

TOWN OF EAGLE
River Corridor Plan

ADOPTED DECEMBER 2015



Prepared for the Town of Eagle, Colorado

Adopted by the Town of Eagle Planning & Zoning Commission

December 1, 2015

Certified by the Chairman of the Commission

Jason Cowles, Planning & Zoning Commission Chairman

Attest

Ratified by the Town of Eagle, Board of Trustees

December 8, 2015

Yuri Kostick, Mayor

Attest

Written and Assembled By:

Tom Boni, Town of Eagle
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Eagle's Future

This conceptual illustration of the Eagle River Park and Riverside Mixed-Use area demonstrates the potential for a transformative amenity for citizens and visitors in the heart of Eagle, with visibility from I-70.

The Town of Eagle - River Corridor Plan would not have been possible without time generously donated by the members of the steering committee, members of the community, Town of Eagle Planning and Zoning Commission, Town of Eagle Board of Trustees, Eagle County Board of County Commissioners, Eagle County Planning Commission, Eagle County staff, members of the various stakeholder groups, Sonoran Institute/Community Builders staff and Town of Eagle staff. The following individuals are recognized for their participation in this planning effort:

STEERING COMMITTEE

Town of Eagle

Anne McKibbin, Mayor Pro-Tem
 Luis Benitez, Trustee
 Andy Jessen, Trustee
 Jason Cowles, Planning Commission Chair
 Donna Spinelli, Planning Commissioner &
 Eagle County Historical Society
 Jesse Gregg, Planning Commissioner
 Jon Stavney, former Town Manager

Eagle County

Kathy Chandler-Henry, County Commissioner
 Jan Miller, Facilities Manager

Eagle Chamber of Commerce

Dominic Mauriello

Eagle River Watershed Council

Holly Loff

Landowners

Willy Powell
 Mike Clark
 Vance Carroll
 Merv Lapin

Community Members

Sig Bjornson
 Adam Palmer

COMMUNITY MEMBERS

Thank you to all of the members from the public who participated in this planning process and contributed to the Town of Eagle - River Corridor Plan.

PLANNING & ZONING COMMISSION

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Eagle County Board of County Commissioners
 Eagle County Planning Commission
 Eagle County Fair & Rodeo Board
 Eagle County Historical Society
 Eagle River Watershed Council
 Eagle Chamber of Commerce

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 Cameron Ellis

studioINSITE

Jim Leggitt
 Paul Stewart



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PREFACE

The Town of Eagle - River Corridor Plan (Plan) has been prepared under the guidance and direction of a steering committee comprised of interested citizens, landowners, elected and appointed public officials and staff from the Town of Eagle and Eagle County. The steering committee, with assistance from the public, identified the following six major themes as key elements of the Plan:

1. Conservation
2. Education & Awareness
3. Economic Development
4. Recreation
5. Transportation & Access
6. Place-Making

The organization of this plan does not take the traditional approach of providing an Introduction, Inventory of Existing Conditions, Goals & Policies first, and then presenting the Vision. Instead, Chapter 1 presents an overview of the community process and the six major themes of the Plan. Chapter 2 sets forth the community's vision for the future of the river corridor.

Chapter 3 is an Open Space & Trails Plan that delineates and protects the most ecologically valuable and environmentally sensitive lands within the corridor and lays out a trail system for the corridor. Chapter 4 is for those interested in a brief history of the area and information about related planning documents. Chapter 5 describes the regional context for this planning effort. Chapter 6 is an action plan that identifies steps, time frames and potential partners to achieve the goals of the Plan.

Interestingly, while the themes of the River Corridor Plan came from the participants in the public planning process, they also mirror principles of "Smart Growth" including:

- Preserving and celebrating nature.
- Concentrating development around transit stops.
- Mixing residential and commercial land uses.

- Higher density residential development.
- Providing on-street parking.
- Providing multiple transportation options.
- Protecting water quality through careful management of storm water.

These principles play central roles in this plan.

PURPOSE OF THE PLAN

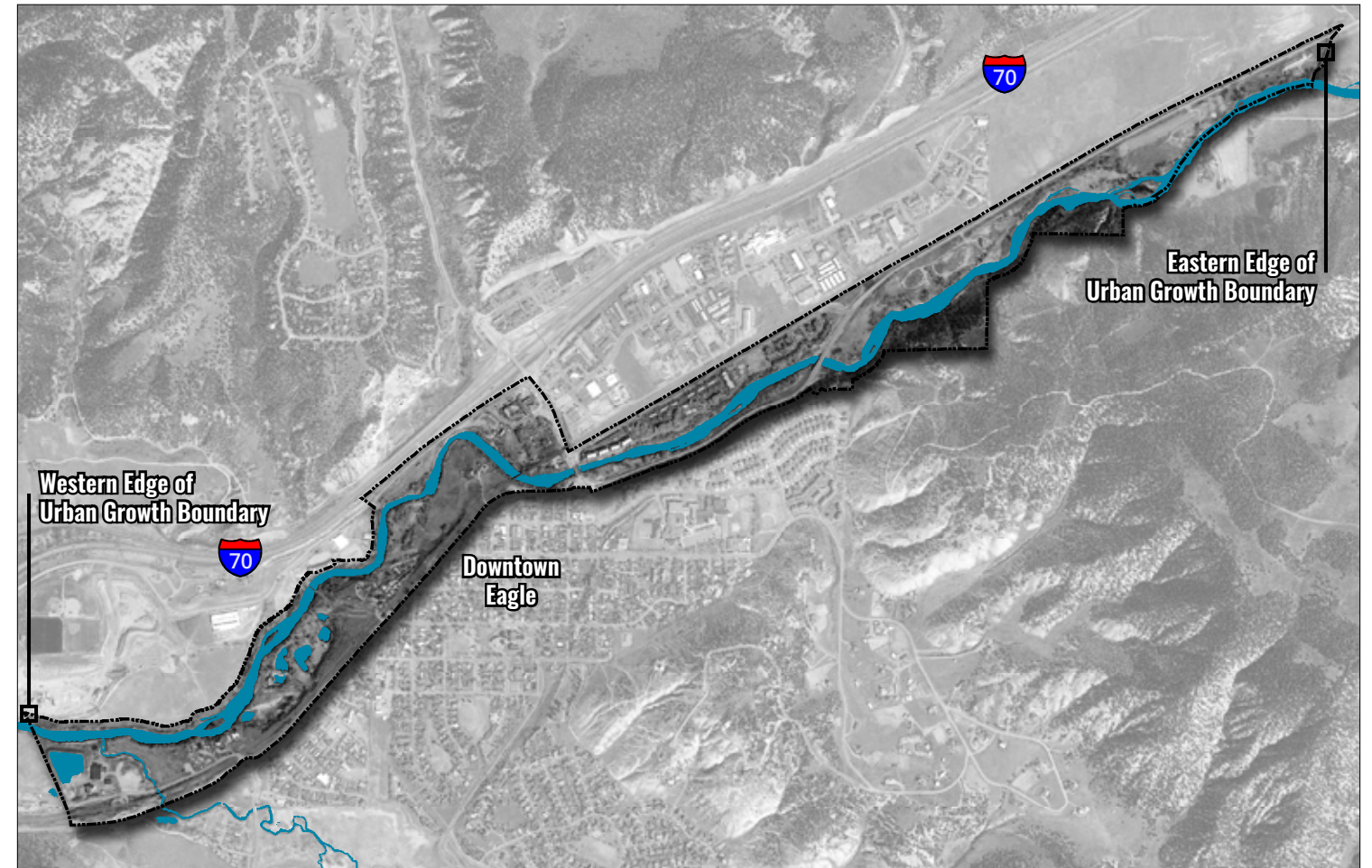
The Town of Eagle – River Corridor Plan establishes a clear, comprehensive set of principles to guide future growth of the town along the Eagle River. These principles reflect the desire of the community to connect the town with the river, while preserving the resource for future generations. A desired outcome of the Plan is public and private sector development along the river corridor that strengthens the connection between the Town of Eagle and the Eagle River.

