



AGENDA
Planning & Zoning Commission
Tuesday, October 4, 2016
6:00 P.M.

Public Meeting Room / Eagle Town Hall
200 Broadway
Eagle, CO

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

<u>ITEM</u>		
6:00pm – CALL TO ORDER		
SWEARING IN OF NEW COMMISSION MEMBERS		
	•	Jamie Harrison
	•	Kyle Hoiland
	•	Charlie Perkins
APPROVAL OF MINUTES – September 20, 2016		
<u>PUBLIC COMMENT</u>		
<i>Citizens are invited to comment on any item not on the Agenda subject to a public hearing. Please limit your comments to five (5) minutes per person.</i>		
<u>LAND USE FILES</u>		
NEW PUBLIC HEARINGS		
1.	Project:	Tumbleweed Sign Variance
	File #:	V16-07
	Applicant:	Mark Smith
	Location:	1125 Chambers Avenue
	Staff Contact:	Tom Boni (Town Planner)
	Request:	Variance to allow for 120 sf of signage on Tumbleweed Dispensary.
2.	Project:	ABDW Studio Apartment
	File #:	SU16-04
	Applicant:	Brad Wright
	Location:	801 Chambers Avenue
	Staff Contact:	Tom Boni (Town Planner)
	Request:	Special Use Permit to allow addition of a studio apartment to accommodate employees of Alan-Bradley Windows & Doors, Inc.

<u>ITEM</u>	
3.	Project: Wall Street Commons
	File #: SU16-03
	Applicant: Bryan Desmond
	Location: 243 Wall Street
	Staff Contact: Tom Boni (Town Planner)
	Request: Special Use Permit to allow High Density Residential Building on a lot in the Central Business District.
4.	Project: Wall Street Commons
	File #: V16-08
	Applicant: Bryan Desmond
	Location: 243 Wall Street
	Staff Contact: Tom Boni (Town Planner)
	Request: Zoning Variance from the Rear Yard Setback.
5.	Project: Wall Street Commons
	File #: V16-09
	Applicant: Bryan Desmond
	Location: 243 Wall Street
	Staff Contact: Tom Boni (Town Planner)
	Request: Zoning Variance to reduce the amount of open space required pursuant to 4.05.010.A.3.b (300 sf per unit or 5,400 sf)
<u>TOWN BOARD OF TRUSTEES MEETING REVIEW</u>	
<i>Staff update to the Planning & Zoning Commission on recent decisions made by the Board of Trustees on various Land Use files.</i>	
1. Tumbleweed Dispensary Development Permit	
2. Boyz Toyz Special Use Permit	
<u>OPEN DISCUSSION</u>	
<u>ADJOURN</u>	



**Planning and Zoning Commission
Meeting Minutes
September 20, 2016**

PRESENT

Jason Cowles, Chair
Stephen Richards
Charlie Perkins
Jesse Gregg
Max Schmidt
Cindy Callicrate
Donna Spinelli

STAFF

Tom Boni – Town Planner
Danielle Couch – Administrative Assistant

ABSENT

Jamie Harrison

This meeting was recorded and the CD will become part of the permanent record of the minutes. The following is a condensed version of the proceedings written by Danielle Couch.

CALL TO ORDER

The regular meeting of the Planning and Zoning Commission held in the Eagle Town Hall on September 20, 2016, was called to order by Jason Cowles at 6:03 p.m.

APPROVAL OF MINUTES

Stephen Richards moved to approve the minutes of the September 20, 2016, Planning & Zoning Commission Meeting. Jesse Gregg seconded. The motion passed unanimously with Cindy Callicrate abstaining.

PUBLIC COMMENT

None

LAND USE PUBLIC HEARINGS

- SU16-03** *Wall Street Commons*
V16-08 *Wall Street Commons Rear Yard Setback Variance*
V16-09 *Wall Street Commons Open Space Variance*

Cowles opened Files SU16-03, V16-08 and V16-09 for Wall Street Commons at 243 Wall Street. After the applicant reviewed Staff's recommendation for denial of the Special Use permit due to the lack of parking identified, the applicant requested a continuation to revise the application. However, seeing that there are citizens in attendance for public comment, Tom Boni thought we should hear their concerns.

Cowles opened public comment.

Dan Leary, 204 W Third Street

Mr. Leary lives directly across from this proposed development. The issue with parking goes without saying. He is not sure if the current Commission remembers when this applicant had applied for a variance to allow the building on this parcel to be three stories rather than two. He doesn't think a 3-story building fits with the neighborhood. The applicant has proposed the front of the building on Wall Street and the rear of the building on Third Street, which would put the building entrance and trash enclosures directly across the street from Mr. Leary's front door. The parking as proposed will not work in the neighborhood and he feels that there should be more greenspace instead of the proposed 4-5 trees. He is not against this kind of development or the look of the building but this design in the middle of town, with no parking, won't work. He wants a nice town and wants the Planning & Zoning Commission to help protect the neighborhood.

Bill Harris, 214 W Third Street

Mr. Harris has lived at this address for 24 years and grew up here. He has seen a lot of change, some good, some bad. He does not see this development as being a benefit for the Town. The residents of this development would likely be couples or roommates and if each of them has a vehicle, that is an additional 36 cars. Third Street is a main thoroughfare and keeping it clear will be impossible; there will be nowhere to store snow with that many cars parked along the street. Also with this many additional cars in the downtown area, it limits the number of people that can come in to visit downtown. He feels this proposal can be scaled down and hopes to see a better project come back with the new proposal.

Jack Olesen, 229 Wall Street

Mr. Olesen feels that this development will affect him more than anybody. His bedroom windows would potentially be five feet from the edge of the new building. He has lived there for 58 years and is not leaving but if this building goes in, he will never see the sun again.

Rick Walter, 321 Wall Street

Mr. Walter has owned this property for five years and has been in the valley for 35 years. He is supportive of development but the number of units and the height of the building is not a fit for this neighborhood. It is too much for this town.

Cowles thanked the citizens for their comments and closed public comment. He asked Boni to share these comments with the applicant while he is working on retooling the application. Boni encouraged the citizens to attend the Planning & Zoning Commission meeting on October 4 to hear the applicant's presentation. Cindy Callicrate added that it is also important for them to attend and comment at the Board of Trustees meeting as well.

Boni explained that this type of application has many layers and this first step is the special use permit because this type of residential building is not a "use by right" in this zone district. The applicant is seeking to determine if this development is something that the Town wants and is looking to get a sense of whether it is appropriate. The Board of Trustees ultimately approves or denies the Special Use permit; the Planning & Zoning Commission approves or denies the variances. Mr. Harris asked who makes the final determination on the building height. Boni said that the Board of Trustees makes that decision, with recommendations from the Planning & Zoning Commission.

Cowles made a motion to continue the file to October 4, 2016. Charlie Perkins seconded. The motion was unanimously approved.

Richards thanked everyone for coming in and raising concerns that the Commission might not otherwise know about.

TOWN BOARD OF TRUSTEES MEETING REVIEW

1. Rocky Mountain School of Discovery – Application rescinded by the applicant.

OPEN DISCUSSION

The Request for Qualifications (RFQ) for the Eagle River Park Design has been published and closes on October 3, 2016. We will invite 5-6 of the submittal teams to respond to the Request for Proposals (RFP). Cowles asked if Staff would like any input from the Planning & Zoning Commission on the RFQ selection. Boni said the selection would be staff-led but would welcome any Commission members that would like to participate. Staff hopes to have a contract in place by mid-January.

Cowles commented that sometime in the near future we should look at parking standards for the Central Business District. He would like to have something that we can apply more uniformly.

ADJOURN

Richards made a motion to adjourn the meeting. Donna Spinelli seconded. The motion passed unanimously. The meeting was adjourned at 6:48 p.m.

Date

Jason Cowles – Planning and Zoning Commission Chair

Date

Danielle Couch – Administrative Assistant



The Town of Eagle

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

Meetings:
2nd and 4th Tuesdays

CERTIFICATE OF RECOMMENDATION

TO: Planning & Zoning Commission

FROM: Department of Community Development

DATE: Tuesday, October 4, 2016

PROJECT NAME: Tumbleweed Sign Variance

FILE NUMBER: V16-07

APPLICANT: Maggie Fitzgerald

LOCATION: 1125 Chambers Avenue

APPLICABLE SECTION(S) OF MUNICIPAL CODE:

Section 4.05 (Zoning Review Procedures)
Section 4.08 (Sign Code)

EXHIBIT(S): A. Application Letter
B. Proposed Signage

PUBLIC COMMENT: None Received

STAFF CONTACT: Tom Boni, Town Planner

REQUEST: Applicant is requesting a Zoning Variance to allow for two wall signs, one facing west and one facing south together with a symbol over the entrance. The total signage requested on front and side façade is 60 square feet including a 16 square foot symbol.

DISCUSSION

The applicant's building on this narrow lot presents a longer west and east facing façade than the frontage along Chambers Avenue. Since the most visible portion of the building is west facing, the applicant desires to place a sign on the west façade of the building in addition to a south facing sign facing Chambers Avenue.

The sign "tumbleweed" measures 22 square feet (raised letters). On the two sides of the building, the total wall sign measures 44 square feet. The logo over the door measures 16 feet. Total signage is 60 square feet facing Chambers Avenue and 16 square feet of symbol facing I-70.

As of right, this building is allowed 30 square feet of wall signage facing Chambers Avenue and 30 square feet of monument signage. Because this lot also is adjacent to the I-70 right of way, another wall sign could be placed on the north side of the building of 30 square feet. Total signage allowed 90 square feet.

The applicant requests a variance to use the additional 30 square feet of monument signage to be distributed equally on the west and south facing wall signs and the symbol over the doorway.

When we originally met with the applicant, the sign request was larger and included the words dispensary on both of the wall signs. In order to reduce the size of the wall sign these words have been removed.

The net effect of the proposal on overall signage facing Chambers Avenue is zero. By reducing the sign dimensions on either of the facades the viewer effectively sees 22 square feet plus the logo over the doorway. The logo over the doorway also provides orientation to the entrance of the building.

On the north facing side of the building the applicant is allowed 30 square feet of signage. The proposal request 16 feet of signage which is 14 square feet less than otherwise allowed.

