



AGENDA
Planning & Zoning Commission
Tuesday, December 3, 2019
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

APPROVAL OF MINUTES

1. Approval of the minutes from the November 5, 2019 meeting of the Planning and Zoning commission.

PUBLIC COMMENT

Citizens are invited to comment on any item not on the Agenda subject to a public hearing. Please limit your comments to five (5) minutes per person.

PUBLIC HEARINGS

1. Project: 410 Broadway Minor Development Permit
File # DR19-03
Applicant: David Nudell representing 410 Broadway LLC
Location 410 Broadway Street
Staff Contact: April Kroner, Comm Dev Dir/Town Planner
Request: Minor development permit to construct a mixed use building with 1,800 sf of commercial space and 9 residential units in the Broadway Overlay District.

DISCUSSION

Items presented to the Planning & Zoning Commission for discussion and feedback.

1. Mobile Vending
2. Draft Comprehensive Plan
3. Short-Term Rentals

TOWN BOARD OF TRUSTEES MEETING REVIEW

Staff update to the Planning & Zoning Commission on recent decisions made by the Board of Trustees on various Land Use files.

COMMUNITY DEVELOPMENT DEPARTMENT UPDATE

Staff update to the Planning & Zoning Commission on recent work and upcoming files.

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.

A handwritten signature in blue ink, appearing to read "Jessica Lake", is written over a horizontal line.

Jessica Lake
Planning Technician



**Planning and Zoning Commission
Meeting Minutes
November 5, 2019**

PRESENT

Jason Cowles, Chair
Stephen Richards
Brent McFall
Jesse Gregg
Bill Nutkins
Kyle Hoiland
Matthew Hood

STAFF

April Kroner- Town Planner
Bill Shrum- Assistant to the Town Manager
Dawn Koenig- Admin Technician
Jessica Lake- Planning Technician

ABSENT

Charlie Perkins
Kyle Hoiland

This meeting was recorded. The following is a condensed version of the proceedings written by Dawn Koenig.

CALL TO ORDER

The regular meeting of the Planning and Zoning Commission held in the Eagle Town Hall was called to order by Commission Chair Jason Cowles at 6:00p.m.

APPROVAL OF MINUTES

Commissioner Nutkins made a motion to approve the minutes of the October 17th, 2019 meeting. Commissioner Richards seconded. Commission Chair Cowles and Commissioner Hood abstained as they were not present. The motion passed.

PUBLIC COMMENT

None.

LAND USE FILES

V19-01- Variance request for 446 Washington (Withdrawn)

Community Development Director April Kroner described the request and explained to the commissioners why the file was withdrawn. She stated information came to light that the property is not being used as a

residence but is being used as a business which is not a permitted use. Therefore, the variance request cannot be considered until the property is brought into conformance with the code, Kroner said.

Review of Special Use Permit SU18-06 -Per Resolution 63-2018, the Special Use Permit shall be subject to review by the Planning Commission at a properly noticed public hearing.

Cowles opened the review of file SU18-06.

STAFF REPORT AND PERSENTATIONS

Kroner described the file and explained that one of the conditions of approval was a review of the Special Use permit at one year after it was initially approved. She recommended allowing the continuance of the special use permit. Kroner explained the code provisions around revocation of a special use permit and the duration of a special use permit specified in the code.

PUBLIC COMMENT

Melissa Reed owner of the business with the Special Use Permit asked if it was permanent. Kroner stated that it was, if they remain in compliance with all of the Town Regulation and conditions of approval.

SU19-04-Tumbleweed Medical Marijuana

Cowles opened file SU19-04 a request for a Special Use Permit to relocate the existing Special Use Permit (SU14-09) for medical marijuana retail sales from 1125 Chambers Avenue to 12 Eagle Park East Drive.

STAFF REPORT AND PERSENTATIONS

Kroner explained the request for the re-location of the existing special use permit. She stated that it is technically not a transfer of a Special Use Permit, but really a new Special Use Permit.

She described the existing conditions of the subject site. Kroner explained that the state recently made a change to regulations allowing businesses to combine medical and retail marijuana businesses to have the same entrance but separate counters for sales.

Kroner presented the findings for approval of special use permits. She stated that much of this was reviewed with approval of the retail marijuana Special Use Permit that was approved for this location earlier this year. She stated that there is a condition that there would be no vehicle exiting on to Chambers Avenue.

Q & A

Richards asked if the existing chain link fence will be removed. Project representative Scott Schlosser said that it would be removed except for the portion of the fence that borders the adjacent stone business as it was required to remain there as a condition of approval for the prior Special Use Permit.

Staff recommends approval with the following conditions:

1. Occupancy of the property for the approved use shall not be permitted prior to the issuance of State of Colorado Licenses for the references uses.
2. The Chambers Avenue access shall not be permitted for exiting the property.

Cowles asked if the Special Use Permit for retail marijuana is in use at this location. Kroner responded that the site is currently under construction. Cowles said that he wants to ensure that these permits are used in a timely manner as the Town only grants a very limited number and this business was granted previous Special Use Permits which they did not use in over five years. He said that this

Hood what the difference is between this Special Use Permit and the one that was approved for this same location earlier this year. Kroner explained that this one is for medical marijuana retail sales and the one approved earlier is for recreational marijuana retail sales. Kroner also explained that all other prior Special Use Permit approvals for this business are now void.

Schlosser said the other location at 1125 Chambers Avenue has been sold.

PUBLIC COMMENT

None.

DELIBERATION

Commissioner McFall made a motion to approve SU19-04 with conditions 1 & 2 as recommended by staff. Commissioner Hood seconded. All in favor. The motion passed.

DR19-04- 106 Broadway Development Permit

Cowles opened file DR19-04 a request for a Minor Development Permit to construct a mixed-use building in the Broadway Overlay District with ground floor commercial, space for public art installations, and twenty for-sale condominiums on the second and third floors, including two Local Employee Residence Program units.

STAFF REPORT AND PERSENTATIONS

Kroner introduced the owner's representative Joanna Hopkins.

Hopkins introduced the file and offered background information on the property owners. She stated that the project is a re-development to re-vitalize downtown including three subdivided properties. Hopkins presented an overview of the site and project vision noting that the property is located on a very prominent corner and gateway to Broadway. She said that the property owners want the proposed development to fit in and elevate the area while paying special attention to the corners. Hopkins noted a curved property line along Grand Avenue and the plan to extend the Broadway streetscape elements on to Grand Avenue. Hopkins also noted the parking areas with some covered parking being included.

Hopkins presented elevation renderings of the building facing Grand Avenue and Broadway noting that the side of the building on Grand Avenue will include public art installations or murals. She noted the inclusion of outdoor dining nooks on the south side of the building. She also indicated the intended use of the ground floor units will be commercial with residential use on the second and third floors.

Kroner mentioned the applicable development standards design variance standards as written in the Land Use and Development Code. She noted the requirements for building height and special considerations on corner properties in the Broadway District. Kroner stated that the height requirement of 35' can be exceeded on corner treatments by up to 30% of the height of the building. She stated that this project will be 42' in height at the corner of Grand Avenue and Broadway which meets the code requirements. Kroner went on to describe the design variances being requested. She said the parking stalls are required by code to be 9' x 19' but the applicant is asking for a design variance to allow the parking stalls to be 9' x 18'. Kroner said that it is typical standard to see parking stalls that are 9' x 18'. She stated that there is a public benefit to meet parking requirements on site and staff supports allowing this design variance. Kroner said that the code allows for zero setbacks for front and side yards but requires a 25' rear yard setback in this zone district. She said that the rear yard setback requirement will likely be reduced with land use code update. Kroner stated that this project does not meeting the rear yard setback and staff supports this design variance. She said that the code also requires that a deciduous shade tree needs to be included for every 10 parking

spaces. Therefore, this project would need to include two trees in the parking area. Kroner stated it is not beneficial to do so and there are no other landscape standards in this zone district.

Kroner stated that staff recommends approval of the following design variances:

1. Rear-yard building setback of 12' (25' required, may be reduced if a garage is constructed in the setback).
2. Parking space dimensions of 9' x 18' (9' x 19' required).
3. Eliminate interior parking lot landscaping requirement (one deciduous shade tree to be planted in the interior of a parking lot for every ten parking spaces in parking lots with 10 or more spaces).

Kroner also stated that staff recommends approval of the development with the following conditions:

1. Identify the locations of the lighting fixtures on the building, and provide the cut sheet for the fixtures, for planning staff review and approval prior to issuance of a building permit.
2. Final civil plan set will be revised to reflect final technical comments from the Public Works Department/Town Engineer.
3. Provide a note on the Site Plan sheet stating that snow will be removed from the site (as there is not room for on-site snow storage).
4. The building will require a monitored fire alarm system that is located in the commercial spaces and common areas of the residential portion of the building, per the Greater Eagle Fire District.
5. Work with the Public Works Department to ensure signage is provided to address one-way traffic flow through the alley.
6. A public facilities impact report must be submitted to the Town Planner for approval prior to development permit issuance.

Q & A

Nutkins asked if the one-way on the alley would impact other properties on the alley and if public works has contacted the other property owners about this requirement. Kroner said that she assumes that Town Public Works has contacted the other property owners. She noted that the request to make the alley one-way was made by Town Public Works staff and offered to re-evaluate the request with them.

Cowles asked what direction the one-way travel would be, Kroner said that the direction of travel would be south to north. Cowles said that the direction seems to be wrong. Nutkins agreed. Kroner said that she would work with Town Public Works staff to perhaps refine the request. McFall stated that the condition could be modified to state that the Public Works Department will evaluate one-way traffic flow through the alley.

Hopkins said that the project works with one or two-way travel in the alley. They would be happy to amend the condition to find a better way, she said.

Gregg asked if the crosswalk existing across the alley on Grand Avenue should be concrete or paved. Richards noted that it is currently gravel.

PUBLIC COMMENT

Wayne Hauter owner of 105 Capitol Street said he has a major concern with the alley traffic. He stated that businesses along the alley use his parking lot for access and he fears that the use of his parking lot will increase with the creation of the one-way traffic flow. He said he likes the project but is concerned that the way the parking is designed will contribute to the problem.

Ryan Murry owner of Red Canon Café stated that with the approval of Broadway Station there were varying sizes of parking spots. He indicated that it is difficult to travel from North to South through the alley. He said that there are 20 spaces including the handicapped spots being included in the project and no commercial parking. He added that there will be a multiplier effect with more cars with multiple tenants in 2-bedroom units especially if the Broadway Station development moves forward. Murry said that he owns lots in the middle of the two projects and asked where all of the extra vehicles will park. He said that the parking for his building will be reduced to one space with this development as he has an agreement with the property owner to provide parking. He added that he likes the foresight and the honoring of the neighbors with the design of the project.

Nutkins asked Murry about the pedestrian alley way between the project and his building. Murry said that he would have to lose the residential units and turn them into commercial use and may be forced to re-evaluate how he rents the building. He stated he will lose parking in the alley and that he rents a shed that comes with parking and will lose those spaces if this development moves forward. He said his employees and tenants will be impacted by losing parking.

Stan Kensinger of the Chamber of Commerce Business Advocacy Council said he thinks this is a fabulous project. He said that the location is the gateway to downtown and will extend the Broadway streetscape around the corner onto Grand Avenue. He said that Broadway Station will be breaking ground in winter. Kensinger said the Broadway Revitalization Committee is doing a fabulous job of revitalizing the core of downtown. Encourage more dense living in the core. He said there is no parking problem in the evening and there will be no parking problems on Broadway with better enforcement. Single family lots are spoken for and dense living in the core will encourage economic development, he said. Kensinger asserted that there are zero vacancies in commercial, and industrial properties in town. He asked that the project be considered positively.

Katie Butters stated that she is doing work on Broadway for her dad. She said that traffic with vehicles and pedestrians is ridiculous. She said she is concerned about how traffic is going to be managed with all of the construction happening with the new developments in the area, especially with the river park.

DELIBERATION

Cowles asked if the traffic and orientation with traffic flow on the alley could be re-visited. Kroner said that she would discuss the issue with Town Engineering.

Nutkins asked if there is a multiplier factor in the code that requires more parking for larger residential units. Kroner stated that the code requirement is one parking space per residential unit if restaurant or retail businesses are located on the first floor. She expanded that many downtown areas eliminating parking requirements in central business districts to be more pedestrian friendly. Kroner said that it is not feasible for downtown projects to provide parking in the downtown areas and would result in an unsuccessful downtown area. She said employee parking is an enforcement issue and said the Town may look at acquiring a lot in the general area for parking. When the community has a parking problem, it will be an exciting time because it would indicate vibrancy, Kroner said. She stated that she has been discussing

downtown parking with the Town Manager and would like to do more education for the public and perhaps provide maps of available public parking in the downtown area. She said the project in question did a great job of meeting the parking requirement while hiding the on-site parking within the design of the building.

Hood asked if the parking standards apply to CBD or just the Broadway district. Kroner said that in both the CBD and Broadway districts, restaurant or retail on ground floor triggers the requirement for one space for each residential unit. She added that communities are establishing parking maximums not minimums.

Cowles asked how many spaces are available in the downtown area. He said that there is an enforcement issue with residents using the right-of-way for parking and storage of recreational vehicles, etc. He said he is looking forward to having more enforcement and extending formalized parking and streetscapes with future developments. He stated that the project in question is meeting the parking requirement. He said he is confused about the alley traffic discussion and how to resolve that. Cowles said he has no problem with the design variance for parking stall dimensions. He said the side yard setback is confusing. Kroner reiterated the code requirements for corner lots and designating the rear yard. Cowles said that the landscaping requirement is not applicable since this would not be an exterior parking lot.

Gregg and Hood said they agree about the landscaping.

Hood said that he thinks the parking space variance is reasonable and something that he typically sees as an engineer. He said he was concerned with the traffic flow in the alley. He said he likes the project and that it is exactly what the town needs in that location. Hood said he likes the parking plan and is pleased that it is included in the project.

Kroner suggested that the Town Engineering team look at the project and the surrounding properties in terms of traffic flow through the alley. Nutkins said that he agrees. Richards suggested that the owner of 105 Capitol install a traffic calming mechanism or a gate to discourage through traffic on his property.

Nutkins stated that he has no issue with any of the design variances. He said that he agrees with Kensinger in that adding density will contribute to the vibrancy of the downtown area. He commented that the façade along Grand Avenue is the entrance to downtown and is being left to artwork being installed to add vibrancy so he is concerned that may not happen. He added that he likes the interior alley design considerations. Richards said that he thinks that the art installations will be utilized, and he is excited about it. Nutkins mentioned that the streetscape may be redesigned with the completion of the Highway 6 corridor study.

McFall said that this project is about as good as we can hope to see in this location and the project designers did a good job. He said he would like to see the alley traffic issue be resolved and that he has no problem with the other conditions.

Gregg said that he agrees with McFall and likes the pedestrian alley way. He suggested that the two trees that should be planted in the parking area be relocated elsewhere on the site.

Richards said that he likes the project but has sympathy for the adjacent property owners and the impact the project may have on them and their businesses.

Ryan Murry asked for a chance to address some of the parking issues that were discussed. He said that he thinks the project itself is great and likes the integration of the pedestrian alley way that borders his property. He re-iterated that there are parking issues on the block. He stated that he thinks the approval of the Broadway Station project was a missed opportunity for the Town to require a fee in lieu for parking. He stated that any development coming into downtown that asked for a parking variance should be required to either make improvements to the surrounding on-street parking or pay a fee.

Cowles thanked Murry for his comments and noted that the parking in lieu fee is something the Town has considered. He said making improvements to the sidewalks and rights-of-way becomes more important as more development takes place.

McFall suggested that the condition for one-way traffic flow through the alley be modified or approval of the project be tabled until such time the issue is resolved. Richard said that he is comfortable having the applicant work with staff to re-evaluate the issue. Nutkins said he would like to see town staff consider the adjacent property owner's needs in coming up with a plan. Hood said that he is in favor of waiting until the issue is resolved and brought back for public hearing so that all interested parties have a change to offer comment.

Cowles said that he is inclined to vote rather than table the decision.

Hopkins said that the project works with or without the one-way alley traffic and it was not a request from the applicant. She said that she is willing to work with the owners of 105. Would like a vote tonight.

Kroner said that she is happy to work with the Town Engineering team and would ask that they involve the adjacent property owners. Nutkins suggested a gate on the west side of the property at 105 Capitol to prevent cut through traffic. Kroner said that the cut through issue exists apart from this project.

Wayne Hauter said that having traffic cut through his lot is also a safety issue. Kroner again stated that she would have the Town Engineers look at this. She said the Highway six study will modify traffic flows in the area in the future as well.

McFall made a motion to approve the design variances as recommended by staff and added that the trees required to be in the parking spaces be relocated elsewhere on the property. McFall made a motion to approve file DR19-04 with the following conditions:

1. Identify the locations of the lighting fixtures on the building, and provide the cut sheet for the fixtures, for planning staff review and approval prior to issuance of a building permit.
2. Final civil plan set will be revised to reflect final technical comments from the Public Works Department/Town Engineer.
3. Provide a note on the Site Plan sheet stating that snow will be removed from the site (as there is not room for on-site snow storage).
4. The building will require a monitored fire alarm system that is located in the commercial spaces and common areas of the residential portion of the building, per the Greater Eagle Fire District.
5. Issues of access to and from the site shall be reviewed by town engineer and reviewed with the adjacent property owners.
6. A public facilities impact report must be submitted to the Town Planner for approval prior to development permit issuance.

Richards seconded the motions. All voted in favor. The motions passed.

DISCUSSION AND RECOMMENDATION REGARDING CAMPING WITHIN THE TOWN OF EAGLE

Kroner said that the intention is to get the discussion going in regard to camping in certain zone districts and during special events with an event permit. RV parks are allowed by Special Use Permit in the Resource District and the Commercial General. She stated there are requirements for having an RV park outlined in the land use code and wanted to get thoughts from commissioners regarding allowing tent camping separate from RV parks. Cowles said that he thinks that the area next to the stock yard and the county fairgrounds is the best space. Gregg said he agrees with Cowles.

Kroner said this conversation also applies to areas that may want to annex into Town. Cowles said that it may be difficult to manage this through the zoning process and would be better managed on public land. He added that it would not necessarily need to be managed by the Town even if the site was located on public land. Kroner said the Town could start looking at the standards for allowing camping in consideration of such things as duration and permitted use vs special use, and policing.

McFall stated that this issue does not rise to the level of priority at this time. Kroner suggested that it could be addressed as part of the code update.

Stan Kensinger commented that he has personal experience with campgrounds. He stated that they encourage homelessness, encourage substance abuse, and they encourage crime. He said that it is the last thing our Town needs to be in the business of doing. He said that everyone thinks of great people camping, but the people who literally camp are the ones we don't want in town.

TOWN BOARD OF TRUSTEE UPDATE

Kroner noted that the Minor Subdivision and Development located at 1353 Chambers Avenue was approved by the Town Board. She also noted that the Lot Line Adjustment file located at 1088 and 1092 Fourth of July Road was approved.

COMMUNITY DEVELOPMENT DEPARTMENT UPDATE

Kroner provided a report on recent activity in the department. Notable highlights: Brush Creek Rd extension working with CDOT and Eagle County. Fairgrounds master plan has been prioritized and the Town is working with the Eagle County to move the project along. Discussions about the Red Development property. All vested rights are expired. Defaulted back to resource zoning. Cowles cautioned that the Town should not let the plan the developers have for the property drive the future land use map, rather the other way around. Slated for commercial/light industrial. Considering doing a sub area plan. Community driven plan. Bill Shrum is heading up economic development efforts until department is fully staffed.

OPEN DISCUSSION

ADJOURN

Commissioner Richards made a motion to adjourn and Commissioner Nutkins seconded. All voted in favor. The meeting adjourned at 8:11PM.

Date

Jason Cowles – Planning and Zoning Commission Chair

Date

Dawn Koenig- Admin Technician



CERTIFICATE OF RECOMMENDATION

TO: Planning & Zoning Commission

FROM: Department of Community Development

DATE: December 3, 2019

PROJECT NAME: 410 Broadway Avenue, Retail & Multi-Family Residential

FILE NUMBER: DR19-03 410 Broadway

APPLICANT: 410 Broadway, LLC, David Nudell

LOCATION: 410 Broadway

ZONING: Central Business District (CBD); Broadway District

EXHIBIT(S):

- A. Application Form and Project Narrative
- B. Development Plan Set
- C. Civil Plans
- D. Improvements Survey
- E. Drainage Report

PUBLIC COMMENT: No public comment received at time of packet publication.

STAFF CONTACT: April Kroner, AICP, Community Development Director

REQUEST: Minor Development Permit for a 3-story mixed-use building including two commercial units on the ground floor, 1 residential unit on the ground floor, and four residential units on both the 2nd and 3rd floors in the CBD.

PROJECT DESCRIPTION

410 Broadway, LLC is proposing a mixed-use development on the two lots encompassing 410 Broadway in Eagle. The site currently has a blighted structure on it which has been vacant for numerous years and in a state of continual deterioration, detracting from the vibrancy of the Broadway District. Town staff is working with the applicant to obtain a grant from the State to assist with asbestos abatement in order for the building to be demolished.

The development will consist of two 900 square foot commercial units on the ground floor, 500 square feet of storage space for the residential units, and 9 residential units dispersed among the first floor (1 unit), second floor (4 units) and third floor (4 units). The product mix will be six two-bedroom units and three one-bedroom plus den units (one of which is ADA accessible). The overall leasable/saleable commercial space is 1,800 square feet, and the nine residential units comprise approximately 10,516 square feet. It is the intent of the applicant to complete the complete project at one time.

The applicant is permitted to have one ground-floor residential unit per the “Appeal of Administrative Decision” that was authorized by the Planning & Zoning Commission on October 17, 2019.

The proposed project is classified as a minor development.

CONFORMANCE WITH THE TOWN’S GOALS, POLICIES, AND REGULATIONS

The proposed project supports the vision and goals identified in the Town’s various planning and guiding documents as follows:

2010 Eagle Area Community Plan

- Chapter 4: Future Land Use Map
 - a. Future Land Use Map designates the property as Historic Town. The proposed development complies with the intent, character, and land uses identified for this future land use area.
- Chapter 5: Special Character Areas – Town Center Area
 - a. The direction for development in the Town Center area is to encourage infill of a nature that is sensitive to the area’s historical character. Mixed-use infill and redevelopment of appropriate design and character should be encouraged along Broadway.
 - b. New structures should be similar in scale and architecture to those that currently exist.
 - c. The detailed design guidelines and standards for both the Central Business District and the Broadway District should continue to be applied as redevelopment occurs to assure attractive structures that are compatible with the town’s historic character and feel.
 - d. Encourage infill and the redevelopment of rundown, outdated or underutilized parcels on Broadway Street.
 - e. In commercial/retail areas, encourage mixed-use with retail, restaurant and entertainment uses on the ground levels and office, lodging and residential uses above.

Staff believes that this project meets the goals and objectives as identified in the Community Plan. The redevelopment of currently blighted/underutilized properties serves the Town’s objective of maximizing economic activity and adding vitality to the Broadway District.

Town of Eagle Regulations - Land Use and Development Code

The Development Standards section of the Land Use and Development Code (Chapter 4.07) identifies the general standards to be met for all projects requiring issuance of a Development Permit. In addition, this project falls within the Broadway District, which has more specific provisions for development along this corridor (Chapter 4.07.060).

DEVELOPMENT STANDARDS

Lighting (4.07.010)

The lighting plan identifies the locations and types of lighting proposed for the development. The lighting needed for this development is minimal, and includes a total of 12 wall-mounted downlight sconces (9 on front façade, three on rear) and three recessed can lights at the rear of the building. All lighting proposed is dark-sky compliant and meets the requirements as set forth in the land use code. The cut-sheets for the specific fixtures were not provided, however the site landscape/lighting plan indicates final fixture selections are to be provided prior to Certificate of Occupancy. Staff recommends the final lighting fixture selection cut-sheets be provided for review and approval prior to issuance of a temporary certificate of occupancy.

Landscaping (4.07.020 & 4.07.070, 6)

Landscaping is not required in the Central Business District, as the district allows for 100% impervious coverage including up to 80% building coverage and 20% all other impervious areas. The applicant did however provide a landscape plan that identifies minimal plantings for the 68 sf of the site that remains pervious. This area is located to the rear of the building just west of the trash/recycling enclosure.

Erosion & Sediment Control (4.07.030)

An erosion control plan was provided and such plan has been reviewed and determined to be designed in conformance with the Town's requirements.

Broadway District Standards (4.07.060)

- *General Provisions & Goals and Objectives.* The general provisions of the Broadway District indicate that within the district, retail and commercial uses should be located on the first floor, with office, service establishments, and residential uses found above on the second and third floors. In addition, the 'goals and objectives' section states that "*residential units, lofts, and offices should be located above retail, restaurant, and commercial uses. Residential use is not allowed at the street level or basement level for new construction or renovated buildings.*" The project as proposed includes two residential units on the ground level, located in the rear of the building. The Town's ordinance doesn't allow for use variances, and therefore staff recommends the two residential units on the main floor be removed and put into commercial space to meet the requirements of the Broadway District per the Land Use and Development Code. There are implications of removing these units, including 1) the project would no longer need to meet the LERP requirements as there would be fewer than 10 residential units; and 2) an elevator would need to be installed in the building to allow access to the residential units per the International Building Code.
- *Height:* The maximum building height allowed is 35' to any point on the building, except in the Broadway District for which a variety of situations are identified that may be allowed. As proposed, the building height is 35' to the top of the roof deck, with an additional 3' parapet wall. The Broadway District allows parapet walls to exceed the height limit by no more than four feet, and therefore *this standard is met.*
- *Setbacks:* There is a 25' rear yard building setback in the CBD per the Land Use code (and 0' setbacks in all other yards). This setback may be reduced in the Broadway District if enclosed

garage parking is provided. The building is predominantly setback 25' in the rear yard, however there is an approximately 10' wide area for the enclosed stairwell that has a setback of 22'. *This requires a design variance.* Staff supports the design variance as the CBD actually allows for 100% impervious area, and commonly communities have 0' building setbacks in all yards within the CBD. In addition, the ordinance already allows for buildings within the 25' setback (for a garage). The Town is currently updating its land use and development code and will be modifying standards in the Broadway District (and others), and it is likely the rear-yard setback will be eliminated.

- **Building Mass/Form/Orientation:** This section identifies that new construction shall maintain and reinforce the pattern of traditional building forms and shapes along the streetscape, and that front facades should create a rhythm of architecture and interest. In addition, the relation to human scale should be considered in the façade design. Staff believes the building *meets this standard given that it is placed along the public sidewalk (no front setback), is traditional rectangular form, addresses the pedestrian scale and creates architectural interest.*
- **Architectural Detail:** The proposed architectural details of the proposed building meet the recommendations for this district (there are 16 such details provided for in the land use code). *These standards are met.*
- **Building Material and Colors:** The exterior façade uses different materials, and colors inspired from nature, to create architectural interest. Materials used include metal siding, protruding metal design elements, colored concrete, and fiber cement siding (or similar product). This conforms to the recommend materials identified for use in the Broadway District. *This standard is met.*
- **Parking and Access:** With regards to parking, applying the code consistently with recent mixed-use developments in the Broadway District, the project requires 1 parking space per residential unit to be provided on-site when a retail or restaurant use has been established on the first floor. The project has been proposed as a mixed 'retail & multi-family residential' development and therefore is required to provide a total of 9 parking spaces, one for each proposed residential unit. A total of six parking spaces are proposed for the development project, located behind the building. *The project requires a variance from the town's ordinance per the proposed plan to allow the number of parking spaces provided to be below the required 1 per residential unit.* As the project has more than 5 dwelling units, parking spaces may be located within a 200' radius of the subject property and fulfill the off-street parking requirement. Staff encourages the applicant to seek acquisition of, or lease, parking spaces near the property that allow the requirement to be fully met. However, as that may not be possible to achieve in this location, staff supports the design variance as reducing off-street parking minimums in central business districts is recommended in urban planning practice to achieve downtown revitalization, promote redevelopment, and attain the greatest use of downtown property. In addition, the Town's parking analysis revealed that there is abundant on-street parking to support development in the Central Business District.

The off-street parking spaces include two tandem parking spaces, which are allowed to be utilized towards the parking requirement. The property owner will be assigning the parking spaces, and will be required to manage the access control to the stacked spaces among the tenants. One of the tandem parking spaces is identified for compact use only, as it is 8' wide (still 19' long). *A design variance is required to reduce the parking space width from 9' to 8' for this space.* Staff supports the design variance to allow compact parking only for the one parking space. In addition, one parking space is designated as an ADA space, as is required.

Access to the site is provided to the rear of the building off of the existing alley. This access leads directly to the four proposed parking spaces and the trash/recycling location.

Fire Protection (4.07.150)

The proposed development shall comply with the provisions of the current fire code adopted by the Greater Eagle Fire Protection District. The development plans were provided to the Greater Eagle Fire Protection District for review and approval. The building will be sprinklered per building code requirements.

Utilities, Grading, and Drainage

The property will be serviced with existing town water and sewer lines. The engineering and public works team has reviewed the utility plans for this project and has some minor technical comments that need to be revised on the plans.

In addition to the utilities, public works and engineering has met with the applicant regarding site grading and drainage considerations on the site, and has identified some minor revisions to be made on the plans.

Design Variance (4.07.160)

Design variances may be granted from the strict application of the code if a finding is made that there exists on the property in question exceptional topographical, soil, or other sub-surface condition, or other extraordinary conditions peculiar to the site, existing buildings, or lot configuration, such that strict application of the regulation from which the variance is requested would result in peculiar and exceptional practical difficulties to or exceptional and undue hardship upon the applicant; or that the public good would be better served by granting the variance.

Any design variance request shall be made and reviewed concurrently with the development plan and, if granted, shall be described and acknowledged in the development permit.

Staff recommends approval of the following design variances:

1. Rear-yard building setback of 22' (25' required, may be reduced if a garage is constructed in the setback).
2. Allow one compact car parking space with dimensions of 8' x 19' (9' x 19' required).
3. Allow a reduction in the number of off-street parking spaces by 3 spaces by providing a total of 6 off-street parking spaces (9 required).

PUBLIC NOTICE AND COMMENTS

The public hearings were publicly noticed in accordance with the applicable public notification requirement of the Eagle Land Use and Development Code. No public comment has been received.

STAFF RECOMMENDATION

Staff recommends approval of the following design variances:

1. Rear-yard building setback of 22' (25' required, may be reduced if a garage is constructed in the setback).
2. Allow one compact car parking space with dimensions of 8' x 19' (9' x 19' required).
3. Allow a reduction in the number of parking spaces by 3 spaces by providing a total of 6 on-site parking spaces (9 required).

Staff recommends approval of Minor Development Permit DR19-03 with the following conditions:

1. Final lighting fixture selection cut-sheets must be provided to Community Development staff for review and approval prior to issuance of a temporary certificate of occupancy.
2. Address final technical comments from PW/Engineering prior to issuance of a building permit.



TOWN OF EAGLE
COMMUNITY DEVELOPMENT
200 BROADWAY • PO BOX 609 • EAGLE, CO 81631
PHONE: 970-328-9655 • FAX: 970-328-9656
www.townofeagle.org

LAND USE & DEVELOPMENT APPLICATION

Pursuant to the Land Use & Development Code, Title 4

ZONING REVIEW ☒ Special Use Permit ☐ Zoning Variance ☐ Rezoning ☐ Temporary Use Permit ☐ Amendment to Zone District Regulations ☐ Encroachment Permit	DEVELOPMENT REVIEW ☒ Minor Development Permit ☐ Major Development Permit PLANNED UNIT DEVELOPMENT (PUD) REVIEW ☐ PUD Zoning Plan ☐ PUD Development Plan	SUBDIVISION REVIEW ☐ Concept Plan ☐ Preliminary Plan ☐ Final Plat ☐ Lot Line Adjustment ☐ Condominium / Townhouse ☐ Minor Subdivision
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PROJECT NAME 410 Broadway Building
PRESENT ZONE DISTRICT CBD **PROPOSED ZONE DISTRICT** CBD
(if applicable)

LOCATION
STREET ADDRESS 410 Broadway, Eagle, CO 81631

PROPERTY DESCRIPTION
SUBDIVISION Eagle Block 22 Lots 15 + 16 **LOT(S)** 15 + 16 **BLOCK** 22
(attach legal description if not part of a subdivision)

DESCRIPTION OF APPLICATION/PURPOSE Creation of a mixed use building with 1800 SF of Retail Commercial space and 10 205' Rental Condominium units.

APPLICANT NAME 410 Broadway LLC. **PHONE** 970-390-0492
ADDRESS Box 3715 Eagle CO 81631 **EMAIL** DNudell@vail.net
OWNER OF RECORD 410 Broadway LLC **PHONE** 970-390-0492
ADDRESS Box 3715 Eagle CO 81631 **EMAIL** DNudell@vail.net
REPRESENTATIVE* David Nudell, Managing Member **PHONE** 970-390-0492
ADDRESS Box 3715 Eagle CO 81631 **EMAIL** DNudell@vail.net

*A representative must submit an affidavit or power of attorney signed by the property owner of record authorizing the representation.

APPLICATION SUBMITTAL ITEMS:

The following submittal materials must be submitted in full before the application will be deemed complete (please check all items that are being submitted):

- ☒ Applicable fees and deposits.
- ☒ Project Narrative, describing the project, its compliance with any applicable review criteria, any impacts to the surrounding area, and any other relevant information.
- ☒ Surrounding and interested Property Ownership Report (see project specific checklist for more information).
- ☒ Proof of Ownership (ownership & encumbrance report) for subject property.
- ☒ Site Plan, drawn to scale and depicting the locations and boundaries of existing and proposed lots and structures.
- ☒ Project specific checklist.

FEES AND DEPOSITS:

See Eagle Municipal Code Section 4.03.080

1. Application fees shall be paid in full at the time of the filing of the application and unless paid, the application shall not be deemed complete. All fees are nonrefundable.
2. As described in Eagle Municipal Code § 4.03.080, third-party consultants may be necessary for the review and processing of applications. These costs ("pass-through costs") must be paid by the applicant. If pass-through costs are expected, the applicant must pay a deposit at the time the application is filed. If at any time the deposit does not fully cover the pass-through costs, the applicant must pay another subsequent deposit before the Town will continue processing the application.
3. The Town may withhold the recording of any Subdivision Final Plat or Development Plan or the signing of any Resolution or Ordinance until all pass-through fees are paid in full.
4. Within 30 days of approval or denial of an application, any remaining deposit shall be returned to the applicant. If an application is withdrawn, any remaining deposit shall be returned to the applicant within 60 days.

I have read the application form and certify that the information contained herein is correct and accurate to the best of my knowledge. I understand that it is my responsibility to provide the Town with accurate information related to this application. I UNDERSTAND THAT FILING AN APPLICATION IS NOT A GUARANTEE THAT THE APPLICATION WILL BE APPROVED.


Signature

6/20/19
Date

FOR OFFICE USE ONLY

DATE RECEIVED _____	BY _____	FILE NUMBER _____
REVIEW FEE _____	DATE PAID _____	RECEIVED BY _____
DATE CERTIFIED COMPLETE _____	BY _____	
P&Z HEARING DATE _____	DECISION _____	
BOT HEARING DATE _____	DECISION _____	

10/28/19

410 Broadway LLC Minor Development Application Project Narrative

To Whom it May Concern:

410 Broadway LLC is proposing a mixed-use development on the two lots encompassing 410 Broadway in Eagle. That development will consist of two 900 square foot Commercial units on the ground floor, and 9 residential units. The product mix will be 6 two bedroom units, 3 one bedroom plus den units, one of which will be a "Type A" ADA accessible unit. The goal will be to offer the residential units for as reasonably priced as possible, while providing a flexible commercial opportunity for local businesses. This development is within 630 feet of the Town Park, and easy walking distance to all downtown amenities. All residential units have decks, as well as dedicated storage units. The parking spaces will be assigned. This development will be built all at once with no phasing.

Total Square footage of leasable/saleable commercial space is 1800 square feet. Total Square footage of the 9 residential units is 10,516 square feet.,

This proposed development is in keeping with, and pursuant to the goals and outlines of Town of Eagle code section 4.07.022 entitled Broadway District: a three story development with appropriately sized commercial on the main level and residential above and behind; the architectural style is referential to others in the Broadway District and other western slope communities without being direct copies of them; use of different materials and colors inspired from nature are used to create architectural interest and set off different parts of the building. The exterior façade will have elements of metal siding, protruding metal design elements, colored concrete, and fiber cement siding or similar product.

Simple in massing and detailing. The first floor retail is to be mostly storefront glass with steel columns to create a strong base with modern materials. A steel trellis will partially shade the west facing entries.

The 2nd and 3rd floor residential above is expressed with a softer grey/reclaimed siding and stucco to speak to the traditional eagle buildings. The corners are cut out to create residential decks and soften the massing at the street elevation.

This proposal is further in keeping with the goals, strategies, and recommended action items outlined during the Community Plan Update meetings. Though they are not formally adopted or codified into the Land use code, significant input has come from the public in addition to the work that has been done in the committees.

Specifically the Future Land Use sections suggest that the Town of Eagle should:

"Establish a new mixed -use zone district and associated standards within the Land Use and Development Code to encourage residential dwellings above *or integrated into* non-residential buildings." [emphasis mine]

“Encourage creative housing opportunities by developing infill development standards in the Land Use and Development Code.”

“Research available incentives and identify the most appropriate options for developers to provide affordable housing.”

“Encourage additional commercial and mixed-use development “

“Develop specific residential and non-residential design standards that are unique to Eagle and support the existing eclectic character.”

“Create an incentive program to encourage local lodging in and near the Downtown area.”

“Provide incentives (eg density bonuses) for new, condensed development.”

We believe that the 410 Broadway proposal is in keeping with the intent of the desired Future land Use in the historic Broadway section of the Central Business District.

All utilities are stubbed to the site, and we believe that there are adequate public facilities to serve the development.

Snow on the driveways will be collected and removed from the site as there is no viable location for snow storage.

The homeowner’s association would maintain and pay for the irrigation for the planted areas. The planted areas will not be allowed to impede the walkway.

Mechanical Room shall be on the main level of the building accessible from an outside door on the rear of the building.

The building will be sprinkled for fire protection, and has two methods of ingress/egress the required distance apart for emergency fire evacuation. The fire department is located on 3rd street about 4 ½ blocks away (1755 feet or 1/3 mile as the car drives) from this proposed development.

We request that Municipal and Park Land Dedication fees per section 4.13.160 of the Town Code be considered exempted for this development as the last sentence of the first paragraph of this section states: “Re-subdivisions of already subdivided land, condominium and townhouse subdivisions are exempt from this Municipal Park Land Dedication requirement.” Also, as this is a Minor Development application, we believe per your permit submittal checklist that School Land Dedication Fees and the Performance Guarantee should not apply. We would also request that any and all fees payable to the town be subject to payment 9 months after groundbreaking, which would reduce the costs of the project by the compound interest that would accrue on these fees if paid from day 1.

The Town and 410 Broadway LLC have been working for 3+ years in a public/private partnership to try to obtain a Brownfield Mitigation Grant from the State, so that the current structures can be mitigated for Asbestos and Lead Based Paint and torn down. It is currently the hope and expectation of the Town and

410 Broadway LLC that we will obtain grant approval this year for funding of the grant before the end of 2019.

The Planning Commission, in its meeting on 10/17/19 agreed to override the Planner's finding that ground level residential was not consistent with the current town code, and approved one ground level unit for this development to become the ADA accessible unit for the development. This ground level residential unit is unlikely to be visible from Broadway. We have redrawn the building to show only one residence on the ground floor, and the addition of two assigned parking spaces, bringing up the number of parking spaces from 4 to 6.

We currently anticipate the start of construction late spring or early summer of 2020 and we anticipate that it would be complete within 18 months of groundbreaking.

Sincerely,

David Nudell

410 Broadway LLC., Managing Member.

dnudell@vail.net

970-390-0492



Town Of Eagle
Retail & Multi Family Residential
410 Broadway

CHARACTER ELEVATION

DEVELOPER 410 BROADWAY LLC
DAVID NUDELL
PO BOX 3715
217 BROADWAY
EAGLE, CO 81631

ARCHITECT MAGGIE T. FITZGERALD, AIA
P.O. BOX 1328
EAGLE, COLORADO 81631
(303) 870-9397
maggieTfitz@gmail.com

CIVIL YARNELL CONSULTING & CIVIL DESIGN, LLC
229 MIDLAND AVE.
BASALT, COLORADO 81621
(970) 323-7008

SURVEYOR MERIDIAN LAND SURVEYING, LLC
PO BOX 2225
GYPSUM, COLORADO 81637
(970) 524-0963

ADA SUMMARY:

THE FIRST FLOOR RETAIL IS ACCESSIBLE.
ONE OF NINE RESIDENTIAL UNITS IS ACCESSIBLE, AND DESIGNED
AS A TYPE B UNIT. THERE IS AN ACCESSIBLE ROUTE FROM THE
STREET TO THROUGH THE UNIT TO AN ASSIGNED PARKING SPACE
OFF THE ALLEY.

PROJECT SUMMARY:

NEW CONSTRUCTION - MIXED USE, 3 STORY
FIRST FLOOR COMMERCIAL AND ONE RESIDENTIAL UNIT AT GRADE
(8) RESIDENTIAL UNITS ON FLOORS TWO AND THREE

FLOOR AREAS SUMMARY:	SALEABLE/LEASEABLE SQ.FT.	PER FLOOR GSQ.FT.
LEVEL 0 - MECHANICAL -		
LEVEL 1 - RETAIL SPACE (LEASEABLE)	1,830 GSQ. FT.	
RESIDENTIAL UNITS	1,058 GSQ. FT.	
(1) 1,058sf (1) BDRM, TYPE B ADA UNIT		
STORAGE UNITS -	500 GSQ. FT.	4,370 GSQ. FT.
LEVEL 2 - RESIDENTIAL/APARTMENTS		
(3) 1,015sf (2) BDRM		
(1) 935sf (1) + DEN	3,980 GSQ. FT.	4,562 GSQ. FT.
LEVEL 3 - RESIDENTIAL/APARTMENTS		
(3) 1,015sf (2) BDRM		
(1) 935sf (1) + DEN	3,980 GSQ. FT	4,562 GSQ. FT
TOTAL	11,348 SQ. FT.	13,494 GSQ. FT.

BUILDING MFA: 221%

13,494/6,250 = 216%
240% MAXIMUM

BUILDING HEIGHT:

35' MAXIMUM

DRAWING INDEX:

A0.0 COVER SHEET
ORIGINAL - IMPROVEMENT PLAT WITH TOPOGRAPHY

C1 COVER SHEET
C1.1 GENERAL NOTES
C2 EXISTING CONDITIONS & DEMO PLAN
C3 SITE PLAN
C4 STORM WATER MANAGEMENT PLAN
C5 GRADING & UTILITY NOTES
C5.1 GRADING & UTILITY PLAN
C6 HORIZONTAL CONTROL PLAN
D1 DRAINAGE PLAN

A1.0 ORIGINAL TOPO
A1.1 SITE PLAN, LANDSCAPE,
EXTERIOR LIGHTING PLAN
A2.1 GROUND LEVEL FLOOR PLAN
A2.2 SECOND LEVEL FLOOR PLAN
A2.3 THIRD LEVEL FLOOR PLAN
A2.4 ROOF PLAN

A3.1 EXTERIOR ELEVATIONS
A3.2 EXTERIOR ELEVATIONS

A4.1 BUILDING SECTIONS

RESIDENCES & RETAIL
410 BROADWAY AVENUE
LOTS 15 & 16, BLOCK 22, TOWN OF EAGLE
EAGLE, COLORADO 81631

Issue:	date:
PROGRESS SET	APRIL 8, 2019
TOWN OF EAGLE P&Z	June 28, 2019
TOWN OF EAGLE P&Z revised	Sept 6, 2019
TOWN OF EAGLE P&Z revised	Oct, 30, 2019

A0.0
ELEVATION

Maggie T. Fitzgerald, AIA
— architect —
P.O. Box 1328 Eagle, Colorado 81631
970.445.0486

SITE AREAS SUMMARY:

MAIN LEVEL FOOTPRINT	4,370 S.F.
ASPHALT PARKING	1,030 S.F.
CONC. PATHS & (2)PATIOS	503 S.F.
TOTAL ALL IMPERVIOUS (PERVIOUS = 281SF)	5,903 S.F.

SITE SUMMARY:

TOTAL BUILDING COVERAGE 4,370 SF / 6,250 S.F.SF = 69%
TOTAL SITE IMPERVIOUS AREA 5,903 SF / ACRES OR 6,250 SF = 94.4%

SITE LIGHTNG:

(12) 500 Lumen, 40 watt bulb, Sconce Fixtures: See Elevations
(3) Recessed Down Lights within Soffits 500 Lumen, 40 watt bulbs
Total Lumens 7,500
*Owner to Provide Final Fixture Selections Prior to C.O.

EXTERIOR WALL MOUNTED SCONCE,
DOWNLIGHT

STREET LIGHT

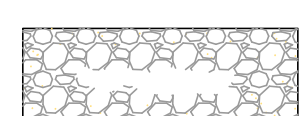
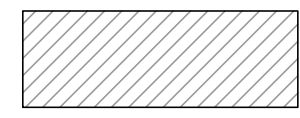
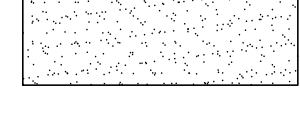
NOTE:
ALL EXTERIOR LIGHTING TO BE DARK SKY COMPLIANT
DOWN LIGHTING

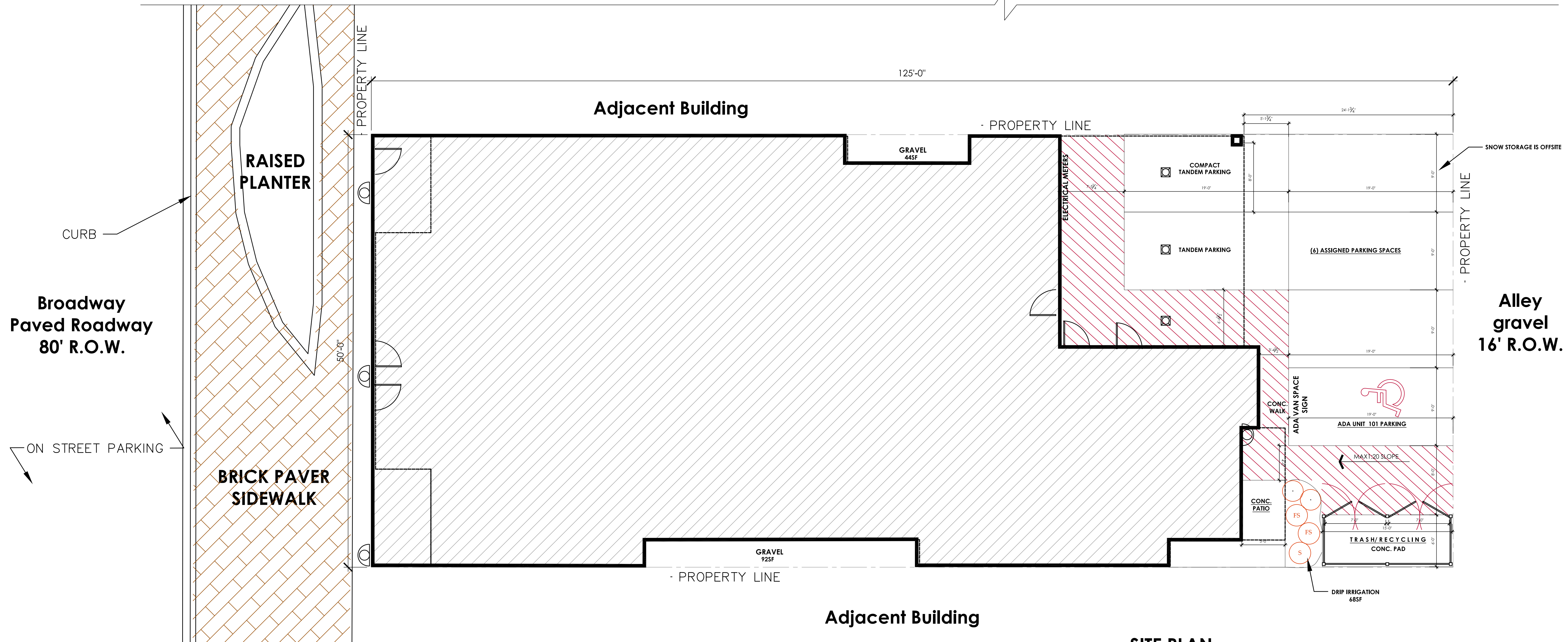
DIRECTED SPOT LIGHT @ SIGNAGE

RECESSED CAN LIGHT

WEATHER-PROOF OUTLET

PLANT SCHEDULE:

Symbol	Common Name	Scientific Name	Flower	Growth Height/Spread	Exposure	Count	Size	Shrubs
	Native Yellow Potentilla	Potentilla fruticosa	Yellow	2'/2'	Sun	2	5 Gal.	
	Silver Sagebrush	Artemisia cana	Insignificant	3-6'/3'	Sun	1	5 Gal.	
	Ural False Spirea	Sorbaria sorbifolia	White	5'/7'	Sun/Filtered Shade	2	5 Gal.	
	Mixed Perennials						1 Gal., 18" o.c.	Grasses and Groundcovers
	Gravel Cobble						Sq. Ft.	
	Gravel Cobble/or Bark Mulch at beds, drip edge, Owner preference, verify						Sq. Ft.	
	Native Grass Mix to Match Existing Grasses, Irrigated & Maintained						All Disturbed Areas	
IRRIGATION :								
Total Irrigated Area: Drip Irrigation s.f. , Re-Veg areas s.f.		281 Re-Veg s.f. & Drip s.f.						