Regular use of this plan will keep citizens engaged and conversant with the vision for the river corridor. Town staff, the Planning and Zoning Commission and the Board of Trustees should use this document to:

- Provide direction to the private sector regarding development of properties within the planning area.
- Guide decisions on land use applications for properties within the planning area.
- Develop town policy.
- Develop capital improvement plans for the town.

Development of the recommended residential and commercial uses, open space areas and recreational amenities set forth in this plan will contribute significantly to the prosperity of the town and the quality of life of its residents.

The Town of Eagle - River Corridor Plan has been prepared as a "Sub-Area Plan" and is adopted as a component of the Eagle Area Community Plan (i.e., Comprehensive Plan). The River Corridor Plan provides specific land use guidance for



3.4 Mile Planning Area

The Town of Eagle - River Corridor Plan encompasses approximately 3.4 miles of the Eagle River and roughly 307.59 acres, including the river.

properties located along the Eagle River and will serve as a guide for the development of the properties within the planning area over the next planning horizon of approximately 10 years. The town seeks to limit risks to the private sector by explaining the type of development and planning objectives envisioned by the community for the land within the planning area. The Plan also makes recommendations for improvements to publicly owned lands. Some of the properties within the planning area are in unincorporated Eagle County. Development of these properties pursuant to the land use direction provided in this plan will require annexation into the Town of Eagle. Improvements to the town's infrastructure (e.g., roads, water system and sewer system) may be required to service development within the river corridor. The extent of these improvements will be determined through the town's land use application process.

The planning area defined for this plan encompasses roughly 307.59 acres (of which, roughly 43.19 acres is water) and approximately 3.4 miles of the Eagle River. The planning area extends from the eastern edge of the town's Urban Growth Boundary (defined in the Eagle Area Community Plan) to the town's Wastewater Treatment Plant located west of the Sylvan Lake Road roundabout. The planning area includes a portion of the property owned by Eagle County on the north side of the Eagle River. The portion of the county owned land that is critical to this planning effort is the land currently used for tractor-trailer truck parking. The Town of Eagle appreciates the cooperation of Eagle County in this effort.

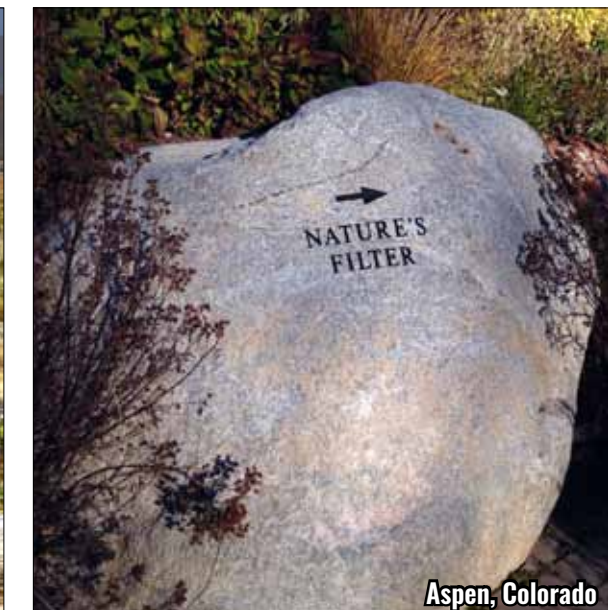
Environmental stewardship emerged as a primary objective of the Plan during the Community Visioning Workshop. The Plan identifies over 100 acres of land to be preserved as open space. Chapter 2 identifies these open space lands and details how these lands should be managed.

Protecting and preserving the Eagle River through the management and treatment of stormwater was an element of environmental stewardship voiced by the community in their consideration

of how development could be integrated into the river corridor.

Any new development proposed within the corridor must be designed to minimize its impacts to the Eagle River by controlling and treating stormwater and snowmelt runoff. Of particular importance is the water quality of rain and snowmelt derived from surface runoff originating in developed areas that may contain higher concentrations of pollutants including sediments, hydrocarbons, pesticides, nutrients, and heavy metals. Stormwater treatment strategies and best management practices (BMPs) that utilize filtration, infiltration, bio-retention, retention, hydrodynamic separation, evaporation, riparian buffers, and other suitable means to remove the aforementioned pollutants and improve the water quality of surface runoff from developed lands are strongly encouraged. Stormwater BMPs should be integrated throughout new developments, and are encouraged to take advantage of green spaces and native landscaping to create functional, engineered treatment systems that are natural in appearance.

Stormwater plans for new developments should include operation & maintenance and funding plans that ensure the effectiveness of the stormwater systems over the life of the development.



Innovative & Sustainable Design

The Town of Eagle expects that state-of-the-art planning, design and construction standards will be used in all development along the Eagle River. Shown above are photos and a diagram of an innovative stormwater system that was constructed in Rio Grande Park (Aspen, Colorado).



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*“Connecting the heart of Eagle
to the soul of the river”*

- Kathy Chandler-Henry, Commissioner • Eagle County



 **PUBLIC ENGAGEMENT &
SIX THEMES OF THE PLAN**



PUBLIC ENGAGEMENT

The Town of Eagle - River Corridor Plan is the product of a partnership between the Town of Eagle and the Sonoran Institute/Community Builders. The Sonoran Institute/Community Builders helped the town develop and implement a robust public process that enabled community members to direct the evolution of the Plan. Through this process, the community formulated a long-term vision for the Eagle River corridor and helped craft a River Corridor Plan that will bring that vision to fruition.

The public engagement process included the following:

STEERING COMMITTEE

The public engagement process was led by a seventeen-member steering committee that met on five occasions to provide direction for the Plan. The steering committee was created to ensure that important stakeholders had ample opportunity to provide input.

The steering committee was composed of:

- Landowners (with property located in the planning area)
- An Eagle County Commissioner
- Eagle County staff
- Town of Eagle Planning & Zoning Commissioners
- Town of Eagle Trustees
- Former Town of Eagle Manager
- Representatives from the Eagle River Watershed Council
- Representatives from the Eagle Chamber of Commerce
- Representatives from the Eagle County Historical Society
- Several interested community members

COMMUNITY VISIONING WORKSHOP

In September 2014, the Town of Eagle hosted a Community Visioning Workshop. This well attended public event provided the community the opportunity to define the broad concepts (i.e., themes) for the Plan.