ZONING VARIANCE STANDARDS (SECTION 4.05.020)

Listed below are the findings required by Section 4.05.020 of the Land Use & Development Code for approval of a Zoning Variance:

1. That the variance granted is without substantial detriment to the public good and does not impair the intent and purposes of the Town’s regulations, goals, policies and plans, including the specific regulation in question; and
2. That the variance granted is the minimum necessary to alleviate the hardship; and
3. That there exists on the property in question exceptional topography, shape, size or other extraordinary and exceptional situation or condition peculiar to the site, existing buildings, or lot configuration such that strict application of the zone district requirements from which the variance is requested would result in peculiar and exceptional practical difficulties to or exceptional and undue hardship upon the owner of the property in question; or
4. That such exceptional situation or condition was not induced by any action of the applicant and is not a general condition throughout the zone district.

FINDINGS FOR ZONING VARIANCE STANDARDS

Standard #1

Chapter 4 of the Eagle Area Community Plan (EACP) identifies this location as part of the Commercial Area. The character of the Commercial Area provides that this area is intended “for auto oriented land uses with shops and businesses entrances highly visible from adjacent travel routes ...”

Chapter 5 of the EACP includes a Planning Principle to promote sustainable businesses that contribute to the diversification of the local economy.”

Staff finds that the Zoning Variance request is in accordance with the character discussion in the EACP

Standard # 2

Staff believes that with the commitment by the applicant to not include a monument sign in the front of the property and to limit the wall signage facing I-70, the applicant’s request for additional wall sign area is the minimum to alleviate the hardship that may result from the strict application of the Town’s Sign Code to this long and narrow site.

Standard #4

This application for a variance is a product of a narrow and long lot is not a general condition throughout the zone district. The lettering of the sign is compatible with the façade of the building.

STAFF RECOMMENDATION

Staff recommends conditional approval of file V16-07 based on compliance with Zoning Standards 1, 2 and 4.

- Condition:
1. A monument sign is not permitted on this Lot
 2. The wall sign facing I-70 is limited to 16 square feet.



maggie t. fitzgerald, aia

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maggiearchitect.com
maggieTfitz@gmail.com
970.445.0486

September 28, 2016

Town of Eagle
Community Development
200 Broadway
PO Box 609 Eagle, Colorado 81631
970.328.9655

Tom Boni,

Attached is our request for a variance on additional signage for 1130 Chambers, Lot C-12B. Mark Smith is applicant.

Please refer to the attached elevations with additional Square footage requested. Our intent is to have two wall signs that read "TUMBLEWEED", one on chamber and one on the West building side. These total 44 SF. In addition to name, two cross symbol signs that are integral to the branding of the Tumbleweed store. One on the entry and one behind the entry facing back. These total 32 SF. All proposed signage total of 76 SF.

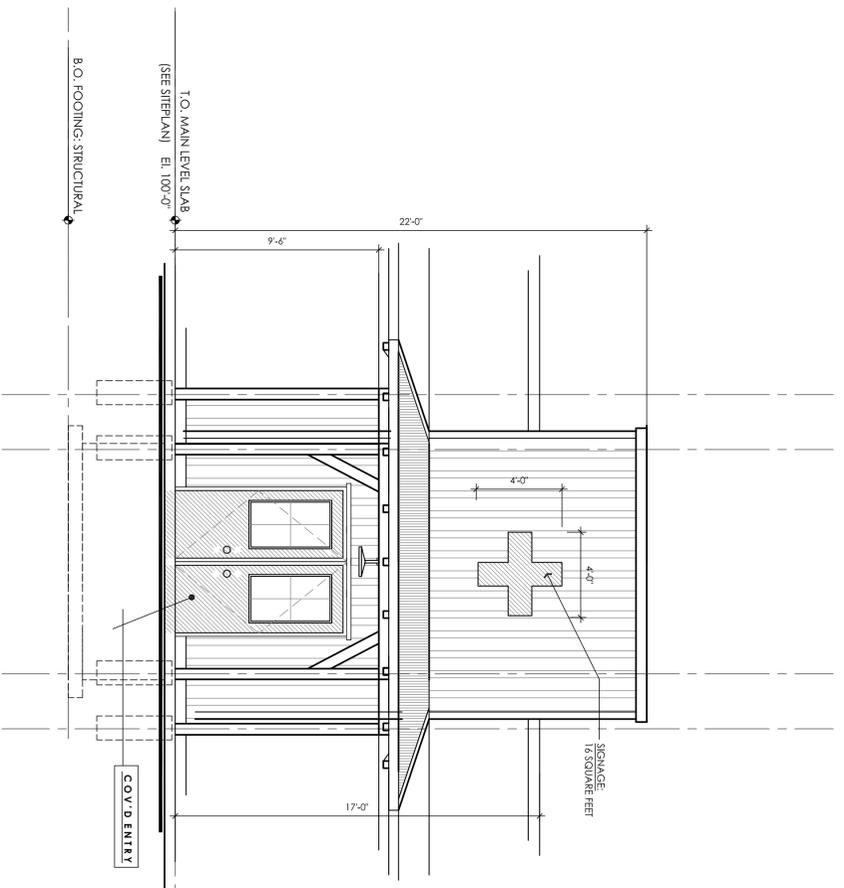
The current code allows a wall sign to face the front, a monument sign at the street, and a North wall sign facing I-70. We propose using the total square footage allowed for the our proposed wall signs.

Thank you for your consideration.

Sincerely,

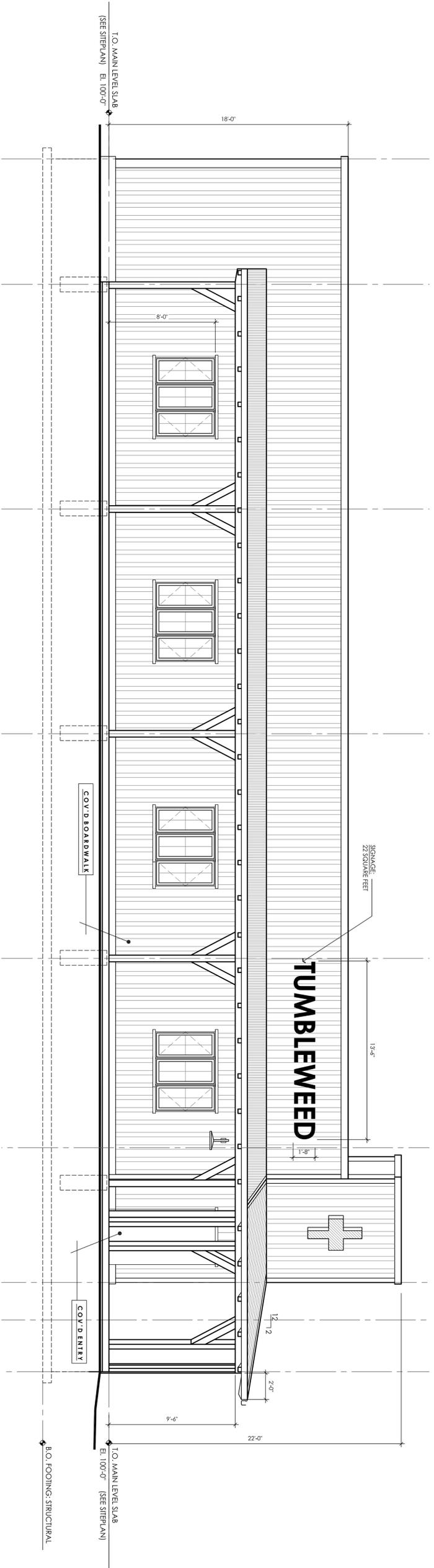
Maggie T Fitzgerald

Maggie Fitzgerald, AIA



3 SOUTH-WEST ENTRY ELEVATION
SCALE: 1/4" = 1'-0"

2 SOUTH EXTERIOR ELEVATION
SCALE: 1/4" = 1'-0"



1 WEST EXTERIOR ELEVATION
SCALE: 1/4" = 1'-0"

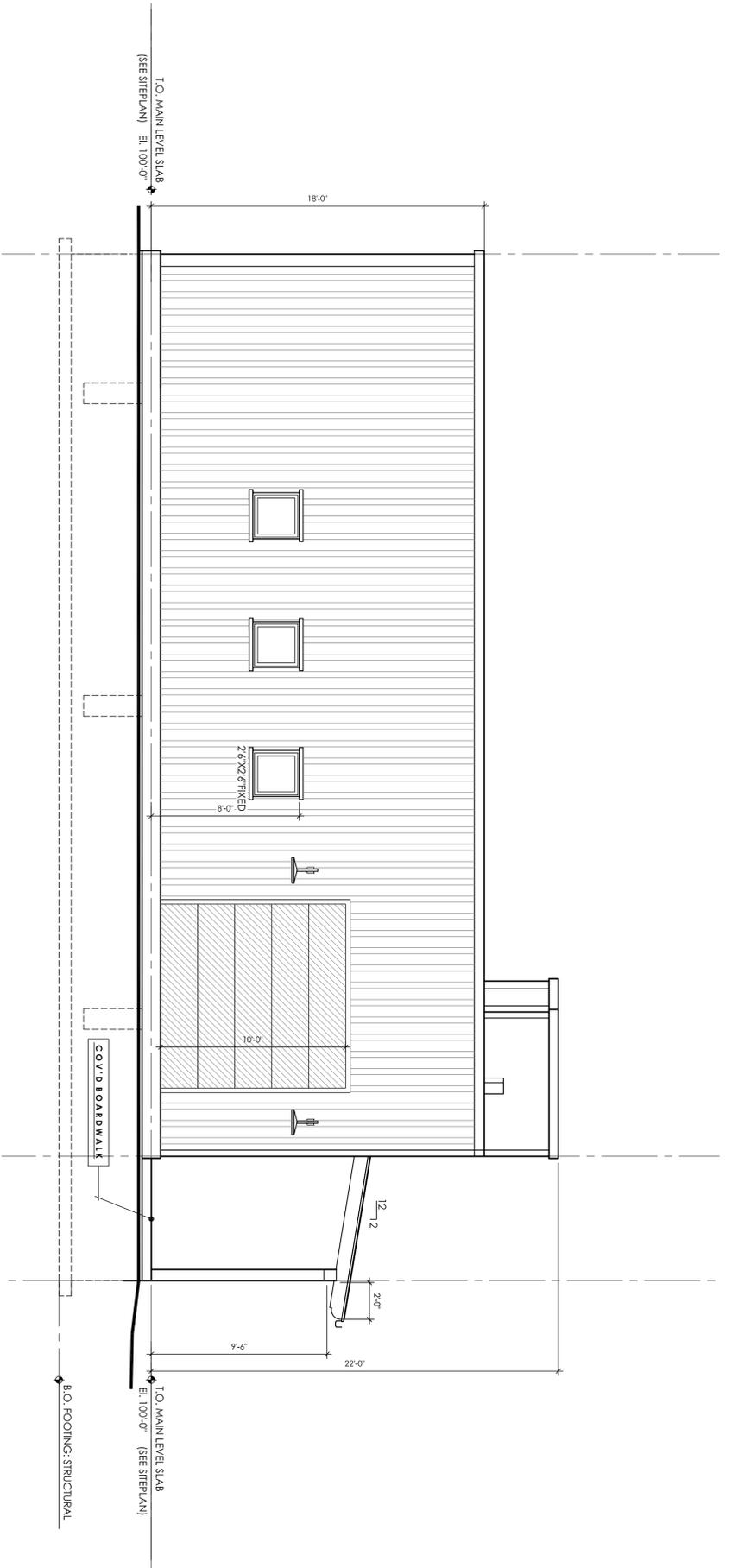
issue:	date:
SCHEMATIC DESIGN	8-22-2016
TOWN OF EAGLE P&Z MEETING	9-6-2016
SIGNAGE VARIANCE	10-4-2016

