



**Town Council
Planning & Zoning Commission
Thursday, November 5, 2020
4:00 PM**

ON-LINE MEETING

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

PUBLIC WIFI - TOEG – townofeagle2019

MEETING INFORMATION

1. Virtual Meeting Procedure:

- [Click on this link join meeting](#)
- All public attendees will be muted during the worksession; unless the Mayor or meeting facilitator invites them to speak live.
- For technical difficulties, please email angie.kyle@townofeagle.org and we will do our best to assist you.

CALL TO ORDER - 4:00 PM

PRESENTATIONS

1. Elevate Eagle Comprehensive Plan

ADJOURN - 6:00 PM

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

Jessica Lake
Planner I



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

From: Chad Phillips, A.I.C.P., Community Development Director

Date: November 5, 2020

Agenda Item: Elevate Eagle/Comprehensive Plan Amendment Joint Work Session

REQUEST: Take public comment, review, and provide input on the Elevate Eagle Working Draft in preparation of the adoption draft and adoption hearings.

BACKGROUND: In September of 2018, the Town of Eagle began the update of the 2010 Eagle Area Community Plan. With the assistance of Logan Simpson (the selected planning consultant) the Town engaged in various public outreach efforts that led to the creation of community values and visions. From those values and visions, the draft plan was created which consisted of:

- Chapter 1: Our Plan
- Chapter 2: Existing Conditions
- Chapter 3: Our Vision
- Chapter 4: Future Land Use
- Chapter 5: Goals and Policies
- Chapter 6: Actions

There was an initial working draft created in November of 2019, and shortly thereafter the update process was delayed due to the COVID-19 outbreak and turnover in the Town Planning Office. Planning staff restarted the process in late spring of 2020 with a focus on the Future Land Use Map (FLUM), policies, and action items. After discussions with the Planning and Zoning Commission (P&Z), Comp Plan Steering Committee, and Town Council, the Logan Simpson team and Planning staff are now presenting the latest version of the working draft.

ANALYSIS: The focus of the 11/5 joint work session is to review public input and make comments on the current draft with the goal of creating the adoption draft. The underlying theme throughout this meeting is the question *does this plan accurately reflect the community's voice on land use topics?*

According to Colorado Revised Statutes, § 31-23-206. *Master plan. (1) 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 adoption draft will be considered for adoption by the Planning and Zoning Commission on November 17, 2020. After adoption of the plan, it will then be considered by the Town Council for ratification on December 8, 2020.

While the working draft is attached to this staff memo, this version is also available online at

<https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:8dc9fcc3-73a3-48ce-9f33-6d0479341bbb>

This post is functioning as a live real-time comment draft. All comments made are available for viewing up to the 11/5 meeting. Staff will prepare a summary of these comments and present them at the work session, however staff recommends that Town Council and P&Z members visit this post to review public comments prior to the meeting.

Through recent Steering Committee, P&Z, and Town Council work sessions, the following list contains the major unresolved issues:

- What, if any, action items should be created to limit the type and amount of residential development along Chambers?
- On Capitol and Wall streets, should residential be allowed at street level between Grand Avenue and 5th St?
- Should there be policies or action items that direct the future of parking in the Central Business District?
- Should there be a policy encouraging more density along Broadway?
- Should the plan include an action item where Grand Avenue/Hwy 6 future land use is singled out as different from Broadway (like MF housing or lodging-focus) to support Broadway?
- Are there parts of town where 4-story residential development would be appropriate? Utilize 3rd and 4th story setbacks/step-backs?
- To what extent should the plan encourage the preservation of historic structures, or are design standards more important?
- Do the policies adequately address non-vehicular transportation – alternatives to cars?

COMMUNITY INPUT: Since the initial public outreach in 2018, the Town has received an abundance of public comment in various forms. The current draft is a direct reflection of that community input. Public input continues to be made via the online post and will be encouraged at the remaining meetings/hearings.

BUDGET / STAFF IMPACT: N/A

STRATEGIC PLAN ALIGNMENT / STANDARDS ACHIEVED:

- Major objective, STIMULATE ECONOMIC VITALITY AND DEVELOPMENT, is supported by goals 1-2., 2-1., and 2-5 of the draft Plan.
- Major objective, MATCH INFRASTRUCTURE TO QUALITY OF LIFE, is supported by goals 2-3., 2-4., 5-1., 5-2., 5-3., and 5-4. of the draft Plan.
- Major objective, ATTRACT VISITORS, is supported by goal 3-2. of the draft Plan.
- Major objective, FOCUS ON RECREATION, EVENTS AND OPEN SPACE, is supported by goals 3-1., 3-3., 3-4., and 3-5. of the draft Plan.
- Major objective, INVEST IN ENVIRONMENTAL AND ENERGY SUSTAINABILITY, is supported by goals 4-1., 4-2., and 4-3. of the draft Plan.

RECOMMENDED ACTION OR PROPOSED MOTION: Staff and the Logan Simpson team are seeking direction from the Town Council and P&Z in the form of comments, corrections, additions, and deletions necessary for both bodies to conclude that this document is ready to move forward through the adoption process.

ATTACHMENTS:

- Comprehensive Plan November 2020 Working Draft



Elevate Eagle

OUR COMMUNITY, OUR FUTURE

**PUBLIC WORKING DRAFT
OCTOBER 2020**

Comprehensive Plan

**The Town of Eagle
Colorado**

ACKNOWLEDGEMENTS

Town Council

Scott Turnipseed | *Town Mayor*
Andy Jessen | *Mayor Pro Tem*
Mikel “Pappy” Kerst | *Council Member*
Matt Solomon | *Council Member*
Adam Palmer | *Council Member*
Ellen Bodenhemier | *Council Member*
David Gaboury | *Council Member*

Comprehensive Plan Update Committee

Janet Bartnik	Tara Novak
Jason Cowles	Dave Nudell
Kay Delanoy	Melanie Richmond
Ric Fields	Anna Robinson
Carolina Guzman	Levi Rozga
Kelly Herzog	Alisa Santiesteban
Thomas Kassmel	Matt Solomon
Tambi Katieb	Heather Uzdavinis
Larry Moore	Melina Valescia

Land Use Code Update Committee

Adrienne Rowberry	Scott Schlosser
Allison Kent	Stan Kensinger
Lee Hoover	Andy Jessen
Rick Pylman	Brent McFall

Consultants

Logan Simpson Design

Planning and Zoning Commission

Matthew Hood | *Commission Chair*
Charlie Perkins | *Commission Member*
Jesse Gregg | *Commission Member*
Kyle Hoiland | *Commission Member*
Bill Nutkins | *Commission Member*
Robert Townsend | *Commission Member*
Lani Webb | *Commission Member*
Keegan Winkeller | *Commission Member*

Town Staff

Brandy Reitter | *Town Manager*
Bill Shrum | *Assistant to the Town Manager*
Chad Phillips | *Community Development Director*
Peyton Heitzman | *Planner*
Jessica Lake | *Planner*
Angie Kyle | *Administrative Tech*

Former Town Council

Anne McKibbin
Kevin Brubeck
Paul Witt

Former Planning and Zoning Commission

Jason Cowles
Stephan Richards
Brent McFall

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.

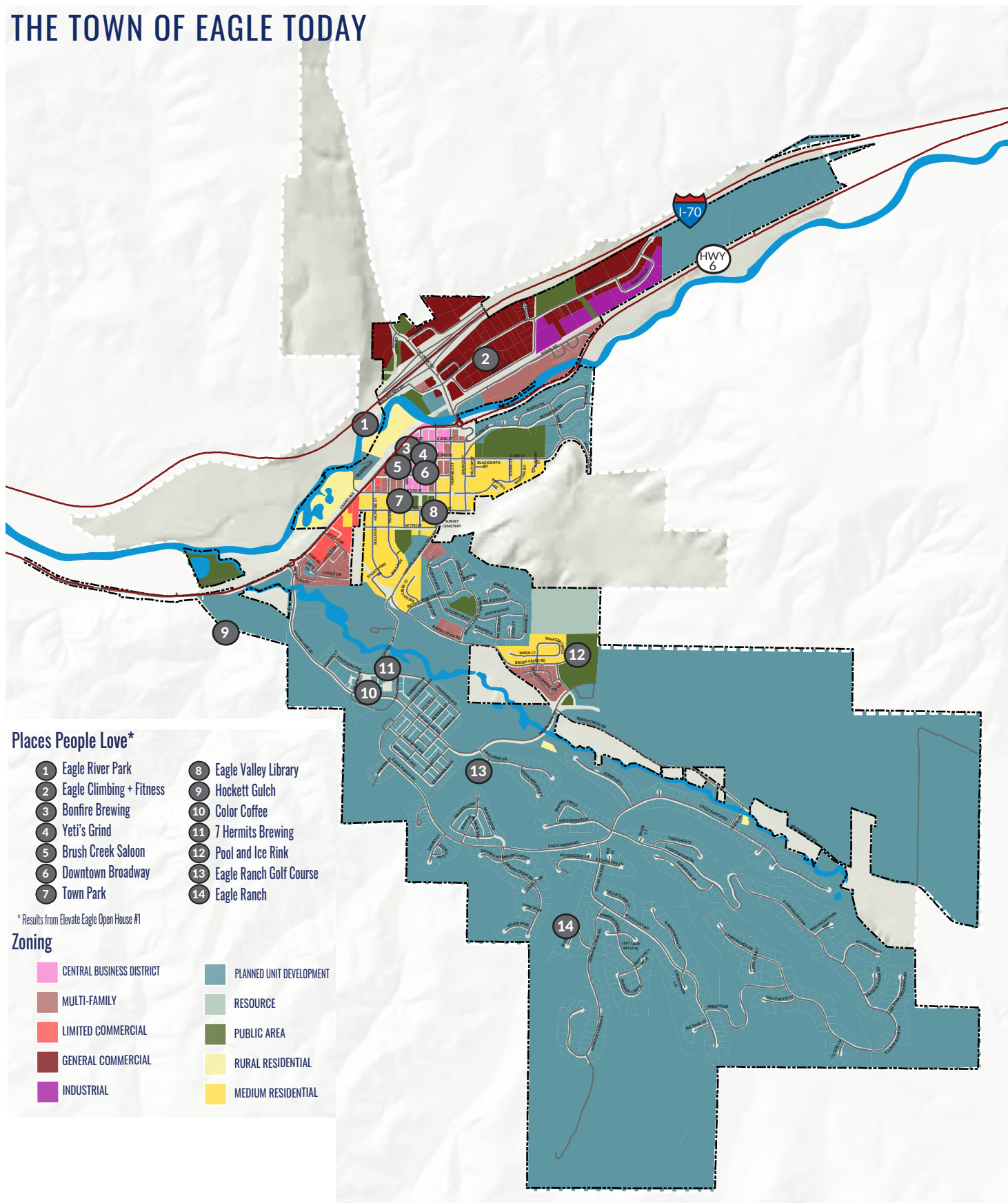
Eagle is located nearly halfway between Denver and Grand Junction. The Town can be accessed by I-70, which runs along the Eagle River. The Eagle County Regional Airport is located just five miles from downtown Eagle, with connections to ECO Transit. Walking and biking are frequent modes of transportation within the Town, via the expansive trail network. The trails have become a draw to residents and non-residents alike.

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. In its midst is Eagle, recognized in outdoor recreation circles for mountain bike trails, adjacent federal lands, and 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 Eagle is becoming increasingly popular with tourists, there is a significantly higher percentage of homeowners and single family homes in Eagle than in the County overall, suggesting it is home to more year-round residents than neighboring up-valley 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 Eagle River Park
- 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 Hockett 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 and the Town of Eagle jointly adopted the Eagle Area Community Plan. Now, in 2020, Elevate Eagle is our first Town-developed Comprehensive Plan, building upon previous planning efforts and creating a road map 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 ratified by the Town Council. 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..."

