

I. Agenda

- A. Parking and Loading
- B. Subdivision Standards
- C. Sustainability and Resilience
- D. Natural Resources and Hazards

II. Discussion Topics

A. Parking

Can we more specifically describe the Eagle parking problem and determine whether it is also a LUDC-created problem?

Based on our conversations in the community, and the repeated focus on parking problems “created” by the development of Broadway Station, we think these parking requirements from the current LUDC may be a large part of the problem:

§4.07.140.A. Applicability

2. When an existing use or building is expanded, as measured in floor area used, off-street parking, loading areas and landscaping shall be provided as required for the added floor area, whether or not they were provided for the existing use or building.

3. When the use of an existing building or space is changed to either a use in a different use category as set forth in subsection (C) hereof, or a use in the same use category which requires off-street parking, loading areas and landscaping shall be provided as required for the new use, whether or not they were provided for the existing use; provided, however, the requirements contained in this subsection shall not apply in the Central Business Zone District (CBD) or Broadway District.

The yellow-highlighted clause can be interpreted to say: no new parking is required downtown for a use change.

According to the 2017 Downtown Parking Study (Walker Consultants), there is (was) enough parking available downtown.

Supply Sufficiency: Eagle’s existing downtown parking supply is more than sufficient to meet current demand, though there are a small number of localized shortages that can be alleviated by upping enforcement of existing regulations. The efficiency of current supply could be further improved by increased signage and, eventually, paving and striping of existing unimproved rights-of-way used for parking.

This may have been true in 2017 and may also continue to be true if Eagle does not see much redevelopment downtown, but the Downtown Parking Study was created before

the current housing crunch and before this LUDC update that includes provisions for more residential development and more redevelopment downtown. The Downtown Parking Study does anticipate some change, though, and includes the following recommendations:

- **Changes to off-street parking requirements.** WALKER recommends that updates to the Town's land use code include revision of the off-street parking requirements to include increased opportunity for administrative reduction of requirements without undergoing a variance process. Specific recommendations include:
 - Consider adopting a uniform off-street parking requirement of 1.5 or 2 spaces per 1,000 square feet of new development in the Central Business Zone and Broadway Districts.
 - Maintain existing off-street parking requirements outside of these Districts, with a review every two years by the Planning Commission to determine whether and where to extend the uniform off-street parking requirement of 1.5 or 2 spaces per 1,000 square feet.
 - Include a separate off-street parking requirement for studio and "micro" multifamily residential units at 1 space per unit.
 - Amend Section 4.070.050 H to require a shared parking study performed by a third party experienced in producing such studies. Allow for up to a 25% reduction from the required off-street parking with approval from the Community Development Director; reductions higher than 25% should require approval from the Planning Commission.
 - Allow for a reduction of up to 10% with approval from the Community Development Director for multimodal infrastructure, such as bike share, fixed bike parking, fixed and covered bike parking, car share, etc.
 - After new parking requirements and reduction opportunities are in effect, review development impact annually for five years. This review should be performed by the Community Development Director, with report-outs to the Planning Commission and Town Board.

The new LUDC can include more required parking for downtown structures and uses. The two fundamental questions the LUDC Update Committee needs to address are:

1. Should the typical amount of parking be required for each use category (residential, office, retail, civic) or is the Town okay with some parking reductions such as shared parking?
2. Where should the parking be located?
 - On the lot where it is generated
 - Adjacent lots can have shared off-street parking
 - In a public parking garage (Town pays for, includes in-lieu fees)
 - In a downtown-district parking garage (Downtown DDA pays for, Town can help with in-lieu fees)
 - Some on-street parking can count toward required parking
 - Anywhere downtown
 - Someplace else in Eagle

A. Subdivision

Our project outreach didn't bring up any significant issues with the subdivision standards. We will carry the current regulations forward and clean them up so they are complete and integrated into the rest of the LUDC. Is there anything else we should know about the subdivision regulations?

B. Sustainability, Resilience, Hazards

What are the Town's priorities for sustainability, resilience, and hazards? Here's the section from the Code Assessment, we want to check in and make sure this is heading in the right direction.

