

**PRELIMINARY PLAN/FINAL PLAT SUBDIVISIONS and DEVELOPMENT PERMIT REQUEST  
HABITAT FOR HUMANITY/3<sup>rd</sup> STREET CAMPUS**

September 2022

**Introduction**

The purpose of this report is to explain two separate, but related land use applications that will allow for the development of a small housing project at the Eagle County School District's 3<sup>rd</sup> Street campus. Applications include Preliminary Plan and Final Plat applications to create a +/- 2.297-acre parcel located at the west end of the 3<sup>rd</sup> Street Campus, and a request for a Development Permit to construct eight duplexes (16 dwelling units) on the property.

Information provided herein has been prepared in accordance with relevant sections of the Eagle Town Code, specifically Section 4.12.020 C. of the Subdivision regulations (Final Plat Subdivisions) and section of 4.06.040 of the Zoning Code (Development Permit). These applications have been submitted on behalf of Habitat for Humanity Vail Valley (HH) as the applicant, in conjunction with the Eagle County School District (ECSD), owner of the subject property. A preliminary plan, final plat, architectural plans and civil engineering plan sets have been provided under separate cover.

Upon approval of the final plat, ECSD will convey the 2.297-acre parcel to HH. HH will then construct sixteen homes (eight duplex buildings), on the property. When homes are constructed HH will submit duplex subdivision applications to create ownership interests for each home and to create one common parcel to be owned by the HOA.

Information described below addresses:

- I. Background on project
- II. Overview of project
- III. Development Impact Report
- IV. Adequacy of Public Facilities Report
- V. Local Employee Residency Program
- VI. Evaluation of applicable review criteria



## **I. Background on the project**

As is the case with virtually every employer in the Eagle River Valley, Eagle County Schools is severely impacted by both the lack of housing supply and the cost of housing. Housing has for a number of years been a major challenge in recruiting new employees and in retaining existing employees. These challenges have recently become far more acute than they have been in the past.

In 2020 the Board of Education adopted the ECSD Employee Housing Master Plan. This Plan established a goal to create 120 housing opportunities for District staff by 2030. In response ECSD has launched or completed the following initiatives:

- Finalizing a collaboration with HH on the construction of 12 homes on ECSD at the IK Bar Ranch in Gypsum.
- Evaluating the feasibility of developing staff housing on land in Gypsum and Minturn.
- Securing master leases for apartment units in Gypsum, Eagle, and Avon.
- Initiated construction of a staff rental housing project located in Edwards.

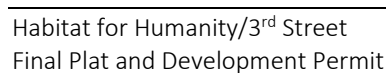
Among other recommendations, the housing master plan identifies the potential for a small housing project located at the southwest corner of ECSD's 3<sup>rd</sup> Street Campus in Eagle. This location was identified for a number of reasons – this portion of the campus is not utilized by school activities, residential development of the site is compatible with the surrounding neighborhood, the site terrain is buildable, and access and utilities are proximate to the site.

A small infill project in this location is viewed as a creative, responsible, and effective way of directly addressing District's need for staff housing, and in doing so make a small contribution to our County-wide housing crisis.

In 2018 ECSD collaborated with HH on the development of 12 homes at the District's IK Bar property in Gypsum. ECSD provided the land for this project and HH then constructed the homes and provided preference to ECSD staff in the family selection process for homeowners. This project has resulting in 12 ECSD staff and their families' becoming homeowners. A similar program is envisioned for 3<sup>rd</sup> Street. One notable difference is that with 3<sup>rd</sup> Street, homes constructed by HH will be targeted directly to ECSD families with incomes in the 80-100% AMI level (an income level higher than families typically served by HH). This change was done in hopes of making homes available to "the missing middle" of the housing market – families with income too high to compete for a HH home, yet too low of income to buy a home in the open market.

Earlier this year the Town approved a Sketch Plan for the project and rezoning of the parcel to Residential Medium. Based on the size of the proposed parcel, zoning of the property allows

Drawing to be updated to show sidewalk on east side of road (in narrative for distribution to PC and TC).





