin@hotmail.com>; spencerblare@gmail.com
Subject: EESAP- Red Mountain Ranch public comment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Chad and Angie,

We are in support of this plan and applaud the towns proactive approach that will help guide future development on this parcel. Thank you for including us in tomorrow's public open house. Please include our 3 comments in the public record for the EESAP and for consideration by the P/Z Commission.

All lands that were annexed by the Town of Eagle should be included w/in this sub area plans boundaries. The Context Diagrams do not include the lands for the interchange that were annexed. See attached highlights on ERS Annexation Map.

- Interim/Temporary Use Area- Per contract agreement with Red Mountain Ranch and Eagle River Station, once an Interchange and Connector road is completed all lands between I-70 and US Hwy 6, east of the connector road, will go back to Red Mountain Ranch. These lands are identified in the concept plans as "Interim/Temporary Use Area". As the future owner of these lands this designation makes sense to Red Mountain Ranch. The definition also makes sense but should not include Solar as an Interim/Temporary Use, Solar projects are designed, budgeted and contract to be 20+ year installations and are not temporary in nature or function.
- If an interchange is anticipated as a part of this development would the town not want to include the lands to the North and East of the interchange in this sub area plan?

Thank you for the opportunity to participate in this important planning effort, See you tomorrow night.

Eric Eves

Red Mountain Land

970.331.8617

LEGAL DESCRIPTION AND CERTIFICATION OF OWNERSHIP

We, Red Mountain Ranch Partnership, LLP, the owners of _____ percent of the following described property, and Tony G. & Lauri D. Van Campen excluding any public streets and alleys, to-wit:

EAGLE RIVER STATION ANNEXATION PARCEL #1

A parcel of land located within Tracts 59, 60, 61 and 62, Sections 27, 28, 33 and 34, Township 4 South, Range 84 West of the Sixth Principal Meridian, according to the Supplemental Plat of the Independent Resurvey thereof accepted in the U.S. Surveyor General's Office, June 20, 1922, Eagle County, Colorado, with the bearings described hereon based on a bearing of N00°37'32"W for the West line of said Tract 59 between Corner No. 4 being a 2 1/2" aluminum cap on 2 1/4" aluminum pipe, PE/PLS No. 23089, found in place and Corner No. 5 being a 2 1/2" GLO brass cap on 1" iron pipe, found in place, said parcel being more particularly described as follows:

Beginning at said Corner No. 4 of Tract 59 also being Corner No. 3 of said Tract 60, Corner No. 4 of said Tract 61 and the northeast corner of Eagle Valley Commercial Park, Filing No. 2, according to the Final Plat thereof recorded in Book 702 at Page 365 at the Eagle County Clerk and Recorder's Office, Eagle, Colorado; thence along the south line of said Tract 61 also being the northeasterly line of said Eagle Valley Commercial Park, Filing No. 2, S89°05'16"W, 390.68 feet to a point on the southerly right-of-way line of Interstate Highway No. 70; thence along said southerly right-of-way line the following two (2) courses:

- 1) N60°24'00"E, 2611.72 feet;
- 2) N69°50'12"E, 143.40 feet;

thence departing said southerly right-of-way line S24°14'54"W, 1628.00 feet to the northerly right-of-way line of the Union Pacific Railroad, being 50.00 feet from the center of the existing tracks; thence along said northerly right-of-way line S59°13'37"W, 1554.84 feet to the southeasterly corner of said Eagle Valley Commercial Park, Filing No. 2 also being a point on the 4 - 5 line of said Tract 59; thence along said 4 - 5 line also being the easterly line of said Eagle Valley Commercial Park, Filing No. 2 N00°37'32"W, 946.69 feet to the Point of Beginning, said parcel containing 45.247 acres, more or less.