ILB2 & TUMBLEWEED DISPENSARY
1125 CHAMBERS AVE.
EAGLE, CO 81631

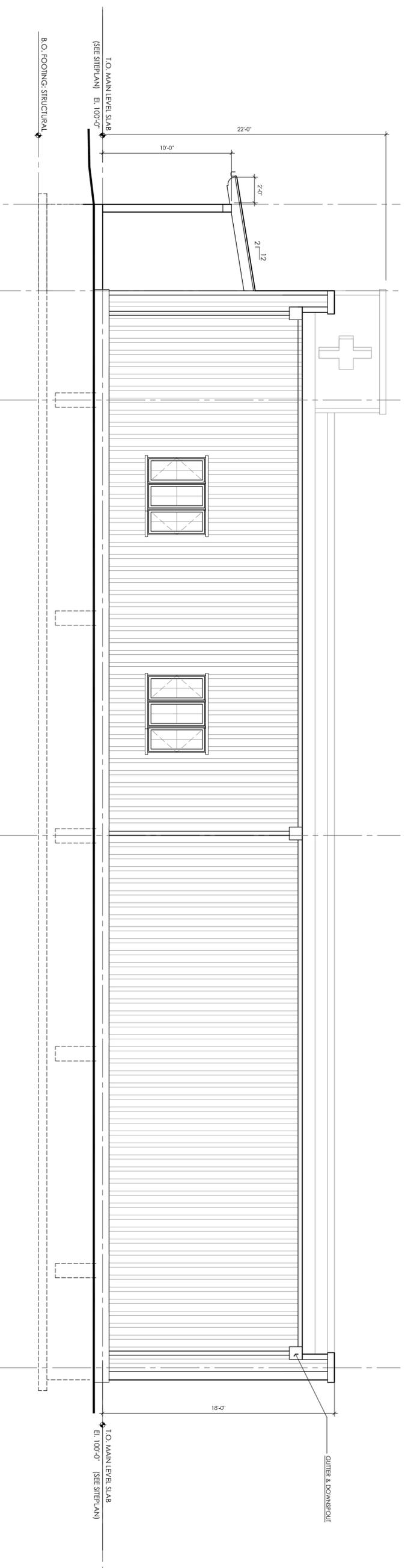
Maggie T. Fitzgerald, AIA
— architect —
P.O. Box 1328 Eagle, Colorado 81631
970.445.0486



A3.1
BUILDING
ELEVATIONS



2
A3.1
NORTH EXTERIOR ELEVATION
SCALE: 1/4" = 1'-0"



1
A3.1
EAST EXTERIOR ELEVATION
SCALE: 1/4" = 1'-0"

issue:	date:
SCHEMATIC DESIGN	8-22-2016
TOWN OF EAGLE P&Z MEETING	9-6-2016
SIGNAGE VARIANCE	10-4-2016





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Meetings:
2nd and 4th Tuesdays

CERTIFICATE OF RECOMMENDATION

TO: Planning & Zoning Commission

FROM: Department of Community Development

DATE: Tuesday, October 4, 2016

PROJECT NAME: ABWD Warehouse and Showroom

FILE NUMBER: SU16-04

APPLICANT: ABWD Property Holdings, LLC, Brad Wright

LOCATION: 801 Chambers Avenue

APPLICABLE SECTION(S) OF MUNICIPAL CODE:
Section 4.05.010 (Special Use Permit)
Section 4.04 (Zoning)
Section 4.07 (Development Standards)

EXHIBIT(S): A. Application Packet

PUBLIC COMMENT: None Received

STAFF CONTACT: Tom Boni, Town Planner

REQUEST: Applicant is requesting a Special Use Permit to allow one additional dwelling unit to the existing dwelling unit in a building in the Commercial General (CG) Zone District.

DISCUSSION:

The applicant is requesting an additional Special Use Permits for “One Single Dwelling Unit – Accessory to a use permitted” in order to construct second apartment (studio) on the second floor of this building. The existing structure contains several uses including a showroom and sales space on the eastern end of the building, a warehouse space in the central portion of the building and the western side of the building is leased to a building and framing company. The Table of Uses in Section 4.04.070 of the Land Use and Development Code allows for one single dwelling unit accessory to a use permitted to be constructed within a building in the Commercial General Zone District.

Based on the two or three uses currently contained within the building, the additional dwelling unit is allowed through a Special Use Permit.

STANDARDS FOR SPECIAL USE PERMIT (SECTION 4.05.010):

Listed below are the findings required by Section 4.05.010 of the Land Use & Development Code for approval of a Special Use Permit:

1. The proposed use is consistent with the provisions of this Chapter and with the Town’s goals, policies and plans, and
2. The proposed use is compatible with existing and allowed uses surrounding or affected by the proposed use, and
3. Street improvements adequate to accommodate traffic volumes generated by the proposed use and provision of safe, convenient access to the use and adequate parking are either in place or will be constructed in conjunction with the proposed use, as approved by the Town, and
4. The special conditions for specific uses, as provided in this Section, are met.

FINDINGS FOR SPECIAL USE PERMIT:

Standard #1:

Chapter 4.04 – Zoning of the Land Use & Development Code permits “One Single Dwelling Unit – Accessory to a use permitted” as a Special Use within the Commercial General (CG) Zone District. The subject property is zoned Commercial General (CG) and therefore is in compliance with this provision of the Code.

801 Chambers Avenue is located within an area designated as “Commercial” on the Future Land Use Map of the 2010 Eagle Area Community Plan (2010 EACP). Under the “Intent” of the “Commercial” Land Use Designation, it reads “Commercial uses are generally not compatible with residential units. A limited number of live work arrangements may be appropriate, per zoning.”

700 Chambers Avenue is also located within the “Interstate 70 Influence Character Area.” In the discussion of the I-70 Influence Character Area, it states “...while workforce housing may be found to be appropriate on upper levels of some buildings, residential development of any significance in these areas should be avoided.”

In the “Housing” chapter of the 2010 EACP it is stated “...high housing costs create problems for area employers. Employers responding to the annual Economic Council Workforce Report state that the lack of affordable housing negatively impacts their ability to recruit, hire, and retain staff. The Town believes that a healthy vibrant community should have a diverse workforce and a range of housing choices for residents at all income levels, and that the development of workforce and affordable housing in Eagle can help to ensure a more sustainable community. Furthermore, Housing Policy 1.3 reads “Promote increased residential densities in mixed use commercial residential areas.” There is a housing crises in Eagle County and this application for one additional housing unit in this existing building addressed this growing need for more housing for our employees.

In Staff’s opinion, the 2010 EACP clearly recognizes the need and importance of workforce housing. While the Plan states that significant residential development in the area identified as “Commercial” on the Future Land Use Map may not be appropriate, the Plan does indicate that limited workforce housing in this area is acceptable. Therefore, Staff believes that the proposed live/work buildings are in general compliance with the 2010 EACP.

Standard #2:

Existing uses neighboring property to 801 Chambers Avenue include:

R and H Mechanical office and shop and an HVAC warehouse to the east

A roofing company and stucco company to the west (TCC Roofing and Stucco Works)

Taco Bell and storage units to the south

The properties neighboring 801 Chambers Avenue are zoned Commercial General (CG). As previously discussed, the Commercial General (CG) Zone District allows for a limited amount workforce housing. Staff believes that the proposed live/work buildings are generally compatible with existing and allowed uses in this part of Eagle.

Standard #3:

Street Improvements & Access: The design of Chambers Avenue is adequate to accommodate any additional traffic generated by the commercial and residential uses of the building.

Parking: Access to the building is by a driveway and adequate parking has been provided.

Standard #4:

Not Applicable.

STAFF RECOMMENDATION:

Staff recommends approval of file number SU16-04 based on compliance with Special Use Permit Standards 1, 2 and 3 with the following condition:

Units may man be sold separate from the commercial use to which they are associated.

PLANNING & ZONING COMMISSION:

1. Questions of Staff and/or Applicant
2. Public Comment
3. Deliberations



ALAN-BRADLEY
WINDOWS & DOORS
A Specialty Fenestration Company

Brad Wright, Owner/President
(970) 481-3394 Cell
brad@abwdco.com
Vail Valley Office & Showroom
801 Chambers Ave
Eagle, CO 81631
(970) 524-2201 Office
(970) 524-2203 Fax

Date: 9-13-16

801 Chambers Studio Apartment completion

To whom it may concern,

ABWD Property holdings, LLC, owner of 801 Chambers Ave, is proposing to finish a studio apartment space to accommodate employees of Alan-Bradley Windows and Doors, Inc. This would be in addition to our 1500 sq foot residential unit already completed and finished.

Alan-Bradley Windows and Doors currently employs 13 people and is growing rapidly. Our business consists of supply and service of all types of windows and doors to homeowners, contractors, and architects. We currently service Eagle, Routt, Pitkin, Garfield, and Summit counties, as well as, projects on the Front Range, Utah, Wyoming, and in the Caribbean.

Our application is requesting the following:

- *Special use permit for on additional residential unit above the office and showroom*
 - *This studio apartment will accommodate (1) employee.*
 - *The residential unit will consist of modest living quarters with 1 bedroom and a single bathroom.*

Thank you for your consideration.