## II. Overview of the project

This section describes the approach to the design of the project, addresses other development considerations as prescribed by the subdivision and development permit processes, and describes Project Design Variations that have been proposed.

### Approach to Design

A handful of parameters were established for the site design of the project. These included:

- Provide efficient, cost-effective building sites for each duplex building
- Comply with the Town's zoning and site development standards
- Minimize homes fronting directly on 3<sup>rd</sup> Street and the number of road cuts on 3<sup>rd</sup> Street
- Maintain the functionality of the adjoining football field
- Avoid impacts to the existing cottonwood trees along 3<sup>rd</sup> Street
- Utilize to the extent feasible the flatter portion of the site at the northern end of the property
- Provide a workable, convenient access drive

The proposed site plan addresses each of these parameters. This plan is very similar to the site plan provided during Sketch Plan review. The one notable exception is now all drive access to homes will be off the internal access drive (the Sketch Plan indicated one duplex building accessed directly off 3<sup>rd</sup> Street).



*Sloping portion of the site along 3<sup>rd</sup> Street.*



*Northern portion of the site is very flat.*

The site plan on page 4 depicts eight duplexes, or sixteen homes. Two different designs are proposed. The four duplex buildings located on the northern portion of the site are referred to as Type A. The design of these homes has adjoining one-car garages (forming the party wall) with residential units on either side. Being on the flat portion of the site, these units will require minimal site grading. The four duplex buildings on the sloping portion of the site are referred to as Type B. These buildings are benched into the hillside, with the garages serving as a retaining wall. These buildings also have adjoining garages (forming the party wall) with residential units directly above. This design approach was taken to minimize site grading on this portion of the site. These two design types are a direct response to site terrain.

#### Zoning and Development Considerations

The project has been designed to comply with all applicable zoning standards. A zoning diagram depicting these standards is provided under separate. Below is a summary of development standards:

<u>Zoning Standard</u>	<u>Allowable</u>	<u>Proposed</u>
Density	16.6 units (6,000sf min lot size)	16 units
Floor Area	80%, or 80,229sf	26.9% or 26,960sf
Setback, front	25'	+/-45'
Setback, side	12.5' or ½ building height	+/-15'/22'
Setback, rear	20'	+/-30'
Building Height	35'	Varies, 24'4" - 32'1"
Lot Coverage	40% buildings, 60% total	14.9% buildings, 18.9% other
Parking	3 spaces per unit	3 spaces per unit

Minor variations to the size of parking spaces are proposed. These variations are described below in a section entitled Project Design Variances.

#### Traffic/Site Access/Parking

Based on International Traffic Engineers (ITE) trip generation manual, townhome/duplex units generate on average 7.3 daily trips. 16 townhome units would generate 117 daily trips. Access to and from the site would likely be equally split between 3<sup>rd</sup> Street to downtown and points west or via 3<sup>rd</sup> Street to Church Street and Bluffs Road to points east or to Interstate 70.

The same access points described above provide access to the two schools, the Bluffs and Upper Kaibab neighborhoods and many homes south of 3<sup>rd</sup> and east of Church Street. The incremental traffic from the proposed project will not add appreciably to existing traffic volumes on surrounding streets. Being a small-scale project with limited traffic impact on the local road system, a formal traffic impact analysis has not been prepared.

Site access is provided by a private access drive off 3<sup>rd</sup> Street. This drive is 24' wide and in all cases is less than 8% grade. Including curb and gutter the drive is 26.5' from flowline to flowline. The road, water lines and sewer lines are located within a 50' wide access and utility easement. Each duplex building is accessed from this private drive. A 5' wide sidewalk is located along the east side of the drive. This sidewalk varies from the sidewalks as contemplated by town standards, a variation to these standards is described below in a section entitled Project Design Variances.

The Type A units have one garage space and two surface parking spaces in the driveway. The Type B units have two tandem spaces in the garage and one surface space in the driveway. This parking satisfies the code requirement of 3 spaces per unit. Three guest parking spaces are also provided along the common access drive.

