



Town of Eagle
EAST EAGLE SUB AREA PLAN (2021)



Prepared for the Town of Eagle, Colorado

Adopted by the Town of Eagle, Planning & Zoning Commission

Certified by the Chairman of the Commission



Matthew Hood, Planning & Zoning Commission Chairman



Attest

Ratified by the Town of Eagle, Town Council



Scott Turnipsee, Mayor



Attest



ACKNOWLEDGEMENTS

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Adam Palmer (former Council Member)

TOWN STAFF

Brandy Reitter, Town Manager

Chad Phillips, Community Development Director

Peyton Heitzman, Planner

Jessica Lake, Planner

Nikki Davis, Administrative Tech

CONSULTANTS

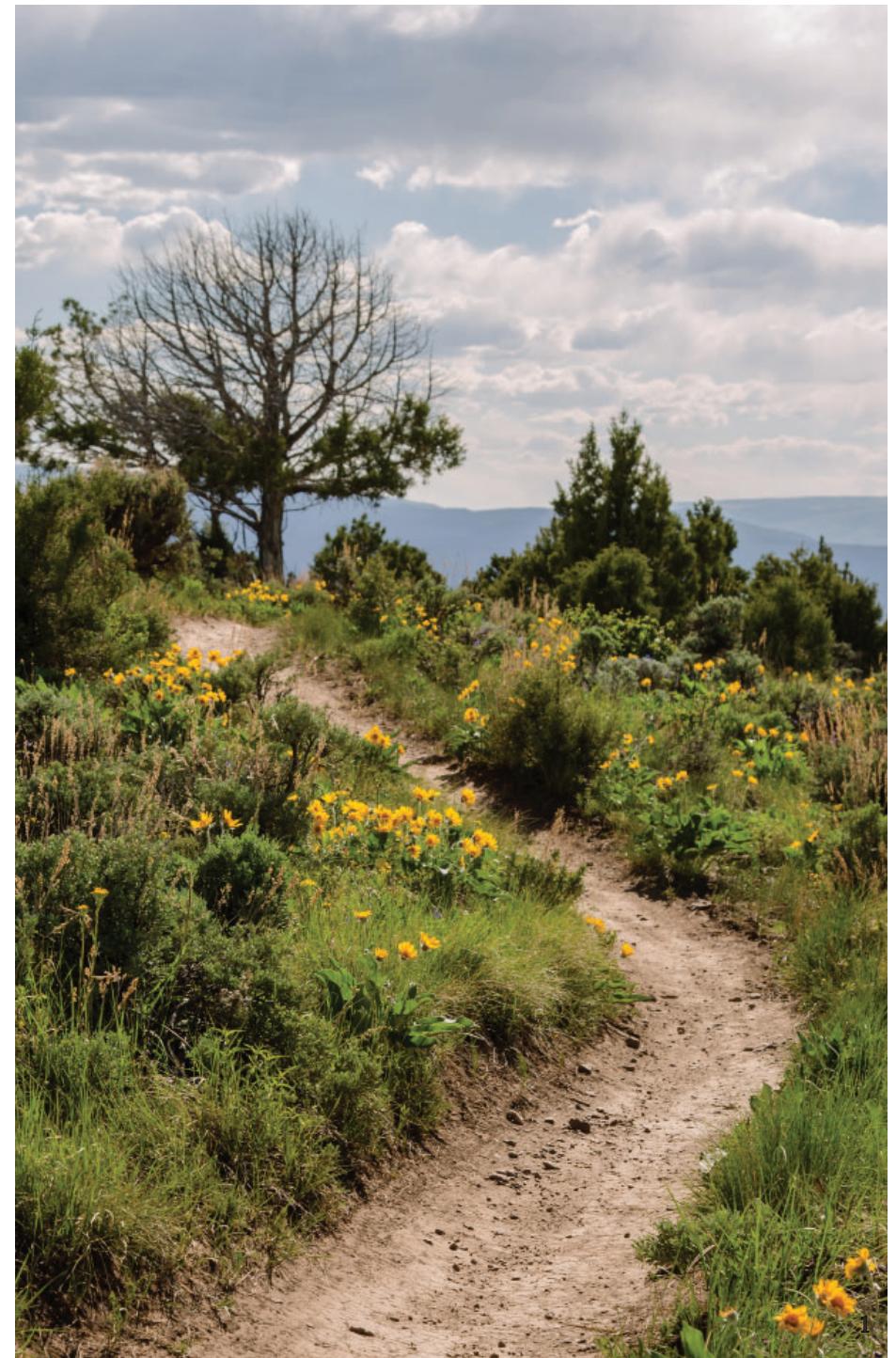
Zehren Associates

Pedro Campos

Jesse Gregg

TABLE OF CONTENTS

Area Map.....	2
Purpose.....	3
Introduction.....	3
Background.....	3
Regional Context.....	5
Site Analysis.....	6
Constraints and Parameters.....	7
Goals and Policy Topics.....	10
Future Land Use Map / Circulation Plan.....	14
Land Use Categories.....	15
Conceptual Design Direction.....	16
Implementation.....	19
Related Plans.....	21
Appendix.....	22



AREA MAP - EAST EAGLE

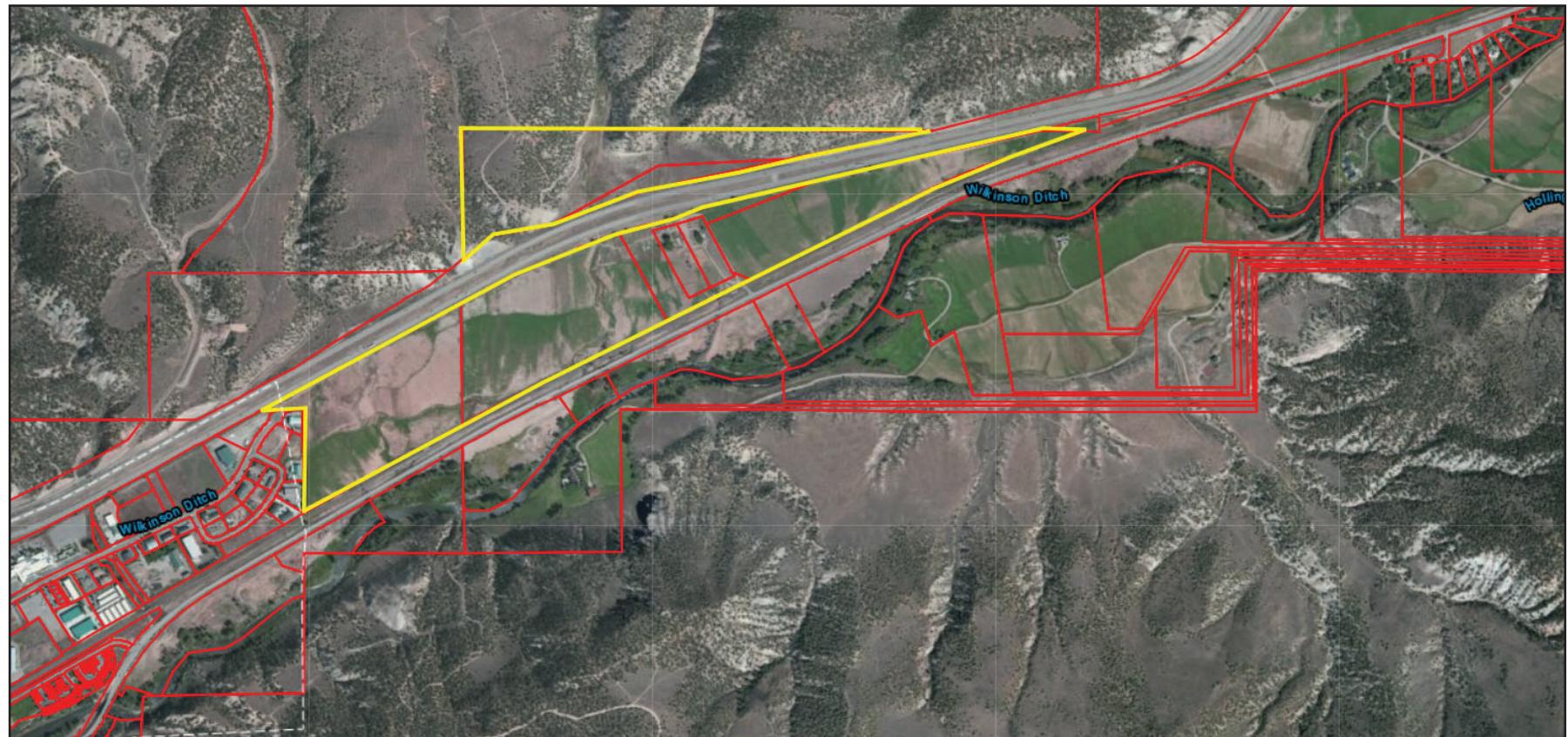
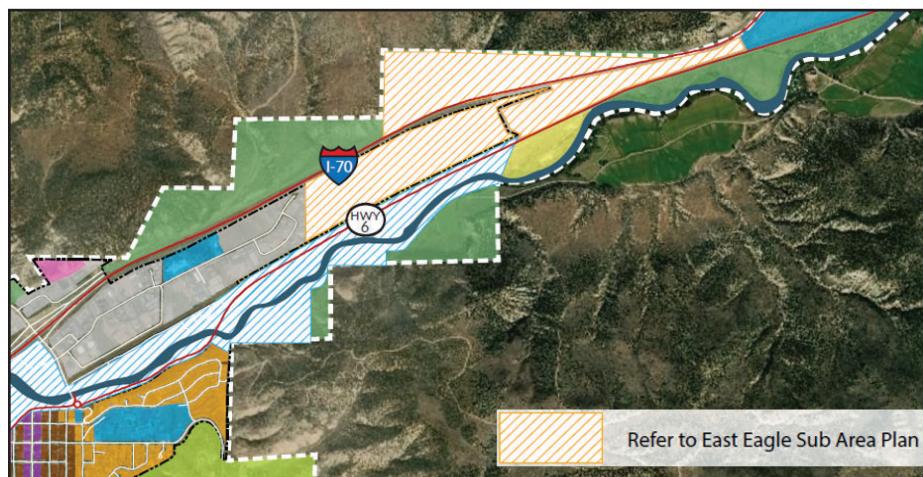


Image A: The 175-acres of the East Eagle planning area is outlined in yellow on this image from Eagle County geographic information system (GIS).

Purpose

The Town of Eagle adopted the 2020 Elevate Eagle Comprehensive Plan (Comprehensive Plan) on December 15, 2020, as a policy document to aid decisions on land use, development, public services, and economic development within the Town's boundary and Urban Growth Boundary. Within the Comprehensive Plan is the Future Land Use Map (FLUM) that provides future land uses within the Town of Eagle. Sections of the FLUM refer to subarea plans for future land use designations. The FLUM refers to this East Eagle Sub Area Plan for the future land use designations of this planning area, known as "East Eagle."

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



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

The East Eagle property is approximately 175 acres, located in the furthest northeast section of town. The planning area is east of the Chambers Avenue Commercial and Industrial Park, north of Highway 6. Areas north of Interstate 70 are also included in the East Eagle planning area.

Once developed, this property will provide a connection from the east end of Chambers Avenue to Highway 6, enhancing the connectivity to this part of town. Heavy commercial and light industrial development in Eagle has been limited to Chambers Avenue, Eby Creek Road and Market Street, with some light commercial along Highway 6 and in West Eagle. Interstate Commercial is currently limited to Eby Creek Road, Market Street, and the western end of Chambers Avenue. Eagle's downtown is Broadway Street, which connects to Grand Avenue (Highway 6). The East Eagle property is located roughly 1.25 miles from Broadway Street. Walking/running/biking connectivity exists through this property to the Town Center area via the Regional Trail.

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

Introduction

BACKGROUND

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

Land availability for auto-oriented commercial and industrial uses is limited within the Town. The Chambers Avenue area has few vacant lots remaining. East Eagle provides a large tract of land that can meet the community's future needs for heavier commercial and industrial development. I-70 and Highway 6 both provide locals with ingress and egress

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

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

Planned Unit Developments throughout the Town. From 2005 to 2010 the Town of Eagle's population increased by 2,200 people. From 2010 to 2019 Eagle's population increased by roughly another 500 people. While growth certainly slowed over the past 9-10 years, the demand for housing continues to increase and home prices continue to rise. Since 2014, Eagle has annexed an estimated additional 795 acres to the Town. Most of this land is slated for residential development and roughly 1,500 dwelling units are approved (but unbuilt) as of 2021.