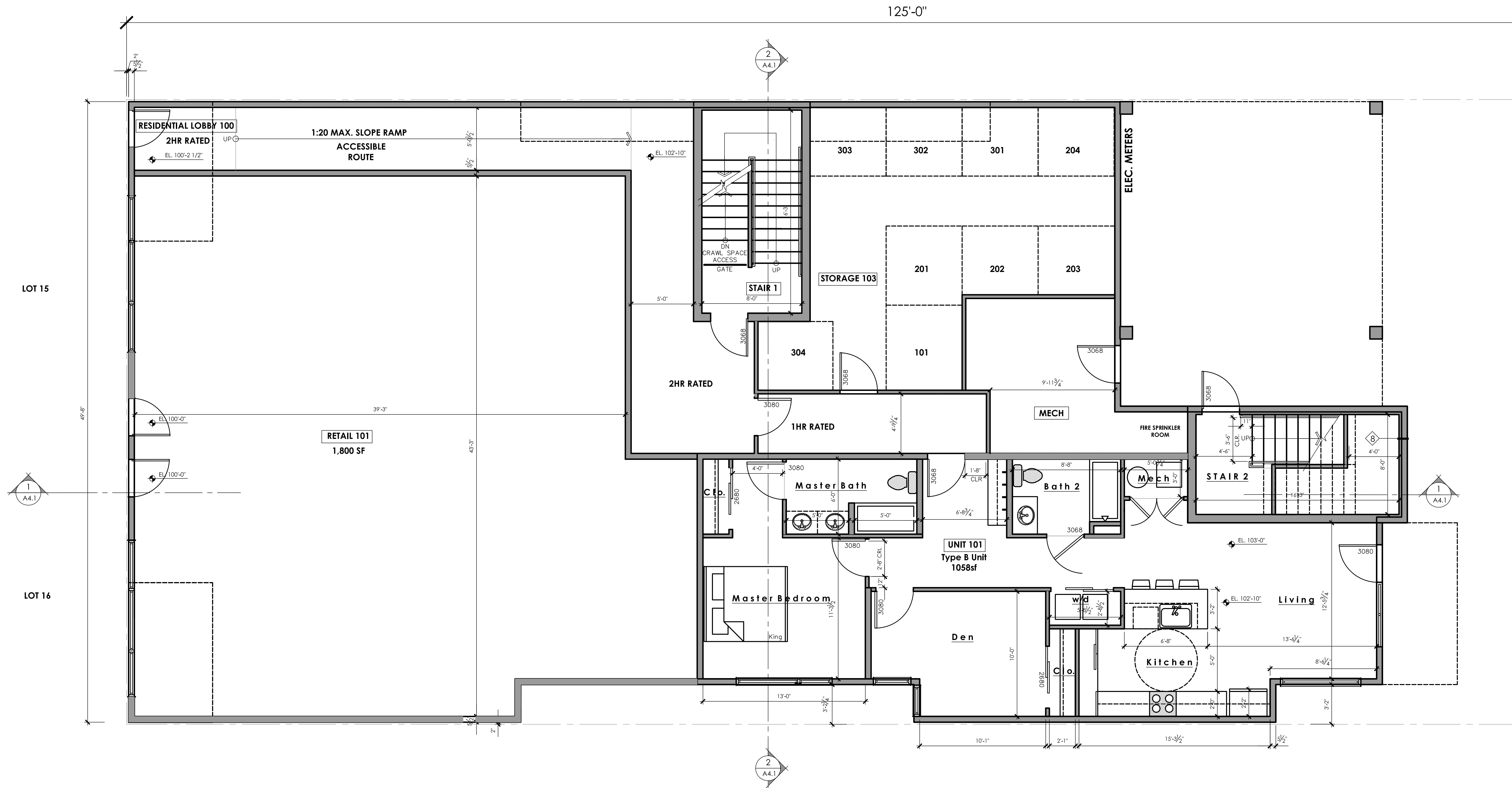


Maggie T. Fitzgerald, AIA
— architect —
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RESIDENCES & RETAIL
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A1.1
SITE PLAN
LANDSCAPE / LIGHTING



GROUND LEVEL FLOOR PLAN

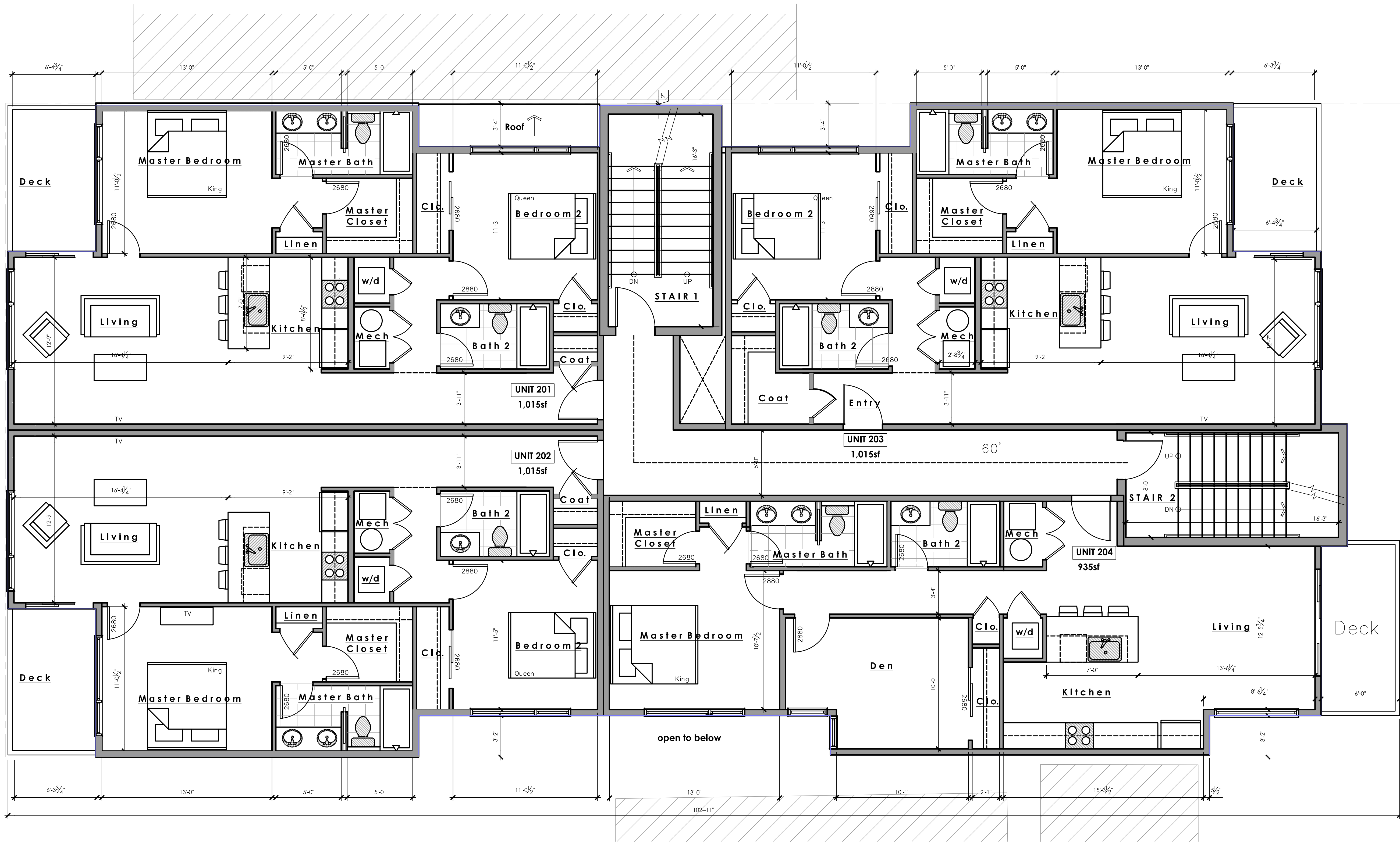
SCALE: 1/4" = 1'-0"

Maggie T. Fitzgerald, AIA
— a r c h i t e c t —
P.O. Box 1328 Eagle, Colorado 81631
970.445.0486

RESIDENCES & RETAIL
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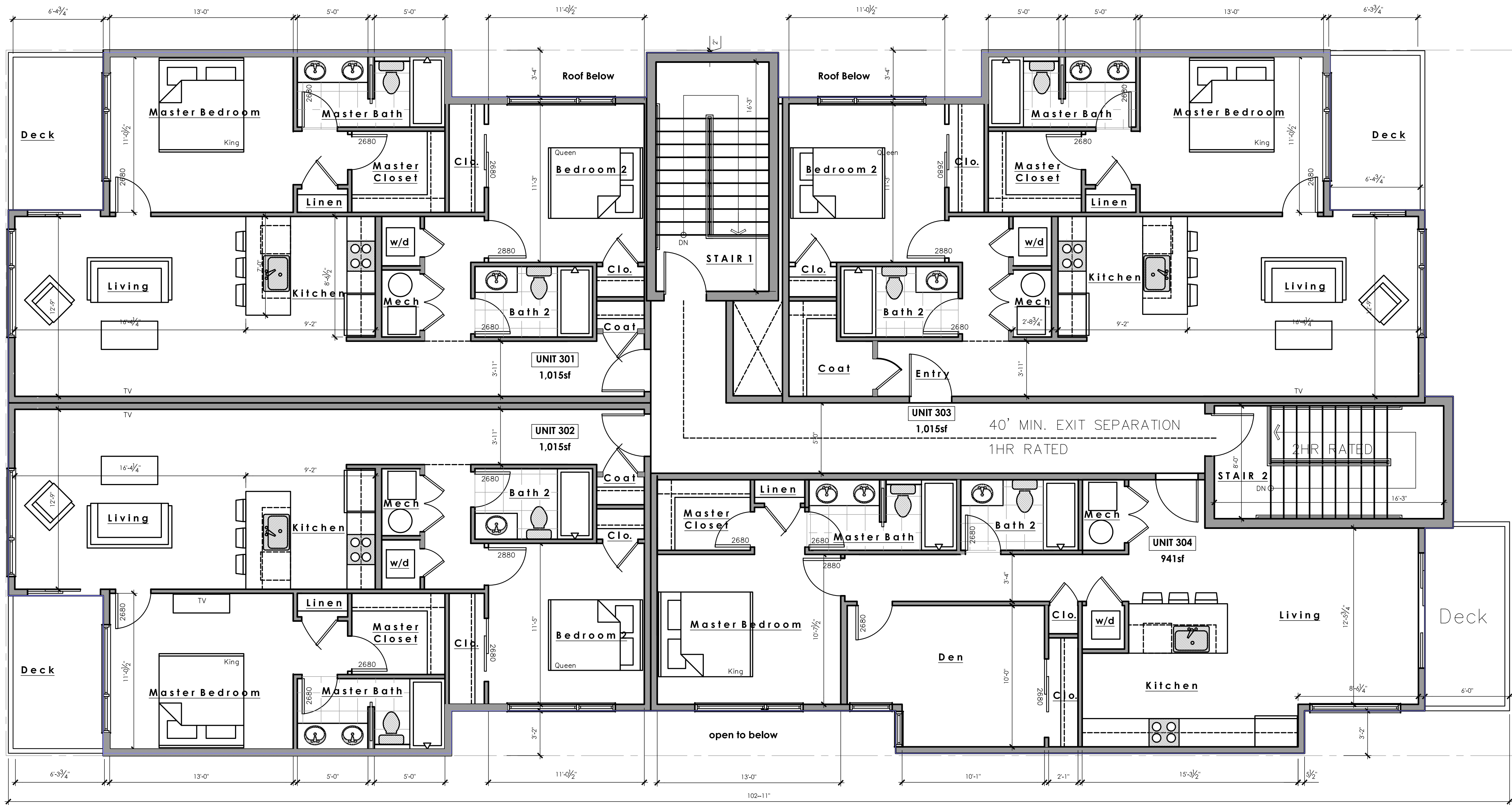
A2.1
MAIN LEVEL
FLOOR PLAN



OPTIONAL MITZ
AC UNITS

SECOND LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0"

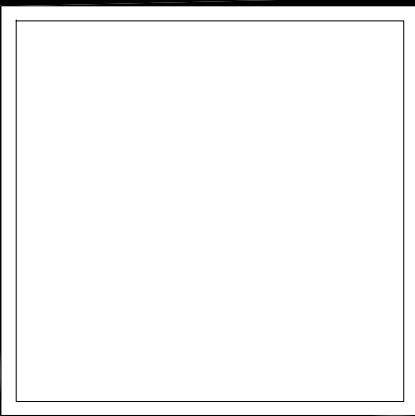
issue:	date:
PROGRESS SET	APRIL 8, 2019
TOWN OF EAGLE P&Z	JUNE 28, 2019
TOWN OF EAGLE P&Z revised	SEPT 6, 2019
TOWN OF EAGLE P&Z revised	OCT. 30, 2019



THIRD LEVEL FLOOR PLAN

SCALE: 1/4" = 1'-0"

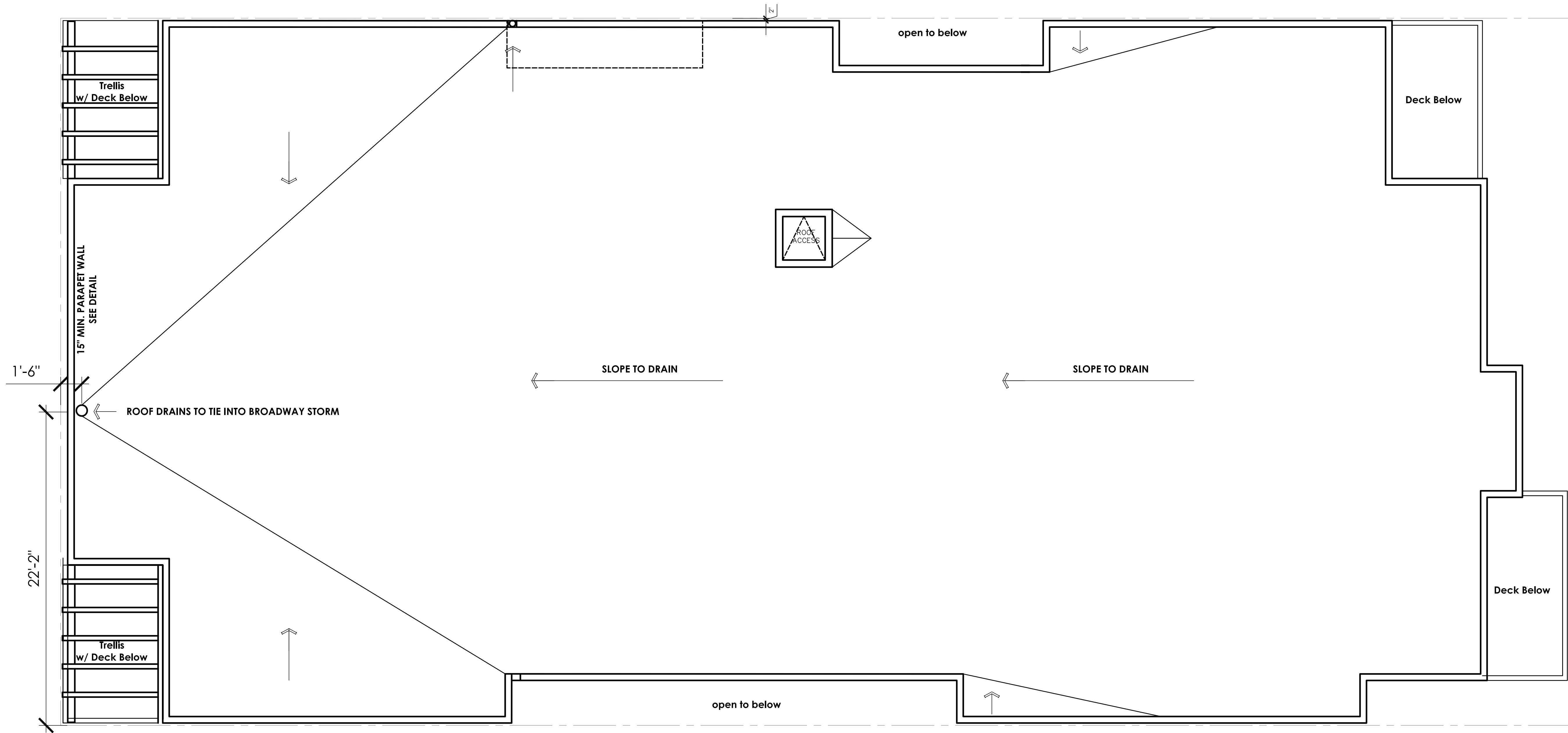
Maggie T. Fitzgerald, AIA
— architect —
P.O. Box 1328 Eagle, Colorado 81631
970.445.0486



RESIDENCES & RETAIL
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EAGLE, COLORADO 81631

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A2.3
THIRD LEVEL
FLOOR PLAN



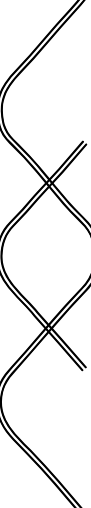
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A2.4

ROOF PLAN

SCALE: 1/4" = 1'-0"

issue:	date:
PROGRESS SET	APRIL 8, 2019
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RESIDENCES & RETAIL
410 BROADWAY AVENUE
LOTS 15 & 16, BLOCK 22, TOWN OF EAGLE
EAGLE, COLORADO 81631


Maggie T. Fitzgerald, AIA
— a r c h i t e c t —
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970.445.0486

A2.4
ROOF PLAN



FRONT ELEVATION



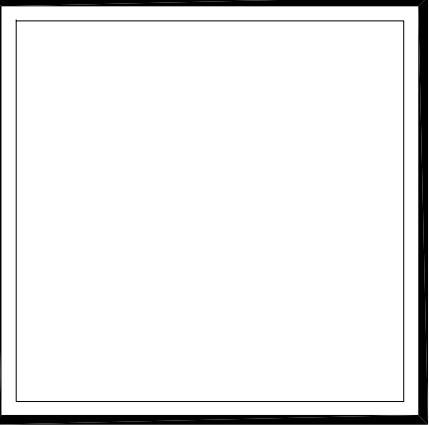
SOUTH ELEVATION

Maggie T. Fitzgerald, AIA

— a r c h i t e c t —

P.O. Box 1328 Eagle, Colorado 81631

970.445.0486



RESIDENCES & RETAIL

410 BROADWAY AVENUE

LOTS 15 & 16, BLOCK 22, TOWN OF EAGLE

EAGLE, COLORADO 81631

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A3.1

ELEVATION



NORTH ELEVATION



ALLEY/EAST ELEVATION

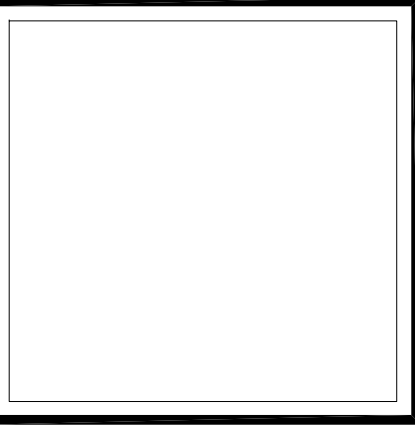
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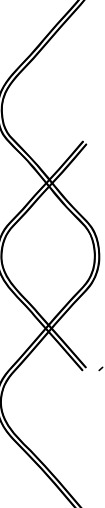
RESIDENCES & RETAIL

410 BROADWAY AVENUE

LOTS 15 & 16, BLOCK 22, TOWN OF EAGLE

EAGLE, COLORADO 81631





Maggie T. Fitzgerald, AIA

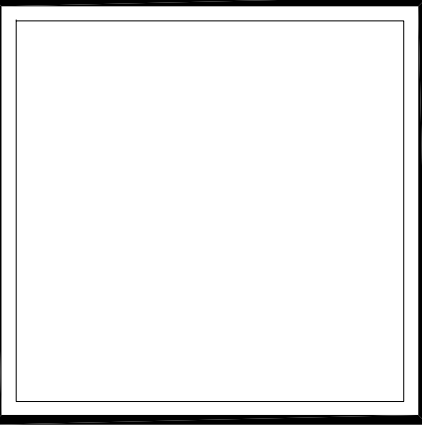
— a r c h i t e c t —

P.O. Box 1328 Eagle, Colorado 81631

970.445.0486

A3.3

ELEVATION



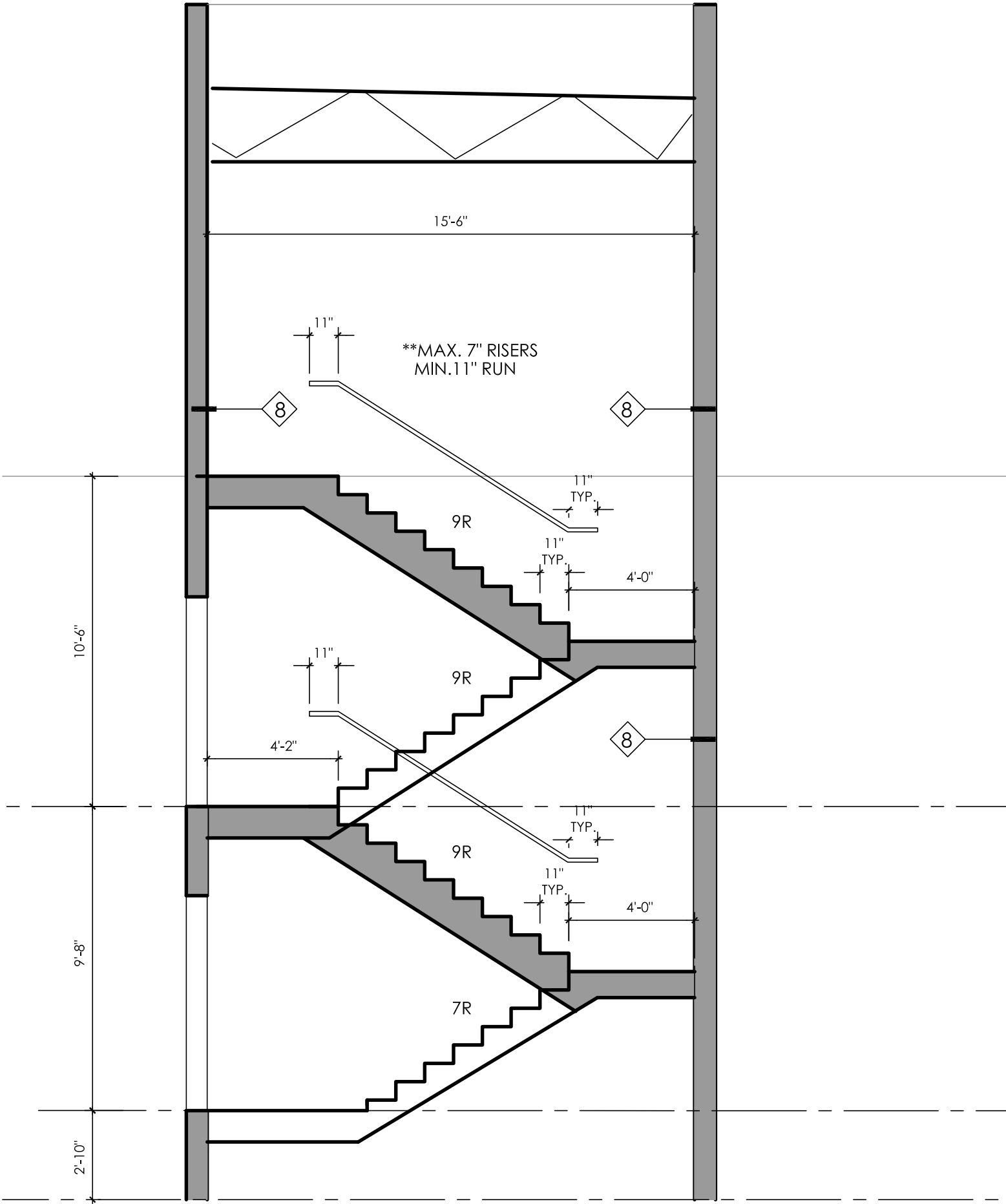
RESIDENCES & RETAIL

410 BROADWAY AVENUE

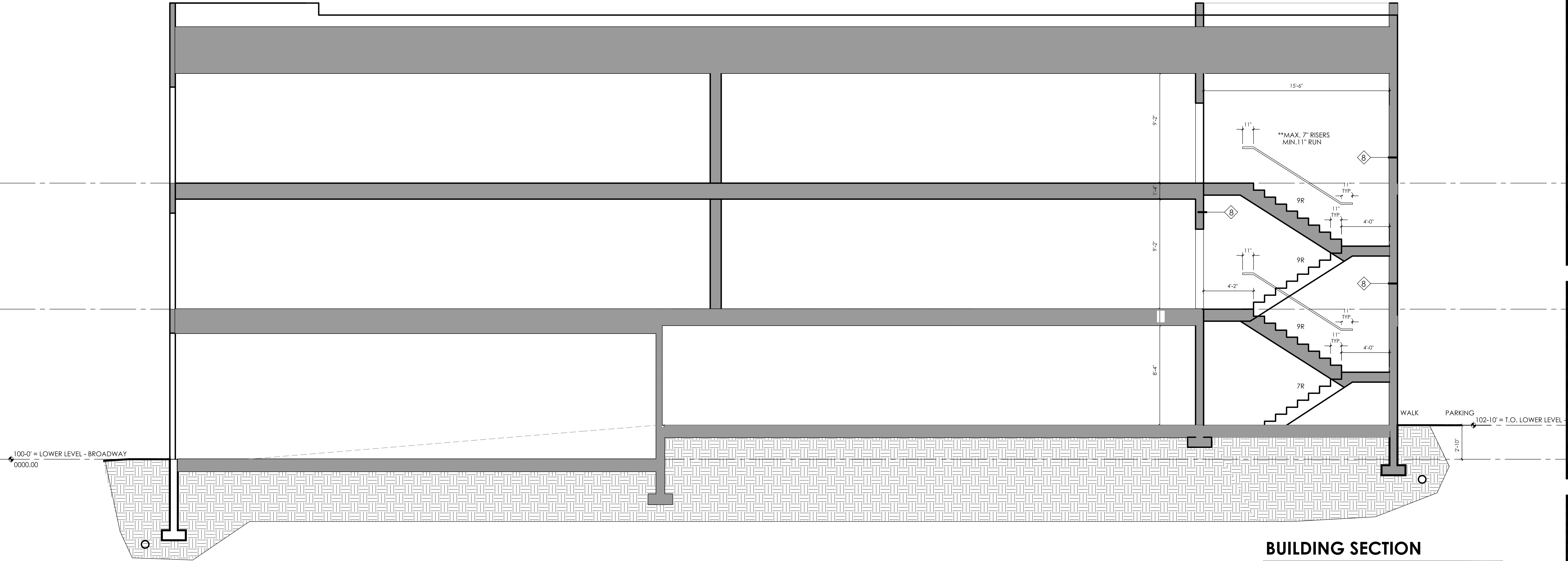
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TOWN OF EAGLE P&Z	
TOWN OF EAGLE P&Z revised	
TOWN OF EAGLE P&Z revised	



STAIR SECTION



BUILDING SECTION

D:\DROPBOX\PROJECT FILES\19.004-410 BROADWAY, EAGLE\PLANS\C1 COVER SHEET

LEGEND	
EXISTING	PROPOSED
PROPERTY LINE	
RIGHT-OF-WAY LINE	
SECTION LINE	
EASEMENT	
RETAINING WALL	
CURB & GUTTER	
ASPHALT	
CONCRETE	
PAVERS	
HANDICAP RAMPS	
5750	5750
CONTOURS	
UTILITY CROSSING	
STORM SEWER	
STORM MANHOLE	
ROOF DRAIN	
STORM INLET	
FLARED END SECTION	
SS	SS
SANITARY SEWER	
SANITARY MANHOLE	
CLEAN OUT	
W	W
WATER LINE	
WATER VALVE	
FIRE HYDRANT	
WM	
WATER METER	
IR	IR
IRRIGATION LINE	
IRR	
IRRIGATION CONTROL	
OHE	
OVERHEAD ELECTRIC	
E	E
ELECTRIC LINE	
LIGHT POLE	
POWER POLE	
ELEC	
ELECTRIC METER	
T	T
TELEPHONE LINE	
TEL	
TELEPHONE PEDESTAL	
CT	CT
CABLE TV	
SIGN	
DIRECTION OF FLOW	
GRADING ARROW	
DECIDUOUS TREE	
EVERGREEN TREE	
BUSH/SHRUB	
D.W.	
MONITOR WELL	
G	G
GAS LINE	
DRIVE	DRIVE
ELEV	ELEV
SPOT ELEVATIONS	

RETAIL AND MULTI-FAMILY RESIDENTIAL

410 BROADWAY

LOT 15 AND 16, BLOCK 22

TOWN OF EAGLE, COUNTY OF EAGLE, STATE OF COLORADO



VICINITY MAP

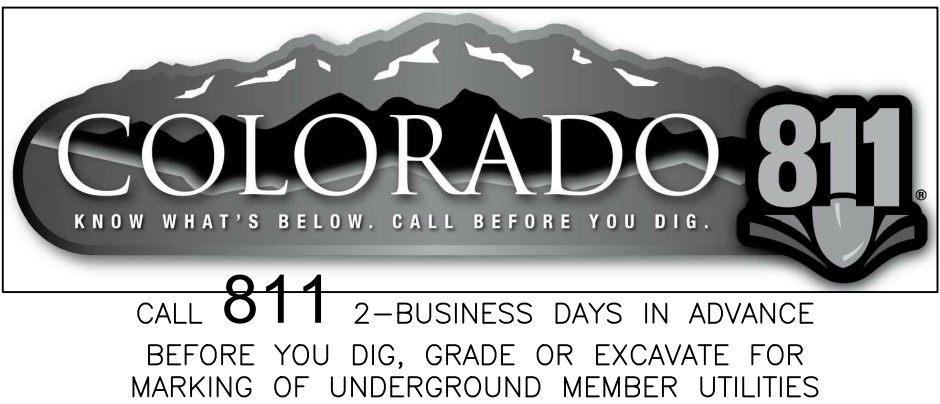
SCALE: 1"=100'

BASIS OF BEARINGS AND BENCHMARK:

BASIS OF BEARING: BEARINGS ARE BASED ON THE LINE BETWEEN A FOUND REBAR WITH ALUMINUM CAP THE NORTHWEST CORNER OF LOT 15, AND A FOUND REBAR WITH ALUMINUM CAP AT THE SOUTHWEST CORNER OF LOT 16, BOTH BEING STAMPED "LS14109" WITH A BEARING OF N00°32'50"W AS INDICATED ON SHEET C3.

BENCHMARK: ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) REFERENCED FROM NATIONAL GEODETIC SURVEY (NGS) BENCHMARK STATION D-280 HAVING A PUBLISHED ELEVATION OF 6625.21 FEET.

EXISTING TOPOGRAPHY SHOWN WAS TAKEN FROM THE DESIGN SURVEY COMPLETED BY MERIDIAN LAND SURVEYING ON A DRAWING DATED APRIL 06, 2019 WITH UPDATES ON A DRAWING DATED AUGUST 16, 2019.



ENGINEER ASSUMES NO RESPONSIBILITY FOR UTILITY LOCATIONS. THE UTILITIES SHOWN ON THIS DRAWING HAVE BEEN PLOTTED FROM THE BEST AVAILABLE INFORMATION. IT IS, HOWEVER, THE CONTRACTORS RESPONSIBILITY TO FIELD VERIFY THE SIZE, MATERIAL, HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

PROJECT CONTACTS					UTILITY CONTACTS			
OWNER	JURISDICTION	ARCHITECT	CIVIL ENGINEER	LAND SURVEYOR	NATURAL GAS	ELECTRIC	FIBER OPTIC	PUBLIC WORKS
410 BROADWAY, LLC 410 BROADWAY EAGLE, COLORADO 81631 970-445-1766	TOWN OF EAGLE 200 BROADWAY EAGLE, COLORADO 81631 970-328-6544	MAGGIE T. FITZGERALD, AIA P.O. BOX 1328 EAGLE, COLORADO 81631 970-445-0486	YARNELL CONSULTING & CIVIL DESIGN, LLC P.O. BOX 3901 EAGLE, COLORADO 81631-3901 970-323-7008	MERIDIAN LAND SURVEYING P.O. BOX 2225 GYPSUM, COLORADO 81637 970-524-0963	BLACK HILLS ENERGY 96 COUNTY ROAD 160, GLENWOOD SPRINGS, CO 81601 970-928-0407	HOLY CROSS ENERGY P.O. BOX 2150 GLENWOOD SPRINGS, CO 81602 970-947-5439	CENTURY LINK P.O. BOX 0570 EAGLE, COLORADO 81631 970-328-8290	TOWN OF EAGLE 200 BROADWAY EAGLE, COLORADO 81631 970-328-6547
DAVID NUDELL	FREDERICK TOBIAS	MAGGIE FITZGERALD	JUSTIN YARNELL	ERON WATTS	JASON COX	KEITH HERNANDEZ	JASON SHARPE	BRYON McGINNIS

SUBMITTALS / REVISIONS

1	SCHEMATIC DESIGN, NOT FOR CONSTRUCTION	4/17/2019
2	TOWN OF EAGLE P & Z, NOT FOR CONSTRUCTION	5/9/2019
3	DEVELOPMENT PERMIT RESUBMITTAL (NO CONST.)	9/9/2019
4	DEVELOPMENT PERMIT RESUBMITTAL (NO CONST.)	10/29/2019

Sheet List Table

Sheet Number	Sheet Title
C1	Cover Sheet
C1.1	General Notes & Abbreviations
C2	Existing Conditions & Demo Plan
C3	Site Plan
C4	Erosion Control Plan
C5	Grading & Utility Notes
C5.1	Grading & Utility Plan
C6	Horizontal Control Plan
C7.1	Details
C7.2	Details
C7.3	Details
C8.1	Erosion Control Details
C8.2	Erosion Control Details
D1	Drainage Plan

RETAIL & MULTI-FAMILY
RESIDENTIAL
410 BROADWAY
LOTS 15 & 16, BLOCK 22
TOWN OF EAGLE, COLORADO

YARNELL CONSULTING &
CIVIL DESIGN, LLC
P.O. BOX 3901, EAGLE, COLORADO 81631
(970) 323-7008

THE DESIGNS SHOWN HEREIN INCLUDING
ALL TECHNICAL DRAWINGS, GRAPHIC
REPRESENTATION & MODELS THEREOF, ARE
PROPRIETARY & CAN NOT BE COPIED,
REPRODUCED, OR COMMERCIALY EXPLOITED
IN WHOLE OR IN PART WITHOUT THE SOLE
AND EXPRESS WRITTEN PERMISSION FROM
YARNELL CONSULTING & CIVIL DESIGN, LLC.

NO.	ISSUE / REVISION	DATE	NAME
1.	SCHEMATIC DESIGN (NO CONST.)	4/17/19	JUY
2.	TOWN OF EAGLE P & Z (NO CONST.)	5/9/19	JUY
3.	DEVELOPMENT PERMIT RESUBMITTAL	9/9/19	JUY
4.	DEVELOPMENT PERMIT RESUBMITTAL	10/29/19	JUY
5.			

DESIGN BY: J. YARNELL	DATE: 10/29/2019
DRAWN BY: J. YARNELL	
REVIEWED BY: J. YARNELL	
PROJECT NO.: 19.004	

SHEET TITLE
COVER SHEET

SHEET NO.
C1

D:\DROPBOX\PROJECT FILES\19.004--410 BROADWAY, EAGLE\PLANS\C1 COVER SHEET

GENERAL NOTES:

1.

ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TOWN OF EAGLE "PUBLIC WORKS MANUAL." ALL WATER, STORM SEWER, AND SANITARY SEWER UTILITIES, AND STREET REPAIR CONSTRUCTION SHALL BE SUBJECT TO TOWN OF EAGLE INSPECTION.
2.

THE CONTRACTOR SHALL HAVE ONE [1] SIGNED COPY OF PLANS APPROVED BY THE TOWN OF EAGLE, AND ONE COPY OF THE APPROPRIATE DESIGN AND CONSTRUCTION STANDARDS AND SPECIFICATIONS ON THE JOB SITE AT ALL TIMES.
3.

CONTRACTOR SHALL NOTIFY THE ENGINEER, OWNER, AND THE TOWN OF EAGLE 48 HOURS PRIOR TO THE START OF CONSTRUCTION. A PRE-CONSTRUCTION MEETING SHALL BE SCHEDULED WITH THE TOWN OF EAGLE PUBLIC WORKS INSPECTOR 24 HOURS PRIOR TO START OF WORK.
4.

ALL RANGE POINTS, TIES, BENCHMARKS, OR OTHER SURVEY CONTROL POINTS, WHICH MAY BE ENCOUNTERED DURING CONSTRUCTION, MUST BE PRESERVED. ANYTHING DAMAGED OR DESTROYED MUST BE RESTORED BY A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, AT NO COST TO THE OWNER.
5.

THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS AT AND ADJACENT TO THE JOB SITE, INCLUDING, BUT NOT LIMITED TO, SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK, TRENCH EXCAVATION AND SHORING, TRAFFIC CONTROL, AND SECURITY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
6.

THE TOWN/OWNER/ENGINEER CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN, ON, OR NEAR THE CONSTRUCTION SITE.
7.

ALL TRENCHES SHALL BE ADEQUATELY SUPPORTED, AND THE SAFETY OF WORKERS PROVIDED FOR AS REQUIRED BY THE MOST RECENT OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION [OSHA] "SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION." THESE REGULATIONS ARE DESCRIBED IN SUBPART P, PART 1926 OF THE CODE OF FEDERAL REGULATIONS. SHEETING AND SHORING SHALL BE UTILIZED WHERE NECESSARY TO PREVENT ANY EXCESSIVE WIDENING OR SLOUGHING OF THE TRENCH WHICH MAY BE DETRIMENTAL TO HUMAN SAFETY, TO THE PIPE BEING PLACED, OR TO ANY EXISTING SITE IMPROVEMENTS OR STRUCTURES. THE CONTRACTOR MAY BE REQUIRED TO USE AN APPROVED PILING INSTEAD OF SHEETING AND SHORING.
8.

CONTRACTOR SHALL OBTAIN ALL PERMITS FOR THE SCOPE OF THE PROJECT.
9.

AT LEAST FIVE [5] WORKING DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION, A TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE TOWN OF EAGLE. THE TRAFFIC CONTROL PLAN SHALL BE PREPARED BY A CERTIFIED TRAFFIC CONTROL SUPERVISOR AND SHALL BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES." NO WORK SHALL BEGIN UNTIL ALL TRAFFIC CONTROL DEVICES HAVE BEEN PLACED IN ACCORDANCE WITH THE PLAN. THE CONTRACTOR SHALL CONTINUOUSLY MAINTAIN THE TRAFFIC CONTROL DEVICES FOR THE ENTIRE DURATION OF THE PROJECT OR UNTIL THE ROADWAY HAS BEEN OPENED AND THE PERMANENT TRAFFIC CONTROL DEVICES HAVE BEEN INSTALLED.
10.

ALL TRENCH BACKFILL AND SUBGRADE PREPARATION SHALL BE TESTED TO ENSURE COMPLIANCE WITH TOWN OF EAGLE STANDARDS AND SHALL BE TESTED AT TOWN OF EAGLE-REQUIRED FREQUENCIES BY A TOWN OF EAGLE-APPROVED PRIVATE SOILS TESTING FIRM. TEST RESULTS SHALL BE SUBMITTED TO, REVIEWED, AND APPROVED BY, THE TOWN OF EAGLE ENGINEER PRIOR TO INSTALLING BASE COURSE, ASPHALT, OR CONCRETE ON PREPARED SUBGRADE. ALL BASE COURSE DENSITY SHALL ALSO BE TESTED BY THE PRIVATE SOILS FIRM AT TOWN OF EAGLE-REQUIRED FREQUENCIES TO ENSURE COMPLIANCE WITH TOWN OF EAGLE REQUIREMENTS. BASE COURSE TEST RESULTS SHALL ALSO BE APPROVED BY THE TOWN OF EAGLE ENGINEER PRIOR TO INSTALLING PAVEMENT. ALL CONCRETE AND ASPHALT PLACED SHALL BE TESTED IN ACCORDANCE WITH TOWN OF EAGLE MINIMUM MATERIALS TESTING STANDARDS. TEST RESULTS SHALL BE REVIEWED AND APPROVED BY THE TOWN OF EAGLE ENGINEER PRIOR TO INITIATION OF THE REQUIRED TWO-YEAR WARRANTY PERIOD.
11.

CONTRACTOR SHALL CONFORM TO ALL FEDERAL, STATE, AND LOCAL HEALTH AND SAFETY RULES AND REGULATIONS.
12.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES DURING CONSTRUCTION, AND FOR COORDINATING WITH THE APPROPRIATE UTILITY COMPANY FOR ANY UTILITY CROSSINGS REQUIRED. REPAIR OF DAMAGED UTILITIES SHALL BE AT THE CONTRACTOR'S EXPENSE, INCLUDING BUT NOT LIMITED TO UNKNOWN UNDERGROUND UTILITIES.
13.

EXISTING FENCES, TREES, SIDEWALKS, CURB/GUTTER, LANDSCAPING, STRUCTURES, AND IMPROVEMENTS DESTROYED, DAMAGED, OR REMOVED DUE TO CONSTRUCTION OF THIS PROJECT SHALL BE REPLACED OR RESTORED IN LIKE KIND AT THE CONTRACTOR'S EXPENSE, UNLESS OTHERWISE INDICATED ON THESE PLANS.
14.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR MAINTAINING REASONABLE ACCESS TO AND FROM ALL OF THE ADJACENT PROPERTIES THROUGHOUT THE COURSE OF THE WORK. THE CONTRACTOR SHALL BE REQUIRED TO MEET (INDIVIDUALLY OR COLLECTIVELY) WITH ALL ADJACENT PROPERTY OWNERS WHOSE DRIVEWAY ACCESS WILL BE AFFECTED BY THE WORK, AS CONSTRUCTION CONDITIONS CHANGE AND THE WORK PROGRESSES, THE CONTRACTOR SHALL BE REQUIRED TO PERIODICALLY UPDATE THOSE PROPERTY OWNERS SO THAT THEY ARE KEPT INFORMED ABOUT THEIR ACCESS.
15.

CONTRACTOR SHALL OBTAIN A COLORADO STATE CONSTRUCTION DEWATERING DISCHARGE PERMIT FROM THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT FOR ALL AREAS WHERE DEWATERING IS REQUIRED AND WATER IS DISCHARGED INTO A STORM SEWER, CHANNEL, IRRIGATION DITCH OR ANY WATERS OF THE UNITED STATES. A COPY OF THE APPROVED PERMIT MUST BE SUBMITTED TO THE TOWN OF EAGLE ENGINEER PRIOR TO THE START OF ANY DEWATERING. A COPY OF THE APPROVED PERMIT MUST ALSO BE AVAILABLE ON THE PROJECT SITE AT ALL TIMES DURING CONSTRUCTION.
16.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING STORM RUNOFF AND ANY GROUNDWATER ENCOUNTERED DURING THE CONSTRUCTION OF ANY PORTION OF THIS PROJECT. GROUNDWATER SHALL BE PUMPED, PIPED, REMOVED, AND DISPOSED OF IN A MANNER WHICH DOES NOT CAUSE FLOODING OF EXISTING STREETS NOR EROSION ON ABUTTING PROPERTIES IN ORDER TO CONSTRUCT THE IMPROVEMENTS SHOWN ON THESE PLANS. NO CONCRETE SHALL BE PLACED WHERE GROUNDWATER IS VISIBLE OR UNTIL THE GROUNDWATER TABLE HAS BEEN LOWERED BELOW THE PROPOSED IMPROVEMENTS. ANY UNSTABLE AREAS, AS A RESULT OF GROUNDWATER, ENCOUNTERED DURING THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE STABILIZED AS AGREED UPON BY THE CONTRACTOR, THE TOWN OF EAGLE, AND THE GEOTECHNICAL ENGINEER AT THE TIME OF OCCURRENCE.
17.

THE CONTRACTOR IS RESPONSIBLE FOR FIELD LOCATING AND VERIFYING ELEVATIONS OF THE EXISTING SEWER MAIN, WATER SERVICE STUB, SIDEWALK, FINISHED GRADE, AND OTHER UTILITIES AT THE POINT OF CONNECTION SHOWN ON THE PLANS, AND AT ANY UTILITY CROSSINGS PRIOR TO INSTALLING ANY OF THE NEW IMPROVEMENTS. IF A CONFLICT EXISTS AND/OR A DESIGN MODIFICATION IS REQUIRED, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO MODIFY THE DESIGN.
18.

PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION, THE CONTRACTOR SHALL CONTACT ALL UTILITIES TO COORDINATE SCHEDULES.

19.

CONTRACTOR SHALL NOTIFY ALL BUSINESSES/RESIDENTS IN WRITING 48 HOURS PRIOR TO ANY SHUT-OFF IN SERVICE. THE NOTICES MUST HAVE CONTRACTOR'S PHONE NUMBER AND NAME OF CONTACT PERSON, AND EMERGENCY PHONE NUMBER FOR AFTER-HOURS CALLS. ALL SHUT-OFFS MUST BE APPROVED BY THE TOWN OF EAGLE, AND TOWN OF EAGLE VALVES AND APPURTENANCES SHALL BE OPERATED BY TOWN OF EAGLE PERSONNEL, UNLESS WRITTEN PERMISSION IS GIVEN OTHERWISE.
20.

ALL PUBLIC IMPROVEMENT WORK, INCLUDING CORRECTION WORK, SHALL BE INSPECTED BY A TOWN OF EAGLE REPRESENTATIVE WHO SHALL HAVE THE AUTHORITY TO HALT CONSTRUCTION WHEN STANDARD CONSTRUCTION PRACTICES ARE NOT BEING ADHERED TO, THE TOWN OF EAGLE RESERVES THE RIGHT TO ACCEPT OR REJECT ANY SUCH MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO ITS "PUBLIC WORKS MANUAL." CONTRACTOR IS RESPONSIBLE FOR BEING AWARE OF, NOTIFYING, COORDINATING, AND SCHEDULING ALL INSPECTIONS REQUIRED FOR FINAL APPROVALS AND PROJECT ACCEPTANCE.
21.

COMPACTION OF ALL TRENCHES MUST BE ATTAINED AND COMPACTION TEST RESULTS SUBMITTED TO THE ENGINEER AND THE TOWN OF EAGLE PRIOR TO FINAL ACCEPTANCE.
22.

