



AGENDA
Planning & Zoning Commission
Tuesday, September 7, 2021, 6:00 PM
Public Meeting Room / Eagle Town Hall
200 Broadway, Eagle, CO

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

PUBLIC WIFI - TOEG – townofeagle2019

6:00 PM - REGULAR MEETING CALLED TO ORDER

1. This will be an in-person meeting with access for the public to attend via the Zoom link below.

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

Please note: All participants are automatically muted. In order to be called upon and unmuted, you will need to use the "raise hand." When it is your turn to speak, the moderator will unmute your line and you will have three (3) minutes for public comment.

PUBLIC COMMENTS: If you are unable to attend, public comments regarding any items on this agenda can be submitted to the Planning Department at Planning@townofeagle.org and will be included as part of the record.

For technical difficulties, please email nikki.davis@townofeagle.org and we will do our best to assist you.

WORK SESSION

1. Project: East Eagle Sub Area Plan (EESAP) Update and Review
File # LURA21-03
Applicant: Town of Eagle
Location East Eagle
Staff Contact: Chad Phillips, Community Development Director/Town Planner, Peyton Heitzman, Planner I, Jessica Lake, Planner I
Request: For input from the Town Council and Planning & Zoning Commission on the draft EESAP and the Conceptual Land Use Diagram.

OPEN DISCUSSION

ADJOURN

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.



Jessica Lake
Planner I



To: Mayor, Town Council, and the Planning & Zoning Commission

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

Date: September 7, 2021

Agenda Item: East Eagle Sub Area Plan (EESAP) Update and Review

REQUEST: Staff is looking for input from the Town Council (Council) and the Planning & Zoning Commission (Commission) on the draft EESAP and the Conceptual Land Use Diagram/Future Land Use Map (FLUM).

INTRODUCTION: The EESAP was initiated in Spring of 2021 with the assistance of Zehren and Associates. The EESAP is a long-range planning document that provides guidance on future development for the planning area located northeast of Town. The Council and the Commission have reviewed multiple iterations of the draft plan and its FLUM.

During the June 15th Commission meeting, there was discussion about the residential land use category that was in an older draft of the FLUM but had subsequently been removed by Council. The Commission requested additional housing information to help inform the FLUM. During the meeting, RED Development offered to commission a study to assess the market/population growth/future needs/etc. This offer was discussed during the July 27th Council meeting where it was deemed unnecessary. In response to the Commission's original request for housing data, staff gathered housing details on existing residential approvals in Town. Information was also pulled from regional housing studies by Eagle County. This compilation of housing data was provided to Town Council during the July 27th meeting. This housing data is included as an attachment in the packet.

During the July 27th meeting, Council discussed the importance of preserving commercial opportunities in the area. The Council was in support of the expanded boundaries of the planning area that included the parcels to the north and east of the future highway interchange. Finally, there was discussion about the need for regular amendments to the EESAP.

ANALYSIS:

While the EESAP is substantially complete, there are a few outstanding questions that require direction from the Council and Commission. These questions include:

- Are there any suggestions for improvements to the draft subarea plan?
- Are any goals/policies missing from the plan?
- Goal #5 speaks to residential on the planning area. Are these policies still relevant under the revised FLUM?

- Is there an appropriate amount of residential in the FLUM considering the residential uses allowed under the definitions of the Mixed Use and Commercial/Light Industrial land use categories?
- The Commercial/Light Industrial states that residential uses are limited and will mainly include employee units located above street level.
 - Is this description too broad to determine the appropriate amount of residential for this land use category?
 - For example, in the existing Commercial General zone district, residential is only permitted as an accessory use or above street level.
- Is the draft language for the Mixed Use category appropriate?
 - Should condo and apartment buildings be allowed as a use by right?
 - If yes, how do we ensure there is a balance between commercial and residential overall?
- In terms of land uses on the FLUM, should land north of the interchange and east of the wildlife corridor be Commercial/Light Industrial (as drafted) or would Interstate Commercial be more appropriate?

Once staff receives direction to these questions, corrections will be made to the draft EESAP and public hearings scheduled for the adoption and ratification of the plan.

COMMUNITY INPUT: On September 1, 2021, staff received a letter from RED Development requesting the joint work session be postponed. A proposal for a study has also been provided. Both are included as an attachment in the packet. All other public comment received to-date can be accessed through this [LINK](#).

BUDGET / STAFF IMPACT: Staff anticipates budgeted funds to cover all project costs. If significant changes are made to the FLUM as a result of this joint work session, the project budget may be impacted.

STRATEGIC PLAN ALIGNMENT/STANDARDS ACHIEVED: A full analysis of the EESAP against the Strategic Plan will be provided at the future meeting for plan adoption and ratification.

RECOMMENDED ACTION OR PROPOSED MOTION:

There is no action required at this time. Staff is requesting feedback on the proposal and will bring a resolution for adoption/ratification to a future meeting.

ATTACHMENTS:

- Draft EESAP - September 2021
- Conceptual Land Use Diagram/Future Land Use Map dated July 21, 2021
- Town of Eagle Housing Sheet
- Letter and attachment from RED Development
- Public Comment ([LINK](#))



Town of Eagle

EAST EAGLE SUB AREA PLAN (2021)



Prepared for the Town of Eagle, Colorado

Adopted by the Town of Eagle, Planning & Zoning Commission

Certified by the Chairman of the Commission

Matthew Hood, Planning & Zoning Commission Chairman

Attest

Ratified by the Town of Eagle, Town Council

Scott Turnipseed, Mayor

Attest



ACKNOWLEDGEMENTS

PLANNING & ZONING COMMISSION

Matthew Hood, Chair
Jesse Gregg, Vice-Chair
Charlie Perkins
Kyle Hoiland
Bill Nutkins
Robert Townsend
Lani Webb

TOWN COUNCIL

Scott Turnipseed, Mayor
Mikel “Pappy” Kerst, Mayor Pro Tem
David Gaboury
Ellen Bodenheimier
Janet Bartnik
Geoffrey Grimmer
Matt Solomon (former Council Member)
Andy Jessen (former Council Member)
Adam Palmer (former Council Member)

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AREA MAP - EAST EAGLE

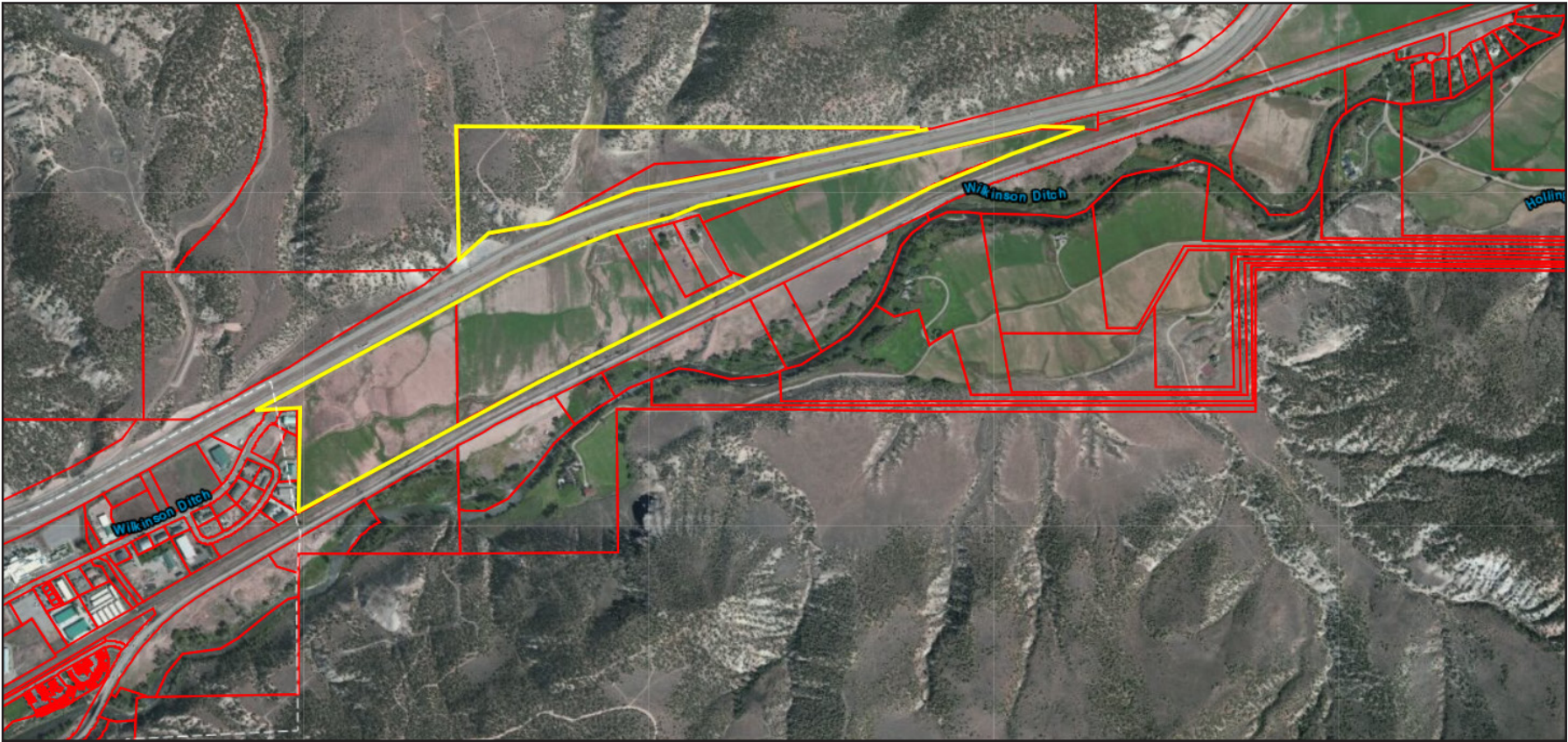
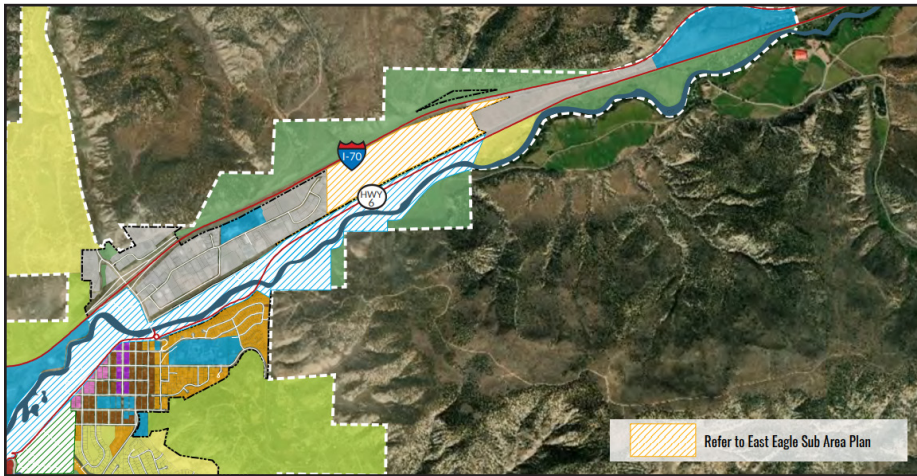