Sincerely,

Brad Wright

President

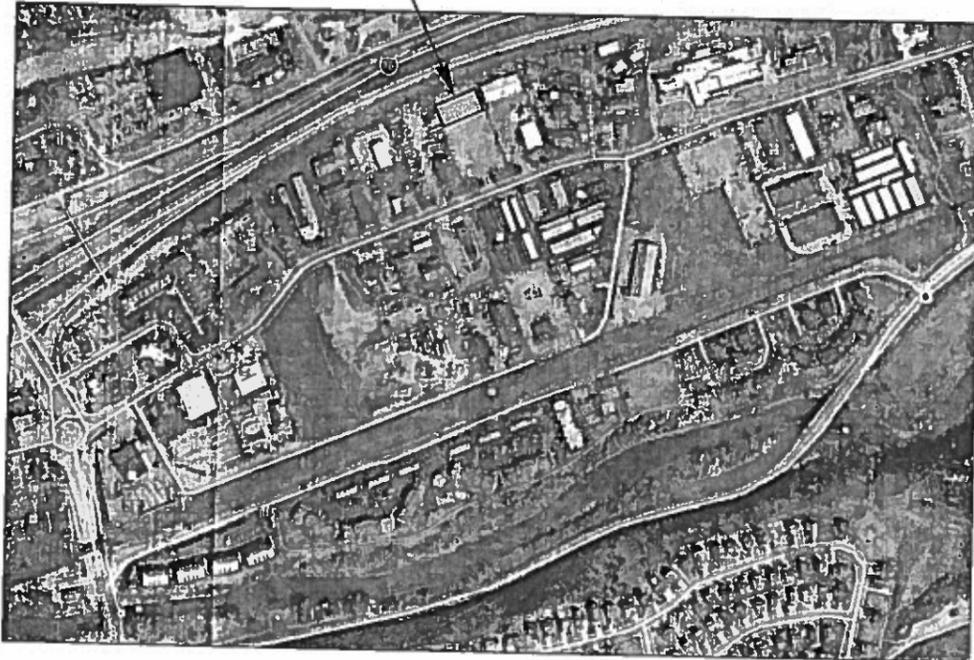
ABWD Property Holdings, LLC

Alan-Bradley Windows and Doors, Inc.

ALAN-BRADLEY WINDOWS AND DOORS

801 CHAMBERS AVENUE, EAGLE, COLORADO

PROJECT LOCATION:



PROJECT DESCRIPTION:
 CHANGES TO APPROVED PLANS - TENANT FINISH OF UNFINISHED PORTION OF THE UPPER LEVEL OF AN EXISTING MIXED-USE BUILDING. ADDITION OF ONE BEDROOM, ONE BATH RESIDENTIAL UNIT. ADDITION OF ONE BATHROOM TO EXISTING RESIDENTIAL UNIT.

PROJECT SUMMARY:

CODE:
 2012 INTERNATIONAL BUILDING CODE

ZONING:
 CG - COMMERCIAL GENERAL

OCCUPANCY CLASSIFICATION:
 MAIN LEVEL: GROUPS B AND S
 UPPER LEVEL: GROUP R-3

CONSTRUCTION CLASSIFICATION:
 TYPE III-B

TWO STORY STEEL FRAMED BUILDING, FULLY SPRINKLED

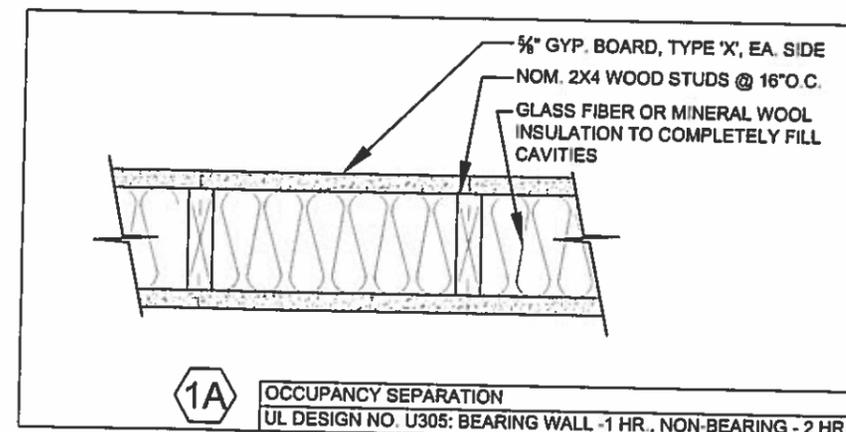
PROJECT SQUARE FOOTAGE:
 1090sf RESIDENTIAL UNIT

GENERAL PLAN NOTES:

1. EXISTING 2-HR FIRE SEPARATION BETWEEN ADJACENT USES - B, BELOW, AND R, ABOVE SHALL BE MAINTAINED.
2. EXISTING EGRESS WINDOW(S) PER R310.1 SHALL BE MAINTAINED IN NEW SLEEPING ROOM.
3. SMOKE DETECTORS PER R314
4. CARBON MONOXIDE ALARMS PER R315
5. PLUMBING FIXTURES PER 2009 IPC SECT 405-425
6. BATHROOM LIGHT AND VENTILATION PER R303.3

GENERAL ELECTRICAL NOTES:

1. POWER AND LIGHTING DISTRIBUTION TO FOLLOW REQUIREMENTS PER 2012 IRC
2. PER 2012 IECC, 75% OF ALL NEW LIGHTING TO BE HIGH EFFICACY
3. ELECTRICAL WALK-THRU IS REQUIRED WITH ARCHITECT AT ROUGH-IN
4. TYPICAL COLOR OF OUTLETS, SWITCHES, AND COVERS (LUTRON ARCHITECTURAL MATTE): ALMOND (AL) DRYWALL LOCATIONS; BROWN (BR) STONE & NATURAL WOOD LOCATIONS, VERIFY.
5. TYPICAL SWITCH HEIGHTS: 48" AFF TO THE TOP OF SWITCH BOX FOR STANDARD SWITCHES, +42" AFF TTT FOR BESIDE SWITCHES
6. ALL RECESSED CANS TO BE ON DIMMERS.
7. LED LIGHT COLOR TEMPERATURES:
 CLOSET = 4000K (WHITE)
 BEDROOM = 3000K (WARM WHITE)

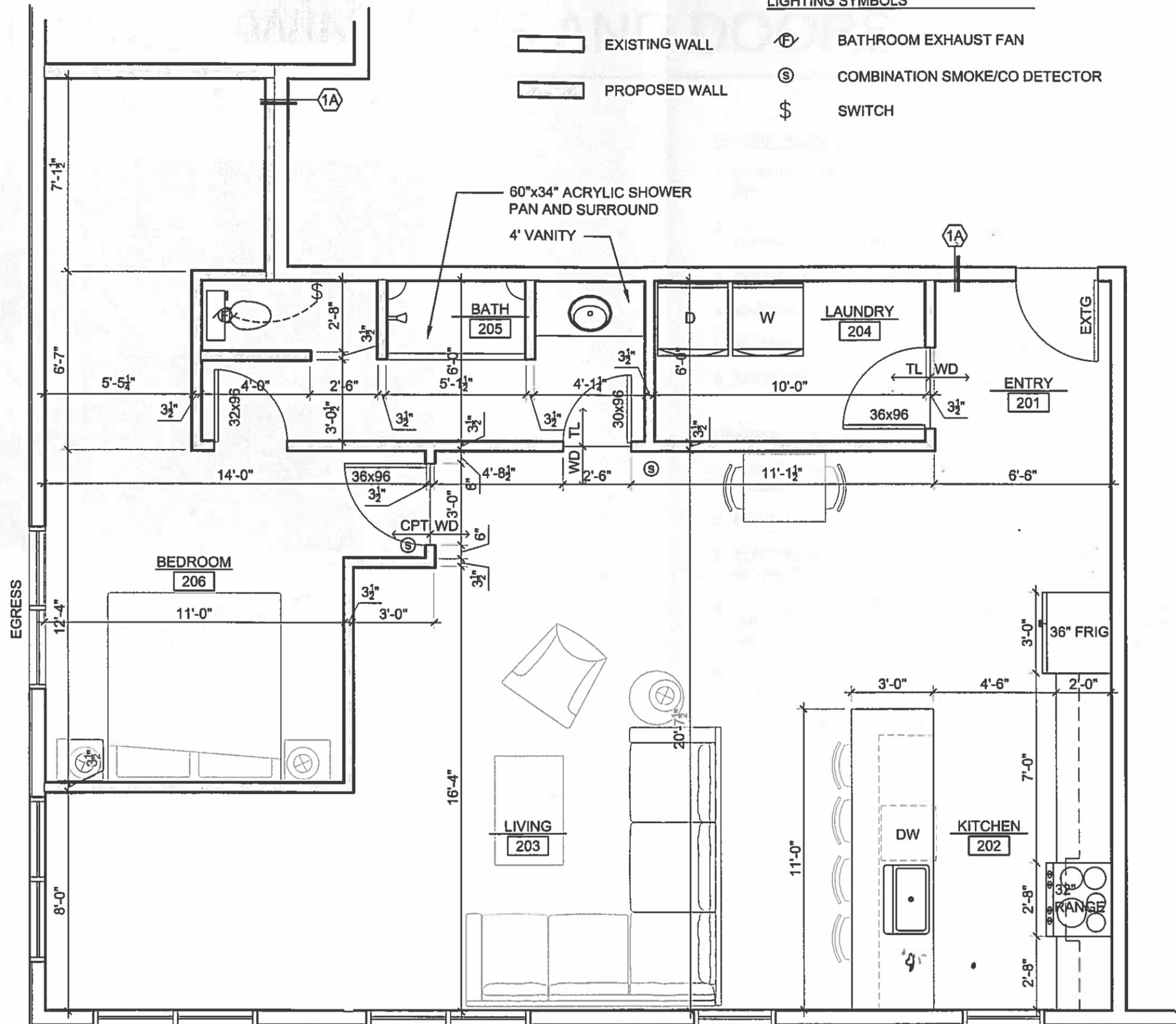


ALAN-BRADLEY
 WINDOWS & DOORS

PROJECT: /
 DRAWN BY:
 DATE: 01
 REVISIONS:

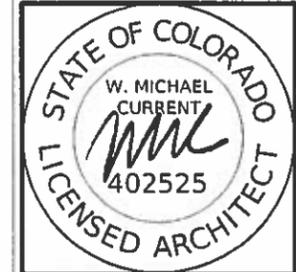
LIGHTING SYMBOLS

-  EXISTING WALL
-  PROPOSED WALL
-  BATHROOM EXHAUST FAN
-  COMBINATION SMOKE/CO DETECTOR
-  SWITCH



1 PARTIAL UPPER LEVEL PLAN
1/4" = 1'-0"

CURRENT
ARCHITECTS
 AND ASSOCIATES
 PO BOX 5293
 VAL. COLORADO 81657
 970.331.6345
 www.currentarchitects.com



ALAN-BRADLEY
WINDOWS & DOORS
 801 CHAMBERS AVENUE
 EAGLE, COLORADO

PROJECT: ABWD-16
 DRAWN BY: WMC
 DATE: 08.31.2016

REVISIONS:



The Town of Eagle

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

Meetings:
2nd and 4th Tuesdays

CERTIFICATE OF RECOMMENDATION

TO: Planning & Zoning Commission

FROM: Department of Community Development

DATE: October 4, 2016

PROJECT NAME: Wall Street Commons

FILE NUMBERS: SU16-03, V16-08, V16-09

APPLICANT: Bryan Desmond

LOCATION: 343 Wall Street

APPLICABLE SECTION(S) OF MUNICIPAL CODE:

Section 4.05 (Zoning Procedures)

Section 4.04 (Zoning)

EXHIBIT(S): A. Application Packet

B. Aerial Photographs

PUBLIC COMMENT: Testimony at September 20 Hearing

STAFF CONTACT: Tom Boni, Town Planner

REQUEST: Applicant is requesting:

1. Special Use Permit to allow High Density Residential Building on a lot in the Central Business District.
2. Zoning Variance from the Rear Yard Setback
3. Zoning Variance to reduce the amount of open space required pursuant to 4.05.010 A.3.b (300 sf per unit or 5,400 s.f.)