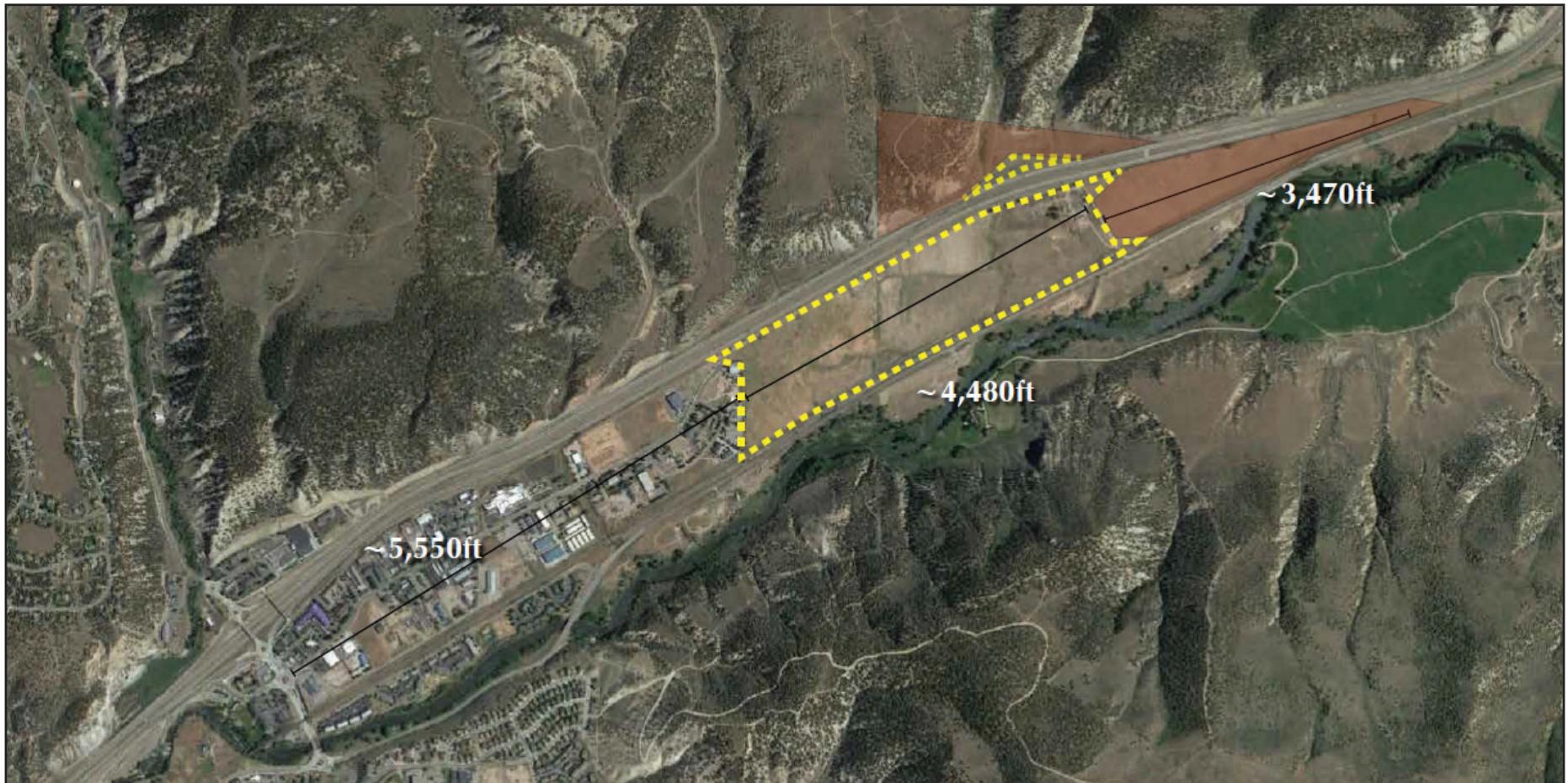


Image C: This Context Map provide the linear feet of different segments of Town including Chambers Avenue (5,550 feet) and the East Eagle area (7,950 feet).

REGIONAL CONTEXT

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

The Town of Eagle is within an hour's drive of world class ski resorts that draws in visitors from around the world. The Town of Eagle is surrounded by BLM land and natural attractions such as Sylvan Lake State Park, the White River National Forest and the mining town of Fulford. During the summer, visitors come to the area for access to camping, hiking, mountain biking, fly fishing, rafting, river surfing, etc.

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



SITE ANALYSIS

Size

The length of East Eagle along I-70 is greater than the length of Chambers Avenue, as depicted in the Context map (Image C, page 4). East Eagle is approximately 7,800 linear feet while Chambers Avenue is 5,550 linear feet. In terms of depth, the distance from the property boundary abutting I-70 to the north and the southern boundary line ranges from

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

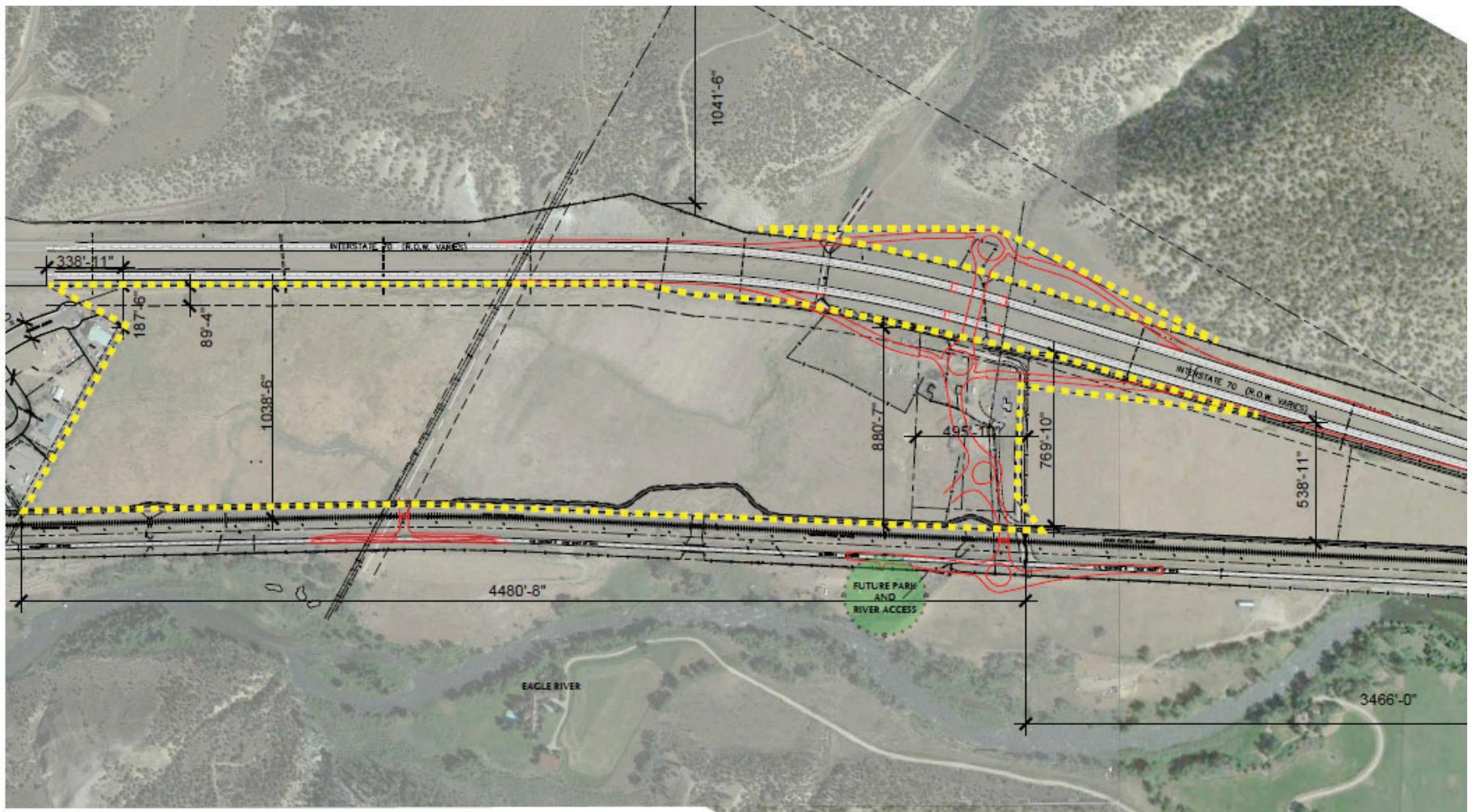


Image D: Site Overlay with Dimensions and Aerial 1:200.

Surrounding Properties

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

CONSTRAINTS AND PARAMETERS

Though the sub area plan focuses on the area identified as East Eagle, this plan accounts for the regional context and its potential impacts on the development of East Eagle. There is recognition that the Town of Eagle has limited options for expansion, especially expansion and/or annexation of land for commercial and industrial uses. The Bureau of Land Management (BLM) owns land surrounding the Town in every direction, limiting future expansion. BLM land is depicted in pale yellow in Image E.

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

- Utility Easement
- Railroad Crossing
- Highway 6 Access Permits
- Drainage
- Future I-70 Interchange
- Regional Trail (ECO Trail)

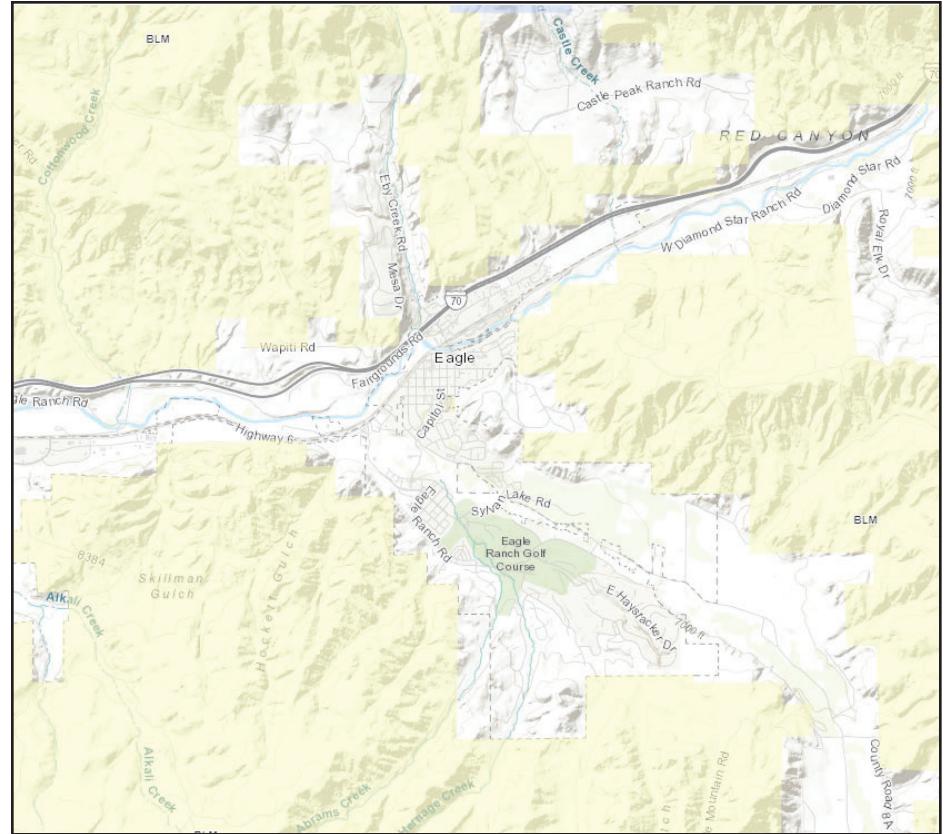


Image E: The pale yellow overlay depicts land owned by the Bureau of Land Management (BLM). Image from Eagle County GIS.

- Visibility from I-70
- Topography
- Market Influences
- Wildlife
- Water Resources

Utility Easement

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

powerline is shown in Image D on page 6.

Railroad Crossing

While presently inactive, there has been community effort to revive the Tennessee Pass rail line for freight and/or passenger use. The rail line stretches from Eagle to Cañon City. If the rail line becomes operational, the community may want to consider a location for a future transit center for the loading and unloading of freight and passengers.

Highway 6 Access Permits

Access permits allowing entrance onto the property from Highway 6 have already been issued by the Colorado Department of Transportation (CDOT). There are two points of access from Highway 6 that are depicted in the Site Overlay with Dimensions and Aerial (Image D, page 6). Not shown on the Site Overlay is another access permit located to east end of the property that may impact the location of a third entrance off Highway 6. The existing CDOT Access Permits can be accessed through this [LINK](#).

Drainage

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

Future I-70 Interchange

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

Regional Trail

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

Visibility from I-70

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

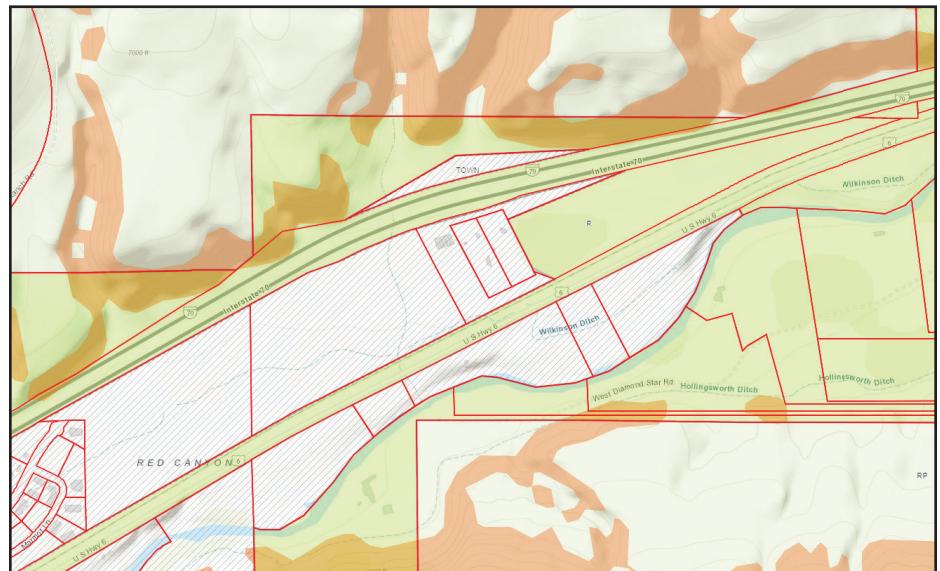


Image F. The pale red overlay depicts where there are slopes greater than or equal to 30%. Image from Eagle County GIS.