RECORD DRAWINGS SHOWING ALL CHANGES FROM THE APPROVED CONSTRUCTION DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER AND OWNER PRIOR TO INITIATION OF THE REQUIRED TWO-YEAR WARRANTY PERIOD. THE RECORD DRAWINGS WILL CONSIST OF A MARKED-UP SET OF "ISSUED FOR CONSTRUCTION" DRAWINGS VERIFYING THE FOLLOWING:
 - ALL LENGTHS, SIZES, AND MATERIALS OF INSTALLED PIPE, STRUCTURES, AND ANY OTHER IMPROVEMENT.
 - HORIZONTAL LOCATIONS BY NORTHING AND EASTING COORDINATES OF ALL STRUCTURES, BENDS, CLEANOUTS, VALVES, TAPS, WYES, STUBS, PLUGS, TEES, ETC.
 - INVERT ELEVATIONS OF STORM SEWER AND SANITARY SEWER STRUCTURES, INLETS, OUTLETS, STUB ENDS, TOP OF PIPE ELEVATIONS OF EACH UTILITY CROSSING, ETC.
 - CONSTRUCTED SLOPE OF STORM AND SANITARY PIPES BETWEEN STRUCTURES.
 - TOP OF PIPE ELEVATION AT REGULAR INTERVALS AND/OR FITTINGS FOR WATER LINES.
 - ANY OTHER VARIATIONS FROM THE CONSTRUCTION DOCUMENTS MUST BE CLEARLY NOTED AND DETAILED ON THE PLANS.
 - AS-BUILT FIELD NOTES, FROM WHICH THE AS-BUILT DRAWINGS ARE PREPARED, ARE TO BE PROVIDED AND STAMPED/SIGNED AND DATED BY A COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR.
23.

THE CONTRACTOR SHALL WARRANT ALL WORK TO BE FREE FROM DEFECTS IN WORKMANSHIP AND MATERIALS FOR A PERIOD OF TWO YEARS FROM THE DATE OF ACCEPTANCE INTO THE WARRANTY PERIOD OF ALL CONSTRUCTION CALLED FOR BY THE DEVELOPMENT IMPROVEMENT AGREEMENT.
24.

DURING CONSTRUCTION AND UPON COMPLETION OF CONSTRUCTION, THE SITE SHALL BE CLEANED AND RESTORED TO A CONDITION EQUAL TO, OR BETTER THAN, THAT WHICH EXISTED BEFORE CONSTRUCTION.
25.

CONTRACTOR SHALL REVIEW THE GEOTECHNICAL REPORT TITLED [_____], DATED [_____], AND PREPARED BY [_____] FOR PAVEMENT DESIGN AND RECOMMENDATIONS REGARDING EXCAVATION, COMPACTION, MATERIALS, EMBANKMENT, PAVEMENT SUBEXCAVATION, MOISTURE CONTROL, AND TOPSOIL REMOVAL AND REPLACEMENT. FINAL PAVEMENT DESIGN TO BE DETERMINED BY THE GEOTECHNICAL ENGINEER AFTER SUBGRADE IS COMPLETE. CONTRACTOR TO COORDINATE THIS WORK. THE CONSTRUCTION METHODS FOR EXCAVATION/EMBANKMENTS, COMPACTION, AND SUBGRADE PREPARATION SHALL BE IN STRICT CONFORMANCE WITH THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS. ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF DISCREPANCIES BETWEEN THE GEOTECHNICAL REPORT RECOMMENDATIONS AND REQUIREMENTS OF THESE CONSTRUCTION DOCUMENTS AND SPECIFICATIONS.
26.

THE OWNER/DEVELOPER AND/OR THEIR ASSIGNS IS HEREBY NOTIFIED THAT IT IS TYPICAL AND LIKELY THAT SOME MOVEMENT OF THE SURFACE GRADES WILL OCCUR OVER TIME DUE TO VARIOUS FACTORS THAT ARE NOT IN CONTROL OF THE DESIGNERS. THUS, A ROUTINE AND DILIGENT MAINTENANCE PROGRAM IS REQUIRED TO MAINTAIN THE PROPER GRADING AND DRAINAGE THROUGHOUT THE PROJECT.
27.

THE PLANS HAVE BEEN PREPARED BY YARNELL CONSULTING & CIVIL DESIGN, LLC IN ACCORDANCE WITH AND IN RELIANCE UPON THE GEOTECHNICAL STUDIES AND RECOMMENDATIONS PER [GEOTECHNICAL ENGINEER/REPORT]. YARNELL CONSULTING & CIVIL DESIGN, LLC HAS NO RESPONSIBILITY FOR THE FOUNDATION SYSTEMS USED WITHIN THIS DEVELOPMENT. YARNELL CONSULTING & CIVIL DESIGN, LLC SUGGESTS THAT ALL OWNERS, PRESENT AND FUTURE, BECOME AWARE OF THE RISK ASSOCIATED WITH IMPROPER MAINTENANCE OF SLOPES AND DRAINAGE AWAY FROM THE STRUCTURES.
28.

THE DESIGN PLANS SHOWN HEREON WERE DEVELOPED BASED UPON THE GEOTECHNICAL INVESTIGATIONS/ANALYSIS/ENGINEERING CRITERIA DEVELOPED BY [_____], AS PRESENTED IN THE GEOTECHNICAL REPORT ENTITLED [_____], DATED [_____], SIGNED AND SEALED BY [_____] P.E. YARNELL CONSULTING & CIVIL DESIGN, LLC RELIED UPON THE ENGINEERING ANALYSIS AND CONCLUSIONS OF THIS REPORT IN THE PREPARATION OF THESE CIVIL ENGINEERING PLANS AND DOCUMENTS. NO INDEPENDENT INVESTIGATIONS AND/OR ANALYSIS WAS CONDUCTED BY YARNELL CONSULTING & CIVIL DESIGN, LLC. THESE PLANS WERE PROVIDED TO THE GEOTECHNICAL ENGINEER FOR REVIEW AND VERIFICATION THAT THESE PLANS DEVELOPED BY YARNELL CONSULTING & CIVIL DESIGN, LLC PROPERLY INTERPRETED AND APPLIED THE CRITERIA AND RECOMMENDATIONS ESTABLISHED BY THEIR GEOTECHNICAL REPORT FOR THIS PROJECT.
1.

THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS, AND IMPLEMENTING AND MAINTAINING EROSION AND SEDIMENT CONTROL MEASURES AT ALL TIMES DURING CONSTRUCTION TO PREVENT DAMAGING FLOWS ON THE SITE AND IN THE WATERSHED BELOW THE SITE. CONTROL SYSTEMS SHALL BE INSTALLED PRIOR TO STRIPPING OF NATIVE VEGETATIVE COVER AND AS GRADING PROGRESSES. REFER TO SHEET C4. CONDITIONS IN THE FIELD MAY WARRANT EROSION CONTROL MEASURES IN ADDITION TO WHAT IS SHOWN ON THIS PLAN. THE PLAN MAY BE MODIFIED WITH APPROPRIATE APPROVALS AS FIELD CONDITIONS WARRANT.
2.

NATURAL VEGETATION SHALL BE RETAINED AND PROTECTED WHEREVER POSSIBLE. EXPOSURE OF SOIL TO EROSION BY REMOVAL OR DISTURBANCE OF VEGETATION SHALL BE LIMITED TO THE AREA REQUIRED FOR IMMEDIATE CONSTRUCTION OPERATION AND FOR THE SHORTEST PRACTICAL PERIOD OF TIME.
3.

TOPSOIL SHALL BE STOCKPILED TO THE EXTENT PRACTICAL ON THE SITE FOR USE ON AREAS TO BE REVEGETATED. ANY AND ALL STOCKPILES SHALL BE LOCATED AND PROTECTED FROM EROSION ELEMENTS.
4.

AT ALL TIMES, THE PROPERTY SHALL BE MAINTAINED AND/OR WATERED TO PREVENT WIND-CAUSED EROSION. EARTHWORK OPERATIONS SHALL BE DISCONTINUED WHEN FUGITIVE DUST SIGNIFICANTLY IMPACTS ADJACENT PROPERTY. IF EARTHWORK IS COMPLETE OR DISCONTINUED AND DUST FROM THE SITE CONTINUES TO CREATE PROBLEMS, THE CONTRACTOR SHALL IMMEDIATELY INSTITUTE MITIGATIVE MEASURES AND SHALL CORRECT DAMAGE TO ADJACENT PROPERTY.
5.

PERMANENT OR TEMPORARY SOIL-STABILIZATION MEASURES SHALL BE APPLIED TO DISTURBED AREAS WITHIN 30 DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. UNLESS SPECIFIED OTHERWISE, TEMPORARY VEGETATION SHALL BE INSTALLED ON ALL DISTURBED AREAS WHERE PERMANENT SURFACE IMPROVEMENTS ARE NOT SCHEDULED FOR INSTALLATION WITHIN THREE MONTHS. TEMPORARY VEGETATION SHALL BE A VIGOROUS, DROUGHT-TOLERANT, NATIVE SPECIES MIX. PROJECT SCHEDULING SHOULD TAKE ADVANTAGE OF SPRING OR FALL PLANTING SEASONS FOR NATURAL GERMINATION, BUT SEEDED AREAS SHALL BE IRRIGATED, IF CONDITIONS MERIT.
6.

TEMPORARY FENCES SHALL BE INSTALLED ALONG ALL PROPERTY LINES TO PREVENT GRADING ON PROPERTY NOT OWNED BY THE OWNER/DEVELOPER. IN ADDITION, THE TOWN OF EAGLE MAY REQUIRE ADDITIONAL TEMPORARY FENCES IF FIELD CONDITIONS WARRANT.
7.

THE CONTRACTOR SHALL PREVENT SEDIMENT, DEBRIS, AND ALL OTHER POLLUTANTS FROM LEAVING THE SITE AND ENTERING THE STORM SEWER SYSTEM DURING ALL DEMOLITION, EXCAVATION, TRENCHING, GRADING OR OTHER CONSTRUCTION OPERATIONS THAT ARE PART OF THIS PROJECT. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR REMEDIATION OF ANY ADVERSE IMPACTS TO ADJACENT WATERWAYS, ROADWAYS, WETLANDS, ETC., RESULTING FROM WORK DONE AS PART OF THIS PROJECT.
8.

THE CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL REMOVE ALL SEDIMENT, MUD, CONSTRUCTION DEBRIS, OR OTHER POTENTIAL POLLUTANTS THAT MAY HAVE BEEN INADVERTENTLY DISCHARGED TO, OR ACCUMULATED IN, THE FLOWLINES AND PUBLIC RIGHT-OF-WAY AS A RESULT OF CONSTRUCTION ACTIVITIES ASSOCIATED WITH THIS SITE DEVELOPMENT OR CONSTRUCTION PROJECT.
9.

THE GRADING CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL INSURE THAT ALL LOADS OF CUT AND FILL MATERIAL IMPORTED TO OR EXPORTED FROM THIS SITE SHALL BE PROPERLY COVERED TO PREVENT LOSS OF THE MATERIAL DURING TRANSPORT ON PUBLIC ROADWAYS.
10.

APPROVED EROSION AND SEDIMENT CONTROL "BEST MANAGEMENT PRACTICES" [BMP] SHALL BE MAINTAINED AND KEPT IN GOOD REPAIR FOR THE DURATION OF THIS PROJECT. AT A MINIMUM, THE CONTRACTOR OR HIS AGENT SHALL INSPECT ALL BMPS WEEKLY AND AFTER SIGNIFICANT PRECIPITATION EVENTS. ALL NECESSARY MAINTENANCE AND REPAIR SHALL BE COMPLETED IN A TIMELY MANNER. ACCUMULATED SEDIMENT AND DEBRIS SHALL BE REMOVED FROM A BMP WHEN THE SEDIMENT LEVEL REACHES ONE-HALF THE HEIGHT OF THE BMP OR, AT ANY TIME THAT SEDIMENT OR DEBRIS ADVERSELY IMPACTS THE FUNCTIONING OF THE BMP.
11.

WATER USED IN THE CLEANING OF CONCRETE TRUCK DELIVERY CHUTES SHALL BE DISCHARGED INTO A PREDEFINED, BERMED CONTAINMENT AREA ON THE JOB SITE. THE REQUIRED CONTAINMENT AREA IS TO BE BERMED SO THAT WASH WATER IS TOTALLY CONTAINED. WASH WATER DISCHARGED INTO THE CONTAINMENT AREA SHALL BE ALLOWED TO INFILTRATE OR EVAPORATE. DRIED CEMENT WASTE SHALL BE REMOVED FROM THE CONTAINMENT AREA AND PROPERLY DISPOSED OF. SHOULD A PREDEFINED BERMED CONTAINMENT AREA NOT BE AVAILABLE DUE TO THE PROJECT SIZE, OR LACK OF AN AREA WITH A SUITABLE GROUND SURFACE FOR ESTABLISHING A CONTAINMENT AREA, PROPER DISPOSAL OF READY MIX WASHOUT AND RINSE OFF WATER AT THE JOB SITE SHALL CONFORM TO THE APPROVED TECHNIQUES AND PRACTICES IDENTIFIED IN THE COLORADO DEPARTMENT OF PUBLIC HEALTH & ENVIRONMENT'S TRAINING VIDEO ENTITLED "BUILDING FOR A CLEANER ENVIRONMENT, READY MIX WASHOUT TRAINING", AND ITS ACCOMPANYING MANUAL ENTITLED, "READY MIX WASHOUT GUIDEBOOK, VEHICLE AND EQUIPMENT WASHOUT AT CONSTRUCTION SITES." THE DIRECT OR INDIRECT DISCHARGE OF WATER CONTAINING WASTE CEMENT TO THE STORM SEWER SYSTEM IS PROHIBITED. INFORMATION ABOUT, OR COPIES OF THE VIDEO AND TRAINING MANUAL ARE AVAILABLE FROM THE WATER QUALITY CONTROL DIVISION, COLORADO DEPARTMENT OF PUBLIC HEALTH & ENVIRONMENT, 4300 CHERRY CREEK DRIVE SOUTH, DENVER, COLORADO 80222-1530, 303-692-3555.
12.

THE CONTRACTOR SHALL PROTECT ALL STORM SEWER FACILITIES ADJACENT TO ANY LOCATION WHERE PAVEMENT CUTTING OPERATIONS INVOLVING WHEEL CUTTING, SAW CUTTING, OR ABRASIVE WATER JET CUTTING ARE TO TAKE PLACE. THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ALL WASTE PRODUCTS GENERATED BY SAID CUTTING OPERATIONS ON A DAILY BASIS. THE DISCHARGE OF ANY WATER CONTAMINATED BY WASTE PRODUCTS FROM CUTTING OPERATIONS TO THE STORM SEWER SYSTEM IS PROHIBITED.
13.

PAVED SURFACES WHICH ARE ADJACENT TO CONSTRUCTION SITES SHALL BE SWEEPED IN A TIMELY MANNER WHEN SEDIMENT AND OTHER MATERIALS ARE TRACKED OR DISCHARGED ON TO THEM. EITHER SWEEPING BY HAND OR USE OF STREET SWEEPERS IS ACCEPTABLE. STREET SWEEPERS USING WATER WHILE SWEEPING IS PREFERRED IN ORDER TO MINIMIZE DUST. FLUSHING OFF PAVED SURFACES WITH WATER IS PROHIBITED.
14.

SEDIMENT FROM AREAS DISTURBED BY CONSTRUCTION SHALL BE RETAINED ON-SITE USING STRUCTURAL CONTROLS TO THE MAXIMUM EXTENT PRACTICAL.
15.

STOCKPILES OF SOIL SHALL BE PROPERLY CONTAINED TO MINIMIZE SEDIMENT TRANSPORT FROM THE SITE TO STREETS, DRAINAGE FACILITIES OR ADJACENT PROPERTIES VIA RUNOFF, VEHICLE TRACKING, OR WIND.
16.

RUNOFF FROM EQUIPMENT AND VEHICLE WASHING SHALL BE CONTAINED AT CONSTRUCTION SITES UNLESS TREATED TO REDUCE OR REMOVE SEDIMENT AND OTHER POLLUTANTS.
17.

ALL CONSTRUCTION CONTRACTOR AND SUBCONTRACTOR PERSONNEL ARE TO BE MADE AWARE OF THE REQUIRED BEST MANAGEMENT PRACTICES AND GOOD HOUSEKEEPING MEASURES FOR THE PROJECT SITE AND ANY ASSOCIATED CONSTRUCTION STAGING AREAS.
18.

AT THE END OF EACH DAY OF CONSTRUCTION ACTIVITY, ALL CONSTRUCTION DEBRIS AND WASTE MATERIALS SHALL BE COLLECTED AND PROPERLY DISPOSED IN TRASH OR RECYCLE BINS.

EROSION CONTROL NOTES (APPLICABLE TO SHEET C4):

19.

CONSTRUCTION SITES SHALL BE MAINTAINED IN SUCH A CONDITION THAT AN ANTICIPATED STORM DOES NOT CARRY WASTES OR POLLUTANTS OFF THE SITE. DISCHARGES OF MATERIAL OTHER THAN STORMWATER ONLY WHEN NECESSARY FOR PERFORMANCE AND COMPLETION OF CONSTRUCTION PRACTICES AND WHERE THEY DO NOT: CAUSE OR CONTRIBUTE TO A VIOLATION OF ANY WATER QUALITY STANDARD; CAUSE OR THREATEN TO CAUSE POLLUTION, CONTAMINATION, OR NUISANCE; OR CONTAIN A HAZARDOUS SUBSTANCE IN A QUANTITY REPORTABLE UNDER FEDERAL REGULATIONS 40 CFR PARTS 117 AND 302.
20.

POTENTIAL POLLUTANTS INCLUDE BUT ARE NOT LIMITED TO: SOLID OR LIQUID CHEMICAL SPILLS; WASTES FROM PAINTS, STAINS, SEALANTS, GLUES, LIMES, PESTICIDES, HERBICIDES, WOOD PRESERVATIVES AND SOLVENTS; ASBESTOS FIBERS, PAINT FLAKES OR STUCCO FRAGMENTS; FUELS, OILS, LUBRICANTS, AND HYDRAULIC, RADIATOR OR BATTERY FLUIDS; FERTILIZERS, VEHICLE/EQUIPMENT WASH WATER AND CONCRETE WASH WATER; CONCRETE, DETERGENT OR FLOATABLE WASTES; WASTES FROM ANY ENGINE/EQUIPMENT STEAM CLEANING OR CHEMICAL DEGREASING AND SUPERCHLORINATED POTABLE WATER LINE FLUSHING. DURING CONSTRUCTION, PERMITTEE SHALL DISPOSE OF SUCH MATERIALS IN A SPECIFIED AND CONTROLLED TEMPORARY AREA ON-SITE, PHYSICALLY SEPARATED FROM POTENTIAL STORMWATER RUNOFF, WITH ULTIMATE DISPOSAL IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REQUIREMENTS.
21.

GRADED AREAS ON THE PERMITTED AREA PERIMETER MUST DRAIN AWAY FROM THE FACE OF SLOPES AT THE CONCLUSION OF EACH WORKING DAY. DRAINAGE IS TO BE DIRECTED TOWARD DESILTING FACILITIES.
22.

THE PERMITTEE AND CONTRACTOR SHALL BE RESPONSIBLE AND SHALL TAKE NECESSARY PRECAUTIONS TO PREVENT PUBLIC TRESPASS ONTO AREAS WHERE IMPOUNDED WATER CREATES A HAZARDOUS CONDITION.
23.

THE PERMITTEE AND CONTRACTOR SHALL INSPECT THE EROSION CONTROL WORK AND INSURE THAT THE WORK IS IN ACCORDANCE WITH THE APPROVED PLANS.
24.

THE PERMITTEE SHALL NOTIFY ALL GENERAL CONTRACTORS, SUBCONTRACTORS, MATERIAL SUPPLIERS, LESSEES, AND PROPERTY OWNERS: THAT DUMPING OF CHEMICALS INTO THE STORM DRAIN SYSTEM OR THE WATERSHED IS PROHIBITED.
25.

EQUIPMENT AND WORKERS FOR EMERGENCY WORK SHALL BE MADE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON. NECESSARY MATERIALS SHALL BE AVAILABLE ON SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF TEMPORARY DEVICES WHEN RAIN IS IMMINENT.
26.

ALL REMOVABLE EROSION PROTECTIVE DEVICES SHALL BE IN PLACE AT THE END OF EACH WORKING DAY.
27.

SEDIMENTS FROM AREAS DISTURBED BY CONSTRUCTION SHALL BE RETAINED ON-SITE USING AN EFFECTIVE COMBINATION OF EROSION AND SEDIMENT CONTROLS TO THE MAXIMUM EXTENT PRACTICAL, AND STOCKPILES OF SOIL SHALL BE PROPERLY CONTAINED TO MINIMIZE SEDIMENT TRANSPORT FROM THE SITE TO STREETS, DRAINAGE FACILITIES OR ADJACENT PROPERTIES VIA RUNOFF, VEHICLE TRACKING, OR WIND.
28.

APPROPRIATE BMPS FOR CONSTRUCTION-RELATED MATERIALS, WASTES, SPILLS OR RESIDUES SHALL BE IMPLEMENTED AND RETAINED ON-SITE TO MINIMIZE TRANSPORT FROM THE SITE TO STREETS, DRAINAGE FACILITIES, OR ADJOINING PROPERTY BY WIND OR RUNOFF.
29.

FOR DETAILS OF ALL PROPOSED BEST MANAGEMENT PRACTICES ON THIS PROJECT, RE: C8-SERIES SHEETS.

THE DESIGNS SHOWN HEREIN INCLUDING ALL TECHNICAL DRAWINGS, GRAPHIC REPRESENTATION & MODELS THEREOF, ARE PROPRIETARY & CAN NOT BE COPIED, REPRODUCED, OR COMMERCIALY EXPLOITED IN WHOLE OR IN PART WITHOUT THE SOLE AND EXPRESS WRITTEN PERMISSION FROM YARNELL CONSULTING & CIVIL DESIGN, LLC.				
DESIGN BY: J. YARNELL	NAME	DATE	NO.	ISSUE / REVISION
DRAWN BY: J. YARNELL	4/17/19	1.	SCHEMATIC DESIGN (NO CONST.)	TOWN OF EAGLE P & Z (NO CONST.)
REVIEWED BY: J. YARNELL	5/9/19	2.	TOWN OF EAGLE P & Z (NO CONST.)	DEVELOPMENT PERMIT RESUBMITTAL
PROJECT NO.: 19.004	10/29/2019	3.	DEVELOPMENT PERMIT RESUBMITTAL	DEVELOPMENT PERMIT RESUBMITTAL
DATE:	JULY	4.	DEVELOPMENT PERMIT RESUBMITTAL	DEVELOPMENT PERMIT RESUBMITTAL
JULY	JULY	5.	DEVELOPMENT PERMIT RESUBMITTAL	DEVELOPMENT PERMIT RESUBMITTAL
SHEET TITLE				
GENERAL NOTES & ABBREVIATIONS				
SHEET NO.				
C1.1				

RETAIL & MULTI-FAMILY RESIDENTIAL

410 BROADWAY

LOTS 15 & 16, BLOCK 22

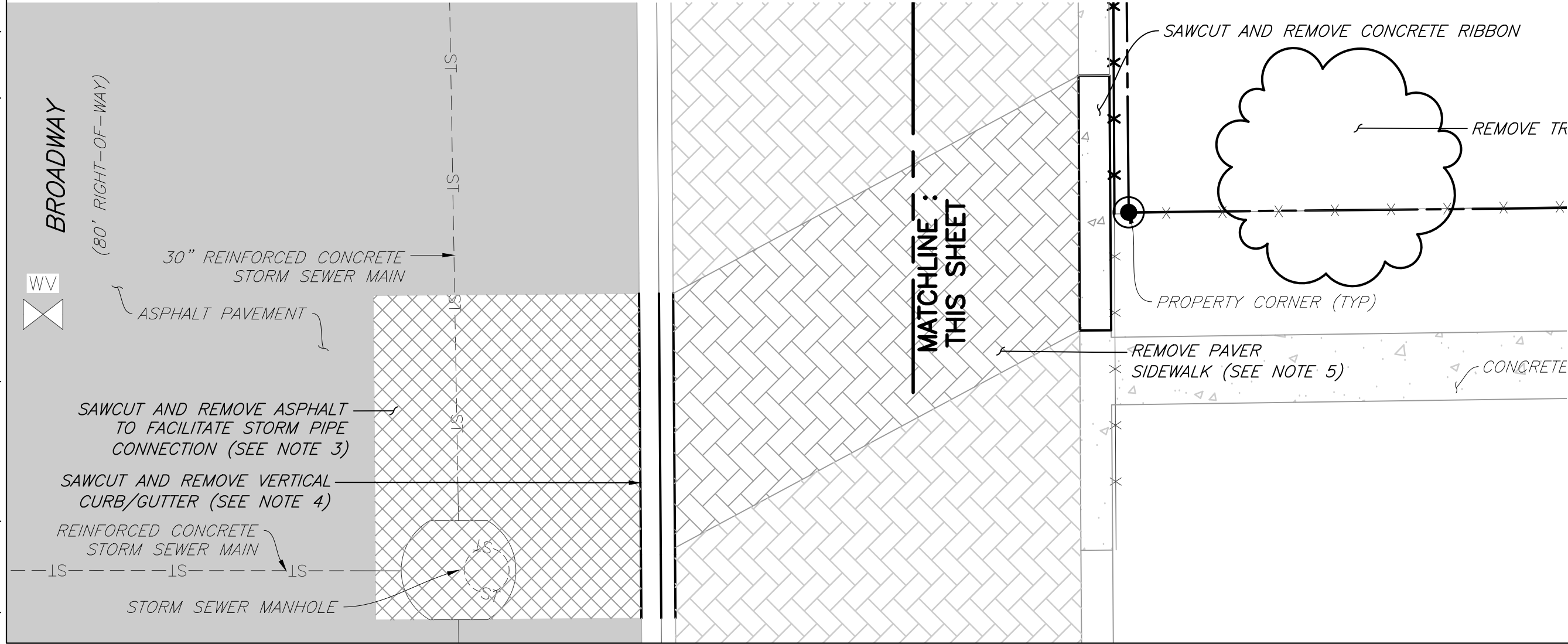
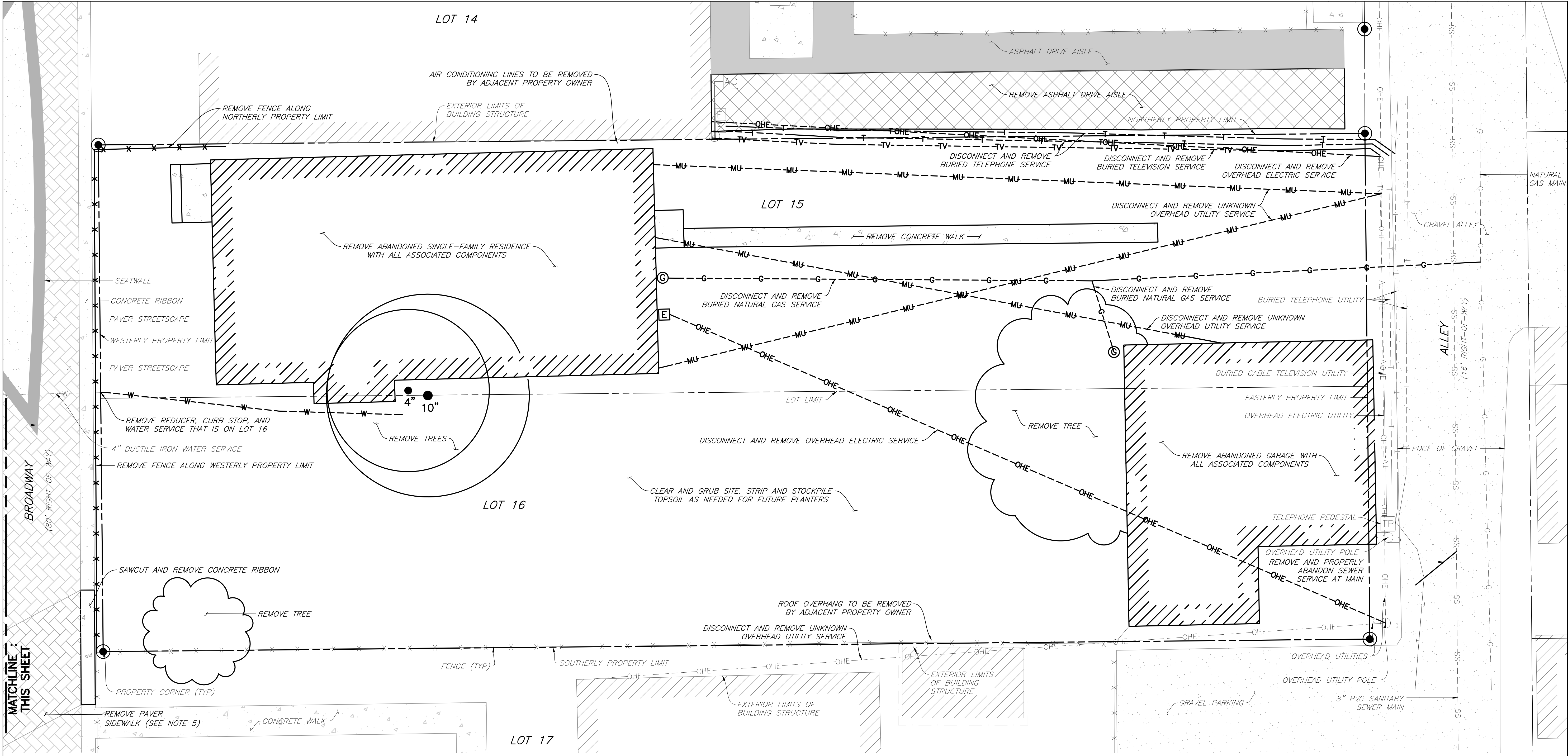
TOWN OF EAGLE, COLORADO

YARNELL CONSULTING & CIVIL DESIGN, LLC

P.O. BOX 3901, EAGLE, COLORADO 81631

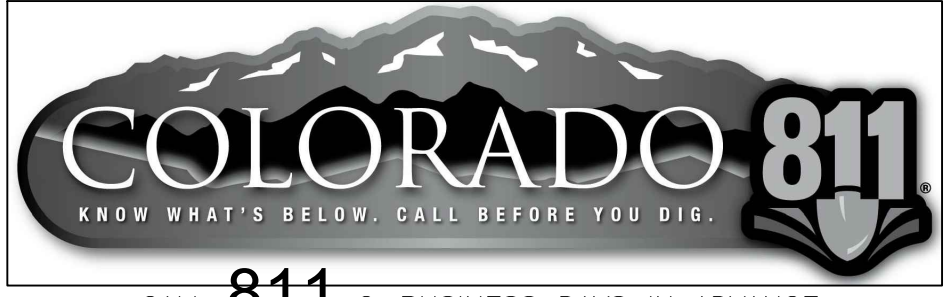
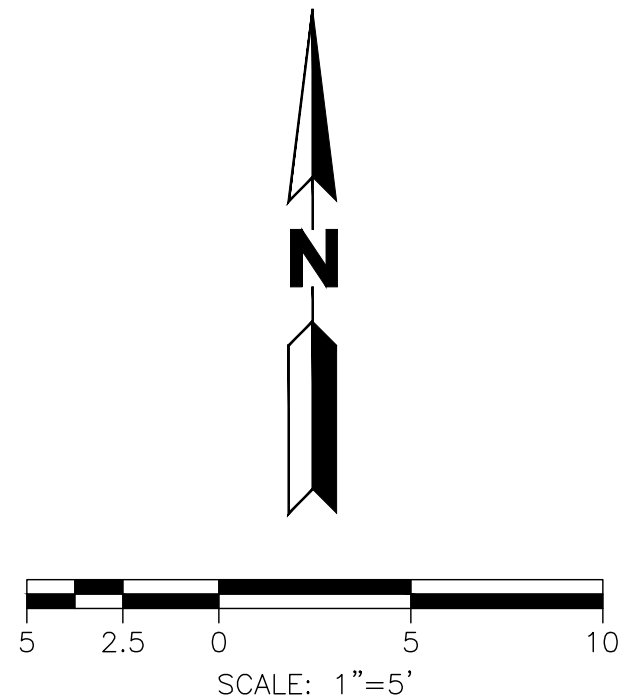
(970) 323-7008

D:\DROPBOX\PROJECT FILES\19.004-410 BROADWAY, EAGLE\PLANS\C2 EXISTING CONDITIONS & DEMO PLAN



NOTES:

- ITEMS NOT SPECIFICALLY IDENTIFIED FOR REMOVAL SHALL REMAIN AND BE PROTECTED THROUGHOUT CONSTRUCTION.
- FOR ALL UTILITY REMOVALS AND RELOCATIONS, REFER TO THE APPROPRIATE ENGINEER'S DRAWINGS.
- ASPHALT TO BE REMOVED SHALL BE SAWCUT ALONG A NEAT LINE. RIPPING WITH AN EXCAVATOR BUCKET IS UNACCEPTABLE.
- CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG THE NEAREST EXISTING JOINT.
- SIDEWALK PAVERS SLATED FOR REMOVAL SHALL BE DONE SO METICULOUSLY SO AS TO BE REPLACED IN KIND. CONTRACTOR SHALL NOTE THE PRE-DISTURBANCE PATTERNS AND MATCH THEM WITH RECONSTRUCTION.

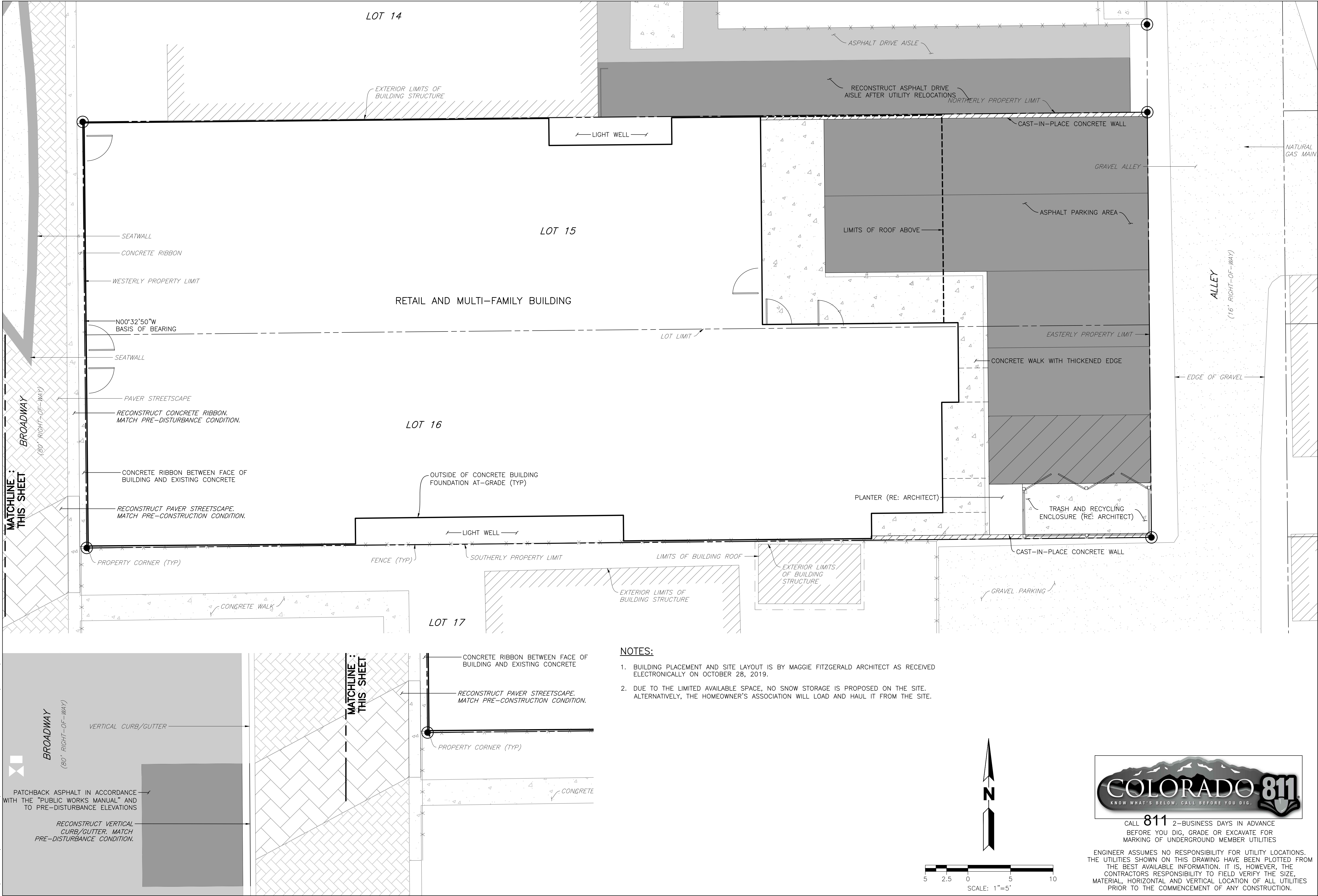


CALL 811 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE OR EXCAVATE FOR
MARKING OF UNDERGROUND MEMBER UTILITIES

ENGINEER ASSUMES NO RESPONSIBILITY FOR UTILITY LOCATIONS.
THE UTILITIES SHOWN ON THIS DRAWING HAVE BEEN PLOTTED FROM
THE BEST AVAILABLE INFORMATION. IT IS, HOWEVER, THE
CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE SIZE,
MATERIAL, HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES
PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

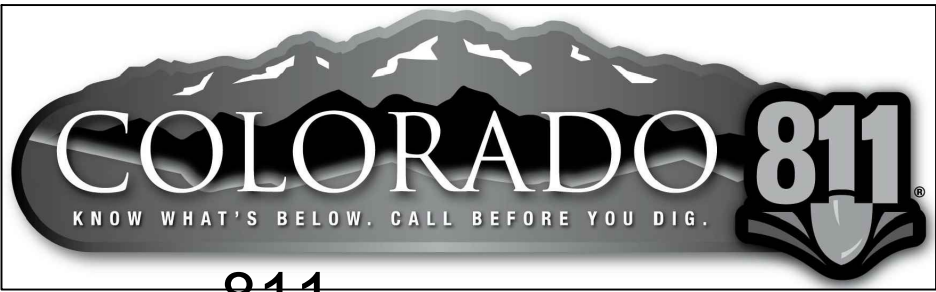
THE DESIGNS SHOWN HEREIN INCLUDING ALL TECHNICAL DRAWINGS, GRAPHIC REPRESENTATION & MODELS THEREOF, ARE PROPRIETARY & CAN NOT BE COPIED, REPRODUCED, OR COMMERCIALY EXPLOITED IN WHOLE OR IN PART WITHOUT THE SOLE AND EXPRESS WRITTEN PERMISSION FROM YARNELL CONSULTING & CIVIL DESIGN, LLC.				YARNELL CONSULTING & CIVIL DESIGN, LLC P.O. BOX 3901, EAGLE, COLORADO 81631 (970) 323-7008		RETAIL & MULTI-FAMILY RESIDENTIAL 410 BROADWAY LOTS 15 & 16, BLOCK 22 TOWN OF EAGLE, COLORADO	
DESIGN BY: J. YARNELL		NO. 1		DATE		NAME	
DRAWN BY: J. YARNELL		2		4/17/19		JULY	
REVIEWED BY: J. YARNELL		3		5/9/19		JULY	
PROJECT NO.: 19.004		4		9/9/19		JULY	
DATE: 10/29/2019		5		10/29/19		JULY	
SHEET TITLE							
EXISTING CONDITIONS & DEMO PLAN							
SHEET NO. C2							

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NOTES:

- BUILDING PLACEMENT AND SITE LAYOUT IS BY MAGGIE FITZGERALD ARCHITECT AS RECEIVED ELECTRONICALLY ON OCTOBER 28, 2019.
- DUE TO THE LIMITED AVAILABLE SPACE, NO SNOW STORAGE IS PROPOSED ON THE SITE. ALTERNATIVELY, THE HOMEOWNER'S ASSOCIATION WILL LOAD AND HAUL IT FROM THE SITE.

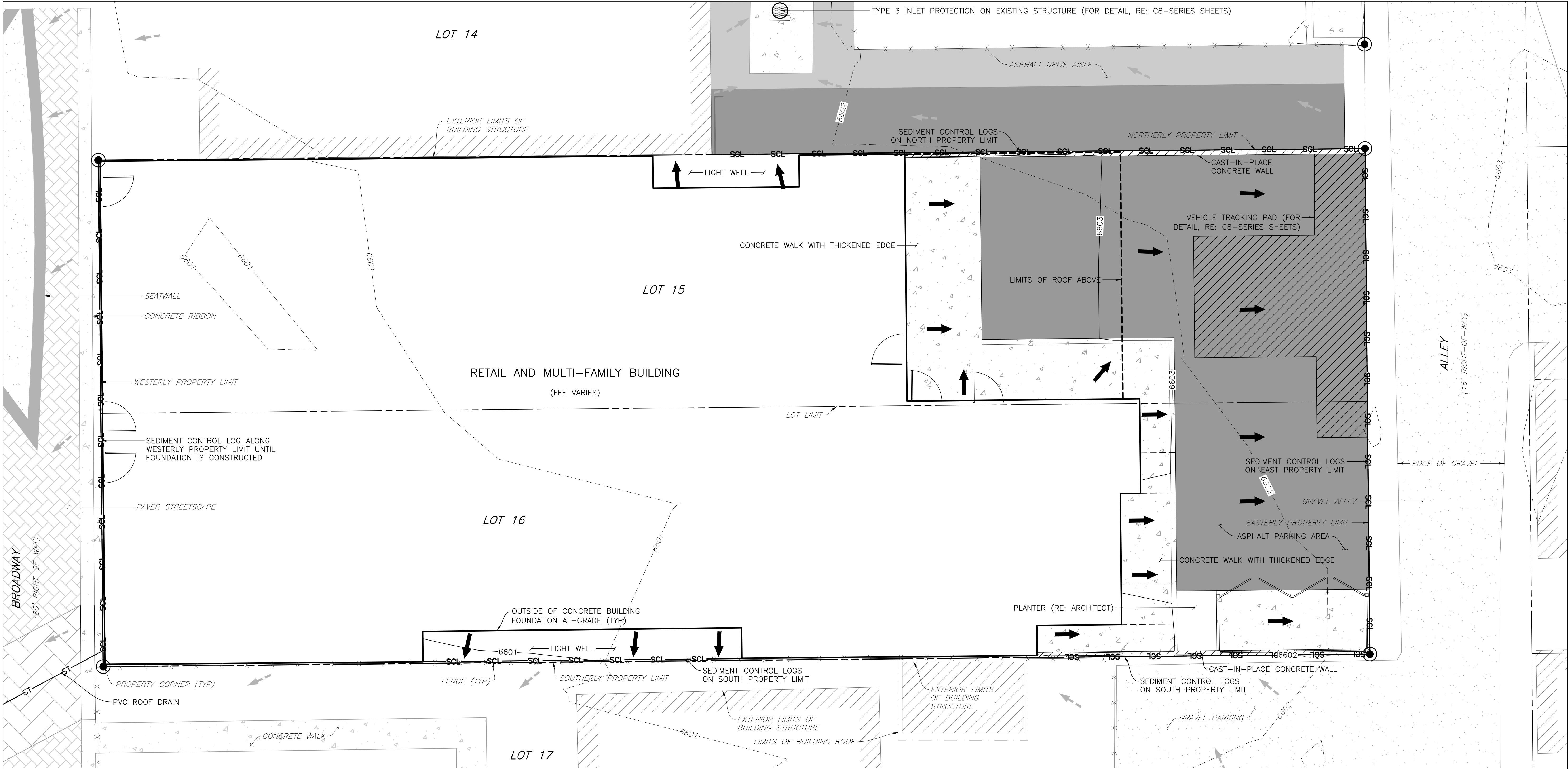


CALL 811 2-BUSINESS DAYS IN ADVANCE
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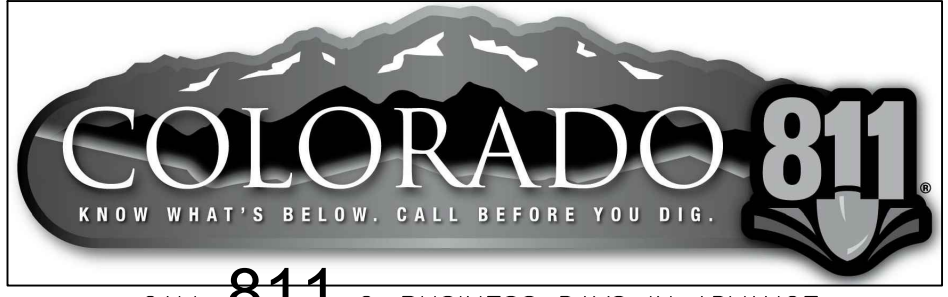
ENGINEER ASSUMES NO RESPONSIBILITY FOR UTILITY LOCATIONS.
THE UTILITIES SHOWN ON THIS DRAWING HAVE BEEN PLOTTED FROM
THE BEST AVAILABLE INFORMATION. IT IS, HOWEVER, THE
CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE SIZE,
MATERIAL, HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES
PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

SHEET NO.		C3													
SHEET TITLE															
SITE PLAN															
DESIGN BY: J. YARNELL		NO. 1		ISSUE / REVISION		NAME		DATE		THE DESIGNS SHOWN HEREIN INCLUDING ALL TECHNICAL DRAWINGS, GRAPHIC REPRESENTATION & MODELS THEREOF, ARE PROPRIETARY & CAN NOT BE COPIED, REPRODUCED, OR COMMERCIALY EXPLOITED IN WHOLE OR IN PART WITHOUT THE SOLE AND EXPRESS WRITTEN PERMISSION FROM YARNELL CONSULTING & CIVIL DESIGN, LLC.		YARNELL CONSULTING & CIVIL DESIGN, LLC P.O. BOX 3901, EAGLE, COLORADO 81631 (970) 323-7008		RETAIL & MULTI-FAMILY RESIDENTIAL 410 BROADWAY LOTS 15 & 16, BLOCK 22 TOWN OF EAGLE, COLORADO	
DRAWN BY: J. YARNELL		2.		SCHEMATIC DESIGN (NO CONST.)		JULY		4/17/19							
REVIEWED BY: J. YARNELL		3.		TOWN OF EAGLE P & Z (NO CONST.)		JULY		5/9/19							
PROJECT NO.: 19.004		4.		DEVELOPMENT PERMIT RESUBMITTAL		JULY		9/9/19							
DATE: 10/29/2019		5.		DEVELOPMENT PERMIT RESUBMITTAL		JULY		10/29/19							

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FOR ALL NOTES, RE: SHEET C1.1
FOR ALL DETAILS, RE: C8-SERIES SHEETS



CALL 811 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE OR EXCAVATE FOR
MARKING OF UNDERGROUND MEMBER UTILITIES

ENGINEER ASSUMES NO RESPONSIBILITY FOR UTILITY LOCATIONS.
THE UTILITIES SHOWN ON THIS DRAWING HAVE BEEN PLOTTED FROM
THE BEST AVAILABLE INFORMATION. IT IS, HOWEVER, THE
CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE SIZE,
MATERIAL, HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES
PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

DESIGN BY: J. YARNELL		NO.	ISSUE / REVISION	NAME	DATE
DRAWN BY: J. YARNELL		1.	SCHEMATIC DESIGN (NO CONST.)	JULY	4/17/19
REVIEWED BY: J. YARNELL		2.	TOWN OF EAGLE P & Z (NO CONST.)	JULY	5/9/19
PROJECT NO.: 19.004		3.	DEVELOPMENT PERMIT RESUBMITTAL	JULY	9/9/19
DATE: 10/29/2019		4.	DEVELOPMENT PERMIT RESUBMITTAL	JULY	10/29/19
		5.		JULY	

RETAIL & MULTI-FAMILY RESIDENTIAL 410 BROADWAY LOTS 15 & 16, BLOCK 22 TOWN OF EAGLE, COLORADO	YARNELL CONSULTING & CIVIL DESIGN, LLC P.O. BOX 3901, EAGLE, COLORADO 81631 (970) 323-7008
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SHEET TITLE EROSION CONTROL PLAN
SHEET NO. C4

D:\DROPBOX\PROJECT FILES\19.004--410 BROADWAY, EAGLE\PLANS\C5 GRADING & UTILITY PLAN

GRADING NOTES (APPLICABLE TO SHEET C5.1):

1.

ALL SITE GRADING, EXCAVATION, EMBANKMENT, AND COMPACTION SHALL CONFORM TO THE RECOMMENDATIONS OF THE LATEST GEOTECHNICAL INVESTIGATION FOR THIS PROPERTY AND SHALL FURTHER BE IN CONFORMANCE WITH THE TOWN OF EAGLE "PUBLIC WORKS MANUAL".
2.