### Utilities and Easements

The proposed project will not have a significant impact on exiting utility systems. Based on dialogue with town staff, the Town's water and sewer plants have capacity to serve the project and the 16 small homes will not have an appreciable impact on water and sewer main lines in 3<sup>rd</sup> Street.

HH's design team has initiated discussions with shallow utility providers that will serve the project. Ability to serve letters for electric and communications have been provided. An engineer's preliminary opinion of probable costs for public improvements and a civil design package for such improvements has been provided under separate cover.

### Drainage and Stormwater Management

Surface drainage from this portion of the 3<sup>rd</sup> Street Campus (and much of the rest of the campus) flows south to southwest to a shallow swale along 3<sup>rd</sup> Street. A culvert is located at the southwest corner of the site that daylights along the right-of-way adjacent to the Greater Eagle Fire District station. The proposed grading and drainage plan for the housing site will maintain this same drainage flow. A small detention basin is proposed at the southwest corner of the site. This basin will detain runoff and release water at a rate equal to or less than historic flows. A drainage easement is depicted on the preliminary plan and final plat along 3<sup>rd</sup> Street. This easement accommodates pass through drainage from the school site and the proposed detention facility.

A drainage report and grading/drainage plans have been provided with this submittal.

### Soils and Geotech

A Subsoil Study for Foundation Design was completed in 2022. A copy of this report has been provided under separate cover.

### Project Covenants

A draft of the declaration/project covenants for the project has been provided under separate cover. This document will be finalized prior to recording of the final plat or prior to submittal of the first duplex subdivision for the project. An HOA will be established. In addition to handling all standard HOA responsibilities, the HOA will maintain landscaping of all common areas surrounding the duplex homes.

### Municipal and Parkland Dedication

Section 4.13.019 of the town code, Municipal and Parkland Dedication, exempts the re-subdivision of already subdivided land. The subject property has been subdivided and as such municipal and parkland dedication is not required.

### School Dedication

If applied to this project, the School Land Dedication would require a dedication of .23 acres of land. This amount is based on the number and type of units that are contemplated by the



project. The proposed residential project is located on a “surplus” portion of a larger school site owned by ECS. ECS requests a waiver to the school dedication requirement.

#### Population report

The average household size in the Town of Eagle is approximately 3.5 people per unit. Based on this average the proposed project will generate approximately 56 residents.

#### Water Rights

In accordance with 12.26.050 of the town code, the dedication of water rights sufficient to meet the needs of the project is required. A request for a waiver from this requirement has been made under separate cover.

The subject property does not have any water rights. If the waiver is not granted, the project would propose to satisfy this requirement with payment of cash in lieu of water rights dedication.

#### Project Phasing

All site work (access drive, drainage improvements, water and sewer lines, etc.) will be constructed in one phase. It is anticipated that all sixteen homes will also be constructed in one phase.

#### Lighting

In order to minimize impacts to the night sky, no streetlights are proposed along the project entry drive. Exterior lighting on homes will be limited to satisfying building code requirements for lighting garage and man-doors. A dark sky compliant fixture (cutsheet is provided under separate cover) is proposed.

#### Building Colors

Elevations depicting building colors have been provided under separate cover.

#### Refuse

Each unit owner will be responsible for their own trash and recycling.

#### Preliminary Plan and Final Plat

ECSD's 3<sup>rd</sup> Street Campus was originally created in the early 1970's. The Eagle Valley Elementary School and Middle School Subdivision was approved and recorded in 2019, this plat vacated a handful interior lot and created Lots 1 (the eastern portion of the site) and Lot 2 (the western portion of the site).

An amendment to the 2019 plat is proposed. The plat will subdivide lot 2 into Parcel A and Parcel B. Parcel A is the Eagle Valley Middle School site. Parcel B is the proposed 2.297-acre housing site. Access, utility, and drainage easements on the 2.297-acre parcel are also established by the amended plat.

The concurrent review of a preliminary plan and final plat is proposed. While very similar, the required contents of a preliminary plan vary slightly from a final plat. For this reason, both a preliminary plan and final plat have been submitted, copies of which are provided under separate cover.