Topography

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

Market Influences

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

Wildlife

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

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

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

Wildlife utilize the underpass at mile markers 147 and 150. The community recognizes that development of East Eagle will disrupt wildlife movement through the property, however efforts can be made to minimize any negative impacts. The EESAP incorporates wildlife friendly goals and policies to mitigate adverse impacts to wildlife throughout several stages of development.

Water Resources

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

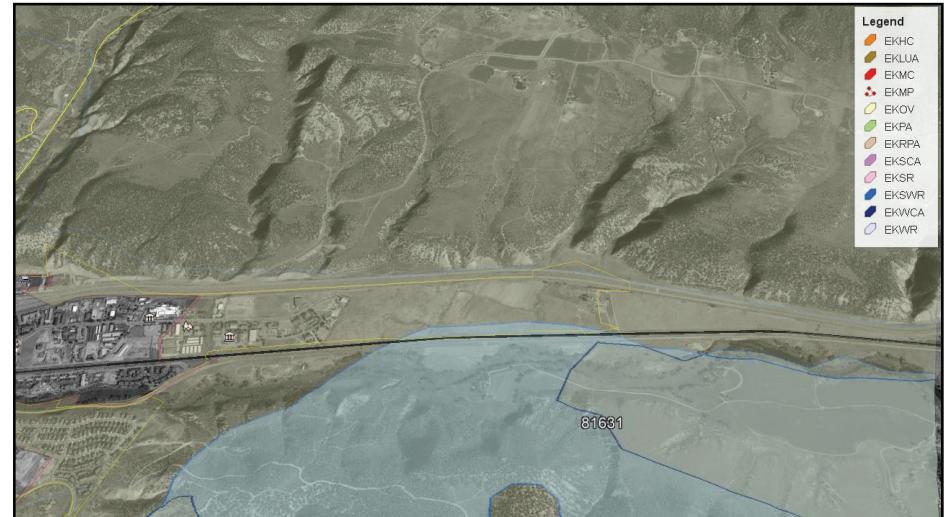


Image G: The graphic shows the Elk winter range overlay.

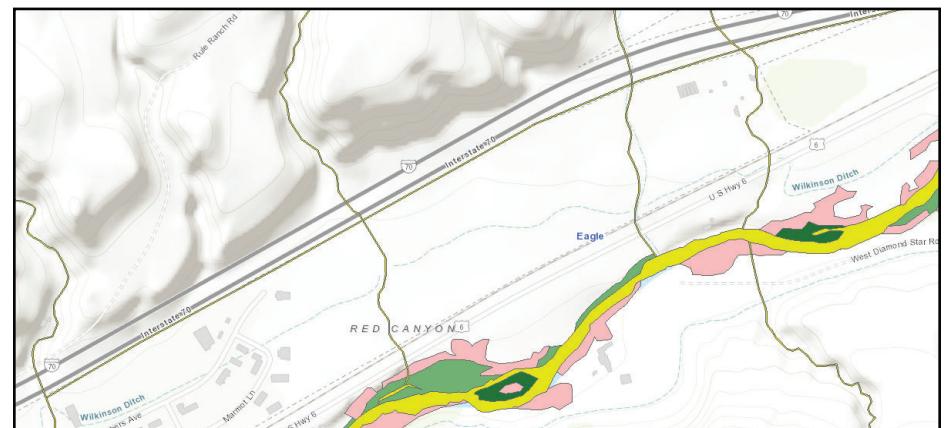


Image H: Colorado Wetland Inventory depicts water resources in East Eagle, including the three streams feeding into the Eagle River. Sensitive wetlands are south of East Eagle along Eagle River.

Goals and Policy Topics

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

DEVELOPMENT

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

Policy 1.1. Land use areas shown on the Future Land Use Map (FLUM) (see page 14) may be slightly enlarged or reduced if it is deemed by the Town that such modification is otherwise in conformance with the goals and policies of the EESAP and the Comprehensive Plan.

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

Policy 1.3. Major streets and intersections shown on the FLUM are intended to be flexible in terms of location.

Policy 1.4. Flexible interpretation of the boundaries of each land use 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 policies contained in EESAP.

TRANSPORTATION

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

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

Policy 2.2. Final determination of street locations should take into account best practices for circulation in an auto-intensive commercial area.

Policy 2.3. Streets that access commercial and industrial properties should be wide enough to accommodate large semi-trucks.

Policy 2.4. Commercial lots should accommodate onsite deliveries and large semi-trucks and trailers without impacting public rights-of-way.

Policy 2.5. New development should include elements that address current and future public transportation such as buses, multi-use trails, and trains/rail.

Policy 2.6. Where feasible, the EESAP area should include a frontage road along I-70.

Policy 2.7. Encourage connection from Chambers Avenue to Highway 6 in the early phases of development prior to adding uses to the extension of Chambers.

Policy 2.8. To the greatest extent practicable, new development should provide convenient multi-modal linkage to the local and regional trail system.

COMPATIBILITY

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

- Policy 3.1. Promote commercial development that fits the desired character of the community and focuses on businesses that rely primarily on vehicular rather than pedestrian access.
- Policy 3.2. Pedestrian amenities should focus on utilizing the ECO Trail and access to Broadway Street rather than creating a walkable shopping area within the EESAP.
- Policy 3.3. The EESAP area should provide lots that can accommodate mid-size to large-size services and retailers.
- Policy 3.4. Landscaping should be utilized to reduce large areas of asphalt with a naturalistic element, as a buffer between incompatible uses, and to create more attractive streetscapes between I-70 and other roads or developments.
- Policy 3.5. Avoid developments that create the downtown feel (e.g. zero lot line allowance from the front yard).

OUTDOOR LIFESTYLE

- 4) Goal: The EESAP area shall contribute to the Town's outdoor/active lifestyle by encouraging recreation and tourism-based opportunities.
 - Policy 4.1. Larger scale commercial recreation uses and businesses should be encouraged.
 - Policy 4.2. Development should be planned to provide easy access to the ECO path and a thoroughfare to the river.
 - Policy 4.3. Development should provide opportunities for recreational amenities to support local businesses, employees, residents, and visitors.
 - Policy 4.4. Encourage new development to provide adequate parks, trails, other recreational facilities, and connections to pedestrian/bicycle-oriented amenities such as the River Access and Park proposed for the Red Mountain Ranch Development.

WILDLIFE

- 5) Goal: Protect and preserve wildlife habitat, movement corridors, and other sensitive lands.
 - Policy 5.1. Remove unnecessary fencing, minimize the use of fencing where possible, and if fencing is necessary, encourage the use of wild life-friendly fencing according to Colorado Parks and Wildlife standards.
 - Policy 5.2. Vegetation screening should be used to buffer the wildlife movement corridor from future development.
 - Policy 5.3. The wildlife movement corridor should be of sufficient width to effectively funnel wildlife movement through existing wildlife under passes.
 - Policy 5.4. Cluster development where possible to preserve open space for wildlife movement.
 - Policy 5.5. New development should be phased to limit disturbance.
 - Policy 5.6. Encourage and support wildlife mitigation plans approved by Colorado Parks and Wildlife.
 - Policy 5.7. Locate parks to take advantage of wildlife areas.
 - Policy 5.8. Traffic calming measures should be considered to reduce driver/wildlife encounters and traffic casualties.
 - Policy 5.9. Encourage the incorporation of bear proof trash cans and domestic predator controls with future development.

SUSTAINABILITY

6) Goal: New development in the EESAP area supports environmental and sustainability efforts.

Policy 6.1. Tree species should be native, drought-resistant, and consistent with the Town's alpine and high desert landscape.

Policy 6.2. Xeriscaping is highly encouraged.

Policy 6.3. Future development should pay special attention to, and avoid, development hazards such as steep slopes and drainages.

Policy 6.4. Encourage green building techniques including but not limited to LEED certifications, the installation of solar panels and other renewable energy solutions.

Policy 6.5 Utilize non-potable systems for irrigation where possible.

COMMERCIAL OPPORTUNITIES

7) Goal: Provide opportunities for the expansion of commercial and light industrial uses.

Policy 7.1. Accessory on-site employee housing is encouraged throughout the planning area to support business opportunities.

Policy 7.2. Avoid "strip" commercial development along Highway 6. Use clusters of compact development set back from the highway where practicable.

PARKING

8) Goal: The EESAP area will include adequate parking areas located and buffered to avoid visual blights as seen from I-70 and Highway 6.

Policy 8.1. Portions of parking lots should be encouraged to be located to the rear of buildings with buildings situated closer to the street frontage. Look for opportunities for consolidated parking lots with shared parking and internal connections within parking lots.

Policy 8.2. Parking lots should provide sufficient landscaping for shade coverage.

Policy 8.3. Developments that provide employee housing units shall provide on-site parking and shall avoid dependence on on-street parking for employees and guests.

CHARACTER AND IDENTITY

9) Goal: Enhance the community's identity and quality of life by promoting the Town's visual character.

Policy 9.1. New development should support design elements that reflect the western slope mountain town appearance (historic mountain west/mountain modern)

Policy 9.2. Discourage proposals that include architectural styles inconsistent with that of Colorado's Western Slope mountain towns and high

desert.

- Policy 9.3. Strongly encourage new development to include native, drought-resistant landscaping species and/or xeriscaping.
- Policy 9.4. The EESAP area shall provide open spaces that benefit trail users, wildlife, and provide quality visual buffers adjacent to development.

EASTERN GATEWAY

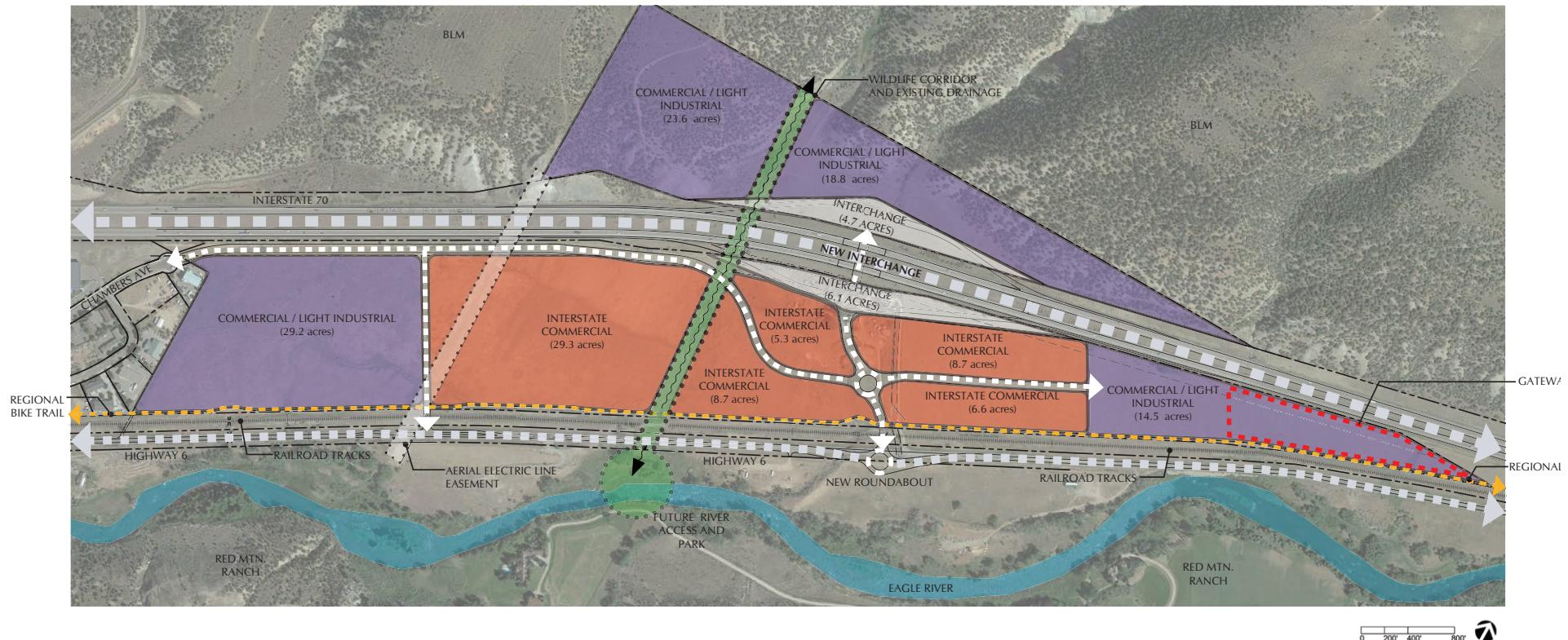
10) Goal: Create a quality, welcoming Eastern Gateway that reflects the image of the Town.

- Policy 10.1. Enhance the Eastern Gateway through landscaping, streetscape character, and design aesthetics.
- Policy 10.2. The gateway design elements should integrate features associated with the Colorado's Western Slope Mountains/high desert and may include items that reflect active outdoor recreation.
- Policy 10.3. The area between the frontage road and I-70 should include landscape buffers to support the aesthetics of the area.
- Policy 10.4. If frontage road is not feasible or appropriate, landscaping or buffering should be integrated so that the rear of the building is screened from I-70. Colorado Department of Transportation requirements should not impede the goal of screening.
- Policy 10.5. Locate entryway features at the future I-70 interchange and at the EESAP land furthest east between I-70 and Highway 6.
- Policy 10.6. Ensure that the rear of buildings are not the dominant features for development abutting and as seen from I-70.
- Policy 10.7. Ensure that development located on the eastern edge of East Eagle between I-70 and Highway 6 is appropriately spaced to blend with agricultural and County Resource zoning. Uses in this area should transition from low impact uses to the furthest east to gradually higher impact uses as the development moves west towards the I-70 interchange.