THE GRADING DESIGN SHOWN HEREON HAS BEEN PREPARED IN CONFORMANCE WITH THE REQUIREMENTS OF FHA AND HUD CRITERIA AND TO THE GREATEST EXTENT POSSIBLE, IN ACCORDANCE WITH THE GEOTECHNICAL REPORT RECOMMENDATIONS FOR THIS PROJECT. VARIOUS CONFLICTING DESIGN CRITERIA MAKE TOTAL COMPLIANCE WITH THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS DIFFICULT [ADA, SITE PLAN LAYOUT, ETC.]. THUS, THESE PLANS HAVE BEEN PROVIDED TO THE GEOTECHNICAL ENGINEER FOR REVIEW AND COMMENT RELATIVE TO COMPLIANCE WITH THEIR RECOMMENDATIONS. IF THE GEOTECHNICAL ENGINEER DETERMINES THE DESIGN MAY COMPROMISE THE ACCEPTABLE PERFORMANCE OF THE STRUCTURES AND/OR PAVEMENTS, UPON RECEIPT OF THE WRITTEN COMMENTS FROM THE GEOTECHNICAL ENGINEER, COMMENTS WILL BE DISCUSSED AND RESOLVED WITH THE OWNER AND THE GEOTECHNICAL ENGINEER, AND WILL BE ADDRESSED IN A MANNER AS DIRECTED BY THE OWNER.
3.

IF THE OWNER ELECTS TO UTILIZE FOUNDATION SYSTEMS AND/OR PAVEMENT DESIGNS THAT REQUIRE SPECIAL CONSIDERATION FOR CONTROL OF SUBGRADE MOISTURE, SPECIAL PRECAUTIONS AND EXTRAORDINARY DESIGN PARAMETERS SHALL BE THE RESPONSIBILITY OF THE GEOTECHNICAL ENGINEER IN CONCERT WITH THE FOUNDATION/PAVEMENT DESIGN. IT IS ACKNOWLEDGED THAT VARIOUS FOUNDATION SYSTEMS REQUIRE DIFFERENT LEVELS OF SUBGRADE PREPARATION, DRAINAGE DESIGNS, AND/OR SUBSURFACE DRAINAGE CRITERIA THAT ARE BEYOND THE PURVIEW AND RESPONSIBILITY OF YARNELL CONSULTING & CIVIL DESIGN, LLC, AND THE GRADING PLANS SHOWN HEREON. THE INCORPORATION AND EXECUTION OF THESE SPECIAL PRECAUTIONS SHALL OCCUR IN CLOSE COORDINATION WITH THE GEOTECHNICAL ENGINEER'S DESIGN AND CONSTRUCTION OBSERVATIONS.
4.

GRADING SHOWN HEREON IS DESIGNED TO ADDRESS PROPER DRAINAGE CONSIDERATIONS FOR THE PROTECTION OF THE STRUCTURES AND IMPROVEMENTS WITHIN THE PROJECT. THE COORDINATION OF THIS DESIGN AND COMPLIANCE WITH THE GEOTECHNICAL ENGINEER'S RECOMMENDATION WITH THE LANDSCAPE ARCHITECT'S DESIGN, IS THE RESPONSIBILITY OF THE OWNER AND/OR DEVELOPER. YARNELL CONSULTING & CIVIL DESIGN, LLC HIGHLY RECOMMENDS THAT THE LANDSCAPE IMPROVEMENTS BE REVIEWED AND APPROVED FOR COMPLIANCE WITH RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
5.

EXISTING ELEVATIONS SHOWN ON THIS DRAWING HAVE BEEN DEPICTED FROM BEST AVAILABLE INFORMATION AND ARE SHOWN TO THE EXTENT KNOWN. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY EXISTING GRADE CONDITIONS AT THE LIMITS OF CONSTRUCTION AND AT LOCATIONS THAT INTERFACE WITH EXISTING OR PROPOSED BUILDINGS AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES THAT CONTRADICT THE ENGINEER'S INTENT FOR DRAINAGE PATTERNS, MAXIMUM AND MINIMUM SLOPES, AND PROPOSED ELEVATIONS AS SHOWN ON THE PLAN. THE ENGINEER WILL NOT BE LIABLE FOR ANY COSTS ASSOCIATED WITH CHANGES TO THE DESIGN WITHOUT PROPER NOTIFICATION.
6.

PROPOSED CONTOURS AND SPOT ELEVATIONS AS SHOWN HEREIN ARE DEFINED AS FINISHED ELEVATION AFTER PAVING, LANDSCAPING, ETC. CONTRACTOR SHALL COORDINATE WITH GEOTECH FOR PAVEMENT THICKNESS AND LANDSCAPE FOR THICKNESS OF TOPSOIL, SOD AND LANDSCAPE MATERIALS.

FG = FINISHED GRADE, FF = FINISH FLOOR, TOF = TOP OF FOUNDATION, HP = HIGH POINT, LP = LOW POINT, TOW = TOP OF WALL, FGW = FINISHED GRADE AT WALL, GB = GRADE BREAK, FL = FLOWLINE.
7.

TEMPORARY CUT/FILL SLOPES SHALL NOT EXCEED A STEEPNESS OF 1:1 (H:V). PERMANENT SLOPES SHALL NOT EXCEED 3:1 (H:V) IN AREAS TO BE SEEDDED OR SODDED.
8.

CONTRACTOR SHALL ADJUST ALL EXISTING AND PROPOSED MANHOLE RIMS, VALVE BOXES, ETC. TO MATCH FINAL GRADE.
9.

REFER TO FINAL DRAINAGE LETTER DATED SEPTEMBER 09, 2019 AND PREPARED BY YARNELL CONSULTING & CIVIL DESIGN, LLC FOR DRAINAGE BASINS, FLOWS, AND INTENDED DRAINAGE PATTERNS.
10.

YARNELL CONSULTING & CIVIL DESIGN, LLC IS PROVIDING LINE AND GRADE FOR THE RETAINING WALLS SHOWN HEREON. THE WALL LAYOUT/GRADING SHOWN IS PROVIDED TO THE WALL DESIGNER/CONTRACTOR AS A COURTESY. THE WALL DESIGNER SHALL TAKE INTO CONSIDERATION ALL JURISDICTIONAL REQUIREMENTS, GEOTECHNICAL INFORMATION AND REQUIREMENTS, AND GRADING/DRAINAGE PATTERNS IN THE DESIGN OF THE WALLS. THE RETAINING WALL DESIGN NEEDS TO ACCOMMODATE THE EFFECTS OF UNCONTROLLED RUNOFF FROM UP--GRADIENT OF THE WALLS, INCLUDING HYDROSTATIC PRESSURE AND EROSION. REFER TO GRADING PLANS AND FINAL DRAINAGE REPORT FOR DRAINAGE BASINS AND PATTERNS.

UTILITY LOCATION NOTES (APPLICABLE TO ALL SHEETS):

1.

THE CONTRACTOR SHALL CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO [UNCC] AT 1-800-922-1087, AT LEAST 48 HOURS PRIOR TO CONSTRUCTION TO HAVE ALL REGISTERED UTILITY LOCATIONS MARKED. OTHER UNREGISTERED UTILITY ENTITIES ARE TO BE LOCATED BY CONTACTING THE RESPECTIVE REPRESENTATIVE. UTILITY SERVICE LATERALS ARE ALSO TO BE LOCATED PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL FIELD VERIFY SIZE, AND HORIZONTAL AND VERTICAL LOCATIONS OF EXISTING FACILITIES PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER AND RESPECTIVE UTILITY ENTITY OF ANY DISCREPANCIES.
2.

YARNELL CONSULTING & CIVIL DESIGN, LLC (YCCD) ASSUMES NO RESPONSIBILITY FOR UTILITY LOCATIONS. THE UTILITIES SHOWN ON THESE PLANS HAVE BEEN PLOTTED FROM THE BEST AVAILABLE INFORMATION. IT IS, HOWEVER, THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION [HORIZONTAL AND VERTICAL] OF ALL UTILITIES PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION, AND NOTIFY THE ENGINEER AND RESPECTIVE UTILITY ENTITY OF ANY DISCREPANCIES.
3.

IN ACCORDANCE WITH NEW REGULATIONS, ALL UTILITIES CONSTRUCTED AFTER JANUARY 01, 2019 SHALL BE EQUIPPED WITH 10--GAUGE (MINIMUM) TRACER WIRE TAPED TO THE TOP OF THE PIPE.

ELECTRIC UTILITY NOTES (APPLICABLE TO SHEET C5.1):

1.

ALL ELECTRIC SYSTEM DESIGN IS BY THE ELECTRICAL ENGINEER. YCCD IS MERELY SHOWING CONNECTION POINTS AND SERVICE ROUTINGS TO THE EXTENT PROVIDED BY OTHERS.
2.

YCCD ASSUMES ELECTRIC SERVICE FOR THE PROJECT WILL BE PROVIDED BY A NEW OVERHEAD SERVICE CONNECTION TO THE PRIMARY ELECTRIC ALONG THE EAST SIDE OF THE PROPERTY.
3.

ALL WORK SHALL BE DONE IN STRICT CONFORMANCE WITH THE HOLY CROSS ENERGY STANDARDS AND SPECIFICATIONS.

GAS UTILITY NOTES (APPLICABLE TO SHEET C5.1):

1.

ALL GAS SYSTEM DESIGN BY THE PLUMBING AND/OR MECHANICAL ENGINEERS. YCCD IS MERELY SHOWING CONNECTION POINTS AND SERVICE ROUTINGS TO THE EXTENT PROVIDED BY OTHERS.
2.

ALL WORK SHALL BE DONE IN STRICT CONFORMANCE WITH THE BLACK HILLS ENERGY STANDARDS AND SPECIFICATIONS.
3.

ALL PIPE SHALL BE INSTALLED WITH INSULATED NO. 10 TYPE UF TAPED ON TOP OF PIPE AS A TRACER WIRE. TRACER WIRE IS TO BE LOOPED UP TO EACH STRUCTURE.

COMMUNICATION AND CABLE TELEVISION UTILITY NOTES (APPLICABLE TO SHEET C5.1):

1.

THE COMMUNICATION AND CABLE TELEVISION DESIGN IS BY OTHERS. YCCD IS MERELY SHOWING CONNECTION POINTS AND SERVICE ROUTINGS TO THE EXTENT PROVIDED BY OTHERS. THE CONNECTION POINTS TO THE PUBLIC SYSTEM SHALL BE CONFIRMED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SANITARY SEWER NOTES (APPLICABLE TO SHEET C5.1):

1.

ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TOWN OF EAGLE "PUBLIC WORKS MANUAL." ALL SANITARY SEWER CONSTRUCTION SHALL BE APPROVED AND INSPECTED BY THE TOWN OF EAGLE.
2.

ALL SANITARY SEWER LINES SHALL BE PVC PIPE, ASTM D-3034 SDR 35.
3.

CONTRACTOR SHALL VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF EXISTING SEWER POINTS OF CONNECTION PRIOR TO CONSTRUCTION OF ANY PROPOSED SEWER.
4.

ALL SANITARY SEWER TESTING SHALL BE DONE IN ACCORDANCE WITH THE TOWN OF EAGLE "PUBLIC WORKS MANUAL."
5.

ALL SANITARY SEWER CONSTRUCTION SHALL BE DONE BY A CONTRACTOR LICENSED BY THE TOWN OF EAGLE. THE ENGINEER, OWNER, AND TOWN OF EAGLE SHALL BE NOTIFIED 48 HOURS IN ADVANCE OF ANY PLANNED CONSTRUCTION.
6.

MAINTAIN A MINIMUM OF TEN FEET (10') HORIZONTAL SEPARATION BETWEEN ALL SEWER (SANITARY AND STORM) AND WATER UTILITIES.
7.

DISTANCES FOR SANITARY SEWER ARE THE HORIZONTAL DISTANCES BETWEEN CENTER OF STRUCTURES. THEREFORE, DISTANCES SHOWN ON PLANS ARE APPROXIMATE AND COULD VARY DUE TO VERTICAL ALIGNMENT AND STRUCTURE WIDTHS.
8.

CONTRACTOR TO COORDINATE HORIZONTAL AND VERTICAL LOCATIONS OF UTILITY SERVICE CONNECTIONS TO BUILDING WITH MECHANICAL/PLUMBING PLANS PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
9.

ALL SEWER PIPES SHALL BE BED AND BACKFILLED PER TOWN OF EAGLE STANDARD DETAIL A1.
10.

BACKFILL IN PUBLIC RIGHT--OF--WAY MUST MEET THE REQUIREMENTS OF THE TOWN OF EAGLE. CONTRACTOR MUST OBTAIN A STREET CUT PERMIT AND NOTIFY THE TOWN OF EAGLE 48 HOURS PRIOR TO START OF JOB.
11.

NO BACKFILL MATERIAL SHALL BE PLACED ABOVE THE SPRINGLINE OF THE PIPE UNTIL A TOWN OF EAGLE REPRESENTATIVE HAS AUTHORIZED BACKFILLING. IT SHALL BE THE DUTY OF THE CONTRACTOR TO NOTIFY THE TOWN OF EAGLE 48 HOURS IN ADVANCE OF PROPOSED BACKFILL OPERATIONS SO A TOWN OF EAGLE REPRESENTATIVE MAY INSPECT THE PIPE AND THE BEDDING PRIOR TO BACKFILLING.
12.

CONTRACTOR SHALL IMMEDIATELY REMOVE DEBRIS DEPOSITED INTO PUBLIC MANHOLES AND OTHER PUBLIC STRUCTURES TO ELIMINATE THE POSSIBILITY OF PROPERTY DAMAGE DUE TO THE DEBRIS CAUSING BACKUP INTO PRIVATE PROPERTIES. IF IT IS DETERMINED THAT DEBRIS CAUSED A BACKUP, THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR DAMAGES.
13.

NO TREES SHALL BE PLANTED WITHIN ANY SEWER EASEMENT OR WITHIN TEN [10] FEET OF ANY PUBLIC MANHOLES, OR PIPES.
14.

UNLESS NOTED OTHERWISE ON PLANS, INSTALL FOUR INCH (4") SANITARY SEWER SERVICE LINES AT 0.0208--FT/FT MINIMUM, 0.0800--FT/FT MAXIMUM SLOPE.

STORM SEWER NOTES (APPLICABLE TO SHEET C5.1):

1.

ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TOWN OF EAGLE "PUBLIC WORKS MANUAL." ALL STORM SEWER CONSTRUCTION SHALL BE APPROVED AND INSPECTED BY THE TOWN OF EAGLE.
2.

CONTRACTOR SHALL VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF EXISTING STORM SEWER POINTS OF CONNECTION PRIOR TO CONSTRUCTION OF ANY PROPOSED STORM SEWER.
3.

ALL PRIVATE STORM SEWER LINES SHALL BE PVC PIPE, ASTM D-3034 SDR 35.
4.

ALL STORM SEWER PIPE JOINTS SHALL BE INSTALLED WITH AN APPROVED RUBBER GASKET O--RING OR PROFILE TYPE GASKET.
5.

DISTANCES FOR STORM SEWER PIPE ARE THE HORIZONTAL DISTANCES BETWEEN CENTER OF STRUCTURES. THEREFORE, DISTANCES SHOWN ON PLANS ARE APPROXIMATE AND COULD VARY DUE TO VERTICAL ALIGNMENT AND STRUCTURE WIDTHS.
6.

ALL STORM SEWERS SHALL BE BED AND BACKFILL PER TOWN OF EAGLE STANDARD DETAIL A1.
7.

CONTRACTOR SHALL IMMEDIATELY REMOVE DEBRIS DEPOSITED INTO PUBLIC MANHOLES AND OTHER PUBLIC STRUCTURES TO ELIMINATE THE POSSIBILITY OF PROPERTY DAMAGE DUE TO THE DEBRIS CAUSING BACKUP INTO PRIVATE PROPERTIES. IF IT IS DETERMINED THAT DEBRIS CAUSED A BACKUP, THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR DAMAGES.
8.

NO TREES SHALL BE PLANTED WITHIN ANY SEWER EASEMENT OR WITHIN TEN [10] FEET OF ANY PUBLIC MANHOLES, PIPES OR INLETS.
9.

CONTRACTOR TO COORDINATE HORIZONTAL AND VERTICAL LOCATIONS OF ROOF DRAIN SERVICES WITH PLUMBING AND ARCHITECTURAL PLANS PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES.

WATER NOTES (APPLICABLE TO SHEET C5.1):

1.

ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TOWN OF EAGLE "PUBLIC WORKS MANUAL."
2.

ALL WATER UTILITY CONSTRUCTION SHALL BE PERFORMED BY A CONTRACTOR LICENSED IN THE TOWN OF EAGLE. THE ENGINEER, OWNER AND TOWN SHALL BE NOTIFIED 48 HOURS IN ADVANCE OF ANY PLANNED CONSTRUCTION.
3.

NO PIPE SHALL BE BACKFILLED UNTIL IT HAS BEEN INSPECTED BY THE TOWN OF EAGLE.
4.

THE MANUFACTURER SHALL FURNISH A CERTIFIED STATEMENT THAT ALL OF THE SPECIFIED TESTS AND INSPECTIONS HAVE BEEN MADE AND THE RESULTS THEREOF COMPLY WITH THE REQUIREMENT OF THE APPLICABLE STANDARDS HEREIN SPECIFIED. A COPY OF THE CERTIFICATION WILL BE SENT TO THE TOWN OF EAGLE UPON REQUEST.
5.

MAINTAIN A MINIMUM OF TEN FEET [10'] HORIZONTAL SEPARATION BETWEEN ALL SEWER (SANITARY AND STORM) AND WATER UTILITIES.
6.

FOR ALL PIPE INSTALLATIONS, THE DEPTH OF COVER OVER THE PIPE MEASURED FROM OFFICIAL STREET GRADE TO THE TOP OF THE PIPE SHALL BE A MINIMUM OF 6 FEET AND SHALL BE KNOWN AS THE COVER OVER THE PIPE.
7.

CONTRACTOR TO COORDINATE HORIZONTAL AND VERTICAL LOCATIONS OF UTILITY SERVICE CONNECTIONS TO BUILDING WITH MECHANICAL/PLUMBING PLANS PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES.

RETAIL & MULTI-FAMILY
RESIDENTIAL
410 BROADWAY
LOTS 15 & 16, BLOCK 22
TOWN OF EAGLE, COLORADO

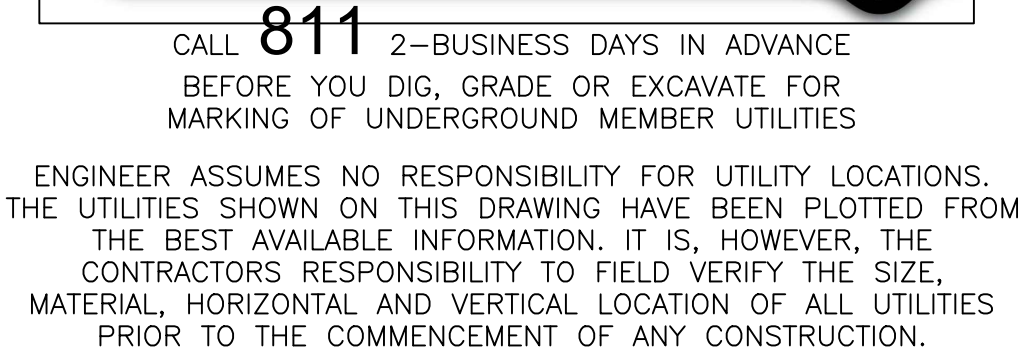
YARNELL CONSULTING &
CIVIL DESIGN, LLC
P.O. BOX 3901, EAGLE, COLORADO 81631
(970) 323-7008

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DRAWN BY:	J. YARNELL	1.	SCHEMATIC DESIGN (NO CONST.)	4/17/19	JUY
REVIEWED BY:	J. YARNELL	2.	TOWN OF EAGLE P & Z (NO CONST.)	5/9/19	JUY
PROJECT NO.:	19.004	3.	DEVELOPMENT PERMIT RESUBMITAL	9/9/19	JUY
DATE:	10/29/2019	4.	DEVELOPMENT PERMIT RESUBMITAL	10/29/19	JUY
		5.			JUY

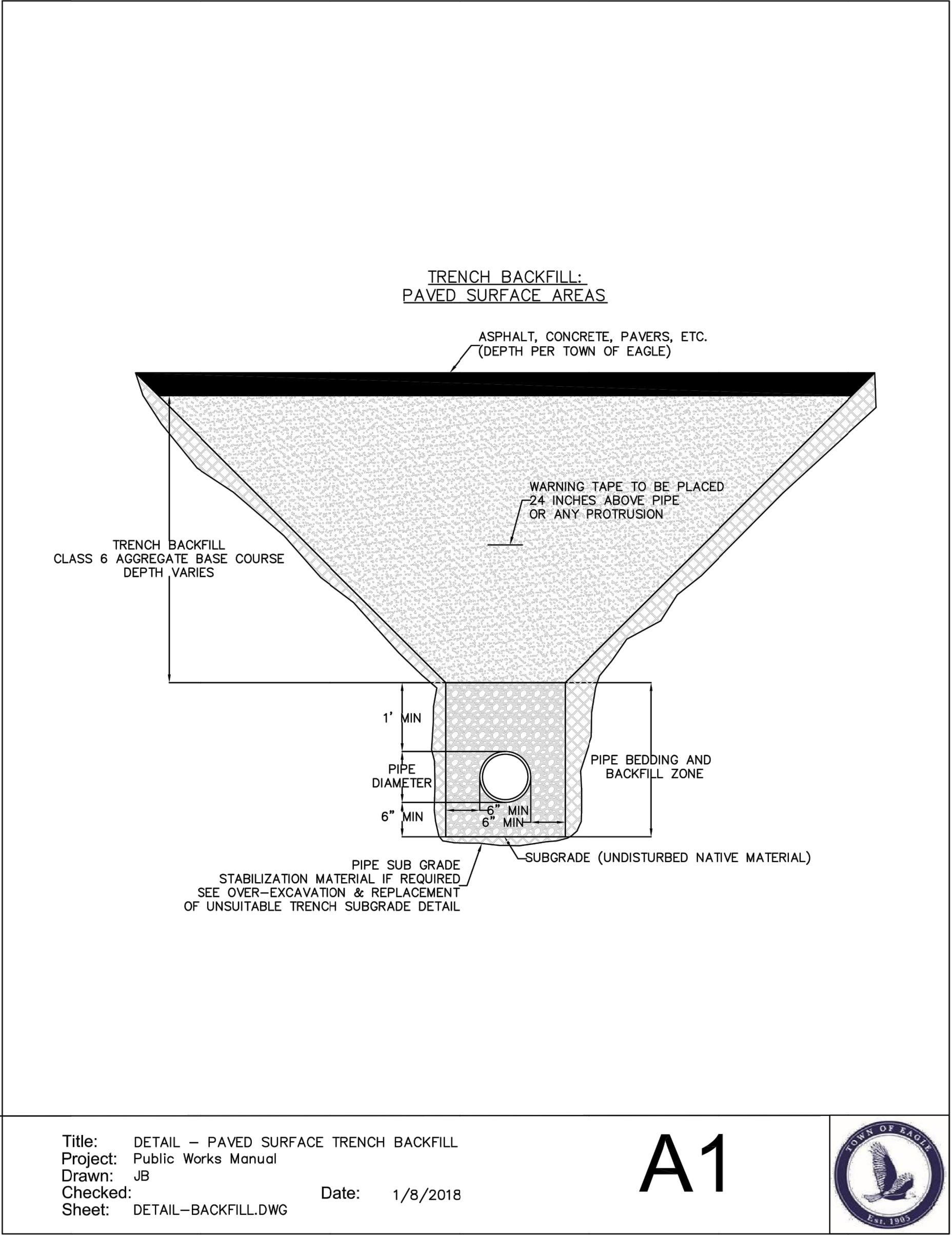
SHEET TITLE
GRADING &
UTILITY NOTES

SHEET NO.
C5

Page 38 of 136

OUTSTANDING DETAILS (TO BE PROVIDED IN A FUTURE SUBMITTAL; NOT REQUIRED FOR PERMIT):

- CONCRETE WALK WITH THICKENED EDGE



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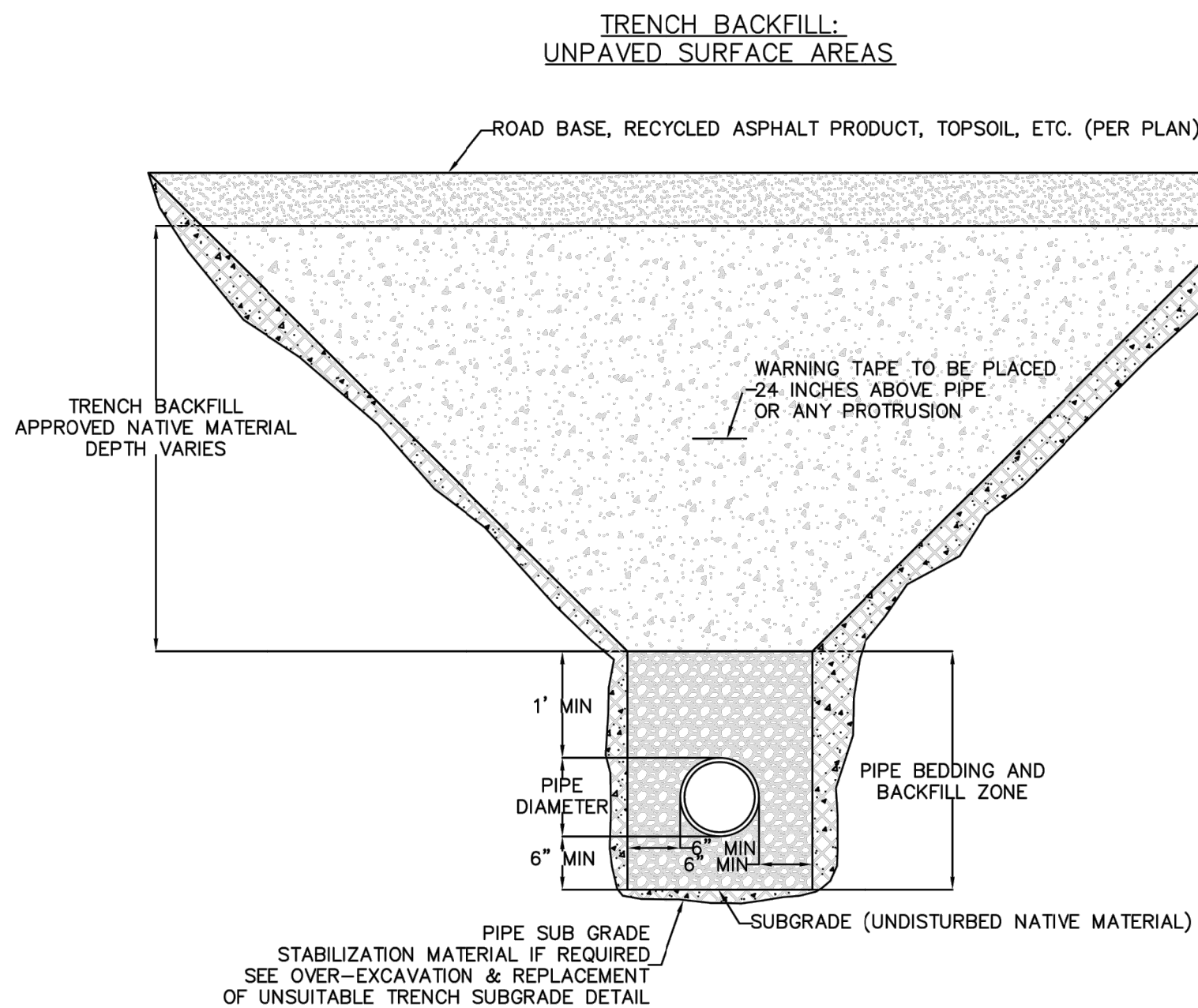
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3.	DEVELOPMENT PERMIT RESUBMITTAL	9/9/19	JYJ
4.	DEVELOPMENT PERMIT RESUBMITTAL	10/29/19	JYJ
5.			JYJ

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REVIEWED BY: J. YARNELL	
PROJECT NO: 19.004	

SHEET TITLE
DETAILS

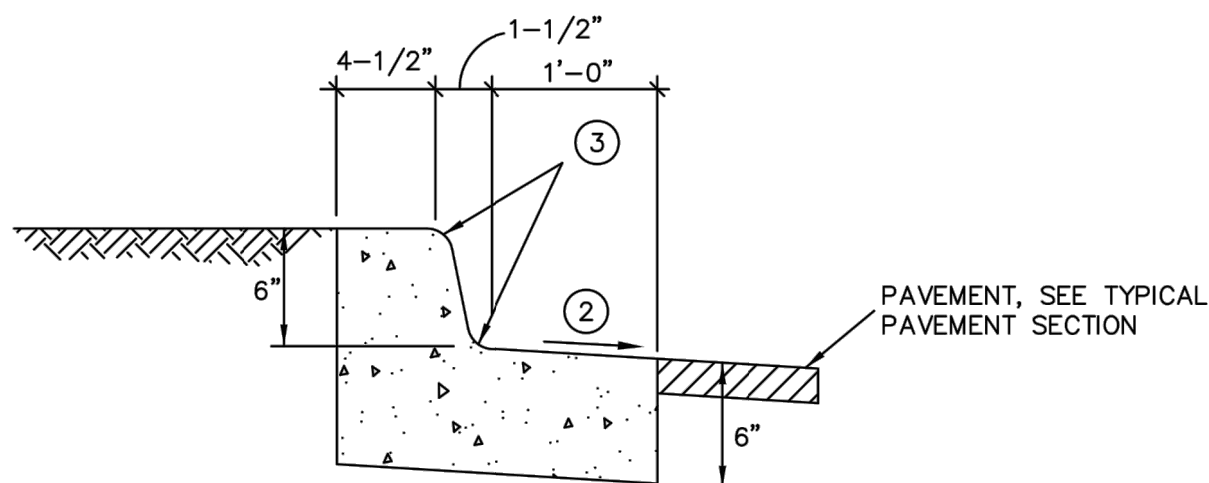
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C7.1

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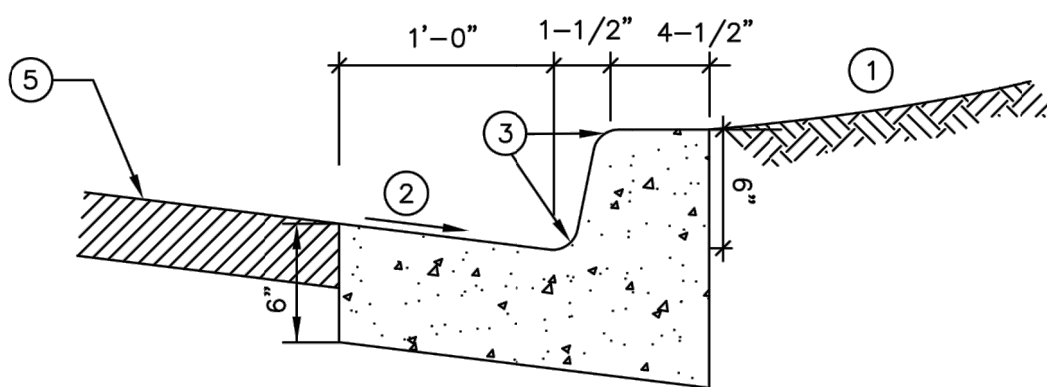


Title: DETAIL - TRENCH BACKFILL
Project: Public Works Manual
Drawn: JB
Checked:
Sheet: DETAIL-BACKFILL.DWG Date: 1/8/2018

A2



SPILL CURB



CATCH CURB

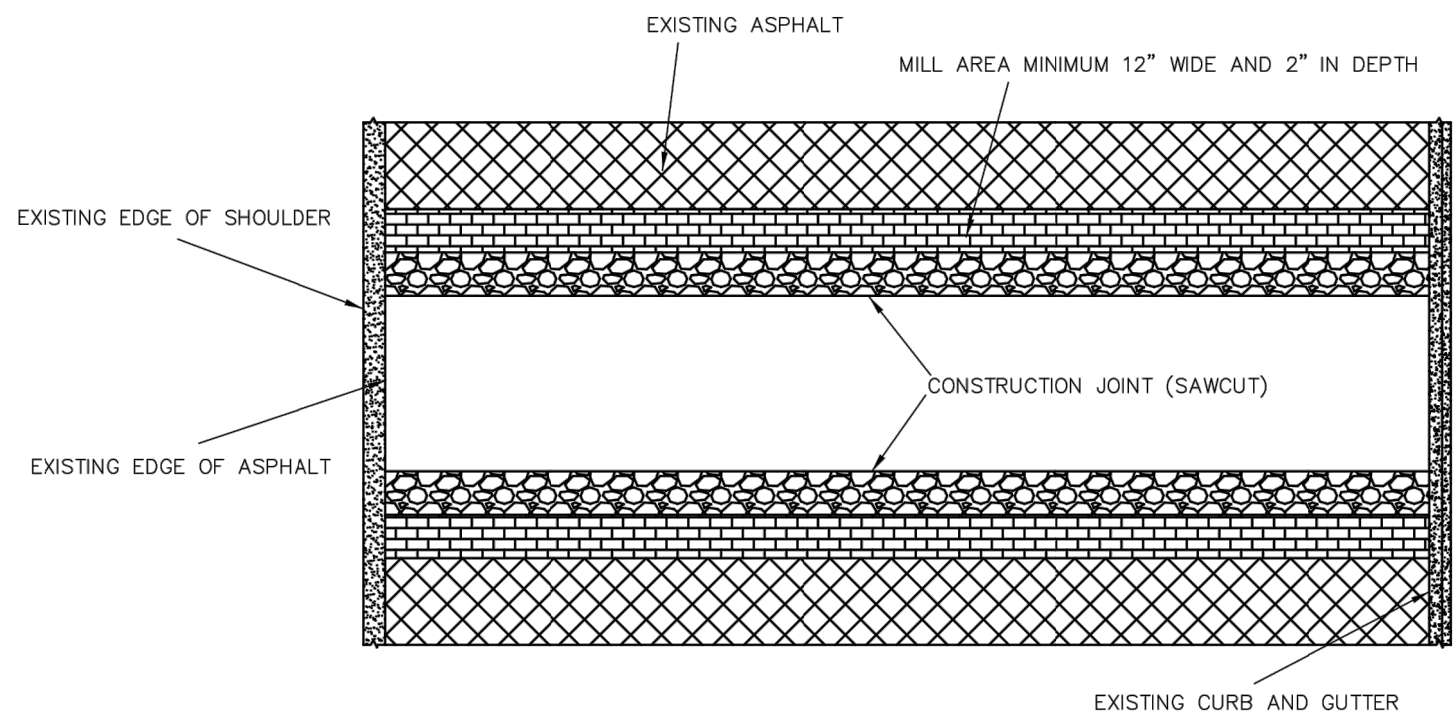
NOTES:

1. BACKFILL, SEE DETAIL OF CUT/FILL SLOPE
2. SLOPE AT 1" PER FOOT
3. 1-1/2" RADIUS TYPICAL
4. SLOPE TO MATCH ADJACENT PAVEMENT
5. PAVEMENT, SEE TYPICAL PAVEMENT SECTION
6. PROVIDE CONTRACTION JOINTS 12' O.C. MAXIMUM
7. PROVIDE EXPANSION JOINTS 100' O.C. MAXIMUM

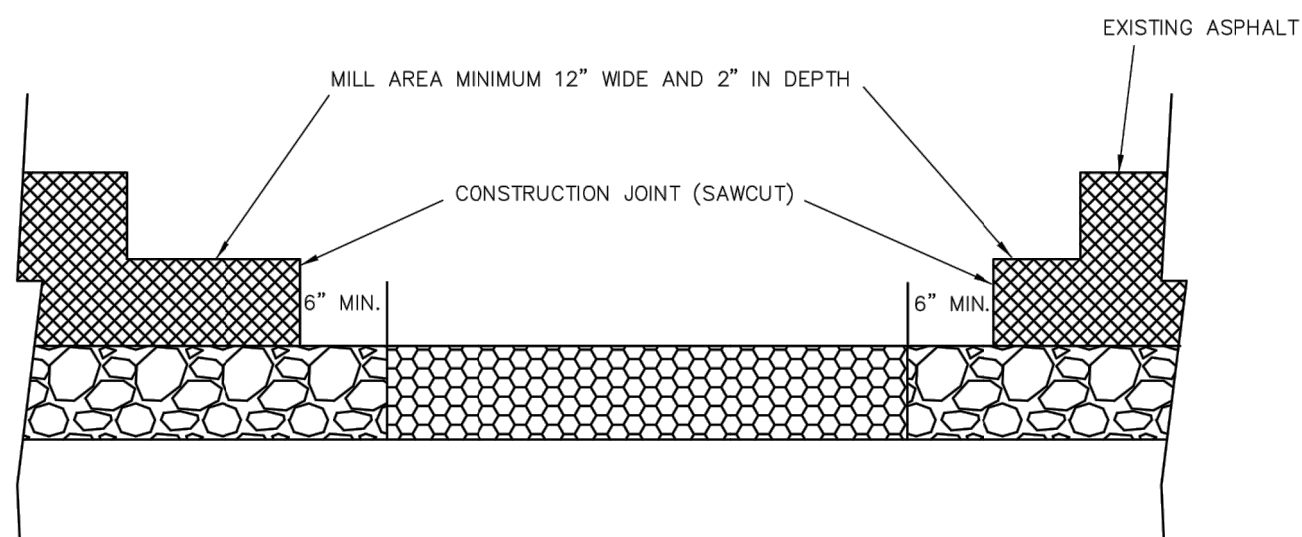
6" VERTICAL CURB AND GUTTER

Title: DETAIL - Vertical Curb Cut
Project: Public Works Manual
Drawn: JB
Checked:
Sheet: Vertical Curb Cut.dwg Date: 1/16/2018

C1



PLAN



PROFILE

Title: DETAIL - Street Cut Detail
Project: Public Works Manual
Drawn: JB
Checked:
Sheet: TOE Street Cut Detail.dwg Date: 1/4/18

C14



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4.	DEVELOPMENT PERMIT RESUBMITTAL	10/29/19	JY
5.			JY

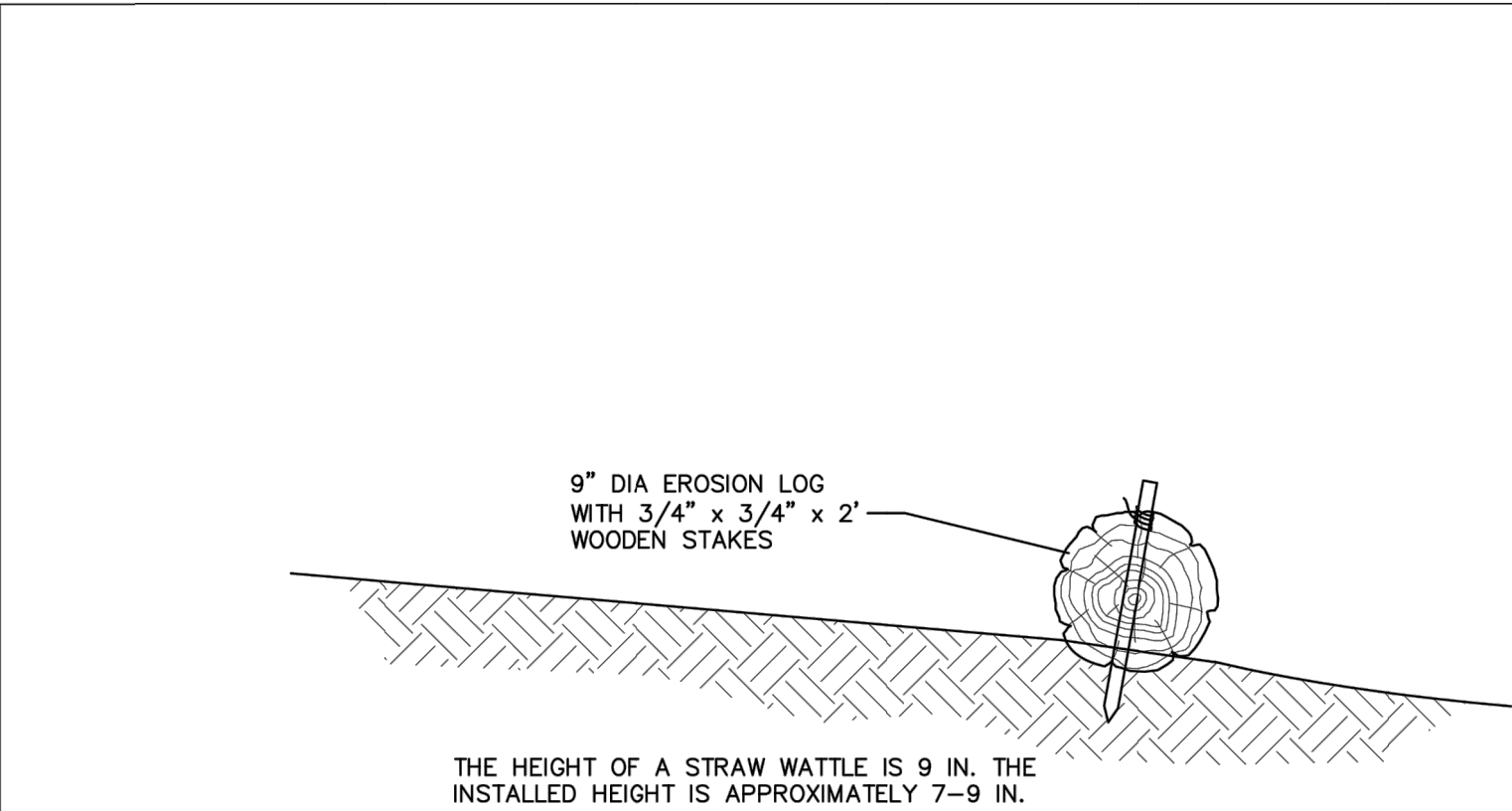
DESIGN BY: J. YARNELL	DATE: 10/29/2019
DRAWN BY: J. YARNELL	
REVIEWED BY: J. YARNELL	
PROJECT NO: 19.004	

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DETAILS

SHEET NO.
C7.2

RETAIL & MULTI-FAMILY
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410 BROADWAY
LOTS 15 & 16, BLOCK 22
TOWN OF EAGLE, COLORADO

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EROSION LOG WATTLE DETAIL

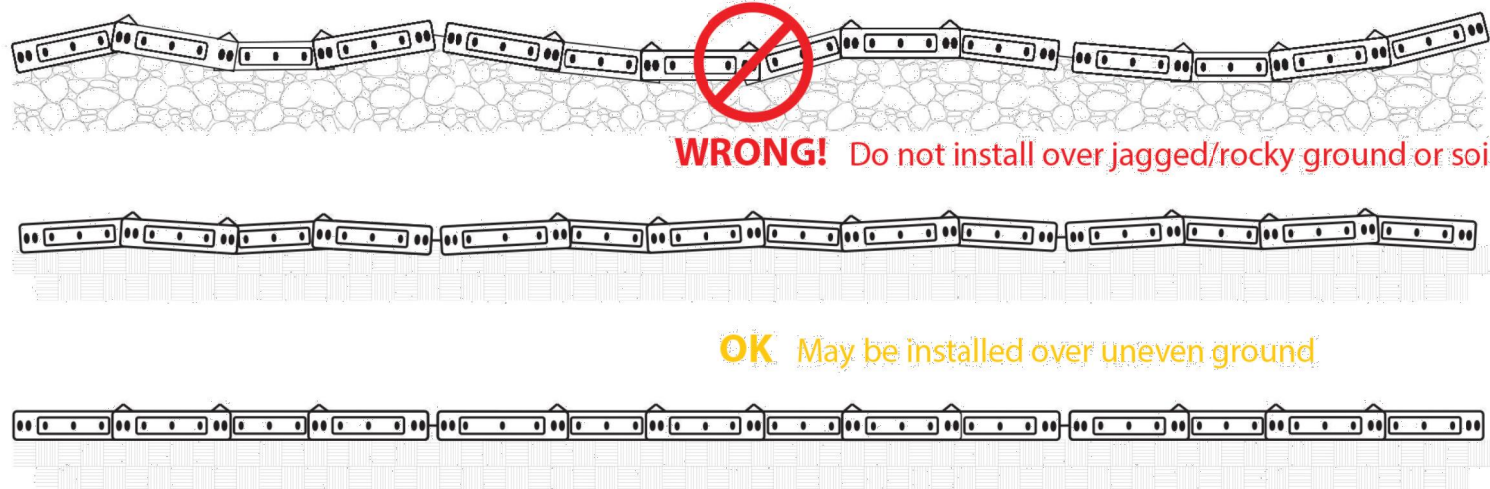
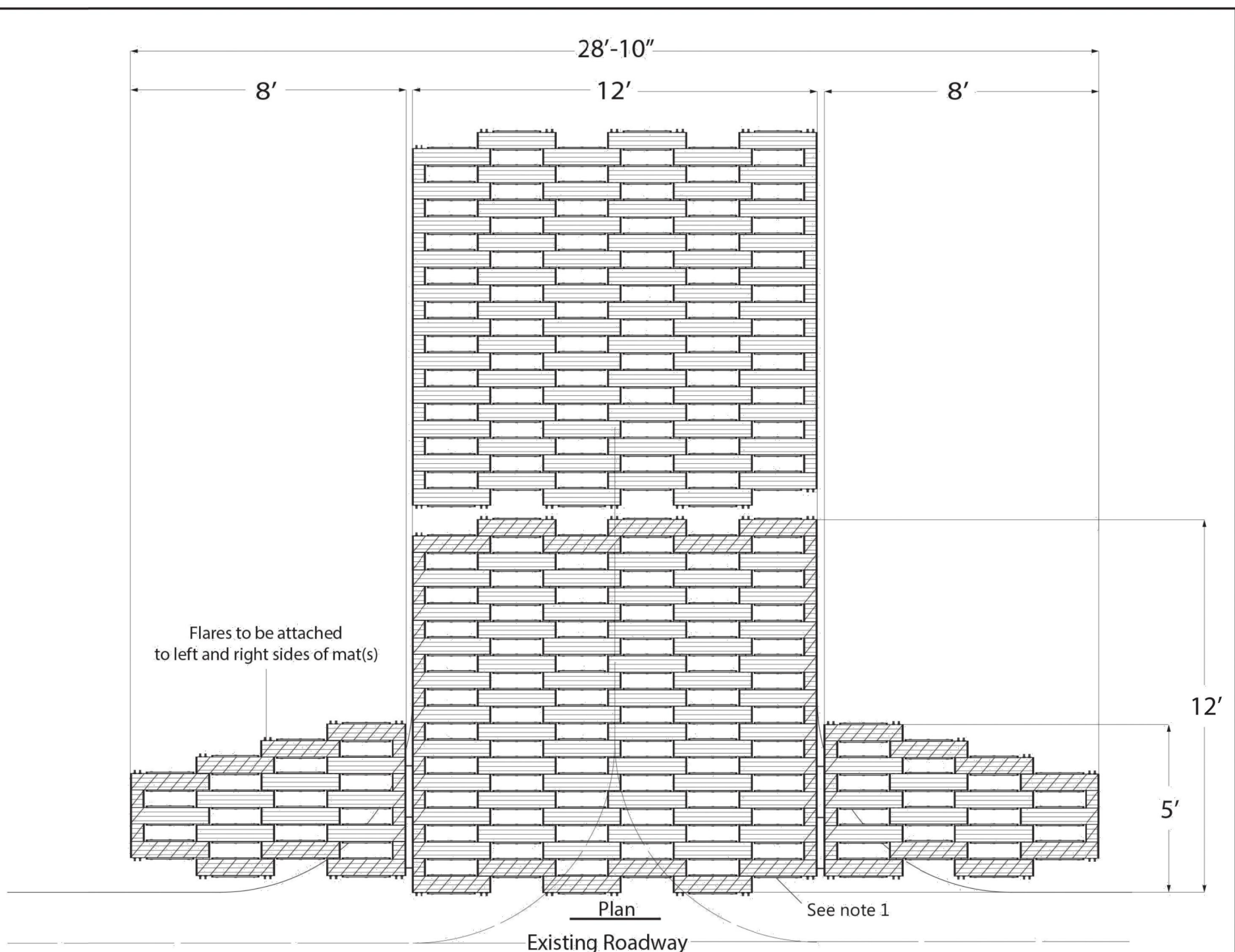
N.T.S.

