



Town Council
Tuesday, November 2, 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 work session. 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.*

PRESENTATION - 4:00 PM - 5:45 PM

1. Parking Fee In Lieu Policy Discussion

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: Honorable Mayor and Town Council

From: Chad Phillips, Director, Community Development
Dennis Wike, Town Engineer, Public Works
Carrie McCool, Eagle Contract Planner

Date: November 2, 2021

Agenda Item: LURA21-05; Land Use and Development Code Amendment - Parking Fee In-Lieu Program Update

BACKGROUND:

WALKER Consultants completed a Downtown Parking Study for the Town in 2017. The study's goals were to evaluate the supply and demand conditions within the downtown core, bounded by Grand Avenue to the north and west, Capitol Street to the east, and 5th Street to the south. The parking inventory estimated roughly 696 parking stalls within the study area, noting that much of the parking was informal (unpaved, unstriped, spaces located in swaths of open areas along streets with no curb and gutter). As such, WALKER utilized parking stall measurements to estimate inventory. The following figure shows a breakdown of stall inventory by type.

Stall Type	Inventory		% of Total System
Public	551		79%
Private	145		21%
Grand Total	696		100%

2017 WALKER Parking Study

As noted above, the majority of parking spaces are public parking in Downtown Eagle. While some of these spaces are paved, striped, and signed, others are informal. The table below shows how the public parking is configured with a definition of the type of on-street parking.

Public Parking Type	Inventory	Definition
Broadway Time-Limited	58	Parking stalls within the public right-of-way that are clearly delineated and demarcated (with striping and signage) and have time restrictions.
Unrestricted Formal Spaces	239	Parking stalls within the public right-of-way that are clearly delineated and demarcated (with striping and some signage) but do not have any restrictions.
unrestricted informal spaces	254	Parking areas within the public right-of-way that are not delineated or demarcated (e.g., no striping, signage, etc.).
TOTAL	551	

2017 WALKER Parking Study

The WALKER study noted that of this available public parking, 254 (43%) are informal, unmarked, and located on public right-of-way (ROW). Those who park in the undesignated areas of ROW do not maximize the available area because they park in different ways (parallel, angled, and head-in). The ROW is also used for parking and/or storing large recreational vehicles and boats that cannot easily fit on private property or in a driveway.

One of the study recommendations to address supply sufficiency would be to pave, stripe and install signage in unimproved rights-of-way dedicated to on-street parking. The purpose of this parking study is to verify and implement the recommendations outlined in the WALKER study by developing a parking strategy that leverages existing unimproved right-of-way dedicated to on-street parking and to provide proposed projects or uses the option to pay a fee rather than provide on-site parking spaces as required by Section 4.07.140 of the Land Use and Development Code.

PARKING FEE IN-LIEU PROGRAM:

Study Area

The Parking Fee In-Lieu Program study area expanded the study area boundaries of the 2017 WALKER Parking Study further east to include Howard Street and includes the newly formed Downtown Development Authority (DDA) boundaries. Grand Avenue forms the northern and western boundaries of the study area and is the subject of an ongoing corridor study. The Grand Avenue Corridor Study is estimated to be completed in November of 2022 and therefore has been excluded from this analysis.



Downtown Study Area



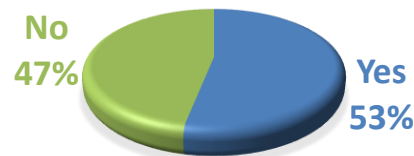
DDA Boundaries

Community Outreach

2017 WALKER Parking Study recommended that the Town engage in additional public input and community outreach prior to making definitive decisions about what parking management techniques and policies to implement. As such, Town Staff spearheaded the community outreach that included regular discussions related to downtown parking issues and possible solutions with the newly formed Downtown Development

Authority (DDA) Board and Economic Vitality Committee. Public input opportunities also included a digital survey distributed to a list of eighty (80) downtown stakeholders that have direct interest in the district, wherein 32 responses were received. The survey included two open-ended questions and eight yes/no questions. The majority of responses from the open-ended questions acknowledged that developing parking on their property would be very expensive with cost estimates ranging from \$15,000 to \$200,000. Many respondents noted that developing parking on their property is not an option or not physically possible. Only a few respondents indicated they have parking on their property. Additionally, respondents indicated their customers and tenants park zero to eight cars on-street. Below is an overview of the survey respondents responses to the yes/no questions contained in the survey.

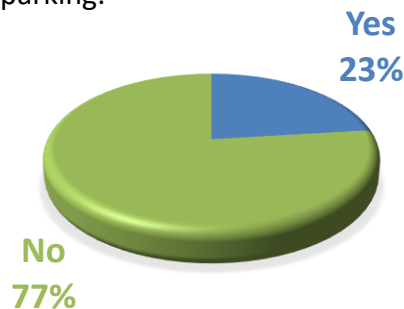
1. Have you heard customers complain about parking? Over half of the respondents (53%) heard complaints about parking in the downtown.



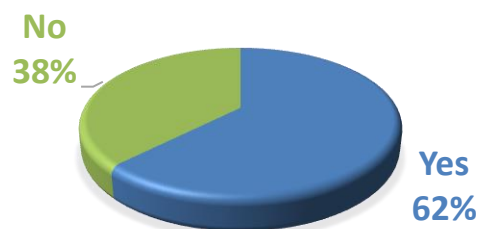
2. Do you have off-street parking for your business? 56% of businesses do not have off-street parking for their business.



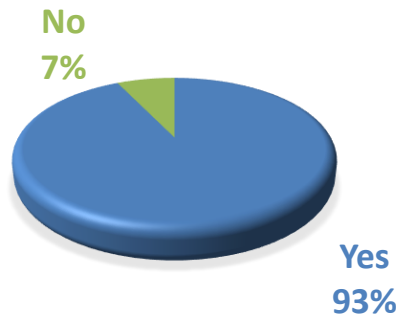
3. If not, could your property accommodate off-street parking? 77% of respondents stated their property could not accommodate off-street parking.



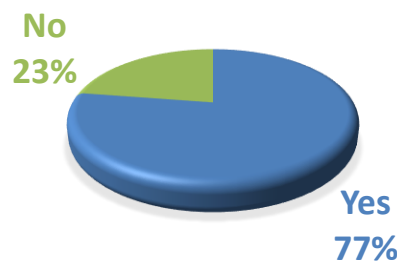
4. Do you believe parking is an issue in and around the Downtown Business District?



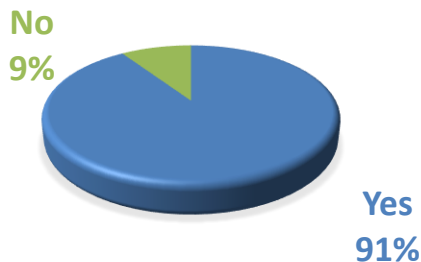
5. If parking is not an issue downtown currently, do you think it will be an issue if the town approves more dense residential and commercial projects? 93% of respondents think parking will be an issue downtown if the town approves denser residential and commercial projects.