Future Land Use Map / Circulation Plan

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

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



LAND USE CATEGORIES

COMMERCIAL/LIGHT INDUSTRIAL

This area will include uses common to those that exist in the Chambers Avenue area but with larger lots that are more accessible to delivery trucks. Such uses include those typically seen in light industrial areas such as manufacturing, assembly, storage, distribution, repair, service, contractor's yards, outdoor retail, and kennels, AND commercial/retail uses typically not found on Broadway Street such as restaurants with drive up windows, grocery stores, gas stations, service establishments, storage facilities, and recreation establishments. Residential uses are limited and will mainly include accessory employee units.

INTERSTATE COMMERCIAL

This area should take advantage of the vehicular traffic present at interstate interchanges and provide the Town's citizens with alternatives to driving out of town for goods and service. This area shall primarily include lodging, regional retail, large-format restaurant, convenience stores/gas stations, and may include other service and recreation establishments. Because this will also be the eastern gateway to the Town of Eagle, uses should reflect the character of the Town's active/outdoor branding in addition to maintaining high quality design elements. Residential uses are limited and will mainly include accessory employee units.

Conceptual Design Direction

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

ARCHITECTURAL DESIGN

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



Examples of the Historic Mountain West architectural style.



Examples of the Mountain Modern architectural style.



LANDSCAPING

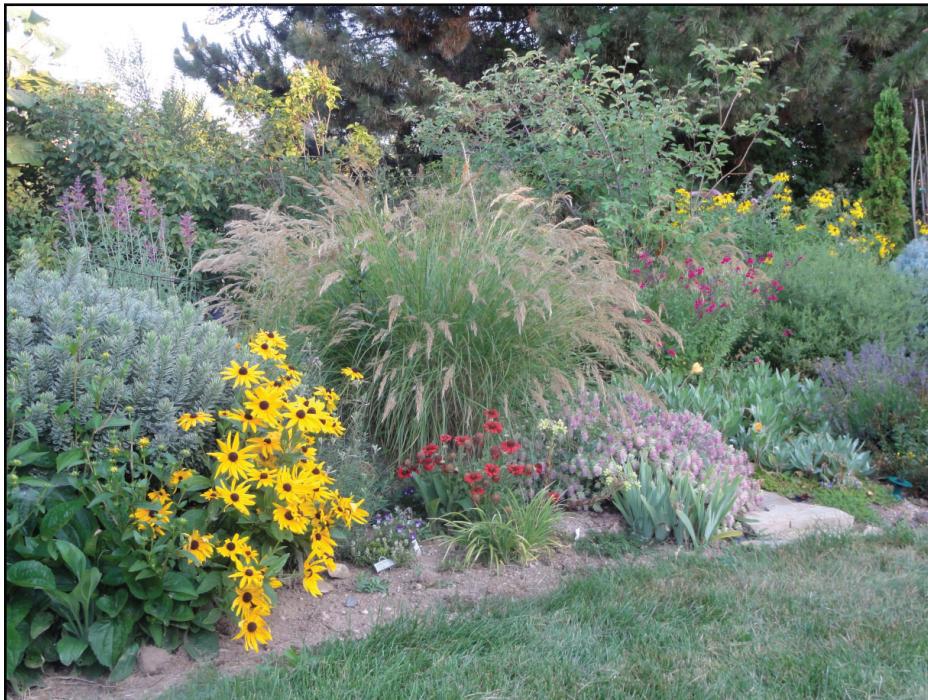
Landscaping serves as a critical element of the EESAP. Landscape buffers should be used to visually screen commercial and industrial buildings from drivers on the highway. Massing in landscaping will be used to provide visual appeal through a variety of plant material.

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

WATER-WISE/XERISCAPE LANDSCAPING



All photographs of xeriscape gardens were provided by Plant Select (plantselect.org).



The image below shows *Achnatherum calamagrostis* (common name UNDAUNTED Alpine Plum Grass). Photo by Scott Skogerboe.



The image below shows a *Penstemon rostratus* Bridges. Photo by D. Winger Smaller.

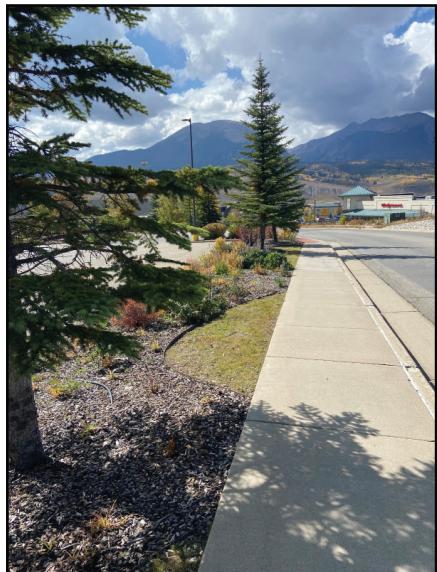


STREETSCAPE CHARACTER

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



Examples of high alpine streetscapes.



EASTERN GATEWAY

Direction from this portion of the plan came directly from the public through public meetings and surveys and from guidance in the Eastern Gateway Character Area is defined in the Elevate Eagle Comprehensive Plan. A strong landscape buffer should be incorporated along I-70 and at the planned eastern interchange in order to screen commercial and industrial uses, reduce noise impact of the interstate and provide a visually appealing eastern gateway to visitors and residents.



The image above shows an example of a strong landscape buffer to screen the commercial use.

Implementation

Action Items

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

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

12	Inform future residences and businesses about cohabitating with wildlife.	ST	Town, Residents, Developer, Businesses, CPW
13	Conduct feasibility study of the Town's ability to provide water and wastewater services to the far eastern and northern areas within East Eagle.	ST, MT	Town (Public Works)
14	Create standards as part of the development code update to increase the quality of storm water runoff from development sites. The standards should utilize solutions such as rain gardens, bioswales, and naturalistic basins.	ST	Town (Community Development/Public Works)
Key: ST = Short Term (1-5 years) MT = Mid Term (5-10 years) LT = Long Term (10-20 years)		Town = Town of Eagle CPW = Colorado Parks & Wildlife CDOT = Colorado Department of Transportation	

RELATED PLANS

The 2020 Elevate Eagle Comprehensive Plan and the 2018 Eagle County Housing Study are long range planning documents used to assist the development of the EESAP. The planning area may be affected by policies in other long-range planning efforts that are ongoing. All adopted long-range planning projects can be accessed on the Town of Eagle website and through this [LINK](#).

2020 Elevate Eagle Comprehensive Plan

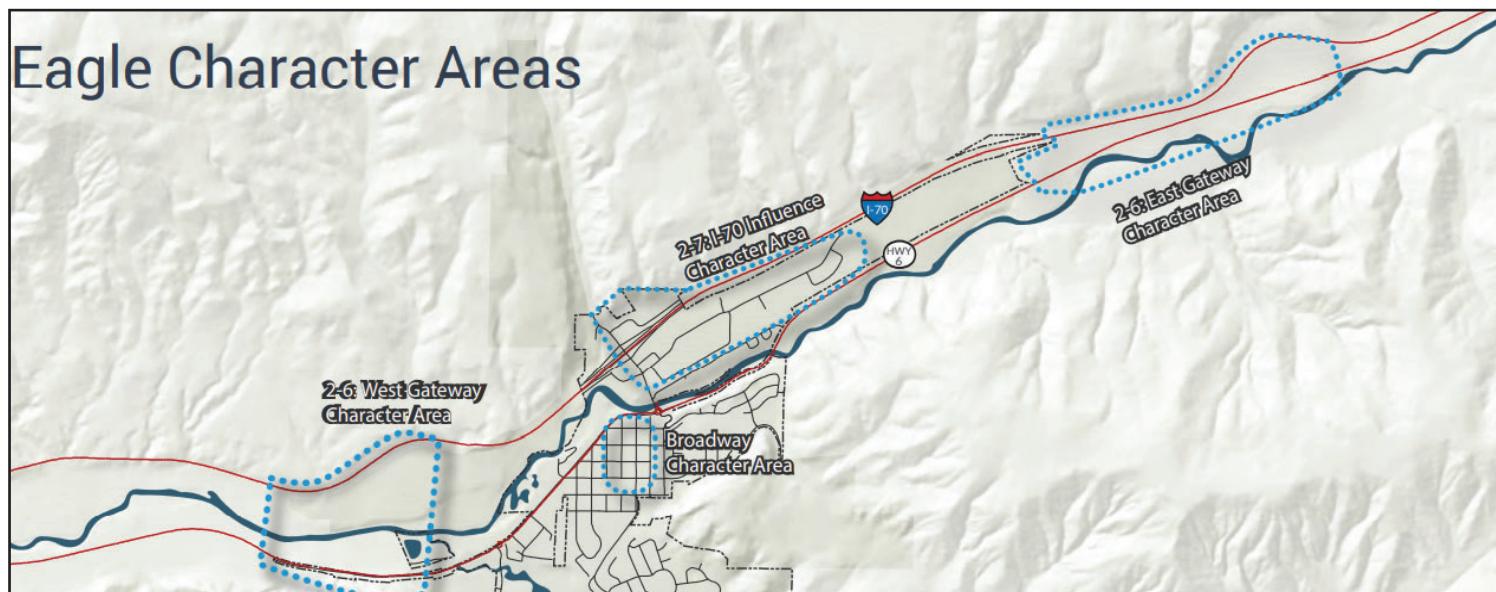
The 2020 Elevate Eagle Comprehensive Plan (Comprehensive Plan) is the primary document used by the Town of Eagle to guide future growth and development. The Comprehensive Plan identifies Character Areas in Eagle to provide guidance to specific tracts of land. A portion of the East Gateway Character Area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

visible land.

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

2018 Eagle County Housing Study

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



APPENDIX

- A PUBLIC ENGAGEMENT OVERVIEW
- B PUBLIC SURVEY AND RESULTS
- C HOUSING SNAPSHOT (2021)
- D ZEHREN AND ASSOCIATES PACKET
- E PLAN GRAPHICS



APPENDIX A - Public Outreach

Public Outreach

Summary

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

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

Challenges

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

Public Meetings

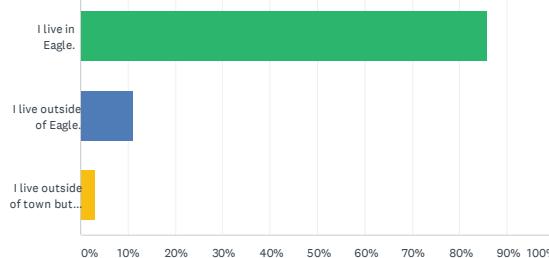
Public Open House	March 31st
Planning Commission	May 4th
Town Council	June 1st
Town Council	June 8th
Planning Commission	June 15th
Town Council	July 13th
Town Council & Planning Commission Joint Work Session	September 7th
Planning Commission Adoption Hearing	October 19th
Town Council Ratification Hearing	October 26th

APPENDIX B - Public Survey and Results

Public input was also solicited through live Zoom polling during a Planning Commission work session on DATE and through a survey made available from May 7th - May 21st. The questions in the Zoom poll and survey were substantially the same. The combined results can be found on the following pages.

Q1 Do you live in Eagle?

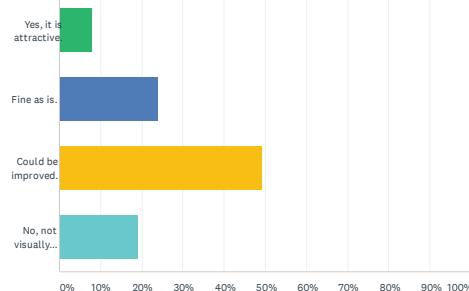
Answered: 63 Skipped: 3



ANSWER CHOICES	RESPONSES
I live in Eagle.	85.71% 54
I live outside of Eagle.	11.11% 7
I live outside of town but would like to move to Eagle in the future.	3.17% 2
TOTAL	63

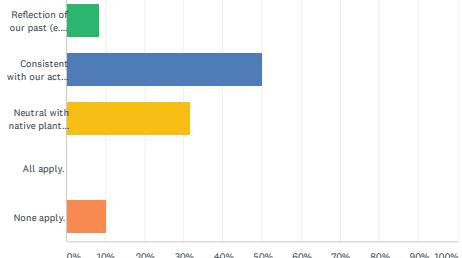
Q2 Are you happy with the appearance of Town driving west on I-70?

