



The Town of Eagle

Box 609 • Eagle, Colorado 81631
(970) 328-6354 • Fax 328-5203

Meetings:
2nd and 4th Tuesdays

Eagle River Corridor Plan Steering Committee Agenda

Town Hall

January 14, 2015 // 6pm – 9pm

1. Process Roadmap – where are we and what happens next?
2. Review current concepts and input received
3. Discuss implementation priorities
4. Provide direction to design team
 - a. What areas need additional focus?
 - b. Guidance on preferred alternative
5. Stewardship of the plan - how do we maintain momentum after the project?



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MEMORANDUM

TO: Steering Committee
FROM: Matt Farrar, Assistant Town Planner
SUBJECT: Post Planning & Design Charrette Feedback
DATE: January 14, 2015

Steering Committee-

Following the conclusion of the Planning & Design Charrette, Tom Boni and I have met with a variety of stakeholder groups to gather their input on the concepts that were developed during the Charrette. Attached are the notes that we recorded during our meetings with the following stakeholder groups:

- Eagle County Staff
- Eagle County Planning Commission
- Town of Eagle Planning & Zoning Commission
- John Hardesty (Property Owner along the Eagle River)
- Eagle Chamber of Commerce
- Eagle River Watershed Council

In addition, we have attached two emails that we received, one from Dominic Mauriello and one from John MacKown. We have also provided the notes that we recorded during the Planning & Design Charrette Presentation, which was held the evening of October 30, 2014.

We will provide a brief overview of the stakeholder feedback at this evening's meeting and will be looking for additional input from the Steering Committee to help further guide the Eagle River Corridor Subarea Plan.

Sincerely,

Matt Farrar

Eagle County Staff Meeting Notes
November 12, 2014
Eagle River Corridor Subarea Plan

1. Present post charrette brochure to Eagle County Planning Commission; December 17.
2. Proposed river front park at Truck Parking Area serves as entrance statement to Fairgrounds. Earlier plans for this Truck Parking Area prepared by Eagle County showed a park for this area and camping opportunities. However, this plan did not move forward because of the need for close-in parking for the rodeo. Proposed park also acts as entrance to the Fairgrounds for pedestrians from Broadway/CBD.
3. County events at the Rodeo Arena primarily from May through September rely on close-in parking. Parking at Eagle River Center is too far from Rodeo Arena. Incorporating parking into our plans for a park at the Truck Parking Area needs to be considered. The plan should address multiple objectives. (Whitewater Park, Overflow parking for Development Core, Overflow Parking for Eagle River Center Events and Rodeo events, Fairgrounds Entrance Statement, Riverfront Park, Trailer Parking for Horses During Rodeo, Snow Event Truck Parking. Our rough sketch of a park at this location shows potential for significant parking.
4. Eagle County Facilities Staff act as staff for Fair and Rodeo Board. No need at this point to have direct contact with Fair and Rodeo Board.
5. Alternative of placing trail along Fairgrounds Road needs to be considered if we cannot address security issues associated with placing trail through esplanade on south side of the Rodeo Arena.
6. Given that the Whitewater Park is more condensed than earlier considered terminating at the entrance to the Exhibition Hall, we do not have to construct a crusher fines trail along the river bank through the Exhibition Hall Area. Therefore, we can construct the paved trail adjacent to the river through this area if we can address the security issues of the esplanade behind the Rodeo Arena. This location for a paved path was previously shown on a Master Plan for the Fairgrounds. Eagle River Corridor Plan to be adjusted accordingly.
7. Commercial development of the Truck Parking Area is problematic.
8. Providing 12 camping spots in this park area (Truck Parking Area) can serve Town of Eagle and Eagle County needs for limited urban camping. More study needed to determine infrastructure requirements if any? Whitewater Park needs a bathroom and changing clothes building.
9. Eagle County does not have written agreement with CDOT for Truck Parking. In a snow event, truck parking could occur with notification provided through LED CDOT sign.
10. Town Staff to provide summary letter in late November to Jan Miller related to how Eagle River Corridor Plan impacts Fairgrounds property.