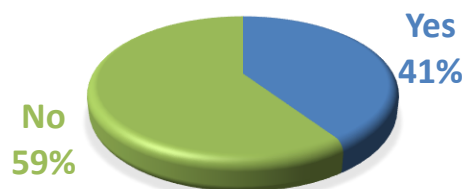
6. Would you support new curb/gutter and 8-foot sidewalk adjacent to your property? Most respondents (77%) indicated support for new curb/gutter and sidewalks adjacent to their properties.



7. Have you experienced parking adjacent to your property during Town events? The majority of respondents (91%) have experienced parking adjacent to their property during Town events.



8. Does your property have a driveway? Almost 60% of the respondents properties do not driveways.



Parking Inventory

The rights-of-way in the study area vary between 60 to 80-feet. The type of parking includes a variety of parking stall types, including time-limited spaces on Broadway, angled, parallel, and head-in (perpendicular). As noted above, the 2017 WALKER Parking Study estimated the number of parking stalls by utilizing parking stall measurements for much of the informal parking areas located in swaths of open areas along streets with no curb and gutter. This study included a detailed survey of existing conditions with field verification of all

rights-of-way provided by the Public Works Department. Field survey efforts analyzed the type of parking (angled, parallel, or head-in) that could be accommodated in the undeveloped areas and considered areas where spaces would be lost from cuts and driveways. A total of **503 new parking spaces** could be constructed with 228 angled, 165 parallel, and 50 head-in within the study area. This represents a significant increase from the 254 informal spaces identified in the 2017 WALKER Parking Study. Additionally, this study found **316 existing developed spaces** in the study area. This compares to the 297 formal parking spaces identified in the 2017 WALKER Parking Study. The results of the field study are summarized in the table below. Please refer to the attached Downtown Parking Inventory for the full analysis including assumptions used in the calculations.

SUMMARY	TOTALS	TYPE	DEV	HC-DEV*	UNDEVELOPED	SUB-TOTAL
Total Angled Parking Space		A	223	8	228	519
Total Parallel Parking Spaced		P	66		165	231
Total Head-In Parking Spaces		H	19		50	69
Total Parking Spaces Available	819		308	8	503	819
Total Parking Spaces Lost to Cuts/Driveways	165					

**Handicapped Spaces that are developed.*

Preliminary Recommendations on the In-Lieu Fee

The Community Development Department is aware of over a dozen projects within the study area that are ripe for development or currently within a planning or construction process. Of these projects, parking seems to be a significant financial or practical deterrent to their ultimate construction. The analysis and community input received throughout this study form the basis for a recommended parking in-lieu fee amount to relieve the barriers to downtown's continued revitalization.

The new in-lieu fee is proposed to be voluntary in nature. A developer or property owner would have the option to pay a fee if they choose not to provide all or a portion of the required parking spaces on-site as required by the Town's parking regulations. The new in-lieu fee is a **per parking space** fee. It is recommended that the initial parking in-lieu fee be set at **\$23,100 per space**. This would be a "universal" fee amount and would be consistently applied regardless of land use or project location within the Downtown Eagle Study area. All changes of use within the proposed district (including additions or renovations) shall be eligible for the parking in-lieu fee.

Reasonable Relationship Study

The primary goal of the reasonable relationship study is to demonstrate evidence of the parking in-lieu fee's "reasonable relationship" between the in-lieu fee amount and the costs associated with constructing, operating, and maintaining the 503 new parking spaces in the right-of-way. The reasonable relationship of the parking in-lieu fee is not arbitrary but is justified through an analysis that correlates directly to per space parking construction and operating cost estimates in the study area.

To determine the per-stall fee, the Town Engineer estimated capital costs of construction for improvements (e.g., paving, striping, curb/gutter, sidewalk, storm sewers, utility relocation, signage, etc.) based on historic unit prices, which were updated to reflect recent increases in construction costs. The Town Engineer prepared two tables (attached) that outline the capital cost to construct parallel and angled parking in undeveloped

right of way: parallel parking is approximately \$16,100 per space and for angled parking is approximately \$13,000 per space. The ultimate build-out of either parallel or angled parking would not be known until final design and would consider public input. Adjacent property owners may prefer parallel spaces over angled. As such, staff recommends utilizing the most conservative costs estimate of **\$16,100** for parallel spaces.

Additionally, the Town Engineer estimated prepared two tables (attached) that outline the town's operating cost to maintain developed right-of-way parking: \$700 per space for parallel parking and \$570 per space for angled parking annually over a ten-year timeframe. Due to the unknowns related to the ultimate final design of the parking spaces (parallel vs. angled), staff recommends utilizing the most conservative operating cost estimate of \$700 per space annually and include **\$7,000** to the parking in-lieu fee amount. After the ten years, the Town would assume operating costs and budget for them as part of the capital improvements programming.

It is important to note that construction costs are extremely volatile today due to skyrocketing material prices and labor shortages. As such, staff recommends that the new parking in-lieu fee be linked to a construction cost index and adjusted annually.

Planning and Zoning Commission Feedback

At the October 19, 2021, Planning and Zoning Commission meeting, the Commission provided feedback and discussions on the new Parking Fee In-Lieu Program as outlined below.

- The program is a good opportunity to generate revenue to improve parking spots downtown.
- Commission inquired as to whether the fee in-lieu amount would be reduced or eliminated after the ten-year timeframe? Discussion included that the draft program was for the Town to assume operating costs and budget for them after ten years, but feedback was requested.
- Would the revenue generated from the fee go into a parking fund or the Town's general fund? Discussion including increasing the proposed fee in lieu to construct a future parking structure or parking lot.
- Recommendation to consider alternative parking options like structure parking or a surface parking lot.
- How and where would the construction of the parking spaces in the right-of-way be decided?
- Concern that the fee amount may be too low. The Commission was interested in knowing the capital costs per space to construct a parking garage on a pre-stall basis in other communities. Discussed other recent project costing \$50k-\$100k per parking space.
- Overall concern that developers could pay their way out of complying with the Town's parking requirements through the new program. The Commission recommended that a certain percentage of parking spaces be required on-site versus allowance of payment of 100% fee in-lieu for all required parking. The percentage could be correlated to the zone district classification.
- Discussion on establishing a cap on the fee in lieu spaces available under the program, maybe 250 of the possible 503 new spaces.
- Adequate accommodation for accessible parking spaces was a concern and suggested that developers be required to provide the accessible spaces on site.
- Concerned about the loss of development projects because of the parking fee in-lieu program.
- General concern about how the new program would affect future parking requirements in the downtown.
- Discussion of ownership of parking or assignment of spaces could be a concern. The proposed draft is that no spaces would be assigned to any specific user.
- Concern of effectiveness of survey as it was only distributed to a list of unidentified downtown stakeholders.

- Support for the proposed \$23,100 per stall fee (\$16,100 Capital and \$7,000 Operating) with the provision to amend the fee, if needed.