The workshop included several exercises designed to identify the community's vision for the town and the Eagle River. The exercises included an initial group discussion, break-out sessions with a mapping exercise, and a group wrap-up. During the group wrap-up, representatives from each break-out group were asked to share key concepts their group had identified for the river corridor. The following concepts were provided:

Connect the Town to the River - The groups strongly advocated for improved public river access and strengthening the connection between the town and the Eagle River. The area located to the north of the existing downtown (an area currently used primarily as horse pasture) was identified as appropriate for more intensive development. Participants agreed that if developed, this area would strengthen the connection between downtown Eagle and the Eagle River and would add vitality to the town's Central Business District (CBD). The area north of downtown has been designated as the Development Core on the Concept Plan (see page 10).

Public Gathering/Recreation Nodes - The groups supported the development of public gathering spaces and recreation opportunities in nodes along the river corridor. A key node identified was the "recreation hub." The recreation hub was described as an area suitable for more intensive recreation that would offer a variety of recreational opportunities for a wide range of user groups. The area on the north side of the Eagle River, adjacent to the Development Core, was identified as the preferred location for the recreation hub. The recreation hub has been represented on the Concept Plan (see page 10) as the Recreation Core.



Steering Committee

The seventeen-member Steering Committee played a pivotal role in guiding the evolution of the Town of Eagle - River Corridor Plan.



Creating a Vision for the River Corridor

The Community Visioning Workshop was the first public event hosted by the town. The workshop was well attended and offered participants a variety of opportunities to voice their thoughts on the future of the Eagle River and the town.



Conservation/Restoration/Habitat Improvements -

Workshop participants repeatedly stressed the importance of protecting the Eagle River. Strong emphasis was placed on protecting the water quality of the Eagle River, conserving and protecting riparian areas and wildlife habitat, and rehabilitating areas along the river that had been adversely impacted by prior activity.

Connected/Looped/Shaded/Multi-Use Trails - The groups stated a desire for a well-connected, looped and shaded multi-use trail system along the river corridor.

Education - The groups supported integration of educational elements along the river corridor to raise awareness about the importance of a healthy river ecosystem. Several groups went further to emphasize the need to educate the public about river safety, the need to identify important historical features along the corridor. Educational signage was recommended to help better inform residents and visitors about the various qualities of the river corridor.

Feathering of Development - Several groups proposed feathering the intensity of development on lands east and west of the Development Core. To help achieve this goal, it was recommended that development areas outside of the Development Core have a greater emphasis on conservation of lands along the river.

CONCEPT PLAN

Based on the input from the Visioning Workshop, the town prepared a Concept Plan to serve as a graphic representation of these big picture ideas. The Concept Plan was further refined based on feedback from the steering committee, stakeholders and the community. The final iteration of the Concept Plan is provided in Chapter 2 (see page 10). The Concept Plan was fundamental in the preparation of the Future Land Use Plan (Chapter 2) and the Open Space & Trails Plan (Chapter 3).

PLANNING & DESIGN CHARRETTE

The Town hosted a Planning & Design Charrette (October 29, 30 and 31, 2014) to refine the big picture concepts established during the Visioning Workshop. A team consisting of staff from the Town of Eagle, the Sonoran Institute/Community Builders, and studioINSITE (a Denver based design firm) facilitated the charrette.

On Day 1 of the charrette, the team held meetings with key interest groups from the community. These groups were generally organized around the following topics:

- In-Stream Recreation
- Land Use & Transportation
- Conservation

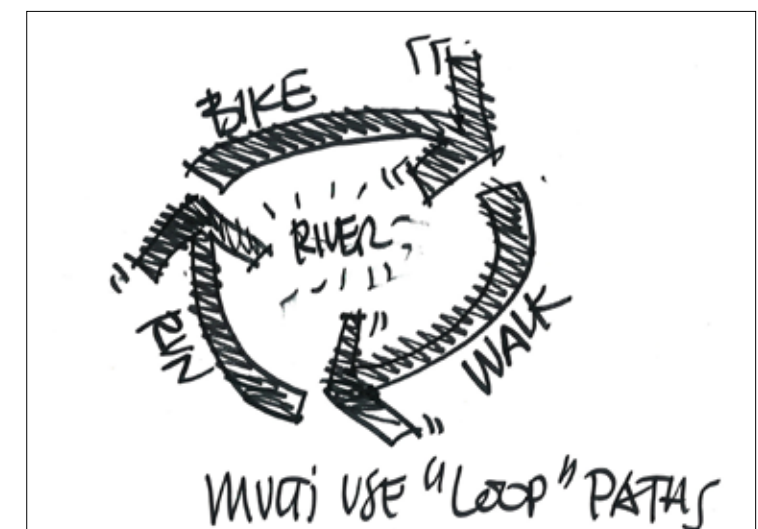
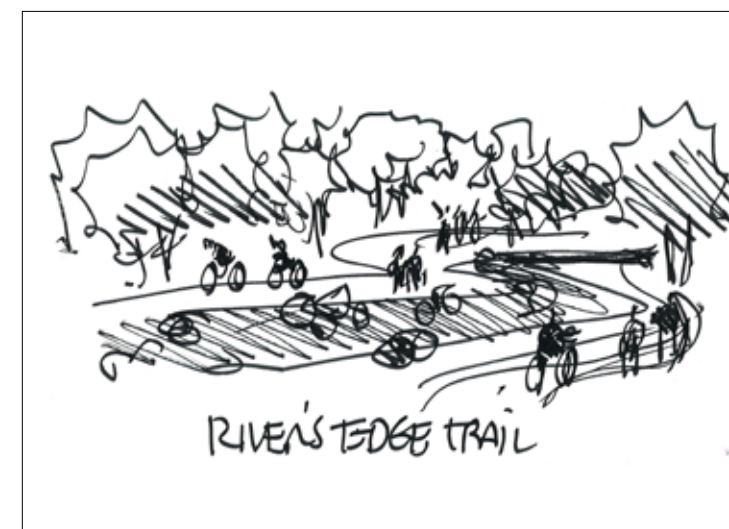
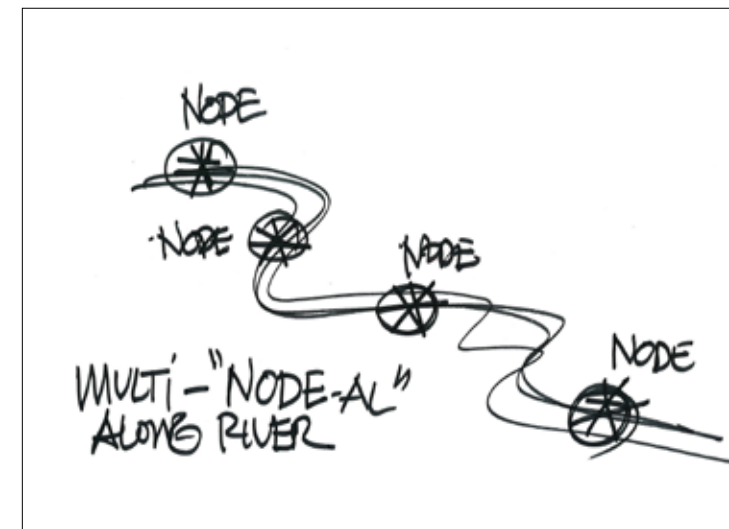
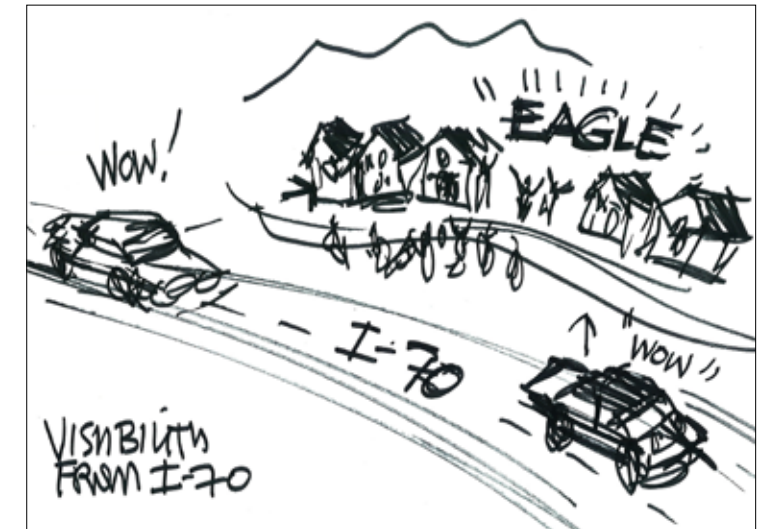
Based on community input from the Visioning Workshop and input from the interest groups, the team prepared illustrations of several development concepts and a river park concept. The team also prepared a conceptual map of trail systems along the river and a conceptual map of open space areas within the planning area.