DISCUSSION:

The property is located at the north west corner of Third Street and Wall Street. Staff concurs with the applicant that there is a need for more residential density in the downtown Eagle neighborhood. This property is two blocks north of the Town Park and one block west of commercial uses on Broadway. In order to construct an all residential building in the CBD, a Special Use Permit is required. This application is for 18 units in a three story building with a common green space located in the north west corner of the property of approximately 1,300 square feet. The units have also been provided outside decks.

While a finding of adequate public facilities is required for a Special Use Permit if this Special Use Permit is the final approval on an application. In this case, a Development Permit for the multi-family building is required and would be the final approval. The two key public facilities required to be analyzed are traffic impacts to the surrounding street system and water usage impact to our water treatment plant. The threshold for this review as set forth in Chapter 4.14.020 is 10 units. The applicant has provided a draft Public Facilities Information Report although a finding of adequate public facilities may be deferred in this instance to the review of the Development Plan.

One of the obstacles to redevelopment that owners of downtown real estate have pointed out to staff are the parking standards. The Town has been studying the amount of on-street parking that can be constructed on our wide rights of ways to accommodate parking requirements of development on the adjacent land. Town Staff also recognizes that residential and commercial uses require parking generally at different times of day that should allow a significant sharing of parking. This has been a trend in many communities to introduce residential into downtowns to create a more active nightlife and the more efficient use of parking. Research is indicating that people attracted to downtown neighborhoods are less reliant on the automobile and generally require less parking than residents in other parts of Town.

The applicant's proposal generates 31 spaces and 14 on street spaces are shown adjacent to his lot. The remaining 17 space are shown across Wall Street in front of the Centurytel property and on the south side of the Centurytel property on Third Street.

The CBD has no front or side yard setback requirements; however, it has a 25-foot rear yard setback. This rear yard setback requirement, I believe, was provided to accommodate parking for employees accessible from the alley.

The Applicant is requesting that for yard purposes, the Wall Street Frontage be considered the front to the building. Therefore, the rear of property abuts the Service Master Building. As mentioned earlier, there is courtyard provided on the north west corner of the building which accommodates the setback in this portion of the lot. On the southern there is a stairway and trash enclosure that is located approximately 5 feet from the rear lot line.

The other zoning variance is related to the requirement to provide 300 square feet of useable space per unit. This would require 5,400 square feet. The applicant is providing a courtyard of approximately 1200 square feet and balconies to all of the units. The building is also setback from Wall Street which also adds some open space. The applicant needs to provide a calculation of the open space to determine the exact amount to provide. Staff believes it is approximately 2600 square feet.

STANDARDS FOR SPECIAL USE PERMIT (SECTION 4.05.010):

Listed below are the findings required by Section 4.05.010 of the Land Use & Development Code for approval of a Special Use Permit:

1. The proposed use is consistent with the provisions of this Chapter and with the Town’s goals, policies and plans, and
2. The proposed use is compatible with existing and allowed uses surrounding or affected by the proposed use, and
3. Street improvements adequate to accommodate traffic volumes generated by the proposed use and provision of safe, convenient access to the use and adequate parking are either in place or will be constructed in conjunction with the proposed use, as approved by the Town, and
4. The special conditions for specific uses, as provided in this Section, are met.

FINDINGS FOR SPECIAL USE PERMIT:

Standard #1:

Subject property is zoned Central Business District. Chapter 4.04.060 (Schedule of Uses Permitted in Residential Zone Districts) identifies a High Density Multi-Family Building as a Special Use in the CBD.

The Eagle Area Community Plan (Plan) generally provides the goals, policies and plans for the Town. This property is located within the Town Center (Historic Town) Future Land Use Designation. Two relevant Intent Statement listed for this area are:

1. Maintain residential uses in close proximity to shopping and business locations to enhance local retail and business success.
2. Encourage infill and redevelopment of underutilized lots.

Chapter 6 of the Plan includes a Policy to “maintain and improve the appearance of the community gateways and streetscapes to better establish and reinforce the Town’s identity and sense of place.” This Chapter also includes Policies to encourage development that builds upon

and adds value to Eagle Unique community character through adherence to high quality standards of design and construction and to support transit oriented development.

Staff believe that this application generally addresses these Intent Statement and Policies. However, it is important to note that this is not a review of the Development Plan for this building. Details of the architecture of the building are not key elements in the review of a Special Use Permit although general architectural considerations can be considered.

Standard #2:

The surrounding land use to the west is commercial (ServiceMaster Store) to the north is part of the CBD but used as a single family residence/ small auto repair shop. To the east is a CenturyTel property with a small building housing a technical station and to the south single family development. While, Staff believes that the proposed residential use is compatible with the mix of residential and commercial surrounding uses, the relationship of this three story building to the one story building to the north is not compatible in terms of scale. It may be necessary to re-orient building to provide a setback from the northern property line and to set back the upper story to provide a better transition between these two structures.

Standard #3:

Street Improvements, Parking & Access:

This property is located in a neighborhood that is served by a grid street system. Access connection from this parcel include Third Street, Wall Street, Broadway, Capitol and Church Street. During peak hours' traffic in and out of this property can avoid congestion at local road intersections with Highway 6 by using Third to Church which provides access to Highway 6/Eby Creek Round About. Staff believes that adequate access is provided by the surrounding street system.

Parking

As referenced earlier, the parking plan includes 14 spaces to be constructed within the right of way adjacent to the building and 17 spaces to be provided adjacent to the Centurytel building. This is a significant off site accommodation of parking. In the past the Town has had a policy of allowing a development to construct parking in the right of way adjacent to their building to accommodate parking requirements of the building. In this case, significant parking is located in parking spaces on the street fronting the CenturyTel property. It is important to note that as discussed above much of the parking demand for residential parking is in the evening and commercial parking is during the day. The staff needs to take direction from the Board on this question related to the adequacy of parking. From a technical point of view, there is not the provision of onsite parking as required by our code. However, as previously noted, this has been the impediment to redevelopment in the CBD and the Town has been pursuing a policy of using improvements to our right of way to accommodate parking demand.

ZONING VARIANCE STANDARDS:

Listed below are the findings required by Section 4.05.020 of the Land Use & Development Code for approval of a Zoning Variance:

1. That the variance granted is without substantial detriment to the public good and does not impair the intent and purposes of the Town's regulations, goals, policies and plans, including the specific regulation in question; and
2. That the variance granted is the minimum necessary to alleviate the hardship; and
3. That there exists on the property in question exceptional topography, shape, size or other extraordinary and exceptional situation or condition peculiar to the site, existing buildings, or lot configuration such that strict application of the zone district requirements from which the variance is requested would result in peculiar and exceptional practical difficulties to or exceptional and undue hardship upon the owner of the property in question; or
4. That such exceptional situation or condition was not induced by any action of the applicant and is not a general condition throughout the zone district.

Findings (Rear Setback and Open Space)

Staff believes that the requested variances can be granted without detriment to the public good and do not impair the intent and purposes of the Town Regulations, goals, policies and plans. The rear yard setback was related to access from alleyways that are typical in the CBD but not present on this property. It may be helpful in terms of compatibility to use the Third Street as the front of the building to determine rear yard. In that case the building could be constructed adjacent to the property line on the west side and incorporate a setback from the single family home on the north. The open space requirement is less relevant to this building because of convenient access to Town Park located two blocks to the south. The applicant has provided an attractive courtyard and includes outside decks appurtenant to each unit.

Staff also believe that the appropriate compromise has been achieved to minimize the degree of the variance requested.

Lastly, the corner property and its size provide exceptional difficulties to allow the development of this property given the costs of construction.

Staff Recommendation

Recommend denial of the Special Use Permit conditional based upon a lack of adequate parking. Compatibility with the scale of the development to the north also needs to be addressed.

Recommend approval of the two Zoning Variance based upon the above referenced findings.

PLANNING & ZONING COMMISSION:

1. Questions of Staff and/or Applicant
2. Public Comment
3. Deliberations

WALL STREET CROSSING

DOWNTOWN EAGLE SIMPLE LIVING

9 September, 2016

Town of Eagle, Colorado

Reference: Wall Street Crossing, Proposed Multi-Family Residential Development, 243 Wall Street

In 2006, I purchased a residence at 243 Wall Street and had it re zoned to commercial business district, with the future hope of someday providing a needed amenity for the Town of Eagle. Since that time I have planned and built over 100 single and multi-family residential projects in Eagle alone, including my own current residence in Eagle Ranch. Since the purchase, while renting the single family residence, I created potential mixed use development ideas that included residential, office, retail, and restaurant components.

As I learned more about the current goals and needs of Eagle, it became clearer to me that Eagle has a unique opportunity to support growth of existing businesses and future smart growth by providing higher density living within the downtown central business district. I have always noticed a need for downtown core living as a prerequisite for a vibrant and economically successful downtown. Considering commercial vacancies and continued growth now is the time to provide a more affordable option for the mountain life style living. Thus, I am excited about the new concept for a total multi-family development for Wall Street Crossing without any commercial or retail components.