Eagle County Planning Commission Meeting Notes
December 17, 2014
Eagle River Corridor Subarea Plan

Commissioner Snowden-

- Should railroad corridor be shown as a “Character Area” on the Character Area Map?
- Refine character areas to reflect amount of land taken up by railroad right-of-way
- Commercial in Eagle appears to be struggling
 - Another commercial area in Eagle could have a negative impact
- Mixed Use Development hard to finance
- Commercial uses increase traffic and need for parking
- Is residential above retail space a housing type that is desired in Eagle (is there a demand for this type of housing)? Does the community want that type of housing?
- Reinforce the historical aspects of Eagle
- Do something different, do something unique
- Build off of unique amenities in Eagle (i.e. Historical Park)
 - Build off of what the Town has
- Create an “Eagle Solution,” not an “Anywhere USA Solution”

Commissioner Runyon-

- Already plenty of approved development
- If forced to pick a location for development, the development core is where development should go
- Traffic impacts from more development
- Impact on quality of life with more development
- Opportunity to create incredible whitewater park
- Make whitewater park centerpiece of “Core Area”
- Residential development doesn’t pay for itself
- Highest & Best Use
 - Developer has their opinion on highest & best use
 - Community has their opinion on highest & best use
- Opportunity to create Western Slope kayaking mecca
- Possibly look at opportunities for TDR (Transfer of Development Rights)
 - Maybe take density from another project and transfer to “Development Core”

Commissioner Warner –

- Already a lot of approved and “stagnant” development in Eagle County
- Maybe hold off on developing “Development Core” for 10-20 years
- Is there a demand for more development?
- This seems like it should have been developed prior to other projects

Commissioner Sage –

- What is the absorption rate of all housing units that have already been approved?
- Does more development make sense?

Commissioner Bevan –

- Short kayak season
- Kayak park would be great
 - Is there a need with all the other whitewater parks in the State?

Cliff Simonton –

- 30-40 truck parking spaces in Dotsero
- ~160 truck parking spaces in Eagle
- Eagle truck parking identified on CDOT's map
- If truck parking goes away, need an alternative location to accommodate this need
- Need to accommodate trucks
- Shared use of parking area is a good strategy
- River Plan should not hinge on the truck parking being converted to another use
- Watershed Council has inventory of key areas along Eagle River

Town of Eagle Planning & Zoning Commission Meeting Notes
December 2, 2014
Eagle River Corridor Subarea Plan

General Planning Commission Comments -

- Concept C was the least favorable alternative.
- Plan should focus on getting people from Downtown to the River.
- Not in favor of an amphitheater (that would compete with the amphitheater in the Town Park) down by the river.
- Park (~4-acre park on the south side of the river) along the river can serve as an educational area.

Commissioner Spinelli-

- More emphasis on the history of Eagle in Themes/Goals.
 - Important component of Place-making.

Commissioner Cowles-

- River setbacks appear too tight in “Development Core” concepts.
 - Subarea Plan should establish setbacks from river.
 - Emphasis should be placed on storm water strategies and water quality
- High density residential component important to the vibrancy of Broadway.
- In favor of terraced seating and spectating areas along whitewater park.

Commissioner Richmond –

- Similar to the pedestrian bridge in Glenwood Springs, a pedestrian bridge that ties the improved Truck Parking area to the “Development Core” could serve as an anchor/attraction.
- Commercial component to “Development Core” important to vibrancy.

Commissioner Richards –

- Bridge (vehicular & pedestrian) across the river would provide back & forth access between the “Development Core” and the “Recreation Core.”
- Likes Concept B; “Open” to Broadway; Likes 2nd/Wall Street Connection.