Most of the Town's current plans include goals and policies for sustainability and consideration of environmental impacts, including (LUDC section that addresses this topic):

1. Elevate Eagle

- a. Goal 4-1. Preserve our natural open space and wildlife habitats. (natural and environmentally sensitive lands)
- b. Goal 4-2. Find a balance between recreation and preservation along riparian areas to protect habitats and water quality. (NWCCOG waterbody buffer system standards and post construction stormwater and urban runoff standards)
- c. Goal 4-3. Support and demonstrate sustainability
 - Enhance or create a tree canopy (tree requirements in landscaping standards)
 - Encourage use of local renewable energy sources, including wind, solar, micro-hydro, biomass, and geothermal (use standards for renewable energy production, SolSmart solar energy regulation recommendations)
 - Encourage site design that reduces vehicle trips (zone districts/site standards that create a compact, walkable development pattern, subdivision design, mobility and connectivity standards)
- d. Goal 4-4. Plan for safety and resiliency by mitigating potential natural hazards (steep slope and ridgeline design standards, NWCCOG erosion and sedimentation control standards)
 - Steep slopes
 - Ridgelines
 - Other natural hazard areas

2. Climate Action Plan

- a. Priority Actions and Additional Strategies to Achieve 2030 Goal
 - 100% renewable energy supply for the electric sector by 2030 (use standards for renewable energy production and microgrids)

- 2% annual increase in EVs registered in Eagle County (use standards for EV charging stations)
- Move 50% of the workforce to live within 5 miles of employment centers (zone districts and site standards that create a compact, walkable development pattern, affordable housing, workforce housing)
- Community-wide interconnected mobility systems to support multimodal transportation, including park-n-rides, pedestrian and bike infrastructure to support transit ridership, complete and connected bike community paths and lands, and safe and accessible sidewalks (site layout, subdivision design, mobility and connectivity requirements, open space and trails dedication)
- Support recycling and composting (use standards for recycling and composting drop-off locations; site standards for multifamily on-site recycling and composting)

b. Resilience

- Water resilience: adopt and enforce requirements that improve water quantity and quantity (stormwater management)
- Water resilience: encourage the adoption of innovative indoor and outdoor water efficiency programs and strategies (plant materials choices and irrigation system design, WaterWise)
- Wildfire resilience: Restore and maintain resilient landscapes and biodiverse ecosystems (plant materials choices, landscaping design, FireWise)

Here is the overview of suggested updates identified in the LUDC Code Assessment:

From ReCode Eagle: Land Use and Development Code Assessment

Eagle’s current LUDC includes some very basic standards related to fire protection and non-flood natural hazards and more extensive regulations regarding flood damage.

Section	Title	Comments and Recommendations
4.07.150	Fire protection standards	Review and update as recommended by GEFDP; cross reference landscaping requirements
4.13 Subdivision Design, Improvement, and Dedication		
4.13.030	Land subject to natural hazards	Make generally applicable to both subdivision and zoning development
4.16 Flood Damage Prevention Regulations		
4.16.010	Authorization and findings of fact	Carry forward
	to	
4.16.070	Provisions for flood hazard reduction	

To implement the Town’s current plans, the consultant team proposes the creation of a more extensive set of regulations focused on sustainable and resilient development, including regulatory approaches to reduce transportation-related emissions, support the use of renewable energy, decrease energy consumption, conserve water, and improve the natural environment. These standards will be drafted in conjunction with regulations that more clearly address development in sensitive or hazardous areas, such as steep slopes or the wildland urban interface.