While this concept will help advance the vibrancy of the downtown central business district, it will also provide a more affordable housing option that our town and county are in great need of

Special Use Permit: Main floor residential (less need for commercial or retail use here)

Variance: On-site Parking requirement while providing Street Scape improvement

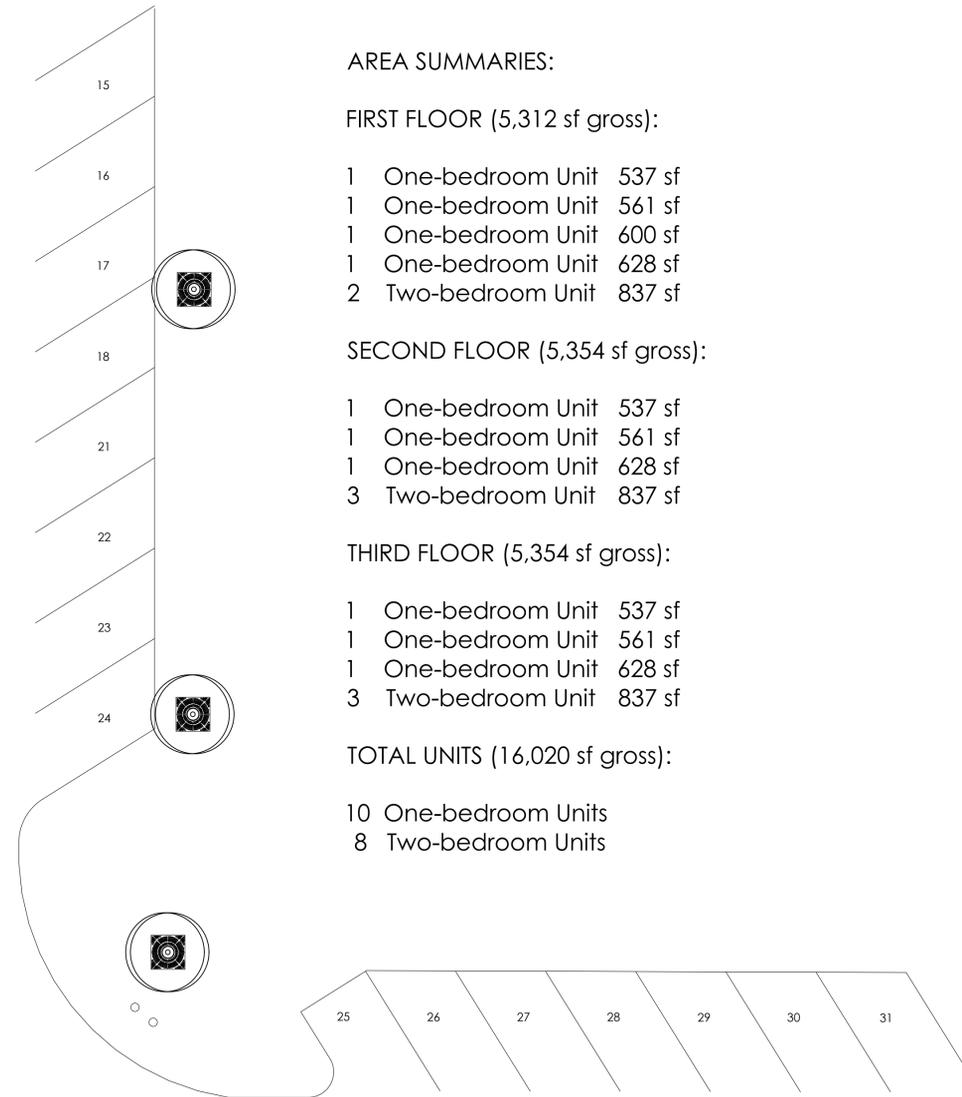
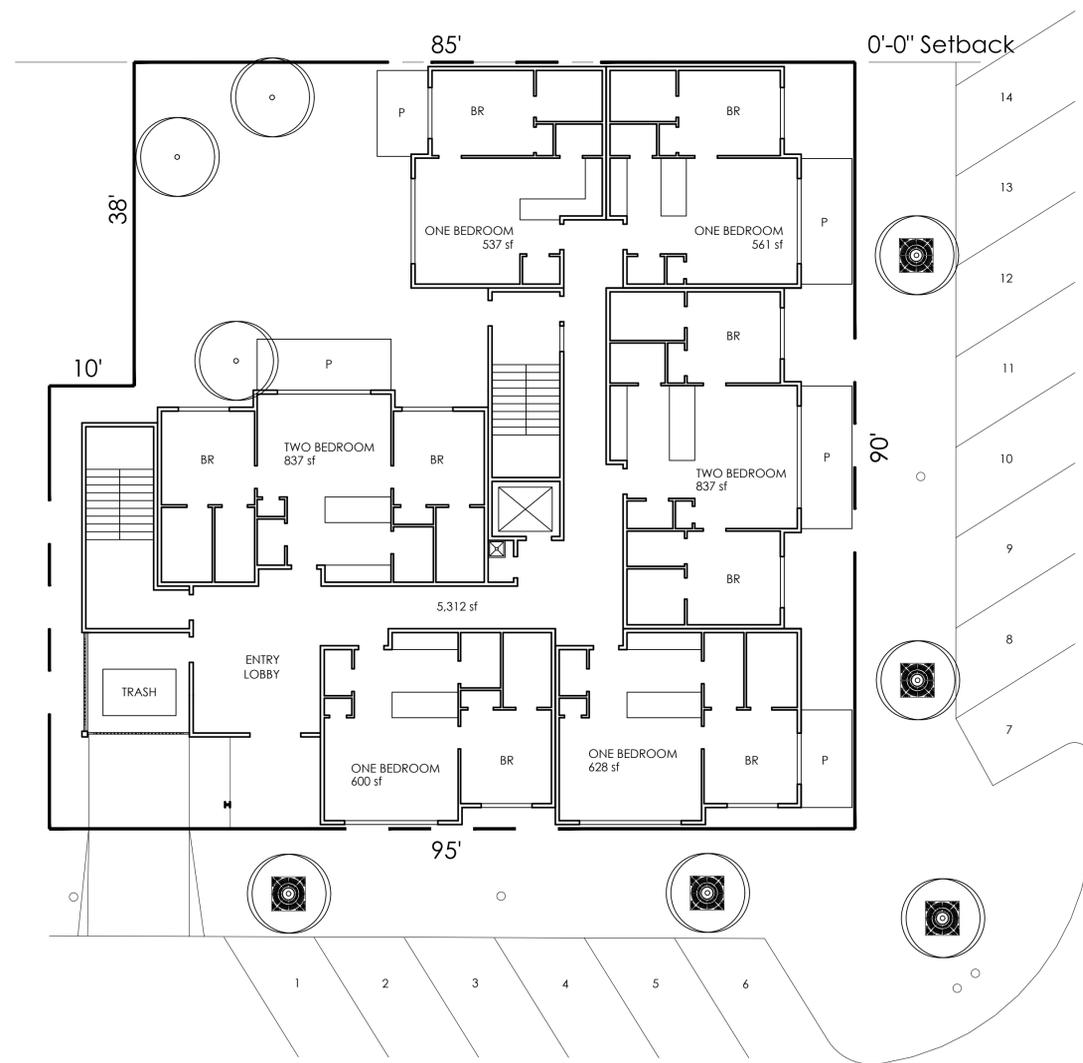
Variance: Open space (some provided, but site is too small for total requirement)

Variance: Rear setback

Wall Street Crossing will provide a more affordable housing opportunity for local living while generating a vibrant downtown atmosphere. Wall Street Crossing living will create a reverse flow of traffic and shift in available parking options at peak times during regular business hours parking will be available during the work day and density of residences while walking to local bars, dining and shopping in the evening hours. I will also provide improved the street scape for the project

Thank you for your consideration. I welcome the opportunity to discuss this.

Bryan Desmond



AREA SUMMARIES:

FIRST FLOOR (5,312 sf gross):

- 1 One-bedroom Unit 537 sf
- 1 One-bedroom Unit 561 sf
- 1 One-bedroom Unit 600 sf
- 1 One-bedroom Unit 628 sf
- 2 Two-bedroom Unit 837 sf

SECOND FLOOR (5,354 sf gross):