Image A: The 175-acres of the East Eagle planning area is outlined in yellow on this image pulled from Eagle County geographic information system (GIS).

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 Sub Area 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.



Graphic B: East Eagle is identified in this snapshot of the Comprehensive Plan's Future Land Use Map (FLUM). A section of East Eagle is identified in the FLUM with orange and white stripes.

The East Eagle property is approximately 175 acres, located in the furthest northeast section of town. The planning area is east of the Chambers Avenue Commercial and Industrial Park, north of Highway 6.

Once developed, this property will provide a connection from the east

end of Chambers Avenue to Highway 6, enhancing the connectivity to this part of town. Heavy commercial and light industrial development in Eagle has been limited to Chambers Avenue, Eby Creek Road and Market Street, with some light commercial along Highway 6 and in West Eagle. Interstate Commercial is currently limited to Eby Creek Road, Market Street, 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.

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. 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

While the entire planning area exists within the Town's Urban Growth Boundary, only 100 acres are incorporated into the Town of Eagle. The 100-acres adjacent to Chambers Avenue were annexed into the Town of Eagle in 2006. The current zoning for this portion of East Eagle is Resource (R). The remaining 75 acres to the far east and north of East Eagle are not yet within the Town's boundary, but rather zoned Resource in unincorporated Eagle County. The planning area between I-70 to the north and Highway 6 to the south is currently used as pasture.

Land availability for auto-oriented commercial and industrial uses is limited within the Town. The Chambers Avenue 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

EAST EAGLE SUB AREA PLAN (2021)

both. The size of the property and its proximity to I-70 spurs an opportunity for highway-oriented development unlike what exists at the Eby Creek Road interchange. The East Eagle Sub Area Plan also includes plans for a future highway interchange, further supporting highway-oriented development.

Eagle has changed substantially from 2006 when a portion of the planning area was annexed into the Town. Eagle Ranch is nearly built out and there are several approvals of other large primarily residential 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 people. 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 (but unbuilt) as of 2021.

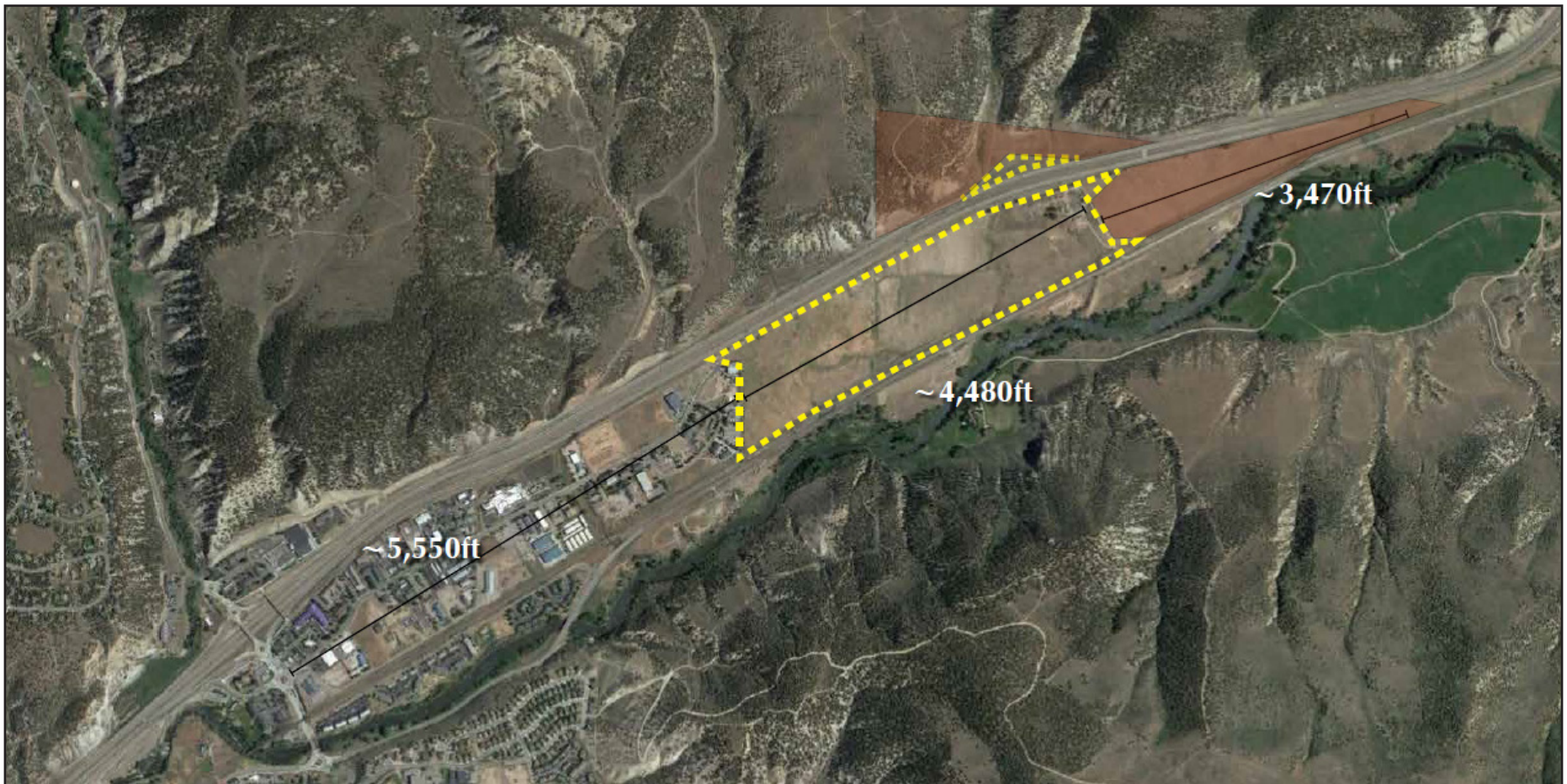


Image C: This Context Map provide the linear feet of different segments of Town including Chambers Avenue (5,550 feet) and the East Eagle area (7,950 feet).

REGIONAL CONTEXT

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 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 take the same return trip, as Eagle has one interchange.

The Town of Eagle is within an hour's drive of world class ski resorts that draws in visitors from around the world. 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. During the summer, visitors come to the area for access to camping, hiking, mountain biking, fly fishing, rafting, river surfing, etc.

In addition to serving the visitors of the area, East Eagle's commercial and industrial uses 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 was 55,070 as of 2019; this population number includes unincorporated Eagle County, Avon, Basalt (partial), Eagle, Gypsum, Minturn, Red Cliff, and Vail.



SITE ANALYSIS

Size

The length of East Eagle along I-70 is greater than the length of Chambers Avenue, as depicted in the Context map (Image C, page 4). East Eagle is approximately 7,800 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 north and the southern boundary line ranges from

1,038 linear feet on the west end of East Eagle and gradually reduces in distance heading east. Of the total 175 acres of the planning area, approximately 17 acres is designated for the future highway interchange, leaving 158 acres for other land uses.