Day 2 of the charrette included additional design work, a public open house, and a presentation by the team during the open house. These events were used to explain the various drawings that had been prepared by the team and to gather additional input on the development concepts, river park concept, trails map, and open space map.

Day 3 of the charrette was spent fine tuning the development concepts, the river park concept, the trails map, and the open space map based on feedback from Day 1 & 2 of the charrette.

STAKEHOLDER FEEDBACK

In November 2014, the town prepared a "Planning & Design Charrette Summary Report." This document captured a snapshot of the River Corridor Plan's progress upon conclusion of the Visioning Workshop and Planning & Design Charrette. The Summary Report was distributed to the steering committee and interested stakeholder groups, including landowners.



"Big Picture" Concepts

These sketches were created by Jim Leggitt (studioINSITE) during the Visioning Workshop. The sketches illustrate many of the big picture concepts that were developed by workshop attendees. These concepts have played a pivotal role in shaping the Town of Eagle - River Corridor Plan.

The Summary Report was made available to the general public on the town's website (www.townofeagle.org).

Following distribution of the Summary Report, town staff spent several months conducting meetings with stakeholder groups. Staff used these meetings to provide updates on the River Corridor Plan and to gather additional feedback. Staff met with the following stakeholder groups:

- Eagle County Planning Commission
- Eagle County Commissioners
- Eagle County Staff
- Eagle County Historical Society
- Eagle Chamber of Commerce
- Town of Eagle Board of Trustees
- Eagle River Watershed Council
- Eagle County Fair and Rodeo Board
- Landowners

The feedback collected from the stakeholder groups was used to further refine the River Corridor Plan.

SIX THEMES OF THE PLAN

Through the planning process, the community identified six major themes. These themes describe the community's big picture ideas and serve as the framework for this plan.

1. CONSERVATION

Protect water quality of the Eagle River; Create a network of open space along the Eagle River to preserve important wetlands, riparian areas, and wildlife habitat, while allowing for active recreation in select areas.

How the Plan furthers the Theme:

- Identifies key wildlife habitat, wetlands, riparian areas and other areas within the river corridor that are particularly sensitive and susceptible to human impacts and designates them as Preservation or Natural Experience open space.

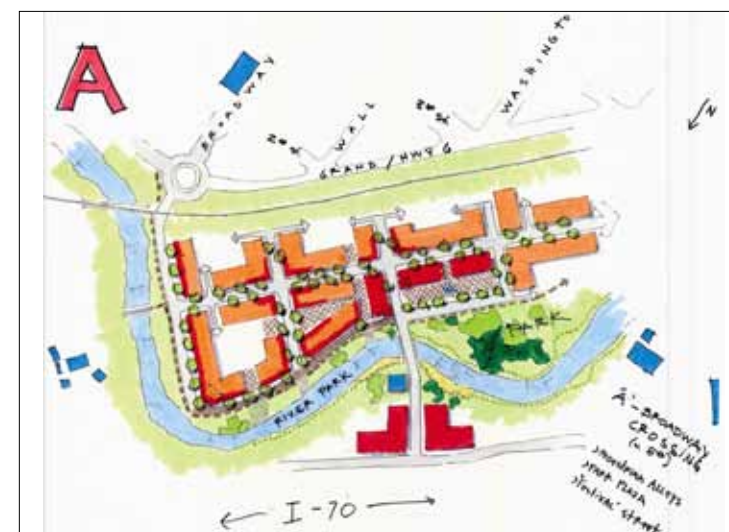
- Concentrates development and Active Recreation open space in areas previously impacted.
- Recommends best management practices (BMPs) for stormwater systems.
- Encourages public education on the importance and value of a healthy river ecosystem.
- Provide places for residents and visitors to enjoy a natural experience.
- Identifies strategies for protecting water quality of the Eagle River.
- Encourages the restoration and enhancement of damaged riparian areas and the creation of a more natural river corridor.

2. ECONOMIC DEVELOPMENT

Facilitate public and private sector investment within the river corridor that results in economic growth and community place-making.

How the Plan furthers the Theme:

- Recommends the development of a mixed-use area (i.e., Development Core) that consists of high-density residential development and commercial development adjacent to the river.
- Establishes direct linkages between Eagle's historic downtown, the Chambers Avenue commercial areas, the Development Core and the Recreation Core.
- Establishes a Recreation Core immediately adjacent to the Development Core to increase tourism.
- Links the Development Core and the Recreation Core with regional transportation systems.
- Creates a unique beachfront environment in the heart of the Rocky Mountains that is highly visible from I-70.



Planning & Design Charrette

A team composed of staff from the town of Eagle, the Sonoran Institute/Community Builders and studioINSITE developed various illustrations and maps over the course of the charrette. Above is one of the initial development concepts for the North Broadway neighborhood and one of the initial concepts for the Recreation Core. For a review of all concepts developed during the charrette, please refer to the "Planning & Design Charrette Summary Report," which has been published separately.



3. RECREATION

Provide high quality, river-oriented recreation amenities that allow for a wide variety of user groups to enjoy the Eagle River and its immediate environs.

How the Plan furthers the Theme:

- Identifies a Recreation Core that includes a variety of recreational amenities such as a riverside park, beaches, river viewing areas, river access points, riverside trails and a whitewater park.
- Establishes an extensive trail system for both pedestrians and cyclists that links to trail systems outside of the planning area.
- Establishes open space areas for contemplative recreation and environmental education.

4. PLACE-MAKING

Create authentic and memorable places along the Eagle River for both residents and visitors.