Renewable Energy

The Climate Action Plan for the Eagle County Community (2016, 2021 update pending Town approval) includes recommendations for the use of solar energy that can be partially implemented through the LUDC update. The Town has recently worked with SolSmart (a partnership between the Interstate Renewable Energy Council (IREC) and the International City/County Management Association (ICMA)) to undertake a review of the LUDC’s current solar regulations and make recommendations about improvements that would support the use of more solar energy in Eagle. SolSmart found that the LUDC definitely has room for improvement: “The Town of Eagle Municipal Code and Land Use and Development Code are silent regarding the use of solar energy. They do not provide fundamental information about the use of solar energy – such as a purpose, definitions, general regulations including clarification on accessory use and primary use solar. Including basic information about solar energy improves transparency of processes and clarity of development requirements and can enhance the growth of the local solar market in an organized and efficient manner.”

The consultant team will prepare a set of solar standards that regulate the full range of accessory solar through utility-scale solar to ensure that there is complete set of standards and review criteria for any solar project that might be proposed in the Town. We will also work with the Town to determine whether there is a viable opportunity wind power, and if so, provide a similar range of standards designed to address wind energy.

Sustainable Site Design

Encouraging, promoting, and requiring sustainable development as part of the development process can be done through a three-part approach. First, sustainability should be partially accomplished through the LUDC as part of the core DNA of the Code. For example, important sustainable outcomes can be well-supported by LUDC basics, such as zone district standards and site layout standards focused on connecting the Town:

Sustainable Outcome	Development Preference	LUDC Approach
Water conservation	Compact, mixed-use development	<ul style="list-style-type: none"> Mixed-use and smaller lot zone districts

Eagle County can build resilience by capitalizing on Colorado’s resource abundance with on-site renewable energy generation.



Co-Benefits of Local Renewable Energy Generation

- Resilient energy supply via distributed energy systems and energy storage that allows for reliable power during emergencies.
- Improved health and safety (better air quality and reduction of gas leaks) by avoiding fossil fuel-based electricity generation.
- Support for ecosystem services by combining low-impact solar development with native vegetation growth.
- Economic growth provided by both direct and indirect job creation, support of local businesses, and energy cost savings.

7

Climate Action Plan excerpt

Sustainable Outcome	Development Preference	LUDC Approach
		<ul style="list-style-type: none"> • Subdivision layout standards • Landscaping design and materials
Walkable community	<ul style="list-style-type: none"> • Compact, mixed-use development • Connected trails and sidewalks • Limit auto-oriented development 	<ul style="list-style-type: none"> • Mixed-use and smaller lot zone districts linked to FLUM • Mobility and connectivity standards • Subdivision layout standards • Complete streets • Bike parking
Housing equity	<ul style="list-style-type: none"> • Range of housing types • Provision of more affordable housing 	<ul style="list-style-type: none"> • Lot size and use standards • ADU regulations • Workforce housing requirement
Natural resource protection	Limit development to a light touch in sensitive areas	<ul style="list-style-type: none"> • Open space standards focused on conservation • Environmentally sensitive lands standards

Second, some aspects of sustainability, such as green buildings and energy conservation, are addressed through the building code and its related code components. And third, a range of sustainable development topics including stormwater management, green infrastructure, tree protection, community health, local food production, and renewable energy can be addressed through specific regulations in the updated LUDC.

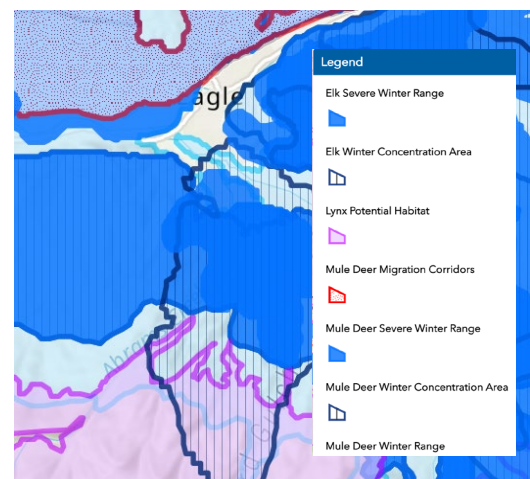
As we start drafting Installment 2, the consultant team will work with Town staff and the Land Use and Development Code Update Committee to choose a regulatory path for sustainability and resilience standards.