Capital Costs per Parking Stall Community Comparison

Town staff reviewed the capital costs per parking stall to construct structured parking in Silverthorne and Breckenridge to provide Council a reference of the actual costs to provide parking on a per stall basis.

Silverthorne

- Fourth Street Crossing: **\$37,900 per parking stall** for cost of a parking structure that is nothing fancy (e.g., 203 stalls, 1,000 square foot transit facility, three restrooms, “snow chute” from the roof). The structure was contracted in 2019.
- Fourth Street North: **\$45,000 per parking stall** for a more elaborate structured parking garage with an anticipated start date of 2022. The structure has 190 stalls, climbing wall which is integrated into the stair core/elevator, 2,000 square feet of retail wrapping on one of its sides.

Breckenridge

The Town is opening in November their \$40+ million newly constructed 400+ vehicle, 3-story parking garage with heated top floor, conditioned restroom, and conditioned stairwells. The new garage appears to be on the high end of parking garages and its costs may be higher than average. This equates to a cost of **\$100,000 per parking garage space** constructed. This capital cost of \$100,000 per constructed parking space in Breckenridge, even though a higher-end parking garage, helps give a sanity check to the capital cost estimates per space developed in the \$16,100 on-street capital cost estimates prepared by Public Works.

The Town Engineer estimates approximately **\$45,000-\$75,000 per parking stall** cost to build a precast concrete parking structure that includes some architectural ornamentation such as brick embedded on one or two sides, for about one or two stories, but not over the whole thing. The rest would just be painted concrete on the exterior.

NEXT STEPS:

Town Staff is looking forward to receiving Council direction on the implementation concept of the Parking Fee In-Lieu Program parameters and preferred method of addressing feedback from the Planning and Zoning Commission. Staff will incorporate Council direction and feedback to finalize the program and draft the Land Use and Development Code amendment for the Commissions’ recommendation on December 7, 2021, with Town Council adoption slated for January 11, 2021.

ATTACHMENTS:

1. Downtown Parking Inventory
2. Engineering Cost Estimates
3. Planning and Zoning Commission Meeting Minutes dated October 19, 2021

Town of Eagle - Downtown Parking Inventory

<u>Location</u>	<u>Developed Parking Spaces</u>	<u>Developed Handi-cap Parking</u>	<u>UnDev Potential Spaces</u>	<u>Parking Type</u>	<u>Existing Driveway /Cuts (ft)</u>	<u>Existing Sidewalks (Width-Type)</u>	<u>Spaces Lost from Cuts /Driveways</u>
HOWARD STREET* - 60' ROW							
- South of Grand (W)			8	P	0	5'-A	0
- South of Grand (E)			7	P	35	4'-A	2
- Between 2nd & 3rd (W)			11	P	0	NO	0
- Between 2nd & 3rd (E)			10	P	40	NO	2
- Between 3rd & 4th (W)			9	P	50	5'-A PARTIAL	2
- Between 3rd & 4th (E)			9	P	35	4'-A PARTIAL	2
- Between 4th & 5th (W)			11	P	0	N	
- Between 4th & 5th (E)			7	P	75	N	4
SUB-TOTAL			72		235		11
CAPITOL STREET* - 60' ROW							
- South of Grand (W)			4	P	65	3'-A	3
- South of Grand (E)			8	P	15	NO	1
- Between 2nd & 3rd (W)			10	P	20	5'-A	1
- Between 2nd & 3rd (E)			8	P	45	4'-A	2
- Between 3rd & 4th (W)			9	P	52	NO	2
- Between 3rd & 4th (E)			10	P	30	5'-A	2
- Between 4th & 5th (W)			10	P	55	NO	3
- Between 4th & 5th (E)			9	P	50	NO	2
SUB-TOTAL			68		332		16
BROADWAY STREET - 80' ROW							
- South of Grand (W)	4	1		5A	20	10'-A W/ TREES	2
- South of Grand (E)	7			7A	0	10'-A W/ TREES	0
- Between 2nd & 3rd (W)	13			6P-7A	0	10'-A W/ TREES	0
- Between 2nd & 3rd (E)	13			6P-7A	0	10'-A W/ TREES	0
- Between 3rd & 4th (W)	12			5P-7A	0	10'-A W/ TREES	0
- Between 3rd & 4th (E)	12			5P-7A	0	10'-A W/ TREES	0
- Between 4th & 5th (W)	8	1		2P-7A	0	10'-A W/ TREES	0
- Between 4th & 5th (E)	8			5P-3A	0	10'-A W/ TREES	0
SUB-TOTAL	77	2	0		20		2

Town of Eagle - Downtown Parking Inventory

<u>Location</u>	<u>Developed Parking Spaces</u>	<u>Developed Handi-cap Parking</u>	<u>UnDev Potential Spaces</u>	<u>Parking Type</u>	<u>Existing Driveway /Cuts (ft)</u>	<u>Existing Sidewalks (Width-Type)</u>	<u>Spaces Lost from Cuts /Driveways</u>
WALL STREET - 80' ROW							
- Between 2nd & 3rd (W)			13	A	30	NO	2
- Between 2nd & 3rd (E)	9	0	12	H	30	5'-A	3
- Between 3rd & 4th (W)			19	A	45	6'-D PARTIAL	3
- Between 3rd & 4th (E)	9	1	9	A	40	6'-A PARTIAL	3
- Between 4th & 5th (W)			19	A	32	NO	2
- Between 4th & 5th (E)			19	A	40	NO	3
SUB-TOTAL	18	1	91		217		17
WASHINGTON STREET - 80' ROW							
- Between 3rd & 4th (W)			16	H	30	NO	3
- Between 3rd & 4th (E)			13	A	79	NO	6
- Between 4th & 5th (W)			19	A	38	NO	3
- Between 4th & 5th (E)			19	A	30	NO	2
SUB-TOTAL			67		177		14
MCINTIRE STREET - 80' ROW							
- Between Grand & 5th (W)			11	A	30	NO	2
- Between Grand & 5th (E)			16	A	41	NO	2
SUB-TOTAL			27		71		4
5th STREET - 80' ROW							
- Between Grand & McIntire (N)	5		3	A	81	4'-A	6
- Between Grand & McIntire (S) East of Alley			8	A	17	N	1
- Between Grand & McIntire (S) West of Alley				NONE	57	N	4
- Between McIntire & Wash (N) East of Alley			7	A	19	4'-D PARTIAL	1
- Between McIntire & Wash (N) West of Alley			7	A	19	N	1
- Between McIntire & Wash (S) East of Alley			7	A	15	N	1
- Between McIntire & Wash (S) West of Alley			5	A	28	N	2
- Between Wash & Wall (N) East of Alley			6	A	16	N	1
- Between Wash & Wall (N) West of Alley			5	A	26	N	2
- Between Wash & Wall (S) East of Alley	21			A	0	5'-D	0
- Between Wash & Broadway (S)	5	1		A	0	5'-D	0
- Between Wall & Broadway (N) East of Alley	2			P	35	5.5'-D	2