Commissioner Harrison –

- Plan should provide context/background.
 - What is the reason for this planning effort?
- What’s the objective of the Subarea Plan? What’s the end goal?
- Photographs of corridor are needed to help provide context for discussions
 - There should also be a map that shows where photographs were taken

- Add “Partnerships” to Themes/Goals
- There needs to be more discussion about the property east of the green bridge
- There had been some discussion of an activity node near Eby Creek Road and Hwy 6, in the area labeled “Conservation Character Area”
- For the “Core Area” to be vibrant, there needs to be a commercial component
 - Commercial uses draw people into the “Core Area” and helps to make that area feel public
 - Not in favor of all residential in the “Core Area.”
- “Development Core” needs to contribute to the vibrancy of Broadway.
- If possible, buildings between Hwy 6 and the Park (~4-acre park on the south side of the river) should provide view corridors into the Park.
- Amphitheater near river could impact the amphitheater in the Town Park.
- Consistency between “Development Core” and “Recreation Core” concepts (ex. Vehicular bridge shown in “Development Core” concepts but not in “Recreation Core” concept).
- Not in favor of monolithic buildings along Hwy 6.

Commissioner Gregg –

- Likes Plaza
- Dislikes road along river
 - Concept should avoid separating development and river with a road
- Likes direct connection to Broadway (Concept A)
- Plan should define where public spaces should be located
 - Community excited about public space along the river
- Focus more on defining public spaces
- Leave layout of the “Development Core” up to Developer
- Strengthen connection between Broadway & “Development Core”
 - Should be a strong pedestrian connection between Broadway and the “Development Core” (ex. Promenade)
- Re-route Fairgrounds Road into truck parking; move bridge over river to the east or west
- Truck parking should serve as a “signature park” that draws people off of I-70
 - No Development in Truck Parking Area
- Further define areas for conservation
- Need a map that clearly defines conservation areas
 - More definition to the properties east of Green Bridge (Red Mountain Ranch properties)
 - i. Conservation on the south side of River and along the north bank of the river
- Focus on Public Space
- Combine concepts (i.e. 5th Street/Brooks Lane Neighborhood & “Development Core” & “Recreation Core”)

John Hardesty Meeting Notes
December, 2014
Eagle River Corridor Subarea Plan

- Important to have pedestrian connection from Downtown (across Hwy 6)
- Let Developer decide where large park goes in “Development Core”
- Expand green space buffer on river bend across from Visitor Center (northeast corner)
 - Mr. Hardesty emphasized the importance of this area becoming public open space.

Chamber of Commerce Meeting Notes
January 7, 2015
Eagle River Corridor Subarea Plan

- Like the idea of having restaurants by the river
- Like the idea of a restaurant near the Visitor Center
- River park a great starting place
 - Will spark further redevelopment
- Good night lighting is important
 - Lighting along Fairgrounds Road needs to be improved

Eagle River Watershed Council Meeting Notes
January 8, 2015
Eagle River Corridor Subarea Plan

- What are the priorities of the “Development Core”?
 - Should economics be a priority?
 - Should water quality be a priority?
- Setback(s) from the river are important and how runoff from development is handled
- Important to keep impervious surfaces back from the river in order to protect water quality
- Build in room for storm water filtration
 - Ex. Aspen
- Like the idea of soft paths along the river and paved paths away from the river
- Consider “fish friendly” whitewater drop structures
- Variable width buffer along the river’s edge in the “Development Core”

Matt Farrar

From: Dominic Mauriello <dominic@mpgvail.com>
Sent: Thursday, January 08, 2015 10:22 AM
To: Tom Boni
Cc: Matt Farrar; Jon Stavney
Subject: Eagle River Planning

Hi Guys:

Great presentation yesterday. I think you have done a very nice job on the planning for the river corridor.