This sediment barrier is designed for low surface flows not to exceed 1 cfs for small areas, slope flatter than 3:1 or short slopes, and where silt fences are not practicable. Straw Wattles can also be installed on contour on steeper slopes to reduce surface, spread water flow and capture sediment. The following is a brief description of the Straw Wattles, their uses and installation.

1. The height of a Straw Wattle is 9 in. The installed height is approximately 5 –7 in. The standard length of Straw Wattles is 25 ft., however other lengths will be made upon request.
2. Straw Wattles can be installed on contour of slope, with a slight downslope angle at the end of each row to allow for slow drainage during heavy precipitation. They can also be used at the top of slopes to prevent sheeting over the edge, and they can be used at the toe of slopes. Straw Wattles can also be used along sidewalks and curbs and around storm drains and inlets to prevent sediment pollution.
3. Straw Wattles can be used to replace silt fences, straw bale dikes and sand bag barriers. They can also be placed in drainage swales to slow flows and capture sediment; they can be used as level spreaders to prevent concentrated flow, and in place of earthen berms or dikes.
4. Straw Wattles should be installed on surface.
5. Lay the Wattle in the trench and stake with 3/4" X 3/4" X 18" or 24" wood stakes at each end and 4-foot on center. When installing running lengths, Straw Wattle ends should be buttoned firmly together to prevent leakage, and securely staked together but overlapping is acceptable.
6. When used on slopes, Straw Wattles do not require removal and can be abandoned in place. However, when used for temporary purposes such as along sidewalks, on curbs, or around storm drains, they can be removed and reused.
7. Wattles installed on slopes that are steeper than 2:1 shall be spaced at 10' intervals rather than 20' intervals.

Title: Erosion Log
Project: Public Works Manual
Drawn: JB
Checked:
Sheet: Erosion Log.dwg
Date: 1/18/2018

D5



NOTES

1. NO PICK (ROWS)
2. INSTALL MAT RAISED TAB SIDE UP
3. EXPANDABLE AS NECESSARY



Tracking Pad Details

Date: 10/28/2016 Sheet: 1 of 1

RETAIL & MULTI-FAMILY
RESIDENTIAL
410 BROADWAY
LOTS 15 & 16, BLOCK 22
TOWN OF EAGLE, COLORADO

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4.	DEVELOPMENT PERMIT RESUBMITTAL	10/29/19	JY
5.			

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DRAWN BY: J. YARNELL	
REVIEWED BY: J. YARNELL	
PROJECT NO: 19.004	

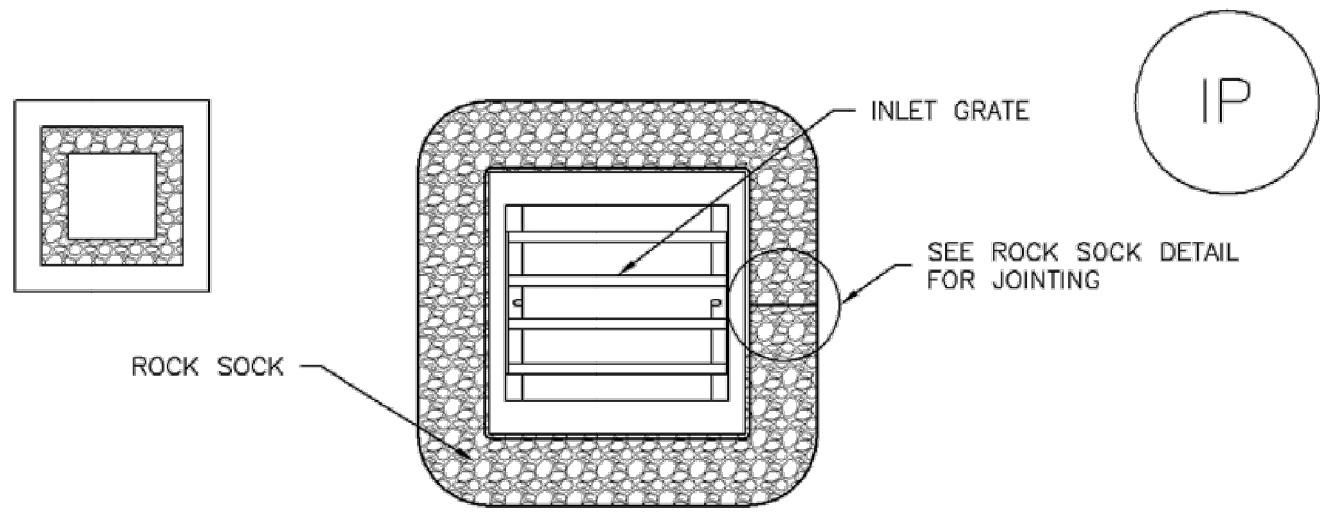
SHEET TITLE
EROSION
CONTROL
DETAILS

SHEET NO.
C8.1

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Inlet Protection (IP)

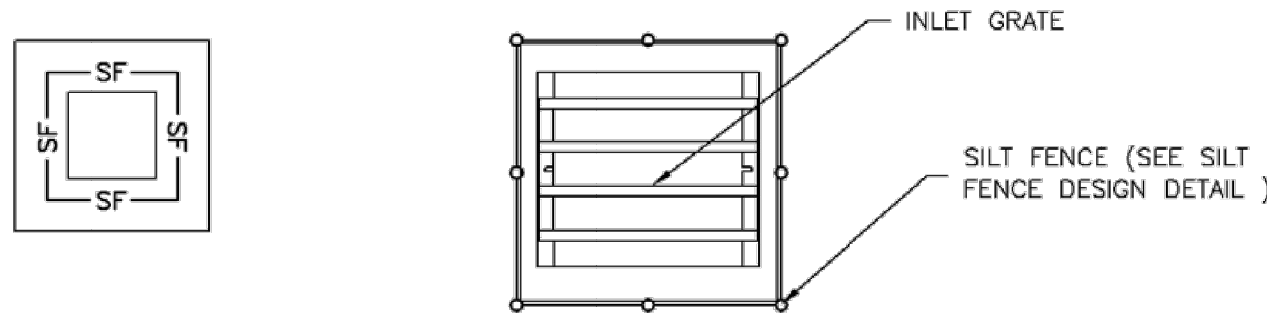
SC-6



IP-3. ROCK SOCK SUMP/AREA INLET PROTECTION

ROCK SOCK SUMP/AREA INLET PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. STRAW WATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF ROCK SOCKS FOR INLETS IN PVIOUS AREAS. INSTALL PER SEDIMENT CONTROL LOG DETAIL.



IP-4. SILT FENCE FOR SUMP INLET PROTECTION

SILT FENCE INLET PROTECTION INSTALLATION NOTES

1. SEE SILT FENCE DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. POSTS SHALL BE PLACED AT EACH CORNER OF THE INLET AND AROUND THE EDGES AT A MAXIMUM SPACING OF 3 FEET.
3. STRAW WATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF SILT FENCE FOR INLETS IN PVIOUS AREAS. INSTALL PER SEDIMENT CONTROL LOG DETAIL.

August 2013

Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual Volume 3

IP-5

SC-6

Inlet Protection (IP)

GENERAL INLET PROTECTION INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
 - LOCATION OF INLET PROTECTION.
 - TYPE OF INLET PROTECTION (IP.1, IP.2, IP.3, IP.4, IP.5, IP.6)
2. INLET PROTECTION SHALL BE INSTALLED PROMPTLY AFTER INLET CONSTRUCTION OR PAVING IS COMPLETE (TYPICALLY WITHIN 48 HOURS). IF A RAINFALL/RUNOFF EVENT IS FORECAST, INSTALL INLET PROTECTION PRIOR TO ONSET OF EVENT.

3. MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

INLET PROTECTION MAINTENANCE NOTES

1. INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
4. SEDIMENT ACCUMULATED UPSTREAM OF INLET PROTECTION SHALL BE REMOVED AS NECESSARY TO MAINTAIN BMP EFFECTIVENESS, TYPICALLY WHEN STORAGE VOLUME REACHES 50% OF CAPACITY, A DEPTH OF 6" WHEN SILT FENCE IS USED, OR ¼ OF THE HEIGHT FOR STRAW BALES.
5. INLET PROTECTION IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS PERMANENTLY STABILIZED, UNLESS THE LOCAL JURISDICTION APPROVES EARLIER REMOVAL OF INLET PROTECTION IN STREETS.
6. WHEN INLET PROTECTION AT AREA INLETS IS REMOVED, THE DISTURBED AREA SHALL BE COVERED WITH TOP SOIL, SEEDED AND MULCHED, OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.

(DETAIL ADAPTED FROM TOWN OF PARKER, COLORADO AND CITY OF AURORA, COLORADO, NOT AVAILABLE IN AUTOCAD)

NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

NOTE: THE DETAILS INCLUDED WITH THIS FACT SHEET SHOW COMMONLY USED, CONVENTIONAL METHODS OF INLET PROTECTION IN THE DENVER METROPOLITAN AREA. THERE ARE MANY PROPRIETARY INLET PROTECTION METHODS ON THE MARKET. UDFCD NEITHER ENDORSES NOR DISCOURAGES USE OF PROPRIETARY INLET PROTECTION; HOWEVER, IN THE EVENT PROPRIETARY METHODS ARE USED, THE APPROPRIATE DETAIL FROM THE MANUFACTURER MUST BE INCLUDED IN THE SWMP AND THE BMP MUST BE INSTALLED AND MAINTAINED AS SHOWN IN THE MANUFACTURER'S DETAILS.

NOTE: SOME MUNICIPALITIES DISCOURAGE OR PROHIBIT THE USE OF STRAW BALES FOR INLET PROTECTION. CHECK WITH LOCAL JURISDICTION TO DETERMINE IF STRAW BALE INLET PROTECTION IS ACCEPTABLE.

IP-8

Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual Volume 3

August 2013

RETAIL & MULTI-FAMILY
RESIDENTIAL
410 BROADWAY
LOTS 15 & 16, BLOCK 22
TOWN OF EAGLE, COLORADO

YARNELL CONSULTING &
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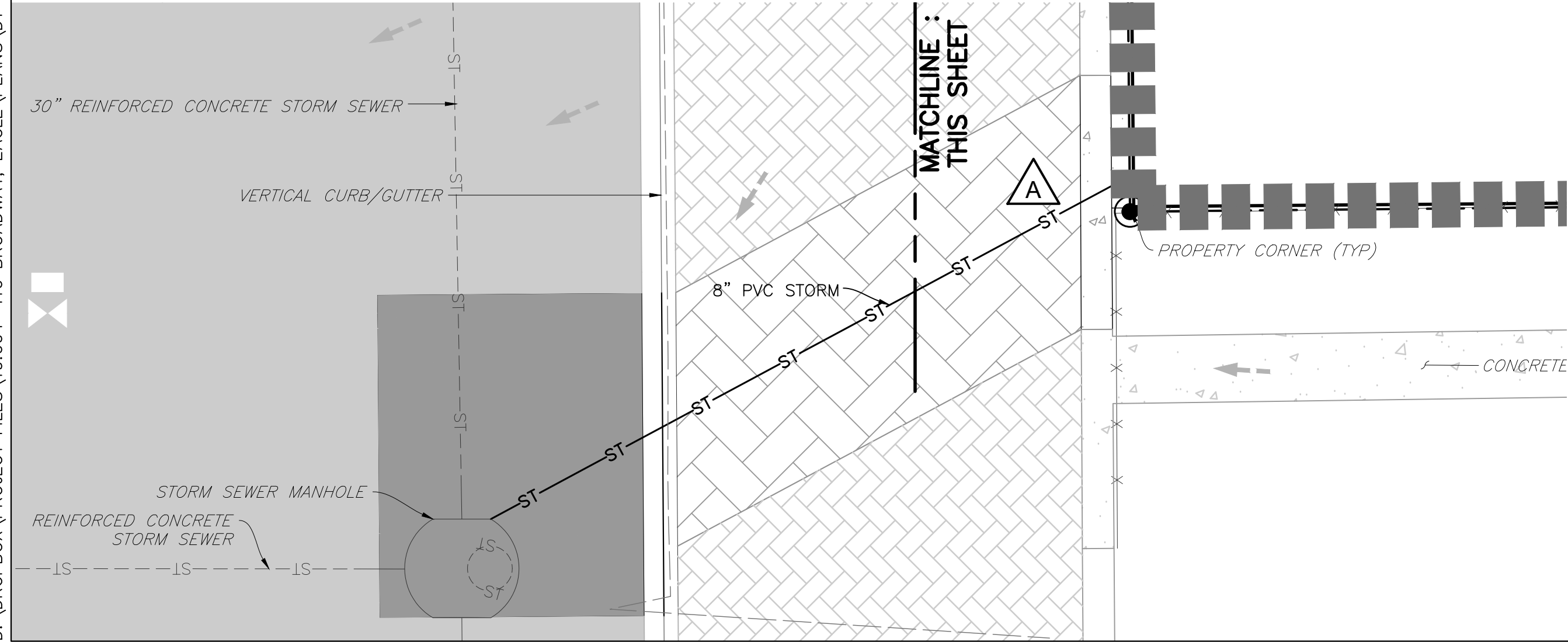
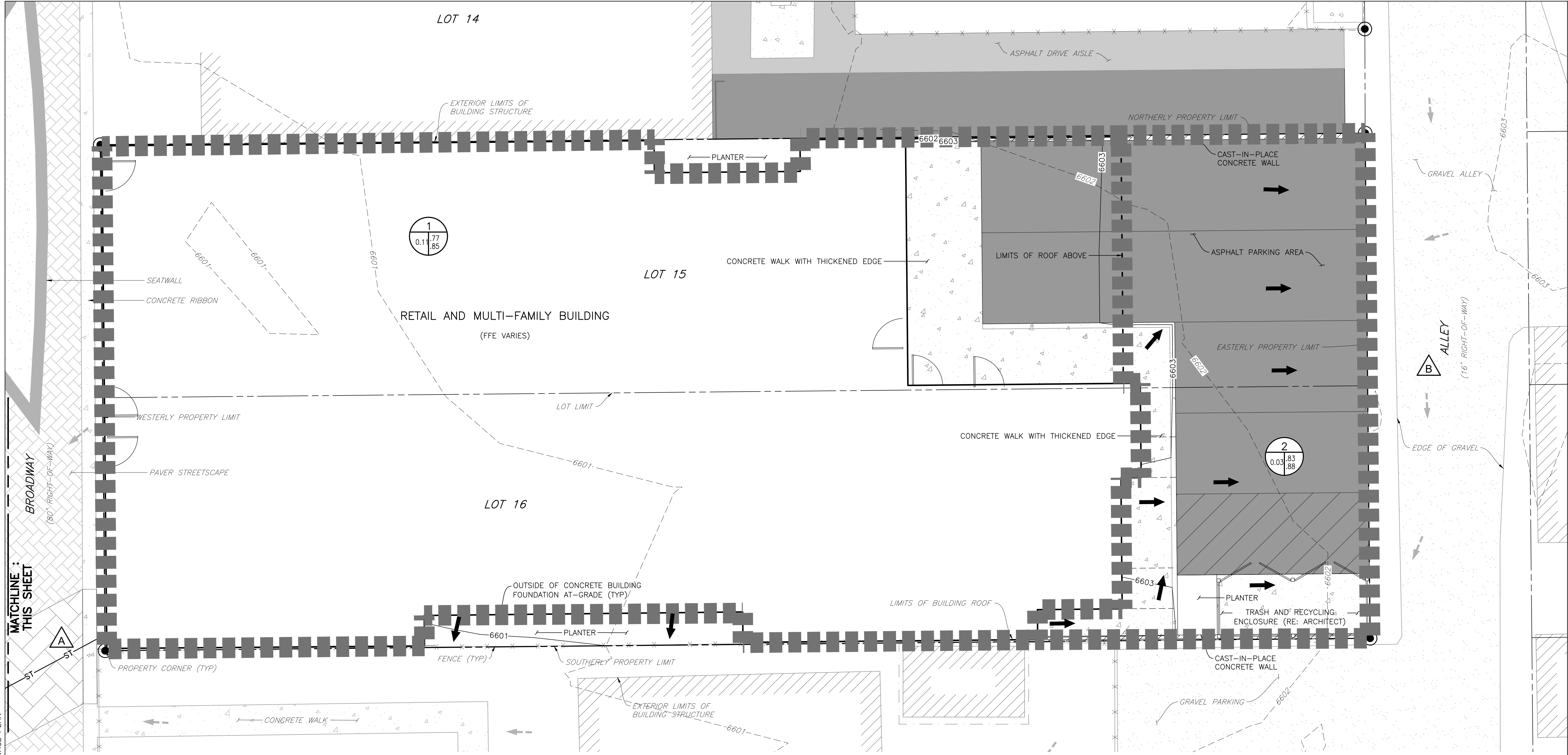
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4.	DEVELOPMENT PERMIT RESUBMITTAL	10/29/19	JULY
5.			JULY

DESIGN BY: J. YARNELL	DATE: 10/29/2019
DRAWN BY: J. YARNELL	
REVIEWED BY: J. YARNELL	
PROJECT NO: 19.004	

SHEET TITLE
EROSION
CONTROL
DETAILS

SHEET NO.
C8.2

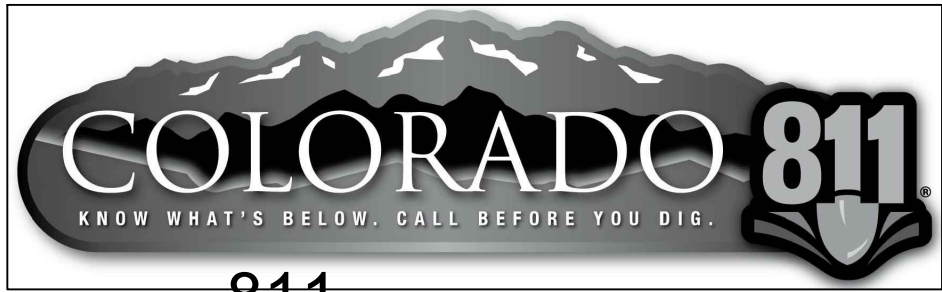
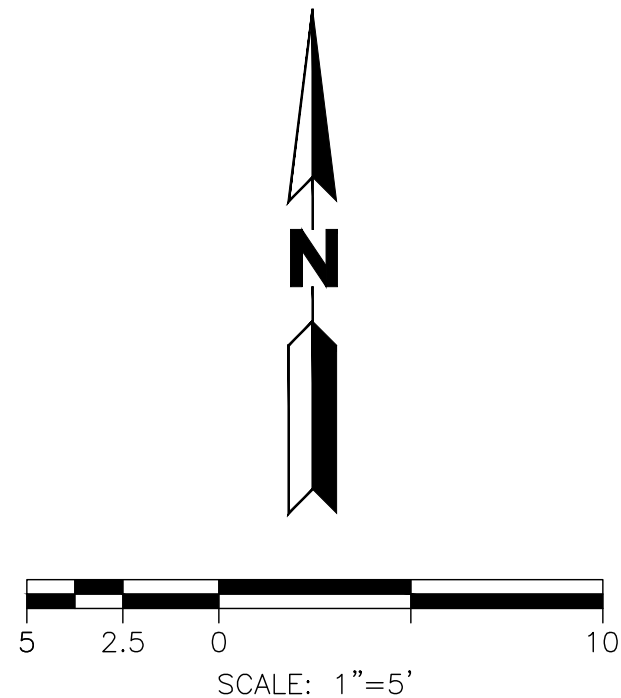
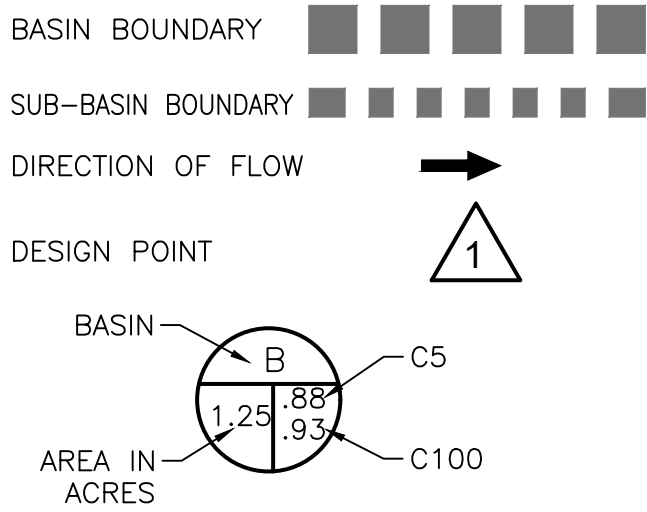
D:\DROPBOX\PROJECT FILES\19.004-410 BROADWAY, EAGLE\PLANS\01 DRAINAGE PLAN



NOTES:

- PER THE TOWN OF EAGLE PUBLIC WORKS DEPARTMENT, THERE IS KNOWN SUFFICIENT CAPACITY WITHIN THE PUBLIC STORM SYSTEM IN BROADWAY TO CONVEY THE NOMINAL INCREASE IN RUNOFF FROM THE REDEVELOPMENT OF THE SUBJECT PROPERTY.
- REFER TO THE DRAINAGE MEMORANDUM DATED OCTOBER 29, 2019 AND PREPARED BY YARNELL CONSULTING & CIVIL DESIGN, LLC FOR ADDITIONAL INFORMATION REGARDING DRAINAGE PATTERNS FOR THIS REDEVELOPMENT.

LEGEND



CALL 811 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE OR EXCAVATE FOR
MARKING OF UNDERGROUND MEMBER UTILITIES

ENGINEER ASSUMES NO RESPONSIBILITY FOR UTILITY LOCATIONS.
THE UTILITIES SHOWN ON THIS DRAWING HAVE BEEN PLOTTED FROM
THE BEST AVAILABLE INFORMATION. IT IS, HOWEVER, THE
CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE SIZE,
MATERIAL, HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES
PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

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REVIEWED BY: J. YARNELL	3	TOWN OF EAGLE P & Z (NO CONST.)	J. YARNELL	5/9/19	
PROJECT NO.: 19.004	4	DEVELOPMENT PERMIT RESUBMITTAL	J. YARNELL	9/9/19	
DATE: 10/29/2019	5	DEVELOPMENT PERMIT RESUBMITTAL	J. YARNELL	10/29/19	

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LOTS 15 & 16, BLOCK 22	(970) 323-7008
TOWN OF EAGLE, COLORADO	

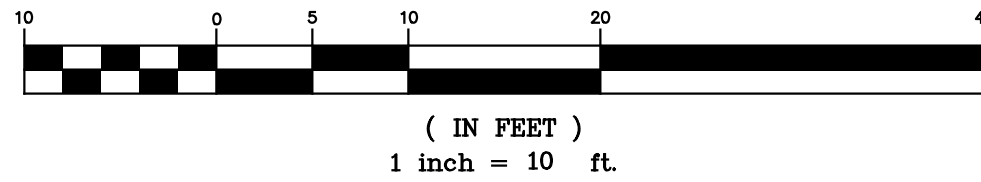
SHEET TITLE
DRAINAGE PLAN
SHEET NO.
D1

IMPROVEMENT SURVEY PLAT WITH TOPOGRAPHY

LOTS 15 & 16, BLOCK 22, TOWN OF EAGLE
Located in the NE 1/4 of Section 5
Township 5 South, Range 84 West of the 6th P.M.
Town of Eagle, Eagle County, Colorado

N

GRAPHIC SCALE



LEGEND

- FOUND PROPERTY CORNER AS DESCRIBED
- ⊕ POWER/UTILITY POLE
- ⊕ PHONE PEDESTAL
- ⊕ WATER VALVE
- ⊕ ELECTRIC METER
- ⊕ 1" STEEL GAS PIPE RISER
- ⊕ 3" PVC (ELEC. CONDUIT INTO BLDG.)
- ⊕ STORM SEWER MANHOLE
- ⊕ STORM GRATE INLET
- ⊕ WOOD FENCE
- ⊕ CHAINLINK FENCE
- SS SANITARY SEWER LINE
- TP BURIED TELEPHONE LINE
- CTV BURIED CABLE TV LINE
- UG BURIED GAS LINE
- UW BURIED WATER LINE
- ⋯ OVERHEAD UTILITY LINE
- ⊕ DECIDUOUS TREE (SIZE AS DESCRIBED)
- () RECORD MEASUREMENTS

PROPERTY DESCRIPTION

LOTS 15 AND 16, BLOCK 22, TOWN OF EAGLE, FORMERLY THE TOWN OF McDONALD, COUNTY OF EAGLE, STATE OF COLORADO.

NOTES

- DATE OF SURVEY: MARCH 13 - APRIL 3, 2019. AT THE TIME OF SURVEY THERE WAS PARTIAL SNOW COVER.
- PROPERTY ADDRESS: 410 BROADWAY, EAGLE, CO.
- BEARINGS ARE BASED ON THE LINE BETWEEN A FOUND ALUMINUM CAP IN A MONUMENT BOX AT THE INTERSECTION OF BROADWAY AND SECOND STREET AND A FOUND ALUMINUM CAP IN A MONUMENT BOX AT THE INTERSECTION OF BROADWAY AND FIFTH STREET, BOTH BEING 2 1/2" ALUMINUM CAPS STAMPED LS30093 WITH A BEARING OF S00°33'00"E AS SHOWN HEREON.
- LINEAR UNITS USED TO PERFORM THIS SURVEY WERE U.S. SURVEY FEET.
- THIS SURVEY IS BASED ON THE 1905 TOWN OF EAGLE PLAT, RECORDED AS RECEPTION NO. 19050023, EAGLE COUNTY, COLORADO.
- THIS IMPROVEMENT SURVEY PLAT DOES NOT CONSTITUTE A TITLE SEARCH BY MERIDIAN LAND SURVEYING LLC. FOR ALL INFORMATION REGARDING EASEMENTS, RIGHTS-OF-WAY AND/OR TITLE OF RECORD, MERIDIAN LAND SURVEYING LLC. RELIED UPON TITLE POLICY NO. H0206300 OF ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATE OF POLICY: MAY 7, 2008.
- THIS PROPERTY IS LOCATED IN "ZONE X" ACCORDING TO FEMA FLOOD INSURANCE RATE MAP NO. 08037C0389D, EFFECTIVE DATE: DECEMBER 4, 2007.
PANEL: 389 OF 1125
COMMUNITY: EAGLE, TOWN OF
NUMBER: 080238
PANEL: 0389
SUFFIX : D
- ELEVATIONS SHOWN HEREON ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) REFERENCED FROM NATIONAL GEODETIC SURVEY (NGS) BENCHMARK STATION D-280 HAVING A PUBLISHED ELEVATION OF 6625.21'.
- CONTOUR INTERVAL EQUALS 1 FOOT.
- UNDERGROUND UTILITIES SHOWN HEREON HAVE BEEN MARKED BY ROARING FORK UTILITY LOCATORS AND TOWN OF EAGLE PUBLIC WORKS, ONLY PAINT MARKS AND UTILITY FLAGS HAVE BEEN LOCATED BY MERIDIAN LAND SURVEYING, LLC. THE ACTUAL LOCATIONS OF ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED PRIOR TO EARTHWORK CONSTRUCTION.

SURVEYOR'S CERTIFICATION

I, O. ERON WATTS, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, HEREBY CERTIFY TO 410 BROADWAY LLC., THAT THIS IMPROVEMENT SURVEY PLAT AS DEFINED BY C.R.S. 38-51-102(9) IS THE RESULT OF A MONUMENTED LAND SURVEY PERFORMED BY ME OR UNDER MY RESPONSIBLE CHARGE AND IS ACCURATE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

O. ERON WATTS, PLS 38403
COLORADO REGISTERED PROFESSIONAL
LAND SURVEYOR



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

IMPROVEMENT SURVEY PLAT
WITH TOPOGRAPHY
LOTS 15 & 16, BLOCK 22, TOWN OF EAGLE
LOCATED IN THE NE 1/4 OF SECTION 5,
TOWNSHIP 5 SOUTH, RANGE 84 WEST, 6TH P.M.
TOWN OF EAGLE, EAGLE COUNTY, COLORADO
410 BROADWAY

SHEET:
1 OF 1
DATE:
04/06/2019
FID/RPT:
EW/EW
DWG NO.:
190002-01
REV:

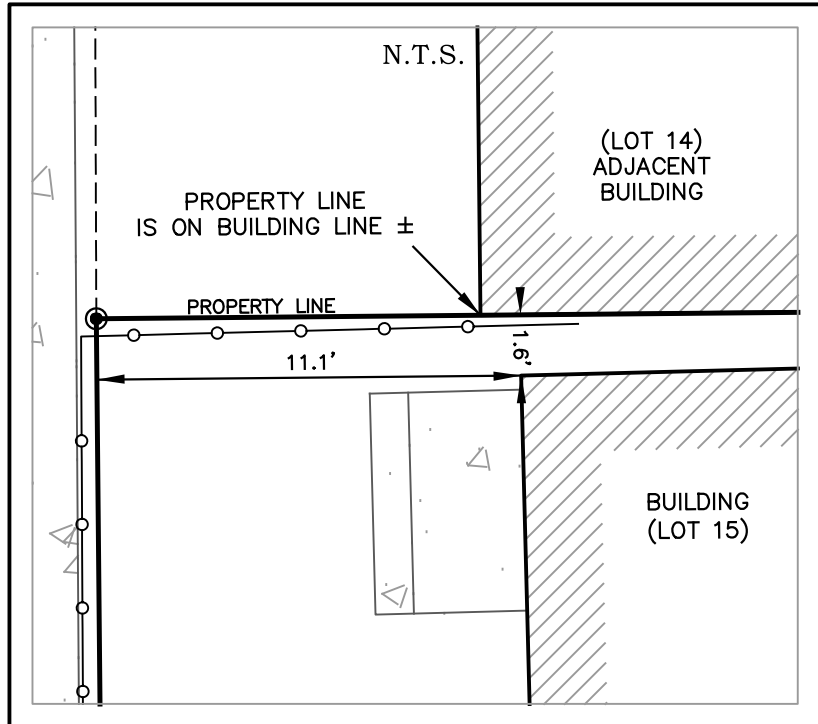
MERIDIAN
LAND SURVEYING, L.L.C.
P.O. Box 2225 Gypsum, CO 81637
(970) 524-0963

COUNTY SURVEYOR'S CERTIFICATE

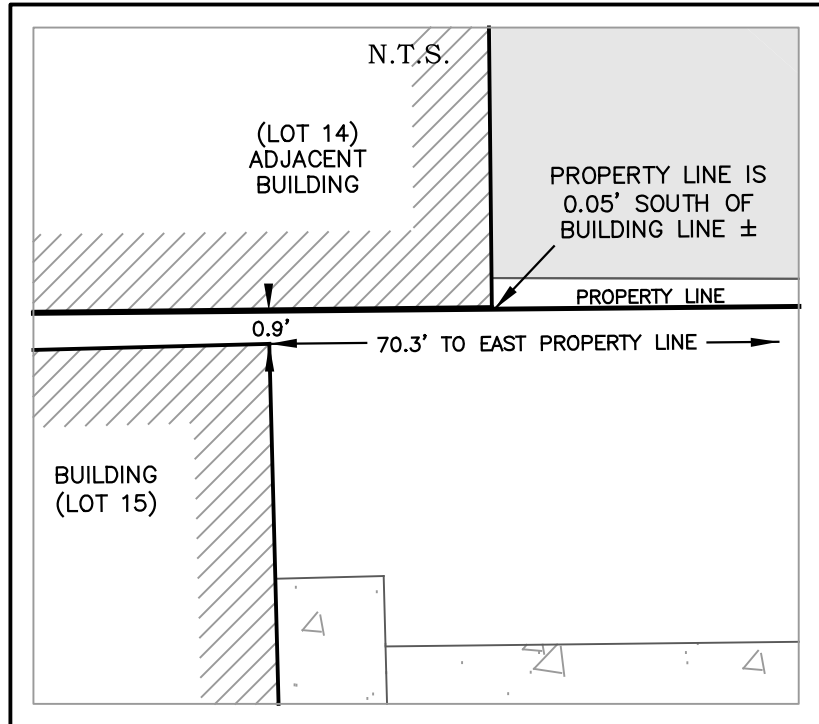
DEPOSITED THIS _____ DAY OF _____, 2019, AT _____ M. IN BOOK _____ OF THE
EAGLE COUNTY SURVEYOR'S LAND SURVEY PLATS/RIGHTS-OF-WAY SURVEYS AT PAGE _____
THIS LAND SURVEY PLAT COMPLIES WITH SECTION 38-51-102, OF THE COLORADO REVISED STATUTES.

COUNTY SURVEYOR _____

SOUTHWEST BUILDING CORNER DETAIL (ADJACENT BUILDING LOT 14)



SOUTHEAST BUILDING CORNER DETAIL (ADJACENT BUILDING LOT 14)



Frederick Tobias, Town Engineer
Town of Eagle
P.O. Box 509
Eagle, Colorado 81631

Subject: 410 Broadway (Lots 15 & 16, Block 22, Town of Eagle Subdivision)
Drainage Letter

Fred:

410 Broadway, LLC has contracted Yarnell Consulting & Civil Design, LLC (YCCD) to design the grading, drainage, and utility elements of the proposed redevelopment of 410 Broadway with the associated asphalt parking and utilities. The purpose of this letter is to summarize the existing and proposed drainage conditions for the project.

Background

The subject parcel is in the heart of downtown Eagle – east of Broadway. Presently, it is improved with an abandoned single-family residence and detached garage. There are a series of both below-grade and overhead utilities. The ground cover is unkempt native grasses, brush, and a few trees.

The topographic survey by Meridian Land Surveying indicates runoff from this and adjacent sites are directed westerly – from the alley toward Broadway and the extensive drainage system that exists therein. Unfortunately, there is no existing drainage system or even defined overland drainage paths within the alley right-of-way itself. During site reconnaissance, YCCD observed a series of pothole-like depressions but otherwise a flat alley. This would indicate that low-flow events likely infiltrate into the gravels while larger events pond and then spill over toward the west, across the private properties, and into Broadway where it is intercepted by the existing storm system.

No detention or stormwater quality improvement measures currently exist on the subject parcel.

Proposed

With full redevelopment of the subject parcel, it is proposed to improve the existing drainage condition as much as possible while realizing the small, tight site has numerous constraints. As discussed with Public Works Department staff, YCCD is concerned about converting the entirety of the site to impervious area and redirecting the resulting runoff to the alley. This would be a noteworthy increase in runoff to a location without a defined conveyance path. Alternatively, we recommend capturing all runoff from the roof and piping it directly to the public storm system in Broadway.

As shown on *Drainage Plan* sheet D1, sub-basin 1 is approximately 0.11 acres in area – encompassing the entirety of the proposed building roof. Runoff generated within this sub-basin is tributary to design point A via internal roof drainage system. Based upon our analysis employing

the Rational Method, the estimated flow tributary to this point during a 100-year storm event is approximately 0.4 cubic feet per second (CFS).

In speaking with the Public Works Department, they expressed confidence the public system within Broadway had sufficient capacity to convey runoff from the proposed redevelopment. Therefore, we completed a capacity analysis utilizing Manning's Equation which indicates an available capacity of approximately 0.5 CFS for the proposed 8-inch pipe -- exceeding the estimated 100-year flow tributary to it, even before considering head pressure.

As shown on *Drainage Plan* sheet D1, sub-basin 2 is approximately 0.03 acres in area -- encompassing concrete patios and walks, and asphalt parking on the subject property. Runoff generated within this sub-basin is tributary to design point B in the alley via overland flow. Based upon our analysis employing the Rational Method, the estimated flow tributary to this point during a 100-year storm event is approximately 0.1 CFS. This is determined to be a nominal quantity with a negligible impact relative to runoff already tributary to that right-of-way.

As per the town of Eagle municipal code, no detention or stormwater quality improvements are required for projects within this part of town; therefore, neither are proposed.

Summary

To summarize, the drainage design for the redevelopment of 410 Broadway appears to be in conformance with Town of Eagle municipal code with drainage patterns being improved relative to the existing condition, nominal additional runoff being tributary to the alley right-of-way, and no additional runoff being tributary to adjacent, private properties.

Please let me know if you have any further questions regarding the proposed drainage system design for this development.

Sincerely,



Justin J. Yarnell, PE
Colorado PE Number 47241



NOAA Atlas 14, Volume 8, Version 2
Location name: Eagle, Colorado, USA*
Latitude: 39.6508°, Longitude: -106.8275°
Elevation: 6603.69 ft**
 * source: ESRI Maps
 ** source: USGS



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Deborah Martin, Sandra Pavlovic, Ishani Roy, Michael St. Laurent, Carl Trypaluk, Dale Unruh, Michael Yekta, Geoffrey Bonnin

NOAA, National Weather Service, Silver Spring, Maryland

[PF_tabular](#) | [PF_graphical](#) | [Maps & aeriels](#)

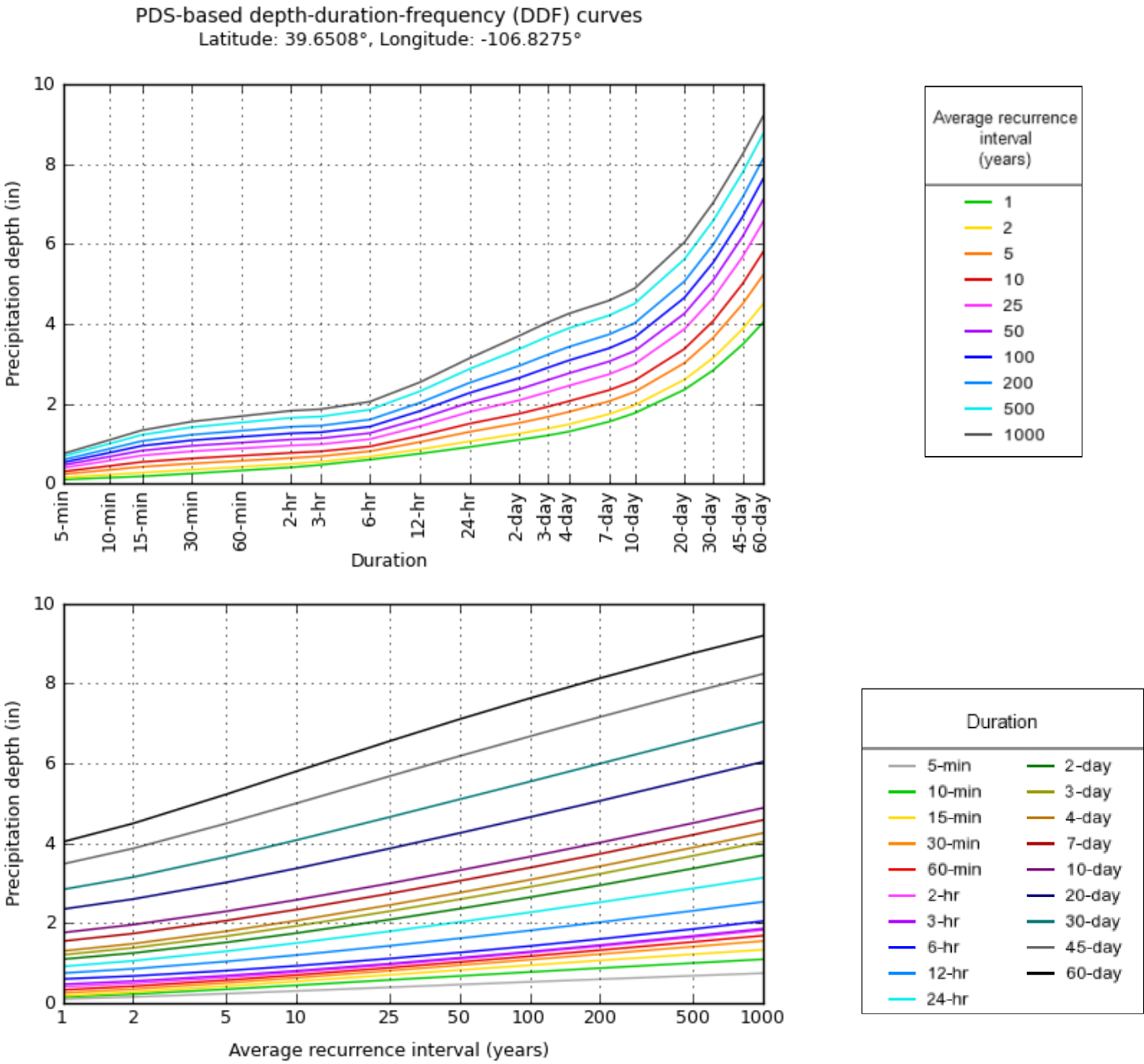
PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches) ¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.103 (0.085-0.129)	0.155 (0.127-0.193)	0.237 (0.193-0.297)	0.304 (0.247-0.383)	0.395 (0.304-0.520)	0.464 (0.347-0.623)	0.531 (0.381-0.739)	0.598 (0.408-0.865)	0.685 (0.446-1.03)	0.749 (0.474-1.16)
10-min	0.151 (0.124-0.188)	0.226 (0.185-0.282)	0.347 (0.283-0.434)	0.446 (0.361-0.561)	0.579 (0.445-0.761)	0.679 (0.509-0.912)	0.778 (0.559-1.08)	0.876 (0.597-1.27)	1.00 (0.652-1.51)	1.10 (0.694-1.69)
15-min	0.184 (0.151-0.229)	0.276 (0.226-0.344)	0.423 (0.345-0.530)	0.544 (0.440-0.684)	0.706 (0.543-0.928)	0.828 (0.620-1.11)	0.948 (0.681-1.32)	1.07 (0.728-1.54)	1.22 (0.796-1.84)	1.34 (0.846-2.06)
30-min	0.255 (0.209-0.317)	0.349 (0.286-0.435)	0.504 (0.411-0.630)	0.632 (0.512-0.796)	0.810 (0.626-1.07)	0.948 (0.712-1.28)	1.09 (0.782-1.52)	1.23 (0.838-1.78)	1.41 (0.921-2.13)	1.55 (0.984-2.40)
60-min	0.331 (0.272-0.412)	0.422 (0.346-0.526)	0.573 (0.468-0.717)	0.702 (0.569-0.884)	0.884 (0.685-1.17)	1.03 (0.774-1.39)	1.17 (0.847-1.64)	1.33 (0.908-1.93)	1.53 (1.00-2.32)	1.69 (1.07-2.61)
2-hr	0.408 (0.337-0.504)	0.495 (0.408-0.612)	0.643 (0.528-0.798)	0.772 (0.629-0.963)	0.957 (0.750-1.26)	1.11 (0.842-1.48)	1.26 (0.920-1.75)	1.42 (0.987-2.05)	1.65 (1.09-2.46)	1.83 (1.17-2.78)
3-hr	0.471 (0.390-0.578)	0.550 (0.455-0.676)	0.687 (0.566-0.848)	0.808 (0.661-1.00)	0.986 (0.779-1.29)	1.13 (0.868-1.51)	1.29 (0.945-1.78)	1.45 (1.01-2.08)	1.68 (1.12-2.49)	1.86 (1.20-2.81)
6-hr	0.603 (0.503-0.735)	0.678 (0.565-0.827)	0.811 (0.673-0.993)	0.932 (0.768-1.15)	1.11 (0.888-1.45)	1.27 (0.979-1.67)	1.43 (1.06-1.95)	1.60 (1.13-2.27)	1.85 (1.25-2.71)	2.05 (1.34-3.05)
12-hr	0.751 (0.630-0.908)	0.858 (0.719-1.04)	1.04 (0.869-1.26)	1.20 (0.996-1.47)	1.43 (1.15-1.83)	1.62 (1.26-2.11)	1.82 (1.36-2.44)	2.02 (1.44-2.81)	2.31 (1.57-3.32)	2.54 (1.67-3.71)
24-hr	0.917 (0.774-1.10)	1.06 (0.893-1.27)	1.30 (1.09-1.56)	1.50 (1.25-1.82)	1.80 (1.45-2.27)	2.03 (1.59-2.61)	2.27 (1.71-3.01)	2.52 (1.81-3.46)	2.87 (1.97-4.06)	3.14 (2.08-4.52)
2-day	1.10 (0.934-1.31)	1.25 (1.06-1.49)	1.52 (1.29-1.81)	1.75 (1.47-2.10)	2.09 (1.70-2.62)	2.36 (1.87-3.01)	2.65 (2.01-3.47)	2.95 (2.14-3.99)	3.37 (2.33-4.71)	3.70 (2.48-5.25)
3-day	1.21 (1.03-1.43)	1.38 (1.18-1.64)	1.68 (1.42-1.99)	1.93 (1.63-2.31)	2.30 (1.87-2.86)	2.60 (2.06-3.28)	2.91 (2.22-3.78)	3.23 (2.35-4.34)	3.69 (2.57-5.11)	4.04 (2.73-5.68)
4-day	1.30 (1.12-1.54)	1.49 (1.27-1.76)	1.80 (1.53-2.13)	2.07 (1.75-2.46)	2.45 (2.01-3.04)	2.76 (2.20-3.48)	3.09 (2.36-3.99)	3.43 (2.50-4.57)	3.89 (2.72-5.35)	4.26 (2.89-5.95)
7-day	1.55 (1.34-1.82)	1.74 (1.50-2.04)	2.06 (1.77-2.43)	2.34 (1.99-2.77)	2.74 (2.25-3.36)	3.06 (2.45-3.81)	3.39 (2.61-4.34)	3.74 (2.75-4.92)	4.21 (2.97-5.72)	4.58 (3.14-6.32)
10-day	1.77 (1.53-2.06)	1.96 (1.69-2.29)	2.30 (1.97-2.69)	2.58 (2.21-3.04)	2.99 (2.47-3.65)	3.32 (2.67-4.11)	3.66 (2.84-4.65)	4.02 (2.97-5.25)	4.51 (3.20-6.07)	4.89 (3.36-6.68)
20-day	2.35 (2.05-2.72)	2.60 (2.26-3.01)	3.02 (2.61-3.50)	3.37 (2.90-3.93)	3.87 (3.21-4.65)	4.26 (3.45-5.19)	4.65 (3.63-5.82)	5.06 (3.78-6.51)	5.62 (4.02-7.43)	6.04 (4.21-8.13)
30-day	2.84 (2.48-3.27)	3.15 (2.75-3.63)	3.66 (3.18-4.22)	4.08 (3.52-4.73)	4.65 (3.88-5.55)	5.10 (4.15-6.17)	5.54 (4.35-6.87)	5.99 (4.50-7.63)	6.59 (4.75-8.63)	7.04 (4.93-9.38)
45-day	3.48 (3.05-3.99)	3.87 (3.39-4.44)	4.50 (3.92-5.17)	5.00 (4.34-5.77)	5.68 (4.74-6.70)	6.18 (5.04-7.41)	6.68 (5.26-8.19)	7.16 (5.40-9.02)	7.79 (5.63-10.1)	8.24 (5.81-10.9)
60-day	4.04 (3.55-4.61)	4.50 (3.95-5.14)	5.22 (4.57-5.98)	5.80 (5.04-6.67)	6.55 (5.48-7.69)	7.11 (5.81-8.46)	7.63 (6.02-9.29)	8.13 (6.15-10.2)	8.76 (6.36-11.2)	9.20 (6.52-12.0)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

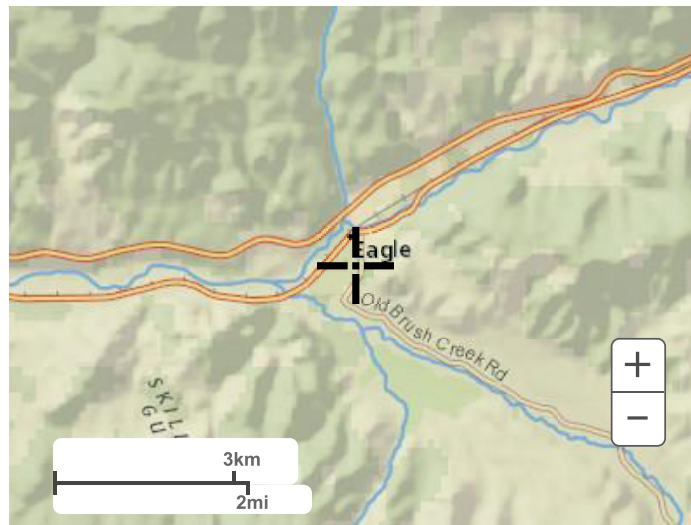
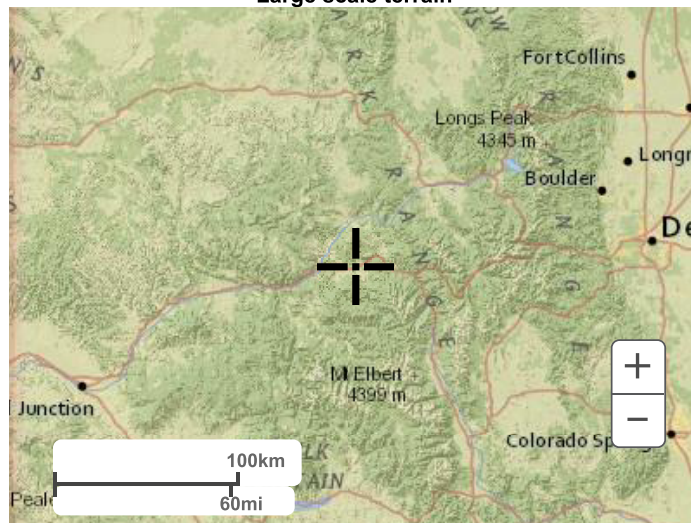
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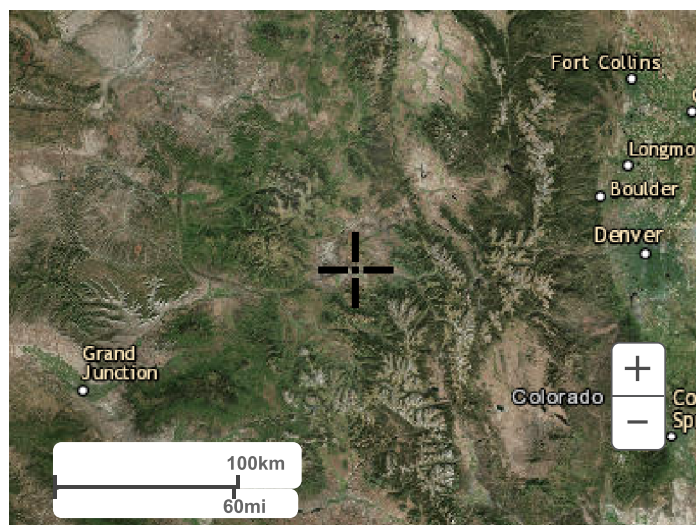
PF graphical



Maps & aerials

Small scale terrain

**Large scale terrain****Large scale map****Large scale aerial**



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[US Department of Commerce](#)
[National Oceanic and Atmospheric Administration](#)
[National Weather Service](#)
[National Water Center](#)
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

[Disclaimer](#)

Project Name: 410 Broadway

Project No.: 19.004

RATIONAL METHOD DRAINAGE CALCULATIONS

Storm Event: Existing & Proposed

Jurisdiction: Town of Eagle

Soil Type: D

STORM EVENT:		2	5	10	25	100	PERCENT IMPERVIOUS
RUNOFF COEFF.:		C ₂	C ₅	C ₁₀	C ₂₅	C ₁₀₀	
SURFACE	Landscape	0.01	0.05	0.15	0.33	0.49	2.0%
	Roof	0.74	0.77	0.80	0.82	0.85	90.0%
	Asphalt	0.83	0.86	0.87	0.88	0.89	100.0%
	Concrete	0.74	0.77	0.80	0.82	0.85	90.0%
	Gravel	0.30	0.36	0.43	0.54	0.65	40.0%

SUB-BASIN	AREA (ac)	AREA PER SURFACE CHARACTERISTIC (ac)					COMPOSITE RUNOFF COEFFICIENTS					COMPOSITE IMPERVIOUS
		Landscape	Roof	Asphalt	Concrete	Gravel						
1	0.11		0.11				0.74	0.77	0.80	0.82	0.85	90.0%
2	0.03	0.00		0.02	0.00		0.80	0.83	0.85	0.86	0.88	96.4%
	0.00											
	0.00											
	0.00											
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	0.00											
TOTAL	0.14	0.00	0.11	0.02	0.00	0.00	0.75	0.78	0.81	0.83	0.86	91.3%

Project Name: 410 Broadway

Project No.: 19.004

RATIONAL METHOD DRAINAGE CALCULATIONS

Storm Event: Existing & Proposed

STANDARD FORM SF-3 (STORM DRAINAGE SYSTEM DESIGN)

Return Period: 100-YEAR

Rainfall Depth: 1.17

[illegible]

*All calculations are per UDFCD (Volume 1), Chapter 5

100-YEAR
10/29/2019 11:31 AM

D:\Dropbox\Project Files\19.004-410 Broadway, Eagle\Engineering\Drainage\2019.10.29 Planning & Zoning Resubmittal\Rational Method

Project Name: 410 Broadway

Project No.: 19.004

PIPE CAPACITY CALCULATIONS: MANNING'S EQUATION

Solve for... Flow Rate, Q
Pipe Type... CMP
N-value... 0.024
Slope (ft/ft) = 0.005
Percent Full = 100%

Pipe Diameter, d (in.)	Area, A (sf)	Hydraulic Radius, R (ft)	Slope (ft/ft)	Flow Rate, Q		Velocity, v
				(cfs)	(gpm)	(fps)
4	0.09	0.08	0.0050	0.07	33	0.8
6	0.20	0.13	0.0050	0.22	97	1.1
8	0.35	0.17	0.0050	0.46	208	1.3
10	0.55	0.21	0.0050	0.84	377	1.5
12	0.79	0.25	0.0050	1.37	614	1.7
15	1.23	0.31	0.0050	2.48	1113	2.0
18	1.77	0.38	0.0050	4.03	1810	2.3
24	3.14	0.50	0.0050	8.68	3897	2.8
30	4.91	0.63	0.0050	15.74	7066	3.2
36	7.07	0.75	0.0050	25.60	11490	3.6
42	9.62	0.88	0.0050	38.62	17332	4.0
48	12.56	1.00	0.0050	55.14	24746	4.4
54	15.90	1.13	0.0050	75.48	33877	4.7
60	19.63	1.25	0.0050	99.97	44867	5.1
66	23.75	1.38	0.0050	128.90	57851	5.4
72	28.26	1.50	0.0050	162.56	72959	5.8

This calculation demonstrates that the entirety of Basin 1 can be conveyed in an 8-inch pipe at just 0.5% slope without surcharging. Our project is proposing a slope of 1.0%; therefore, improving on this condition.