Answered: 63 Skipped: 3



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

Answered: 60 Skipped: 6

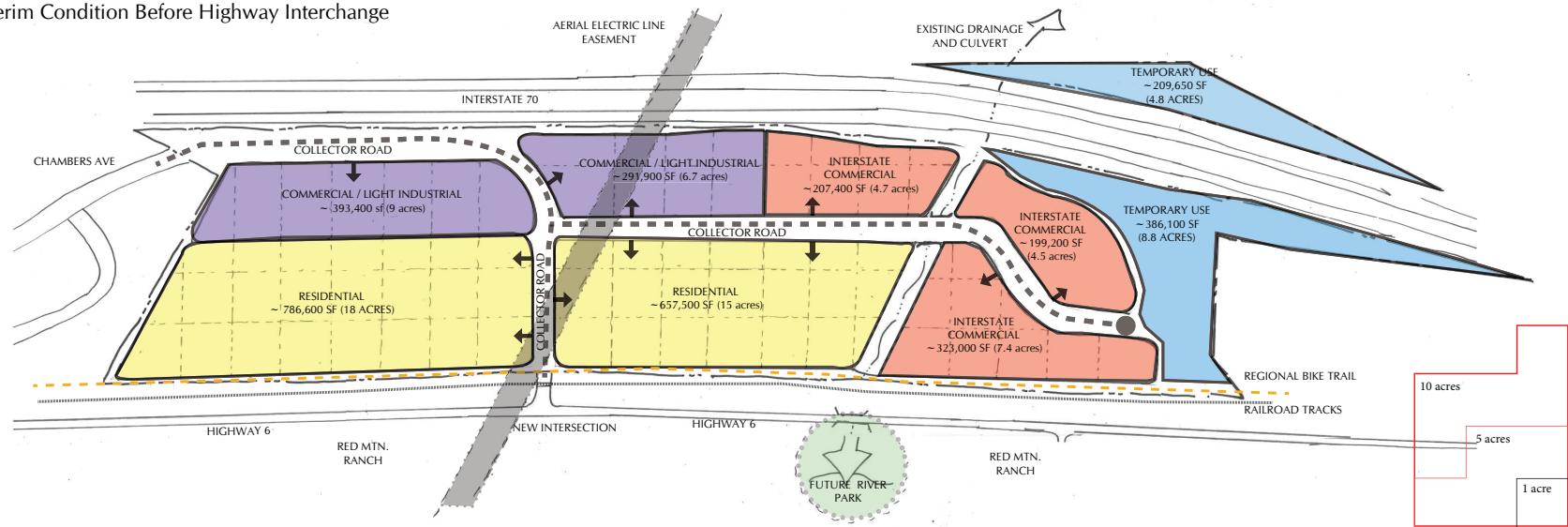


ANSWER CHOICES	RESPONSES
Reflection of our past (e.g. mining, agriculture).	8.33% 5
Consistent with our active outdoor brand/lifestyle.	50.00% 30
Neutral with native plant landscaping.	31.67% 19
All apply.	0.00% 0
None apply.	10.00% 6
TOTAL	60

APPENDIX B - Public Survey and Results

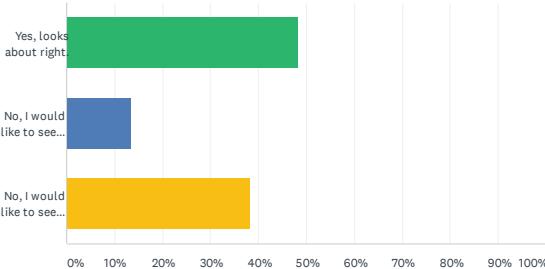
Conceptual Land Use Diagram

Preferred Concept Interim Condition Before Highway Interchange



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

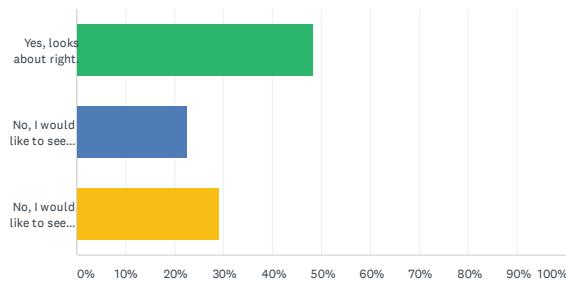
Answered: 60 Skipped: 6



ANSWER CHOICES	RESPONSES
Yes, looks about right.	48.33% 29
No, I would like to see MORE Interstate Commercial.	13.33% 8
No, I would like to see LESS Interstate Commercial.	38.33% 23
TOTAL	60

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

Answered: 62 Skipped: 4

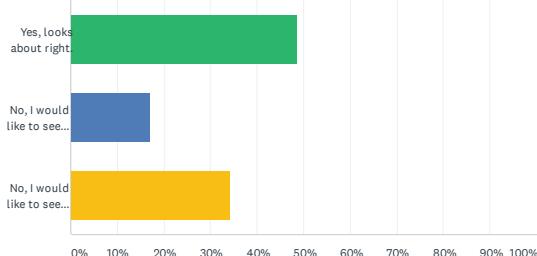


ANSWER CHOICES	RESPONSES
Yes, looks about right.	48.39% 30
No, I would like to see MORE Commercial/Light Industrial.	22.58% 14
No, I would like to see LESS Commercial/Light Industrial.	29.03% 18
TOTAL	62

APPENDIX B - Public Survey and Results

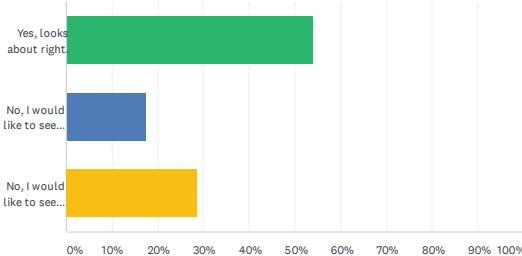
Q6 Does the diagram show the right amount of Residential?

Answered: 64 Skipped: 2



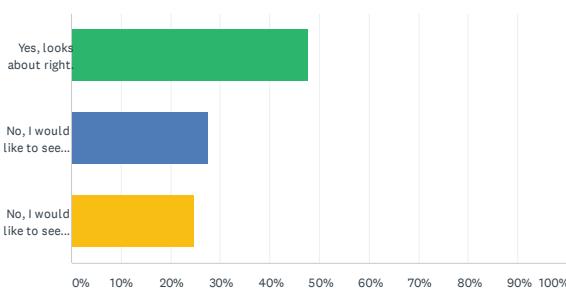
Q8 Should multi-family be allowed in the Commercial/Light Industrial land use (current description allows up to 10% for multi-family)?

Answered: 63 Skipped: 3



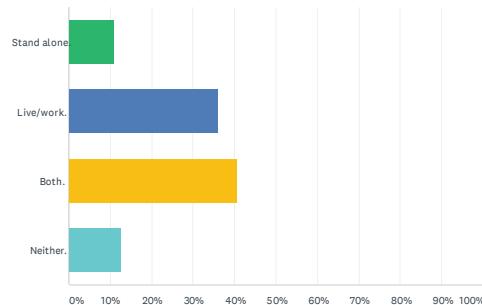
Q7 Is the proposed density in the Residential land use (minimum 10 Dwelling Units/acre) appropriate?

Answered: 65 Skipped: 1



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

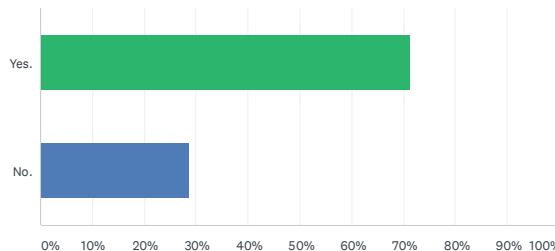
Answered: 64 Skipped: 2



APPENDIX B - Public Survey and Results

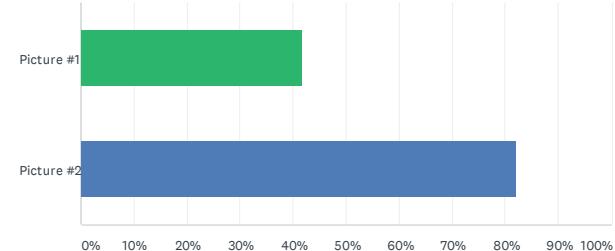
Q10 Should projects with secondary residential uses be allowed in the Interstate Commercial land use (e.g. condos above a big box)?

Answered: 63 Skipped: 3



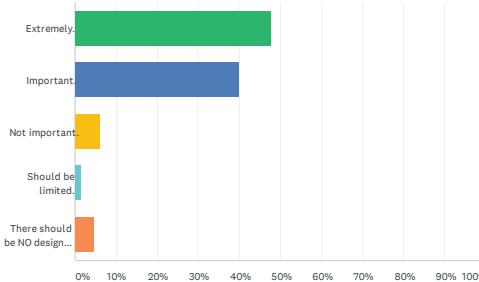
Q12 Should the commercial areas look like picture #1 or #2? Or both (you may choose both)?

Answered: 62 Skipped: 4



Q11 How important are design standards for this area?

Answered: 65 Skipped: 1



Picture #1

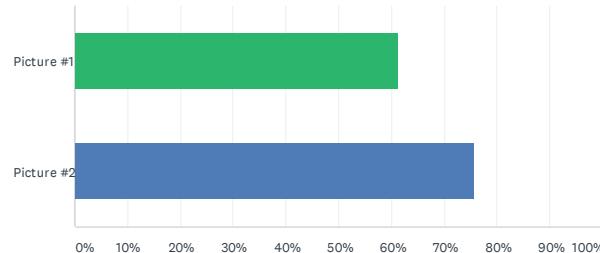


Picture #2

APPENDIX B - Public Survey and Results

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

Answered: 62 Skipped: 4



ANSWER CHOICES	RESPONSES
Picture #1	61.29%
Picture #2	75.81%
Total Respondents: 62	



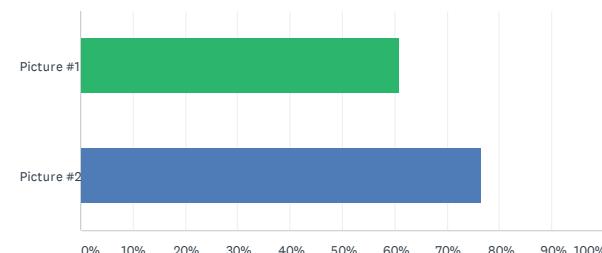
Picture #1



Picture #2

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

Answered: 64 Skipped: 2



ANSWER CHOICES	RESPONSES
Picture #1	60.94%
Picture #2	76.56%
Total Respondents: 64	



Picture #1

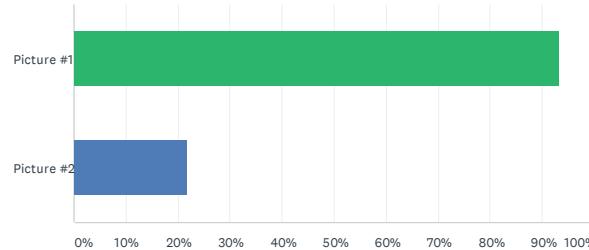


Picture #2

APPENDIX B - Public Survey and Results

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

Answered: 60 Skipped: 6



ANSWER CHOICES	RESPONSES
Picture #1	93.33%
Picture #2	21.67%
Total Respondents: 60	



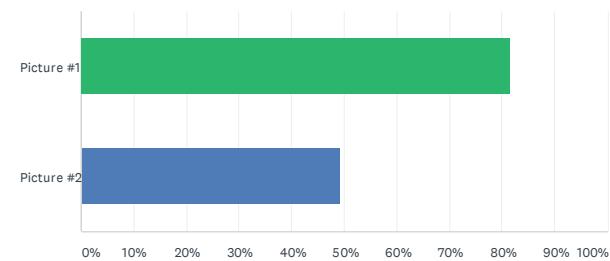
Picture #1



Picture #2

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

Answered: 65 Skipped: 1



ANSWER CHOICES	RESPONSES
Picture #1	81.54%
Picture #2	49.23%
Total Respondents: 65	



Picture #1

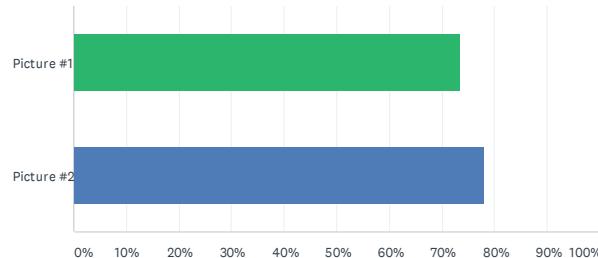


Picture #2

APPENDIX B - Public Survey and Results

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

Answered: 64 Skipped: 2



ANSWER CHOICES	RESPONSES
Picture #1	73.44%
Picture #2	78.13%
Total Respondents: 64	



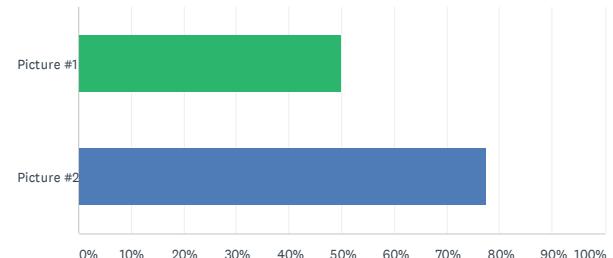
Picture #1



Picture #2

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

Answered: 62 Skipped: 4



ANSWER CHOICES	RESPONSES
Picture #1	50.00%
Picture #2	77.42%
Total Respondents: 62	



Picture #1

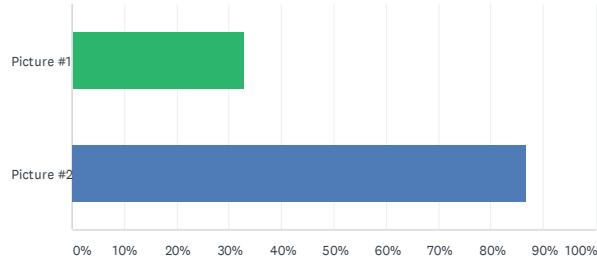


Picture #2

APPENDIX B - Public Survey and Results

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

Answered: 61 Skipped: 5



ANSWER CHOICES	RESPONSES
Picture #1	32.79%
Picture #2	86.89%
Total Respondents: 61	



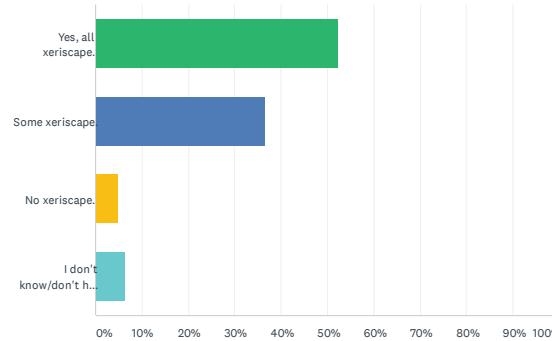
Picture #1



Picture #2

Q20 Should xeriscape be a required element for this area?