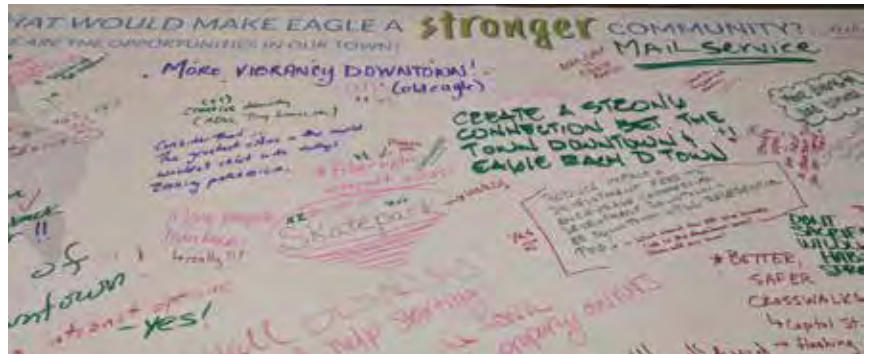
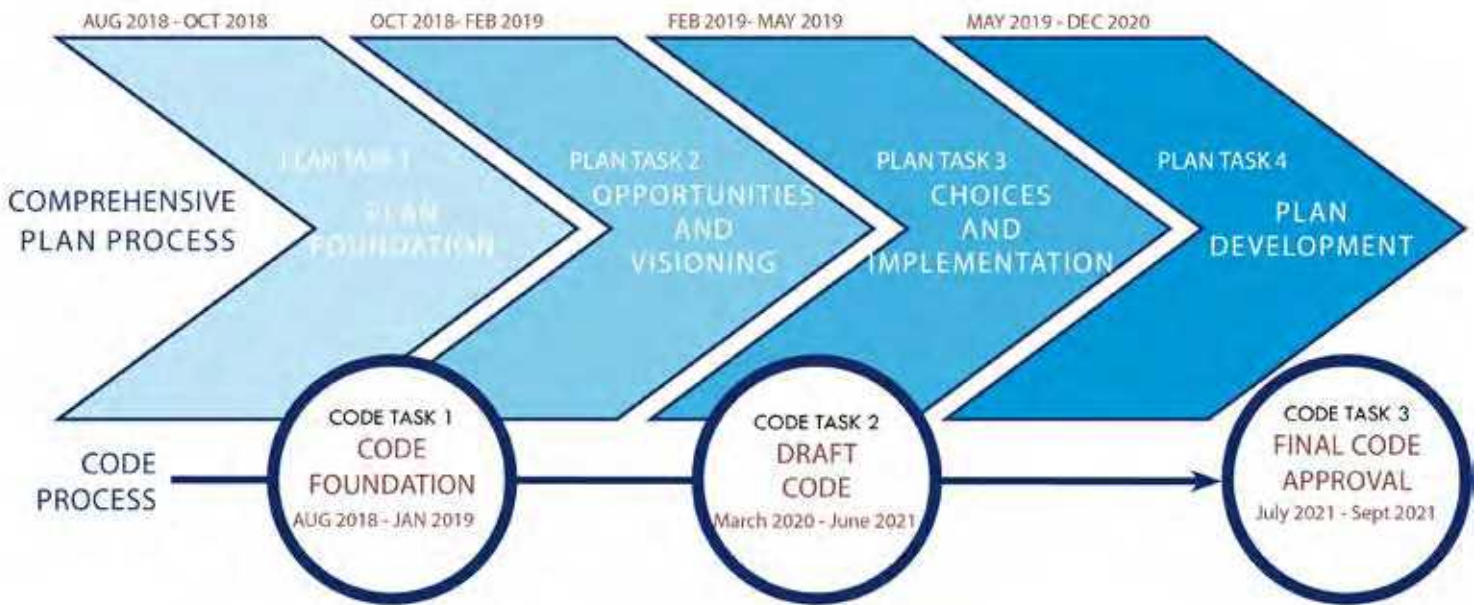
State law recognizes the legislative authority of the municipality's governing body by expressly requiring that the Planning and Zoning Commission's adopted comprehensive plan be subject to approval of the Town Council. In effect, *Elevate Eagle* is not fully effective until the Town Council approves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

As shown in the process chart below, this Plan will be followed by 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. Also, when increasing our recreational opportunities, we must be mindful of the environment in which they exist. The Vision Statements, Framework Maps, Goals and Policies, and actions 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 policies 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 description of each associated land use category.

Chapter 5: Goals & Policies This Chapter provides policy guidance through goals and policies to inform staff, elected officials, and the public of Eagle's key concerns, priorities, and views.

Chapter 6: Actions This Chapter serves as the work plan, providing specific actions that will help the Town accomplish the goals set in Chapter 5. These actions are accompanied by key information such as timeline, funding, and responsibilities for implementation.







CHAPTER 2: EXISTING CONDITIONS

EXISTING CONDITIONS

Who We Are

A STRONG FAMILY COMMUNITY

The Town of Eagle is 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 pace with both Eagle County and Colorado at 36.5.

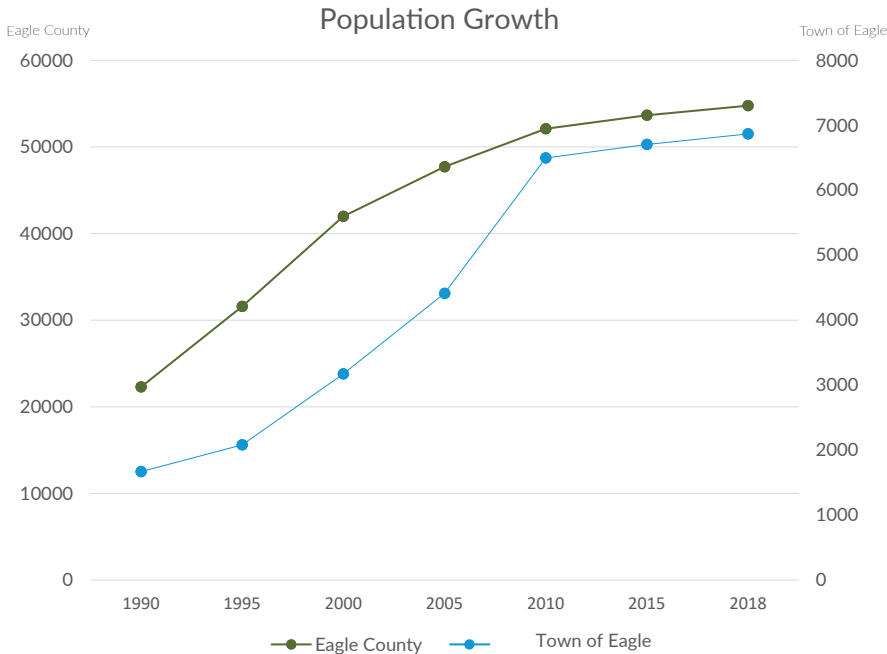
According to the most recent data available, almost half of the households in our Town have children under the age of 18. This indicates a strong need for family friendly activities, events, schools, and gathering places. The Town has two elementary schools and one middle school. With only about 10% 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 people 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, Eagle County’s population is expected to reach 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 with 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

As the Town’s population grows, so does its footprint. 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.



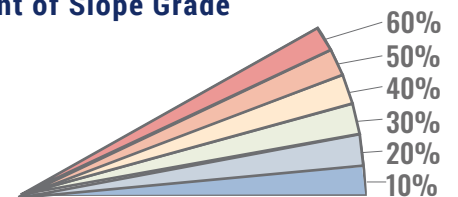
Map 2.1 Protected Lands Surrounding the Town of Eagle
- Prepared by Logan Simpson Design



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



Percent of Slope Grade



WHY IT MATTERS

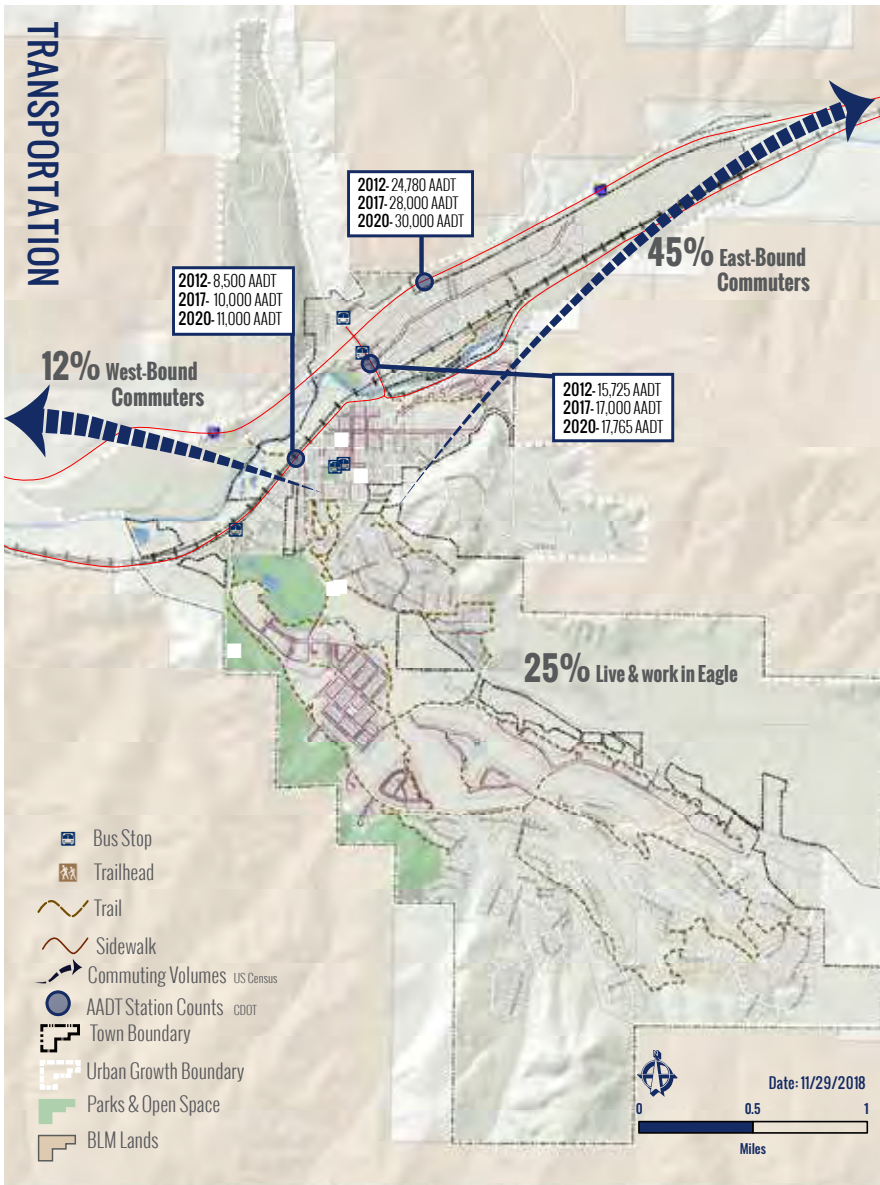
With a rising population of Baby Boomers in Eagle, it is increasingly important to plan for a retiring population. As Baby Boomers retire and downsize, there will likely be a need for more senior housing as well as a workforce gap for employers to fill. As these jobs open up, there will be a need to 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 the Eagle River Valley continues to grow and expand, so will the number of cars on the road.



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



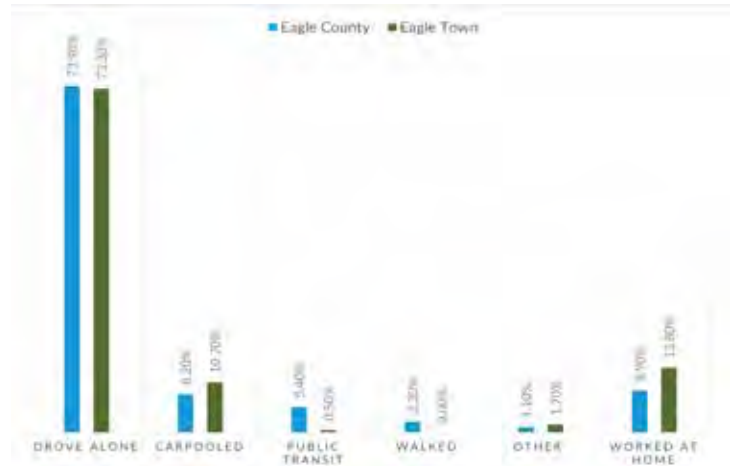
Graphic 2.2 Single Track Sidewalks in the Town of Eagle
Source: Logan Simpson Design



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 a significant 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 more common in both the Town and the County for commuters to drive alone, carpool, or work from home than to walk or take transit. 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 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 Highway (HWY) 6, also known as Grand Ave, 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, Capitol, 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.

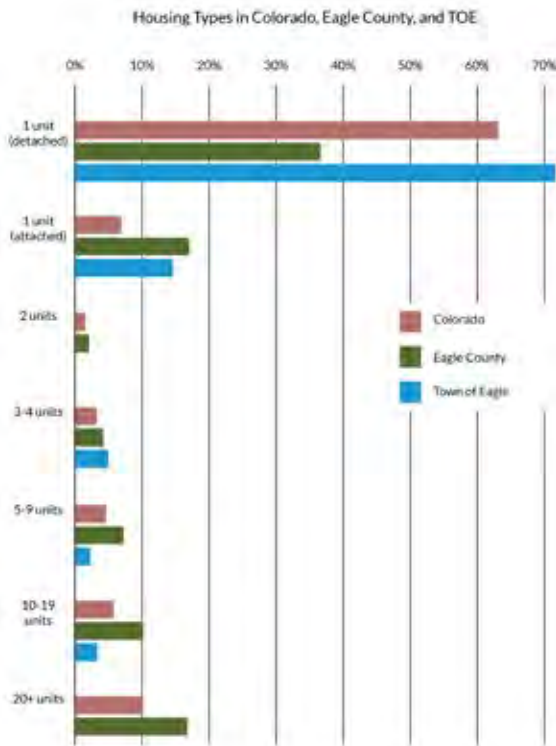
Where We Live...