EAGLE RIVER STATION ANNEXATION PARCEL #2

A parcel of land located within Tracts 58, 59, 60, and 62, Sections 27 and 34, Township 4 South, Range 84 West of the Sixth Principal Meridian, according to the Supplemental Plat of the Independent Resurvey thereof accepted in the U.S. Surveyor General's Office, June 20, 1922, Eagle County, Colorado, with the bearings described hereon based on a bearing of N00°37'32"W for the West line of said Tract 59 between Corner No. 4 being a 2 1/2" aluminum cap on 2 1/4" aluminum pipe, PE/PLS No. 23089, found in place and Corner No. 5 being a 2 1/2" GLO brass cap on 1" iron pipe, found in place, said parcel being more particularly described as follows:

Beginning at a point on the southerly right-of-way line of Interstate Highway No. 70 from which said Corner No. 4 of Tract 59 also being Corner No. 3 of said Tract 60, Corner No. 4 of said Tract 61 and the northeast corner of Eagle Valley Commercial Park, Filing No. 2, according to the Final Plat thereof recorded in Book 702 at Page 365 at the Eagle County Clerk and Recorder's Office, Eagle, Colorado, bears S56°30'26"W, 2416.03 feet; thence along said southerly right-of-way line of Interstate Highway No. 70 the following five (5) courses:

- 1) N69°50'12"E, 143.40 feet;
- 2) along a non-tangent curve to the right having a length of 1013.48 feet, a radius of 5579.60 feet, a tangent of 508.14 feet, a delta of 10°24'26" and a chord of 1012.09 feet that bears N68°28'52"E;
- 3) N75°42'18"E, 333.13 feet;
- 4) N69°59'51"E, 319.78 feet;
- 5) N76°25'05"E, 926.49 feet;

thence departing said southerly right-of-way S67°31'26"W, 1092.56 feet to a point on the East line of Lot 2 of the Red Mountain Ranch Exemption as described on the plat thereof recorded in Book 372 at Page 753 at said Clerk and Recorder's Office; thence along said East line S26°52'08"E, 501.89 feet; thence departing said East line S69°57'11"E, 190.49 feet to the northerly right-of-way line of the Union Pacific Railroad, being 50.00 feet from the center of the existing tracks; thence along said northerly right-of-way the following two (2) courses:

- 1) S63°04'44"W, 2197.11 feet;
- 2) along a curve to the left having a length of 806.00 feet, a radius of 11988.63 feet a tangent of 403.15 feet, a delta of 3°51'07" and a chord of 805.85 feet that bears S61°09'11"W;

thence departing said northerly right-of-way N24°14'54"E, 1628.00 feet to the Point of Beginning, said parcel containing 50.327 acres, more or less.

EAGLE RIVER STATION ANNEXATION PARCEL #3

A parcel of land located within Tracts 58 and 62, Section 27, Township 4 South, Range 84 West of the Sixth Principal Meridian, according to the Supplemental Plat of the Independent Resurvey thereof accepted in the U.S. Surveyor General's Office, June 20, 1922, Eagle County, Colorado, with the bearings described hereon based on a bearing of N00°37'32"W for the West line of said Tract 59 between Corner No. 4 being a 2 1/2" aluminum cap on 2 1/4" aluminum pipe, PE/PLS No. 23089, found in place and Corner No. 5 being a 2 1/2" GLO brass cap on 1" iron pipe, found in place, said parcel being more particularly described as follows:

Beginning at a point on the northerly right-of-way line of Interstate Highway No. 70 from which said Corner No. 4 of Tract 59 also being Corner No. 3 of said Tract 60, Corner No. 4 of said Tract 61 and the northeast corner of Eagle Valley Commercial Park, Filing No. 2, according to the Final Plat thereof recorded in Book 702 at Page 365 at the Eagle County Clerk and Recorder's Office, Eagle, Colorado, bears S51°41'52"W, 2803.44 feet; thence departing said northerly right-of-way N59°53'53"E, 1106.23 feet; thence N87°19'59"E, 1148.65 feet to a point on said northerly right-of-way; thence along said northerly right-of-way line the following two (2) courses:

- 1) S77°08'41"W, 981.93 feet;
- 2) along a non-tangent curve to the left having a length of 1213.70 feet, a radius of 5879.57 feet, a tangent of 609.02 feet, a delta of 11°49'39" and a chord of 1211.55 feet that bears S71°13'56"W;

to the Point of Beginning, said parcel containing 4.733 acres, more or less.

have by these presents laid out and platted the same as shown hereon and designate the same as Eagle River Station Annexation to the Town of Eagle, County of Eagle, State of Colorado.