I have a couple of ideas that came to mind for you to consider or not:

- I think the buildings could be taller towards highway 6. Looking at the roof of a building from 6 is more of a negative than a positive. 4-5 stories might create a better visual connection.
- You should consider building orientation being more in a north-south-ish orientation to allow views and sun through the site. This will help avoid entire streets being iced up during the winter. This works with the above comment by having building step down in stories and elevation toward the river. Most of the concepts had east west oriented buildings.
- You should consider a new zone district with uses and density by right and allow for even higher residential density with a special use permit. PUD's work but many developers are adverse to PUD's in Eagle for political reasons. It would also be great to make such approvals in a way that does not allow for referendum (i.e., do not require approvals by ordinance). Getting the rezoning in place now can prevent that from happening in the future when a development proposal comes in.

Thank you for the opportunity to provide input.

Dominic F. Mauriello, AICP
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www.mpgvail.com

Matt Farrar

From: John & Linda MacKown <jlmackown@peak.org>
Sent: Thursday, January 08, 2015 2:38 PM
To: Tom Boni
Subject: Eagle River Plan

Hi Tom,

Happy New Year. It was great talking with you a few weeks back. Finally found some time to get my comments and questions to you.

Have you delineated the flood plain and other hazard areas? What effect would these have on trail , river access, or future improvements?

How are trails and water park improvements to be made? How will the funding be handled?

What kind of development in core area? Commercial/residential, mix?

If possible, extend core development area to the west to tie in with potential Brush Creek Rd. extension to Hwy 6 past the Bull Pasture.

Seems to me that an access point at 3rd Street would provide better traffic flow into town, to the fire station, school, Upper Kiabab, park, court house, etc. Will offer better visibility and greater distance, between intersections. The existing angled street intersections onto Hwy 6 makes for difficult driving conditions. The proposed Broadway round-about (RA) seems to be close to the frontage road RA, poor sight distance, possible conflicts with RR bridge, and physical constraints for access to and from the core area.

What concerns and input has CDOT and RR provided concerning access points to the core area?

You indicated in our phone conversation the the bridge shown accessing the core area is not feasible at that location. Are there other crossing locations being considered? What about near the existing pedestrian bridge near 5th Street and or the Eagle Ranch RA near Brush Creek? There should be an alternate access on the east end of the study area to connect to Chamber's Road. Alternate crossings to that of the frontage road should be considered for traffic flow and safety reasons.

Since the core area is in several different ownerships, one developer would most likely need to acquire the entire core area to make the project feasible. Is the Town planning on rezoning the core area? This would probably generate more interest in developing the core area.

Will the Town be making improvements to the existing core area access points, ROW acquisition, and physical RR crossing? This would also generate more interest in developing the core area.

Thanks - John MacKown

Planning & Design Charrette Presentation Notes
October 30, 2014
Eagle River Corridor Subarea Plan

Public Comments:

- Historical Society not in favor of moving barn/museum further from parking lot
 - Already difficult to attract people to the museum
 - Moving barn/museum further from the parking lot will make it that much more difficult to attract visitors
- Visitor Center building has historical character
- Key to protect riparian areas
- How can the Eagle River Corridor Plan be integrated with the West Eagle Subarea Plan?
- How do you pay for it?
 - How do we ensure that riverfront development is an economic boost and not a drain/burden on taxpayers?
- “Development Core” seems to dense
- Should be noted that this is a long-term plan
 - Phased implementation
- River Access
 - Can create vitality
 - Eagle doesn’t have enough public access
 - How do we access river from Downtown?
- More connection to the River
 - Make it easier for folks to get to the river
- Easier access to museum
 - Museum is an asset
- Parking impacts on Visitor Center from River Park
- Like the use of the historical grid in the “Development Core”
- Conservation through higher intensity development in the “Core Area” – No sprawl
- Don’t do what Minturn allowed
 - High density residential project(s)
- Develop truck parking
 - Already a degraded site
 - Like the concept of “rehabbing” of truck parking