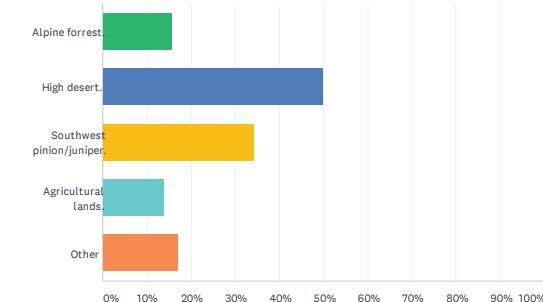
Answered: 63 Skipped: 3



ANSWER CHOICES	RESPONSES
Yes, all xeriscape.	52.38%
Some xeriscape.	36.51%
No xeriscape.	4.76%
I don't know/don't have an opinion.	6.35%
TOTAL	63

Q21 Which landscape type best reflects the greater Eagle area?

Answered: 64 Skipped: 2

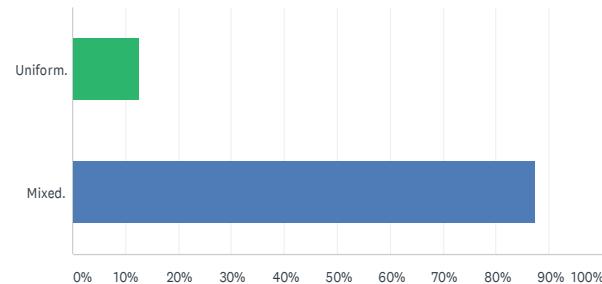


ANSWER CHOICES	RESPONSES
Alpine forest.	15.63%
High desert.	50.00%
Southwest pinion/juniper.	34.38%
Agricultural lands.	14.06%
Other	17.19%
Total Respondents: 64	

APPENDIX B - Public Survey and Results

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

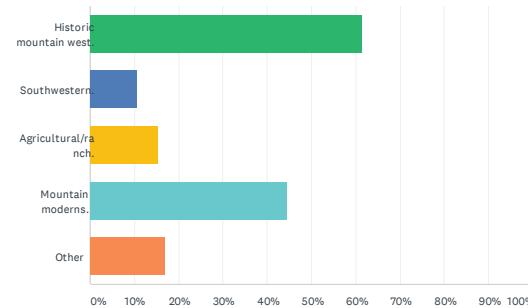
Answered: 64 Skipped: 2



ANSWER CHOICES	RESPONSES
Uniform.	12.50%
Mixed.	87.50%
TOTAL	64

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

Answered: 65 Skipped: 1



ANSWER CHOICES	RESPONSES
Historic mountain west.	40
Southwestern.	7
Agricultural/ranch.	10
Mountain moderns.	29
Other	11
Total Respondents: 65	

APPENDIX B - Public Outreach

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

- The I-70 interchange should be included in the Conceptual Land Use Diagram.
- Temporary land uses should not be considered in the EESAP.
- Commercial recreation should be a component of the plan and incorporated in the commercial land use categories.
- Would like to know the appropriate width for the wildlife movement corridor. Staff should consult with CPW and/or the Round Table.
- Avoid developments like east Avon and West Glenwood (not ideal entries to the communities or walkable).
- I would like to see residences for a variety of incomes. It would benefit the town to have some homes restricted to county residents and incentives to help families become homeowners (not investors renting out).
- The town of Eagle is the oldest in the Vail Valley and should reflect that history with its architecture. All of Eagle is a bit disjointed. This development will be one of the first things visitors will see. Let's make sure that it is a good introduction to our beautiful historic town. I would also like to see an In N Out and a Trader Joe's ;D (No Chilis or Applebees :|).
- This area needs to reflect our Town and not just be the back side of a bunch of big boxes, it should accommodate work and live walking districts that tie in the residential. It should have highway access and be coordinated with design standards.
- Great survey. Bring more housing into Eagle to support our growing communities and help our businesses hire and retain a workforce. Mandate deed restriction units on developers to help build more affordable housing down the line. Without it, the housing units will become non-attainable in 10+ yrs for our workforce again. Aspen did a great job years ago creating these housing units and it's a driving factor for the vibrancy of their core downtown. Well done!

- Connecting the heart of the river to the soul of our valley should serve as a lead into future developments. What do the majority of residents or business owners approve of in their own neighborhoods? Can we make commercial areas more attractive with landscape, walking paths, dog parks and other amenities? Look at Stapleton and other areas that blend commercial and residential together well...it's a great vibe! Thanks for the survey!
- Developing all of east Eagle just helps the specialness of this town disappear.
- I really like what they have down with Willits in Basalt.
- As a local business and property owner please keep in mind the cost to business when imposing restrictions and changes. Small business are what pays for our government to operate!
- If there isn't room for yards within the residential area, there should be access to dog parks or areas. Also, please build units with 3 bedroom options. 2 bedrooms are not big enough for families. Also, they need to be affordable and available to only Eagle county residents or those who work exclusively in Eagle. Because, to be honest, anything over \$350K is NOT remotely affordable. These should NOT be second homes for rich people. We've been renting here for almost 2 years, and are still unable to buy anything because everything is too expensive. We would really like to stay, but we might have to move to Grand Junction to find anything remotely in our price range.
- If there's more residential development in this town, there needs to be another grocery store and post office at a minimum. Prefer not much more residential development due to current crowded essentials. But will def need another access to I-70, especially for those living in the south eastern part of town.
- I don't want to input additional restrictions on property owners. Part of what makes Eagle Eagle is that we are not Vail, Beaver Creek, or Breckenridge with design standards. We can be ourselves. If HOAs want to have design standards that's fine, but the Town shouldn't have them too. Don't add more regulations.
- This area should not have stand alone residential zones and only allow a slight increase in density to continue what was established

APPENDIX B - Public Outreach

on chambers already limited to employee and live work type multi family. To do otherwise is unjustified and changes the informed and careful direction of long range planning of the last 40 years for the Town.

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

APPENDIX C - Housing Snapshot (2021)

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

Breakdown By Housing Type

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

*Information based on TOE utility billing

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

Breakdown By Development

DEVELOPMENT	# OF UNITS	UNIT TYPE
Reserve at Hockett Gulch	500	High-density MF
Haymeadow	837	344 MF; 493 SF/Duplexes
** Red Mountain Ranch	153	Varies
410 Broadway	9	Mixed-use
106 Broadway	20	Mixed-use
Broadway Station	22	Mixed-use
Talon Flats	20	Mixed-use

EAGLE COUNTY HOUSING AUTHORITY DATA



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

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

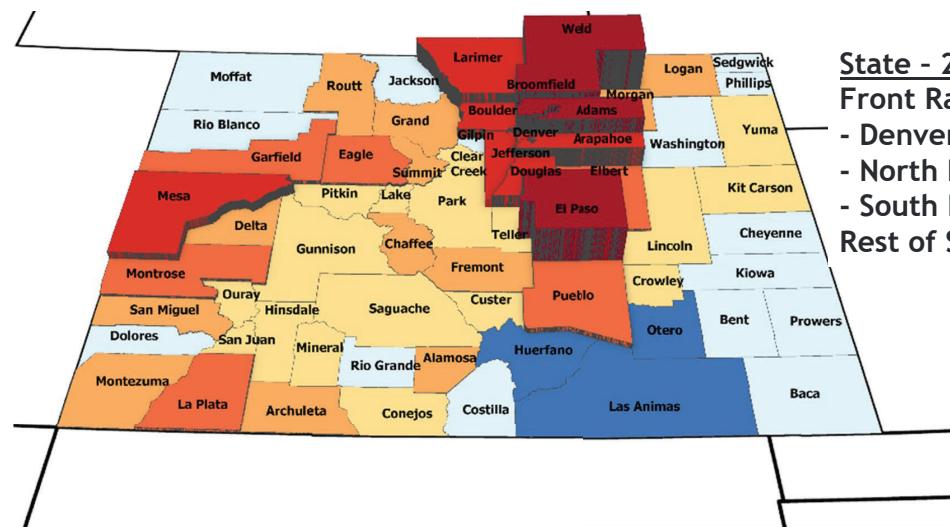


January 2019 Regional Workforce Housing Report ([LINK](#))

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

** Red Mountain Ranch – Densities Per Planning Area (Dwelling Unit/Acre)	
Planning Area 1	2.8
Planning Area 2	2
Planning Area 3	0.4
Planning Area 4	3.2
Planning Area 5	1.05
Planning Area 6	1.25

APPENDIX C - Housing Snapshot (2021)

*Population Forecast 2050**7.9 million**Projected Population Change
2020 - 2050*

Population Change

Blue	< -1,000
Light Blue	-1,000 to 0
Yellow	1 to 5,000
Orange	5,001 to 20,000
Red	20,001 to 50,000
Dark Red	50,001 to 200,000
Very Dark Red	> 200,000

State Demography Office, October 16, 2020

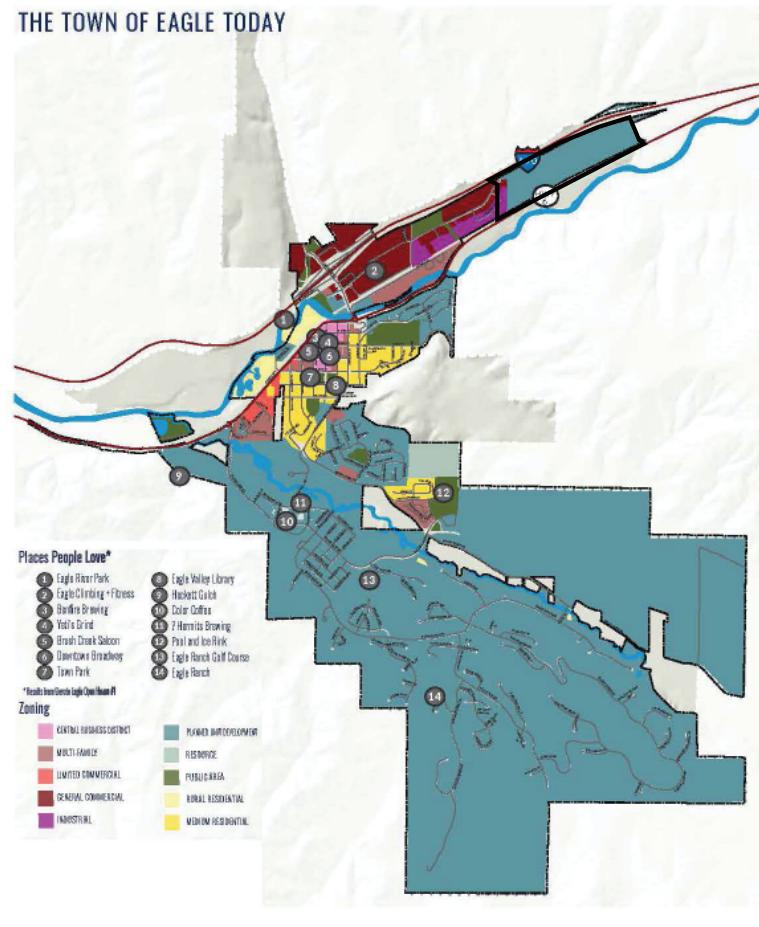


State - 2.1 million
Front Range - 1.8M
 - Denver Metro - .8M
 - North FR- 550K
 - South FR - 350K
 Rest of State - 400K

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

APPENDIX D - Zehren and Associates Packet

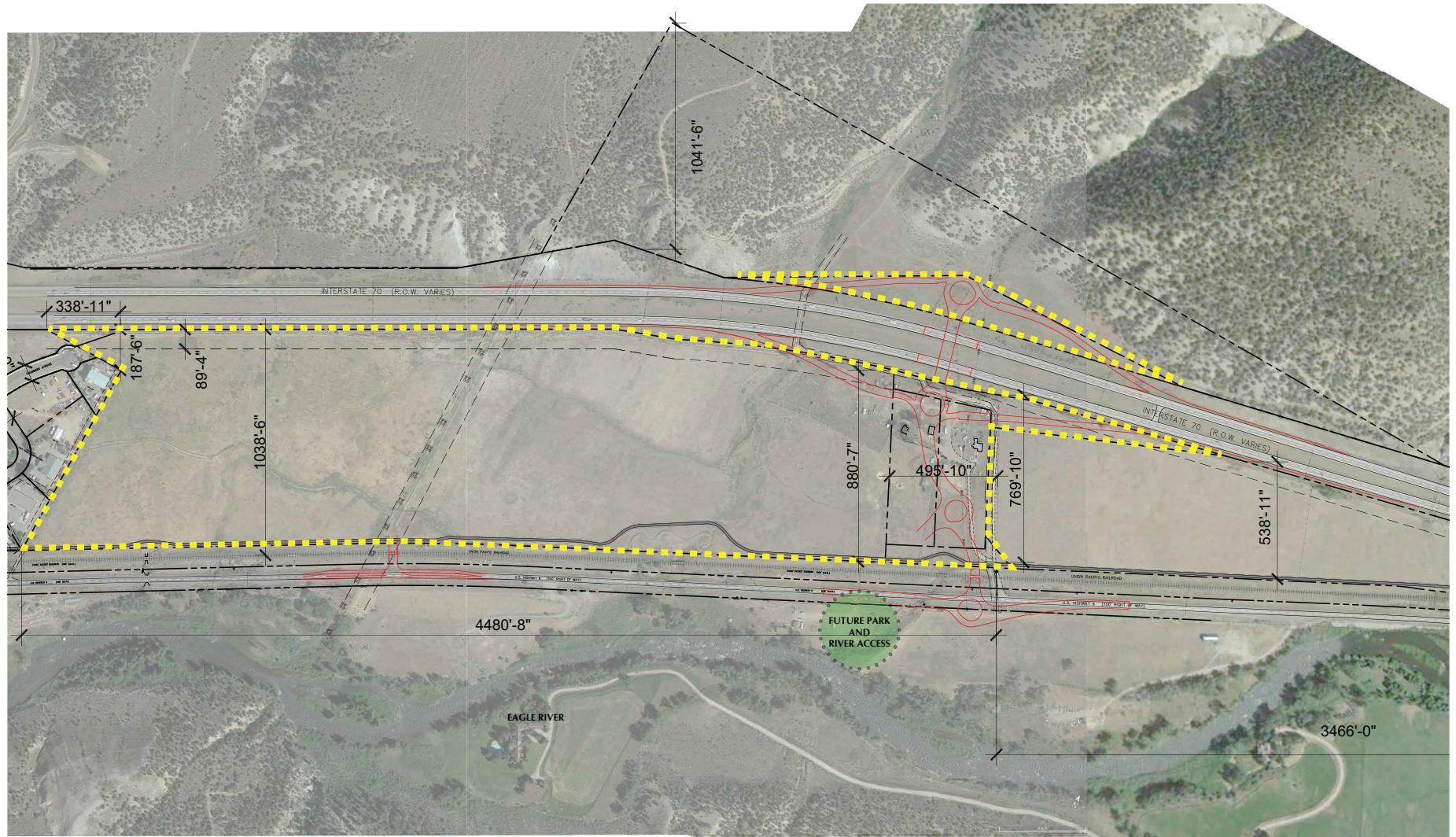
East Eagle Subarea Plan Planning and Zoning Meeting