EXECUTED this 30th day of August, 2006.

ANNEXATION PLAT
EAGLE RIVER STATION,
TO THE TOWN OF EAGLE, COLORADO,
LOCATED IN SECTIONS 27, 28, 33 & 34,
TOWNSHIP 4 SOUTH, RANGE 84 WEST OF THE
SIXTH PRINCIPAL MERIDIAN, COUNTY OF EAGLE,
STATE OF COLORADO

Owner: Red Mountain Ranch Partnership, LLP
232 West Meadow Drive
Vail, CO 81657

By: Mervyn Lapin

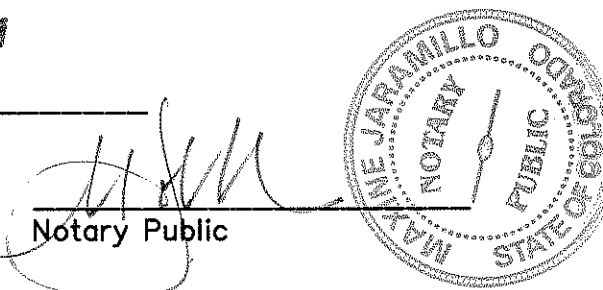
Title: Manager

STATE OF COLORADO)
COUNTY OF Eagle)

The foregoing certification was acknowledged before me this 30th day of August, 2006, by Mervyn Lapin as Manager of Red Mountain Ranch Partnership, LLP.

Witness my hand and official seal. 10-15-09

My commission expires: _____



Owner: Tony G. Van Campen
PO Box 953
Eagle, CO 81631

By: Tony G. Van Campen

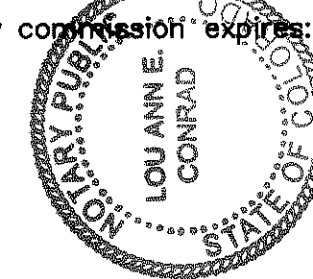
Title: Owner

STATE OF COLORADO)
COUNTY OF _____)

The foregoing certification was acknowledged before me this 31st day of August, 2006, by Tony G. Van Campen as Owner of Lot 1, Red Mountain Ranch Exemption.

Witness my hand and official seal.

My commission expires: 5-19-2010



Notary Public

Owner: Lauri D. Van Campen
PO Box 953
Eagle, CO 81631

By: Lauri D. Van Campen

Title: Owner

STATE OF COLORADO)
COUNTY OF WASHINGTON)