#### Project Design Variances

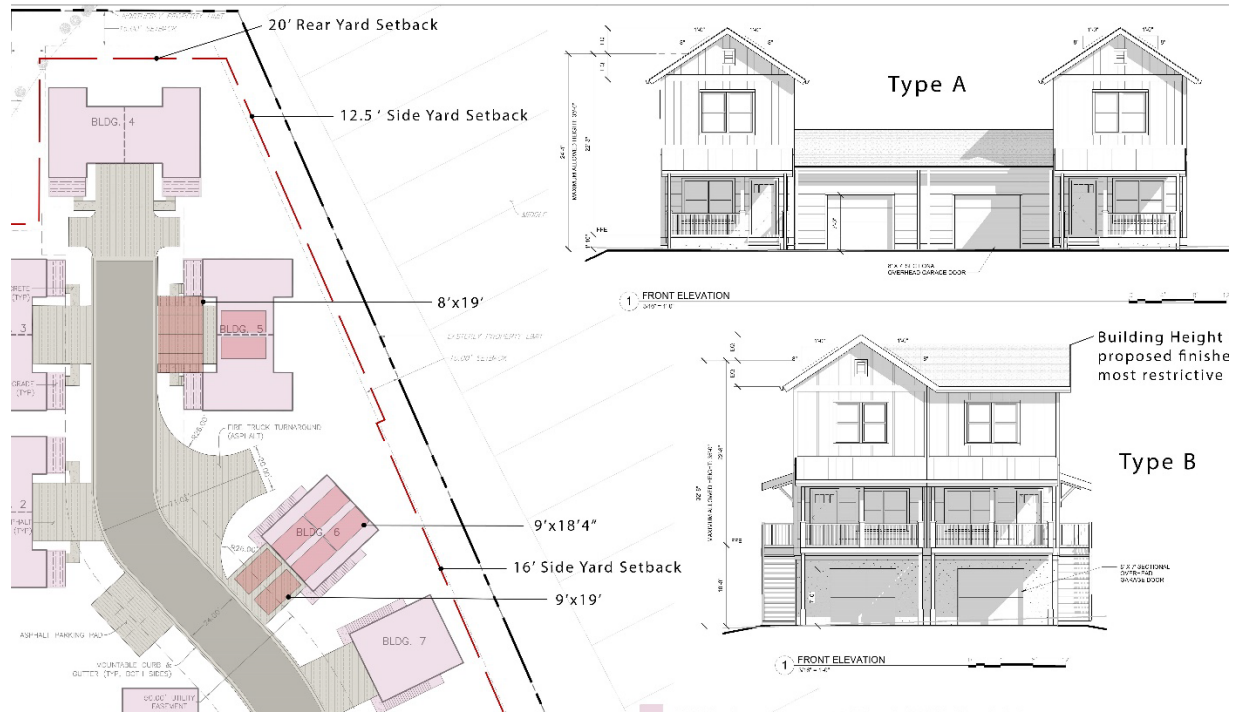
Variances to two design standards are proposed. These include variances to parking space dimensions and to standards for sidewalks.

#### Parking Space Dimensions

Town standards require parking spaces to be 9' in width and 19' in length.

Type A units include one over-sized garage space (compliant with standards) and two side by side driveway spaces. The driveway spaces are 19' long and 8' wide (1' less than the standard).

Type B units include one driveway space (compliant with standards) and two tandem garage spaces. The garage spaces are 9' wide and 18' 4" long (8" less than the standard). The excerpt below from the project zoning diagram depicts the proposed parking design:



*Proposed parking space design for Type A and Type B units is demonstrated on this diagram.*

The requested variances are driven by two factors:

- The homes are modular, and the dimensions of the homes are set by the modular home provider, and
- A desire to minimize the construction costs in keeping the Habitats goal of provided affordable homes.

All garages are designed with +/-15' of width, the reason for this is to provide ample storage within the garage. With unit Type B, the garage will be constructed on-site and the home will be placed atop the garage. The building footprint of the home is 38' long. With +/-8" walls at either end of the building the available dimension for the parking spaces is 18' 4". With unit Type A, the garage will be constructed on-site and the home will be placed next to the garage. The significantly over-sized garage width helps facilitate the two-parking space wide driveway.