HOUSING TYPES

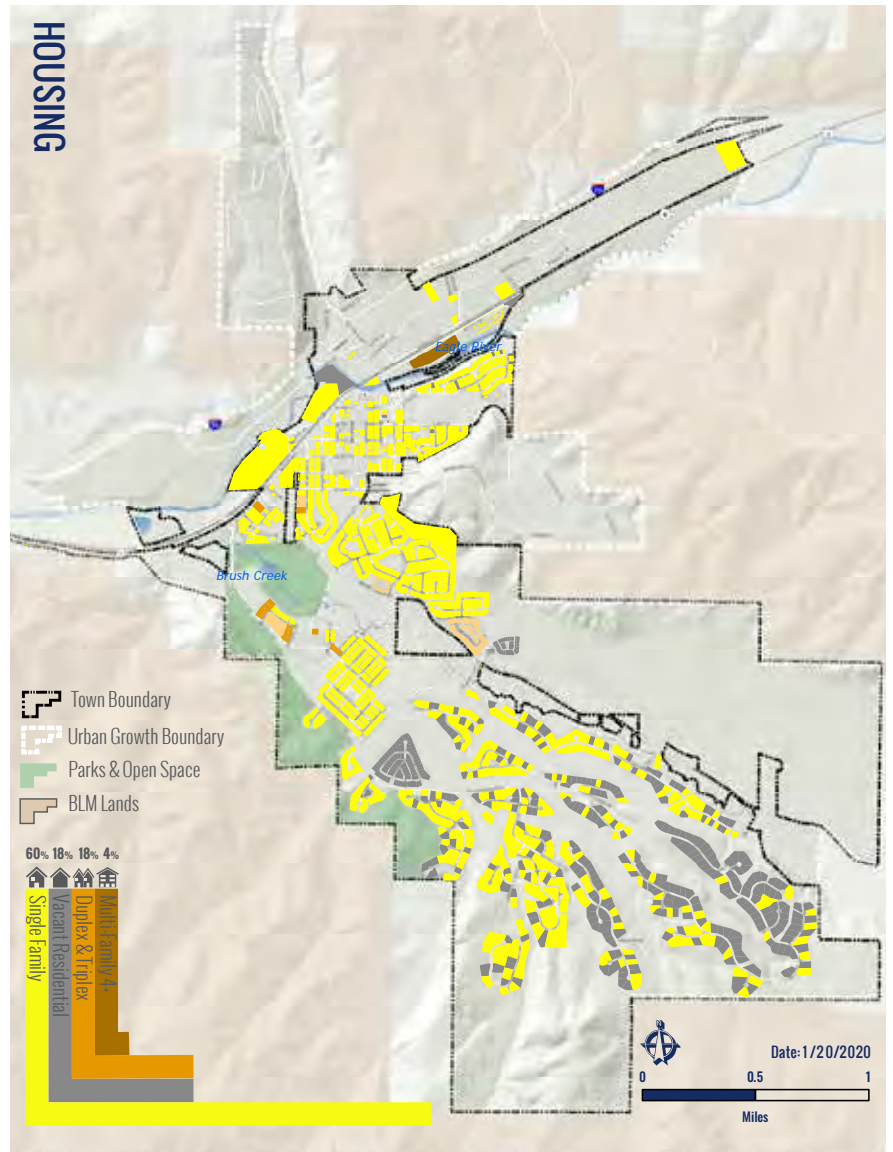
The Town of Eagle’s housing stock is dominated by single-family homes with approximately 86% total single-family housing units (attached and detached). This is much higher than the state, sitting at 70%, and Eagle County at 54%.

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 skill sets 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. Multi-family housing developments mainly exist on the north side of the Eagle River, with Hwy 6 as the only 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.

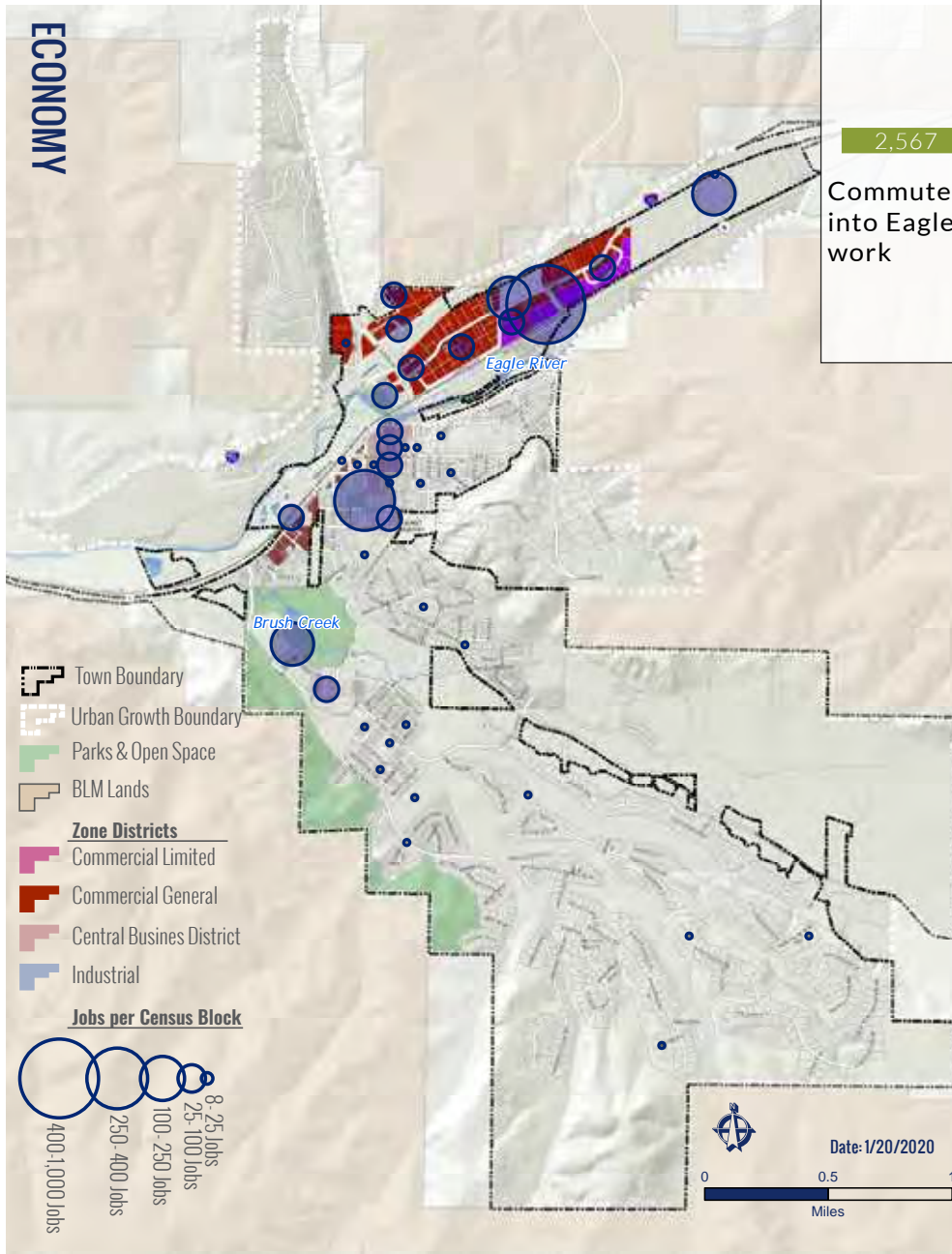
Nearly half of the people employed in Eagle (most of them living elsewhere) make less than 60% of the annual median income for the area. If using HUD guidelines for affordability, the maximum home they would be able to afford is \$190,000 or rent at a maximum of \$1,210 a month. The average property 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...

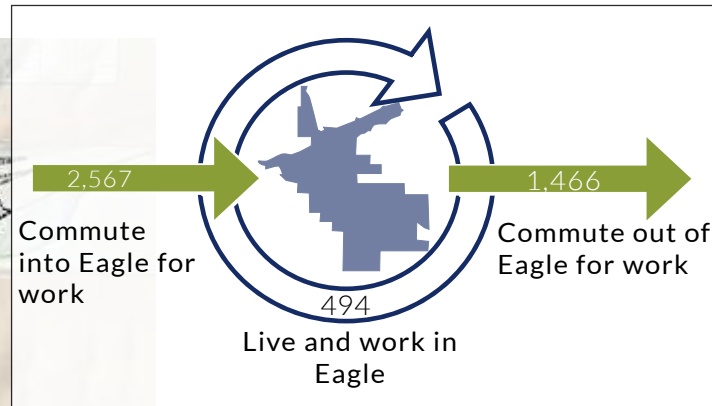
A STRONG ECONOMY

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.



Map 2.5 Major Employment and Commercial Centers in the Town of Eagle - Prepared by Logan Simpson Design



Graphic 2.6 Employee inflow/outflow in the Town of Eagle
Source: United States Census Bureau "On the Map"

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

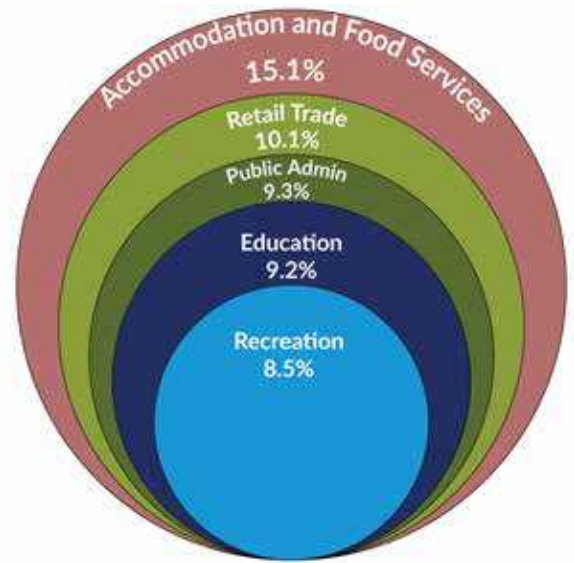
Every day 1,466 Eagle residents leave the Town for work. They are primarily commuting to Edwards, Avon, Vail, and Denver. These commuter jobs are generally accommodation and food service jobs. It's likely these careers are provided by the major world class recreation tourism destinations. The other most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

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.



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

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.

Our Adventurous Spirit...

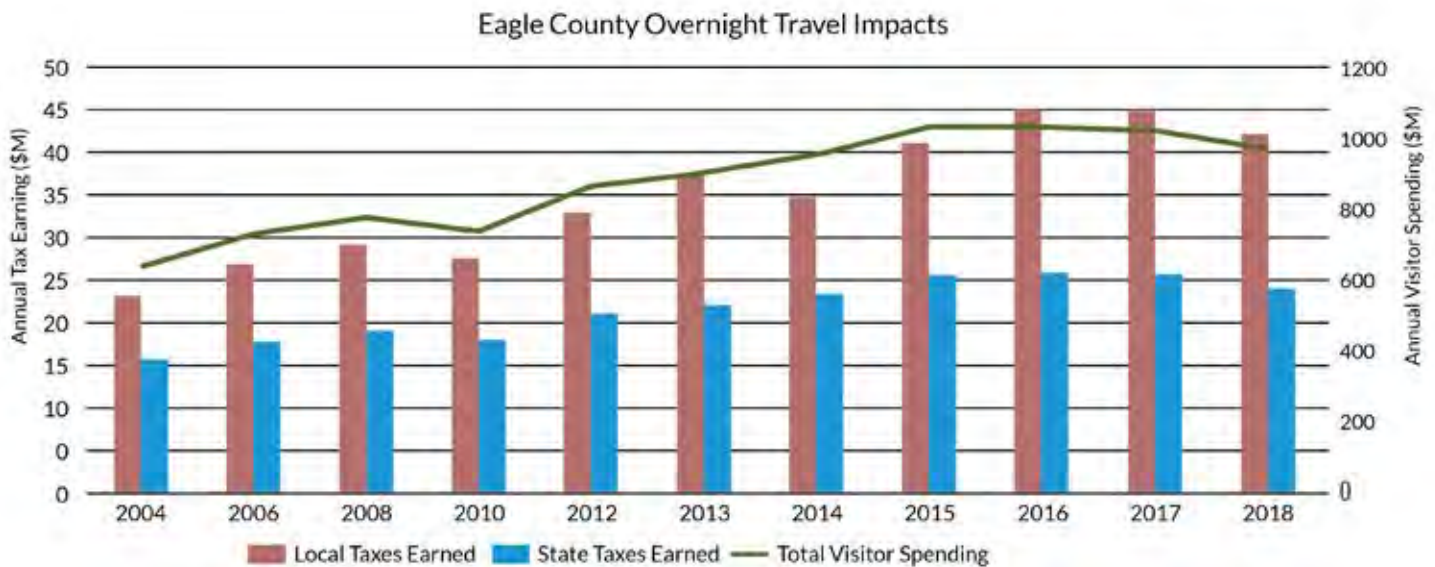
RECREATION TOURISM REGIONALLY

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.

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 2004 to 2017; from \$636.2 million to \$1021 million, earning \$258 million revenue for employees and business owners in and contributing \$44.8 million to local taxes in 2017.

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 Eagle County Overnight Travel Impacts
Source: Dean Runyan Associates, Colorado Travel Impacts 2000-2018p

RECREATION TOURISM OPPORTUNITIES

Eagle is a community recognized in outdoor recreation circles for mountain bike trails, adjacent federal lands, large areas of protected open lands, and 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, skiing, and a BMX track for bicycle races.