Outdoor Recreation

Following a preliminary conversation with the Open Space and Recreation Advisory Committee (OSRAC), the consultant team will propose a set of standards for public amenities required to support publicly accessible trailheads and other types of local outdoor recreation areas.

Environmentally Sensitive Areas

One of the many reasons that residents and visitors alike value Eagle is the presence of authentic mountain flora and fauna. Land development breaks up open areas and can have negative impacts on the viability of native and wild species. There are many ways to reduce development's impacts on native species, including

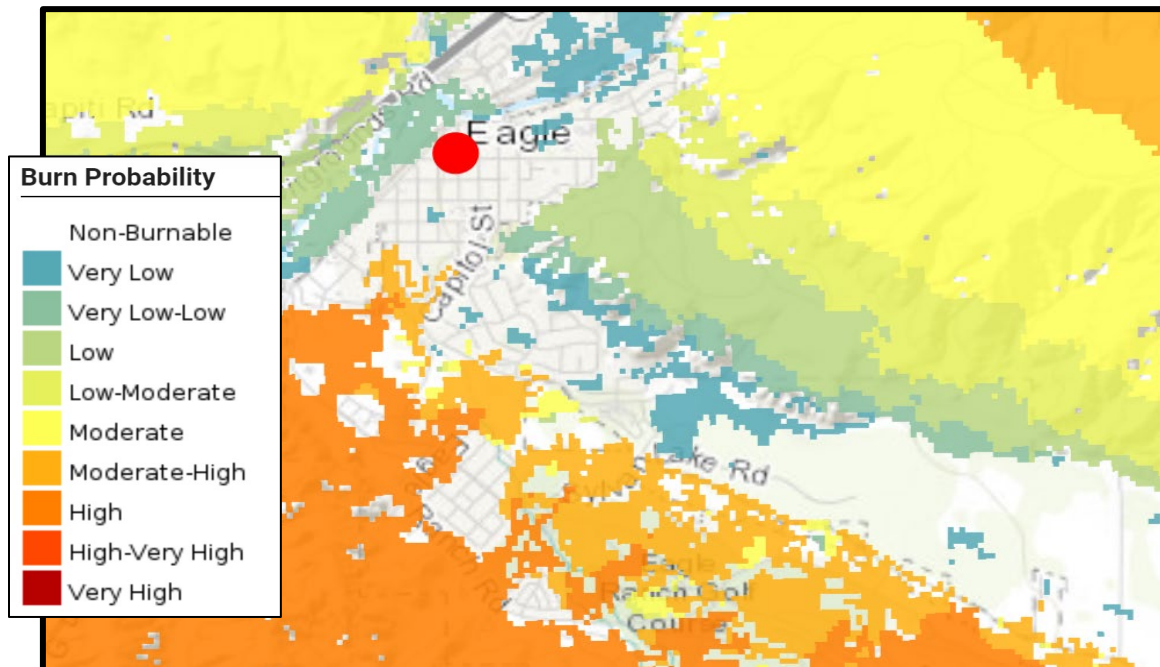


Wildlife habitat areas around Eagle (Community Wildlife Roundtable Interactive Map Viewer)

protecting the most sensitive natural resource areas, placing limits on disturbed areas, prohibiting invasive landscaping plant species, and creating fence regulations that allow safe passage for wildlife. The consultant team will propose a set of regulations that focus on protecting environmentally sensitive areas while still allowing development to take place on the site.

Natural Hazards

Colorado's areas of natural beauty can have a dual identity as a potential natural hazard. Streams can flood, cliffs can have rockslides, and forests are subject to wildfire. The map below shows that the Town of Eagle, for example, is located adjacent to areas of moderate-high wildfire risk.



Wildfire Risk Map from the Colorado Forest Atlas

In the natural hazards section, the consultant team will carry forward and update the Town's fire protection, natural hazard, and flood damage sections, while supplementing these regulations with the full range of standards needed to protect potential development from the potential for significant damage at some point in the future.

Questions for the LUDC Update Committee:

1. Has anything changed since these plans were adopted?
2. Are we missing anything from recent and on-going conversations?