Prepared for the Town of Eagle

By Zehren and Associates
June 15, 2021

APPENDIX D - Zehren and Associates Packet

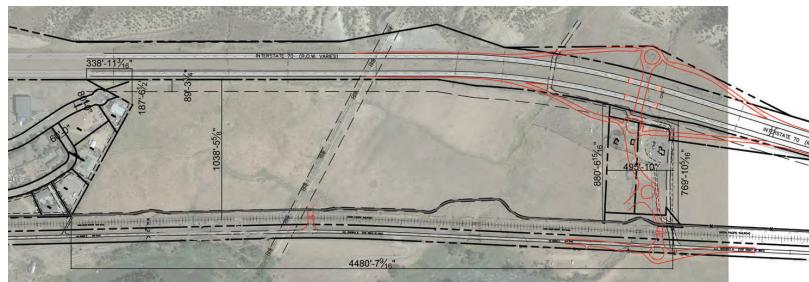


APPENDIX D - Zehren and Associates Packet

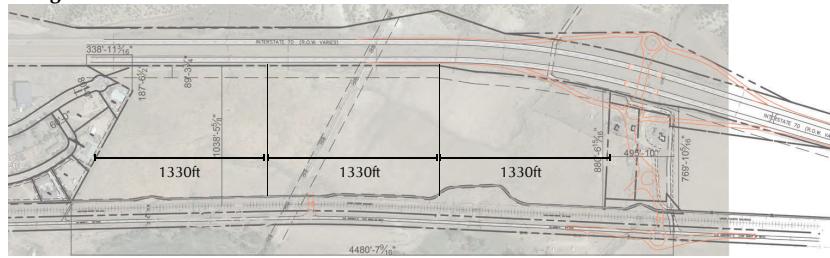


APPENDIX D - Zehren and Associates Packet

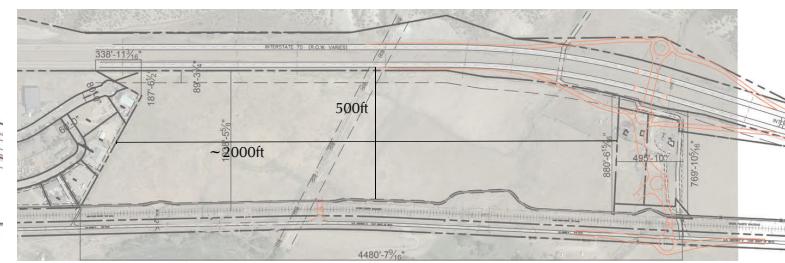
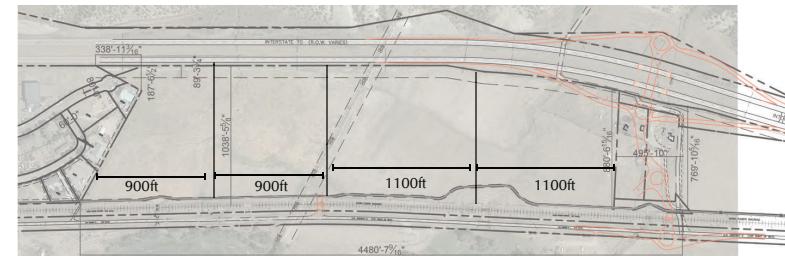
Site Map 1:400 scale  1 Acre