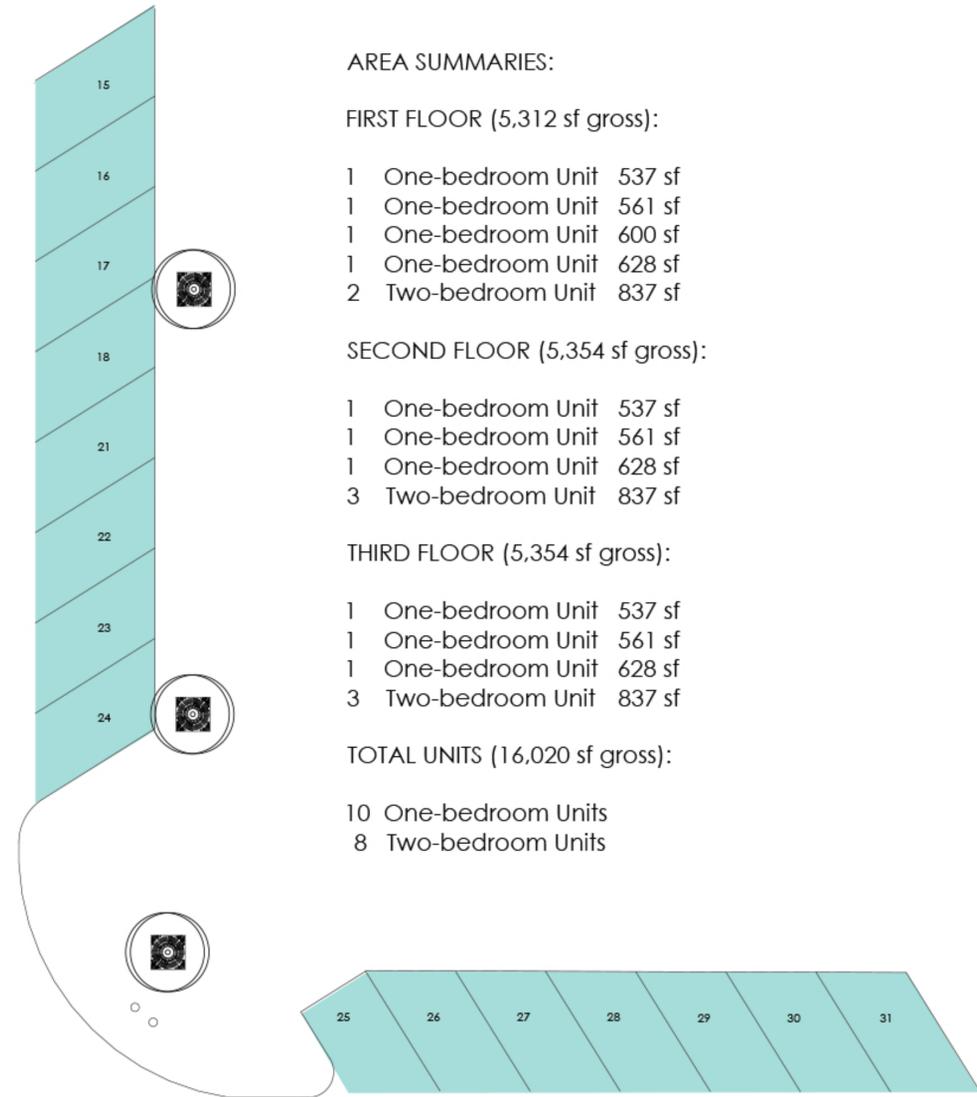
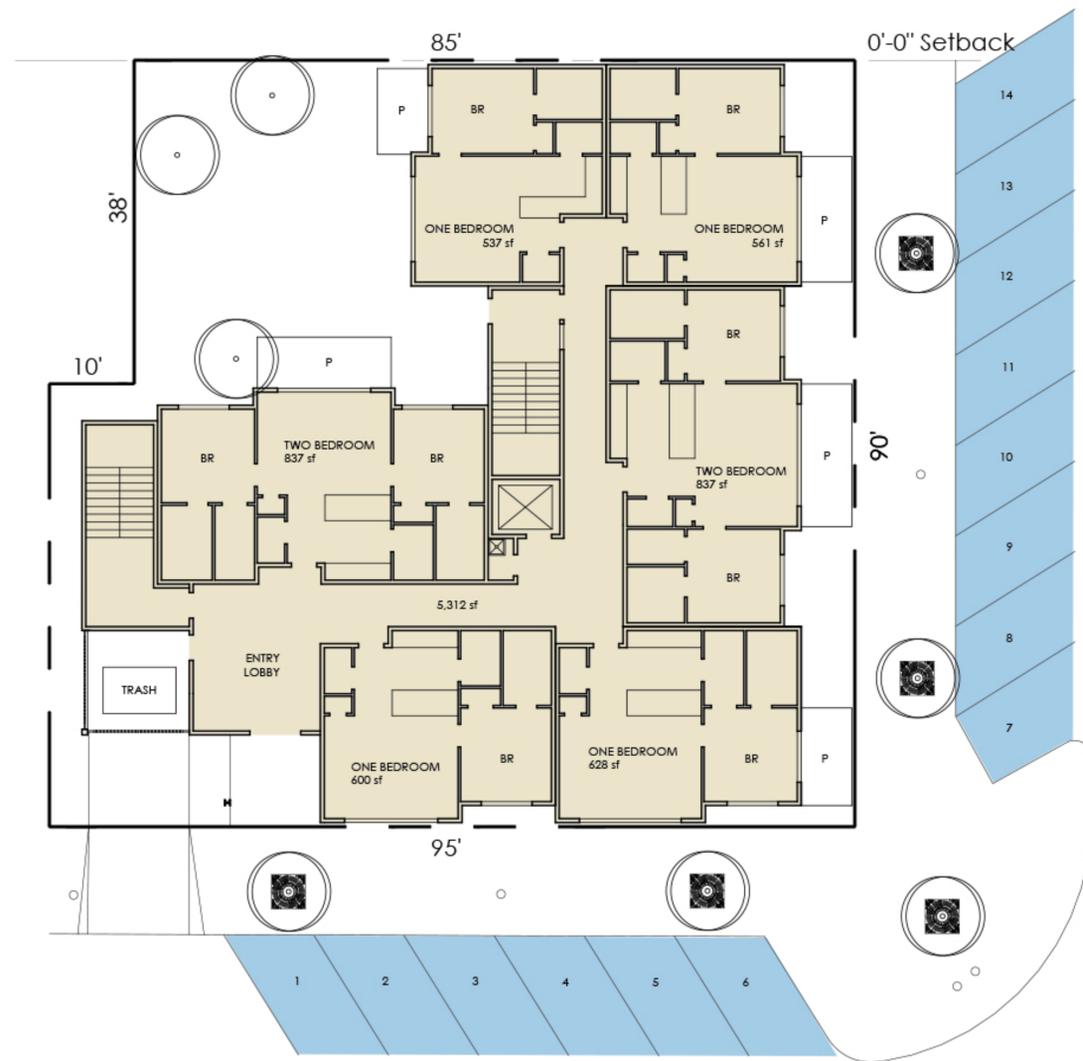
- 1 One-bedroom Unit 537 sf
- 1 One-bedroom Unit 561 sf
- 1 One-bedroom Unit 628 sf
- 3 Two-bedroom Unit 837 sf

THIRD FLOOR (5,354 sf gross):

- 1 One-bedroom Unit 537 sf
- 1 One-bedroom Unit 561 sf
- 1 One-bedroom Unit 628 sf
- 3 Two-bedroom Unit 837 sf

TOTAL UNITS (16,020 sf gross):

- 10 One-bedroom Units
- 8 Two-bedroom Units



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WALL STREET COMMONS

View from SE corner of West 3rd Street and Wall Street

TURNIPSEED
ARCHITECTURE
CONSTRUCTION
INTERIOR DESIGN
SINCE 1995



WALL STREET COMMONS

View looking South along Wall Street

TURNIPSEED
ARCHITECTURE
CONSTRUCTION
INTERIOR DESIGN
SINCE 1995



WALL STREET COMMONS

View looking NE along West 3rd Street

TURNIPSEED
ARCHITECTURE
CONSTRUCTION
INTERIOR DESIGN
SINCE 1995



WALL STREET COMMONS

Aerial view along West 3rd Street

TURNIPSEED
ARCHITECTURE
CONSTRUCTION
INTERIOR DESIGN
SINCE 1995



WALL STREET COMMONS *Aerial view along Wall Street*

TURNIPSEED
ARCHITECTURE
CONSTRUCTION
INTERIOR DESIGN
SINCE 1995



WALL STREET COMMONS *Aerial view at rear yard*

TURNIPSEED
ARCHITECTURE
CONSTRUCTION
INTERIOR DESIGN
SINCE 1995

Matt Farrar
PO Box 5534
Eagle, CO 81631

Town of Eagle
Planning & Zoning Commission / Board of Trustees
PO Box 609
Eagle, CO 81631

September 18, 2016

Commissioners / Trustees –

To begin, I want to make it clear that I am in no way writing this letter to criticize staff's recommendations on the project. I understand the rationale behind the recommendations being made given the regulations and standards in the Town's Land Use and Development Code.

With that said, I am writing **in support** of the Wall Street Commons project proposed at 243 Wall Street. It is my strong belief that a focus on this type of development (i.e., infill projects) will help to bolster the Town's economy. I also believe that this is the type of development that the Town should be taking a proactive approach to and rolling the red carpet out for (i.e., tailoring incentives, regulations, etc. to foster this type of development). There is a growing body of evidence that points to the economic benefits of focusing growth inwards in existing neighborhoods vs. growth on the fringes of a community. For those interested in learning more about this subject, I might suggest checking out: www.strongtowns.org/the-growth-ponzi-scheme/. Infill development is more efficient (i.e., less of a financial burden on the community) in a variety of ways such as infrastructure needed to service the project, as well as provision of services (trash, emergency services, etc.) to the project.

Residential infill projects are fundamental to increasing the population base in existing neighborhoods. I would argue that it is a key element needed for creating around the clock activity and vibrancy in a downtown. As Jane Jacobs put it:

"You can't rely on bringing people downtown, you have to put them there."

Concurrent with the addition of residents, is the growth of disposable income. With additional disposable income, there would be a reasonable expectation for an increase in expenditures... generally a pretty positive thing for local businesses, as well as sales tax revenues. In short, residential infill development is a key ingredient in fostering a healthy, vibrant downtown economy.

The value of infill and redevelopment projects was clearly recognized when the community crafted the 2010 Eagle Area Community Plan. There is language throughout the document that emphasizes this type of growth. Below are a limited selection of excerpts from the plan that speak to encouraging infill and redevelopment:

Chapter 3 - Land Use

Land Use Policy 2.2: New development should be compact, pedestrian friendly and located within or adjacent to existing development to minimize infrastructure and service needs.

- A. Promote the development of compact neighborhoods in close proximity to public transit options and established neighborhood retail centers.
- B. As determined appropriate, work to increase residential and commercial densities in established neighborhood retail center areas.
- C. Work to amend regulatory barriers that prevent the intensification of development in identified areas already served by Town infrastructure.

Land Use Policy 3.1: Assure adequate access to and appropriate mobility options within all developed areas.

- E. Maximize opportunities for pedestrian and bike access to public transit stops and stations.

Chapter 4 - Future Land Use Map

Historic Town Designation - Intent

- B. Maintain residential uses in close proximity to shopping and business locations to enhance local retail and business success.
- H. Encourage infill and redevelopment of underutilized lots. As the need for additional commercial space arises, retail and commercial uses should expand incrementally out from the Broadway Central Business District.

In addition to my previous comments, I wanted to offer the following topics for consideration in the context of the Wall Street Commons project, as well as future growth in downtown Eagle:

I. Antiquated Parking Regulations:

Based on research into new approaches to parking being implemented in a number of other communities, I would argue that the Town’s parking regulations in the context of development in downtown Eagle are outdated and do not work for an urban setting (i.e., downtown). The Town’s existing parking regulations create a significant impediment to infill development.

For reference, the Town of Eagle’s parking standards for multi-family development, in any neighborhood, are as follows:

USE	PARKING REQUIRED
Multiple Family Dwelling	<ul style="list-style-type: none"> • 1.5 spaces per dwelling unit for units with 1-bedroom • 2 spaces per dwelling unit for units with 2-bedrooms • 2.5 per dwelling unit for units with 3 or more bedrooms • Plus 1 additional space per 6 dwelling units

Increasingly, communities are working to either reduce downtown parking requirements or are eliminating downtown parking requirements all together. Below are a few examples of parking regulations from other Colorado communities, where they’ve refined their parking regulations to help foster growth in core neighborhoods within the community:

i. Fruita, Colorado

In Fruita’s Downtown Mixed Use (DMU) district, the city has reduced minimum parking standards by 50% to maintain a focus on pedestrian activity. In addition, the regulations hint at the City exploring a “Parking District In Lieu Fee” to pay for construction of public parking facilities in the downtown core. In the intent statement for the DMU parking requirements, the code language reads:

“To require off-street parking facilities for each use at levels required for other commercial areas would destroy the character of the area and encourage the demolition of historic structures in favor of parking lots.”