Surrounding Properties

To the north and east of the East Eagle planning area, are properties in

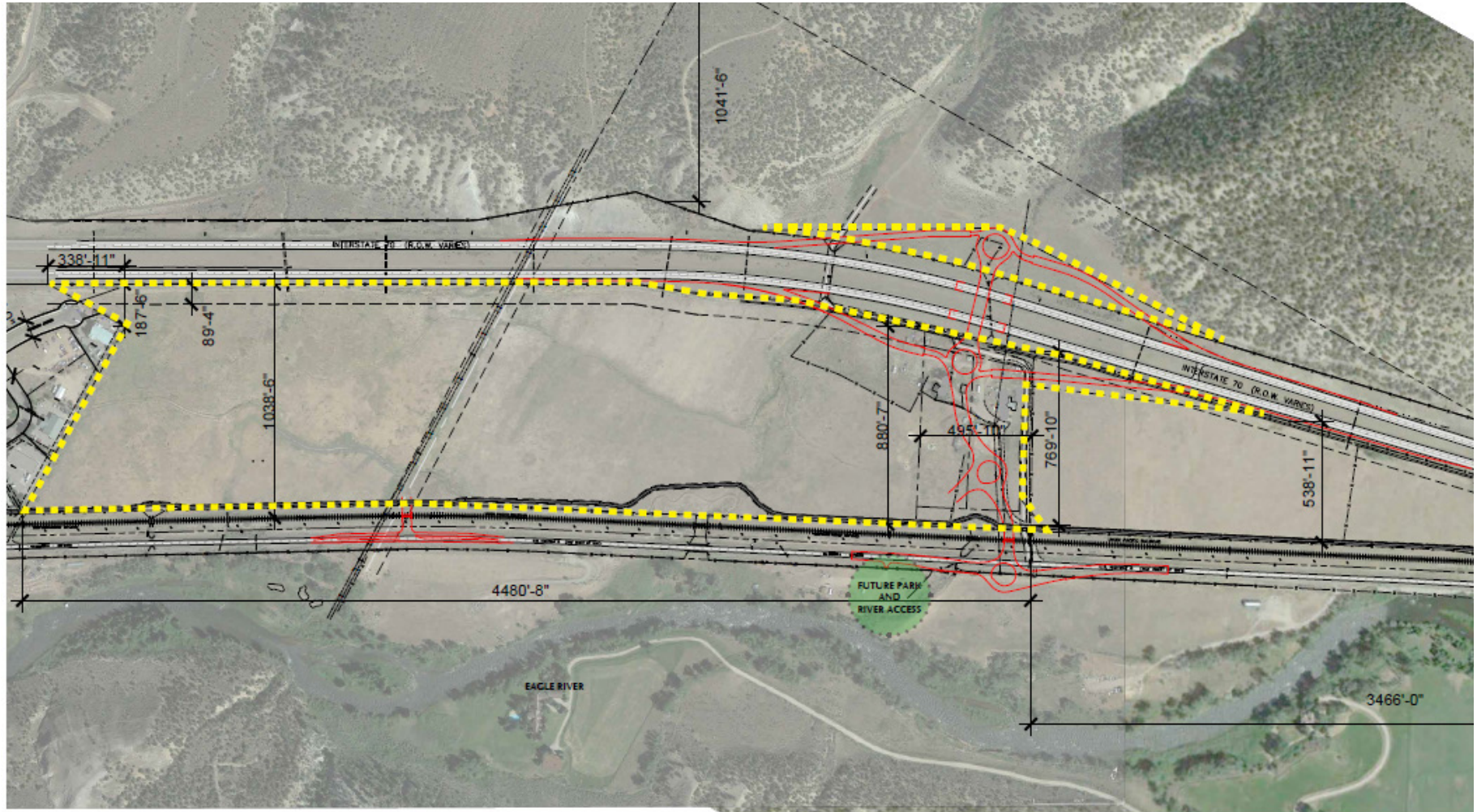


Image D: Site Overlay with Dimensions and Aerial 1:200.

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 access and park is planned in RMR and will provide active recreation within close proximity to the East Eagle planning area. 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 sub area plan focuses on the area identified as East Eagle, this plan accounts for the regional context and its potential impact on the development of 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 Bureau of Land Management (BLM) owns land surrounding the Town in every direction, limiting future expansion. BLM land is depicted in pale yellow in Image E.

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
- Railroad Crossing
- Highway 6 Access Permits
- Drainage
- Future I-70 Interchange
- Regional Trail (ECO Trail)
- Visibility from I-70
- Topography

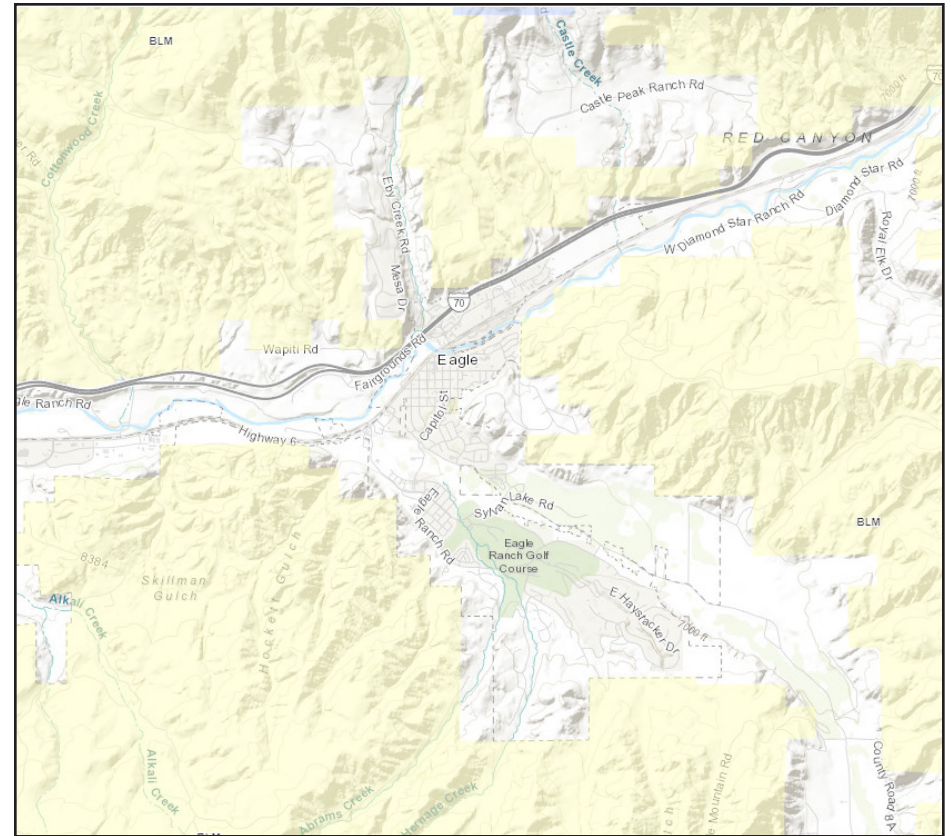


Image E: The pale yellow overlay depicts land owned by the Bureau of Land Management (BLM). Image from Eagle County GIS.

-
- Market Influences
- Wildlife
- Water Resources

Utility Easement

There is a 100 foot utility easement passing through the planning area from north to south. The easement is approximately 1800 linear feet from the western boundary of the planning area. The easement is used by a Holy Cross Energy powerline running through the property. The powerline is shown in Image D on page 6.

Railroad Crossing

While presently inactive, 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 Cañon City. If the rail line becomes operational, the community may want to consider a location for a future transit center for the loading and unloading of freight and passengers.

Highway 6 Access Permits

Access permits allowing entrance 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 (Image D, page 6).

Drainage

A drainage feature runs through the property. The drainage is located just west of the future highway interchange and runs from north to south. This EESAP preserves the drainage by encouraging development to the west and east. The drainage also serves as a wildlife movement corridor.

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 located along the southern border of East Eagle and follows the railroad track moving east and west. The ECO Trail is a popular public trail system that provides multi-modal

access throughout the Eagle Valley.

Visibility from I-70

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.

Topography

North of the East Eagle planning area are steep slopes that limit the developability of the northernmost property. These steep slopes are depicted in red in Image F.