Town of Eagle - Downtown Parking Inventory

<u>Location</u>	<u>Developed Parking Spaces</u>	<u>Developed Handi-cap Parking</u>	<u>UnDev Potential Spaces</u>	<u>Parking Type</u>	<u>Existing Driveway /Cuts (ft)</u>	<u>Existing Sidewalks (Width-Type)</u>	<u>Spaces Lost from Cuts /Driveways</u>
- Between Wall & Broadway (N) West of Alley	5			P	0	5.5'-D	0
- Between Wall & Broadway (S) West of Alley	10			A	0	5.5'-D	0
- Between Broadway & Capitol (N) East of Alley	6			A	0	7.5'-A	0
- Between Broadway & Capitol (N) West of Alley	5			A	20	7.5'-A	2
- Between Broadway & Capitol (S) East of Alley	14			A	0	5'-D	0
- Between Capitol & Howard (N) East of Alley			6	2P-4A	0	NO	0
- Between Capitol & Howard (N) West of Alley			6	H	26	NO	2
- Between Capitol & Howard (S) East of Alley			7	A	0	NO	0
- Between Capitol & Howard (S) West of Alley			3	P	20	NO	1
SUB-TOTAL	73	1	70		379		27
4th STREET - 80' ROW							
- Between McIntire & Wash (N)			5	H	105	NO	11
- Between McIntire & Wash (S) East of Alley			4	A	67	NO	5
- Between McIntire & Wash (S) West of Alley			1	H	38	NO	4
- Between Wash & Wall (N) East of Alley			7	A	0	3'-D	0
- Between Wash & Wall (N) West of Alley			6	A	16	N	1
- Between Wash & Wall (S) East of Alley			6	A	20	N	2
- Between Wash & Wall (S) West of Alley			6	A	22	4.5'-D	2
- Between Wall & Broadway (N) East of Alley	9	1		A	0	5'-A	0
- Between Wall & Broadway (N) West of Alley			3	A	65	N	5
- Between Wall & Broadway (S) East of Alley	9			A	0	N	0
- Between Wall & Broadway (S) West of Alley			9	A	0	N	0
- Between Broadway & Capitol (N) East of Alley			9	A	0	N	0
- Between Broadway & Capitol (N) West of Alley	9			A	0	N	0
- Between Broadway & Capitol (S) East of Alley			4	P	18	N	1
- Between Broadway & Capitol (S) West of Alley	4		4	4A+4H	22	4'-A +5'-A	2
- Between Capitol & Howard (N) East of Alley			8	A	0	N	0
- Between Capitol & Howard (N) West of Alley			6	H	35	N	4
- Between Capitol & Howard (S) East of Alley			6	A	24	N	2
- Between Capitol & Howard (S) West of Alley			8	A	0	N	0
SUB-TOTAL	31	1	92		432		37

Town of Eagle - Downtown Parking Inventory

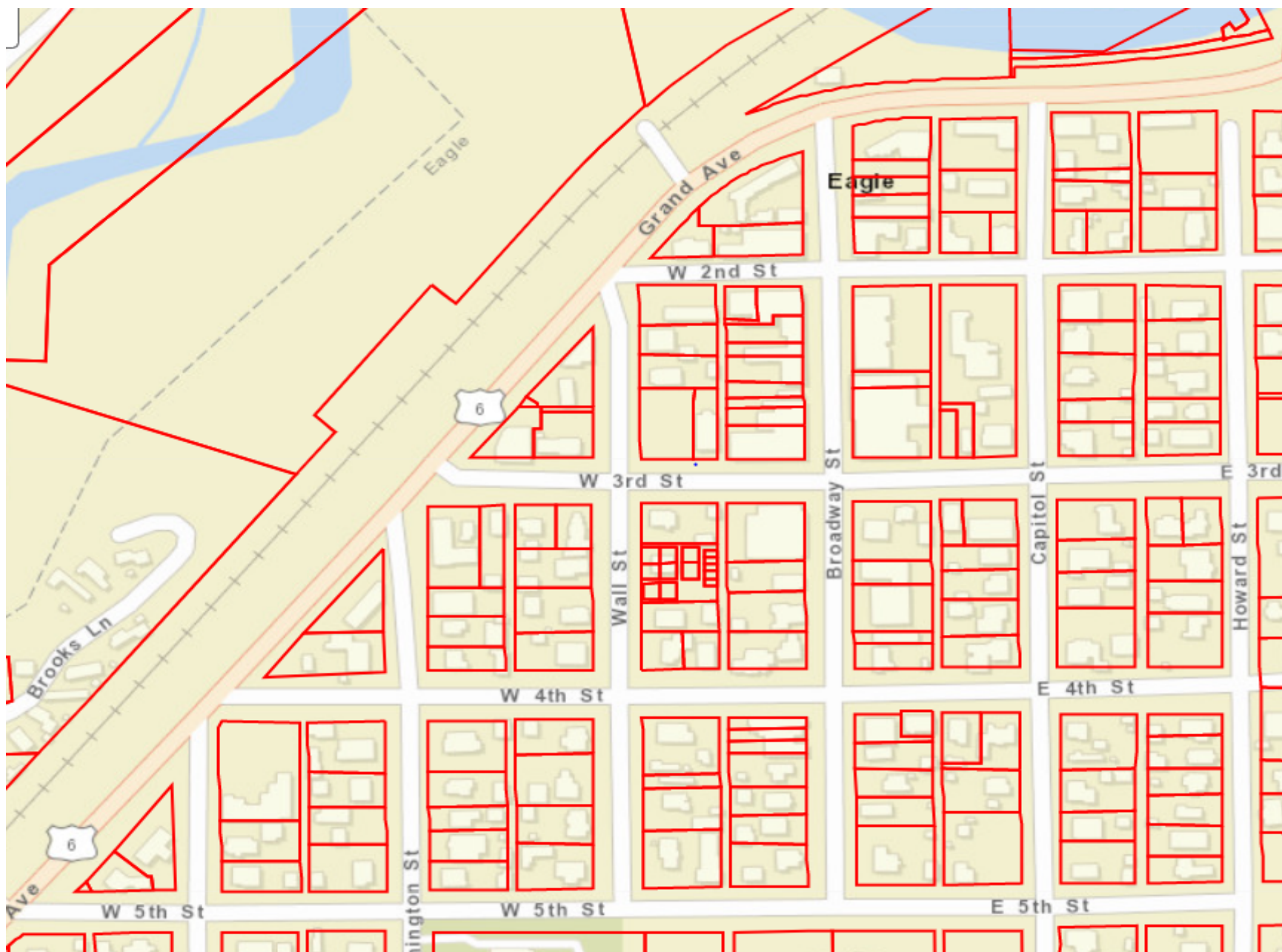
<u>Location</u>	<u>Developed Parking Spaces</u>	<u>Developed Handi-cap Parking</u>	<u>UnDev Potential Spaces</u>	<u>Parking Type</u>	<u>Existing Driveway /Cuts (ft)</u>	<u>Existing Sidewalks (Width-Type)</u>	<u>Spaces Lost from Cuts /Driveways</u>
3rd STREET - 80' ROW							
- Between Grand & Wall (N)	7			A	74	5'-A	6
- Between Wash & Wall (S) East of Alley	5			A	15	4.5'-A	1
- Between Wash & Wall (S) West of Alley	3			A	58	5'-A	4
- Between Wall & Broadway (N) East of Alley	9			A	0	9.5'-A	0
- Between Wall & Broadway (N) West of Alley	10			H	0	5.5'-A	0
- Between Wall & Broadway (S) East of Alley	5	1		A	42	6.5'-A	3
- Between Wall & Broadway (S) West of Alley	6			A	14	5'-A	1
- Between Broadway & Capitol (N) East of Alley	6			A	16	6'-A	1
- Between Broadway & Capitol (N) West of Alley	5	1		A	24	6'-A	2
- Between Broadway & Capitol (S) East of Alley	2			A	94	6'-A	7
- Between Broadway & Capitol (S) West of Alley	7			A	18	6'-A	1
- Between Capitol & Howard (N) East of Alley	3			P	41	4.5'-D	4
- Between Capitol & Howard (N) West of Alley	3			P	34	4.5'-D	2
- Between Capitol & Howard (S) East of Alley	4			P	20	4'-D	1
- Between Capitol & Howard (S) West of Alley	3			P	17	4'-D	1
SUB-TOTAL	78	2	0		467		34
2nd STREET* - 60' ROW							
- Between Wall & Broadway (N) East of Alley	5			P	0	6.5'-A	
- Between Wall & Broadway (N) West of Alley	0			P	0	8'-A	
- Between Wall & Broadway (S) East of Alley	4			P	0	6.5'-A	
- Between Wall & Broadway (S) West of Alley	0			H	102	6'-A	10
- Between Broadway & Capitol (N) East of Alley	4			P	0	5'-A	
- Between Broadway & Capitol (N) West of Alley	4			P	0	5'-A	
- Between Broadway & Capitol (S) East of Alley	7			A	0	7.5'-A	
- Between Broadway & Capitol (S) West of Alley	7	1		A	0	7'-A	
- Between Capitol & Howard (N) East of Alley			3	P	20	N	1
- Between Capitol & Howard (N) West of Alley			4	P	15	N	1
- Between Capitol & Howard (S) East of Alley			5	P	0	4'-A	
- Between Capitol & Howard (S) West of Alley			4	P	0	4'-A	
SUB-TOTAL	31	1	16		137		12