One of four findings need to be made for a variance to be granted. One of these is "that the public good would be better served by granting the variance". Granting these variances would serve the public good by allowing the applicant a minor degree of design flexibility necessary to provide attainable and affordable homes. Further, the extent of the requested variance is minor. The proposed parking space dimensions will be more than adequate for the residents use. As a side note, the town code does allow for 8' wide compact spaces, validating that an 8' wide space is functional.

## Sidewalks

The Town's development regulations do not include standards specific to private drives such as that proposed for this project. Town staff has applied road standards to the project. While the proposed design by and large complies with these standards (e.g., 50' easement, road width, maximum grade, curb/gutter detail), the Town's road standards contemplate a 4' wide sidewalk with a 7' landscape strip on both sides of the road. Given the limited scope of this project (just 16 homes), a 5' wide attached sidewalk on one side of the access drive is proposed.

One of four findings need to be made for a variance to be granted. One of these is "that the public good would be better served by granting the variance". Granting this variance would serve the public good by allowing the applicant site design flexibility necessary to achieve the desired development program and provide attainable and affordable homes. Further, the Proposed sidewalk is suitable for meeting the needs of this small residential project.



### III. Development Impact Report

Below is a Preliminary Impact Report for the project. Given the limited scope and location of the project, and the site being previously developed, there are no adverse impacts anticipated from the development of housing on this property.

1.By altering an ecological unit or landform, such as a ridgeline, saddle, draw, ravine, hillside, cliff, slope, creek, marsh, watercourse, or other natural landform feature;

Response

*None of the features listed above are found on the site, or will be affected by the project.*

2.By directly or indirectly affecting a wildlife habitat, feeding, or nesting ground;

Response

*The site was previously developed with a school and related development, there are no wildlife resources on the property.*

3.By substantially altering or removing native grasses, trees, shrubs, or other vegetative cover;

Response

*There is no native vegetation on the site.*

4.By affecting the appearance or character of a significant scenic area or resource, or involving buildings or other structures that are of a size, bulk, or scale that would be in marked contrast to natural or existing cultural features.

Response

*The site is surrounded by a residential neighborhood. Development of the site will not affect scenic areas or resources. Proposed buildings are compliant with applicable zoning standards and will be similar in size and scale to surrounding development.*

5.By potentially resulting in avalanche, landslide, siltation, settlement, flood, or other landform change of hazard to health and safety;

Response

*None of the hazards listed above affect the site.*

6.By discharging toxic or thermally abnormal substance or involving use of herbicides or pesticides, or emitting smoke, gas, steam, dust, or other particulate matter.

Response

*The site will be developed for residential use and will not involve discharge of toxic or thermally abnormal substances, or emission of smoke, gas, etc.*

7.By involving any process which results in odor that may be objectionable or damaging;

Response

*The proposed residential use will not involve objectionable odors.*

8.By requiring any waste treatment, cooling, or settlement pond, or requiring transportation of solid or liquid wastes to a treatment or disposal site;

Response

*The proposed residential use will not require any of the considerations listed above.*

9.By discharging significant volumes of solid or liquid wastes;

Response

*The proposed residential use will not require any of the considerations listed above.*

10.By increasing the demand on existing or planned sewage disposal, storm drainage, water distribution system, streets, or other utility systems to a level which is likely to cause an adverse impact on the environment;

Response

*The development is limited to sixteen small residential units. This level of development will not will adversely affect the systems listed above to a level that would adversely impact the environment.*

11.By involving any process which generates noise that may be offensive or damaging.