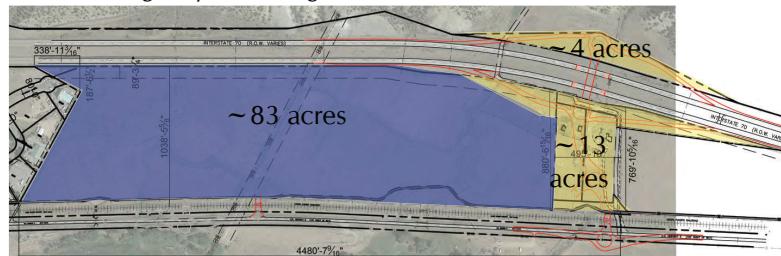
3 Segments



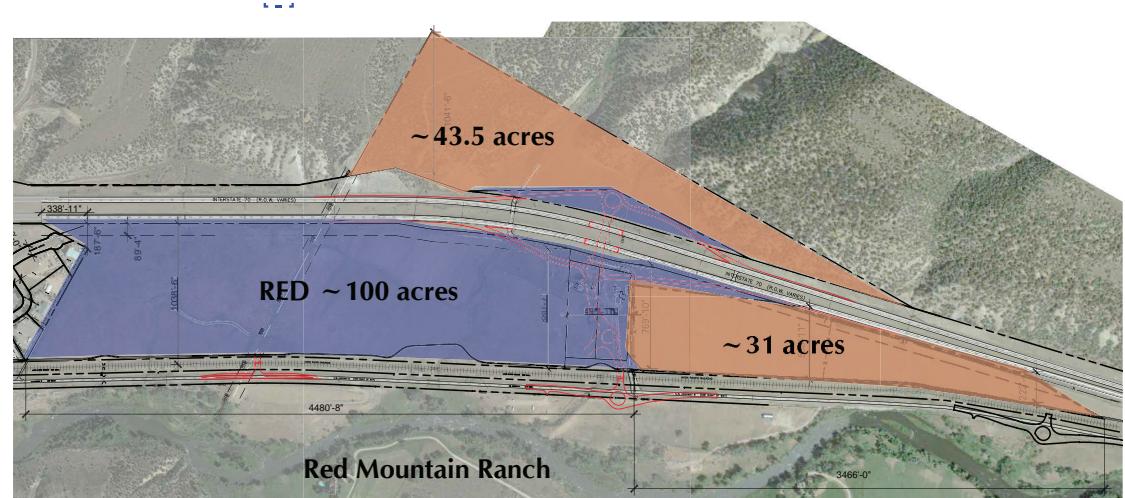
4 Segments



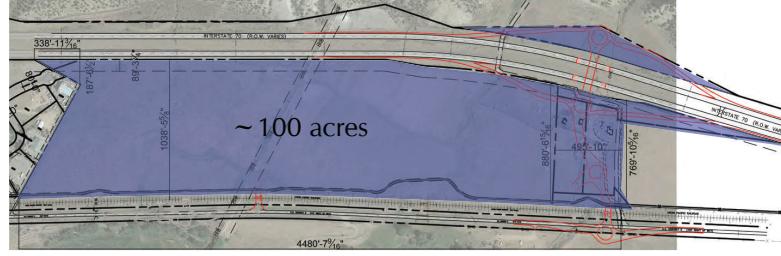
Area With Highway Interchange



East Eagle Development  1 Acre

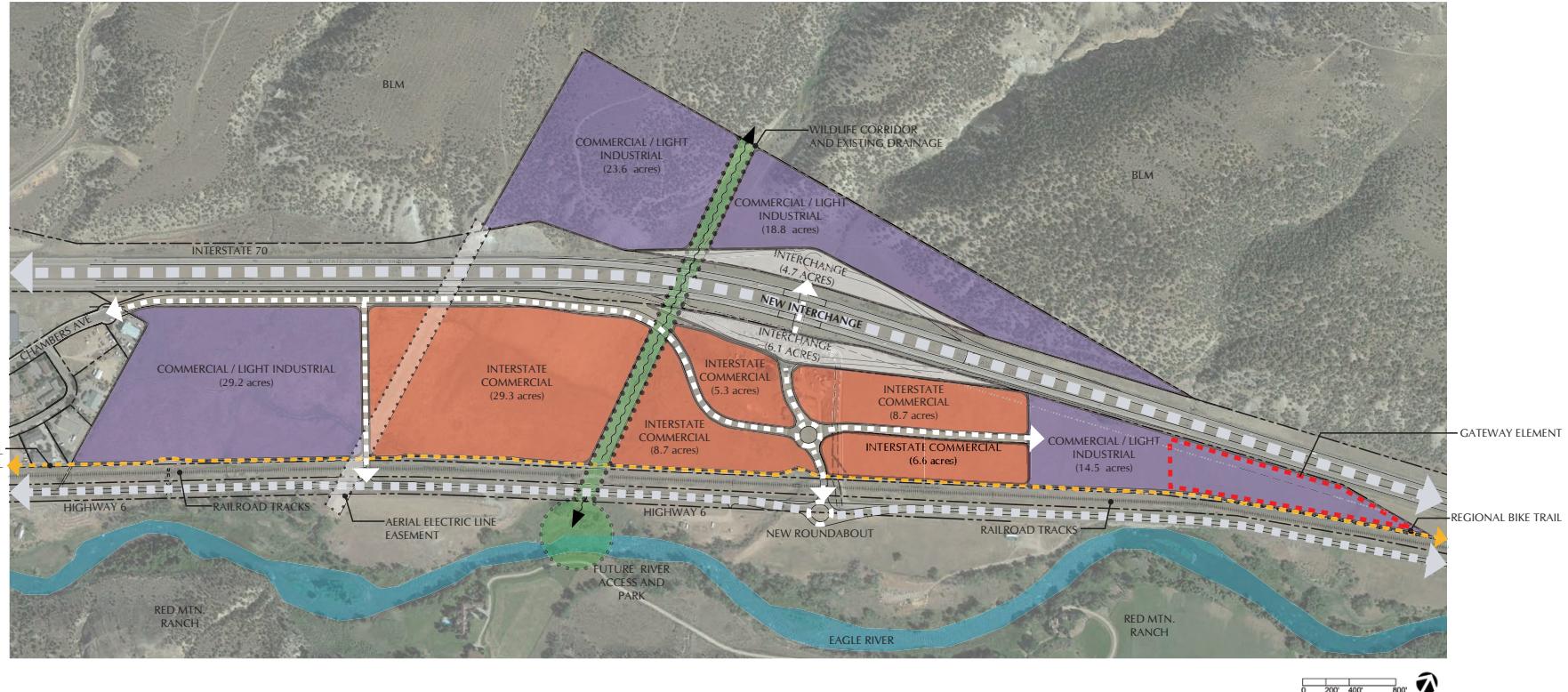


Area Without Highway Interchange

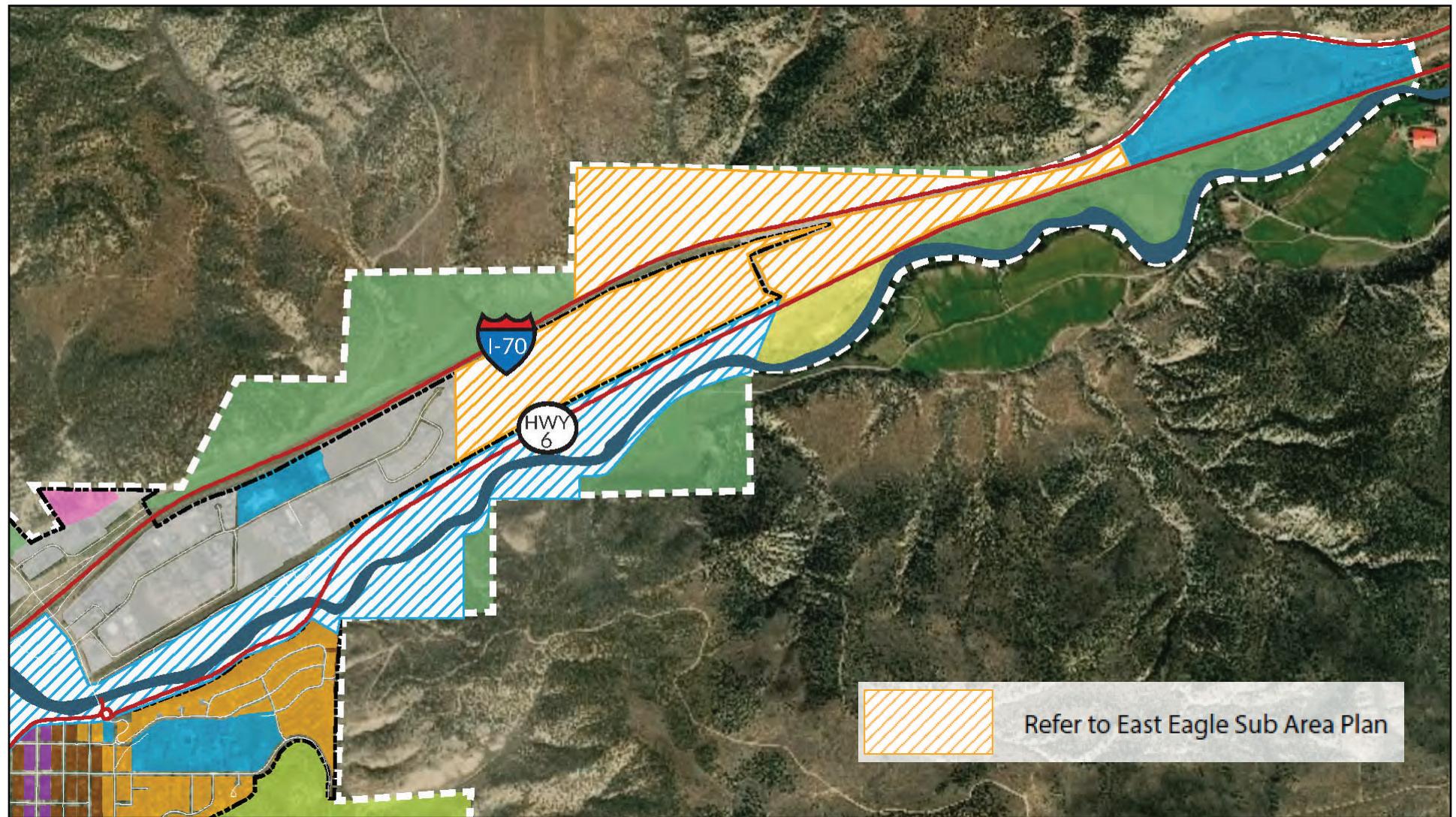


Land Subdivision Diagrams

APPENDIX D - Zehren and Associates Packet

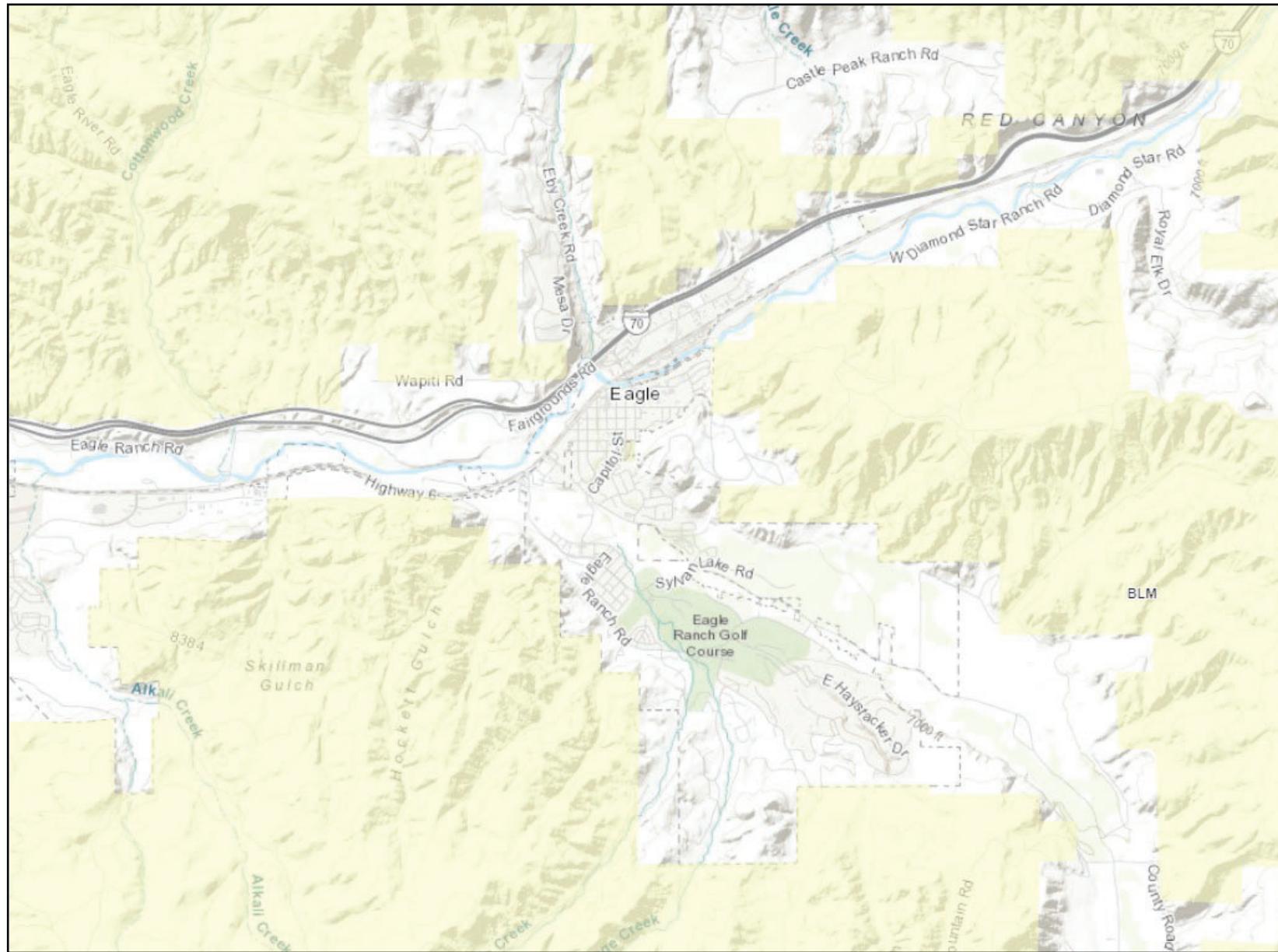


APPENDIX E - Plan Graphics



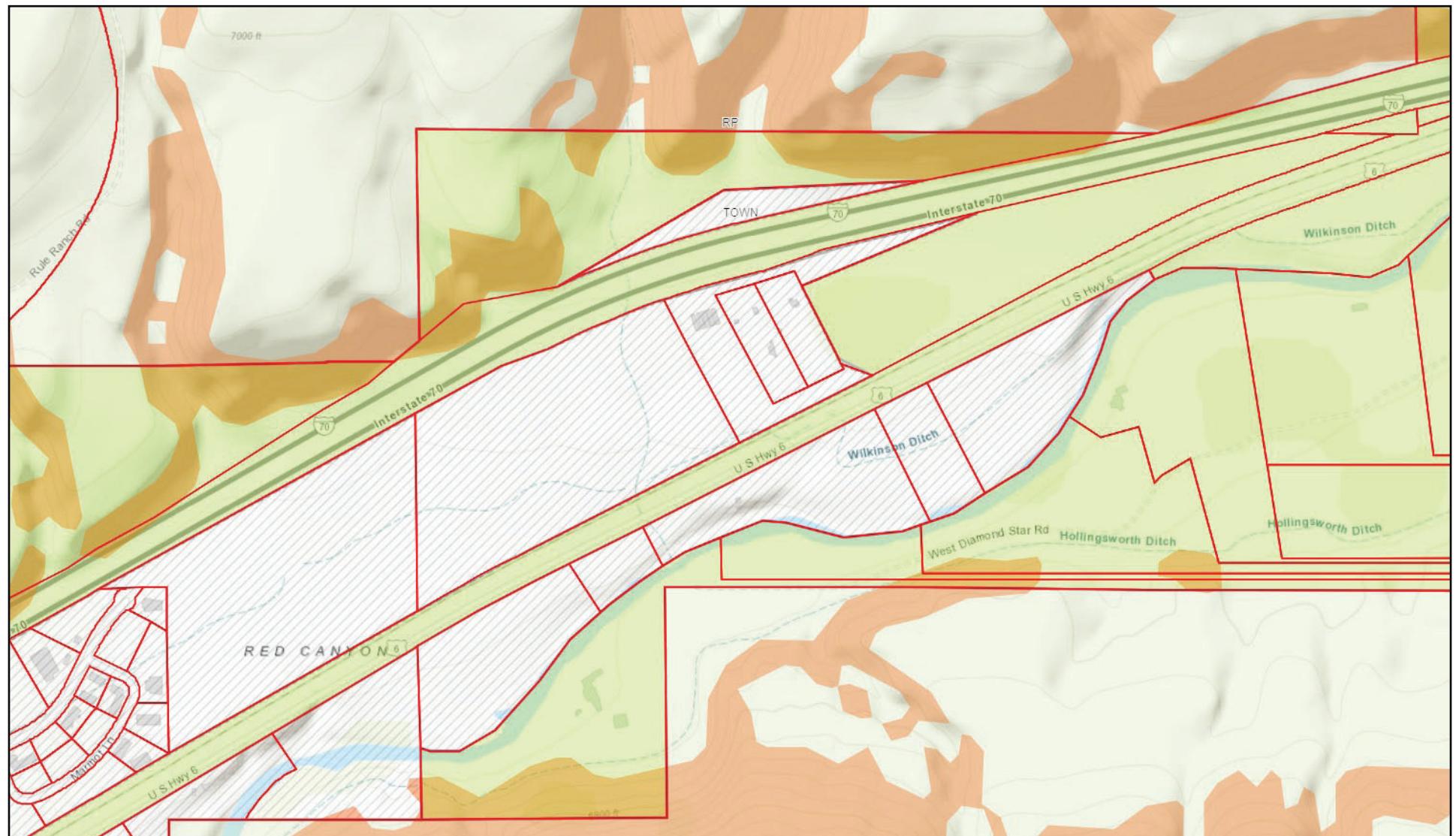
Graphic B

APPENDIX E - Plan Graphics



Graphic E

APPENDIX E - Plan Graphics



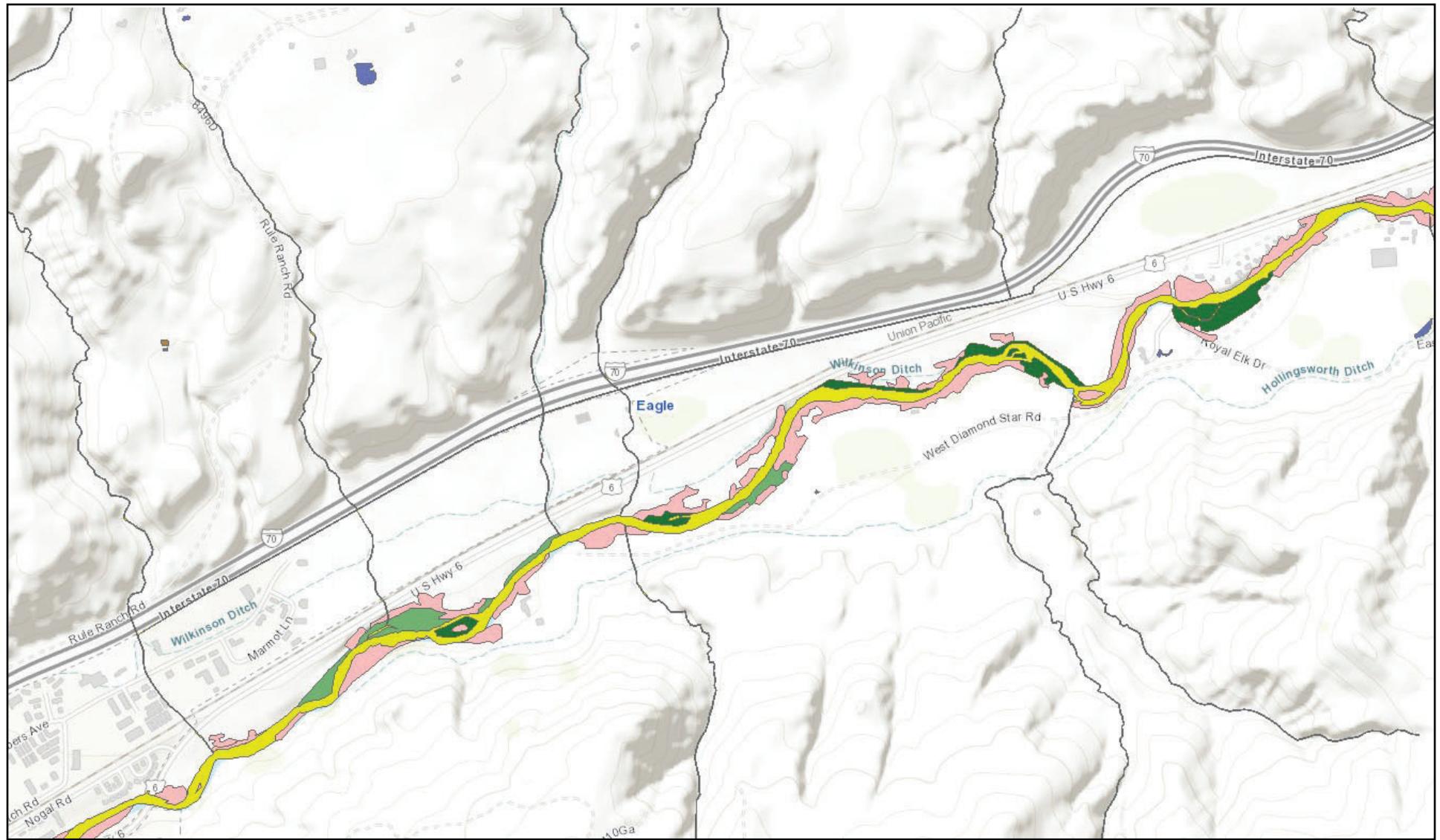
Graphic F

APPENDIX E - Plan Graphics



Graphic G

APPENDIX E - Plan Graphics



Graphic H