To: Mayor and Board of Trustees

From: Bill Shrum, Assistant to the Town Manager

Date: November 27, 2019

Agenda Item: Policy Considerations for a Mobile Vending Ordinance

REQUEST: To review policy examples from nearby and similar communities to give staff direction on the development of a mobile vending ordinance.

INTRODUCTION: The Town of Eagle currently uses right-of-way easement agreements and business licenses to allow for mobile vending use in Town. Many towns like Eagle have a fully defined mobile vending licensing program which can outline the acceptable uses, locations, and procedures to conduct mobile vending in town.

ANALYSIS: There are a variety of nuanced policies in different towns that allow for mobile vending. This memo will highlight where there is consensus and use feedback on these items to inform a proposed ordinance for the Town.

Most mobile vending ordinances have the following characteristics:

- Town Sales Tax, Business License, and Mobile Vending license required
- Operations conducted in matching zoning (commercial/industrial) or on private property
- Signage is allowed when affixed to the vehicle
- Street furniture and refuse is the responsibility of the mobile vendor
- Operations are authorized only in specific sites, proposed at the time of license application

Relevant variations of some of these characteristics or other considerations are the following:

- Mobile vending operations can only be conducted as a part of a special event
- Variable buffers enforced from traditional brick and mortar stores with similar use
- Zoning variances outside traditional use require site specific review
- Continuous periods of use, seasonality, or percentage of operation limits each year
- Saturation limits which allow for a given limit as determined by BoT/ Town Manager
- Hand-powered carts, though stationary, apply for peddler licenses

Existing uses in Town have identified non-matching zoning locations as desirable for mobile vending. Recreational sites like the Pool and Ice Rink, Eagle River Park, and Brush Creek Open Space may be viable locations for mobile vendors depending on events and scheduled use. The imposition on parking spaces in the right-of-way is a concern when granting a license for use in a zone rather than in designated sites.

COMMUNITY INPUT: The Town has received community feedback supporting the development of clear mobile vending regulations, as well as concern about impacts to traditional brick and mortar and other

sales tax and property tax paying businesses. We have also received feedback regarding the presence of mobile vendors at organized events in Town, asking for conformity with otherwise approved uses or a clear deferment to event organizers when using otherwise approved mobile vending sites.

BUDGET / STAFF IMPACT: The staff impact in facilitating a mobile vending licensing program is nominal. Site approval process when left to the Town will require staff time and work, when site approval is proposed and supplied by the applicant, the staff impact is like any other site review and cost recovery can apply to the fee amount. The increase of successful mobile vendors in the Town can provide additional commercial sales tax and bring vitality to a variety of locations in Town.

STRATEGIC PLAN ALIGNMENT/STANDARDS ACHIEVED: Adoption of a mobile vending ordinance and licensing program can provide oversight regarding public health, safety, and the environment. This ordinance can also help spur economic vitality and improve the financial health of the Town.

RECOMMENDED ACTION OR PROPOSED MOTION: Staff is asking the Board of Trustees to review the enclosed information and provide guidance on policy which should be incorporated into a draft Mobile Vending Ordinance.

ATTACHMENTS: Mobile vending ordinance matrix.xls

Mobile Vending Policy Matrix

	Other Notes	Licenses	In matching zone	Distance from brick and mortar	Signage	Different sites	Continuous time	Waste	Ultimate Approval for right of way
Avon	Allows for food trucks but only in designated areas in town. Peddlers and solicitors are allowed.	Business license, sales tax license.	Only authorized town locations.	N/A	N/A	Only specific areas	N/A	Need refuse plan, right of way plan.	N/A
Boulder	Prohibits mobile sales vending from a vehicle, trailer, mobile home, or camping tent on public or private property.	Sales tax + fence permits + public property use permit.	Must match zoning.	150' from residential, 150' from restaurant, 200' from another mobile food - no more than 4 vehicles per private property in commercial zones.	Only on vehicle.	One site plan.	Sales - 2 weeks in 3 month period cannot run before 7 or after 9, no more than 4 hours continuous.	All impacts mitigated, no less than 3 receptacles.	City Manager
Breckenridge	Carts must be constructed with matching materials and aesthetically match community or site, no cart on vacant lot allowed - can provide up to 12 seats.	Class D or class B development (large/small cart) - all need business license.	Yes, unless special event.	N/A	Must conform to sign code, one free-standing sign allowed.	In conservation district, only allowed 3 large, 4 small carts. No limit on special events.	N/A	N/A	All carts must be on private property.
Broomfield	Can only occupy 1 stall, no trailers.	Sales tax license - no other permits.	N/A	Commercial vehicle cannot park <30' of an intersection, 10' of a driveway, or 30' of a speed limit sign.	Only affixed to vehicle.	Any right-of-way allowed, must have private property permission.	One hour maximum in any location	No street furniture, no trash allowed.	N/A
Buena Vista	Chaffee County building inspection needed for power, sanitation - and water respectively - town right of way use requires an encroachment permit and revocable license agreement.	State and local sales tax, RoW requires encroachment permit (\$25) + revocable license.	Residential zone approval comes from Board of Trustees - Commercial zone approval comes from the Town Manager.	N/A	Temporary	Vendor provides full site plan, trails, alleys, structures, setbacks, property lines - elevation of cart/booth + signs.	Days must be consecutive per permit per location.	N/A	Town Manager
Carbondale	Preapplication meeting required.	Town sales tax + Colorado Department of Public Health.	Public property required, Town Manager sign, private required, owners permit, use must match zone.	4 feet clearance on sidewalk and 20 feet from intersections.	N/A	Full site plan, easements, buildings and utilities brought to town.	N/A	N/A	Building manager or community development director
Crested Butte	N/A	4 food, 2 merch vending license.	N/A	N/A	Signage must be affixed to cart/vehicle.	Photograph and /or drawing w dimensions of cart/vehicle.	Must operate minimum 80 days.	Vendor responsibility to keep clear.	Town Manager
Estes Park	Seen as accessory use, cannot be on undeveloped land.	N/A	Limited to 5 zones.	N/A	One temporary sign.	N/A	N/A	Must provide containers.	N/A
Frisco	Administered through special events permits only.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Green Mountain Falls	N/A	5 days advance notice (food and peddler license).	Must be compatible use (for food).	N/A	N/A	N/A	N/A	N/A	Town Board

Johnstown	N/A	State and Town sales tax/ business.	Yes	500' - must have written permission from all inside.	Only what is affixed to truck.	Individual site plan for each.	Only allowed to sell 12h in every 24h.	Must secure all generated waste.	N/A
Moab	N/A	Business license, miscellaneous license.	In matching zone except ice cream trucks - no commerce in residential.	Vendor supplies site plan, private property must supply 1 space per temp structure and cannot reduce parking of permanent business. Exemption by Town Manager, in no case shall temp use reduce private parking.	N/A	Supply site plan on application, zoning must match, max 36 sq. ft of space, food max 8x25x10, up to 6 seats on sidewalk.	N/A	Must resolve trash each day.	City Treasurer
Salida	Vendors must suppliment any parking spaces used in act of vending.	State sales tax license - encroachment permit required per site.	Only in specific locations and with Town Manager approval.	N/A	N/A	N/A	A variety of permit durations are available.	N/A	Town Manager
Silverthorne	Only for special events with other tent vendors - no license or permit for operation in town RoW.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Vail	Administered through special events permits only.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A



Elevate Eagle

OUR COMMUNITY, OUR FUTURE

**TOWN STAFF/ COMMITTEE REVIEW DRAFT
08 NOVEMBER 2019**

Comprehensive Plan

**The Town of Eagle
Colorado**

ACKNOWLEDGEMENTS

Town Council

Anne McKibbin | *Town Mayor*
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Mikel “Pappy” Kerst | *Trustee*
Matt Soloman | *Trustee*
Paul Witt | *Trustee*
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Thank you to everyone who participated in this update process!

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CHAPTER 1: OUR PLAN

The Town of Eagle Today - Why We Are Planning

The Town of Eagle is a diverse, inclusive, and unique mountain community surrounded by beautiful recreation destinations. It is a thriving place for families to build a life, and a thrilling landscape for adventurers of every kind.

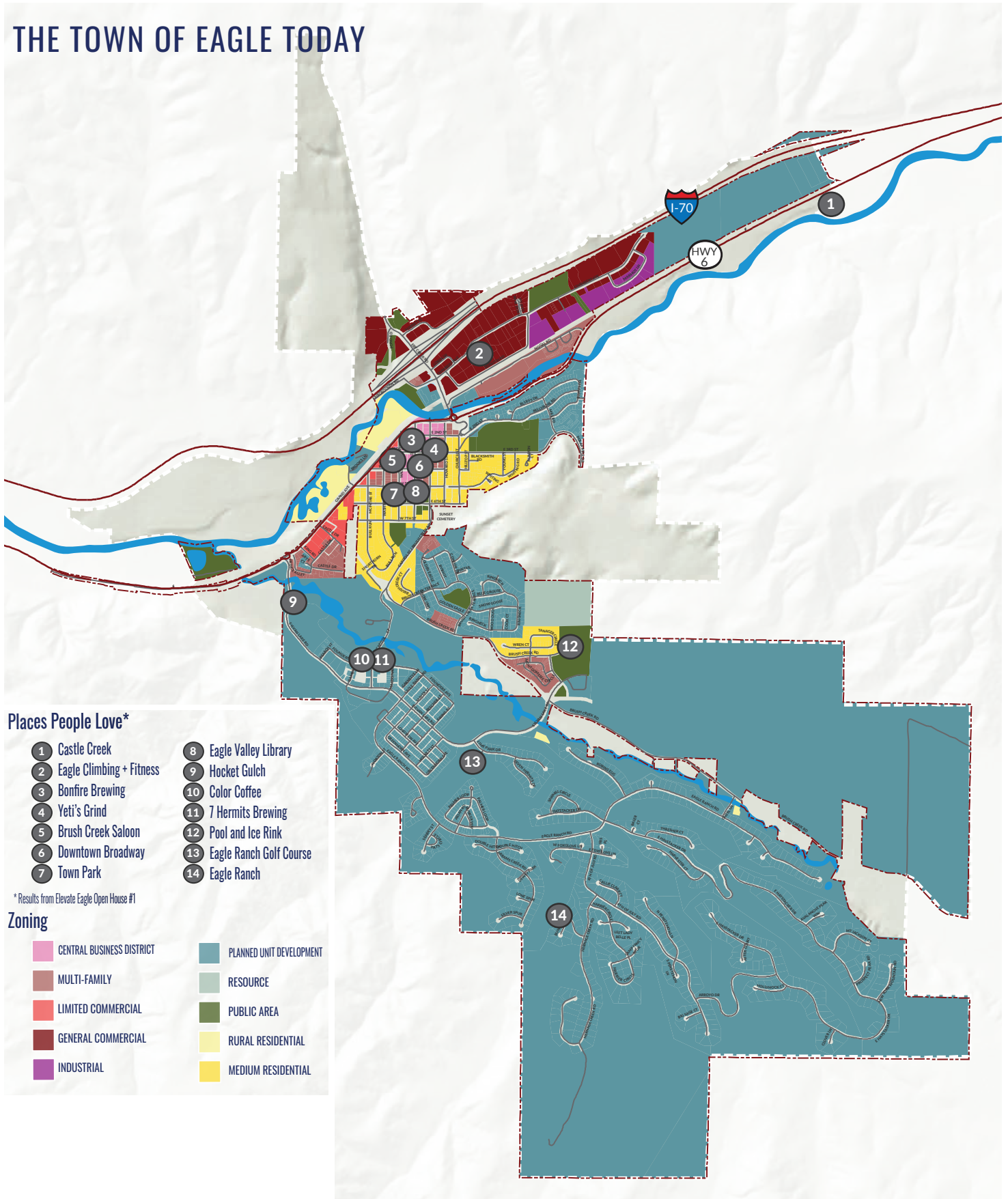
The Town of Eagle is located nearly halfway between Denver and Grand Junction. The Town can be accessed by I-70, which runs along the Eagle River. The Eagle County Regional Airport is located just under five miles outside Town limits, with connections to ECO Transit. Inside Town limits, walking and biking are convenient via the Town's expansive trail network.

Heavily influenced by two world-class ski resorts (Vail and Beaver Creek) and surrounded by federal lands, Eagle is positioned in the middle of some of the western United States' most significant recreation destinations. Colorado welcomed 34 million visitors in 2017 bringing in a record \$9.1 billion profit from lodging, recreation, food and beverage, and merchandise. At its center is Eagle, recognized in outdoor recreation circles for fantastic mountain bike trails, adjacent federal lands, and excellent river rafting, kayaking, stand up paddle boarding, and fishing.

The Town's adventurous reputation has started to attract young families seeking an active lifestyle. In fact, Eagle's population more than doubled between 2000 and 2010. Although the Town is becoming increasingly more popular, there is still a higher percentage of homeowners and detached single family homes than the County overall, suggesting it is home to more year-round residents than its neighboring towns. As the Town of Eagle continues to grow, so does the need for a Comprehensive Plan. The Town has maintained its quirky small-town feel with local shops and a close-knit community and there is a strong desire in the community to preserve these values as the Town continues to grow. Working together, residents, business owners, property owners, and employees have participated in the creation of *Elevate Eagle*.



THE TOWN OF EAGLE TODAY



Places People Love*

- 1 Castle Creek
- 2 Eagle Climbing + Fitness
- 3 Bonfire Brewing
- 4 Yeti's Grind
- 5 Brush Creek Saloon
- 6 Downtown Broadway
- 7 Town Park
- 8 Eagle Valley Library
- 9 Hocket Gulch
- 10 Color Coffee
- 11 7 Hermits Brewing
- 12 Pool and Ice Rink
- 13 Eagle Ranch Golf Course
- 14 Eagle Ranch

* Results from Elevate Eagle Open House #1

Zoning

- CENTRAL BUSINESS DISTRICT
- MULTI-FAMILY
- LIMITED COMMERCIAL
- GENERAL COMMERCIAL
- INDUSTRIAL
- PLANNED UNIT DEVELOPMENT
- RESOURCE
- PUBLIC AREA
- RURAL RESIDENTIAL
- MEDIUM RESIDENTIAL



Why We Plan

In 2010, Eagle County adopted the Eagle Area Community Plan which was prepared for the Town of Eagle and part of Eagle County. Now, in 2019, *Elevate Eagle* is our first Town-developed Comprehensive Plan, building upon previous planning efforts and it creates a roadmap for future development and redevelopment. The Plan's intent is to refocus planning efforts and policies to address current issues and future opportunities. It is a policy document that aids decisions on land use, development and redevelopment, public services and facilities, and economic development within the Town's boundary and Growth Boundary.

Elevate Eagle recommends policies to take advantage of new and unique opportunities while staying true to the Town's roots providing the best quality of life for residents, visitors, employees, and businesses.

Elevate Eagle is an official document of land use policy adopted by the Planning and Zoning Commission and approved by the Town Board of Trustees. State law authorizes the Town to adopt a comprehensive or master plan pursuant to Section 31-23-206 of the Colorado Revised Statutes as amended:

"It is the duty of the commission to make and adopt a master plan for the physical development of the municipality, including any areas outside its boundaries, subject to the approval of the governmental body having jurisdiction thereof, which in the commission's judgment bear relation to the planning of such municipality. The master plan of a municipality shall be an advisory document to guide land development decisions; however, the plan or any part thereof may be made binding by inclusion in the municipality's adopted subdivision, zoning, platting, planned unit development, or other similar land development regulations after satisfying notice, due process, and hearing requirements for legislative or quasi-judicial processes as appropriate..."

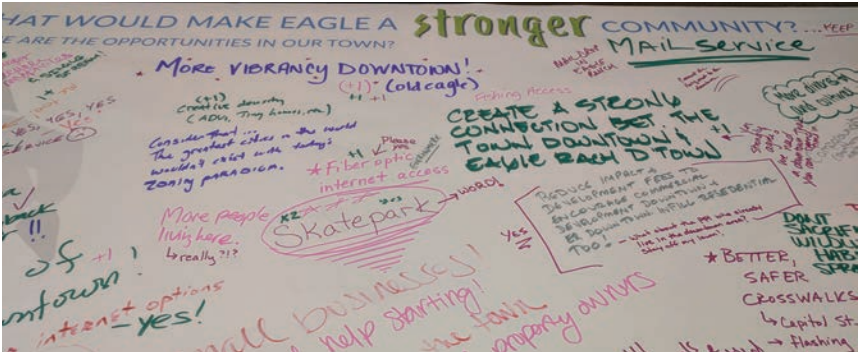
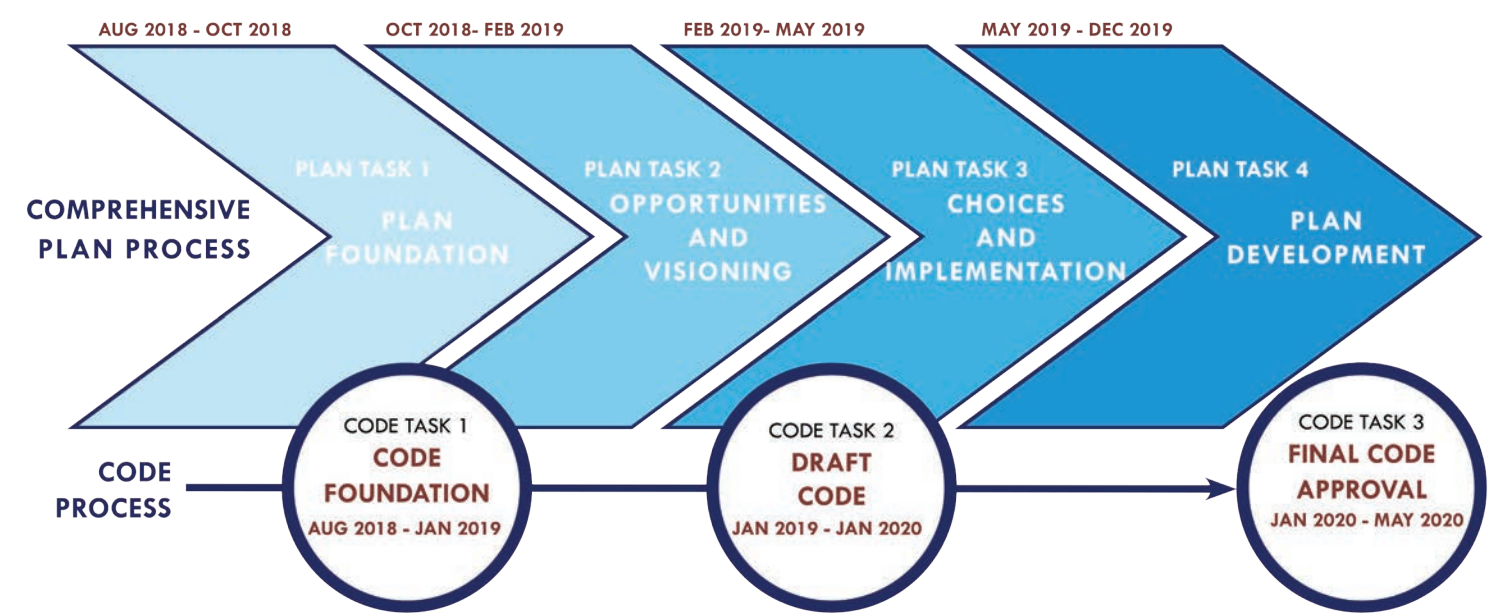
State law recognizes the legislative authority of the municipality's governing body by expressly requiring that the Planning and Zoning Commission's adopted comprehensive plan be subject to approval of the Town Board of Trustees. In effect, *Elevate Eagle* is not fully effective until the Town Board of Trustees approves the plan.

A Community Centered Process

The *Elevate Eagle* Comprehensive Plan process kicked off in August of 2018 with a series of public events and interviews with individuals in the community. Through this initial outreach, six commonly discussed topics emerged: population demographics, town character, economic development, housing, transportation, natural resources, and recreation tourism.

With an existing conditions report in hand, the community took the next step: creating a collective vision for the future. The five vision themes (see Chapter 3) provided the framework for the policy structure. In the spring of 2019, residents were given choices for implementing their community-built visions. These were reviewed and refined extensively and included as goals and strategies herein. To review the community outreach and participation process in its entirety, see Appendix XX of this document.

As shown in the process chart below, this Plan was developed alongside a Code Update, which is the first tool to implement some of the action items within this Plan.



How to Use This Plan

This Plan's framework is the five vision themes. Although they are separate, the themes are intertwined and cannot be focused on individually without considering the others. For example, our beloved trail system serves as a recreational amenity, as well as a transportation network. Likewise, when increasing our recreational opportunities, we must be mindful of the environment in which they exist. The Vision Statements, Framework Maps, and Goals and Strategies are divided into categories modeled after the vision themes:

Elevating our Inclusive Culture

Elevating our Unique Character

Elevating our Adventurous Lifestyle

Elevating our Relationship with the Environment

Elevating our Connections

Chapter 2: Existing Conditions: The existing conditions are the foundational portion of this Plan. We cannot understand where we are going until we understand where we are today. The existing conditions in Chapter 2 give readers an understanding of demographics, transportation, housing, economy, recreation, and the natural environment in and around the Town of Eagle.

Chapter 3: Our Vision: The vision statements serve as the framework to this Plan. They take into account the existing conditions and the desires of the community to form an overarching vision for the Town. The vision statements inform the goals and strategies herein, describing the desired future of the Town based on shared community values.

Chapter 4: Future Land Use: Chapter 4 is the heart of the Plan. In this chapter you will find a Future Land Use Map with a descriptions of each of its associated land use categories.

Chapter 5: Goals, Strategies, & Actions This Chapter serves as the work plan and policy guidance through detailing goals, strategies and actions, along with timelines, and responsibilities for implementation.







CHAPTER 2: EXISTING CONDITIONS

EXISTING CONDITIONS

Who We Are...

A STRONG FAMILY COMMUNITY

The Town of Eagle is well known as an exciting adventure destination. It is also known as a safe community to live and raise a family. As a result, many young families choose to live here. The Town has a significantly higher population of children under the age of 19 than the county and state. With 32% of the Town's population between the ages of 0-19, there is an increasing need for schools, daycares, and activity centers to serve teenagers. Even with an increasingly aging population, the high number of children balances the median age to 36.3 years old, keeping in pace with both Eagle County and Colorado at 36.5.

According to the most recent data available, almost half of the households in our Town have children under the age of 18. This indicates a strong need for family friendly activities, events, schools, and gathering places. The Town has two elementary schools and one middle school. With only about 10% of children being 15-19 years old, high school students commute about 15 minutes to Gypsum for the closest high school, Eagle Valley High.

While the ratio of children and teenagers to the rest of the population is higher than other places in Colorado, the number of young adults aged 20-34 in the Town is extremely low. The most recent data shows that approximately 1% of the Town's population is made up of residents between the ages of 20-24, and 12% are between 25-34 years old. The young adult age gap may be an indicator of a lack of entry-level living wage jobs or a lack of attainable housing options within the community.

POPULATION GROWTH

Although the Town of Eagle's historical roots go back over a century, the Town's population has only recently begun to grow. As shown in Chart 2.1, in 1990 the Town's population was just 1,667 people and as of July 2018, it has grown to an estimated 6,961. This growth primarily occurred between 2000 and 2010. During this time, the Town's population more than doubled, from approximately 3,000 to 6,500.

Although the Town's population seemed to stabilize in the past decade or so, Colorado's population continues to skyrocket, growing by nearly half a million each five year period. Colorado's rapid growth shows a need for places like Eagle to continue planning for housing and transportation infrastructure to accommodate state-wide growth. According to the Colorado State Demography Office, by the year 2020, Eagle County's population is expected to reach 57,571 and 83,001 by 2040. The growth rate between 2020 and 2040 is expected to be about 1.85%, compared to Eagle County's current growth rate (from 2010 to 2020) of 1%. Part of this increase in growth is expected to come new annexations such as the Reserve at Hockett Gulch (annexed September 2019).

Graphic 2.1 Population Growth in Eagle County and the Town of Eagle
Source: United States Census Bureau

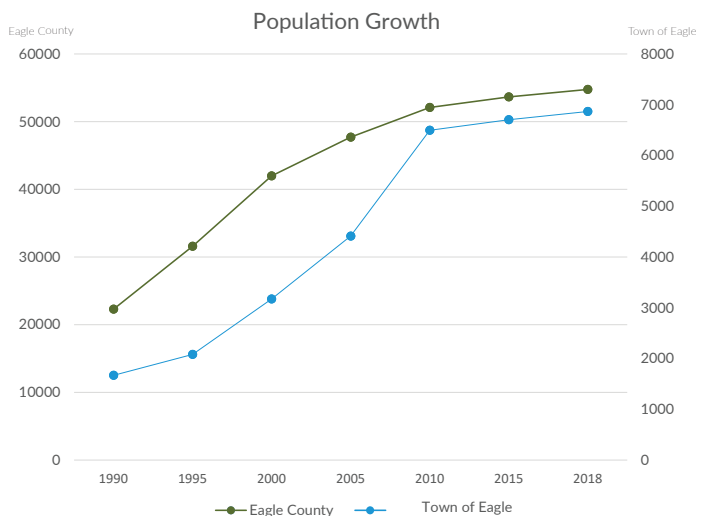
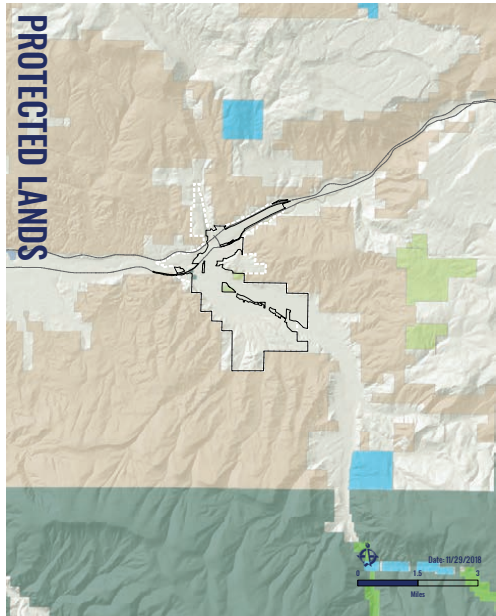
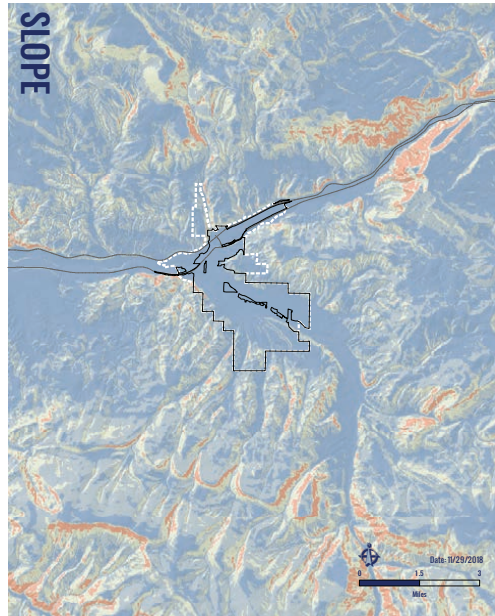


Chart 2.1 Population Growth in Eagle County and the Town of Eagle
Source: United States Census Bureau

As the Town’s population grows, so does its footprint. The Town boundary now includes 3,598 acres of land and has the potential to expand to 4,868 acres, the edge of the Urban Growth Boundary. As shown in map 2.1 and 2.2, Eagle is uniquely positioned in the western slope region. It is surrounded almost entirely by protected land and steep slopes to the north, east and west. In 2017, Eagle County acquired 1,500 acres to the south of the Town of Eagle’s Urban Growth Boundary exclusively for ranching and recreational use. As seen on the maps on page 6, much of the land surrounding the Town is owned and protected by the Bureau of Land Management (BLM). Although the Town works closely with the organization to develop recreational trails and amenities, this land serves as a development boundary for future growth. Along with protected lands, the Town is surrounded by steep slopes ranging from 10%-60%. Any area where a slope exceeds 30% falls under the county’s regulations for hillside development which is designed to preserve and protect natural features and ensure that new development is sensitive to the existing setting. These growth boundaries force the Town to plan ahead when making land use decisions, always keeping in mind the footprint constraints.



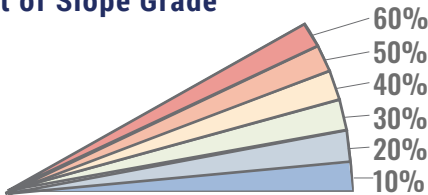
Map 2.1 Protected Lands Surrounding the Town of Eagle
- Prepared by Logan Simpson Design



Map 2.2 Percent Slope In and Around the Town of Eagle
- Prepared by Logan Simpson Design



Percent of Slope Grade



WHY IT MATTERS

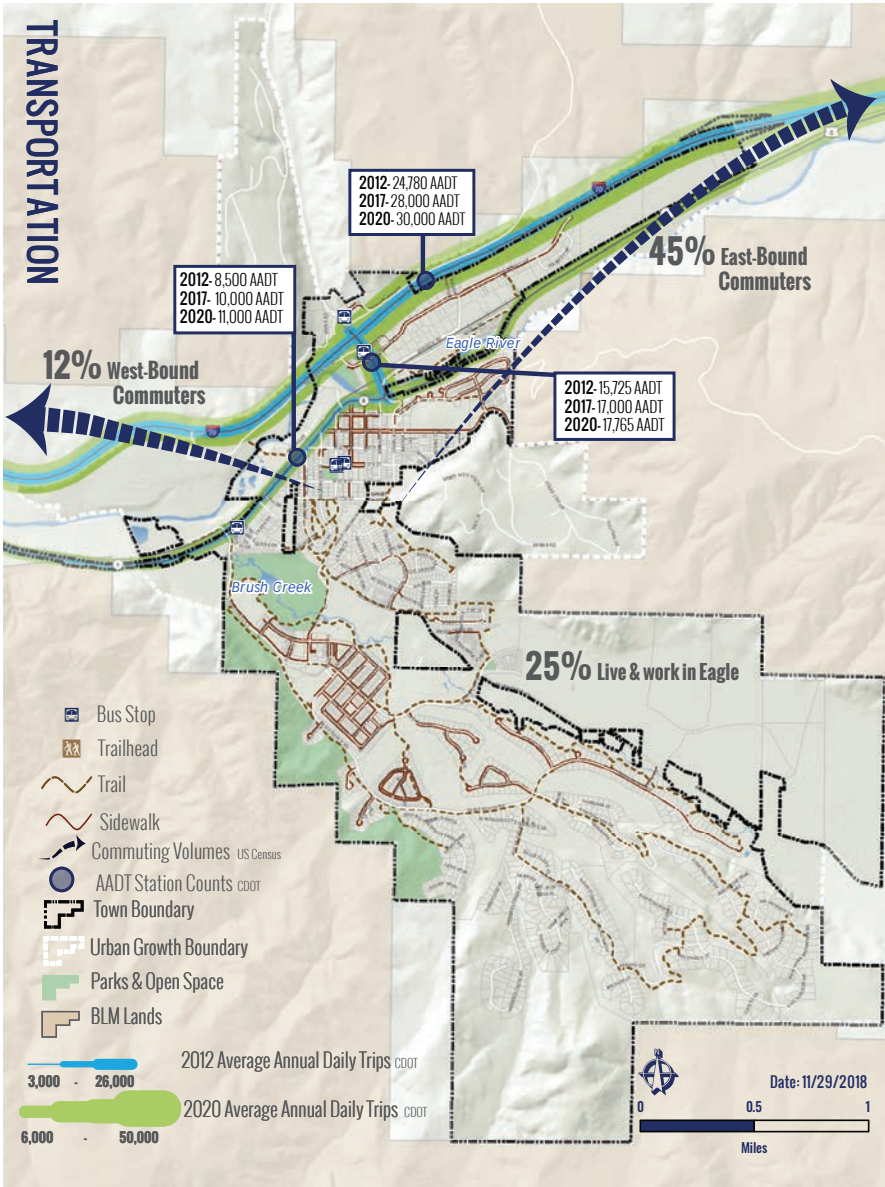
With a rising population of Baby Boomers in Eagle, it is increasingly important to plan for a retiring population. As Baby Boomers retire and downsize, there will likely be a need for more senior housing as well as a workforce gap for employers to fill. As these jobs open up, there will be a need to attract more young adults to fill them. Therefore, it will be important for Eagle to attract a variety of housing options to support new employees and their families, housing preferences of retirees and millennials, and housing attainability for Eagle’s diverse workforce and demographic base.

Another key component of the demographic conversation is growth. How and where our Town grows has a dramatic effect on our surrounding environment, our resources, and our hazard resiliency. When our development footprint increases, we build closer and closer to the wildlife and wilderness that surrounds the Town. This leaves Eagle vulnerable to wildfire and potentially damaging the landscape and natural resources that make the Town unique.

A TRAIL COMMUNITY

Nearly every resident in the Town has the ability to walk or bike from their home to local amenities such as shops, schools, jobs, and parks. This is a trait that not many places can claim. According to the Town’s GIS data (which is shown on map 2.3), there are over 15 miles of paved trails, including both sidewalks and recreational paved trails, through the Town. Though the network of these trails is expansive and reaches nearly every part of the Town, not every trail is connected to one another, potentially limiting access to amenities for some residents. Trail connection is a vital element in a thriving transportation system. Gaps in the trail system can be patched together with crosswalks, pedestrian bridges, and tunnels.

Along with paved trails and sidewalks, the Town is nationally known for their “Single Track Sidewalk” project that offers dirt tracks for children to mountain bike to school. In addition to offering a fun and exciting route for kids, the Single Track Sidewalks easily connect residents to hundreds of miles of existing mountain biking trails. Shown on this map in blue and green are traffic counts from 2012 and projected traffic counts in 2020. As Eagle valley continues to grow and expand, so will the number of cars on the roads.



Map 2.3 Transportation in the Town of Eagle - Prepared by Logan Simpson Design



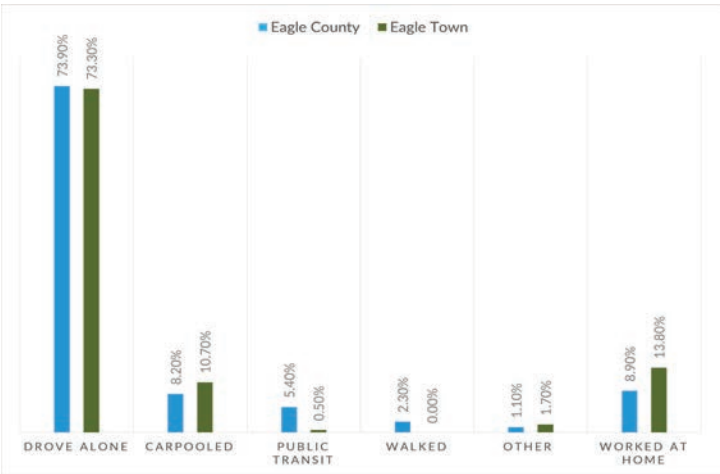
Graphic 2.2 Single Track Sidewalks in the Town of Eagle
Source: Logan Simpson Design



Graphic 2.3 Multi-Modal Trails in the Town of Eagle
Source: Logan Simpson Design

TO AND FROM EAGLE

The Town of Eagle is located between several major regional employment and activity centers, which creates significance influx of people in and out of the Town daily. The majority of travelers arrive by private vehicles on I-70. The ECO Valley Transit line offers commercial bus service from Vail to Gypsum, stopping in the Town of Eagle along the way. Much of the Town’s workforce commutes from outside the Town. As shown in Chart 2.2, it is much more common in both the Town and the County for commuters to drive alone, carpool, or work from home. Along with daily visitors, the Town sees plenty of tourists and irregular visitors from all over the world. The most popular element of the regional transportation system by use is I-70, an east/west interstate running through the valley that ultimately starts in Central-Southern Utah and ends in Pittsburgh, Pennsylvania. I-70 is a critical route into the Town for local and international visitors, offering motorists access to popular recreation destinations across the country and connects the Town of Eagle to Colorado’s capital city, Denver, and the Denver International Airport.



Graphic 2.4 Commute Methods for the Town of Eagle and Eagle County
Source: United States Census Bureau

WITHIN EAGLE

Once in the Town of Eagle, the most heavily trafficked road is HWY 6, which acts as a major transportation corridor for valley-wide commuters. It runs parallel to I-70 from Gypsum to Vail before turning to the south. The average annual daily trip count (AADT) for HWY 6 in 2017 was 16,000; for comparison, I-70 had 28,000. HWY 6 runs directly through the north end of the Town, separating the majority of the Town from the Eagle River and several major employers. Connecting the Town over HWY 6 is Eby Creek Road. Eby Creek Road starts at the roundabout off HWY 6 and continues into two more roundabouts before crossing over I-70 and out of the Town to the north. The AADT on Eby Creek Road in 2017 was 17,000, which is even higher than the traffic counts on the regional highway, HWY 6.

WHY IT MATTERS

Transportation choices are a crucial component of a thriving community, shaping the way people live and work. An adequate transportation network ensures our residents can get to necessary shopping opportunities, commuters can get to our town to fill jobs and build the economy, and tourists, visitors, and residents alike can enjoy the amenities, recreation opportunities, and retail/ dining that the Town has to offer.

A well-connected and efficient transportation system that strives to move people, instead of just cars, enhances quality of life, improves our health, and protects our environment by allowing people of all ages and abilities the same opportunities to participate in the community. Coordinating the Town’s land use plans with local and regional transportation investments is key to improving mobility and access.

Additionally, as the Town focuses efforts on Recreation Tourism, more visitors coming to Eagle for recreation and employment means more cars on local roads. Currently, the primary access to Town is Eby Creek, Capital, and Sylvan Lake Roads, which feed into HWY 6 and I-70. As traffic volume increases on these roads, there will be a need for greater connectivity through north/south arterials. Adding multiple routes out of the Town will also provide safe egress alternatives for residents in case of a natural disaster.

HOUSING TYPES

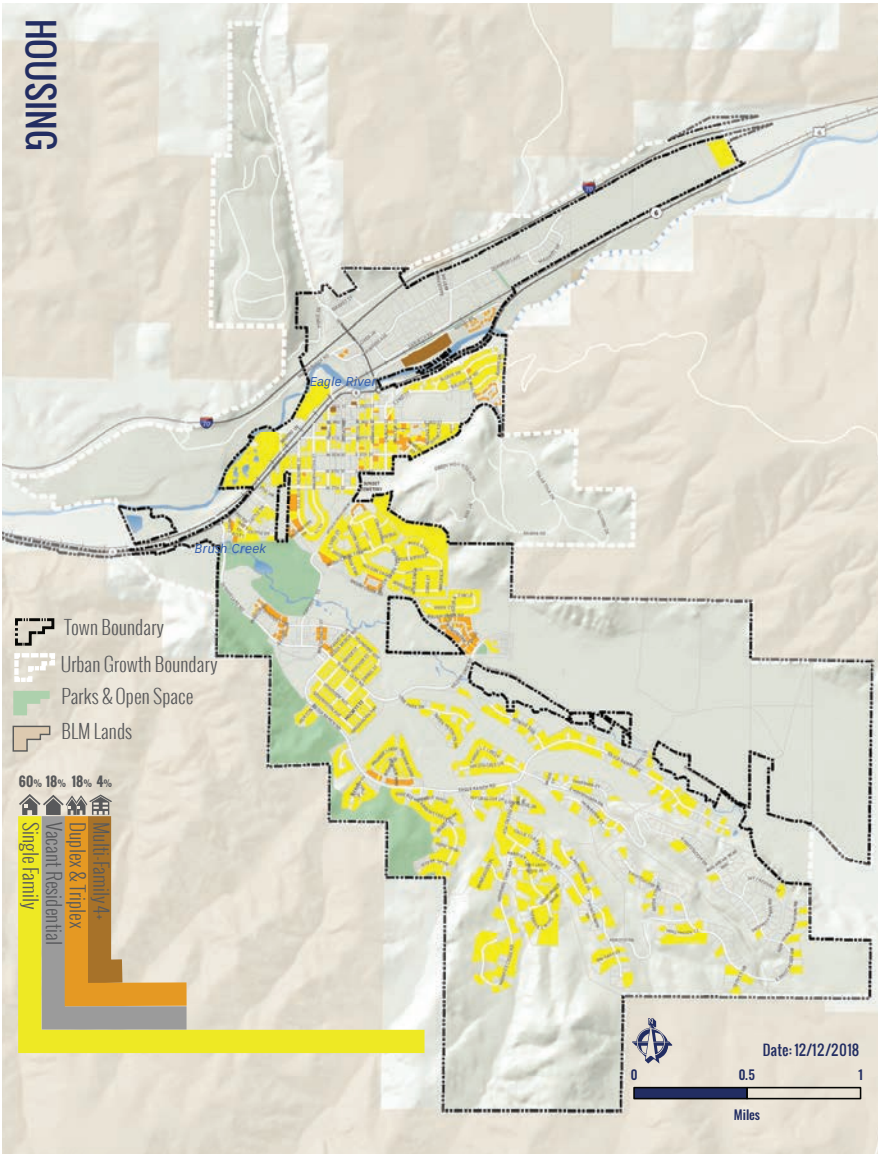
The Town of Eagle’s housing stock is dominated by single-family homes with approximately 86% total single-family housing units (attached and detached). This is much higher than the state, sitting at 70%, and Eagle County at 54%.

As seen in chart 2.3, housing in the Town, the County, and the state of Colorado is mostly split between single-family homes and complexes with twenty or more units. These are not the only two options when it comes to housing densities. There is a lack of middle density housing, including duplexes, triplexes, and other multi-family housing options that fall between single-family homes and apartment complexes. This “middle” section of housing provides housing options to many different people such as new families trying to establish roots in Eagle, older couples or empty-nesters looking to downsize, and families or individuals that cannot afford or care for a single-family home. A healthy mix of housing types in a community encourages a diverse population with a wide range of skillsets and interests that propel an economy forward.