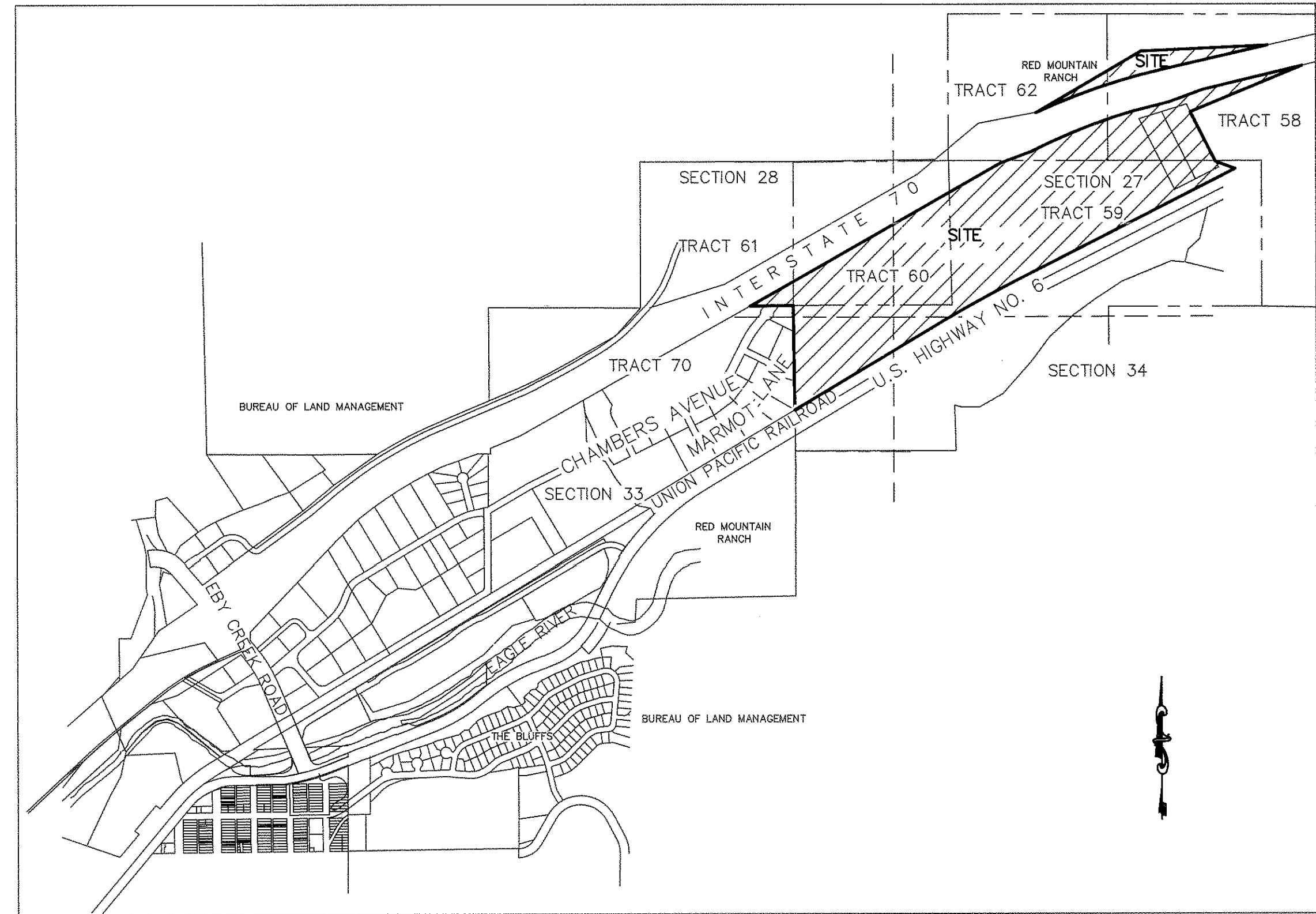
The foregoing certification was acknowledged before me this 7th day of September, 2006, by Lauri D. Van Campen as Owner of Lot 1, Red Mountain Ranch Exemption.

Witness my hand and official seal.

My commission expires: 10-03-09



Notary Public



VICINITY MAP 1" = 1000'
SECTIONS 27, 28, 33 & 34, T4S, R84W, 6TH PM

SURVEYOR'S CERTIFICATE

I, James S. Kunkel, a Professional Land Surveyor licensed under the laws of the State of Colorado, do hereby certify that this survey was made under my direct supervision and that the information hereon I correct to the best of my knowledge and belief,

and that no less than one-sixth (1/6) of the perimeter of Eagle River Station Annexation Parcel #1, to the Town of Eagle, Colorado, as shown hereon, is contiguous with the existing boundaries of the Town of Eagle, Colorado;

and that no less than one-sixth (1/6) of the perimeter of Eagle River Station Annexation Parcel #2, to the Town of Eagle, Colorado, as shown hereon, is contiguous with Eagle River Station Annexation Parcel #1, to the Town of Eagle, Colorado;

and that no less than one-sixth (1/6) of the perimeter of Eagle River Station Annexation Parcel #3, to the Town of Eagle, Colorado, as shown hereon, is contiguous with Eagle River Station Annexation Parcel #2, to the Town of Eagle, Colorado;

I further certify that the external boundaries of the property shown on this plat have been monumented on the ground in accordance with Section 3.13.010(g) of the Eagle Municipal Code.

EXECUTED this 28th day of August, 2006.