Town of Eagle - Downtown Parking Inventory

<u>Location</u>	<u>Developed Parking Spaces</u>	<u>Developed Handi-cap Parking</u>	<u>UnDev Potential Spaces</u>	<u>Parking Type</u>	<u>Existing Driveway /Cuts (ft)</u>	<u>Existing Sidewalks (Width-Type)</u>	<u>Spaces Lost from Cuts /Driveways</u>
GRAND AVENUE - 80' ROW	NOT INCLUDED IN STUDY						
SUMMARY		TOTALS	TYPE	DEV	HC-DEV	UNDEVELOPED	SUB-TOTAL
Total Angle Parking Spaces			A	223	8	288	519
Total Parallel Parking Spaces			P	66		165	231
Total Head-In Parking Spaces			H	19		50	69
Total Parking Spaces Available		819		308	8	503	819
Total Parking Spaces Lost to Cuts/Driveways		165					

Assumptions Used In Calculations

- 1. ROW VARIES 60' TO 80', see each street name for details
- 2. PAVED TRAVEL SURFACE 24 FEET in WIDTH, typical.
- 3. FUTURE SIDEWALKS in RESIDENTIAL AREAS TO BE 6' in WIDTH.
- 4. AVAILABLE WIDTH = 1/2 ROW MINUS PAVEMENT WIDTH of 12' typical.
- 5. AVAILABLE PARKING LENGTH EXCLUDES DRIVEWAYS AND INTERSECTION SETBACKS





Town of Eagle - FEE IN LIEU OF PARKING STUDY

UNDEVELOPED ROW-PARALLEL PARKING	EST	UNITS	HISTORIC UNIT PRICES			EST UNIT PRICE	ITEM TOTAL
ITEM	QTY	USED	Hwy 6-2013	Capital-2020	Haymeadow-2019	USED	
Mobilization	1	LS				\$4,500.00	\$4,500.00
Traffic Control	24	HR				\$100.00	\$2,400.00
Erosion Control	260	LF			\$3.00	\$3.00	\$780.00
Utility Relocations	1	LS				\$4,000.00	\$4,000.00
Clear & Grub-15' wide x 250' long x 2 sides	7500	SF			\$0.30	\$0.40	\$3,000.00
Sawcut Asphalt/Concrete	500	LF		\$3.00		\$3.50	\$1,750.00
Earthwork/Subgrade Prep-15' wide x 250' long x 2 sides	7500	SF	\$3.00		\$2.10	\$3.50	\$26,250.00
Remove & Replace Unsuitable	800	SF	\$5.00	\$4.70		\$5.50	\$4,400.00
Export Waste Material	1000	CF		\$0.65		\$0.75	\$750.00
Storm Drain Pipe	400	LF	\$75.00		\$71.50	\$85.00	\$34,000.00
Storm Manhole/Inlet	4	EA	\$5,000.00	\$4,700.00	\$4,500.00	\$5,500.00	\$22,000.00
Connect to Existing	1	EA	\$10,000.00			\$11,000.00	\$11,000.00
Class 6 Road Base-6 in depth-15' wide x 250' long x 2	7500	SF	\$1.09	\$1.30	\$1.32	\$1.50	\$11,250.00
Asphalt Pavement-4 in depth-7' wide x 250' long x 2	3500	SF	\$2.15	\$3.50	\$2.50	\$4.00	\$14,000.00
Concrete Curb & Gutter	540	LF	\$25.00	\$30.00	\$30.00	\$35.00	\$18,900.00
Concrete Sidewalk-6' wide x 260' in length x 2	3120	SF	\$5.00	\$12.00	\$5.50	\$13.00	\$40,560.00
Concrete Pan-3 ft width	0	LF			\$31.00	\$35.00	\$0.00
ADA Concrete Ramp	4	EA		\$1,470.00		\$2,000.00	\$8,000.00
Signage	8	EA			\$500.00	\$550.00	\$4,400.00
Pavement Markings-Striping	120	LF			\$0.34	\$1.00	\$120.00
Pavement Markings-Handicapped	2	EA				\$1,000.00	\$2,000.00
Place Topsoil-1.5' in width x 260' in length x 2	20	CY			\$7.00	\$10.00	\$200.00
Revegetation-2' wide x 260' in length x 2	1040	SF				\$1.00	\$1,040.00
Contingency (20%)	1	LS				\$43,060.00	\$43,060.00
Engineering, Surveying & Project Management (15%)	1	LS				\$32,295.00	\$32,295.00
TOTAL						TOTAL	\$290,655.00
COST PER UNDEVELOPED PARALLEL SPACE		18	Parallel Spaces			\$16,147.50	PER SPACE
Option: Street Lighting		EA			\$18,450.00		

NOTES

1. Estimate for adding parking, sidewalks, & storm sewers in TOE ROW on both sides of the road for a Typical 266 LF East/West Block with a 16' alley in Eagle Downtown area
2. Pavement for a typical parallel parking space is 7' wide x 25' in length = 175 sq ft / parallel space.
3. Pavement for a typical 45 deg angled parking space is 16.5' wide x 14.3' in length = 235 sq ft / angled space.
4. All estimate costs assume only one plan revision and are 2021 costs, not escalated.