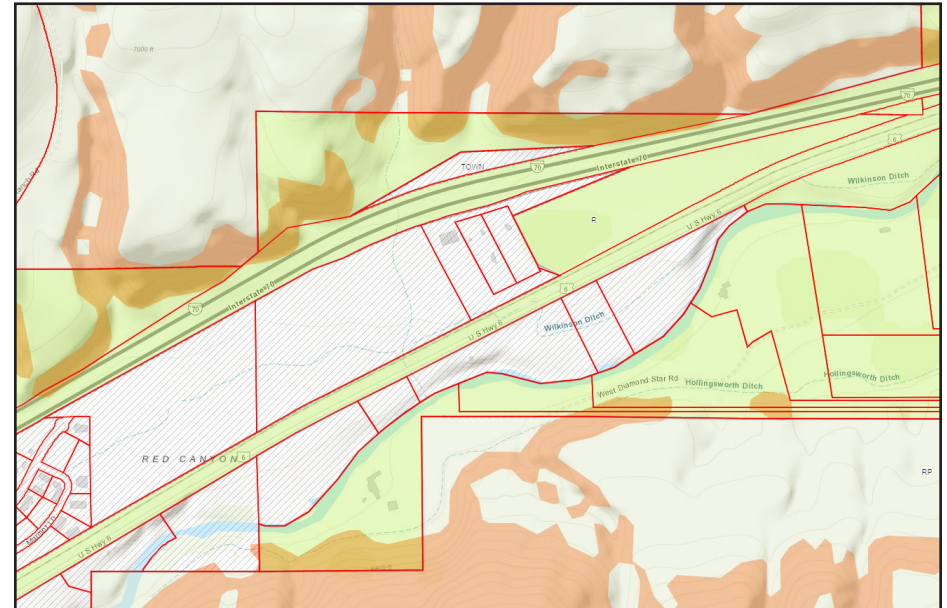


Image F: The pale red overlay depicts where there are slopes greater than or equal to 30%. Image from Eagle County GIS.

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? This question comes 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 critical 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 local Elk population use the East Eagle area during the winter months. The graphic shows that the southern section of the property is used as Elk winter range.

The Mule Deer population are also active in East Eagle. Mule Deer use a significant portion of the property as a concentration area and the southern portion as a winter range.

Wildlife utilize 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. The EESAP incorporates wildlife friendly goals and policies to mitigate adverse impacts to wildlife throughout several stages of development.

Water Resources

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.

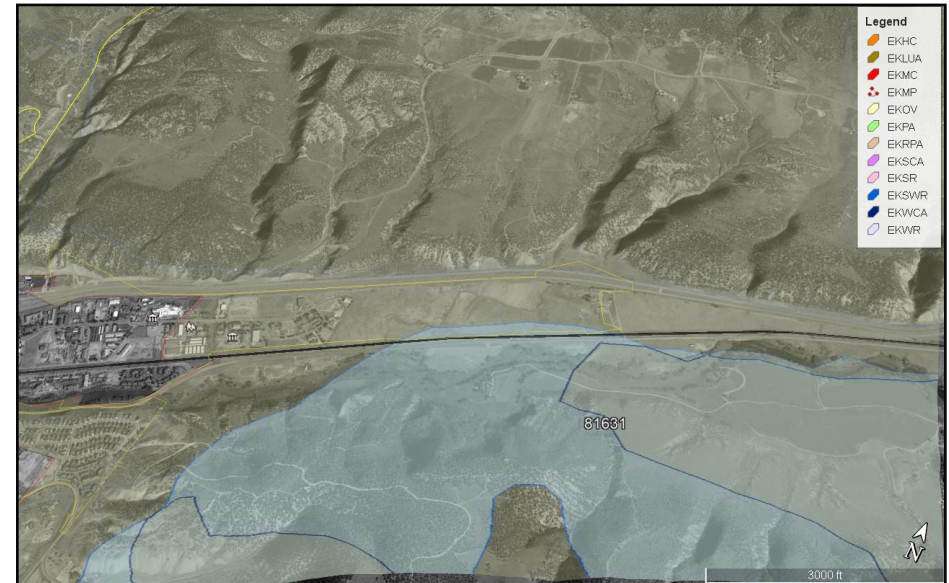


Image G: The graphic shows the Elk winter range overlay.

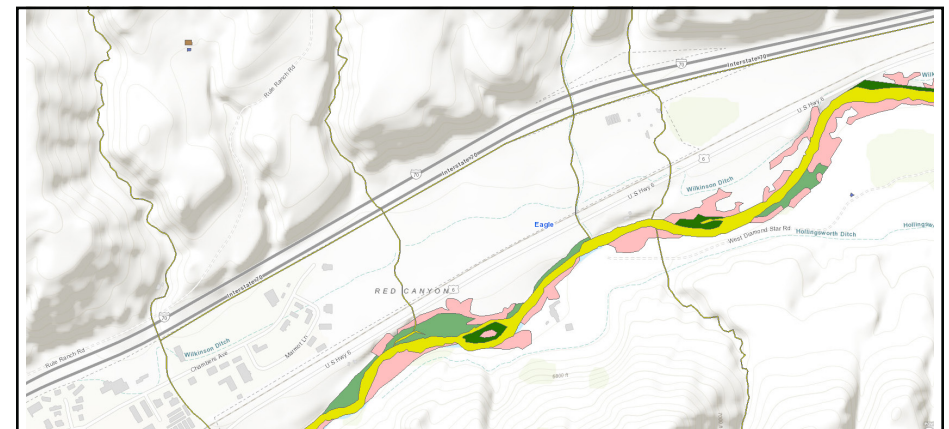


Image H: Colorado Wetland Inventory provides water resources in East Eagle, including the three streams feeding into the Eagle River. Sensitive wetlands are south of East Eagle along Eagle River.

Goals and Policy Topics

The goals and policies in this section support and advance the Town's vision for East Eagle. Goals articulate a desired ideal and a value to pursue. Supporting strategies are specific policies and action items (under Implementation) that provide a means of implementation for each goal.

DEVELOPMENT

1) Goal: The EESAP shall provide direction for future land use development but shall also include flexibility to accommodate minor modifications that address community or market changes.

Policy 1.1. Land use areas shown on the FLUM may be slightly enlarged or reduced if it is deemed by the Town that such modification is other wise in conformance with the goals and policies of the EESAP and the Comprehensive Plan.

Policy 1.2. While future development should be in conformance with the EESAP goals, policies, and the Future Land Use Map, the Town will only support development within the Urban Growth Area after annexation.

Policy 1.3. Consider most recent housing studies and residential land use approvals when considering the appropriate type of residential dwell ings for East Eagle.

TRANSPORTATION

2) Goal: Within the planning area, transportation infrastructure shall be located and sized to achieve excellent circulation, avoid congestion, and promote visual qualities.

Policy 2.1. Streets should provide for free-flowing circulation and allow for access to Chambers Avenue, Highway 6, and I-70.

Policy 2.2. Streets that access commercial and industrial properties should be wide enough to accommodate large semi-trucks.

Policy 2.3. Commercial lots should accommodate onsite deliveries and large semi-trucks and trailers without impacting public rights-of-way.

Policy 2.4. New development should include elements that address current and future public transportation such as buses, multi-use trails, and trains/rail.

Policy 2.5. Where feasible, the EESAP area should include a frontage road along I-70.

Policy 2.6. Encourage connection from Chambers Avenue to Highway 6 in the early phases of development prior to adding uses to the extension of Chambers.

Policy 2.7. To the greatest extent practicable, new development should provide convenient multi-modal access to the Central Business District.

COMPATIBILITY

3) Goal: To help support Broadway Street and Capitol Street businesses, avoid the creation of a new town center.

Policy 3.1. Promote commercial development that fits the desired character of the community and focuses on businesses that rely on vehicular rather than pedestrian access.

Policy 3.2. Pedestrian amenities should focus on utilizing the ECO Trail and access to Broadway Street rather than creating a walkable shopping

area within the EESAP.

Policy 3.3. The EESAP area should provide lots that can accommodate mid-size to large-size retailers.

Policy 3.4. Landscaping should be utilized to insulate residential/mixed-use areas from incompatible uses such as heavy commercial activity, interstate, or train impacts.

Policy 3.5. Avoid developments that create the downtown feel (e.g. zero lot line allowance from the front yard).

OUTDOOR LIFESTYLE

4) Goal: The EESAP area shall contribute to the Town's outdoor/active lifestyle by encouraging recreation and tourism-based opportunities.

Policy 4.1. Larger scale commercial recreation uses and businesses should be encouraged.

Policy 4.2. Development should be planned to provide easy access to the ECO path and a thoroughfare to the river.

Policy 4.3. Development should provide opportunities for recreational amenities to support local businesses, employees, residents, and visitors.

Policy 4.4. Development should ensure residents have access to recreational amenities.

4.4.a. Require new development to provide adequate parks, trails, other recreational facilities, and connections to pedestrian/bicycle-oriented amenities such as the River Access and Park proposed for the Red Mountain Ranch Development.

BALANCED MIX

5) Goal: To ensure an appropriate mix of residential, commercial, and industrial development throughout the Town, residential development should be limited in the EESAP area.

Policy 5.1. Residential projects in the EESAP area should include higher density residential housing types.

Policy 5.2. Support mixed-use workforce housing that is integrated within the mixed-use and commercial/light industrial areas.

Policy 5.3. Amenities commonly found in residential neighborhoods should be incorporated into any area where significant residential is included.

Policy 5.4. Promote residential development that fits the desired character of the community.

Policy 5.5. On-site employee housing is encouraged throughout the planning area.

WILDLIFE

6) Goal: Protect and preserve wildlife habitat, movement corridors, and other sensitive lands.