As shown in map 2.4, the housing in the Town of Eagle is mostly single family homes with a few clusters of duplex/triplex homes. There are several developments within the Town that have not yet been filled, as indicated by the gray building footprints. This could be the result of high home costs or possibly the lack of primary job opportunities in the Town. Multi-family housing developments mainly exists on the north side of Eagle River, with only Eby Creek Road as an access route into downtown. Other multi-family projects surround Brush Creek Park and north of Brush Creek, near the Ice Rink.



Graphic 2.5 Housing Types in the Town of Eagle, Eagle County, and Colorado
Source: United States Census Bureau



Map 2.4 Housing Types in the Town of Eagle - Prepared by Logan Simpson Design

HOUSING ATTAINABILITY

A housing attainability analysis is used to compare the existing available housing with average wages in an area and then assess if there are home options available for all income categories. US Department of Housing and Urban Development (HUD) guidelines suggest that no more than 30% of a household's income should be spent on housing costs (rent, mortgage payment, insurance, property taxes and utilities).

Eagle County, CO	Persons per Household					
	1	2	3	4	5	6
30% of AMI	14,595	16,680	18,765	20,850	22,530	24,195
60% of AMI	29,190	33,360	37,530	41,700	45,610	48,390
80% of AMI	38,920	44,480	50,040	55,600	60,080	64,520
100% of AMI	48,650	55,600	62,550	69,500	75,100	80,650

Table 2.1 Eagle County Area Median Incomes
Source: US Department of Housing and Urban Development

	<60% AMI	60-100% AMI	100-140% AMI	140-200% AMI	>200% AMI
Max Annual Income	\$37,530	\$62,550	\$87,570	\$125,100	\$125,100+
Max Attainable Home Price	\$190,000	\$316,000	\$443,000	\$632,000	-
Number of Available Homes	1	12	51	77	485

Table 2.2 Incomes and Housing Affordability
Source: US Department of Housing and Urban Development

Housing attainability is further based on the Area Median Income (AMI) as determined by HUD. The AMI is measured on a county-wide basis and is then adjusted by household size, as shown in Table 2.1. The average AMI for a household of 3 people has been used in this analysis because the average household size in the Town of Eagle is approximately 2.96. These values are used when determining the total number of housing units currently serving locals in the Town of Eagle at various income levels. The median home value in the Town of Eagle is \$462,500, which is much higher than the state median value of \$264,600, but lower than the county median value of \$471,100. There are significant shortages in available housing stock for those making less than 100% of the Average Median Income (AMI), especially for households below 50% of AMI. Households below 50% AMI typically cannot afford to purchase a home and rely on rental options; therefore, it is essential to have sufficient rental options for low-income households. A local household would need an income of about \$152,000 (or 236% of Area Median Income) to afford the median priced home that sold in the Town in 2017.

WHY IT MATTERS

Local housing is an essential part of building a livable community. Attractive housing markets can draw new residents and employers. Recent trends indicate a strong relationship between the availability of affordable and rental housing options and a variety of housing types increases the number of Millennial and young families looking to relocate and establish roots in Eagle. Similarly, a diverse housing stock is a determining factor in retaining older residents based on the ability to down-size or stay in the community.

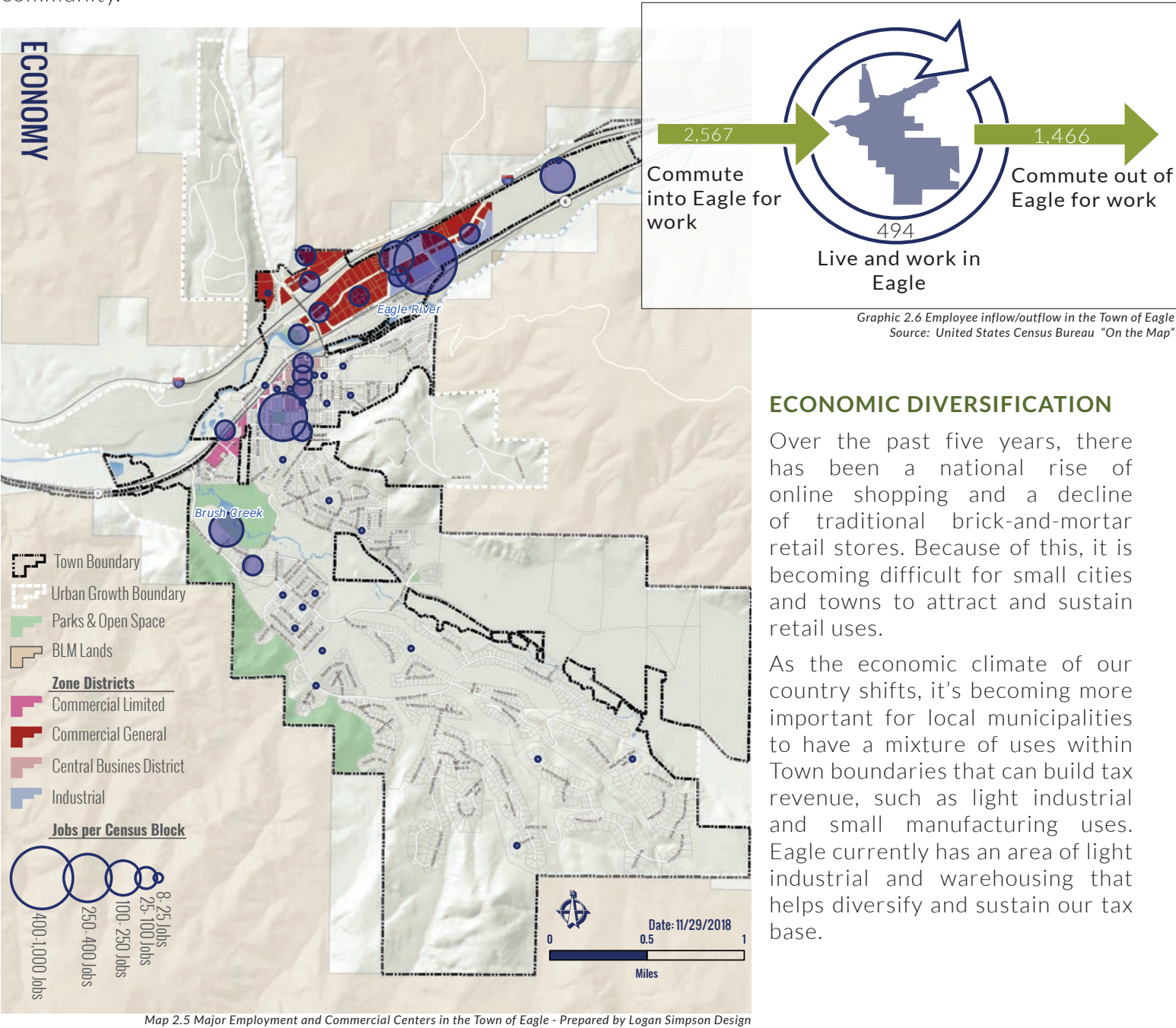
Nearly half of the people employed in Eagle (most of them living elsewhere) make less than 60% of the annual median income for the area. If using HUD guidelines for affordability, the maximum home they would be able to afford is \$190,000 or rent at a maximum of \$1,210 a month. The average property value in Eagle is \$416,300 with an average rent cost of \$1,468 per month. Adding to the existing housing supply constraints, new service-sector workers affiliated with the expanding tourism businesses (lodging, food service, recreational services, etc.) and the growing economy will need additional housing. With this disconnect between housing and wages, the Town relies on neighboring communities to fill the housing gap.

Our Economy...

A STRONG ECONOMY

Nearly 2,600 employees commute into the Town of Eagle for work and about 1,500 Town residents commute out, leaving only 494 people who both live and work in the Town. The jobs that people commute in for are commonly educational services and public administration jobs, while the most common jobs held by residents are within accommodation services, entertainment, and recreation.

With a high median income of \$118,630, there is an opportunity for new retail establishments. However, that retail will need to be balanced with a strong base of light industrial and manufacturing jobs to sustain the Town’s economy. There is also a substantial number of professionals working from home, forming the start of new small businesses and the potential to have a more significant portion of people live and work in the community.



ECONOMIC DIVERSIFICATION

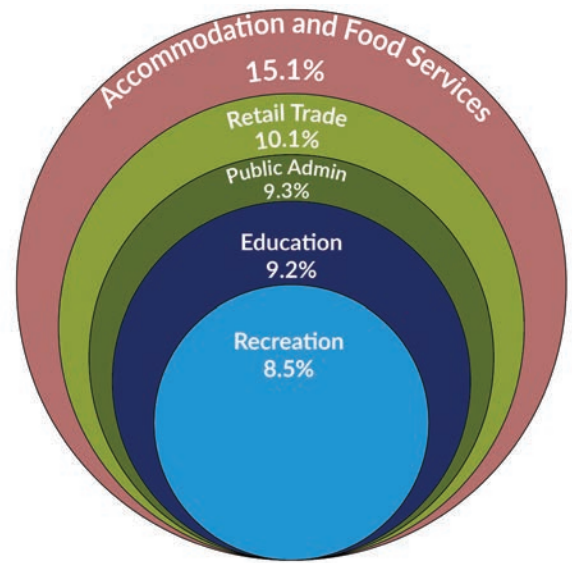
Over the past five years, there has been a national rise of online shopping and a decline of traditional brick-and-mortar retail stores. Because of this, it is becoming difficult for small cities and towns to attract and sustain retail uses.

As the economic climate of our country shifts, it’s becoming more important for local municipalities to have a mixture of uses within Town boundaries that can build tax revenue, such as light industrial and small manufacturing uses. Eagle currently has an area of light industrial and warehousing that helps diversify and sustain our tax base.

WHERE WE WORK

Every day 1,466 Eagle residents leave the Town for work. They are primarily commuting to Edwards, Avon, Vail, and Denver. These commuter jobs are generally accommodation and food service jobs. It's likely these careers are provided by the major world class recreation tourism destinations. The other most common jobs for residents of Eagle are in the retail trade, public administration, education, and recreation industries.

Alongside residents that commute out, Eagle has a high percentage of residents that work from home or telecommute, at 14% compared to the county's 8%. This is common for smaller mountain communities and is indicative of the need for advanced telecommunication infrastructure.



Graphic 2.7 Top Employment Industries for Residents of the Town of Eagle
Source: United States Census Bureau

WHO WE EMPLOY

A little over 1,000 more people commute into Eagle for work than those that commute out. Every day 2,567 employees come into Eagle from all over the county for their jobs. Most commonly, people are commuting in from Gypsum. Second to Gypsum is Edwards followed by Vail, Grand Junction, and Denver. The major industries these commuters work in are educational services, public administration, and construction, with these three industries making up over half of the jobs in Eagle at 57%. The major employers for public administration and educational services are concentrated into three major employers: Eagle County, Eagle County School District, and the Town of Eagle.

Of the employees in Eagle, 53% make over \$3,333 every month, 33% make \$1,251–\$3,333 every month, and 13% make less than that. This means that one third of the employees in Eagle make between \$15,000–\$40,000 a year which is between 24%–63% of the area's average Annual Median Income as defined by HUD.

WHY IT MATTERS

Employment options are essential to the long-term vitality and sustainability of our Town, businesses, and residents. Strong retail, local employment, and a robust tourism economy provide opportunities for residents to live and work locally, reducing commuting and traffic congestion while increasing leisure time and economic resiliency.

Housing attainability impacts our economy tremendously. Employers in the area reported that the lack of attainable housing is decreasing their ability to grow their business and retain employees.

Within Eagle, nearly 2,000 jobs are in administration, construction, and education with accommodation, food services, and recreation falling closely behind. As recreational tourism rises in Eagle, so will the need for these support jobs which are categorized as the lowest paying jobs in the county. In order to create living wage jobs, we will need to find a balance of traditional retail/ commercial with office, light industrial, and production uses that largely sustain our economy.

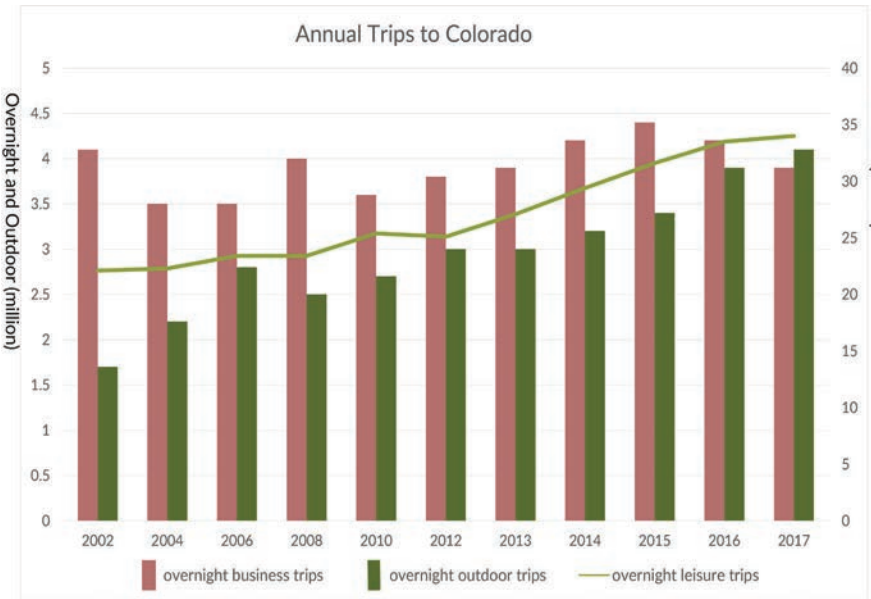
RECREATION TOURISM REGIONALLY

Recreation tourism is quickly becoming one of the United States’ largest economic sectors, according to the Outdoor Industry Association. The outdoor recreation industry generates \$887 billion in consumer spending annually, 4.6 million American jobs, \$65.3 billion in federal tax revenue, and \$59.2 billion in state and local tax revenue. The industry is third nationally in annual consumer spending, behind healthcare and financial services/ insurance.

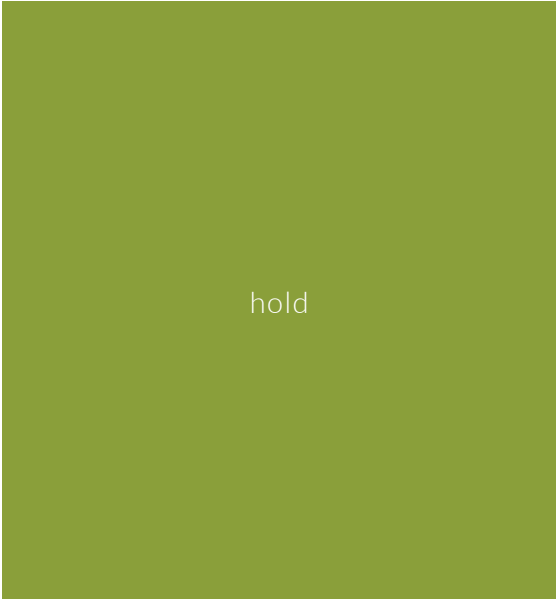
Colorado is a leader in the national trend for recreational outdoor tourism, welcoming 34 million visitors in 2017 alone. Since 2002, leisure trips to Colorado have skyrocketed, jumping from 22 million per year to 34 million. Of these trips, marketable/work related trips have risen nearly 2%.

This increase in travelers has provided huge economic benefits. In 2017 Colorado had a record \$9.1 billion profit from lodging, recreation, food and beverage, and merchandise. In Eagle County, travel spending nearly doubled from 2002 to 2017; from \$587.3 million to \$1021 million, earning \$258 million revenue for employees and business owners and contributing to local taxes by \$44.8 million.

Capitalizing on this national and statewide trend provides economic benefits and creates millions of jobs each year for communities close to recreational opportunities.



Graphic 2.8 Annual Trips to Colorado by Type
Source: Longwoods International, Colorado Travel Year 2017 Final Report



Graphic 2.9 Annual Trips to Colorado by Type
Source: Longwoods International, Colorado Travel Year 2017 Final Report

RECREATION TOURISM OPPORTUNITIES

Eagle is a community recognized in outdoor recreation circles for fantastic mountain bike trails, adjacent federal lands, large areas of protected open lands, and excellent river rafting, kayaking, and fishing. Capitalizing on the Town’s premier position and continuing to create high-quality recreation and tourism amenities will only reinforce this reputation.

The Town is home to a variety of great parks for all ages and interests, including Brush Creek Pavilion, the Fairgrounds, Bull Pasture, Chambers Park, Hole in the Sky Disc Golf Course, Town Park, Eagle River Park, and Terrace Park. In addition to the parks, there are over 100 miles of trails for hiking, biking, and horseback riding, snowshoeing, and skiing, as well as a BMX track for bicycle races.

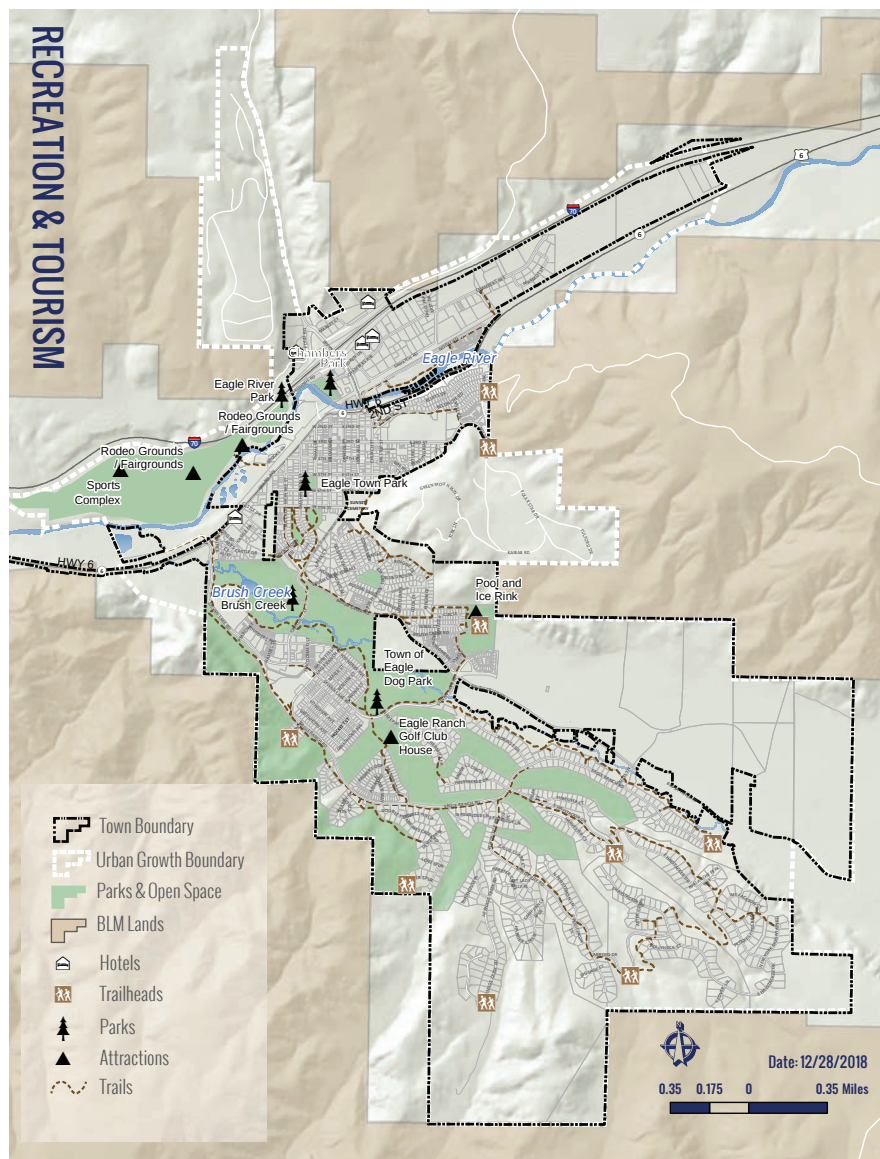
Recreation in the Town is not limited to the land, there are many opportunities to get out onto the Eagle River to fish, raft, kayak, tube, and more. The Eagle River Corridor Plan was adopted in 2015 and is part of an initiative to improve the Town’s relationship with the river, while maintaining the overall health of the river and the species that reside there such as Brown Trout.

Other recreational options in the Town include seasonal big game hunting, golfing, and swimming and ice skating at the Eagle Pool and Ice Rink. One major attraction in the Town is the new climbing gym that recently opened, Eagle Climbing + Fitness. According to Vail Magazine, the new climbing gym is the first large-scale indoor climbing facility in the Central Rockies.

Shown on map 2.6 are major recreation amenities and attractions in Eagle along with the various trails that run through the Town. Though there is a lot to do in town limits, much of the outdoor recreation happens just outside the Town in Bureau of Land Management (BLM) land, where there are many trails to hike, bike, cam, and explore.

Also shown on map 2.6 are the hotels in Town, an important element to sustain a recreation tourism base. Currently, hotels and lodging exist near many of the commercial areas between I-70 and HWY 6, while attractions exist mainly on the other side of the Eagle River, over Eby Creek Road, in the south end of the Town.

These activities and amenities make Eagle the perfect town for year-round recreation; a place where any adventure seeker can find exactly what she or he is looking for. Capitalizing on the amazing adventure access Eagle provides will easily draw visitors from all around the globe.



Map 2.6 Recreation Amenities and Destinations in the Town of Eagle - Prepared by Logan Simpson Design

WHY IT MATTERS

As such a driving economic force, it is becoming increasingly important to plan for recreation tourists with the right amenities such as hotels, transportation infrastructure, recreation infrastructure, and wilderness preservation. It is important to plan for a growing recreation tourism industry in the Town in order to accommodate and manage increased visitation.

A few things that will be heavily affected by increased tourist traffic will be transportation, jobs (and in turn, housing), and our impact on the surrounding environment. Roads will likely become more congested, there will be a greater need for hospitality and food service employees and facilities, and the need for attainable housing will rise with the increase of lower wage jobs.

Recreation tourism especially has an impact on environmental resources, as it is often focused on outdoor recreation opportunities such as skiing, mountain biking, camping, river rafting, and fishing. The resources that the Town values and should be carefully preserved as recreation tourism increases.

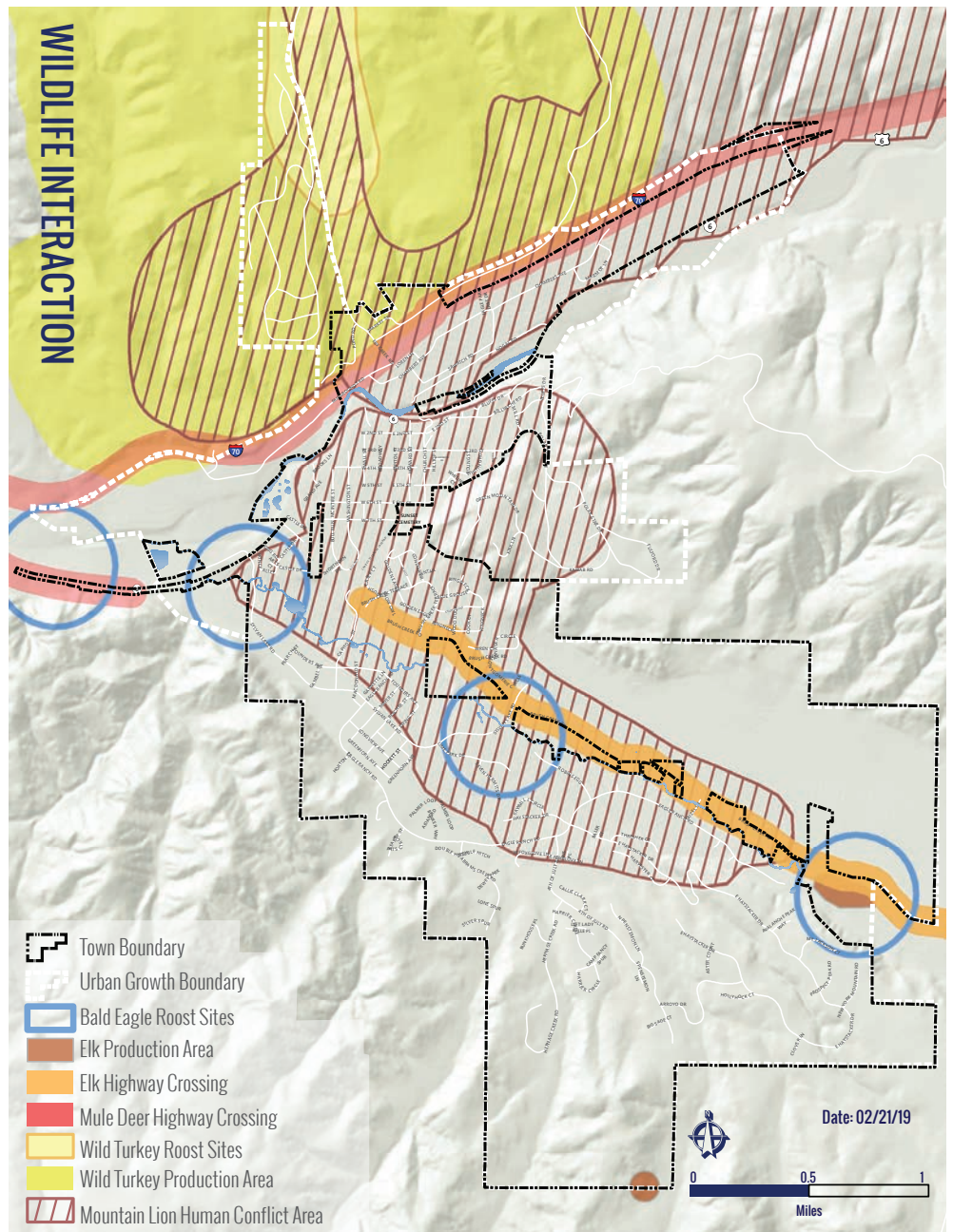
Our Natural Environment...

WILDLIFE

A healthy wildlife population is of great importance to Eagle stakeholders and residents for many reasons; among the top are quality of life and economic benefits. Hunting, fishing, and wildlife viewing are common activities for both residents and visitors in the area. Critical wildlife habitat includes elk production areas, elk migration corridors, elk severe winter range, deer migration corridors and range, blue heron rookeries, raptor nesting areas, riparian areas, and areas critical to the support of rare or endangered species.

Of specific concern, Colorado Parks and Wildlife report a 50%–60% decline in the elk population from 2007 to 2018 in the Eagle Valley. Evidence points to the impact of more people, development, and traffic, combined with changing weather patterns as factors in the decline.

It is generally agreed that minimizing development sprawl will benefit local wildlife populations. In December of 2018, Eagle County completed the Eagle County Safe Passages for Wildlife Assessment. This document identified important wildlife movement areas and highway crossing zones, recommends the best locations for crossing structures, and provides land use guidance for Eagle County. The area specific to the Town of Eagle is Brush Creek Road and I-70. Along Brush Creek Road it is recommended to keep the surrounding area zoned as low density residential and/or agricultural. As you can see in Map 2.7, I-70 is a major Mule Deer Crossing. The interstate, mile post 146.6 in particular, has an extremely high number of Wildlife-Vehicle Collisions. The strategy proposed for this area is to build and improve the existing fence along the corridor and improve pedestrian access so that no one is tempted to tamper with the fence. Other strategies here include maintaining functionality of the bridge over US 6, the railroad and the Eagle River at MP 158.8 for wildlife passage, pursuing land conservation efforts to limit development on undeveloped lands in the wildlife crossing linkages, maintain critical east-west migration movements on either side of I-70, and provide north-south crossing opportunities under I-70 to support current wildlife movement.

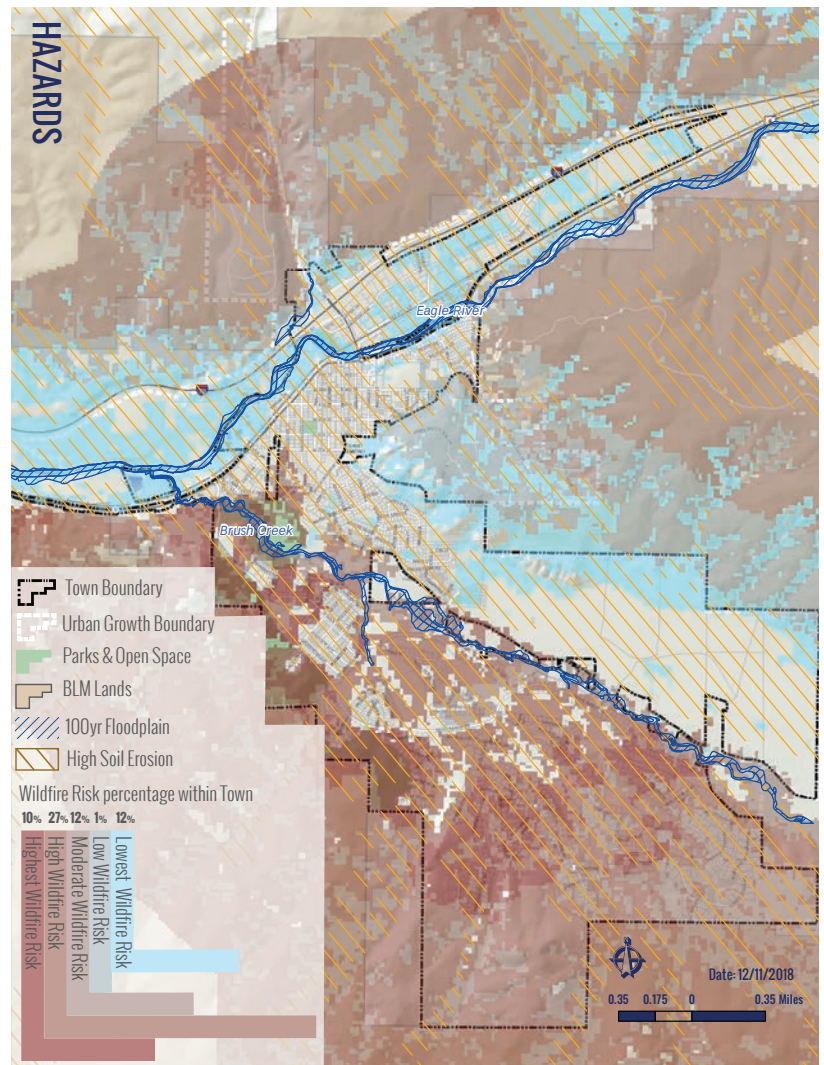


Map 2.7 Wildlife Interaction Hotspots in the Town of Eagle - Prepared by Logan Simpson Design

FIRE RESILIENCY

With recent fires making national headlines, fire resiliency is now being discussed nationwide. Eagle County's population increased 4% in 2017. Located in a sensitive environmental landscape, the human footprint is continually encroaching further and further into wildfire-prone landscapes which increase wildfire threats to life and property. As the Wildland Urban Interface (WUI) continues to grow in and around the Town of Eagle, and as wildfire frequency and severity rise, associated wildfire costs and impacts increase as well. Following a wildfire, local communities assume much of the responsibility and monetary costs of recovery. The Town of Eagle recognizes the incredible environment in which they are situated and the need for residents to live sustainable and resilient lifestyles.

Wildland Urban Interface (WUI) risk indicators within and adjacent to the Town of Eagle show that the risk of a wildfire with potential impact to community values is at a moderate to very high risk for much of the area, as shown in map 2.8. This is due to the influence and density of structures, the influence and proximity of wildland fuels, and the opportunities for wildfire ignitions to occur based on historical fire data. Based on current wildfire trends across the west, the likelihood of larger, increasingly severe fires will continue to have lasting impacts on communities.



WATER

High quality water is an expectation in communities like Eagle that are located in the Colorado high country. The clear waters of local streams and rivers minimize the need for extensive domestic water treatment, and support high quality recreational activities like fishing, camping and wildlife viewing. Stream flows in Brush Creek, Eby Creek, and the Eagle River are important to the Town and will be protected by the Town to the greatest extent possible. Brush Creek has a minimum stream flow standard, and the Town has stream management plans that can be utilized to maintain adequate flows during dry years.

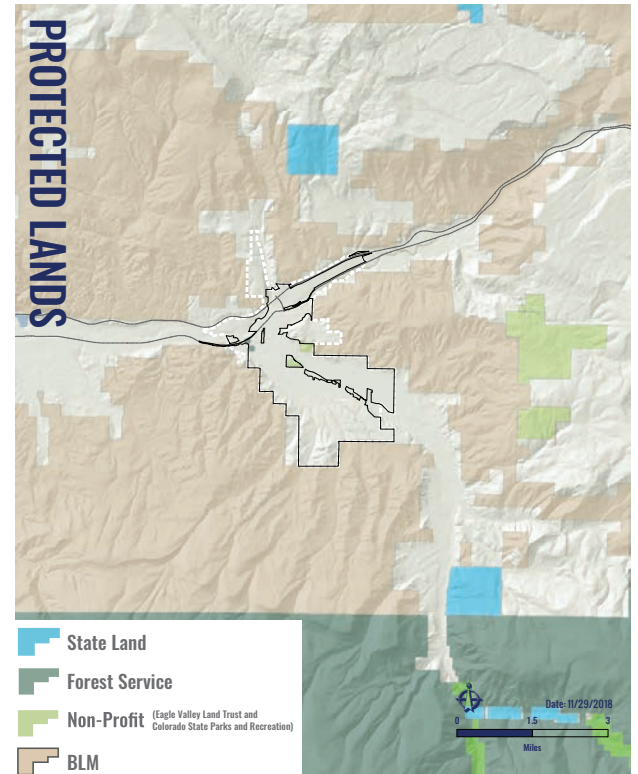
The requirements for waste water treatment, erosion control and storm water management are elevated within the Eagle Planning Area in order to maintain high water quality standards. The 2013 Eagle River Watershed Plan outlines policies and action items for stream and watershed protection, particularly with regard to protection of riparian vegetation, in-stream flows, re-vegetation of riparian habitat and sedimentation control.

In addition to this plan, the Town of Eagle is currently in the process of creating a Water Efficiency and Sustainability Plan specific to development within the Town boundary that will outline measures and policies to ensure the quality and quantity of water in the Town.

PROTECTED OPEN SPACE

The Town of Eagle is almost entirely surrounded by public protected open space, as shown in map 2.9, but there is a lot of private protected open space in the area as well. The Eagle County Open Space Fund was established in 2002. The voters authorized an ad valorem (property) tax mill levy not in excess of 1.5 mills for the purpose of acquiring, maintaining, and permanently preserving open space in Eagle County. The tax generates approximately \$4 million annually. Eagle County estimates approximately \$4.6 million was generated for the Open Space Fund in property tax revenue in 2018. To date, Eagle County, through its Open Space Program, has helped to purchase and/or preserve approximately 12,980 acres at a total cost of about \$91 million. The Open Space Fund has also funded improvements to its various properties, such as boat ramps, parking and restrooms.

In addition to the county open space fund, the Town of Eagle has our own open space fund that is supported by a lodging tax of \$2 per room per night. These funds were originally used exclusively for the “preservation of agricultural lands and for acquisition, maintenance, and management of land and easements in and around the Town for open space buffer zones, trails within open space areas, wildlife habitats and wetland preservation” according to the 1996 enabling ballot until 2014. Voters approved an amendment to allow for these funds to contribute to trail and open space amenities and development. This addition is widely supported with an 87% vote for the amendment and continues to be a supported program within the Town from residents, business owners, and trail/ open space lovers.



WHY IT MATTERS

Nearly all community activities interact with natural resources in some way. Housing, transportation, utilities and community facilities, economic development, and land use elements all have direct or indirect relationships to a community's natural resource base. Therefore, it is virtually impossible for a community to plan for its future without considering the opportunities, constraints, and impacts associated with its natural resources.

Protection of, and planning for, our natural resources is essential to the Town. One of the major tools used by the Town to control and monitor impact to the surrounding environment and resources is the Urban Growth Boundary (UGB). The UGB outlines the area surrounding the Town that has been determined as acceptable for growth, annexation, and development. This is a tool that is used to concentrate development and manage the Town footprint in order to minimize effects on the surrounding environment.

The Town's clean water sources and large open space properties are a benefit to all who live, work, and play in the Town, but they also need to be monitored, protected, and well planned. As our footprint and transportation needs increase, it will become more and more important to be aware of the surrounding landscape and potential for natural disaster.

Over the years, access to natural and open spaces, and the amenities these features provide, has become an increasingly important factor in determining where to live or locate a business, thus contributing to the local economy. The preservation of our natural resources is a large portion of what draws tourists to visit the Town and even creates a draw for new residents and businesses.





CHAPTER 3: OUR VISION

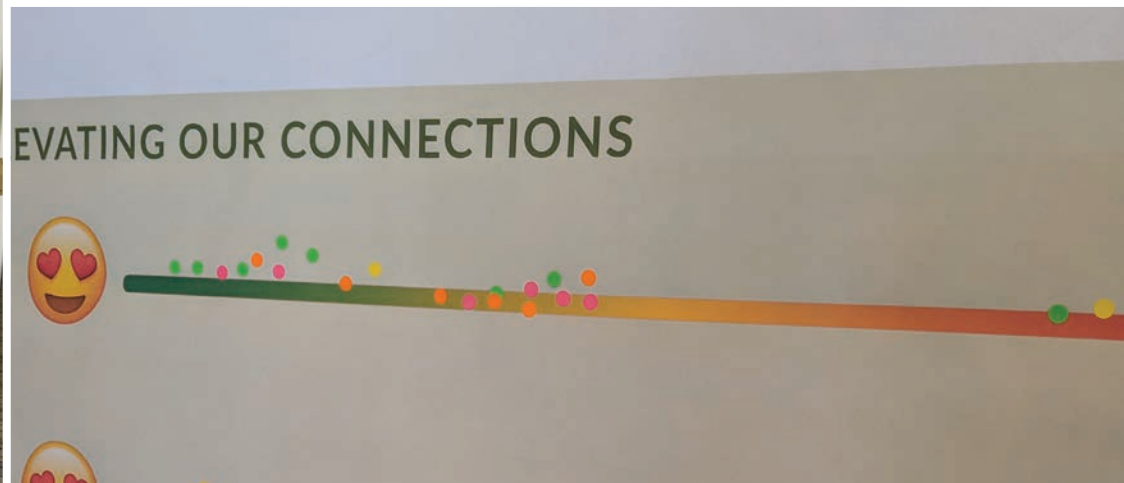
OUR VISION

A Community-Built Vision

The planning process ensures that the community's values align with the Town's roadmap for the future. The project team began the process by asking residents and community members what they love most about the Town of Eagle, and what they would like to see change over the next ten to fifteen years. This feedback informed the vision themes and statements, as well as the remainder of the plan development process. While building the vision statements in this chapter we asked residents questions like "in 2040, Eagle is..." and "What do you want to see change in the Town of Eagle in the next 10-15 years?"

The visions consider how the Town's housing, economy, transportation, and amenities should evolve with future development and changes. This also ensures that the Town of Eagle will remain a place that current and future residents value, and a unique place where an elevated quality of life is the top priority.





-The best thing about Eagle in 2040 is- friendly folks and fun
· it's still a small town where neighbors help neighbors · the smart and public lands (+2) · the people (+3) · fun downtown, events, and beautiful wild beautiful, affordable, safe, and friendly · it is affordable for people to live system · meeting new friends and family · how close our community is · the community · year-round recreation, and commercial shops and dining · quality stores and busy, alive community · the beauty of the area · all of the above their opinions · it will be a model community for all age groups · diversity community with grass roots · the beauty of the mountains · the growth affordable housing restrictive zoning · the small town feeling · nicer shops · the overall lifestyle it provides for residents, visitors, and employees of Eagle · great energy and feeling of community · its residents (+2) · a great place for spirit · an unparalleled system of trails and bike paths · controlled growth of to lock your doors · a strong community that has opportunity for families · the economic diversity and vitality · this is the place where all locals want to it's fun! (+3)



adventures awaiting all · a low-impact, resilient, interconnected community
sustainable built environment and economic development · the climate and
backyard · growth is intentional and deliberate in alignment and goals / it's
here · full of good, hard working people, despite increased prices · the trail
close-knit community · our continued family small town values · beautiful
of life · simplicity · it's a caring community · access to more restaurants and
· wholesome living · my family still calls it home · people are respected for
· an inclusive community · it still feels like a small town · we are a stable
and addition of high quality restaurants · recreation, second ice rink, and
that it will be sustainable and has remained a place that we are all proud of ·
· the mountains · the family friendly active community · our planned growth
families · our visionary approach to sustainability and our strong community
development balanced with the environment and recreation · you don't have
unique character of our people, town, and shops · vibrancy · self-sustaining
live in the valley · loving people who cherish the small town environment ·





ELEVATING OUR INCLUSIVE CULTURE:

The Eagle community is defined by our welcoming spirit, our appreciation of our neighbors, and support of one another.







ELEVATING OUR UNIQUE CHARACTER:

The Town of Eagle's eclectic neighborhoods, framed by Castle Peak, the Sawatch Range, and the Eagle River, provide the ideal setting to celebrate our western heritage and our adventurous spirit.

A photograph of a person riding a mountain bike through a wooded area. The rider is wearing a green and black jersey and a yellow helmet. The bike is a full-suspension mountain bike with black tires. The background shows a large, gnarled tree trunk in the foreground, and a dirt path leading into a forest. The lighting is bright, suggesting a sunny day.

ELEVATING OUR ADVENTEROUS LIFESTYLE:

The Town of Eagle offers the opportunity to explore, live, and work in a community surrounded by our vast outdoor playground.







ELEVATING OUR RELATIONSHIP WITH THE ENVIRONMENT:

The Town of Eagle celebrates and preserves a unique connection with our environment by minimizing growth impacts to our water and wildlife resources.



ELEVATING OUR CONNECTIONS:

The Town of Eagle strives to offer a variety of technology, communication, and transportation choices to connect our community, locally and globally.





An aerial photograph of a town nestled in a valley, surrounded by mountains. A large green triangular overlay covers the top right portion of the image. The town features a mix of residential and commercial buildings, with some areas showing signs of development or construction. The surrounding landscape includes dry, hilly terrain and distant mountain peaks under a cloudy sky.

CHAPTER 4: FUTURE LAND USE

FUTURE LAND USE

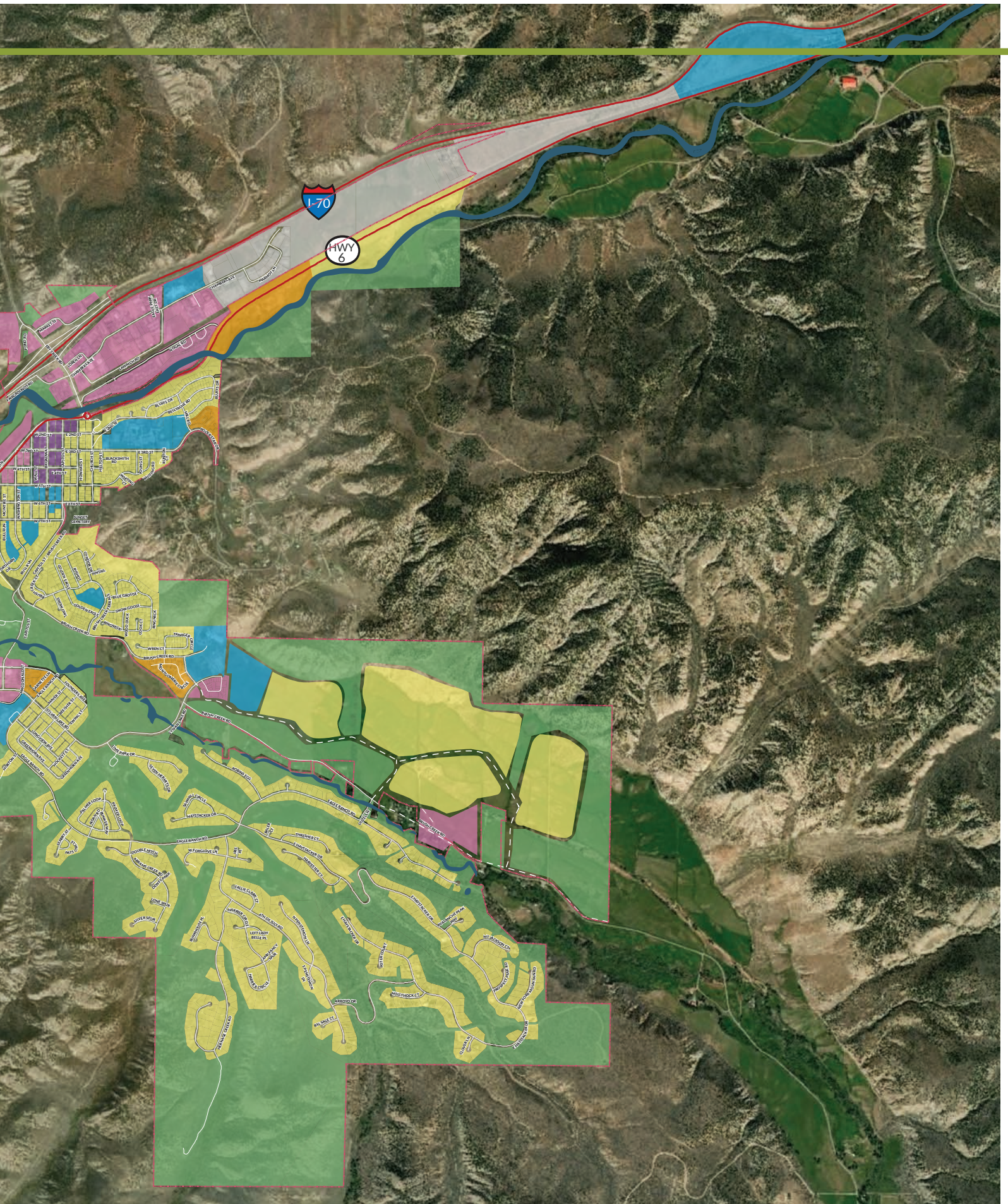
Overview

The Future Land Use Map describes the Town of Eagle’s desired future, and is a tool to guide development decisions, infrastructure improvements, and public and private investment and reinvestment in Eagle. The Future Land Use Map identifies locations of anticipated, and Town-supported land uses over the next 10 to 20 years.

Division between land use categories generally follow parcel lines, roadways, and other geographic boundaries. Future land use and zoning category changes shall generally adhere to the Future Land Use Map.

Flexibility in interpretation of the boundaries may be granted by the Town Planning staff Planning and Zoning Commission, and Town Board of Trustees, provided the proposed change is consistent with the vision, goals, and strategies contained in this Plan.





Future Land Use Categories

Below is a table outlining which zoning designations are most appropriate for each Future Land Use Category, and each category is further described on the following pages and includes: an overview of the general character, features, and amenities; desired primary and secondary uses; examples of representative development types and forms within Eagle, and connections to the surrounding area.

LAND USE	ALLOWED ZONES
<i>Correlates with existing zoning categories (as of November 2019, and to be updated prior to public release)</i>	
LOW DENSITY HOUSING	RL - Residential Low Density
MEDIUM DENSITY HOUSING	RM - Residential Medium Density RMF – Residential Multi-Family P – Public Area PUD - Planned Urban Development
HIGH DENSITY HOUSING	RMF – Residential Multi-Family RH – Residential High Density P – Public Area CL – Commercial Limited
COMMERCIAL/ LIGHT INDUSTRIAL	CG - Commercial General CL - Commercial Limited I - Industrial
MIXED USE	CG - Commercial General CL - Commercial Limited RH - Residential High Density RM - Residential Medium Density RMF – Residential Multi-Family P – Public Area PUD - Planned Urban Development
DOWNTOWN	CBD - Central Business District CL - Commercial Limited RM – Residential Medium Density RMF – Residential Multi-Family
PUBLIC	PA - Public Area
OPEN SPACE	R – Resource

LOW DENSITY RESIDENTIAL



Description:

Single-family neighborhoods built on a traditional development pattern, interspersed with schools, public facilities, neighborhood amenities, parks, and trails. Neighborhoods are slightly more auto-oriented but connected to other neighborhoods and amenities through an extensive trail network.

PRIMARY USES

Conventional, detached, single-family units.

SECONDARY USES

Public uses, neighborhood and community parks.

MEDIUM DENSITY RESIDENTIAL



Description:

Single and multi-family neighborhoods built on a traditional development pattern, served by a highly connected street pattern, and interspersed with schools, public facilities, walkable neighborhood amenities, parks, and trails. A neighborhood center and/or park should be integrated within every neighborhood.