USE	DMU PARKING REQUIRMENTS (fractions rounded down to the closest whole number)	DMU BICYCLE PARKING REQUIRED (fractions rounded down to the closest whole number)
Multifamily	<ul style="list-style-type: none"> • 0.5 space per studio or 1-bedroom unit • 0.75 spaces/unit per 2-bedroom unit • 1 spaces/unit per 3-bedroom or larger unit • Plus one (0.5) additional space for every six dwelling units 	<ul style="list-style-type: none"> • 1 space per unit

Source: http://www.fruita.org/sites/default/files/fileattachments/community_development/page/242/17.39.pdf

ii. Glenwood Springs, Colorado

Uses located within Glenwood Springs’ General Improvement District (GID) are exempted from the City’s parking requirements.

Source: https://www.municode.com/library/co/glenwood_springs/codes/municipal_code?nodeId=TIT070SUDEUSLA_ART070.0500REPARE_070.050.100DEPAAR

Map of Glenwood’s GID: <http://www.ci.glenwood-springs.co.us/DocumentCenter/Home/View/271>

iii. Aspen, Colorado

USE	ASPEN INFILL AREA	ALL OTHER AREAS
<u>Residential:</u> Multifamily (as a single use)	One space per unit. Fewer spaces may be approved, pursuant to Chapter 26.430, Special review and according to the review criteria of Section 26.515.040.	Lesser of one space per bedroom or two spaces per unit.
<u>Residential:</u> Multifamily within a mixed-use building	One space per unit. 100% may be provided through a payment in lieu. No requirement for residential units in the CC and C-1 Zone Districts.	One space per unit. Fewer spaces may be approved, pursuant to Chapter 26.430, Special review and according to the review criteria of Section 26.515.040.

Source: <http://www.aspenpitkin.com/Portals/0/docs/City/clerk/municode/coaspent26-500.pdf>

For those that are curious, the **Aspen Infill Area** is defined as: *That geographical area of Aspen east of Castle Creek and south of the Roaring Fork River.*

For comparison, here are the off-street parking calculations for this same project if it were proposed in Fruita, Glenwood Springs, or Aspen.

COMMUNITY	PARKING REQUIREMENTS	TOTAL PARKING REQUIRED
Eagle	<ul style="list-style-type: none"> 1.5 spaces per 1-bdrm unit 2 spaces per 2-bdrm unit 1 additional space per 6 units 	34 parking spaces
Fruita	<ul style="list-style-type: none"> 0.5 spaces per 1-bdrm unit 0.75 spaces per 2-bdrm unit 0.5 additional space per 6 units 1 bike space per unit 	12 parking spaces 18 bike spaces
Glenwood Springs (within the GID)	Exempt from parking requirements	0 parking spaces
Aspen (Infill Area)	<ul style="list-style-type: none"> 1 space per unit 	18 parking spaces <u>OR</u> 0 parking spaces with payment in lieu (\$30,000 per space)

It's clear that Eagle's parking requirements far exceed the requirements in communities where they are trying to encourage infill development. With a reduction, waiver and/or in lieu option for parking standards infill projects become more feasible as parking requirements become less of an obstacle and there is greater flexibility to center the project on people and not parked cars. I would argue that the Town's existing parking standards are excessive and require an amount of parking that is not appropriate or needed in a downtown area.

II. Impacts on Eagle’s Property Tax Base:

By allowing for more building to be constructed on a property, the Town can work to grow its property tax base because quite simply, more building = more property tax per acre. Requirements for off-street parking restrict the amount of buildable area on a property and thus reduce property tax generated. Please see a few local examples below that help to depict this:

PROPERTY	OFF-STREET PARKING ON PROPERTY?	PROPERTY TAX PER ACRE (2015)
COMMERCIAL PROPERTIES		
Bonfire Tap Room	Limited	\$1,582.80
The Everything Store	Limited	\$3,746.48
Alpine Lumber	Yes	\$460.26
City Market	Yes	\$985.94
RESIDENTIAL PROPERTIES		
135 East 2nd Street (corner of 2nd and Capitol)	Limited	\$1,771.11
West Village Condos (Eagle Ranch)	Yes	\$715.82
120 West 2nd Street (corner of 2nd and Wall)	Yes	\$491.43
Eagle Villas	Yes	\$389.47

Some may argue that it’s unfair for a developer to have the ability to use public rights-of-way to accommodate parking needs for their project. I would argue that the additional property taxes generated by allowing for more building to be constructed on a property will help to pay for maintenance of downtown streets, streets that will be impacted by residents whether off-street parking is constructed or not. In addition, more building on a property equates to more units = more people = more sales tax generation (as previously discussed). The additional sales tax revenue could serve as a nice boost to the Town’s budget.

In some communities, there is an option for a developer to provide a payment in lieu of constructing off-street parking. Typically funds generated by payment in lieu are used to construct public parking garages, improve pedestrian/bike infrastructure, etc. For example, in Aspen, the in lieu monies are to be “...used solely for the construction of a parking facility, transportation improvements, including vehicles or station improvements, transportation demand management facilities or programs, shared automobiles or programs and similar transportation or mobility-related facilities or programs as determined appropriate by the City.” In Eagle, the allowance for a developer to construct streetscape improvements are one possible option for an in lieu program. The benefits of allowing developers to construct streetscape improvements include:

- i. Allows for more building to be constructed on the property = more property tax per acre.
- ii. Streetscape improvements could increase property value of neighboring properties, which could also result in a bump in property tax.

III. Impacts on Unit Affordability:

As proposed, this project will provide smaller units that I believe are very much needed to help meet the entry-level housing demands in Eagle and also helps to meet merging demands for housing in walkable, mixed-use neighborhoods. I’ve always believed that there is inherent affordability built into projects with smaller units. However, there are a variety of factors that potentially threaten a smaller unit’s lower price tag, and parking is one of those. When parking requirements are applied as a one size fits all solution, where the amount of parking required for a downtown project is the same as that required for a project in the Highlands of Eagle Ranch, the project in an urban setting will likely end up with excessive parking as residents have access to a greater variety of transportation options and typically own fewer vehicles. The Wall Street Commons projects is located 2- blocks (roughly 980 ft) from the ECO Transit stop at Town Park and a block from Broadway, well within walking distance to downtown amenities.

“Excessive parking requirements impose several costs on society. They increase development costs of lower-priced housing, reducing housing affordability. Minimum parking requirements are regressive because they force residents to pay for parking facilities, even if they do not own a vehicle. They increase vehicle ownership, and therefore problems such as traffic congestion, accidents and pollution emissions. Generous parking requirements discourage infill development and increase sprawl, increasing impervious surface coverage and per capita vehicle travel. They shift lower-income households to suburban and exurban areas where land prices are low but transport and public service costs are high.

For typical affordable housing in urban locations, where parking represents 20% of residential build costs and parking demand is less than 50% of conventional parking standards, applying more accurate and flexible parking requirements can reduce housing costs by 10%, and even more if additional parking management strategies are implemented. For households that do not own an automobile, more accurate parking requirements and unbundling parking costs can reduce rents by 10-20%.”

Source: <http://www.vtpi.org/park-hou.pdf>

IV. The Traffic Myth:

“Most people assume that higher-density development generates more traffic than low-density development and that regional traffic will get worse with more compact development. In fact, the opposite is true. Although residents of low-density single-family communities tend to have two or more cars per household, residents of high-density apartments and condominiums tend to have only one car per household.²³ And according to one study using data from the National Personal Transportation Survey, doubling density decreases the vehicle miles traveled by 38 percent.²⁴”

Source: http://uli.org/wp-content/uploads/ULI-Documents/HigherDensity_MythFact.ashx_.pdf

Lower traffic generation means fewer vehicles per household, which equates to less demand for parking.

V. Design Priority (People vs. Cars):

Should the focus of downtown development be people or cars? Take a moment to reflect on the various downtowns or parts of downtowns that you’ve had the opportunity to visit. Are the most enjoyable downtowns those that give priority to the automobile (ex. Grand Ave in Glenwood Springs) or those that give priority to people (ex. 7th Street/Restaurant Row in Glenwood Springs). A comment I jotted down from a session that I attended at the 2015 Rocky Mtn Land Use Institute, which I believe has a lot of merit, was:

“Sufficient parking will not revitalize a downtown.”

If the objective is to foster a lively, vibrant downtown I would argue that design priority needs to be given to people and not cars/parking. That’s not to say that downtown Eagle should become a giant pedestrian mall, rather that the regulations for downtown Eagle should place less emphasis on accommodating cars.

In addition, fewer off-street parking lots means fewer curb cuts thus improving walkability of the downtown area.

VI. Impacts on Stormwater Infrastructure and the Environment:

Off-street parking facilities require more pavement (approx. 300 ft.² per space) than does on-street parking (approx. 200 ft.² per space). To construct off-street parking, both off-street access lanes and off-street parking stalls are required to be built. With on-street parking, the street travel lanes also serve as access to the on-street parking stalls, and thus necessitates less asphalt. More pavement (i.e., impervious surfaces) results in greater stormwater runoff, which in turn results in greater impacts on the town’s limited stormwater infrastructure and potentially greater impacts on the health of waterways in town. If my memory serves me, I believe the town just spent a year and a half on a River Corridor Plan that placed a strong emphasis on mitigating impacts on the Eagle River and its tributaries from impervious surfaces and stormwater runoff.

There are a variety of other issues that could be explored in relation to parking requirements and their impacts on infill and redevelopment but I'm up to page 6 so I'll stop here. I believe that to foster a vibrant, lively downtown and bolster the local economy, it's time to start thinking differently the downtown regulatory environment. The existing regulations simply are not working. I believe the benefits of the Wall Street Commons, as proposed, far outweigh the speculation on future parking issues that MAY or MAY NOT come to fruition. I would encourage the Planning Commission and Board to explore options for approving this project with little to no off-street parking.

One suggestion that I might offer on the design of the project itself, would be considering converting one of the first floor units into a fitness center, business center, or some other type of communal space for residents. I believe that a communal amenity could be a selling point for the project. On the flip side, fewer units impacts the tax benefits of the project. Another option might be to do a communal rooftop patio space to maintain the proposed unit count. Just a thought, take it or leave it.

Thank you for taking the time to read and consider my comments.

Thanks,

A handwritten signature in black ink, appearing to read "Matt Farrar", with a long horizontal flourish extending to the right.

Matt Farrar