Policy 6.1. Remove unnecessary fencing, minimize the use of fencing where possible, and if fencing is necessary, encourage the use of wildlife-friendly fencing according to Colorado Parks and Wildlife standards.

Policy 6.2. Vegetation screening should be used to buffer the wildlife movement corridor from future development.

Policy 6.3. The wildlife movement corridor should be of sufficient width to effectively funnel wildlife movement through existing wildlife underpasses.

- Policy 6.4. Cluster development where possible to preserve open space for wildlife movement.
- Policy 6.5. New development should be phased to limit disturbance.
- Policy 6.6. Encourage and support wildlife mitigation plans approved by Colorado Parks and Wildlife.
- Policy 6.7. Locate parks to take advantage of wildlife areas.
- Policy 6.8. Traffic calming measures should be considered to reduce driver/wildlife encounters and traffic casualties.
- Policy 6.9. Encourage the incorporation of bear proof trash cans and domestic predator controls with future development.

SUSTAINABILITY

- 7) Goal: New development in the EESAP area supports environmental and sustainability efforts.
 - Policy 7.1. Tree species should be native, drought-resistant, and consistent with the Town's high desert landscape.
 - Policy 7.2. Xeriscaping is highly encouraged.
 - Policy 7.3. Future development should pay special attention to, and avoid, development hazards such as steep slopes and drainages.

PARKING

- 8) Goal: The EESAP area will include adequate parking areas located and buffered to avoid visual blights as seen from I-70 and Highway 6.
 - Policy 8.1. Portions of parking lots should be encouraged to be located to the rear of buildings with buildings situated closer to the street front age. Look for opportunities for consolidated parking lots with shared parking and internal connections within parking lots.
 - Policy 8.2. Parking lots should provide sufficient landscaping for shade coverage.
 - Policy 8.3. Developments that provide residential units shall avoid dependence on on-street parking for residents and their guests.

COMMERCIAL OPPORTUNITIES

- 9) Goal: Provide opportunities for the expansion of commercial and light industrial uses.
 - Policy 9.1. Balance residential development in mixed-use areas to support business opportunities.
 - Policy 9.2. Avoid "strip" commercial development along Highway 6. Use clusters of compact development set back from the highway where practicable.

CHARACTER AND IDENTITY

- 10) Goal: Enhance the community's identity and quality of life by promoting the Town's visual character.
 - Policy 10.1. New development should support design elements that reflect the western slope mountain town appearance (historic mountain west/mountain modern)
 - Policy 10.2. Discourage proposals that include architectural styles inconsistent with that of Colorado's Western Slope mountain towns and high

desert.

Policy 10.3. Strongly encourage new development to include native, drought-resistant landscaping species and/or xeriscaping.

Policy 10.4. The EESAP area shall provide open spaces that benefit trail users, wildlife, and provide quality visual buffers adjacent to development.

EASTERN GATEWAY

11) Goal: Create a quality, welcoming Eastern Gateway that reflects the image of the Town.

Policy 11.1. Enhance the Eastern Gateway through landscaping, streetscape character, and design aesthetics.

Policy 11.2. The gateway design elements should integrate features associated with the Colorado's Western Slope Mountains/high desert and may include items that reflect active outdoor recreation.

Policy 11.3. The area between the frontage road and I-70 should include landscape buffers to support the aesthetics of the area.

Policy 11.4. If frontage road is not feasible or appropriate, landscaping or buffering should be integrated so that the rear of the building is screened from I-70. Colorado Department of Transportation requirements should not impede the goal of screening.

Policy 11.5. Locate entryway features at the future I-70 interchange and at the EESAP land furthest east between I-70 and Highway 6.

Policy 11.6. Ensure that the rear of buildings are not the dominant features for development abutting and as seen from I-70.

Future Land Use Map / Circulation Plan

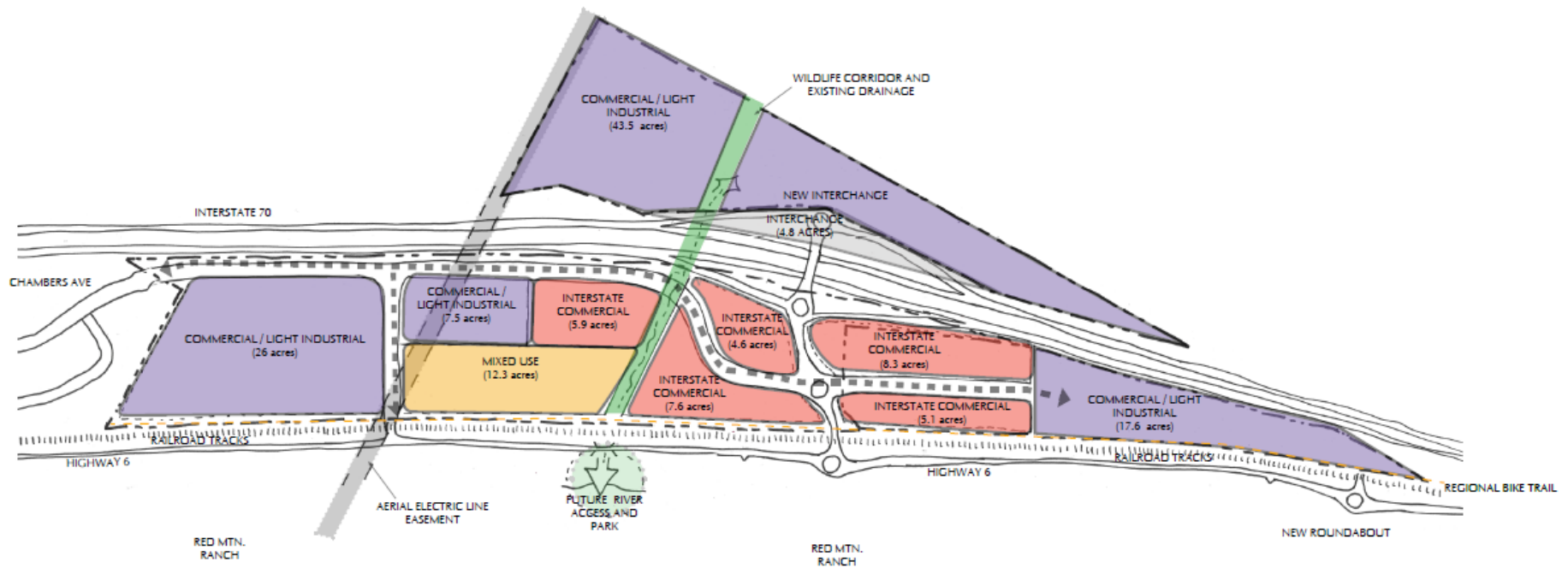
The Future Land Use Map (FLUM) portrays the study area's desired future. It is a tool to guide zoning decisions in East Eagle. The FLUM identifies locations of anticipated, and community-supported land uses over the next 10 to 20 years.

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 & Zoning Commission, and Town Council, provided the proposed change is consistent with the overall vision, goals, and strategies contained in this Plan.

Conceptual Land Use Diagram

Preferred Concept With New Highway Interchange and Adjacent Properties

COMMERCIAL / LIGHT INDUSTRIAL: 94.6 acres
 INTERSTATE COMMERCIAL: 31.5 acres
 MIXED USE: 12.3 acres



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. Residential uses are limited and will mainly include employee units located above street level.

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 eastern 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. Residential uses are limited and will mainly include employee units.

MIXED USE

This category should be a balance between commercial and residential uses. This land use designation is intended to allow for service commercial uses such as small-scale manufacturing and assembly, mid-scale retail and office, small-scale commercial, repair businesses, and residential opportunities in appropriate locations. Residential uses shall be permitted as a use by right above street level. Commercial/**office** uses should be located at street level and residential uses and office uses on upper floors. Live/work situations are appropriate for this land use. This land use is not intended to be a new town center. Within this category, a mix of uses is intended for each lot.

Conceptual Design Direction

Eagle is an eclectic mix of architectural styles and residents prefer a mix of styles throughout Town and our various neighborhoods. In East Eagle, 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.

Feedback received from the elected and appointed officials as well as the general public has stressed the importance of the aesthetics of East Eagle. This section of the EESAP provides design direction to help this area achieve high-quality aesthetics. The design direction is intended to aid developers by providing general parameters for the future design of East Eagle.

LANDSCAPING

Landscaping serves as a critical element of the EESAP. Landscape buffers should be used to visually screen commercial and industrial buildings from drivers on the highway. Landscape buffers should also separate commercial from residential uses. Massing in landscaping will be used to provide visual appeal through a variety of plant material.

Plant selection should be intentional to achieve the goals of this plan. The types of trees use include evergreen and trees appropriate for the Colorado environment. Xeriscape landscaping should be utilized whenever possible. High desert landscaping reflects the character of Eagle and should be incorporated into any landscape design for commercial or residential applications. Xeriscape encourages water conservation, especially in our arid, dry landscape. The use of xeriscape design does not mean the elimination of plantings and should not result in large areas of gravel or dirt without plantings.