PRIMARY USES

Small lot, single-family units, duplexes/triplexes, and multi-family townhomes.

SECONDARY USES

Public uses, neighborhood and community parks.

HIGH DENSITY RESIDENTIAL



placeholder for imagery (doesn't currently exist within the Town)

Description:

Higher density neighborhoods near commercial centers and major corridors. To meet the needs of people in all stages of life, these neighborhoods are supported by a multimodal network, pocket parks, and public gathering spaces.

PRIMARY USES

Primary use should include attached, single- and multi-family dwellings, including duplexes, townhomes, apartment complexes, and other similar types of dwellings, at higher densities.

SECONDARY USES

Public uses, neighborhood and community parks.

COMMERCIAL/LIGHT INDUSTRIAL



Description:

Centers of high economic base located near regional transportation corridors providing regional commercial services such as restaurants, grocery stores, theaters, light manufacturing, and retail. These areas support retail and employment in more suburban development patterns, yet provide an intensity of uses serves both the Town and the larger region. Surrounding residential may be limited and appropriately buffered.

PRIMARY USES

Areas designated for community/ destination retail, employment, entertainment.

SECONDARY USES

Light industrial; manufacturing.

MIXED USE



Description:

Areas that include a variety of local entertainment, civic, medical, residential, and retail uses with integrated essential services. Building types may include free-standing, low- to mid-rise buildings with high quality design integrated with urban elements such as pedestrian connectivity, shared parking, and green space.

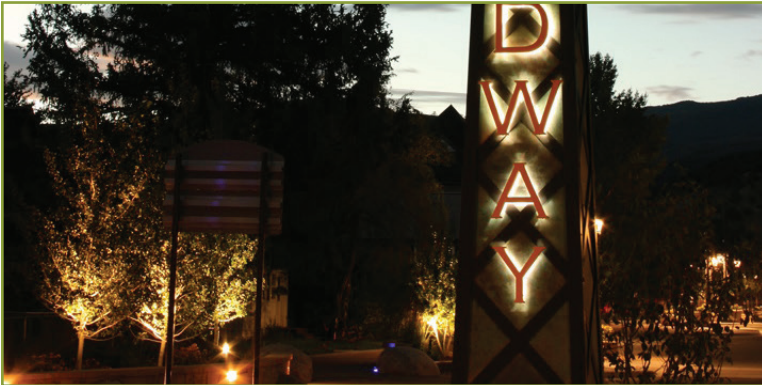
PRIMARY USES

Areas designated for commercial, office, civic, and service uses supporting general neighborhood needs.

SECONDARY USES

Integrated multi-family residential and commercial, either horizontally or vertically. Neighborhood and community parks.

DOWNTOWN



Description:

Centrally-located regional attraction for shopping, entertainment, culture, arts, and public events, and offers a location for public gathering and community pride. This area should include special urban improvements to make vibrant and enjoyable public spaces. A diversity of housing types at various price points are integrated with restaurants, bars, retail stores, offices, coffee shops, and civic services. Residential may consist of live/work dwellings, loft housing, and other similar uses.

Development should encourage preservation of character, redevelopment, and infill; and should include above-average standards for design. Renovation of older buildings is encouraged. This area is highly connected to surrounding neighborhoods through a safe, welcoming, pedestrian-oriented environment. It maintains access to an efficient multi-modal transportation network.

Development should include above average standards for design, intensity of development, and residential densities.

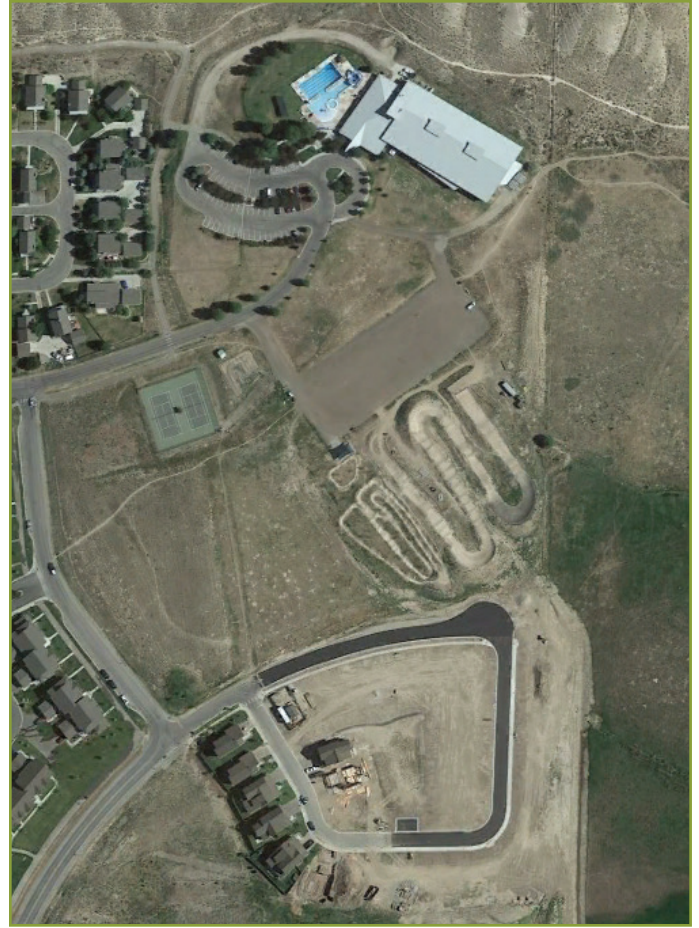
PRIMARY USES

Retail, employment, entertainment, civic, artisan, and residential uses in an urbanized, pedestrian-oriented environment.

SECONDARY USES

Integrated multi-family residential and commercial, either horizontally or vertically. Gathering spaces.

PUBLIC



Description:

The Public category identified civic uses, such as schools, government buildings, and public service and recreation facilities, within varied settings, including Downtown, along the Eagle River, and within and adjacent to neighborhoods.

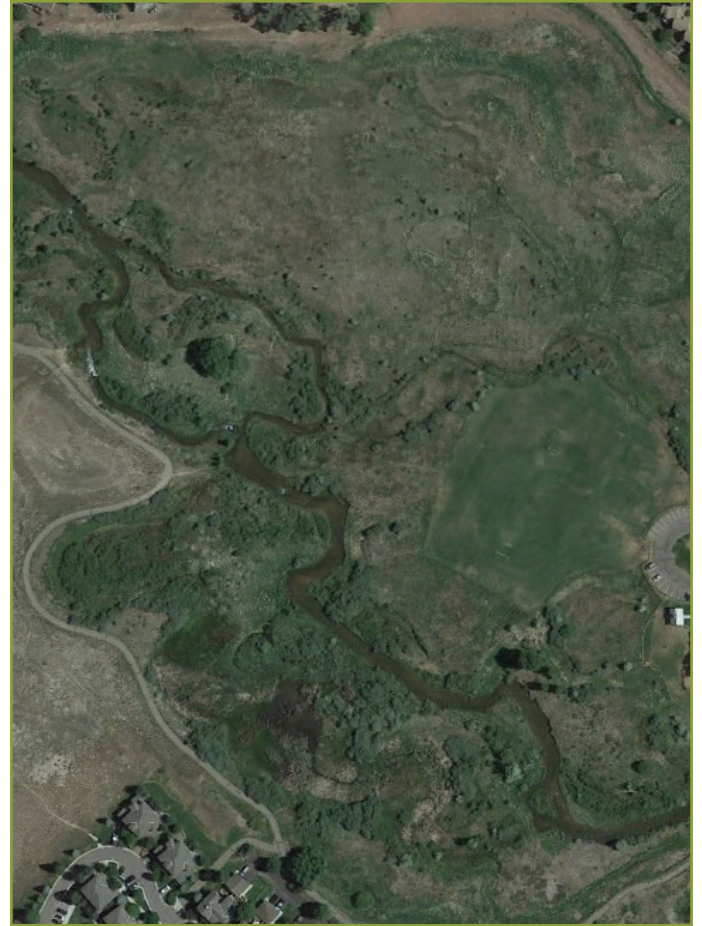
PRIMARY USES

Public and civic uses, including recreational facilities, public services, schools, and governmental offices.

SECONDARY USES

-

OPEN SPACE



Description:

Open Space protects natural values and provides opportunities for nature-oriented, outdoor recreation, which often includes multi-purpose trails and camp sites. They are often located along the Eagle River corridor and abutting BLM Land. This can include areas of maintained visual green spaces and landscape areas that do not have developed park and recreation amenities, but provide linear corridors for trails or connections through the Town.

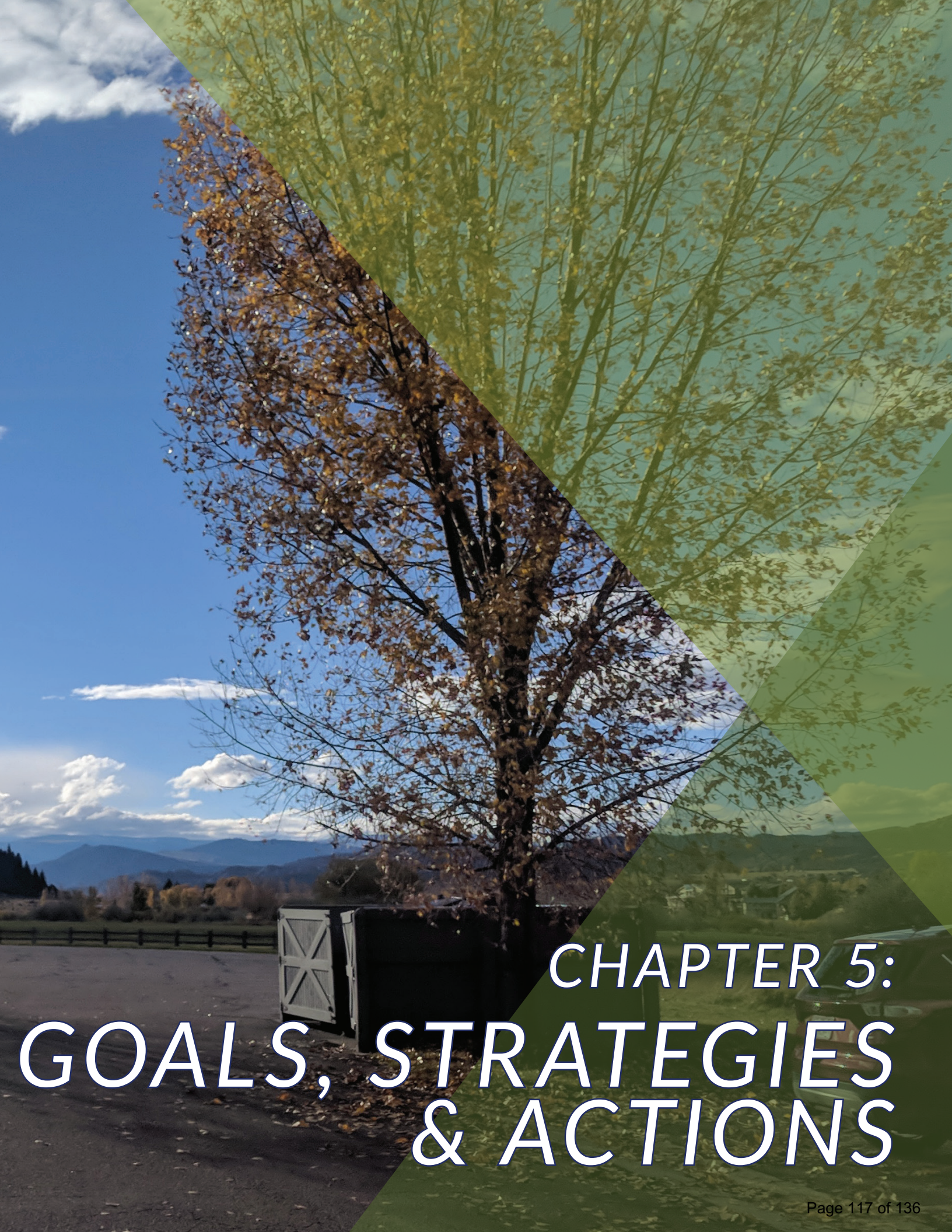
PRIMARY USES

Land remaining undeveloped as natural open space, lands identified as drainageways/ floodplain, conservation development/easements, lands along ditches and floodways or BLM-owned land.

SECONDARY USES

Civic uses such as regional trails and public open space; agricultural uses





CHAPTER 5: GOALS, STRATEGIES & ACTIONS

GOALS AND STRATEGIES

Goals, Strategies, and Actions

The goals and strategies in this section support and advance the Town's vision (see Chapter 3). Goals encompass the opportunities identified through public outreach, and articulate a desired ideal and a value to pursue. Supporting strategies are specific and provide examples of implementation of each goal.

Actions serve as a series of specific steps to be taken by the Town and community partners to achieve the community's vision and goals. Because implementation can take time, Town leaders and staff should reassess and prioritize these action items annually. Implementation measures may be adjusted over time based on availability of new or improved information; changing circumstances; and anticipated effectiveness, so long as they remain consistent with the intent of this Comprehensive Plan.

There are three broad categories of actions:

1. **Regulatory Reform (R).** Development regulations and standards may need to be updated to ensure consistency with the goals and objectives of the Comprehensive Plan and includes changes and updates to zoning and land use regulations and design and signage guidelines and standards.
2. **Supporting Plans and Studies (P/S).** Specific projects or initiatives may require additional analysis and direction at a more detailed level than within this Comprehensive Plan; and include feasibility studies; master and/or subarea plans, environmental or transportation master plans, or additional funding studies.
3. **Capital Projects (CP).** Major infrastructure investments are specifically relevant to the implementation of the Comprehensive Plan goals and strategies, but should be considered in conjunction with other capital improvements to determine priorities, project efficiencies, and timing of expenditures.



ELEVATING OUR INCLUSIVE CULTURE

Our Vision

The Eagle community is defined by our welcoming spirit, our appreciation of our neighbors, and support of one another.

Our Goals and Strategies

GOAL 1. PROMOTE A WIDE RANGE OF ATTAINABLE HOUSING OPPORTUNITIES FOR YOUNG ADULTS, FAMILIES, AGING RESIDENTS, WORKFORCE, AND OTHERS.

- 1.1. Foster a healthy mix of housing types and densities.
- 1.2. Support and contribute to the development of attainable housing options.
- 1.3. Identify additional senior housing opportunities.

GOAL 2. EXPAND EMPLOYMENT OPPORTUNITIES.

- 2.1. Provide opportunity to live and work within Eagle.
- 2.2. Promote commercial development that fits the desired character of the community.

Our Actions

ST.	ACTION	TYPE	COST	TIME-FRAME	RESPON-SIBILITY
1.1	Clarify regulations within the Land Use and Development Code (LUDC) regarding Accessory Dwelling Units (ADUs) for long-term rental and/or expand use allowance within a wider range of zoning categories.	R	L	ST	Town
1.1	Establish a new, mixed-use zoning district and associated standards within the LUDC to encourage residential dwellings within vertical mixed-use buildings.	R	L	ST	Town
1.1	Encourage additional, creative, infill housing opportunities by developing infill development standards in the LUDC.	R	L	ST	Town
1.2	Research available incentives and identify the most appropriate options for developers to provide affordable housing.	P/S	L	ST	Town, private sector
1.2	Develop a program to educate community members about existing affordable housing opportunities (i.e. inclusionary residential requirements for local employees) and down payment assistance programs.	P/S	L	ST	Town, Chamber
1.2	Initiate an Affordable Housing Plan addressing: ratio of local jobs to affordable workforce housing units; availability of affordable housing stock; local demand for affordable housing; status of down payment assistance funds; availability and use of programs to educate potential home buyers; status of current regulatory issues; and community developed solutions that incorporate federal, state, and local programs and resources.	P/S	L-M	MT	Town, County, ECHA, private sector, employers, state/federal entities

ST.	ACTION	TYPE	COST	TIME-FRAME	RESPON-SIBILITY
1.2	Coordinate with regional entities to monitor the need for and location of affordable housing within the region.	P/S	L	ST	Town, County, private sector, employers
1.3	Actively market key properties to senior housing developers.	P/S	L-M	MT	Town, County, ECHA, private sector
2.1	Coordinate with internet providers to develop the infrastructure necessary to increase inter-net access and enhance service.	P/S	L	ST	Town, internet providers
2.1	Promote the development of additional co-working spaces and similar-style rentable office and small-scale, industrial, maker spaces.	P/S	L-M	MT	Town, Chamber, private sector
2.2	Capitalize on Eagle's proximity to I-70 and the airport by expanding and marketing tourist amenities.	P/S, CP	M-H	MT	Town, Chamber, ECHS, EO, MRMD, private sector
2.3	Improve signage to draw visitors off of I-70 and US Highway 6 to the Town's unique places.	CP	M-H	MT	Town, Chamber, CDOT, private sector
2.3	Identify and attract businesses and trades that fulfill the Town's potential local niche markets.	P/S	L-M	S-MT	Town, Chamber, private sector
2.3	Implement financing districts (i.e. BIDs, TIF) for areas such as, the US Highway 6 corridor, and the Riverfront Corridor.	R, P/S	L	ST	Town
2.3	Utilize the existing Economic Vitality Commit-tee to oversee economic development and marketing strategies contained within this Plan, and monitor key indicators of the local economy.	P/S	L	S-MT	Town

ELEVATING OUR UNIQUE CHARACTER

Our Vision

Eagle's eclectic neighborhoods, framed by Castle Peak, the Sawatch Range, and the Eagle River, provide the ideal setting to celebrate our western heritage and our adventurous spirit.

Our Goals and Strategies

GOAL 1. ENHANCE BOTH THE VIBRANCY AND VIABILITY OF DOWNTOWN.

- 1.1. Encourage additional commercial and mixed use development.
- 1.2. Provide additional opportunities for public art.
- 1.3. Encourage public events that are unique, engaging, and reflective of the community.

GOAL 2. CELEBRATE THE TOWN'S UNIQUE SMALL-TOWN CHARACTER.

- 2.1. Preserve and enhance each of Eagle's unique character areas (i.e. Downtown, Chambers Avenue, Market Street, Eagle Ranch Commercial Core, Eagle River Corridor, and the US Highway 6 Corridor/Grand Avenue).
- 2.2. Ensure new development builds upon and adds value to Eagle's unique community character through adherence to high quality standards of design and construction.

GOAL 3. CONNECT EAGLE'S UNIQUE NEIGHBORHOODS PHYSICALLY AND VISUALLY THROUGH A WALKABLE AND TRAIL-ORIENTED ENVIRONMENT WITH HIGH-QUALITY WAYFINDING.

- 3.1. Enhance pedestrian access and the quality of public gathering areas.

GOAL 4. MAINTAIN AND IMPROVE THE APPEARANCE OF COMMUNITY GATEWAYS AND STREETSCAPES TO BETTER ESTABLISH AND REINFORCE THE TOWN'S IDENTITY AND SENSE OF PLACE.

- 4.1. Enhance wayfinding to reflect the Town brand and to identify appropriate locations and designs for directional signage, as well as address vehicular, pedestrian, transit, and trail signage.
- 4.2. Enhance gateways and streetscapes to reflect the Town's unique identity, providing a clear sense of arrival.

Our Actions

ST.	ACTION	TYPE	COST	TIME-FRAME	RESPON-SIBILITY
1.1	Redefine the boundaries of the CBD zone district encompassing the Downtown area (Grand Avenue, Church Street, West Seventh Street, Castle Drive) and including the West Eagle Planning Area.	R	L	ST	Town
1.1	Establish a new Downtown Overlay Zone District and associated standards within the Land Use and Development Code.	R	L	ST	Town
1.1	Investigate the formation of funding mechanisms for Downtown improvements and redevelopment (e.g. BID or TIF district).	R	L	ST	Town

ST.	ACTION	TYPE	COST	TIME-FRAME	RESPON-SIBILITY
1.1	Address parking Downtown (e.g. site identification for public parking opportunities; fee-in-lieu of parking within the Downtown core; ease of parking requirements to encourage redevelopment; increased shared parking are-as; investigation into a parking app, etc.).	R, P/S	L-M	ST	Town, Chamber
1.1	Encourage Downtown businesses to expand business hours.	P/S	L-M	ST	Town, Chamber
1.1	Work with property owners along Broadway and within the larger CBD to maintain, improve, and/or sell properties for redevelopment.	P/S	L-M	S-MT	Town, Chamber
1.2	Establish an Arts Committee/Board that would oversee identification and installation of public art.	R	L	ST	Town
1.2	Identify funding options for an Arts Program (e.g. portion of sales tax).	R	L-M	S-MT	Town
1.2	Create an overall Art Master Plan to identify key locations for placement and priority.				
1.2	Develop a creative placemaking strategy.	P/S	L	S-MT	Town
1.2	Consider utilizing the old Town Hall as an arts and cultural hub.	CP	M-H	M-LT	Town
1.3	Continue to promote and expand community events and festivals through the Town web-site, social and print media, and private partners.	CP	L-M	ST	Town, Chamber, news agencies, private sector
1.3	Identify multi-use spaces such Broadway, or additional sites for plazas, parks, and open space that can be used or enhanced for use as temporary event spaces.	P/S, CP	L-H	ST-LT	Town, Chamber, private sector
2.1	Create design standards that aim to identify key characteristics to preserve and enhance Downtown, the Eagle River Corridor, and the US Highway 6 Corridor.	R	L	S-MT	Town, CDOT
2.1	Develop basic streetscape design guidelines.	R	L	S-MT	Town
2.1	Balance the need to preserve historically significant structures when considering redevelopment opportunities.	R	L-M	S-MT	Town, ECHS, private sector
2.2	Develop specific residential and non-residential design standards that are unique to Eagle and support the existing eclectic character.	R	L	ST	Town, private sector
3.1	Update the existing parks, open space, and trail standards within the Land Use and Development Code to support smaller, connected active spaces.	R	L	ST	Town
3.1	Update the Land Use and Development Code to require new development to provide pedestrian and bicycle connections to the existing parks and open space system.	R	L	ST	Town
3.1	Implement a unique trail wayfinding system.	CP	M-H	MT	Town, Chamber
4.1	Update the Town's Wayfinding, Signage and Gateway Guiding Document.	P/S	L	ST	Town
4.2	Update and enhance the design of gateways from I-70 and along US Highway 6 from the east and west through the addition of landscaping, signage and public art.	P/S, CP	L-H	S-LT	Town, CDOT
4.2	Design streetscapes to include a set of common design elements for the Town, building on the Town's unique character and sense of place.	R, CP	L-H	S-LT	Town

ELEVATING OUR ADVENTUROUS LIFESTYLE

Our Vision

The Town of Eagle offers the opportunity to explore, live, and work in a community surrounded by our vast outdoor playground.

Our Goals and Strategies

- GOAL 1. PROMOTE THE UNIQUE ACTIVITIES (E.G. FLY FISHING, RAFTING, MOUNTAIN BIKING, CAMPING, SKIING, SNOWBOARDING, SNOWSHOEING, ETC.).**
- 1.1. Brand the Town as a year-round destination.
 - 1.2. Provide opportunities for campsite development in or near Town.
- GOAL 2. PROVIDE VISITORS THE OPPORTUNITY TO EXPERIENCE EAGLE LIKE A LOCAL WITH EXCEPTIONAL AMENITIES.**
- 2.1. Provide unique, local hospitality opportunities in and near Downtown.
- GOAL 3. CONTINUE TO MAINTAIN THE INCREDIBLE TRAIL AND PARK SYSTEM AND FIND NEW OPPORTUNITIES FOR EXPANSION AND CONNECTIONS TO KEEP UP WITH THE ADVENTUROUS RESIDENTS' LIFESTYLE.**
- 3.1. Ensure residents have access to recreation amenities.
 - 3.2. Maintain a trail maintenance and expansion program.
 - 3.3. Maintain and enhance existing parks.
- GOAL 4. PROTECT OPEN SPACE LANDS OF HIGH CONSERVATION OR RECREATION VALUE IN AND SURROUNDING EAGLE.**
- 4.1. Utilize relevant and available resources, including current resource maps and Town and County Open Space Plans, to identify open space to be preserved.
- GOAL 5. WORK TO PRESERVE AND ACQUIRE ACCESS TO PUBLIC LANDS, OPEN SPACE, AND RIVER/STREAM CORRIDORS.**
- 5.1. Maintain, improve, or add public land access points where appropriate.
 - 5.2. Secure public rights-of-way, for existing or new access to public lands.
 - 5.3. Maintain educational opportunities with regards to public lands.

Our Actions

ST.	ACTION	TYPE	COST	TIME-FRAME	RESPON-SIBILITY
1.1	Develop a Town brand that reflects the entire community.	P/S	L-M	ST	Town, Chamber
1.1	Market each season's differing attractions.	P/S	L	ST	Town, Chamber, EO
1.1	Promote Downtown and Eagle Ranch in visitation and tourism media.	CP	M	ST	Town, Chamber, EO, private sector

ST.	ACTION	TYPE	COST	TIME-FRAME	RESPON-SIBILITY
1.2	Develop a new zoning category and associated standards for commercial campgrounds within the Land Use and Development Code and identify potential future locations for these amenities	R	L	ST	Town
2.1	Create an incentive program to encourage lo-cal lodging in and near the Downtown area.	R	L-H	MT	Town, Chamber
2.1	Develop a strategy to balance traditional lodging with alternatives (vacation rentals, bed and breakfasts, and boutique hotels.	R	L	ST	Town, Chamber
3.1	Update parks, open space, and trail requirements to focus on connecting residents to recreational amenities, local, and regional destinations, or existing trail systems.	R	L	ST	Town
3.1	Continue to work with Mountain Recreation Metropolitan District (MRMD) to prepare a detailed Recreation Master Plan that address-es the importance of both dispersed and organized recreational activities and supporting amenities, facilities, and programs.	P/S	L	ST	Town, MRMD
3.1	Develop a multi-use trail along the Eagle River.	CP	M-H	S-MT	Town
3.1	Continue to execute existing master planning for recreation facilities, open space, trails, and Eagle River corridor.	P/S	L	ST	Town
3.2	Develop a trail and open space master plan to identify desired enhancements to existing or proposed Town trails.	P/S	L	ST	Town
3.2	Pursue funding for trail maintenance and enhancement and for the construction of new trails.	P/S	L	S-MT	Town
3.2	Continue coordination with the BLM on trail network expansion.	P/S, CP	L	ST	Town, BLM
3.3	Identify desired enhancements to existing or proposed Town parks.	P/S	L	ST	Town
3.3	Pursue funding for park maintenance and enhancement and for the construction of new parks.	P/S	L	S-MT	Town
3.3	Identify areas with high potential for new parks.	P/S	L	ST	Town
3.3	Complete phase two of the Eagle River Park.	CP	M-H	S-MT	Town
4.1	Create a plan for the preservation of existing open space within Town boundaries.	P/S	L	S-MT	Town, USFS, USFW, private sector
4.1	Explore methods for acquiring and preserving land that is valuable for recreational purposes through: acquiring conservation easements; preserving open space through development negotiations and/or exactions; requiring/ creating buffers between development and adjacent public lands; promoting a transfer of development rights (TDR) program; and promoting lease-back arrangements.	R	L	ST	Town, County, MRMD, USFS, BLM
5.1	Use a variety of techniques such as development incentives, acquisition of development rights, and donation of easements to preserve, enhance and/or acquire such access.	R	L	S-MT	Town, USFS, USFW, BLM
5.1	Work with stakeholder groups to identify and map existing and desired access points to public lands, rivers and streams.	P/S	L	S-MT	Town

ELEVATING OUR ADVENTUROUS LIFESTYLE

ST.	ACTION	TYPE	COST	TIME-FRAME	RESPON-SIBILITY
5.2	Require that all development applications or annexation proposals for property adjacent to public lands include appropriate public access.	R	L	ST	Town
5.2	For lands adjacent to public lands, require a pre-application consultation with relevant state and federal land management agencies to discuss issues such as appropriate travel/use restrictions, site development, seasonal closures and similar issues that would affect adjacent public lands.	R	L	ST	Town
5.3	Develop programs to educate citizens on appropriate use of public lands, including the need for seasonal closures to protect wildlife.	P/S	L-M	S-MT	Town, USFS, USFW, BLM



ELEVATING OUR RELATIONSHIP WITH THE ENVIRONMENT

Our Vision

The Town of Eagle celebrates and preserves a unique connection with our environment by minimizing growth impacts to our water and wildlife resources.

Our Goals and Strategies

GOAL 1. PRESERVE OUR NATURAL OPEN SPACE AND WILDLIFE HABITATS.

- 1.1. Promote development inside the Urban Growth Boundary (UGB).
- 1.2. Mitigate impacts to the natural environment and native species.

GOAL 2. FIND A BALANCE BETWEEN RECREATION AND PRESERVATION ALONG THE EAGLE RIVER AND BRUSH CREEK IN ORDER TO PROTECT RIPARIAN HABITATS AND WATER QUALITY.

- 2.1. Maintain and enhance the existing trail network along Brush Creek to define areas for human interaction.
- 2.2. Identify and enforce setbacks from streams, rivers, wetlands, and riparian vegetation based on site-specific analysis sufficient to protect surface and groundwater quality, wildlife habitat, regional ecosystem integrity, viewsheds, and dispersed recreational opportunities.

GOAL 3. SUPPORT AND DEMONSTRATE SUSTAINABILITY.

- 3.1. Identify and work to correct energy inefficiencies in public buildings and government services.
- 3.2. Increase town efforts and education on recycling and composting programs to reduce waste.
- 3.3. Work to maintain and enhance the tree canopy.
- 3.4. Promote energy efficient designs and building codes promote energy conscious lifestyles, and help to reduce overall energy consumption.
- 3.5. Support and contribute to efforts to educate local residents regarding energy-efficient designs and practices.

GOAL 4. PLAN FOR SAFETY AND RESILIENCY BY MITIGATING POTENTIAL NATURAL HAZARDS.

- 4.1. Ensure the Town is prepared to address hazards.

Our Actions

ST.	ACTION	TYPE	COST	TIME-FRAME	RESPON-SIBILITY
1.1	Provide incentives (e.g. density bonuses) for new, condensed development.	R	L	ST	Town
1.1	Develop standards for infill and redevelopment.	R	L	ST	Town
1.1	Provide incentives to preserve environmentally-sensitive lands within the Town boundary (e.g. tax relief, flexibility in site development, and/or Transfer of Development Rights).	R	L	ST	Town

ST.	ACTION	TYPE	COST	TIME-FRAME	RESPON-SIBILITY
1.2	Identify and protect habitats and movement corridors.	P/S	L-M	S-MT	Town, County, CDOW, USFW
1.2	Identify natural hazards and environmentally-sensitive lands.	P/S	L-M	S-MT	Town, County, USFS, FEMA
1.2	Utilize wildlife habitat and movement corridor information to identify open space priorities.	P/S	L-M	S-MT	Town, County, CDOW, USFW
1.2	Require the identification, mapping, and mitigation/inclusion of critical wildlife habitats and ecosystem connections within open space.	R	L	ST	Town
1.2	Avoid and/or severely restrict development on steep slopes, areas subject to geologic hazards (including areas harboring unstable or erosive soils), floodplain, and wildfire hazard areas.	R	L	ST	Town
1.2	Ensure development does not create or exacerbate exposure to natural hazards on adjacent properties.	R	L	ST	Town
2.1	Develop a maintenance plan that addresses erosion and degradation of paved and soft path trails.	P/S	L	S-MT	Town
2.1	Where social or informal trails exist, proper signage should direct users to use the established trail systems.	P/S, CP	L-M	S-MT	Town
2.2	Codify a general setback of 75 feet from the high water mark.	R	L	ST	Town, FEMA
2.2	Identify key access points along the Eagle River for recreation and provide wayfinding, signage and parking at only these key locations.	P/S, CP	L-H	S-MT	Town, FEMA
3.1	Prioritize energy-efficient upgrades in all Town buildings, facilities, and street lighting.	CP	H	M-LT	Town
3.1	Evaluate the feasibility of utilizing local renewable energy resources, (e.g. wind, solar, or geothermal).	P/S	L-M	S-MT	Town
3.2	Evaluate the feasibility of developing a composting facility on town-owned property with signage and informational packets on com-posting.				
3.3	Develop a detailed tree inventory.	P/S	L-M	MT	Town
3.3	Require appropriate and timely revegetation of graded and excavated areas.	R	L	ST	Town
3.3	Continue to leverage Tree City USA and technical assistance including grants.	P/S	L	ST	Town
3.4	Adopt progressive building and construction codes and high standards related to energy efficiency and materials conservation.	R	L	ST	Town
3.5	Provide information through the Town of Eagle and Eagle County website and government sponsored brochures, press releases and events, as well as other outlets.	R	L-M	S-MT	Town, County, Chamber, private sector
3.5	Implement incentives for improving energy-efficiency within existing buildings such as rebates for building retrofitting.	R	L	ST	Town
4.1	Develop a Hazard Mitigation and Resiliency Plan to address wildfire and flood mitigation and response through coordination with state and federal agencies.	P/S	L-M	ST	Town, County, USFS, FEMA, BLM

ELEVATING OUR CONNECTIONS

Our Vision

Eagle strives to offer a variety of technology, communication, and transportation choices to connect our community, locally and globally.

Our Goals and Strategies

GOAL 1. EXPAND OUR PUBLIC TRANSPORTATION NETWORK AND OPTIONS.

- 1.1. Promote rideshare opportunities.
- 1.2. Plan for future public transportation enhancements.
- 1.3. Enhance the ease of active modes of transportation.

GOAL 2. IMPROVE VEHICULAR TRAFFIC CIRCULATION.

- 2.1. Improve circulation on US Highway 6/Grand Avenue for multimodal activities.
- 2.2. Collaborate with developers, the Eagle County Regional Transportation Authority, the State of Colorado, and the federal government to fund necessary transportation improvements.

GOAL 3. EXPAND THE NETWORK OF SAFE AND CONVENIENT PEDESTRIAN AND BICYCLE CIRCULATION.

- 3.1. Identify key intersections for enhancement.
- 3.2. Ensure multimodal connectivity between all residential areas and public destinations.
- 3.3. Encourage a compact development pattern.

Our Actions

ST.	ACTION	TYPE	COST	TIME-FRAME	RESPON-SIBILITY
1.1	Develop design standards to accommodate temporary parking for ride share programs, e-bicycles, and/or scooters.	R	L	ST	Town
1.1	Provide carpool incentives.	P/S	L-H	S-MT	Town, CDOT, ECO Transit
1.1	Identify areas for drop-off/mobility hubs at each unique place within Town	P/S, CP	L-H	S-MT	Town, CDOT, ECO Transit, private sector
1.2	Coordinate with ECO Transit on bus route expansion and/or decrease in headway times.	P/S	L-M	MT	Town, CDOT, ECO Transit
1.2	Work collaboratively to secure the necessary funding for an efficient user-friendly local and regional public transit system.	P/S	L-M	MT	Town, CDOT, ECO Transit
1.2	Tie transit centers into the drop-off/mobility hubs. (See prior strategy)	R	L	ST	Town, CDOT, ECO Transit, private sector
1.3	Enhance wayfinding at roundabouts.	CP	M-H	MT	Town, Chamber, CDOT

ST.	ACTION	TYPE	COST	TIME-FRAME	RESPON-SIBILITY
1.3	Promote compact development, allowing in-creased residential, retail and mixed use densities in areas close to transit stops.	R	L	ST	Town, ECO Transit
1.3	Create a policy to allow installation of bicycle racks to offset parking requirements.	R	L	ST	Town
2.1	Conduct a US Highway 6 Corridor Study to evaluate street access, access control, land use patterns, and streetscape design guide-lines.	P/S	L-M	ST	Town, CDOT, ECO Transit
2.2	Develop a town-wide traffic plan that can leverage funding from partners and developers to make improvements to circulation of traffic in and around Eagle.	P/S	L-M	S-MT	Town, CDOT, ECO Transit
3.1	Obtain traffic studies for the following areas: between residential neighborhoods and commercial areas within the Town Center; be-tween West Eagle and the Town Center; be-tween the Town Center and businesses on Market Street; between businesses and off-site destinations in the Chambers Avenue, Sawatch Road and Nogal Road area; and be-tween the Eby Creek Subdivision and the Market Street area.	P/S	L-M	S-MT	Town
3.2	Design a set of improvement standards for different risk levels of intersections.	P/S	M	MT	Town, CDOT
3.2	Develop a complete streets model for different classifications of roads as a standard.	P/S	M	MT	Town
3.2	Develop a safe routes plan for pedestrian and bicycle travel through roundabouts. Implement wayfinding to assist in navigation.	P/S	L	MT	Town
3.2	Prepare and work to implement a comprehensive sidewalk plan.	P/S, CP	L-H	M-LT	Town
3.2	Create a parking management plan that implements maximum parking standards for key locations; incentives for shared parking and building-integrated parking; impact fee structures to fund parking structures and/or mobility hubs; and paid parking or time-limited parking.	P/S	L-M	S-MT	Town, Chamber
3.3	Establish minimum densities for areas adjacent to transit drop off locations and/or mobility hubs.	R	L	ST	Town, CDOT, ECO Transit





To: Planning and Zoning Commission

From: Bill Shrum, Assistant to the Town Manager

Date: November 27, 2019

Agenda Item: Short-Term Rental (STR) Policy Proposal

REQUEST: Staff requests the Planning and Zoning Commission review analysis of ordinances from comparable towns regarding short-term rental licensing, taxing, and enforcement.

INTRODUCTION: Technology platforms to allow owner-occupied units to be rented for short-term periods has proliferated recently, in particular demand in tourism-dependent communities as alternative options to traditional lodging like hotels. The Town of Eagle has a taxing and licensing program for hotels but does not have such a program for STR units and the like. Other communities in a similar geographic and economic situation as Eagle have been surveyed for their own solutions and presented here to help inform an ordinance for the Town of Eagle.

ANALYSIS: Communities that have a STR or equivalent ordinance for licensing and taxation each have unique conditions, community values, and economic reasons for their decisions. Generally, these conditions range from tolerant, enabling, and supportive of STR use to restrictive and tightly controlled. Variations on common policies seek to relate STR taxes and fees to those required from traditional lodging, to facilitate owner-occupied full-time residency, and saturation of use in zones that may not be traditionally used for what some may consider commercial activity.

In the following table and more comprehensive attachment, different policy perspectives model restrictive, moderate, and free-market views on various impacts of STR units. These are presented to provide context to a continuum of possible solutions which could be adopted by the Town of Eagle.

	Minimal	Moderate	Restrictive
License and Inspection Fee	\$50 /yr.	\$150-\$200 fee annually	\$600 fee annually
Are primary or non-primary residences allowed?	Yes	Only primary	Only ADU's w primary
Required Taxes to Collect	Sales	Sales + Lodging	Sales, Lodging, and VRBO fee
Taxes collected, enforced, or remitted by:	Owner	Town	Third party software
Neighbors notified of STR license	No	Only for multi-dwelling	Yes
Saturation limit	No	Restricted by town quota	Restricted by neighborhood quota
Zoning Limitations	No	Limited to residential zone	STR overlay, residential restrictions
Occupancy Limit	No	2 + 2 per bedroom	Max based on building code

One element of the analysis that did not have a consistent theme was the dedication or restriction of collected funds by the Town. Some communities have encumbrances on STR and lodging taxes and fees for recreation, affordable housing, and other community priorities. Many of the communities collect these fees as a part of general fund collections and leave it to the annual budget appropriations process to steer the funds according to the values of the community.

COMMUNITY INPUT: Questions about the Town potentially regulating STR's have been the topic of discussion at the Marketing and Events Committee in August as well as other community forums in town. There are members of the community interested in economic development and tourism industries that would be impacted by this ordinance, as well as residents in neighborhoods with a distinct character that fear a change should their neighbors predominantly change from owner-occupied. Finally, hotels and other commercial lodging businesses in town have expressed concern at the perceived inequity between the taxes they pay and contribute to the town in comparison to what is viewed as a similar commercial use such as STR's.

BUDGET / STAFF IMPACT: Current staff impact is minimal as we are only reviewing policy at this time and this work has been budget neutral.

STRATEGIC PLAN ALIGNMENT/STANDARDS ACHIEVED: A thoughtful STR ordinance and licensing policy would speak to each of the six stated business values of the Town: Sound planning, reliable and cost effective services, economic development, sound finances and increasing efficiency, protecting public health, safety, and the environment, and transparency and community engagement. Depending on the adopted policies, STR licenses can ensure scarce housing stock be maintained for permanent resident housing affordability and availability.

RECOMMENDED ACTION OR PROPOSED MOTION: Town staff recommends that the Planning and Zoning commission review the attached material and provide guidance regarding the policies that would be encapsulated in a Short-Term Rental ordinance.

ATTACHMENTS: STR Ordinance Matrix.xls

Short-Term Rental Property Ordinance Matrix - March 2019, Amended Nov. 2019

credits: Colorado Association of Ski Towns, CML, City of Fort Collins, Town of Eagle

City	Primary Residence Allowed	Non-Primary Residence Allowed	Which Taxes Required	Tax Collected: by Muni or Listing Agency	Licence Required	Neighbor Notification	Concentration Limit	Zoning Limitations	Fees	Occupancy Requirement	Require a "local responsible party" for complaints?	Mandatory response time for the responsbile party to address complaint?	Utilize a 24 hour call center?	Compliance Efforts?	Weblink to ordinance	Number of Listings
Avon	Yes	Yes	Sales tax	N/A	Yes, non-tranferrable	No	No	Short Term Overlay Districts- Primarily Town Core	Annual Business License is \$75	No	No	No	No	MuniRevs	http://www.avon.org/str	135
Basalt	Yes	May only be rented on a short-term basis with the primary residence	Sales tax	N/A	Business license, safety inspection, annually renewable	No	No on single family, max of 6 short-term rental allowed in multi-family buildings	No	\$150 annually	No more than 3 unrelated people	Resident or business owner in Roaring Fork Valley	N/A	No	N/A	https://www.basalt.net/Documents/Ordinance%20List%20-%202019.pdf	n/a
Beaver Creek	No	Yes	5.35% Sales + .96% STR	By BCRC	Yes, annual Business License	No	No	No	\$200 annually	No	Yes	30 days	No	Host Compliance to find owners renting on their own who have not paid the proper tax/ assessment	http://beavercreekresort.com	1200
Breckenridge	Yes	Yes	Sales tax	Municipality	Yes, non-tranferrable	No	No	None- unless deed restricted workforce housing, then prohibited	BOLT: \$75-\$175 annually/ Admin Fee: \$25-\$150 annually	No	Yes	60 minutes	Yes STR Helper	STR Helper	www.townofbreckendridge.com/shortterm	3781
Crested Butte	Yes	Yes	4.5% lodging sales tax and 5% Vacation Rental Excise tax, the excize tax collected is used to fund affordable housing projects	The Property owner or authorized agent is responsible for collecting and remitting taxes through the Town's on-line licensing and sales tax software program	Vacation Rental License@ Town of Crested Butte Business License both required	Yes, 100ft radius	No. The number is limited to 30% of total freemarket residential units in town located in permitted zone districts. Currently 213 unlimited vacation rental licenses can be issued	Yes. Restricted to permitted zones, Not allowed in deed restricted housing or ADU's that are required to be long-term rentals	Unlimiated Vacation Rental License fee: \$750/ yr. Primary residence License fee of \$200/yr with a maximum of 60 nights of rental per year	2 people per bedrom plus an additional 2 people for the unit with a maximum occupancy of 10 people. Occupancy over 10 people requires additional parking space be provided on site for every four additional people or part thereof.	Yes	1 hour	No. complaints can be lodged via phone or email to the Vacation Rental Inspector at Town Hall	STR Helper generates a monthly list of non-compliant properties based on our licensed properties	https://www.crestedbutte-co.gov/indidx.asp?SEC=0DA56E89-36E1-4A3A-8001-5F16483DEFGD&Type=B_BA_SIC	209 unlimited, 17 primary
Dillon	Yes	Yes	Sales tax	State collected sales tax but lodging tax remitted to town	yes, renew annually	No	No	No	\$50 annually	No	Yes	No	Yes	STR Helper	https://www.townofdillon.com/business-resources/dillon-short-term-rental-str	113
Durango	Yes	Yes	Sales/lodging	AirBnB collects for listings, taxes remitted to city by owner/manager in other cases	Yes, non-tranferrable	Yes, 300ft radius	Yes, by zone including total number and by block face	Yes, only allowed in certain zones	\$750 first time and \$100 annually	No	Yes	N/A	No	HostCompliance	http://online.encodeplus.com/regs/durango-co/doc-viewer.aspx#secid-273	93
Estes Park	No	Yes	Sales tax	N/A	Yes for in town with fee, operating permit for county with no fee	Yes	No	No	\$200 base + \$50 per bedroom	2 per bedroom, plus 2 up to 8. Large vacation home application available for homes larger than 3 bedroom	Yes	30 minutes- may be changed to 1h	Yes	HostCompliance	www.estes.org/businesslicensing	588 residential and 190 commercially zoned. Waiting list of 37
Fraser	Yes	Yes	Sales/lodging	Do not self collect	Registration	No	No	No	\$150	No	Yes	One hour	No	N/A	https://www.frasercolorado.com/303/Short-Term-Rental	
Frisco	Yes	N/A	Yes	N/A	Yes	No	No	No	\$75 business license	No	N/A	N/A	No	N/A	https://www.friscogov.com/	N/A
Georgetown	Yes	Yes	Sales/lodging	N/A	Yes, non-tranferrable	Yes	7% per town ward	No	\$500 first time, \$250 annually	Based on sq. ft, must be posted	Yes, within clear creek county	N/A	No	N/A	https://library.municode.com/co/georgetown/codes/municipal_code?nodeId=TIT5BULIRE_CH5.28SHMREREST	N/A
Grand Lake	Yes	Yes	Nightly rental	Listing agency	Yes, renew annually	Yes	No	No	\$600 annually	No	Yes	15 min	No	STR Helper	http://www.townofgrandlake.com	N/A
Silverthorne	Yes	Yes	Yes, annual str license in addition to requirement to remit sales & lodging tax to the town	Owners are responsible for collection/ remittance of taxes except for listings on AirBnB VCA with Airbnb. Sales and lodging tax due monthly to the Town of Silverthorne	Yes, short term rental license issued to property owner. Non-transferrable, renews annually on Dec. 1	Only in case of duplex	No	No	Tiered: Studio = \$100, 1br = 150, 2br=200, 3br=250, 4br+=300	Max advertised occupancy= 2/bedroom+2	Yes	11pm-7am (60 min) 7am-11pm (30 min)	Yes	STR Helper	https://www.silverthorne.org/town-services/finance-administrative-services/business-liquor-licenses	100
Snowmass Village	Yes	Yes	3.5% sales/2.4% lodging	N/A	Yes, non-tranferrable	No	No	No	No	Yes, under the building code	N/A	N/A	No	N/A	https://www.tosv.com/Documents/Ordinance%20List%20-%202019.pdf	N/A
Steamboat	Yes	Yes	Sales/lodging	Municipality	Sales tax license required; rental permit required for single family homes and duplexes in most zone districts	Yes for rental permits	No	No	\$50 Sales Tax Fee (one time, \$500 rental permit fee, \$75 annual renewal fee	1 per 200 sf; max 16	No	No	No	N/A	CDC Section 302.E.4 (http://steamboatsprings.net/246/Community-Development-Code) http://www.telluride-co.gov/DocumentCenter/View/260/short-term-trental-regs	171 active permits, approx 2386 listings in area
Telluride	Yes	Yes	Sales tax	N/A	Yes	No	No	Yes, restrictions in residential zone	\$165 base fee + 22 per bedroom	No	No	No	No	Yes		547

						Yes, for duplex neighbor only, proof of notification required				Tiered: 150 per unit for unmanaged, \$10 per unit for managed, \$5 per unit for condo/hotel managed (24x7 front desk)	Not permitted in employee housing units, more than three validated complaints in one year could cause revocation of registration for 2 years					
Vail	Yes	Yes	Sales/lodging	Property owner or representative/ booking agency	Yes, registration required per unit	No	No	No			Yes, local contact within 1h required, evidenced by copy of drivers license	60 min response time unless between 11pm-7am, then 30 min	STR Helper	STR Helper	https://www.vailgov.com/short-term-rentals	1650
Winter park	Yes	Yes	Sales tax	Municipality	Yes, non-tranferrable	No	No	No		\$60 annually	No	No	No	LodgingRevs	https://www.wpgov.com/19	N/A