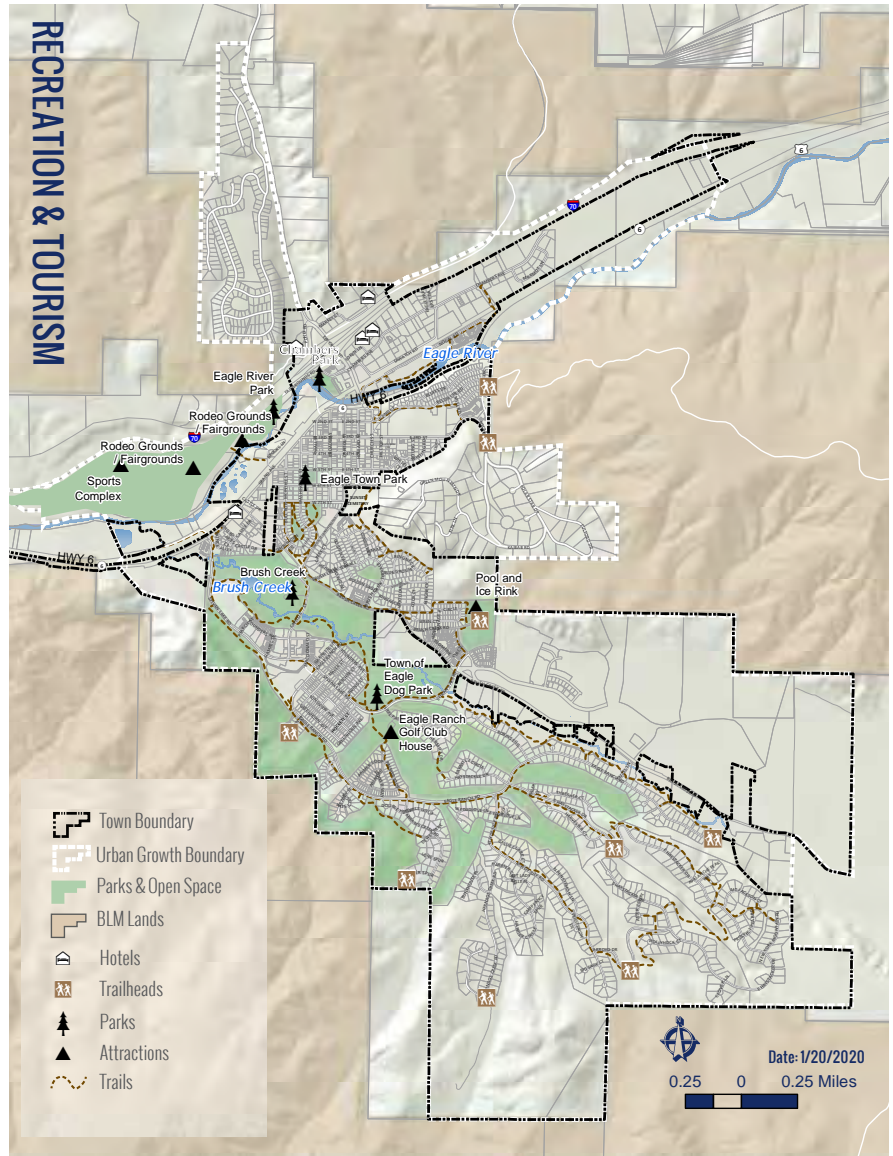
Recreation in the Town is not limited to the land, there are many opportunities to get out onto the Eagle River to fish, raft, kayak, tube, and more. The Eagle River Corridor Plan was adopted in 2015 and is part of an initiative to improve the Town's relationship with the river, while maintaining the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

Other recreational options in and around 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.

Map 2.6 (to the right) shows major recreation amenities and attractions in Eagle and 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, camp, 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 they are 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.

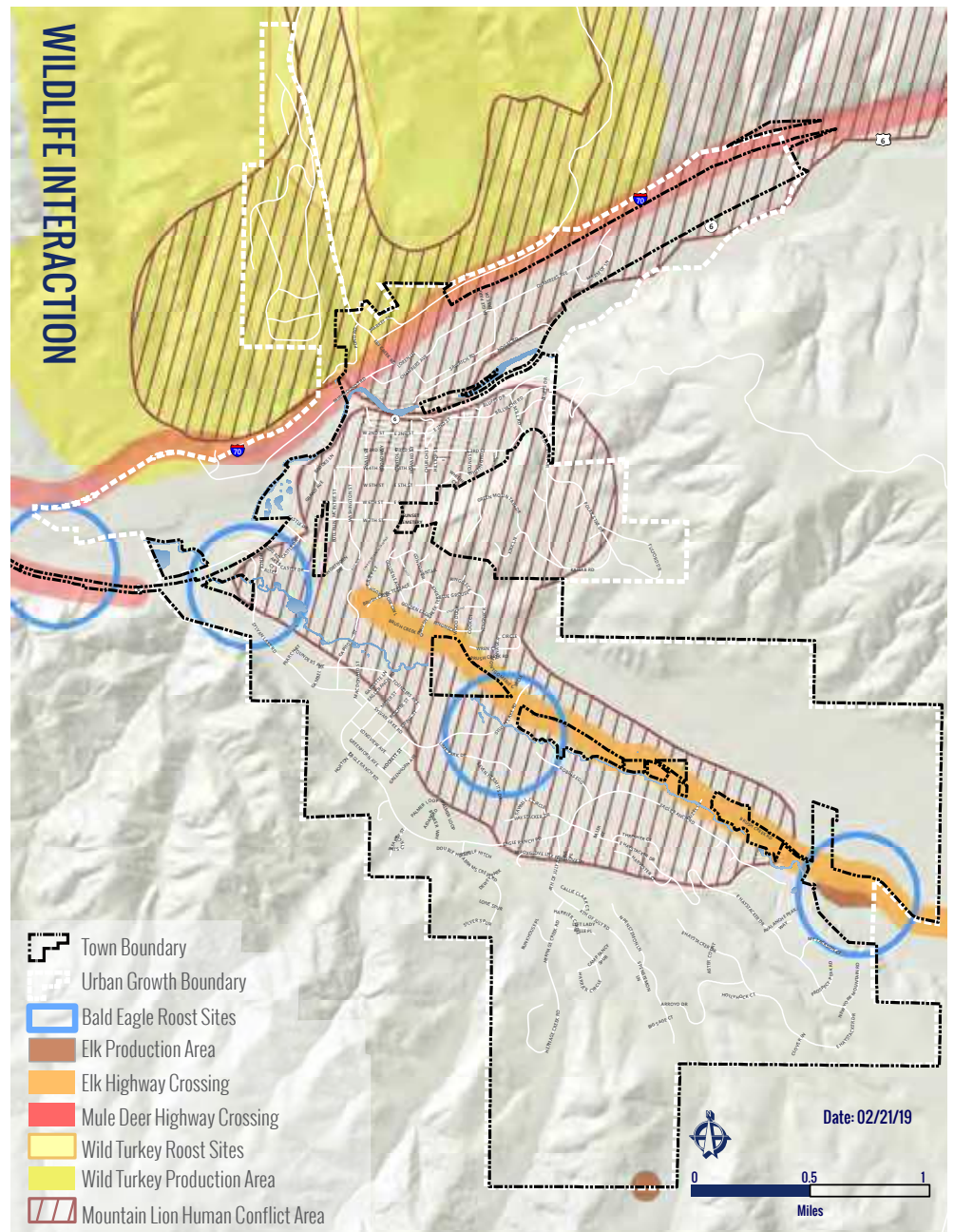
Our Natural Environment...

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.

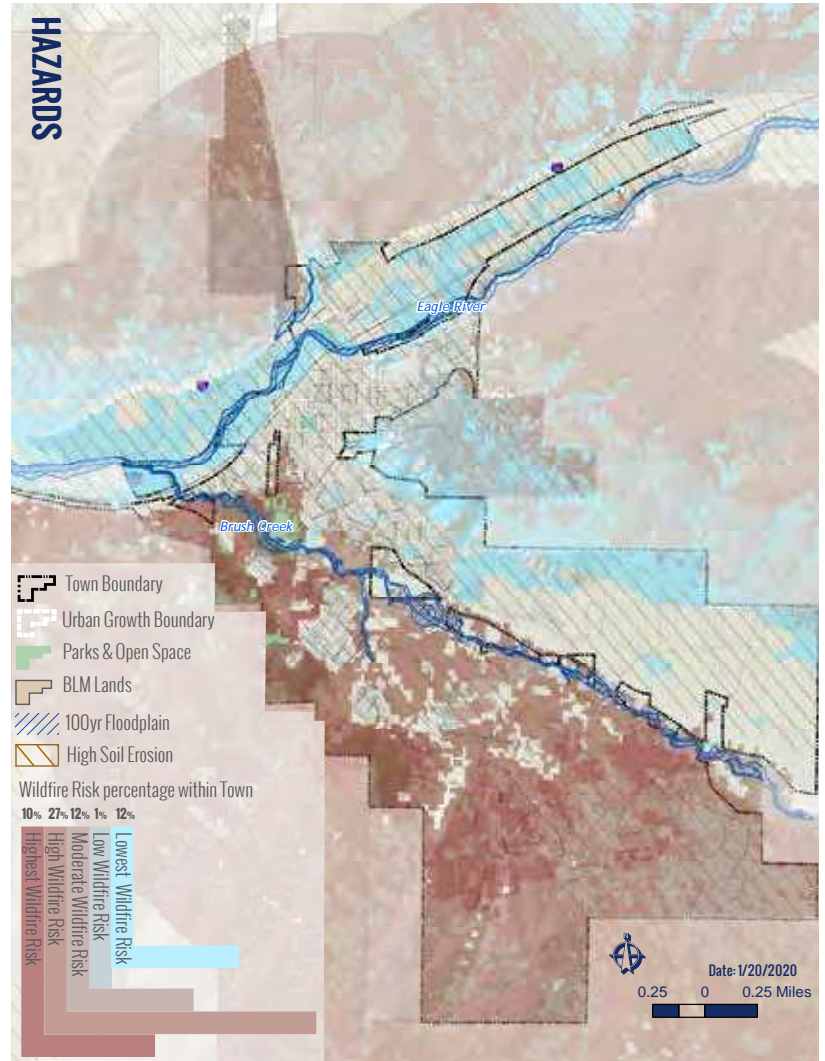


Map 2.7 Wildlife Interaction Hot spots in the Town of Eagle - Prepared by Logan Simpson Design

FIRE RESILIENCY

With recent fires making national headlines, fire resiliency is now being discussed nationwide. Eagle County's population increased 4% from 2016 to 2017. Located in a sensitive environmental landscape, the human footprint is continually encroaching further and further into wildfire-prone landscapes, increasing 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.

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.



Map 2.8 Areas of Hazard in the Town of Eagle - Prepared by Logan Simpson Design

WATER

High quality water is expected 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.

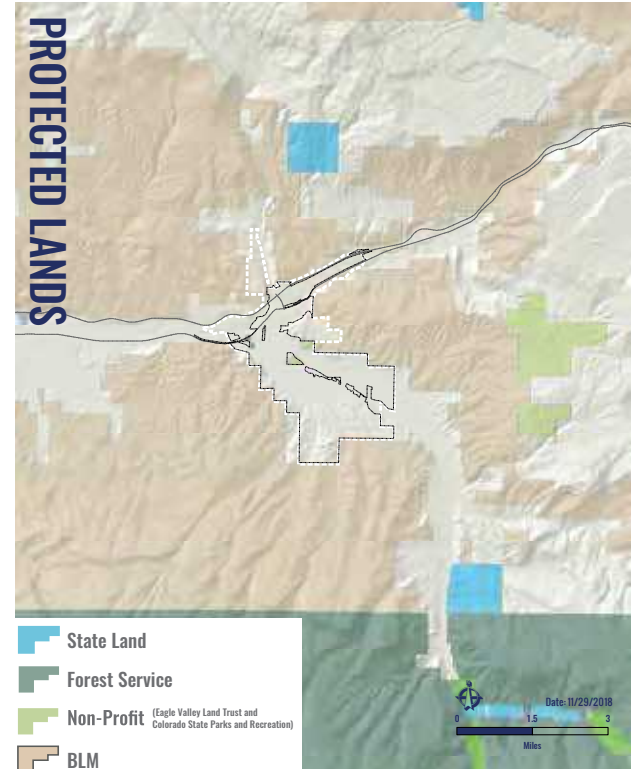
The requirements for waste water treatment, erosion control and storm water management are elevated within the Eagle Planning Area in order to maintain high water quality standards. The 2013 Eagle River Watershed Plan outlines policies and action items for stream and watershed protection, particularly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

In addition to these plans, 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 provide a resilient and high-quality water supply to our residents and visitors as the community grows and as climate variability increases.

PROTECTED OPEN SPACE

The Town of Eagle is almost entirely surrounded by public protected open space, as shown in map 2.9. There is also a lot of private protected open space in the area. The Eagle County Open Space Fund was established in 2002 by the voters. This fund authorizes 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” until 2014 according to the 1996 enabling ballot. Voters approved an amendment to allow for these funds to contribute to the development of trail and open space amenities. 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.



Map 2.9 Protected Lands Surrounding the Town of Eagle
- Prepared by Logan Simpson Design

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 road map for the future. The project team began this process by asking residents and community members what they love most about the Town of Eagle and what they would like to see changed over the next ten to fifteen years. This feedback informed the vision themes and statements, as well as the remainder of the plan's 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 · the people · fun downtown, events, and beautiful **wild** backyard affordable, safe, and friendly · it is affordable for people to live here · full meeting new friends and family · how close our community is · the close-knit · year-round **recreation**, and commercial shops and dining · quality of life 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 · 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!

This graphic represents a summary of the values we heard through public outreach, for a full summary of outreach and input, see Appendix XX

adventures awaiting all · a low-impact, resilient, interconnected community sustainable built environment and economic development · the climate and growth is intentional and deliberate in alignment and goals / it's **beautiful**, of good, hard working people, despite increased prices · the trail system · community · our continued family small town values · **beautiful** community · 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 adventurous spirit.



ELEVATING OUR ADVENTUROUS 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.