<IMAGES WITH EXAMPLES TO BE ADDED>

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).

EASTERN GATEWAY

Direction from this portion of the plan came directly from the public through public meetings and surveys and from guidance in the Eastern Gateway Character Area is defined in the Elevate Eagle Comprehensive Plan. 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.

Implementation

Action Items

This section provides a list of action items. Action items provide the Town and community partners specific steps to implement the goals provided in the East Eagle Subarea Plan. The implementation of action items can take time, necessitating regular, even annual, re-assessment and re-prioritization of these action items.

ITEM NO.	ACTION	TIME FRAME	RESPONSIBILITY / POTENTIAL PARTNERS
1	Regularly review goals and policies to ensure alignment with goals and policies from the Elevate Eagle Comprehensive Plan.	ST, MT, LT	Town (Community Development)
2	Explore funding/partnership opportunities for development of the I-70 interchange.	ST, MT, LT	Town, CDOT, Grants
3	Obtain a traffic study to understand circulation and traffic patterns to be generated by new development in East Eagle.	ST, MT	Town (Public Works/Community Development), Developer
4	Incorporate design standards into the updated land use code.	ST	Town (Community Development)
5	Coordinate with Red Mountain Ranch and Colorado Department of Transportation for actual locations of access points on Highway 6.	ST, MT	Town, Developer, CDOT, RMR
6	Create zone districts through the updated land use code that avoid inappropriate uses that would result in a new town center.	ST	Town (Community Development)
7	Explore PIF options to have new development pay its own way.	ST, MT	Town, Developer
8	Explore the opportunity for a pedestrian connection under Hwy 6 to the future river access & park.	ST, MT	Town, Developer, Developer of RMR PUD
9	Consider Colorado Parks and Wildlife best practices in land use code update to mitigate adverse impacts to wildlife.	ST	Town, CPW
10	Commission feasibility study for a wildlife overpass (rather than underpass) to help facilitate wildlife movement across I-70. Consider opportunities to improve existing underpass.	ST, MT	Town, CPW, CDOT, Eagle County
11	Review ECO trail location throughout development to ensure connectivity and public safety.	ST, MT, LT	Town, Developer, Eagle County

EAST EAGLE SUB AREA PLAN (2021)

12	Inform future residences and businesses about cohabitating with wildlife.	ST	Town, Residents, Developer, Businesses, CPW
13	Conduct feasibility study of the Town's ability to provide water and wastewater services to the far eastern and northern areas within East Eagle.	ST, MT	Town (Public Works)
Key: ST = Short Term (1-5 years) MT = Mid Term (5-10 years) LT = Long Term (10-20 years)		Town = Town of Eagle CPW = Colorado Parks & Wildlife CDOT = Colorado Department of Transportation	

RELATED PLANS

The 2020 Elevate Eagle Comprehensive Plan and the 2018 Eagle County Housing Study are long range planning documents used to assist the development of the EESAP.

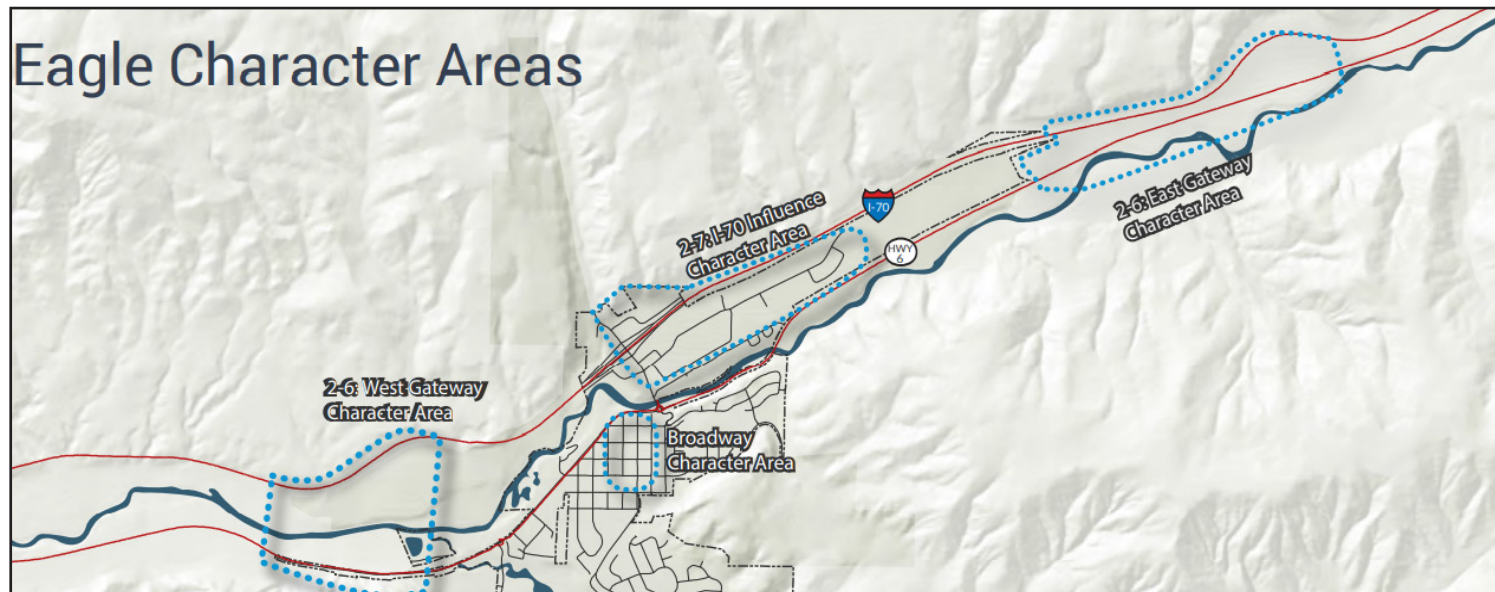
2020 Elevate Eagle Comprehensive Plan

The 2020 Elevate Eagle Comprehensive Plan (Comprehensive Plan) is the primary document used by the Town of Eagle to guide future growth and development. The Comprehensive Plan identifies Character Areas in Eagle to provide guidance to specific tracts of land. A portion of the East Gateway Character Area is included in the East Eagle planning area. The East Gateway Character Area provides policies that support attractive, well-maintained landscaping as well as aesthetic architecture at the community's gateways. These same policies inform and support the Goal #11 and supporting policies in the EESAP. Landscaping and aesthetics are important components of the Comprehensive Plan in general, and this sub area plan seeks to incorporate design standards for this highly visible land.

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

2018 Eagle County Housing Study

The community and its elected/appointed officials recognize the desperate need for attainable housing valley wide. A question considered with the assemblage of the Future Land Use Map (page 14) is what the appropriate amount of housing is for East Eagle. The Eagle County House Study (2018) was used as a tool for this determination, as well as for the formation of Goals/Policies for the EESAP. Relevant takeaways from the Eagle County Housing Study include the need for a diversity of housing products. The study noted the high importance of character, affordability and residential amenities for residents in the valley. Eagle is largely made up of families. When the study came out, it found that almost half (48%) of down valley households included children.



APPENDIX

- A Public Engagement Overview
- B Public Survey and Results
- C Housing Snapshot (2021)
- D Zehren and Associates Packet

Public Outreach

Summary

The East Eagle Subarea Plan is the result of community collaboration. At the time of these planning efforts, East Eagle was under the ownership of two entities. Through multiple meetings, the owners provided input on the future land uses of East Eagle. Public participation was encouraged through numerous formats including a Public Open House on March 31st. Public input was received through live polling during the a Planning Commission work session and through a public survey. The survey questions and results are available in Appendix B.

The Planning Commission and Town Council held nine public meetings collectively to provide input on the plan and receive public feedback.

Challenges

Public engagement efforts transformed throughout the process. The Public Open House and the first Planning Commission work session were held virtually due to emergency restrictions in place from COVID-19. The live polling at the Planning Commission work session was conducted through the Zoom platform. The public survey was made available online, and advertised through the Town’s website and the Town of Eagle Facebook page. The first in-person discussion on EESAP was held June 1st during a Town Council work session. The remaining public meetings to discuss EESAP were available to the public through a hybrid meeting that allowed in-person and virtual attendance.

Public Meetings

Public Open House	March 31st
Planning Commission	May 4th
Town Council	June 1st
Town Council	June 8th
Planning Commission	June 15th
Town Council	July 13th
Town Council & Planning Commission Joint Work Session	September 7th
Planning Commission Adoption Hearing	TBD
Town Council Ratification Hearing	TBD

Public Outreach Continued..

What we heard? (General feedback from public meetings and Q24 of public survey)

- The I-70 interchange should be included in the Conceptual Land Use Diagram.
- Temporary land uses should not be considered in the EESAP.
- Commercial recreation should be a component of the plan and incorporated in the commercial land use categories.
- Would like to know the appropriate width for the wildlife movement corridor. Staff should consult with CPW and/or the Round Table.
- Avoid developments like east Avon and West Glenwood (not ideal entries to the communities or walkable).
- 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).
- 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 :|).
- This area needs 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 tie in with the residential. It should have highway access and be coordinated, with design standards.
- 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 factor for the vibrancy of their core downtown. Well done!
- 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...it's a great vibe! Thanks for the survey!