How the Plan furthers the Theme:

- Recommends use of architectural design elements derived from historical buildings of western Colorado in the built environment.
- Creates gateways at primary access points.
- Creates amenities and gathering spaces for the community.
- Creates a “WOW” factor visible from the Interstate.
- Integrates open space and commercial areas to attract residents and visitors.
- Allows for a journey along the river and provides places of discovery.
- Encourages preservation of historic structures.

5. TRANSPORTATION & ACCESS

Provide safe and convenient public access from Eagle’s neighborhoods to the Eagle River.

How the Plan furthers the Theme:

- Prioritizes safety and convenience for pedestrians, cyclists and motor vehicles traveling between the south side of Grand Avenue and the Development Core.
- Encourages creative approaches to parking to avoid large parking lots within the Development Core.
- Connects new development with public transit.
- Creates linkages to adjacent neighborhoods and communities through streets and trails.
- Provides a trail system that is looped and shaded.
- Improves and expands public access to the Eagle River in an environmentally sensitive manner.

6. EDUCATION & AWARENESS

Use elements of the Eagle River and adjacent land to promote understanding of the river ecosystem and other qualities of the river corridor.

How the Plan furthers the Theme:

- Recommends integration of signage to:
 - Inform the community about the role of the Eagle River and its ecosystem in our environment.
 - Ensure that the public accesses the Eagle River in appropriate, designated locations to minimize impacts on sensitive riparian areas and to mitigate trespassing on private property.
 - Inform the community about historic structures and sites along the river corridor.
- Helps strengthen citizen interest in the town’s riverfront environment.



Adding Vibrancy to the Town

These sketches illustrate several of the themes of the Town of Eagle - River Corridor Plan. The six themes of the Plan are Conservation, Economic Development, Recreation, Place-Making, Transportation & Access and Education & Awareness.



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“As a downtown business owner, I am excited about the opportunities presented by this ambitious plan.”

- Andy Jessen, Owner/Trustee • Bonfire Brewing/Town of Eagle



CHAPTER 2



FUTURE LAND USE



INTRODUCTION

This chapter discusses the six Future Land Use designations identified for the properties within the planning area. The Future Land Use designations are as follows:

1. Riverside Mixed-Use (RMU)
2. Transit Oriented Mixed-Use (TOMU)
3. Medium-Density Residential (MDR)
4. Cluster Residential (CR)
5. Open Space (OS)
6. Utility Campus (UC)

This chapter establishes the community's vision for each of these designated areas through a discussion of four topics:

1. Intent
2. Land Use
3. Mobility
4. Public Space

Development within the corridor should be designed as a model of innovative and sustainable design. Development must incorporate stormwater management systems that protect the water quality of the Eagle River and the river's ecosystem. The town encourages site and building design that achieves green certification such as Leadership in Energy & Environmental Design (LEED), Green Globes, Energy Star, or Sustainable Sites.

The Future Land Use designations included in this chapter are **NOT** a substitute for, nor do they supersede, zoning and related land use regulations. As referenced earlier, this plan is to be used as a guiding document during the review of specific land use applications.

EXISTING LAND USE MAP

The Existing Land Use Map (see page 9) depicts the various land uses that exist along the river corridor. The existing land uses have been categorized as follows:

1. *Commercial:* Buildings that are used primarily for commercial purposes, such as shops or restaurants.
2. *Residential:* Includes both single-family and multi-family residences.
3. *Industrial:* Buildings related to industrial or heavy commercial uses.
4. *Mixed-Use:* Buildings that have both a commercial and a residential component.
5. *Civic:* Government buildings.
6. *Institutional:* Buildings used primarily for educational or religious purposes.
7. *Parks & Open Space:* Buildings associated with parks, open space areas or recreation facilities.

CONCEPT PLAN

The Concept Plan (see page 10) was prepared by town staff to visually depict the big picture ideas established through the public process for the River Corridor Plan.

The Concept Plan is general in nature. The concepts shown on this illustration were fundamental in the preparation of the Future Land Use Plan and Open Space & Trails Plan.

FUTURE LAND USE PLAN

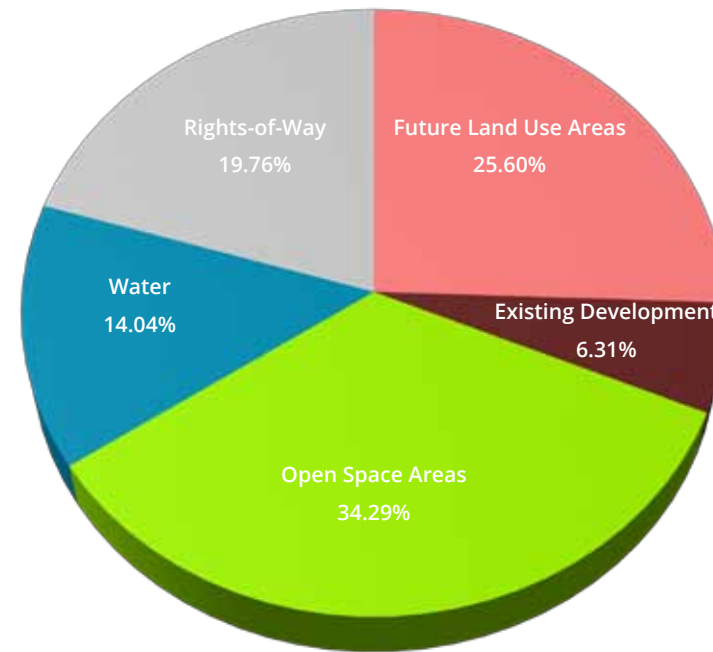
The Future Land Use Plan maps out the six Future Land Use designations that have been prepared for land included within the boundaries of the Town of Eagle - River Corridor Plan.



Connecting the Town to the Eagle River

This photo illustrates the current disconnect between downtown Eagle and the Eagle River. A major outcome of the planning process was recognition of the community's desire to better connect downtown to the river and to create additional development opportunities. These opportunities are discussed in this chapter.

Directly to the north of the Development Core is the Recreation Core. During the Visioning Workshop, the community identified this area as a prime location for river-related activities.