Town of Eagle - FEE IN LIEU OF PARKING STUDY

UNDEVELOPED ROW-ANGLE PARKING	EST	UNITS	HISTORIC UNIT PRICES			EST UNIT PRICE	ITEM TOTAL
ITEM	QTY	USED	Hwy 6-2013	Capital-2020	Haymeadow-2019	USED	
Mobilization	1	LS				\$4,500.00	\$4,500.00
Traffic Control	24	HR				\$100.00	\$2,400.00
Erosion Control	260	LF			\$3.00	\$3.00	\$780.00
Utility Relocations	1	LS				\$4,000.00	\$4,000.00
Clear & Grub-25' wide x 250' long x 2 sides	12500	SF			\$0.30	\$0.40	\$5,000.00
Sawcut Asphalt/Concrete	500	LF		\$3.00		\$3.50	\$1,750.00
Earthwork/Subgrade Prep-25' wide x 250' long x 2	12500	SF	\$3.00		\$2.10	\$3.50	\$43,750.00
Remove & Replace Unsuitable	1000	SF	\$5.00	\$4.70		\$5.50	\$5,500.00
Export Waste Material	1500	CF		\$0.65		\$0.75	\$1,125.00
Storm Drain Pipe	550	LF	\$75.00		\$71.50	\$85.00	\$46,750.00
Storm Manhole/Inlet	4	EA	\$5,000.00	\$4,700.00	\$4,500.00	\$5,500.00	\$22,000.00
Connect to Existing	1	EA	\$10,000.00			\$11,000.00	\$11,000.00
Class 6 Road Base-6 in depth-25' wide x 250' long x 2	12500	SF	\$1.09	\$1.30	\$1.32	\$1.50	\$18,750.00
Asphalt Pavement-4 in depth-16.5' wide x 250' long x 2	8250	SF	\$2.15	\$3.50	\$2.50	\$4.00	\$33,000.00
Concrete Curb & Gutter	600	LF	\$25.00	\$30.00	\$30.00	\$35.00	\$21,000.00
Concrete Sidewalk-6' wide x 260' in length x 2 sides	3120	SF	\$5.00	\$12.00	\$5.50	\$13.00	\$40,560.00
Concrete Pan-3 ft width	0	LF			\$31.00	\$35.00	\$0.00
ADA Concrete Ramp	2	EA		\$1,470.00		\$2,000.00	\$4,000.00
Signage	4	EA			\$500.00	\$550.00	\$2,200.00
Pavement Markings-Striping	280	LF			\$0.34	\$1.00	\$280.00
Pavement Markings-Handicapped	1	EA				\$1,000.00	\$1,000.00
Place Topsoil-1.5' in width x 260' in length	10	CY			\$7.00	\$10.00	\$100.00
Revegetation-2' wide x 260' in length	520	SF				\$1.00	\$520.00
Contingency (20%)	1	LS				\$53,993.00	\$53,993.00
Engineering, Surveying & Project Management (15%)	1	LS				\$40,494.75	\$40,494.75
TOTAL						TOTAL	\$364,452.75
COST PER UNDEVELOPED ANGLE SPACE		28 Angled Spaces				\$13,016.17	PER SPACE
Option: Street Lighting		EA			\$18,450.00		

NOTES

1. Estimate for adding parking, sidewalks, & storm sewers in TOE ROW on both sides of the road for a Typical 266 LF East/West Block with a 16' alley in Eagle Downtown area
2. Pavement for a typical parallel parking space is 7' wide x 25' in length = 175 sq ft / parallel space.
3. Pavement for a typical 45 deg angled parking space is 16.5' wide x 14.3' in length = 235 sq ft / angled space.
4. All estimate costs assume only one plan revision and are 2021 costs, not escalated.

Town of Eagle - FEE IN LIEU OF PARKING STUDY

DEVELOPED ROW-PARALLEL PARKING			HISTORIC UNIT PRICES			EST UNIT PRICE	ITEM TOTAL
ITEM	EST QTY	UNITS USED	Hwy 6-2013	Capital-2020	Haymeadow-2019	USED	
Mobilization	1	LS				\$1,000.00	\$1,000.00
Traffic Control	8	HR				\$100.00	\$800.00
Erosion Control	0	LF			\$3.00	\$3.00	\$0.00
Utility Relocations	0	LS				\$4,000.00	\$0.00
Clear & Grub-0' wide x 250' long	0	SF			\$0.30	\$0.40	\$0.00
Sawcut Asphalt/Concrete	0	LF		\$3.00		\$3.50	\$0.00
Earthwork/Subgrade Prep-0' wide x 250' long	0	SF	\$3.00		\$2.10	\$3.50	\$0.00
Remove & Replace Unsuitable	50	SF	\$5.00	\$4.70		\$5.50	\$275.00
Export Waste Material	30	CF		\$0.65		\$2.00	\$60.00
Storm Drain Pipe	0	LF	\$75.00		\$71.50	\$85.00	\$0.00
Storm Manhole/Inlet	0	EA	\$5,000.00	\$4,700.00	\$4,500.00	\$5,500.00	\$0.00
Connect to Existing	0	EA	\$10,000.00			\$11,000.00	\$0.00
Class 6 Road Base-6 in depth-20' wide x 20' long	400	SF	\$1.09	\$1.30	\$1.32	\$1.50	\$600.00
Asphalt Pavement-4 in depth-20' wide x 20' long	400	SF	\$2.15	\$3.50	\$2.50	\$4.00	\$1,600.00
Concrete Curb & Gutter	10	LF	\$25.00	\$30.00	\$30.00	\$35.00	\$350.00
Concrete Sidewalk-6' wide x 10' in length	60	SF	\$5.00	\$12.00	\$5.50	\$13.00	\$780.00
Concrete Pan-3 ft width	0	LF			\$31.00	\$35.00	\$0.00
ADA Concrete Ramp	1	EA		\$1,470.00		\$2,000.00	\$2,000.00
Signage	2	EA			\$500.00	\$550.00	\$1,100.00
Pavement Markings-Striping	120	LF			\$0.34	\$1.00	\$120.00
Pavement Markings-Handicapped	1	EA				\$1,000.00	\$1,000.00
Place Topsoil-1.5' in width x 260' in length	0	CY			\$7.00	\$10.00	\$0.00
Revegetation-2' wide x 100' in length	200	SF				\$1.00	\$200.00
Contingency (20%)	1	LS				\$1,977.00	\$1,977.00
Engineering & Project Management	5	HR				\$150.00	\$750.00
TOTAL						TOTAL	\$12,612.00
ANNUAL COST PER DEVELOPED PARALLEL SPACE		18	Parallel Spaces			\$700.67	PER SPACE
Option: Street Lighting		EA			\$18,450.00		

NOTES

1. Estimate for adding parking, sidewalks, & storm sewers in TOE ROW on both sides of the road for a Typical 266 LF East/West Block with a 16' alley in Eagle Downtown area
2. Pavement for a typical parallel parking space is 7' wide x 25' in length = 175 sq ft / parallel space.
3. Pavement for a typical 45 deg angled parking space is 16.5' wide x 14.3' in length = 235 sq ft / angled space.
4. All estimate costs assume only one plan revision and are 2021 costs, not escalated.