- Developing all of east Eagle just helps the specialness of this town disappear.
- I really like what they have done with willits in basalt.
- As a local business and property owner please keep in mind the cost to business when imposing restrictions and changes. Small businesses are what pay for our government to operate!
- 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.
- 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 definitely need another access to I70, especially for those living in the south eastern part of town.
- 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 HOAs want to have design standards that's fine, but the Town shouldn't have them too. Don't add more regulations.
- 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

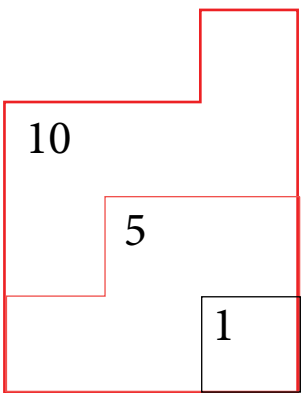
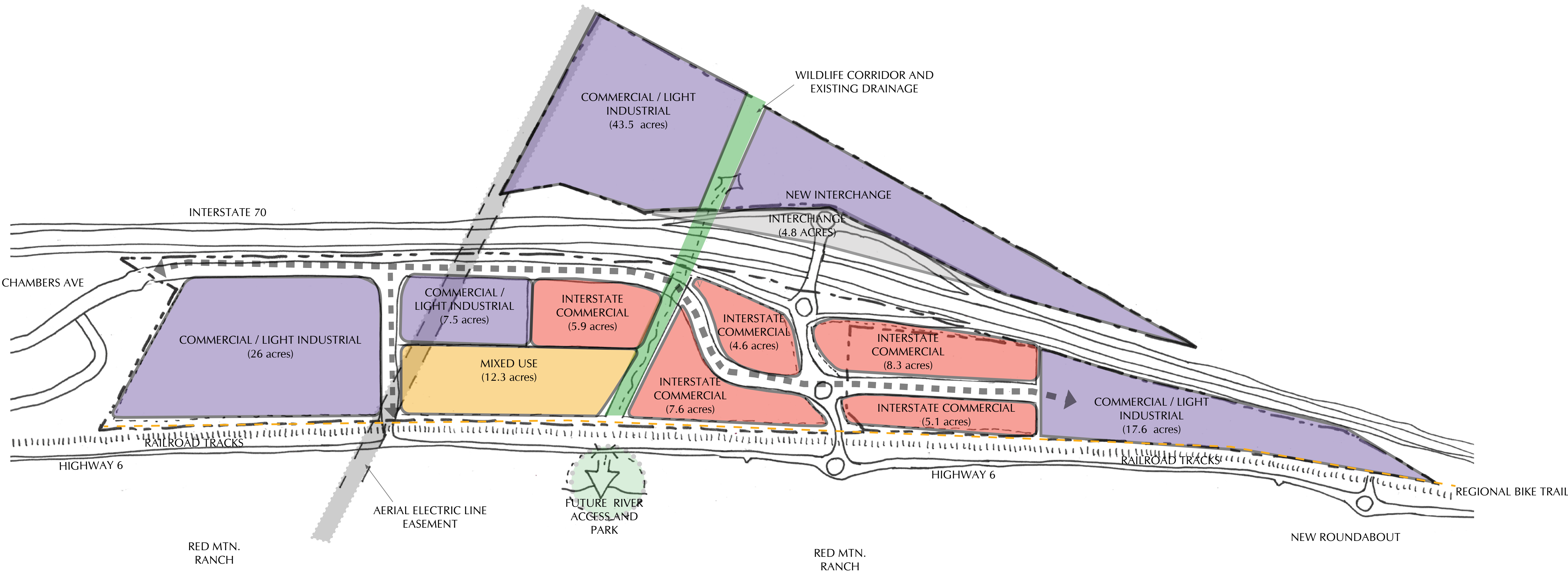
family. To do otherwise is unjustified and changes the informed and careful direction of long range planning of the last 40 years for the Town.

- the existence of an interchange should be in place before any “digging” starts!
- 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?
- 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 . . .

Conceptual Land Use Diagram

Preferred Concept With New Highway Interchange and Adjacent Properties

COMMERCIAL / LIGHT INDUSTRIAL: 94.6 acres
INTERSTATE COMMERCIAL: 31.5 acres
MIXED USE: 12.3 acres





TOWN OF EAGLE HOUSING

EXISTING HOUSING: Total of 2,252 Dwelling Units in June 2021

Breakdown By Housing Type

- **1,797** single family homes
- **143** accessory dwelling units (ADU's)
- **312** multifamily units

**Information based on TOE utility billing*

APPROVED HOUSING: Total of 1,561 Dwelling Units in June 2021

Breakdown By Development

DEVELOPMENT	# OF UNITS	UNIT TYPE	** Red Mountain Ranch – Densities Per Planning Area (Dwelling Unit/Acre)	
Reserve at Hockett Gulch	500	High-density MF	Planning Area 1	2.8
Haymeadow	837	344 MF; 493 SF/Duplexes	Planning Area 2	2
** Red Mountain Ranch	153	Varies	Planning Area 3	0.4
410 Broadway	9	Mixed-use	Planning Area 4	3.2
106 Broadway	20	Mixed-use	Planning Area 5	1.05
Broadway Station	22	Mixed-use	Planning Area 6	1.25

EAGLE COUNTY HOUSING AUTHORITY DATA



2018 Eagle County Housing Study [\(LINK\)](#)

Valley-wide need for housing estimated at 3,800 for 2020.



January 2019 Regional Workforce Housing Report [\(LINK\)](#)

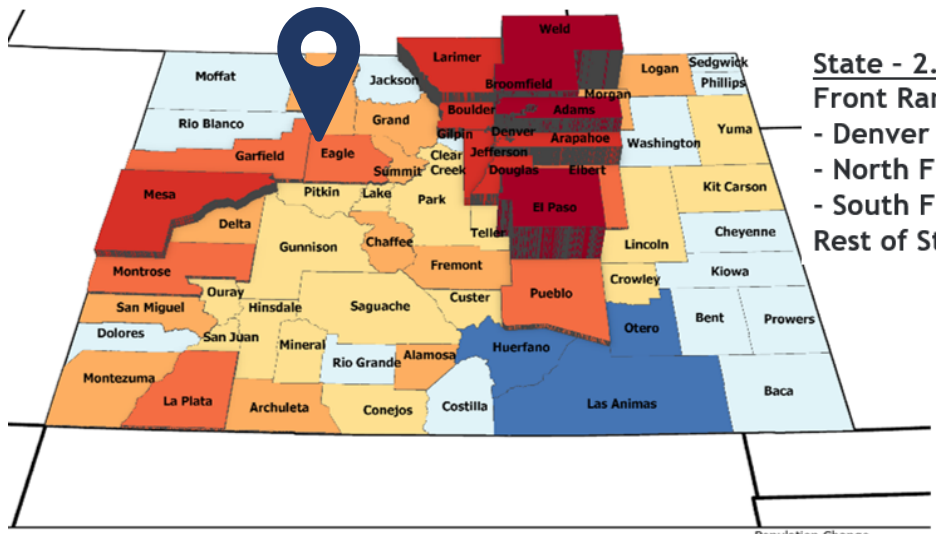
“Housing in the Eagle to Gypsum area is meeting housing demands from other parts of the region. This area contains 1,300 housing units that essentially meet housing demands emanating from other parts of the region. On the basis of affordability, however, the area has a small (200- unit) shortfall for households at 60 percent AMI and a 160-unit shortfall at 140 to 160 percent AMI. Those conditions, however, are likely to change over the next 10 years, when a 1,100-unit shortfall at 60 percent AMI and a 150 unit shortfall at 80 to 100 percent AMI are projected to emerge”.



TOWN OF EAGLE HOUSING

Population Forecast 2050

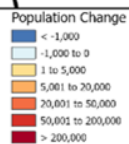
7.9 million



- State - 2.1 million
- Front Range - 1.8M
- Denver Metro - .8M
- North FR- 550K
- South FR - 350K
- Rest of State - 400K

Of the 400k population growth anticipated outside of the Front Range by 2050, an estimated **20,001 – 50,000** will be in Eagle County.

Projected Population Change
2020 - 2050



State Demography Office, October 16, 2020



*DATA PROVIDED BY THE
STATE DEMOGRAPHY OFFICE /
DEPARTMENT OF LOCAL AFFAIRS (DOLA)

September 1, 2021

Carolynne C. White
Attorney at Law
303.223.1197 tel
cwhite@bhfs.com

Town of Eagle Planning Commission
Town of Eagle Town Council

Dear Planning Commission and Town Council :

As many of you know, this firm represents TRINITY RED EAGLE DEVELOPMENT LLC (RED Development), the owner of the majority of the land area, approximately 100 acres, included within the East Eagle Sub Area Plan presently under consideration by the Town.