Distribution of Land Uses

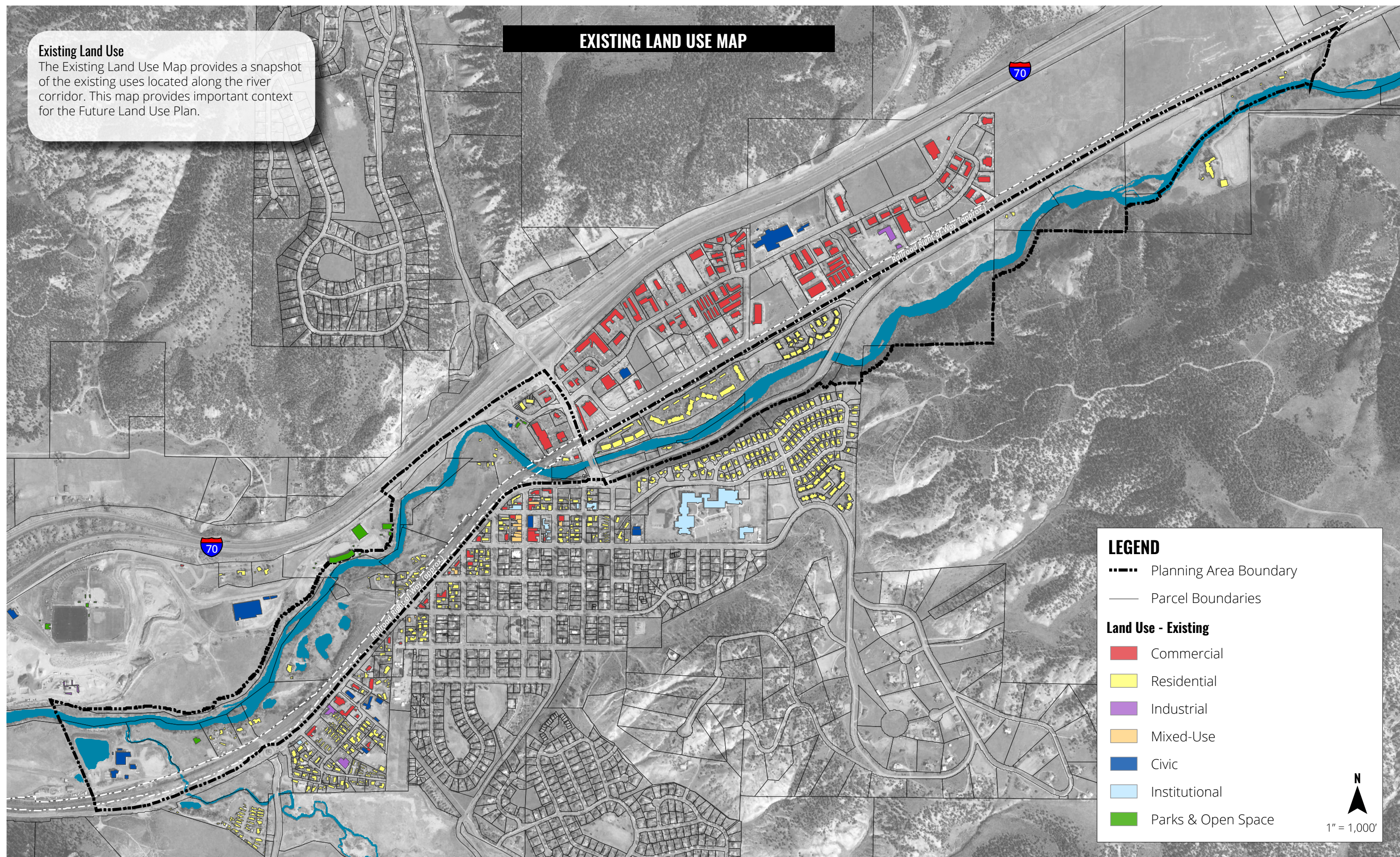
There are roughly 307.59 acres within the planning area for the Town of Eagle - River Corridor Plan. Those 307.59 acres are distributed as follows:

1. Future Land Use Areas: 78.74 Acres (25.60%)
 - Riverside Mixed-Use (RMU): 20.86 Acres (6.78%)
 - Transit Oriented Mixed-Use (TOMU): 5.99 Acres (1.95%)
 - Medium-Density Residential (MDR): 6.39 Acres (2.08%)
 - Cluster Residential (CR): 33.43 Acres (10.66%)
 - Utility Campus (UC): 12.70 Acres (4.13%)
2. Open Space Areas: 105.46 Acres (34.29%)
 - Preservation Areas: 40.11 Acres (38.03%)
 - Natural Experience Areas: 44.32 Acres (42.03%)
 - Active Recreation Areas: 21.03 Acres (19.94%)
3. Existing Development: 19.42 Acres (6.31%)
4. Water: 43.19 Acres (14.04%)
5. Rights-of-Way: 60.79 Acres (19.76%)

Please note that the acreages listed above are approximate.

Existing Land Use
 The Existing Land Use Map provides a snapshot of the existing uses located along the river corridor. This map provides important context for the Future Land Use Plan.

EXISTING LAND USE MAP



LEGEND

- Planning Area Boundary
- Parcel Boundaries

Land Use - Existing

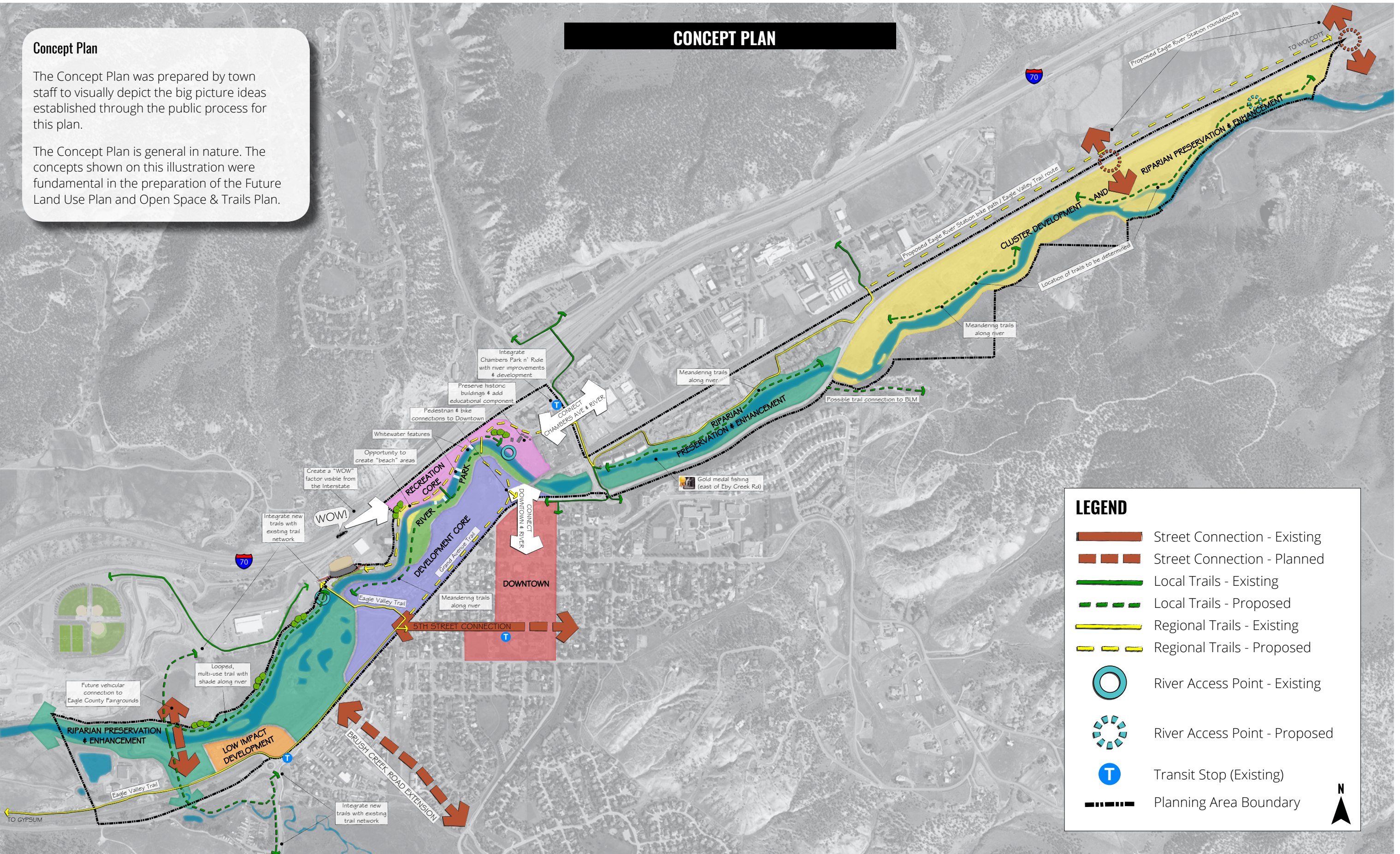
- Commercial
- Residential
- Industrial
- Mixed-Use
- Civic
- Institutional
- Parks & Open Space