Response

*The proposed residential use will not generate offensive levels of noise.*

12.By either displacing significant numbers of people or resulting in a significant increase in population;

Response

*The project will not displace people, nor will it significantly increase the town's population. Homes in Eagle average 3.5 people per residence. Based on this rate, the project will add 56 residents.*

13.By pre-empting a site which is desirable for recreational uses or planned open space;

Response

*The project has been designed to maintain the adjoining athletic field; no existing recreation use is affected.*

14.By altering local traffic patterns or causing an increase in traffic volume or transit service need;

Response

*The project will add a small amount of traffic to the local road system, such traffic will not alter local traffic patterns. Based on International Traffic Engineers (ITE) trip generation manual, townhome units generate on average 7.3 daily trips. 16 townhome units would generate 117 daily trips. Access to and from the site would likely be equally split between 3rd Street to downtown and points west or via 3rd Street to Church Street and Bluffs Road to points east or to Interstate 70.*

15.By substantially affecting the revenues or expenditures of the Town government;

Response

*The limited scope of the project will not substantially affect town revenues or expenditures.*

16.By increasing the demand on existing or planned school facilities to a level which is likely to cause an adverse impact on such school facilities, an adverse impact on educational opportunities, or an adverse impact on the revenues and expenditures of the Eagle County School District RE 50-J;

*Response*

*Based on the housing type, its intended occupants, and student generation rates for comparable projects in the western end of Eagle County communities, it is estimated that the project will generate approximately 10 students (K-12). Surrounding schools have capacity to accommodate these students.*

17.By being a part of a larger project which, at any future stage, may involve any of the impacts listed above.

*Response*

*The project is not associated with any other project.*

#### **IV. Adequacy of Adequate Public Facilities**

Section 4.14 – Assurance of Public Facilities, of the town code is intended to ensure, among other things, that public facilities are adequate to serve the proposed development and service levels will not diminish below service levels adopted by the Town. Development applications are required to include a Public Facilities Information Report that addresses public schools, fire protection services, emergency medical services, and street facilities.

##### Public Schools

Local schools that will serve students from this project include Eagle Valley Elementary and Eagle Valley Middle (both immediately adjacent to the site) and Eagle Valley High School in Gypsum.

Based on the housing type that is proposed, its intended occupants, and student generation rates for comparable projects in the western end of Eagle County communities, it is estimated that the project will generate approximately 10 students (K-12). Surrounding schools that will serve the project have capacity to accommodate these students.

##### Fire Protection Services

The Greater Eagle River Fire Protection District Station Shelton No. 9 Station is located immediately adjacent to the site. The District has provided a letter indicating among other things that response times will be within Town standards, that fire flows are adequate, and that the project will not increase insurance (I.S.O) fire protection classifications within the District. A copy of this letter is provided under separate cover.

##### Emergency Medical Services

Eagle County Paramedic Services has provided a letter indicating they have no objections to the project for an EMS perspective, that access and turnaround areas are adequate, and response time standards can be met. A copy of this letter is provided under separate cover.

##### Street Facilities

Based on International Traffic Engineers (ITE) trip generation manual, townhome/duplex units generate on average 7.3 daily trips. 16 townhome units would generate 117 daily trips. Access to and from the site would likely be equally split between 3<sup>rd</sup> Street to downtown and points west or via 3<sup>rd</sup> Street to Church Street and Bluffs Road to points east or to Interstate 70.

The same access points described above provide access to the two schools, the Bluffs and Upper Kaibab neighborhoods and many homes south of 3<sup>rd</sup> and east of Church Street. The incremental traffic from the proposed project will not add appreciably to existing traffic



volumes on surrounding streets. Being a small-scale project with limited traffic impact on the local road system, a formal traffic impact analysis has not been prepared.

## **V. Local Employee Residency Program**

100% of all proposed units will be deed restricted in accordance with Habitat for Humanity procedures. HH deed restrictions meet or exceed LERP standards. Below is a brief explanation of how the proposal relates to LERP requirements.

### **E. Residential development requirements.**

**1. Number of local employee residences required.** All residential annexations, new residential subdivisions, new planned unit developments containing residential units, development permits for new multifamily residential developments and special use permits for high density multifamily dwellings, approved after the effective date of the ordinance from which this section is derived, containing ten or more residential units, shall set aside at least ten percent of those units as local employee residences as defined in this section and the Town's local employee residency requirements and guidelines. In addition, the developer of such project shall construct local employee residences in accordance with the Local employee residency requirements and guidelines. For those development of less than 30 units whose calculation results in a fraction of a unit, the local employee residence requirement shall be rounded down to the nearest integer. For those developments of 30 or more residential units whose calculation results in a fraction of a unit, the local employee residence requirement shall be rounded to the nearest integer (up or down).