CHAPTER 4: FUTURE LAND USE

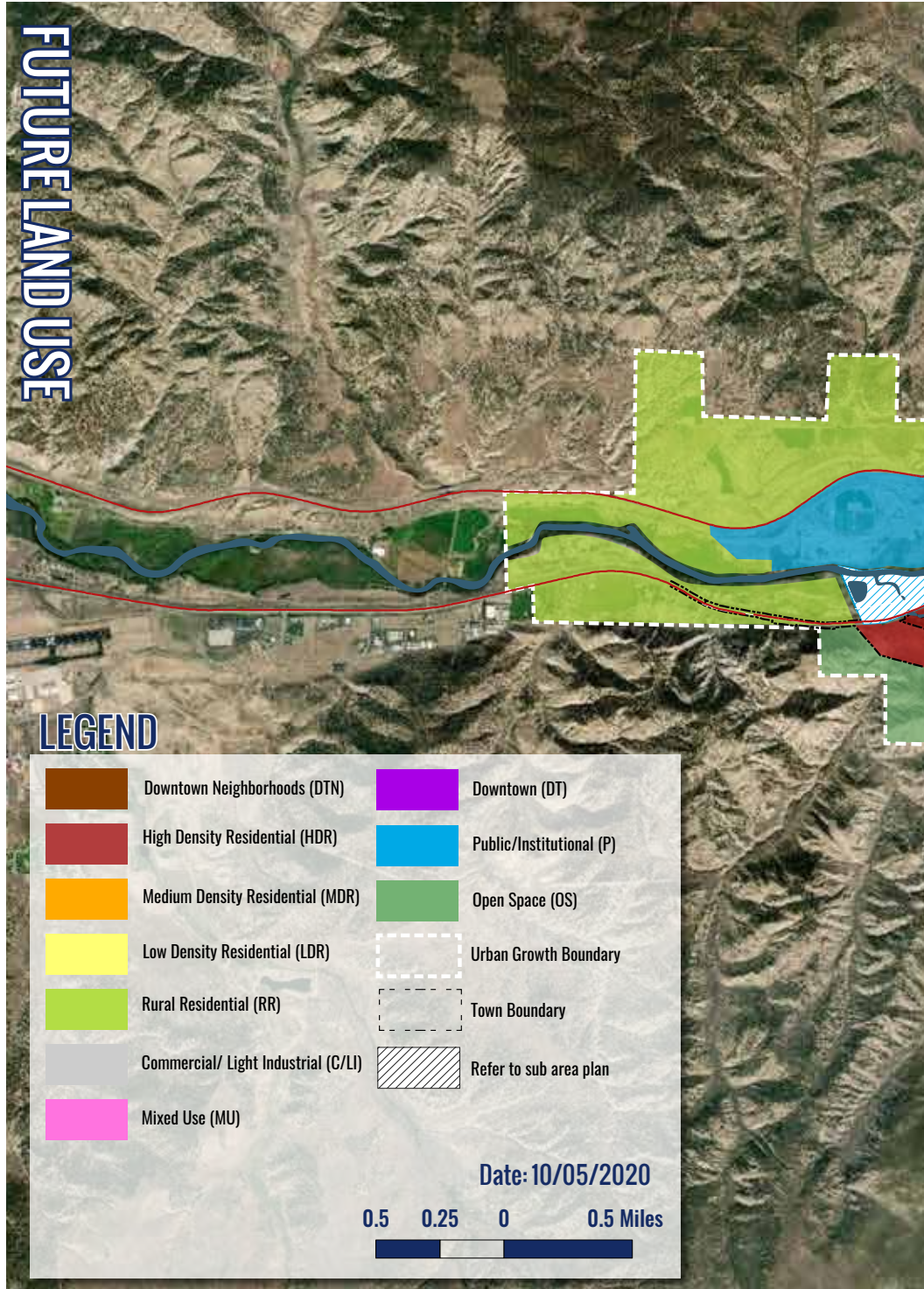
FUTURE LAND USE

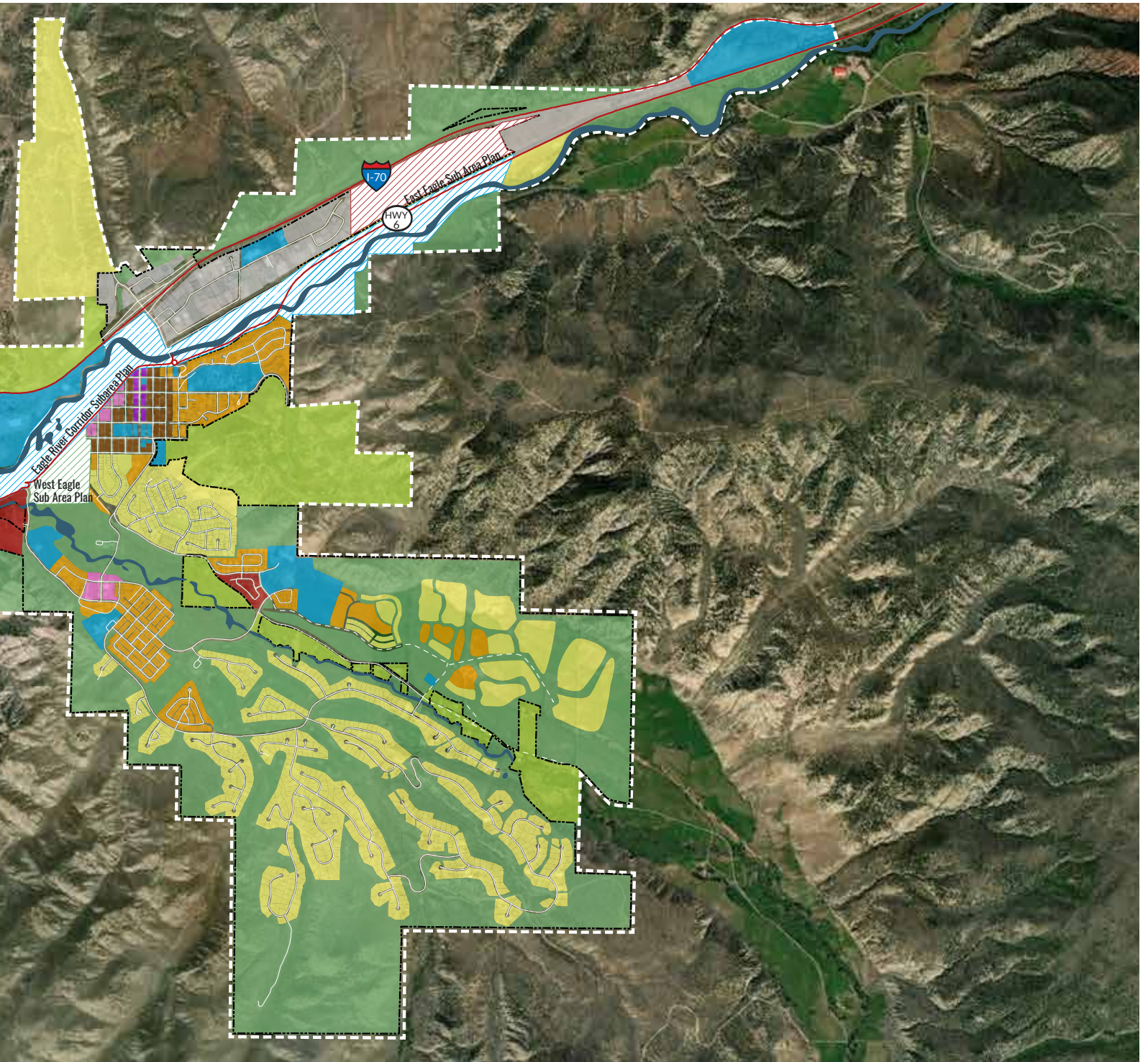
Overview

The Future Land Use Map describes the Town of Eagle's desired future. It is a tool to guide development decisions, infrastructure improvements, and public/private investment/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 follows parcel lines, roadways, and other geographic boundaries. Future land use and zoning category changes shall generally adhere to the Future Land Use Map.

Flexible interpretation of the boundaries may be granted by the Town Planning staff, Planning and Zoning Commission, and Town Council, provided the proposed change is consistent with the 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 January 2020</i>	
RURAL RESIDENTIAL	R – Resource RR - Rural Residential RL - Residential Low Density PUD - Planned Urban Development
LOW DENSITY HOUSING	RL - Residential Low Density PUD - Planned Urban Development
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	CL - Commercial Limited P – Public Area PUD - Planned Urban Development
DOWNTOWN	CBD - Central Business District
DOWNTOWN NEIGHBORHOOD	CL - Commercial Limited RL - Residential Low Density RM – Residential Medium Density RMF – Residential Multi-Family
PUBLIC/INSTITUTIONAL	PA - Public Area
OPEN SPACE	R – Resource



RURAL RESIDENTIAL



Description:

Rural lands include, but are not limited to, those generally developed to lower residential densities, agricultural activities, resource extraction, timber harvesting, resource conservation, public or private recreation or open space. They may include cluster homes to preserve large pieces of open space.

PRIMARY USES

Agriculture, farming, single or multi-family units.

SECONDARY USES

Neighborhood, community parks, recreation, on site employee housing.

APPROXIMATE DENSITY

Up to 2 DU/2 Acres

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

detached single family units, neighborhood and community parks.

SECONDARY USES

Public uses.

APPROXIMATE DENSITY

Up to 4 DU/Acre

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.

PRIMARY USES SECONDARY USES

Small lot, single-family units, duplexes/triplexes, and multi-family townhomes.	Public uses, neighborhood and community parks.
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APPROXIMATE DENSITY

4 - 10 DU/Acre

HIGH DENSITY RESIDENTIAL



Description:

Higher density neighborhoods near commercial centers and major corridors. These areas consist only of residential, with occasional parks. 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 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.

APPROXIMATE DENSITY

10-18 DU/Acre

COMMERCIAL/LIGHT INDUSTRIAL



Description:

Centers of high economic base located near regional transportation corridors providing regional commercial services to locals and visitors. These areas support employment in more suburban development patterns, yet provide an intensity of uses to serve the immediate community and the larger region.

PRIMARY USES

Light industrial, manufacturing, services, construction, employment, civic, medical, larger scale lodging facilities.

SECONDARY USES

Larger scale retail, accessory residential and/or employee housing.

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

Commercial, office, civic, service uses, medical, retail, restaurant, smaller scale lodging to support general neighborhood needs.

SECONDARY USES

Integrated multi-family residential and commercial, Neighborhood and community parks.

APPROXIMATE DENSITY

4 - 10 DU/Acre

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. These areas can include a mix of restaurants, bars, retail stores, offices, coffee shops, and civic services.

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.

PRIMARY USES

Retail, employment, entertainment, civic, and artisan, pedestrian-oriented environment.

SECONDARY USES

Vertically integrated, limited multi-family residential. Gathering spaces.

DOWNTOWN NEIGHBORHOOD



Description:

Residential area surrounding Historic Downtown. Development should encourage preservation of character, redevelopment, and infill; and should include above-average standards for design. Renovation of older buildings and homes is encouraged. This area is highly connected to neighboring downtown and other neighborhoods through a safe, welcoming, pedestrian-oriented street network.

Residential development in this area should vary in price and size and can include apartments in vertical mixed use buildings near Broadway Street.

PRIMARY USES

Small lot, single-family units, duplexes, multi-family townhomes, vertically integrated multi-family residential.

SECONDARY USES

Ground floor commercial, office, retail with residential on top. Limited to four stories with required step-backs on second story.

APPROXIMATE DENSITY

4 - 10 DU/Acre

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. Open Space is primarily located along the Eagle River and Brush Creek corridors 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; Camping/RV Sites

PUBLIC/INSTITUTIONAL



Description:

The Public/Institutional 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, healthcare, and governmental offices.

SECONDARY USES

Accessory Uses





CHAPTER 5: GOALS, POLICIES & ACTIONS

Goals and Policies

The goals and policies in this section support and advance the Town’s vision (see Chapter 3). It serves as the work plan and provides policy guidance along with timelines and responsibilities for implementation. Goals encompass the opportunities identified through public outreach and articulate a desired ideal and a value to pursue. Supporting strategies are specific policies and action items (see Chapter 6) that provide a means of implementation for each goal.

Action items (see Chapter 6) 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.





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 Policies

- GOAL 1-1. PROMOTE A WIDE RANGE OF ATTAINABLE HOUSING OPPORTUNITIES FOR YOUNG ADULTS, FAMILIES, AGING RESIDENTS, WORKFORCE, AND OTHERS.**
- 1-1.1. Ensure a healthy mix of housing types and densities (e.g. Single-family, duplex, multifamily, mixed use, and accessory dwelling units) to allow for greater diversity.
 - 1-1.2. Promote and encourage additional senior housing. Utilize the findings from the Eagle County Housing Needs Assessment to determine what regulations are needed, what the demand is, and appropriate areas for senior housing.
 - 1-1.3. Stimulate the creation of workforce housing through town policies, incentives, and regulatory procedures. Collaborate with community partners and the private sector to expand the reach of Eagle's workforce housing efforts.
- GOAL 1-2. EXPAND AND DIVERSIFY THE TOWN'S ECONOMIC OPPORTUNITIES.**
- 1-2.1. Provide opportunities that increase the likelihood of the Town's citizens to work within Eagle.
 - 1-2.2. Promote commercial development that fits the desired character of the community and its character areas.
 - a. Support businesses and activities that benefit from Eagle's proximity to the I-70 corridor.
 - b. Improve signage to draw visitors from Interstate 70 and US Highway 6.
 - 1-2.3. Support opportunities to expand and diversify the commercial and light industrial base.
 - 1-2.4. Work to attract and retain businesses that support and enhance Eagle's tourism revenues, while also seeking to build upon entrepreneurship.
 - 1-2.5. Provide opportunities for a balanced mix of housing and services to support local businesses, employees, residents, and visitors.
 - 1-2.6. As development occurs, ensure the Town's overall mix of land uses remains aligned with community goals.
 - 1-2.7. Support alternative work environments such as home-based businesses, location-neutral businesses, mobile vendors, as well as traditional brick and mortar establishments.
 - 1-2.8. Encourage continued reinvestment in existing commercial areas.
 - 1-2.9. Create a positive business environment that encourages (re)investment and expansion.
 - 1-2.10. Support the retention and expansion of regionally serving commercial and service uses. Protect the light industrial areas from dilution and intrusion by other uses.