RED Development has participated in numerous meetings with staff and public hearings before the Planning Commission and Town Council regarding the East Eagle Sub Area Plan.

We understand that the Town Council and Planning Commission will be participating in a Joint Session on September 7, 2021, regarding the East Eagle Sub Area Plan. Although a final schedule for next steps with respect to the East Eagle Sub Area Plan has not yet been announced, RED Development would like to reiterate, for the record, its previous suggestions that the Town pause consideration of the East Eagle Sub Area Plan for a brief time, sufficient to obtain a build out demand analysis regarding the potential absorption of the various land uses the Town proposes to be developed on RED Development's property.

It is hard to imagine that the decision about how best to plan the development of RED Development's property would not be improved by the consideration of data on this subject. Given that no specific development proposals are presently pending or anticipated, the adoption of the East Eagle Sub Area Plan is not urgent. Although RED Development, like the Town, is anxious to understand the guiding plans applicable to its property, RED Development is not so anxious that it would want the decision to be made in a vacuum, without market-based analytics to guide the decision.

Following the Town Council meeting on June 8, 2021, RED Development came away with the understanding that this process would be paused for sufficient time to seek market input, and RED Development requested proposals from several different consultants for that purpose. This analysis can be completed within a time frame that will not significantly delay the Town's consideration of the East Eagle Sub Area Plan, but it cannot be completed prior to the Joint Session on September 7th. Attached for your information is the proposal submitted by the consultant RED intends to use to undertake the analysis.

We had understood that the purpose of the Joint Session was to have a collaborative discussion where all the stakeholders and decision makers could be in one room to help facilitate the best path forward. We recognize that these Joint Sessions are rare events and respectfully ask that this meeting occur after the research data has been assembled, distributed, and reviewed by all parties.

In conclusion, RED Development respectfully requests that the Joint Session focused on the East Eagle Sub Area Plan be postponed for a minimum of 8 weeks, in order to allow the Town to consider market analysis, and that RED Development have the opportunity to participate in the Town's deliberations

23030700.6

VIA ELECTRONIC AND REGULAR MAIL

Town of Eagle Planning Commission
September 1, 2021
Page 2

regarding how RED Development's property may be developed. Such postponement of the Joint Session will allow for a more productive outcome.

Sincerely,

A handwritten signature in black ink, appearing to read "Carolynne C. White". The signature is fluid and cursive, with the first name being the most prominent.

Carolynne C. White

CC: Matt Mire and Kendra Carberry, Town Attorneys



Ricker | Cunningham
www.rickercunningham.com
9552 Middle Fork Street • Littleton, Colorado 80125-8487
303.458.5800 voice

21 July 2021

Trinity Red Eagle Development, LLC

Attention: Brett Heron
One East Washington Street, Suite 300
Phoenix, AZ 85004

Dear Mr. Heron:

On behalf of **Ricker | Cunningham ("RC")**, Real Estate Economists and Community Strategists, we are pleased to submit this proposal to assist you and Trinity Red Eagle Development, LLC (the "Client") with technical market and related real estate advisory services associated with a study to help support the East Eagle Sub Area Plan for 100 acres of land owned by Client and 30 acres owned by Red Mountain Ranch near the Interstate 70 (I-70) corridor within the Urban Growth Boundary of the Town of Eagle, Colorado (collectively the "Subject Parcels"). The analyses, findings, and supporting documents prepared in the context of this effort will provide you and local officials with information essential for informed decision-making, tangible results, and a well-served market.

RC's approach to data-dependent analyses such as this is to understand the demands of the marketplace relative to the intentions of the community, along with obstacles for investment and consequences of choices near- and long-term.¹ As professionals experienced in understanding the perspectives of both public and private sector entities as they relate to land use decisions, along with extensive work in communities along the I-70 corridor, we are uniquely qualified to assist with this assignment, while also working with the community to identify solutions that effectively and profitably leverage desired investment in the area.

Scope of Work

What follows is a scope of work designed to answer the following questions:

1. Given the Subject Parcels' location, condition, surrounding impacts, and external forces, what land uses are appropriate and market supportable near- and long-term?
2. How does the Town of Eagle's (the "Town") vision for the Subject Parcels, as expressed in prevailing policy and regulating documents, compare to the Client's intentions and the market; and where there are discrepancies, what is the basis for the Town's preferences?

¹ In the context of this assignment, near-term will mean within five years and long-term will mean 20 or more years.

3. Based on the answer or answers to Question 2 above, are desired uses feasible (from a market, financial and fiscal standpoint), and could their objectives be accomplished by a different development program or on an alternative tract of land?
4. How many acres are needed to support projected demand for select land uses (including employment defined as office, retail, and industrial) within the Town's current growth boundary, is there a sufficient supply of land (both vacant parcels and those with potential for reuse) at varying levels of intensity to accommodate anticipated growth by type, and would the desired mix represent a fiscally-sound balance?
5. What development program or programs for the Subject Parcels are market-supportable near- and long-term?
6. Are the Town's current land use definitions within the current East Eagle Sub Area Plan an appropriate representation of what is feasible in the market, and if not, what modifications should be made?

Work Tasks

Task 1: Document Review

RC will review all documents pertaining to the Subject Parcels, including development applications, submittals, staff reports, planning and regulatory documents, and other relevant materials.

Task 2: Market Assessment

RC will analyze existing and projected market conditions in the town, county, and larger market (trade area) served by land uses and businesses in the Eagle community to understand (and quantify): near- and long-term demand (square feet and acres), rates of absorption, project values, and fiscal impacts.

Task 3: Feasibility Analyses

RC will analyze the market, financial, and fiscal feasibility of proposed land uses within the Subject Parcels (Town's and Client's) based on information derived through completion of Task 2; and to what extent they advance stated objectives of the Town.

Task 4: Land Inventory

RC will identify parcels of land (vacant and under-utilized) available for development and redevelopment to understand their capacity to support future demand, and suitability for intended land uses.

Task 5: Regional Case Studies

RC will provide data from other relevant markets in the region (including along the I-70 corridor) to demonstrate market-supported findings and conclusions.

Task 6: Build-Out Impact Analysis

RC will analyze the Town of Eagle's ultimate "built out" land use needs for employment acreage and compare the results with the Town's current land use designations and opportunities for

development and/or redevelopment, and how variations in use, intensity, and timing might alter those outcomes.

Task 7: Market-Supported Development Program

RC will prepare alternative development programs for the Subject Parcels that are market supported, financially feasible, and fiscally sound, including identification of interim or temporary uses.

Task 8: Land Use Designation Review

RC will review the descriptions of land uses identified and intended for the Subject Parcels, determine their relevance based on an understanding of market and financial circumstances, and make recommendations regarding potential revisions.

Task 9: Document Findings

RC will synthesize their research, findings, analyses, and recommendations in a technical report for review and internal use by your consulting team and the Client. Should you determine the necessity to share the content of that report with outside interests, RC will prepare appropriate presentation materials detailing the same.

Task 10: Presentations to Public Bodies

RC will be available to present the results of this work to the Eagle Town Council along with other boards and commissions. Any additional presentations beyond those identified here, will be billed to you at-cost, together with any associated fees and expenses.

Work Products

Work products to be provided include:

- Oral communications to discuss the project as it progresses
- Synthesis of market demand (20-year) and industry trends
- Financial feasibility and fiscal impact findings summarized
- Map of parcels with potential for development and redevelopment
- Summary of buildout impacts and alternatives
- Development program alternatives for properties
- Land use designation recommendations
- Compilation of the above in an executive summary report
- Meeting presentation materials



Total professional fees associated with this work are based on the hourly rates for the individuals involved (see below). Out-of-pocket expenses related to travel, data purchases, preparation of maps, and reproduction of work products and related materials will be billed to you at-cost plus 10% for processing. Total project expenses are not anticipated to exceed 10% of professional fees.

Anne Ricker, Principal [REDACTED] per hour
Bill Cunningham, Principal [REDACTED] per hour

Professional fees [REDACTED]
[REDACTED]

Assignment Retainer and Terms of Agreement

Given the time-sensitive nature of your need for information, we will need to commence our investigation immediately by dedicating staff, acquiring information, and retaining professional services (mapping and graphics) necessary to complete our work. This early and significant investment will necessitate the need for a project retainer prior to beginning our work. Going forward, progress invoices will be issued bi-monthly, and due within 15 days of receipt. A final invoice for the balance of any professional fees and expenses will be due prior to delivery of final documents or presentation of final project-related information.

We welcome the opportunity to work with you and your consulting team. If you have any questions regarding this submittal, please contact either Anne Ricker or Bill Cunningham at 303.458.5800. Both of these individuals are authorized to execute an agreement on behalf of the firm. [REDACTED]

[REDACTED] Thank you again for your interest.

Sincerely,

Ricker | Cunningham

W. H. H. H.

Anne B. Ricker
Principal

anne@rickercunningham.com

Accepted By:

Gay C.

Bill J. Cunningham
Principal

bill@rickercunningham.com



Mr. Brett Heron
Trinity Red Eagle Development, LLC

Date