Town of Eagle - FEE IN LIEU OF PARKING STUDY

DEVELOPED ROW-ANGLE PARKING	EST	UNITS	HISTORIC UNIT PRICES			EST UNIT PRICE	ITEM TOTAL
ITEM	QTY	USED	Hwy 6-2013	Capital-2020	Haymeadow-2019	USED	
Mobilization	1	LS				\$1,000.00	\$1,000.00
Traffic Control	8	HR				\$100.00	\$800.00
Erosion Control	0	LF			\$3.00	\$3.00	\$0.00
Utility Relocations	0	LS				\$4,000.00	\$0.00
Clear & Grub-0' wide x 250' long	0	SF			\$0.30	\$0.40	\$0.00
Sawcut Asphalt/Concrete	0	LF		\$3.00		\$3.50	\$0.00
Earthwork/Subgrade Prep-0' wide x 250' long	0	SF	\$3.00		\$2.10	\$3.50	\$0.00
Remove & Replace Unsuitable	50	SF	\$5.00	\$4.70		\$5.50	\$275.00
Export Waste Material	30	CF		\$0.65		\$2.00	\$60.00
Storm Drain Pipe	0	LF	\$75.00		\$71.50	\$85.00	\$0.00
Storm Manhole/Inlet	0	EA	\$5,000.00	\$4,700.00	\$4,500.00	\$5,500.00	\$0.00
Connect to Existing	0	EA	\$10,000.00			\$11,000.00	\$0.00
Class 6 Road Base-6 in depth-35' wide x 20' long	700	SF	\$1.09	\$1.30	\$1.32	\$1.50	\$1,050.00
Asphalt Pavement-4 in depth-35' wide x 20' long	700	SF	\$2.15	\$3.50	\$2.50	\$4.00	\$2,800.00
Concrete Curb & Gutter	25	LF	\$25.00	\$30.00	\$30.00	\$35.00	\$875.00
Concrete Sidewalk-6' wide x 10' in length	60	SF	\$5.00	\$12.00	\$5.50	\$13.00	\$780.00
Concrete Pan-3 ft width	0	LF			\$31.00	\$35.00	\$0.00
ADA Concrete Ramp	1	EA		\$1,470.00		\$2,000.00	\$2,000.00
Signage	2	EA			\$500.00	\$550.00	\$1,100.00
Pavement Markings-Striping	600	LF			\$0.34	\$1.00	\$600.00
Pavement Markings-Handicapped	1	EA				\$1,000.00	\$1,000.00
Place Topsoil-1.5' in width x 260' in length	0	CY			\$7.00	\$10.00	\$0.00
Revegetation-2' wide x 100' in length	200	SF				\$1.00	\$200.00
Contingency (20%)	1	LS				\$2,508.00	\$2,508.00
Engineering & Project Management	6	HR				\$150.00	\$900.00
TOTAL						TOTAL	\$15,948.00
ANNUAL COST PER DEVELOPED ANGLE SPACE		28	Angled Spaces			\$569.57	PER SPACE
Option: Street Lighting		EA			\$18,450.00		

NOTES

1. Estimate for adding parking, sidewalks, & storm sewers in TOE ROW on both sides of the road for a Typical 266 LF East/West Block with a 16' alley in Eagle Downtown area
2. Pavement for a typical parallel parking space is 7' wide x 25' in length = 175 sq ft / parallel space.
3. Pavement for a typical 45 deg angled parking space is 16.5' wide x 14.3' in length = 235 sq ft / angled space.
4. All estimate costs assume only one plan revision and are 2021 costs, not escalated.



MEETING MINUTES
Planning & Zoning Commission
Tuesday, October 19, 2021, 6:00 PM
Public Meeting Room / Eagle Town Hall
200 Broadway, Eagle, CO

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

PUBLIC WIFI - TOEE – ((TOEEWireless))

MEETING ACCESS INFORMATION AND PUBLIC PARTICIPATION

This was an in-person meeting with access for the public to attend via Zoom.

6:00 PM REGULAR MEETING CALLED TO ORDER

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

COMMISSIONERS PRESENT

Matthew Hood, Kyle Hoiland, Bill Nutkins,
Charlie Perkins, Jesse Gregg, Robert Townsend,
Keegan Winkeller (via Zoom)

COMMISSIONERS ABSENT

Lani Webb

STAFF

Chad Phillips – Community Development Director
Dennis Wike – Town Engineer
Peyton Heitzman – Planner I
Carrie McCool – Town Contract Planner (via Zoom)
Nikki Davis - Administrative Tech II

APPROVAL OF MINUTES *Approval of minutes from the following meetings(s) of the Planning & Zoning Commission.*

1. Minutes dated October 5, 2021

MOTION: COMMISSIONER BILL NUTKINS MOTIONED TO APPROVE THE MINUTES. MOTION WAS SECONDED BY COMMISSIONER KYLE HOILAND AND PASSED WITH A VOTE OF 7 IN FAVOR (HOOD, HOILAND, NUTKINS, PERKINS, GREGG, TOWNSEND, WINKELLER) AND 0 OPPOSED.

PUBLIC COMMENT *Citizens are invited to comment on any item not on the agenda subject to a public hearing. Please limit your comments to three (3) minutes per person. Those who are speaking are requested to state their name & address for the record.*

Public comment opened at 6:02 PM. There was no public comment.

PUBLIC HEARING

1. Project: Land Use and Development Code Amendment – Parking Fee In-Lieu Program Update
File #: LURA21-05
Applicant: Town of Eagle
Location: Town of Eagle
Staff Contact: Chad Phillips, Community Development Director/Town Planner
Request: For the Planning Commission to review and provide feedback on the new Parking Fee In-Lieu Program.