#### **Response**

*LERP requires 10% of proposed units to comply with employee residency requirements. 100% of the 3<sup>rd</sup> Street units will have a permanent affordable housing covenant that determines the maximum resale price and requires occupancy by locals.*

**2. Determination of mix units.** The mix of local employee residences available for purchase shall average a price affordable to households earning 90 percent of the maximum income limits as set forth in the Town's local employee residency requirements and guidelines. The affordable price shall be calculated based on mortgage principal, interest, taxes, and insurance, not to exceed 33 percent of gross household income. The calculation shall assume a 95 percent loan to value ratio, and a 30-year mortgage at prevailing interest rates. The average price may be achieved by providing units affordable to households not greater than 100 percent of the maximum income limits as set forth in the Town's local employee residency requirements and guidelines.

#### **Response**

*Habitat is a not-for-profit home builder, and homes are sold at cost. HFHVV is able to leverage its expertise and relationships to build and sell homes well below market value. While every project is different, historically HFHVV has been able to sell home for approximately half of market value.*

**3. Location and character of local employee residences.** Local employee residences shall be distributed throughout the proposed development, to the extent possible. Off-site local

employee residences may be approved, with the developer's consent in the Town's discretion, at a location to be determined by agreement of the Town and the developer. A cash payment in lieu of local employee residences may be permitted, with the developer's consent in the Town's discretion, in an amount to be determined by agreement of the Town and the developer. The proposed character and density of local employee residences shall be compatible with the surrounding land uses and neighborhood character, and suitable for the proposed site. Development and construction of local employee residences shall comply with all other requirements of this Title.

Response

*Given that the entire development would be considered local employee residences, location does not apply. The site plan and elevations demonstrate how the proposed character and density of the development is compliant and compatible with the surrounding neighborhood.*

4. *Schedule for construction of local employee residences.* A developer shall construct the required local employee residences prior to, or concurrently and proportionally with, the production of market rate housing or the sale of market rate lots. Prior to receiving development approval, the developer shall provide the Town with a proposed construction schedule for approval by the Town that clearly delineates the start and completion dates of the production of market rate units and/or the sale of market rate lots and the construction of local employee residences in accordance with the Town's local employee residency requirements and guidelines.

Response

*N/A, given the entire project is considered local employee residences.*

5. *Deed restrictions.* All local employee residences required by this section shall be deed restricted, in accordance with the requirements of the local employee residency requirements and guidelines, and as approved by the Town Attorney, as to rental or ownership and occupancy by persons and as to the resale price of the unit. The deed restriction shall be provided to the developer for review at the time of approval of the developer's local employee residency plan. Prior to the issuance of any building permit within the development, the Town shall have an approved, executed and recorded deed restriction for all local employee residence lots or units in the project or phase of the project, if applicable. Such deed restrictions shall not be subject to any recorded liens or encumbrances.

Response

*100% of the units will be deed restricted. A template of the permanent affordable housing covenant is provided in the appendix of this report.*

## **VI. Review Criteria**

The review criteria used to evaluate Preliminary Plan, Final Plat and Development Permit applications involves consideration of how the proposal conforms with Elevate Eagle – Town of Eagle Comprehensive Plan, how the subdivision complies with the approved Sketch Plan and applicable subdivision design standards, and how the Development Permit complies with applicable zoning standards.

### **Development Permit**

The project has been designed in compliance with all applicable zoning standards for the Residential Medium Density zone district. A zoning standard diagram is provided in the appendix of this report.

### **Preliminary Plan and Final Plat Subdivision**

The Preliminary Plan and Final Plat are in substantial conformance with the project Sketch Plan that was approved earlier this year. The only notable difference is all homes are now accessed via the internal, private drive (the Sketch Plan had one duplex accessed directly on 3<sup>rd</sup> Street).