N
1" = 1,000'

Concept Plan

The Concept Plan was prepared by town staff to visually depict the big picture ideas established through the public process for this plan.

The Concept Plan is general in nature. The concepts shown on this illustration were fundamental in the preparation of the Future Land Use Plan and Open Space & Trails Plan.



FUTURE LAND USE PLAN

Walkability & 1/4 Mile Buffer

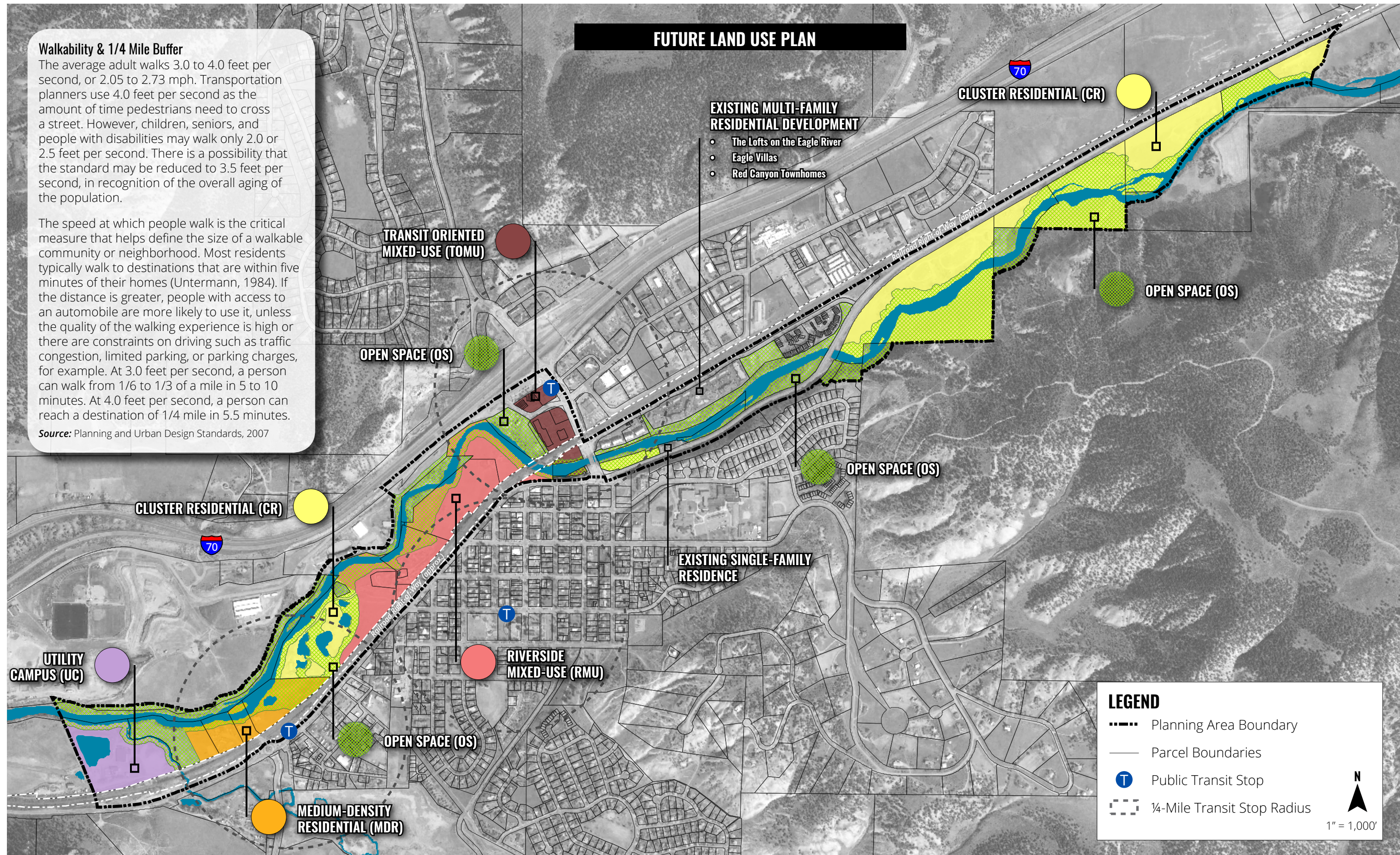
The average adult walks 3.0 to 4.0 feet per second, or 2.05 to 2.73 mph. Transportation planners use 4.0 feet per second as the amount of time pedestrians need to cross a street. However, children, seniors, and people with disabilities may walk only 2.0 or 2.5 feet per second. There is a possibility that the standard may be reduced to 3.5 feet per second, in recognition of the overall aging of the population.

The speed at which people walk is the critical measure that helps define the size of a walkable community or neighborhood. Most residents typically walk to destinations that are within five minutes of their homes (Untermann, 1984). If the distance is greater, people with access to an automobile are more likely to use it, unless the quality of the walking experience is high or there are constraints on driving such as traffic congestion, limited parking, or parking charges, for example. At 3.0 feet per second, a person can walk from 1/6 to 1/3 of a mile in 5 to 10 minutes. At 4.0 feet per second, a person can reach a destination of 1/4 mile in 5.5 minutes.

Source: Planning and Urban Design Standards, 2007

EXISTING MULTI-FAMILY RESIDENTIAL DEVELOPMENT

- The Lofts on the Eagle River
- Eagle Villas
- Red Canyon Townhomes



LEGEND

- Planning Area Boundary
- Parcel Boundaries
- T Public Transit Stop
- ⊞ 1/4-Mile Transit Stop Radius



1" = 1,000'

RIVERSIDE MIXED-USE (RMU)

During the public visioning process the community strongly supported the concept of a mix of higher density residential and commercial development on the properties immediately to the north of the Town’s Central Business District (CBD). The Concept Plan (see page 10) identifies this area as the Development Core. Based on this input from the community, these properties have been designated as Riverside Mixed-Use (RMU).