ELEVATING OUR UNIQUE CHARACTER

Our Vision

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 adventurous spirit.

Our Goals and Policies

GOAL 2-1. ENHANCE THE VIBRANCY AND VIABILITY OF DOWNTOWN.

The character of Downtown is defined by a small-town neighborhood feel and includes residential blocks as well as commercial and mixed-use. The development style establishes a unique and intimate relationship between buildings and the street. Historic resources are preserved, and new development is reflective of historic development patterns, character, and style.

- 2-1.1. New development, additions, and renovations should aim to mimic the scale, architectural style, and character of existing and surrounding historic buildings.
- 2-1.2. Conduct a parking study after completion of Broadway Station and consider a parking in-lieu of fee and potential sites for a Central Business District overflow parking lot or structure.
- 2-1.3. Provide additional opportunities for public art.
- 2-1.4. Encourage public events that are unique, engaging, and reflective of the community.
- 2-1.5. Encourage sensitive infill development to better support Broadway Street through increased building height, that complements and retains the character, scale, and massing of historic structures.
- 2-1.6. Residential areas are encouraged to continue to include mature trees, which provide ample shade, creating a sense of enclosure.
- 2-1.7. New development is encouraged to include landscaping consistent with the mature area including extended sidewalks, pedestrian amenities, and parking enhancements.
- 2-1.8. Create new and enhance existing gathering spaces for social interaction.
- 2-1.9. Signage and other wayfinding elements should be integrated to guide visitors to Eagle's Downtown.

ELEVATING OUR UNIQUE CHARACTER

GOAL 2-2. REINFORCE BROADWAY STREET AS THE HEART OF THE COMMUNITY, FROM THE EAGLE RIVER TO TOWN PARK.

The character of Broadway is defined by a small-town main street feel and includes the commercial heart of the community. Historic resources should be preserved, and new development should reflect historic development patterns, character, and style.

- 2-2.1. Encourage and support additional commercial and vertical mixed-use development that is reflective of the history of Eagle and the Western Slope Region.
- 2-2.2. Support the creation of an attractive community entrance through development of the East and West corners of Broadway that draw residents and visitors onto Broadway and is an extension of the history and vision of Eagle.
- 2-2.3. Ensure ground floor uses on Broadway create a balanced mix of uses that support a thriving commercial atmosphere
- 2-2.4. On Broadway Street, commercial uses should be required on ground levels, with lodging and residential uses permitted above commercial.
- 2-2.5. Preserve Eagle's historic street grid to retain the character and walkability of the Town core.
- 2-2.6. Encourage infill and the redevelopment of rundown, outdated, or underutilized parcels on Highway 6 to support Broadway.

GOAL 2-3. CELEBRATE THE TOWN'S UNIQUE SMALL-TOWN CHARACTER.

- 2-3.1. Preserve and showcase the rich cultural heritage of the Eagle area.
 - a. Prevent the degradation and loss of significant cultural assets.
 - b. When considering infill or redevelopment applications that contain significant historic structures, the preservation of such structures should be encouraged, and mixed with new development with design standards could produce a unique, historic CBD that also serves a modern population.
- 2-3.2. Preserve and enhance each of Eagle's unique character areas (i.e. Downtown; the Chambers Avenue Area; Market Street; Eagle Ranch Commercial Core; Eagle River Corridor; US Highway 6/Grand Avenue Corridor; the Western and Eastern Gateway Areas; and the Brush Creek Area).
- 2-3.3. Ensure new development builds upon and adds value to Eagle's unique community character through adherence to high quality standards of design and construction.
 - a. Ensure residential infill and redevelopment blend appropriately with the character and scale of surrounding neighborhoods.
 - b. Utilize infill and conservation-oriented development to accommodate growth while retaining open lands and protecting environmentally sensitive areas.
 - c. Apply dark night sky standards consistently to all proposed outdoor lighting systems, and work to retrofit existing systems over time.
 - d. Discourage Town water and wastewater service for new development that would remain in areas outside the incorporated limits.

GOAL 2-4. CONNECT EAGLE'S UNIQUE NEIGHBORHOODS PHYSICALLY AND VISUALLY THROUGH A WALKABLE AND TRAIL-ORIENTED ENVIRONMENT WITH HIGH-QUALITY WAYFINDING.

- 2-4.1. Enhance pedestrian access and amenities, and public gathering areas to promote social interaction.
 - a. New development should provide amenities such as sidewalks, parks, open space systems, and bicycle paths.
 - b. Mixed-use developments should provide adequate pedestrian amenities/facilities including off-street parking, sidewalks, landscaped areas/planters, gathering areas and nighttime lighting (that is appropriate to dark sky standards but provides adequate lighting for night recreation, safety, and entertainment).
- 2-4.2. 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.

GOAL 2-5. MAINTAIN AND IMPROVE THE APPEARANCE OF EAGLE BY ESTABLISHING AND REINFORCING THE TOWN'S IDENTITY AND SENSE OF PLACE.

- 2-5.1. Maintain and enhance the sense of community in Eagle.
- 2-5.2. Enhance gateways and streetscapes to reflect the Town's unique identity, providing a clear sense of arrival.
- 2-5.3. Support vertical mixed use, horizontal mixed use or a combination of mixed-use patterns in appropriate areas (such as the Broadway Street extension into the River Corridor Sub Area). Minimize the extension of mixed-use areas away from the Town Center in order to promote Broadway Street as the heart of the community.
- 2-5.4. Preserve viewsheds and view corridors in key areas throughout Town. Work to preserve high quality agricultural lands, rural lands as appropriate, public lands, wildlife resources, water resources and forest resources when evaluating new development and/or annexations.

ELEVATING OUR UNIQUE CHARACTER

GOAL 2-6. POLICIES FOR THE WEST AND EAST GATEWAY AREAS.

- 2-6.1. Maintain an undeveloped community buffer between the Town of Eagle and the Wolcott area and the Town of Gypsum by preserving the agricultural and rural character of the valley floor east and west of the Town. Support the continuance of irrigation, grazing, haying, and other agricultural operations in these areas.
- 2-6.2. Support the installation and maintenance of attractive, well-managed landscaping at the east and west gateways.
- 2-6.3. Limit new development density to that provided by current zoning, with improvements positioned and designed in a manner that preserves the open rural character of the area.
- 2-6.4. When appropriate, support lease agreements and other means that provide additional fishing access points to the eagle river.
- 2-6.5. Work to improve the appearance of developed areas at the Town's western and eastern edges.
- 2-6.6. Require screening or other enhancements to building facades and outdoor storage areas to improve visual quality. Maintain vegetation and that provides screening of less-attractive sites. Work to restore any scarred hillsides.
- 2-6.7. Work to phase out non-conforming and/or unsightly uses.
- 2-6.8. Ensure that new development in these areas includes architectural elements and treatments consistent and compatible with established design guidelines for the Town of Eagle.

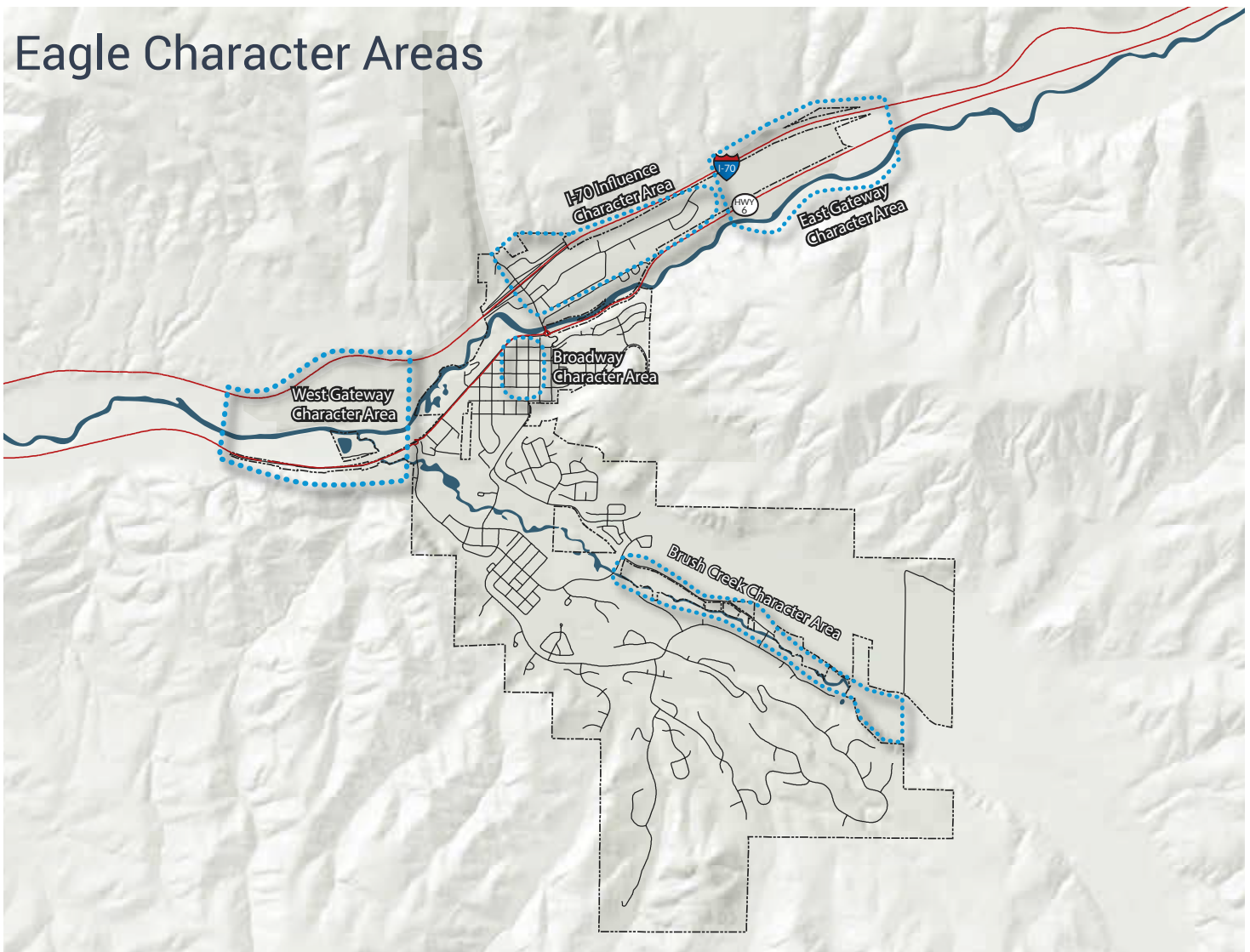
GOAL 2-7. POLICIES FOR THE INTERSTATE 70 INFLUENCE CHARACTER AREA: INCLUDING THE MARKET STREET AREA, EBY CREEK ROAD AREA, AND THE CHAMBERS AVENUE AREA.

- 2-7.1. Portions of the I-70 Influence character area are intended to support commercial and industrial uses, exclusive of other uses. Improvements along Chambers Avenue and Market Streets are auto oriented with limited pedestrian amenities.
- 2-7.2. Workforce housing that directly supports on-site commercial or light industrial uses is considered an acceptable amount of residential in these districts.
- 2-7.3. The existing design theme on Market Street should be maintained or enhanced with any new development or re-development in this part of Town.
- 2-7.4. Within allowances established by the Town's level of service (LOS) standards, promote additional highway-oriented businesses (which may also serve local needs) in the vicinity of Eby Creek Road.
- 2-7.5. Encourage the development of vacant or underutilized lots at the western end of Chambers Avenue with more intensive uses that would benefit from their accessibility to the interstate corridor.
- 2-7.6. Maintain existing commercial and industrial zoning in the Chambers Avenue, Market Street, Sawatch Road, and Marmot Lane areas.

GOAL 2-8. POLICIES FOR THE BRUSH CREEK CHARACTER AREA: INCLUDING PROPERTIES ALONG THE EAST AND WEST SIDES OF BRUSH CREEK ROAD TO THE SOUTHERN END OF THE URBAN GROWTH BOUNDARY.

- 2-8.1. Support and preserve the attributes and quality of the “county lane” experience along Brush Creek Road.
- 2-8.2. Encourage clustering to balance conservation and development objectives so that wildlife habitat, views and sensitive environmental areas are preserved.
- 2-8.3. Large developments should provide for neighborhood connections setback significantly from Brush Creek Road to allow for a continued “county lane” experience.
- 2-8.4. New development should create connections to existing trails and pedestrian areas within the Brush Creek character area, where appropriate.
- 2-8.5. Enhance multi-modal and pedestrian connectivity within the Brush Creek Character Area.

Eagle Character Areas



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 Policies

- GOAL 3-1. PROMOTE THE TOWN'S UNIQUE ACTIVITIES (E.G. FLY FISHING, RAFTING, MOUNTAIN BIKING, CAMPING, SKIING, SNOWBOARDING, SNOWSHOEING, ETC.).**
- 3-1.1. Continue to utilize, and build on, the Eagle Outside brand to promote the Town as a year-round destination.
 - 3-1.2. Provide opportunities for campsite development in or near Town.
- GOAL 3-2. PROVIDE VISITORS THE OPPORTUNITY TO EXPERIENCE EAGLE LIKE A LOCAL WITH EXCEPTIONAL AMENITIES.**
- 3-2.1. Provide unique, local hospitality opportunities in and near Downtown.
- GOAL 3-3. 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.**
- 3-3.1. Ensure residents have access to recreation amenities.
 - a. Support efforts to enhance and expand parks, trails, and recreation amenities.
 - b. Require new development to provide adequate parks, trails, other recreational facilities, and connections to pedestrian/bicycle-oriented amenities.
 - 3-3.2. Improve the safety and efficiency of bicycle and pedestrian crossings throughout Town; with additional improvements along Grand Avenue/Highway 6.
 - 3-3.3. Encourage development applications or annexation proposals for property adjacent to public lands to include public access where appropriate.