Staff Presentation

Ms. McCool presented this file and began by providing information from a 2017 downtown parking study conducted by WALKER Consultants. The consultant's key recommendation was to improve unimproved rights-of-way dedicated to on-street parking. The most recent study of the Parking Fee In-Lieu Program implemented WALKER's findings and expanded the study area further east to include Howard Street and the newly formed Downtown Development Authority (DDA) boundaries. It also included community outreach which surveyed stakeholders within the study area. The key findings revealed there are 316 existing developed parking spaces downtown and 503 new parking spaces that could be constructed downtown in existing rights-of-way. Ms. McCool then provided preliminary recommendations including applying the fee per space, establishing the program as voluntary, and that the fee would be set at \$23,100 per stall. Public Works was instrumental in developing the proposed fee which accounts for initial capital costs plus a 10-year span of operating costs.

Q & A

Commissioner Hoiland asked if the Town would agree to absorb the capital costs after a certain number of years and if that would reduce or eliminate the fee?

Chair Hood asked if this fee goes into a parking fund or the Town's general fund. He also asked how the operating costs change over time.

Commissioner Hoiland asked if we are capped at the number of spaces we currently have. Mr. Phillips commented that we can consider the next parking options, such as a parking structure, as we reach the end of developing the available 503 spaces.

Commissioner Townsend asked how developers can meet their ADA requirements if they pay the in-lieu fee. Mr. Phillips replied this would be addressed during the development permit review.

Chair Hood suggested that we limit the amount of fee in-lieu parking.

Mr. Wike commented that about 300 of the 503 unimproved spaces are being used inefficiently for storage.

Chair Hood questioned the effectiveness of the community outreach survey since it only surveyed an unidentified group of stakeholders in the downtown area.

Commissioner Perkins reaffirmed that we need to secure this money in a specific fund to build a future parking structure or parking lot.

Commissioner Gregg asked how this program affects future parking requirements in the downtown area. Mr. Phillips replied this would be addressed in the new Land Use Code.

Commissioner Perkins asked if the estimates account for street light costs. Mr. Wike replied that the estimate does not include illumination, extended landscaping, or other beautification initiatives.

Commissioner Nutkins asked how this program correlates with the existing budget for capitol improvement projects.

Commissioner Hoiland asked if the study includes revenue projections.

Public Comment

Brian Woods, 212 E Third St. – Mr. Woods remarked that he does not see a parking problem downtown and asked what the sales tax benefits are of commercial parking spots. Mr. Woods is in favor of building a surface lot or parking structure in the future.

Paul Duprey, 125 E Fourth St. – Mr. Duprey believes there is limited parking downtown. He asked Mr. Wike to clarify staff's comment regarding storage in existing right-of-way parking spaces. Mr. Duprey also asked for clarification on whether a developer can pay their way out of complying with the Town's parking standards and development codes through this new program.

Discussion

Commissioner Nutkins commented that the program is a good opportunity to generate revenues to improve parking spots. Commissioner Nutkins also suggested that a certain percentage of parking spaces be required on-site. Last, he asked if we anticipate losing any development projects because of this fee.

Chair Hood and Commissioner Winkeller expressed their opinion that the fee is too low.

Mr. Phillips commented that this study is focused on public rights-of-way and improving those spaces.

Mr. Wike commented that we don't know the substructure conditions of existing spaces and to build them properly, he estimates that about 20-30 spaces would be built at a time.

Commissioner Gregg suggested that we prohibit 100% fee in-lieu and to consider different percentages for different zone districts. Overall, Commissioner Gregg agrees with the proposed \$23,100 per stall and if needed, this fee can be amended in the future.

Chair Hood closed file LURA21-05.

PUBLIC HEARING

2. Project: East Eagle Sub Area Plan (EESAP) – Public Adoption Hearing
File #: LURA21-03
Applicant: Town of Eagle
Location: East Eagle Planning Area
Staff Contact: Chad Phillips, Community Development Director/Town Planner
Peyton Heitzman, Planner I

Request: Jessica Lake, Planner I
Approval of Resolution 03, Series 2021, A Resolution of the Planning & Zoning Commission of the Town of Eagle, Colorado to Adopt the East Eagle Sub Area Plan (EESAP).

Staff Presentation

Commissioner Jesse Gregg recused himself from the file since he is part of the consulting team, Zehren & Associates.

Ms. Heitzman presented this file, providing a historical overview of the project, which began in spring of 2021. The project has been a joint effort between the Town and local architect firm, Zehren & Associates. There have been multiple iterations of the concept map with changes to planning boundary, land uses, and street configurations. Ms. Heitzman stated that the Planning Commission/Town Council joint work session provided the direction for the final adoption draft, focused on topics such as a Gateway Element, flexible language interpretation, and consolidating the types of zone districts.

Q & A

Chair Hood asked about the Eastern Gateway parameters and how they differ from the rest of Commercial/Light Industrial. Ms. Heitzman replied that the plan document contains specific goals and policies related to the Eastern Gateway.

Public Comment

There was no public comment.

Discussion

The Commission expressed mixed opinions about the adoption draft. Chair Hood acknowledged that while the adoption draft reflects Council's direction, he disagreed with the heavy use of Commercial/Light industrial. Commissioner Townsend agreed, highlighting to how Mixed-Use was eliminated from the map. Commissioners Nutkins and Perkins voiced their support of the adoption draft stating that residential is still a component through accessory use and that the Town needs to be ready for commercial developers. Commissioner Winkeller echoed the need to maintain higher design standards for the Eastern Gateway to avoid extending the look of Chambers Avenue.

Chair Hood addressed the attorney letter staff received from the property owner. The Commission expressed that this is meant to be an advisory document, not a zoning document dictating what the property owner must build.

MOTION: COMMISSIONER BILL NUTKINS MOTIONED TO APPROVE RESOLUTION NO. 3, SERIES 2021, "A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF EAGLE, COLORADO ADOPTING THE EAST EAGLE SUB AREA PLAN". MOTION WAS SECONDED BY COMMISSIONER CHARLIE PERKINS AND PASSED WITH A VOTE OF 5 IN FAVOR (HOILAND, NUTKINS, PERKINS, TOWNSEND, WINKELLER) AND 1 OPPOSED (HOOD). COMMISSIONER JESSE GREGG ABSTAINED.

Chair Hood closed file LURA21-03.

COMMUNITY DEVELOPMENT DEPARTMENT & TOWN COUNCIL UPDATE *Staff update to the Planning & Zoning Commission on recent work, upcoming files and decisions made by Town Council*

1. Department and Council Update

Mr. Phillips addressed anticipating more applications related to HB21-1061. Property owners are requesting lot consolidations to avoid paying increased tax rates on vacant land.

Chair Hood asked about the recent Haymeadow public hearing with Town Council. Mr. Phillips replied that Town Council requested the applicant return with additional guarantees such as a timeline for development and subsequent phases of infrastructure as well as increasing the number of locals' housing.

OPEN DISCUSSION

Commissioner Perkins expressed how he liked Steamboat's illumination program, especially downtown. Mr. Phillips commented that the Town did receive a grant for this type of beautification project, however all the lights are back ordered.

ADJOURN

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

MEETING ADJOURNED AT 7:45 PM.

APPROVED:

DATE:

Matthew Hood, Chairman

Nikki Davis, Administrative Tech II