James S. Kunkel
James S. Kunkel PE/PLS #23089
Colorado Licensed Professional Land Surveyor
Johnson, Kunkel & Associates, Inc.

BOARD OF TRUSTEES CERTIFICATE

The Board of Trustees of the Town of Eagle, Colorado, by Resolution Number _____ duly adopted on the _____ day of _____, 2006, found and determined that annexation of the property designated herein complies with the requirements contained in Article 12, Title 31, C.R.S., as amended, and that said property is eligible for annexation to the Town of Eagle.

The Board of Trustees of the Town of Eagle, Colorado, by Ordinance Number _____ duly adopted on the _____ day of _____, 2006, did annex the property herein described to the Town of Eagle.

Mayor

ATTEST:

Town Clerk



CLERK AND RECORDER'S CERTIFICATE

This was filed for record in the Office of the Clerk and Recorder at 12:34 o'clock PM on this 15th day of September, 2006 and is duly recorded at Reception No. 200625190

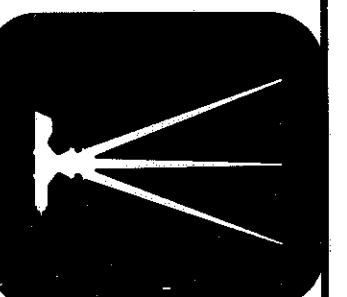
By Leah J. Smith Clerk and Recorder
By M. H. Speer Deputy



NOTICE: According to Colorado law you MUST commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.



Johnson, Kunkel & Associates, Inc.
LAND SURVEYING & MAPPING
STRUCTURAL & CIVIL ENGINEERING

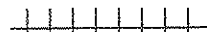


NO SCALE

DRAWN BY:	CHECKED BY:	JOB NO.:	DATE:	DRAWING NO.:
GDH	EA06142	5/8/06	EA06142/ANVT	
SHEET	1	OF	2	

NOTICE: According to Colorado law you **MUST** commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.

CURVE TABLE						
CURVE	LENGTH	RADIUS	TANGENT	CHORD	BEARING	DELTA
C1	1013.48	5579.60	508.14	1012.09	N68°28'52"E	10°24'26"
C2	806.00	11988.63	403.15	805.85	S61°09'11"W	3°51'07"
C3	1213.70	5879.57	609.02	1211.55	S71°13'56"W	11°49'39"

LEGEND	
	Boundary Line
	Easement
	Railroad
	Ditch Centerline
	Section Line
	Tract Line
	Fence
	Edge of Asphalt
	Adjacent
	1 1/2" Aluminum Cap on #5 Rebar, PLS #20695, Found
	1 1/2" Aluminum Cap on #5 Rebar, PE\PLS #23089, Found
	2 1/2" GLO Brass Cap on 1" Iron Pipe, Found
	2 1/2" Aluminum Cap on 2 1/4" Aluminum Pipe, PE\PLS #23089, Found
	1 1/2" Aluminum Cap on #5 Rebar, PLS #26598, Found
	1 1/2" Aluminum Cap on #5 Rebar, PE\PLS #23089, Set
	1 1/2" Aluminum Cap on #5 Rebar, 'Colo Div Hwy'
	Contiguous Boundary

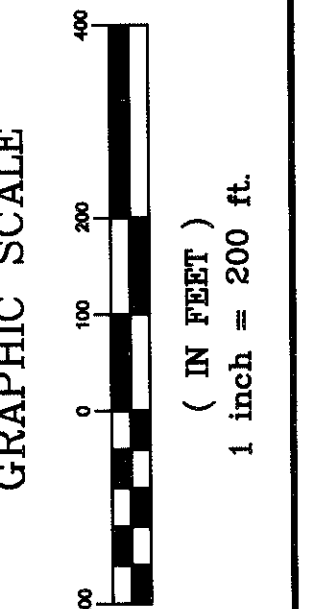


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**Johnson, Kunkel
& Associates, Inc.**

**LAND SURVEYING MAPPING
STRUCTURAL & CIVIL ENGINEERING**

[illegible]

SHEET	2
OF	2