GOAL 3-4. PROTECT OPEN SPACE LANDS WITH HIGH CONSERVATION OR RECREATION VALUE IN AND SURROUNDING EAGLE.

- 3-4.1. Utilize relevant and available resources, including current resource maps and Town and County Open Space Plans, to identify open space to be preserved.
- 3-4.2. Maintain existing public land boundaries, unless the public benefits realized by a land trade or exchange clearly outweigh any negative impacts.

GOAL 3-5. WORK TO PRESERVE AND ACQUIRE ACCESS TO PUBLIC LANDS, OPEN SPACE, AND RIVER/STREAM CORRIDORS.

- 3-5.1. Maintain, improve, or add public land access points where appropriate.
- 3-5.2. Secure public rights-of-way, for existing or new access to public lands.
- 3-5.3. Maintain and create educational opportunities with regards to public lands.
- 3-5.4. Require new development to provide trail connections to local and regional destinations or existing trail systems.

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 Policies

GOAL 4-1. PRESERVE OUR NATURAL OPEN SPACE AND WILDLIFE HABITATS.

- 4-1.1. Accommodate development inside the Urban Growth Boundary (UGB) only after annexation has occurred. Developments beyond the Urban Growth Boundary at a density greater than one unit per 35 acres may be discouraged within the study area.
- 4-1.2. Protect and preserve wildlife habitat, movement corridors, and other sensitive lands.
 - a. Remove unnecessary fencing and encourage the use of wildlife-friendly fencing according to CPW standards.
- 4-1.3. Mitigate impacts to the natural environment and native species.
- 4-1.4. Maintain and work to enhance the quality of valued viewsheds and view corridors.
- 4-1.5. Protect lands of high conservation or recreation value as open space.
 - a. Promote the acquisition and/or conservation of private properties as open space.
 - b. Support efforts including the implementation of a transfer of development rights (TDR) program to conserve the open and undeveloped character of the area, including gateway buffers.
- 4-1.6. Preserve high quality agricultural lands, public lands, wildlife resources, water resources, forest resources and viewsheds.
- 4-1.7. Utilize the most current analysis tools and mapping to identify critical wildlife habitats and movement corridors.

GOAL 4-2. FIND A BALANCE BETWEEN RECREATION AND PRESERVATION ALONG RIPARIAN AREAS TO PROTECT HABITATS AND WATER QUALITY.

- 4-2.1. Preserve and protect the quality of and integrity of wetlands, rivers, streams, and riparian areas.
- 4-2.2. Maintain and enhance the existing trail network along Brush Creek to define areas for human interaction.
- 4-2.3. Support measures to maintain and improve water quality and quantity.
- 4-2.4. Support and enhance water conservation by implementing the adopted 2020 Water Efficiency Plan.

GOAL 4-3. SUPPORT AND DEMONSTRATE SUSTAINABILITY.

- 4-3.1. Enhance or create a tree canopy in new development areas or existing urban areas where tree cover is lacking.
- 4-3.2. Promote energy efficient designs and building codes that encourage energy conscious lifestyles and reduce overall energy consumption.
 - a. Encourage all construction efforts to utilize green building practices.
- 4-3.3. Support and demonstrate the efficient use of natural resources.
- 4-3.4. Encourage the use of local renewable energy resources, including wind, solar, micro-hydro, biomass and geothermal in land use applications.
- 4-3.5. Support measures to maintain and/or improve air quality.
- 4-3.6. Encourage site designs and alternative transit incentives that reduce the demand for automobile trips in the area.
- 4-3.7. Support projects that promote water conservation and uphold the Water Conservation Plan and Source Water Protection Plan.

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

- 4-4.1. Development should avoid natural hazards and impacts on environmentally sensitive and hazard-prone areas.
 - a. Discourage buildings or land disturbances on steep slopes, ridgelines and other hazard areas.

Our Vision

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

Our Goals and Policies

GOAL 5-1. EXPAND OUR PUBLIC TRANSPORTATION NETWORK AND OPTIONS.

- 5-1.1. Plan for future public transportation enhancements.
 - a. Work to develop local “feeder” public transit systems.
 - b. Support land use projects that include efficient and effective mass transit system components that connect communities in Eagle County.
 - c. Integrate mass transit facilities in new development where practicable and encourage the creation of a multimodal transit center and transit-oriented development within Downtown.
- 5-1.2. Enhance ease of active modes of transportation.
- 5-1.3. Promote rideshare opportunities.
- 5-1.4. Promote the development of compact neighborhoods in close proximity to public transit options, and allowing increased residential, retail, and mixed-use densities in areas close to transit stops.
- 5-1.5. Support transit-oriented development, and improvements that promote multi-modal transportation options.

GOAL 5-2. IMPROVE VEHICULAR TRAFFIC CIRCULATION.

- 5-2.1. Ensure adequate access to and appropriate mobility options within the Town.
 - a. Improve circulation on US Highway 6/Grand Avenue.
 - b. Design the vehicular network to anticipate future development and transportation needs.
 - c. Locate high traffic generating land uses close to collector and arterial roadways and transit centers.
- 5-2.2. Ensure streets effectively accommodate transit, bicycles, pedestrians and other transportation options as determined appropriate.

GOAL 5-3. EXPAND THE NETWORK OF SAFE AND CONVENIENT PEDESTRIAN AND BICYCLE CIRCULATION.

5-3.1. Create a master plan to advance non-vehicular transportation.

5-3.2. Ensure efficient multimodal connectivity between all residential areas and public destinations.

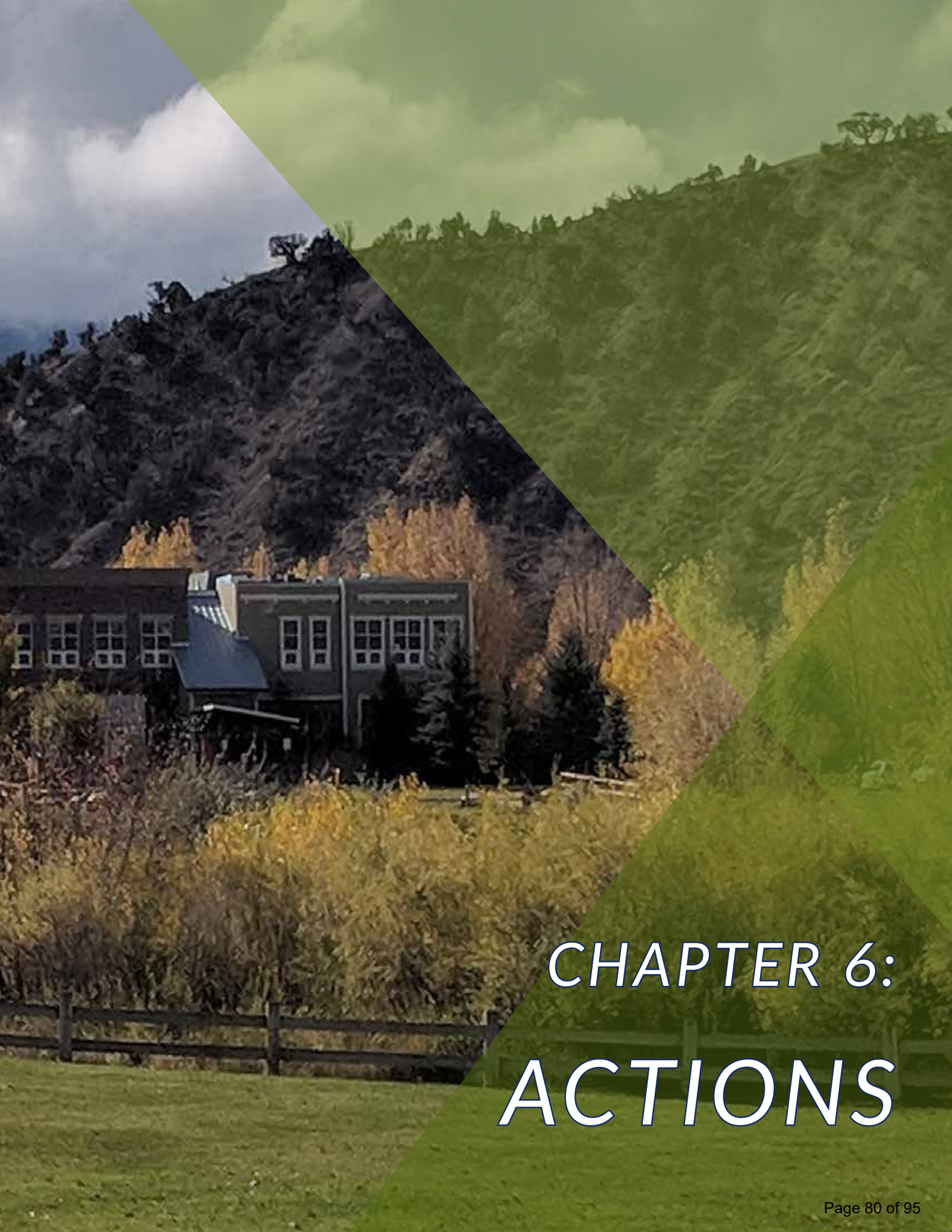
5-3.3. Encourage a compact development pattern.

GOAL 5-4. PROVIDE EQUITABLE AND SUSTAINABLE PUBLIC SERVICES AND INFRASTRUCTURE.

5-4.1. Coordinate with surrounding municipalities to enhance broadband infrastructure within Eagle.

5-4.2. Maintain public services and infrastructure per community expectations and Town standards.





CHAPTER 6: ACTIONS

Actions

Action items 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 policies, but should be considered in conjunction with other capital improvements to determine priorities, project efficiencies, and timing of expenditures.

There are three levels of anticipated cost associated with each action:

1. **Low Cost (L).** Anticipated cost of less than \$20,000
2. **Medium Cost (M).** Anticipated cost of \$20,000 - \$100,000
3. **High Cost (H).** Anticipated cost of more than \$100,000

There are three categories of anticipated time-frame for completion of each action:

1. **Short Term (ST).** 0-5 Years
2. **Mid Term (MT).** 5- 10 Years
3. **Long Term (LT).** 10-20 Years or more



ELEVATING OUR INCLUSIVE CULTURE

Our Actions

ACTION	TYPE	COST	TIME FRAME	RESPON-SIBILITY	TOWN LEAD
1.1 Research available incentives and identify the most appropriate options for developers to provide affordable housing.	P/S	L	ST	Town, private sector, Economic Development, Eagle County	Town Manager
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, Eagle County	Town Manager
1.3 Utilize the existing Economic Vitality Committee to oversee economic development and marketing strategies contained within this Plan and monitor key indicators of the local economy. <ul style="list-style-type: none"> Identify and attract businesses and trades that fulfill the Town's potential local niche markets. Capitalize on Eagle's proximity to I-70 and the airport by expanding and marketing tourist amenities. 	P/S	L-M	MT	Town, Eagle County, ECHA, private sector, employers, state/federal entities	Planning
1.4 Update/amend the West Eagle Sub Area Plan after the Highway 6 Study and Brush Creek Road Extension.	P/S	L, M	ST	Town, Eagle County	Town Manager, Planning
1.5 Include economic analysis data and potential tax revenues and housing needs in the development of land use sub-area plans.	P/S	L	ST	Finance, Planning	Planning
1.6 Work with the Chamber to promote local, regional, and national retail that fits the desired character of the community and at a pace that is supportable by the community and surrounding region.	P/S	L	ST	Chamber, Town	Town Manager
1.7 Work with the Chamber to attract viable businesses and trades specifically for Eagle and/or potential local niche markets.	P/S	L	ST	Chamber, Town	Town Manager
1.8 Implement economic development programs including small business incubators, entrepreneurial training, business recruitment, business attraction and marketing incentives.	P/S	M	MT	Town, Chamber, EVC	Town Manager
1.9 Work to create more local jobs and additional outlets for goods and services.	P/S	L	ST	Chamber, Town, EVC	Town Manager

ACTION	TYPE	COST	TIME FRAME	RESPON- SIBILITY	TOWN LEAD
1.10 Optimize commercial development. Determine factors that are preventing build-out of existing commercial centers.	P/S	L	ST	Town, Chamber	Planning
1.11 Retain the commercial and warehouse/ distribution uses in the Chambers Avenue Area through promotion and creating standards that limit the amount of residential in this area.	R	L	ST	Town	Planning
1.12 Support alternative work environments such as home-based businesses, remote workers, mobile vendors, as well as traditional brick and mortar establishments, through thoughtful and enforceable regulations.	P/S, R	L	ST	Town	Planning, Town Manager
1.13 Create efficient regulations and processes that foster a supportive business environment.	R	L	ST	Town, Chamber, EVC	Planning, Town Manager
1.14 Identify key intersections for enhancement.	P/S	L	ST	Town, CDOT, County	PW, Planning, Police
1.15 Create efficient regulations and processes that foster a supportive business environment.	R	L	ST	Town, Chamber, EVC	Planning, Town Manager
1.16 Identify key intersections for enhancement.	P/S	L	ST	Town, CDOT, County	PW, Planning, Police