### **Elevate Eagle – Town of Eagle Comprehensive Plan**

Below are relevant excerpts from the Elevate Eagle and commentary on how the development proposed by the Preliminary Plan, Final Plat and Development Permit are consistent with the vision of the Plan, goals and policies, and Action Steps.

## **The Vision**

### **Our Plan**

#### **The Town of Eagle Today – Why We Are Planning (Page 6)**

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 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.



### Response

*100% of the homes to be constructed at 3<sup>rd</sup> Street will be occupied by local employees living year-around in Eagle. This will further the Town's desire to be a small-town, close-knit community of local residents.*

## **Future Land Use Plan**

### **Future Land Use Categories (Page 36)**

#### Medium Density Residential

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. Density - 4 - 16 DU/Acre"

### Response

*The project contemplated at 3<sup>rd</sup> Street is well within the density range of the MDR zone district.*

## **Goals and Policies**

### **Elevating Our Inclusive Culture**

#### GOAL 1-1.

PROMOTE A WIDE RANGE OF ATTAINABLE HOUSING OPPORTUNITIES FOR YOUNG ADULTS, FAMILIES, AGING RESIDENTS, WORKFORCE, AND OTHERS. (Page 48)

##### Policy 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.

##### Policy 1-2.5.

Provide opportunities for a balanced mix of housing and services to support local businesses, employees, residents, and visitors. (Page 48)

### Response

*Eagle County Schools collaboration with Habitat for Humanity will implement Policy 1-1.3 with the development of a small, workforce housing project. It is an excellent example of how organizations can partner to expand the reach of Eagle's workforce housing efforts.*

### **Elevating Our Unique Character**

#### GOAL 2-3.

CELEBRATE THE TOWN'S UNIQUE SMALL-TOWN CHARACTER. (Page 50)

##### Policy 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.

Response

*The proposed site at the 3<sup>rd</sup> Street Campus is an excellent example of a residential infill project that is in keeping with the character and scale of the surrounding neighborhood.*

Response

*The project is within .5 miles of an ECO bus stop, consistent with ECO's threshold for a comfortable walking distance.*

## **Action Plan**

### **Elevating Our Unique Character**

#### Our Actions

2.20 - Identify specific redevelopment and infill opportunities on vacant or under-utilized lots in otherwise built-up areas through future sub-area planning efforts. (Page 67)

#### Response

*While this site was identified by ECS and not the town, it represents an infill opportunity on under-utilized land.*

### **Elevating Our Connections**

#### Our Actions

5.3 - Promote compact development, allowing increased residential, retail, and mixed-use densities in areas close to transit stops where appropriate. (Page 72)

#### Response

*Approval of this proposal will allow increased residential development of a location that is close to a transit stop.*

## **Other Considerations/2018 Existing Conditions**

### **Who We Are/Why It Matters**

"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." (Page 79)

### Response

*The collaboration with Habitat for Humanity will result in housing attainability for Eagles workforce.*

### **Where We Live/Housing Types**

“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.” (Page 82)

### Response

*The housing type envisioned for the subject property is in line with the “middle density” outlined above.*

### **Housing Attainability/ 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. (Page 83)

### Response

*The housing project envisioned for the subject property will provide an affordable opportunity for up to 16 families and will add to the diversity of the Town’s housing stock.*

### **Our Economy/Why It Matters**

“Employment options are essential to the long-term vitality and sustainability of our Town, businesses, and residents.”

“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.” (Page 85)

### Response

*The creation of these attainable homes will greatly benefit the staff of ECS and in doing so help the district retain staff.*

**Project Information**

The following information has been provided under separate cover:

Landscape/site plan

Zoning Diagram

Title Report

Subsurface Soils Report

Civil Package

Architectural Plans

Letter from Ambulance District

Letter from Eagle River Fire Protection District

Electric and communications ability to serve letters

Draft HOA documents

Housing Deed Restriction Template

Exterior Lighting Cut sheet

Building Elevations with color palettes