ELEVATING OUR UNIQUE CHARACTER

Our Actions

	ACTION	TYPE	COST	TIME FRAME	RESPON-SIBILITY	TOWN LEAD
2.1	Implement financing districts (i.e. BIDs, TIF) for areas such as the US Highway 6 corridor.	R, P/S	L	ST	Town, DDA	Town Manager, DDA
2.2	Investigate the formation of funding mechanisms for Downtown improvements and redevelopment (i.e. BID or TIF district).	R	L	ST	Town	Town Manager, EVC, Chamber
2.3	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 areas; investigation into a parking app, etc.).	R, P/S	L-M	ST	Town	Planning, PW, EPD
2.4	Encourage Downtown businesses to expand business hours.	P/S	L-M	ST	Chamber	EVC
2.5	Work with property owners along Broadway and within the larger CBD to maintain, improve, and/or sell properties for redevelopment.	P/S	L-M	ST-MT	Chamber	EVC, Economic Development
2.6	Establish an Arts Committee/Board that would oversee identification and installation of public art.	R	L	ST	Town	Town Manager, TC, EVC
2.7	Identify funding options for an Arts Program (e.g. portion of sales tax).	R	L-M	ST-MT	Town	Town Manager
2.8	Create an overall Art Master Plan to identify key locations for placement and priority.	P/S	M	ST-M	Town	Town Manager, Arts Committee
2.9	Continue to cultivate a creative placemaking strategy.	P/S	L	ST-MT	Town	Town Manager
2.10	Consider repurposing the old Town Hall.	CP	M-H	M-LT	Town	Town Manager
2.11	Continue to promote and expand community events and festivals through the Town website, social and print media, and private partners.	CP	L-M	ST	Town, Chamber, news agencies, private sector	Special Events, PIO
2.12	Identify multi-use spaces such as 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	Special Events, PIO
2.13	Create design standards that aim to identify key characteristics to preserve and enhance key areas of Eagle including Downtown, the Eagle River Corridor, and the US Highway 6 Corridor.	R	L	ST	Town	Planning
2.14	Balance the need to preserve historically significant structures when considering redevelopment opportunities through the creation of a historic building inventory and preservation report.	R	L-M	ST	Town, ECHS, private sector	Planning

ACTION	TYPE	COST	TIME FRAME	RESPON-SIBILITY	TOWN LEAD
2.15 Develop specific residential and non-residential design standards that are unique to Eagle and support the existing eclectic character.	R	L	ST	Town	Planning
2.16 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	ST-LT	Town, CDOT	Planning, PW, Town Manager
2.17 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	ST-LT	Town	Planning, PW, Town Manager
2.18 Execute an inter-governmental agreement between Eagle County, the Town of Gypsum, and the Town of Eagle that identifies strategies and responsibilities to foster orderly and efficient development in the area, maintaining buffers of rural land between the communities of Gypsum, Eagle, and Wolcott.	P/S	L	ST	Town, Gypsum, Eagle County	Town Manager
2.19 Identify and map visually sensitive areas and iconic viewsheds and view corridors.	P/S	L, M	ST	Eagle County GIS, Open Space	Planning, Town Manager
2.20 Evaluate and update the Master Plan for the County's Fairgrounds property, incorporating design guidelines to improve the appearance of structures and facilities and landscaping prior to annexation.	P/S	L, M	ST	County, Town	Planning
2.21 Identify specific redevelopment and infill opportunities on vacant or under-utilized lots in otherwise built-up areas through future sub-area planning efforts.	P/S	M	ST-MT	Town	Planning
2.22 Identify, document, and work to preserve historic sites and structures through local, state, and national designation. Create register of local historic sites / buildings	P/S	M	ST-MT	Town, Historic Preservation	Town Manager
2.23 Develop effective local sources of preservation funding and financial incentives	P/S,	L, M	ST	Town, Historic Preservation	Town Manager

ELEVATING OUR ADVENTUROUS LIFESTYLE

	ACTION	TYPE	COST	TIME FRAME	RESPON-SIBILITY	TOWN LEAD
3.1	Develop a Town brand that reflects the entire community.	P/S	L-M	ST	Town, Chamber	Special Events, Marketing
3.2	Market each season's differing attractions.	P/S	L	ST	Town, Chamber, EO	Special Events
3.3	Create an incentive program to encourage local lodging in and near the Downtown area.	R	L-H	MT	Town, Chamber	Town Manager
3.4	Develop a strategy to balance traditional lodging with alternatives (vacation rentals, camping, bed and breakfasts, and boutique hotels).	R	L	ST	Town, Chamber	Planning, Town Manager
3.5	Update parks, open space, and trail requirements to focus on connecting residents to recreational amenities, local, and regional destinations, or existing trail systems. <ul style="list-style-type: none"> Pursue funding and maintain a trail maintenance and expansion program. 	R, P/S	L	ST-MT	Town	PW, OS
3.6	Continue to work with Mountain Recreation Metropolitan District (MRMD) to prepare a detailed Recreation Master Plan that addresses the importance of both dispersed and organized recreational activities and supporting amenities, facilities, and programs.	P/S	L	ST	Town, MRMD	Planning, Town Manager
3.7	Develop a multi-use trail along the Eagle River.	CP	M-H	ST-MT	Town	PW, Town Manager
3.8	Continue to execute existing master planning for recreation facilities, open space, trails, and Eagle River corridor.	P/S	L	MT-LT	Town	OS
3.9	Develop a trail and open space master plan to identify desired enhancements to existing or proposed Town trails.	P/S	L	ST	Town	OS
3.10	Continue coordination with the BLM on trail network expansion.	P/S, CP	L	ST	Town, BLM	OS
3.11	Identify desired enhancements to existing or proposed Town parks.	P/S	L	ST	Town	Town Manager, OS
3.12	Pursue funding for park maintenance and enhancement and for the construction of new parks.	P/S	L	ST-MT	Town	Town Manager, OS, PW
3.13	Complete phase two of the Eagle River Park.	CP	M-H	ST-MT	Town	PW, Town Manager
3.14	Create a plan for the preservation of existing open space within Town boundaries.	P/S	L	ST-MT	USFS, CPW, private sector	OS

ACTION	TYPE	COST	TIME FRAME	RESPON- SIBILITY	TOWN LEAD
3.15 Explore methods for acquiring and preserving land that is valuable for recreational purposes through: <ul style="list-style-type: none"> 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	Eagle County, MRMD, CPW, USFS, BLM	Town Manager
3.16 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	ST-MT	Town, USFS, CPW, BLM	Town Manager
3.17 Work with stakeholder groups to identify and map existing and desired access points to public lands, rivers, and streams.	P/S	L	ST-MT	Town	GIS, PW
3.18 Develop programs to educate citizens on appropriate use of public lands, including the need for seasonal closures to protect wildlife.	P/S	L-M	ST-MT	Town, USFS, CPW, BLM	OS
3.19 Secure public rights-of-way, for existing or new access to public lands.	P/S , CP	M	ST-MT	Town	PW

ELEVATING OUR RELATIONSHIP WITH THE ENVIRONMENT

POL.	ACTION	TYPE	COST	TIME FRAME	RESPON-SIBILITY	TOE LEAD
4.1	Identify and protect wildlife habitats and movement corridors.	P/S	L-M	ST-MT	Town, County, CDOW, USFW	Planning
4.2	Identify natural hazards and environmentally-sensitive lands.	P/S	L-M	ST-MT	Town County, USFS, FEMA	Planning
4.3	Utilize wildlife habitat and movement corridor information to identify open space priorities.	P/S	L-M	ST-MT	Town, County, CDOW, USFW	Planning
4.4	Require the identification, mapping, and mitigation/ inclusion of critical wildlife habitats and ecosystem connections within open space.	R	L	ST	Town	OS
4.5	Develop a maintenance plan that addresses erosion and degradation of paved and soft path trails.	P/S	L	ST-MT	Town	OS, PW
4.6	Where social or informal trails exist, proper signage should direct users to use the established trail systems.	P/S, CP	L-M	ST-MT	Town	OS, PW
4.7	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	ST-MT	Town, FEMA	PW, OS
4.8	Evaluate the feasibility of utilizing local renewable energy resources, (e.g. wind, solar, or geothermal).	P/S	L-M	ST-MT	Town	Town Manager, PW
4.9	Develop a detailed tree inventory.	P/S	L-M	MT	Town	PW
4.10	Require appropriate and timely re-vegetation of graded and excavated areas.	R	L	ST	Town	PW
4.11	Continue to leverage Tree City USA and technical assistance including grants.	P/S	L	ST	Town	Town Manager, PW
4.12	Adopt progressive building and construction codes and high standards related to energy efficiency and materials conservation.	R	L	ST	Town	Building, TC
4.13	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	ST-MT	Town, County, Chamber, private sector	Planning
4.14	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	Town Manager, PD

POL.	ACTION	TYPE	COST	TIME FRAME	RESPON- SIBILITY	TOE LEAD
4.15	Create and implement vegetation and tree protection standards which require developers to document the extent and type of high quality vegetative cover on a site. Create and implement strategies to protect and preserve such cover to the greatest degree practicable.	P/S, R	M	ST	Town	PW
4.16	Secure and expand funding sources for the protection of wildlife from agencies like the Colorado Division of Wildlife, the Natural Resources Conservation Service, Great Outdoors Colorado, the Rocky Mountain Elk Foundation, the Mule Deer Foundation, and the Eagle Ranch Wildlife Trust.	P/S	M	MT	Town	Town Manager
4.17	Track planned and actual water demands within the comprehensive plan so that the overall trend of water use can be seen compared to any long-term water budget.	P/S	L	ST-MT	Town	PW

ELEVATING OUR CONNECTIONS

POL.	ACTION	TYPE	COST	TIME FRAME	RESPON-SIBILITY	TOE LEAD
5.1	Provide carpool incentives.	P/S	L-H	ST-MT	Town, CDOT, ECO Transit	Town Manager
5.2	Identify areas for drop-off/mobility hubs at each unique place within Town <ul style="list-style-type: none"> Coordinate with ECO Transit on bus route expansion and/or decrease in headway times. Work collaboratively to secure the necessary funding for an efficient user-friendly local and regional public transit system. Tie transit centers into the drop off/mobility hubs. 	P/S, CP	L-H	LT	Town, CDOT, ECO Transit, private sector	Town Manager
5.3	Promote compact development, allowing increased residential, retail and mixed use densities in areas close to transit stops where appropriate.	R	L	ST	Town, ECO Transit	Planning
5.4	Create a policy to allow installation of bicycle racks to offset parking requirements.	R	L	ST	Town	Town Manager
5.5	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	ST-MT	Town, CDOT, ECO Transit	Engineering
5.6	Obtain traffic studies for the following areas: <ul style="list-style-type: none"> Between residential neighborhoods and commercial areas within the Town Center; Between West Eagle and the Town Center; Between 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 Between the Eby Creek Subdivision and the Market Street area 	P/S	L-M	ST-MT	Town	PW
5.7	Design a set of improvement standards for different risk levels of intersections.	P/S	M	MT	Town, CDOT	Engineering
5.8	Develop a complete streets model for different classifications of roads as a standard.	P/S	M	MT	Town	Engineering
5.9	Develop a safe routes plan for pedestrian and bicycle travel through roundabouts.	P/S	L	MT	Town	Engineering
5.10	Develop Master Sidewalk/ Bike Path Plan.	P/S	L-M	MT	Town	Engineering

POL.	ACTION	TYPE	COST	TIME FRAME	RESPON-SIBILITY	TOE LEAD
5.11	Prepare and work to implement a comprehensive sidewalk plan.	P/S, CP	L-H	MT-LT	Town	Engineering
5.12	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	ST-MT	Town, Chamber, Public Works	EPD, Planning
5.13	Establish minimum densities for areas adjacent to transit drop off locations and/or mobility hubs.	R	L	ST	Town, CDOT, ECO Transit	Planning, LUC
5.14	Work to retain the rail corridor for future freight and public transportation.	P/S	M	MT	Town, County, UPRR	Town Manager

PUBLIC INFRASTRUCTURE

POL.	ACTION	TYPE	COST	TIME FRAME	RESPON-SIBILITY	TOE LEAD
6.1	Create programs and tracking mechanisms that maintain and monitor the condition of existing road, pipe, and other service systems.	P/S	H	MT	Town	PW
6.2	Develop a prioritized plan for the rehabilitation of existing infrastructure and the construction of expanded infrastructure.	P/S	M	MT	Town	PW
6.3	Evaluate and implement as practicable mechanisms for the funding of infrastructure projects that are in already developed areas of town where infrastructure is deficient.	P/S	M	MT	Town	PW
6.4	<p>Plan for infrastructure needs:</p> <ul style="list-style-type: none"> • Prepare population and growth estimates and update periodically to anticipate infrastructure needs. • Implement engineering studies and sub-area planning efforts to prepare accurate estimations • Prepare capital and service plans in advance of growth so as to anticipate the financial implications and be able to deal with growth impacts proactively rather than reactively • Utilize and hold to appropriate phasing plans to ensure that the pace of growth does not exceed the Town’s ability to provide the necessary services and infrastructure. 	P/S	H	MT	Town	Town Manager, Financial
6.5	Require through an IGA or an MOU that applications for 1041 permits within the planning area boundary be mutually approved by the Town and County.	P/S, R	S	ST	Town, County	Planning, Town Manager
6.6	Take steps to ensure that the necessary infrastructure and services will be provided concurrently with, or in advance of, the arrival of development impacts.	P/S	M	MT	Town	PW, Planning