Listed below are comments from the Visioning Workshop directly related to this area:

- “Connect Broadway to the river.”*
- “Strengthen Eagle as an overall destination.”*
- “Create a mixed use node.”*
- “Redefine our core to include the Eagle River.”*
- “Economic development through sense of place.”*
- “Support and add vitality to downtown.”*
- “Reasons to play and stay.”*
- “Create a WOW factor visible from I-70 eastbound.”*

More intensive use of these properties will help invigorate the CBD and provide an attractive neighborhood within walking distance of downtown Eagle and the regional transit stop along Eby Creek Road served by Eagle County’s regional bus service and CDOT’s Bustang service to Glenwood Springs and Denver. Development of these properties will draw residents and visitors to downtown Eagle to enjoy the river’s edge.

The town recognizes the need for significant investment in infrastructure required to serve development in this area. The town will work collaboratively to identify and implement creative public financing mechanisms to assist with the funding of the necessary infrastructure improvements.

INTENT

The Riverside Mixed-Use (RMU) area extends Eagle’s downtown to connect the core of Eagle with the Eagle River. This area is envisioned as a compact, walkable, vibrant, mixed-use neighborhood that complements existing development in the town’s CBD. Key components of this area include:

1. Higher-density housing than is currently available in Eagle.
2. A Riverside Park that will serve both as an amenity for the community as well as a regional attraction.
3. A built environment designed with emphasis on the pedestrian experience.

In order for Eagle’s CBD to thrive, more residents are needed within easy walking distance. Shifting demographic and lifestyle trends indicate a need for higher density, smaller residential spaces located near amenities such as transit stops, trail systems, parks and other recreational opportunities that the RMU area can provide. As shown on the Future Land Use Plan, much of the RMU area is located within a ¼-mile (approximately a 5-minute walk) of existing public transit stops.

The RMU area will be an exciting, creative and distinct neighborhood that celebrates its location next to the Eagle River. It will be a walkable neighborhood with direct pedestrian links to the CBD to the south and the Recreation Core and Eby Creek Road transit station to the north. Architectural and site design elements should create a neighborhood that adds value to Eagle’s community character and reflect the town’s location on the Western Slope of Colorado. With direct links to public transit, a regional trail system, and adjacency to the Recreation Core and Eagle’s historic downtown, the RMU area will attract residents and visitors to Eagle.

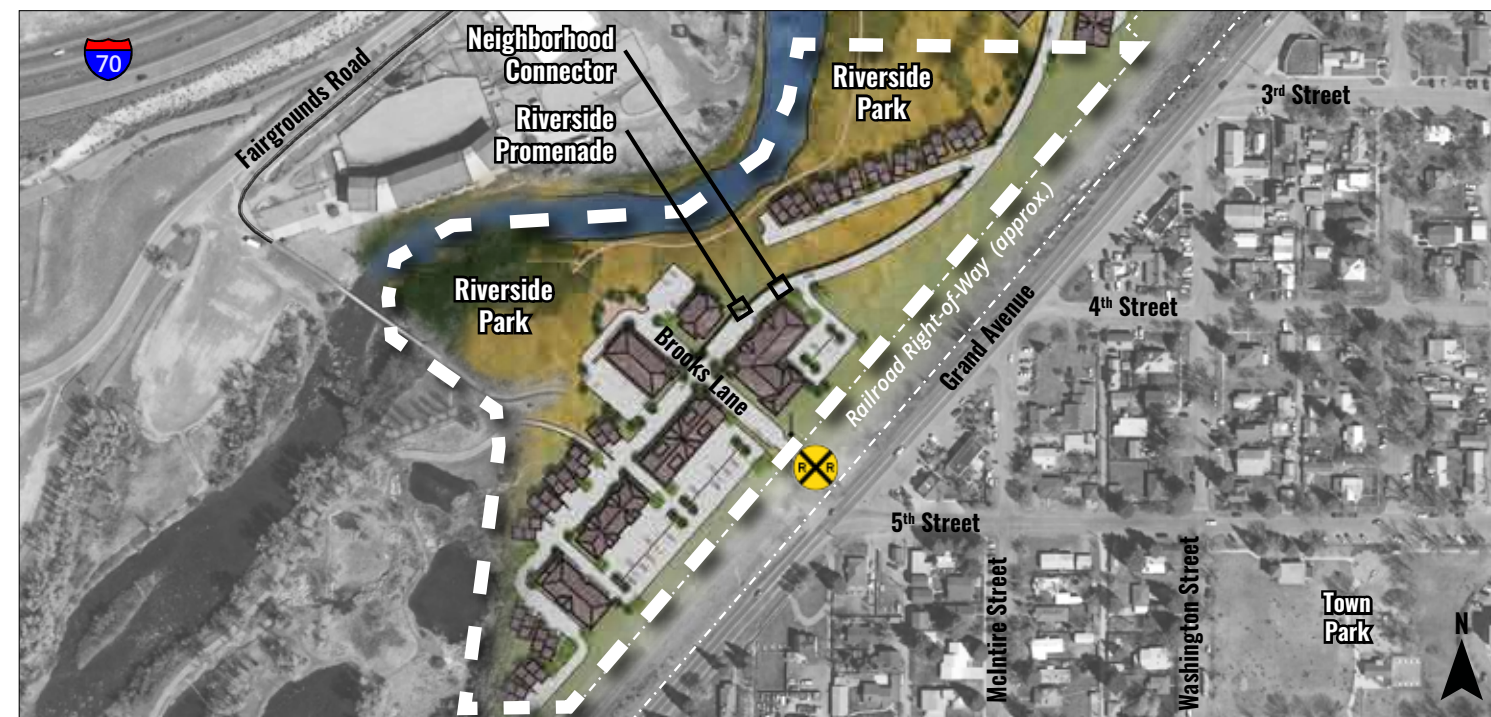
Two neighborhoods have been identified within the RMU area:

- North Broadway neighborhood
- Brooks Lane neighborhood



North Broadway Neighborhood

The North Broadway neighborhood is envisioned as a vibrant, walkable, high-density, mixed-use neighborhood. The design of this neighborhood will be crucial to the “WOW” factor of the Riverside Mixed-Use area.



Brooks Lane Neighborhood

The Brooks Lane neighborhood will be similar to the North Broadway neighborhood but with greater emphasis on the residential component. Portions of the Brooks Lane neighborhood are visible from Grand Avenue and commercial/mixed-use development is encouraged in these areas.

Conceptual Development Plan
 This illustration provides a conceptual development plan that integrates many of the design principles identified for the Riverside Mixed-Use area. This conceptual illustration is **NOT** meant to be a site development plan.

The River Corridor Plan encourages creative designers to work with market realities in the preparation of a development plan that achieves the design principles that have been provided for the Riverside Mixed-Use area.

CONCEPTUAL DEVELOPMENT PLAN



LEGEND

- 1 Broadway Extension
- 2 Riverside Promenade
- 3 Iconic Pedestrian Bridge
- 4 Riverside Park
- 5 Chambers Park
- 6 Potential Vehicular Bridge Location
- 7 Eagle River Park
- 8 Potential Pedestrian Bridge Location
- 9 Neighborhood Connector
- 10 Soft-Surface Trail
- 11 Eagle Valley Trail
- 12 Regional Transit Stop

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North Broadway Neighborhood - Given its proximity to the CBD, the North Broadway neighborhood should be an area of higher residential density and significant commercial/mixed-use development.

Connecting downtown Eagle with the Eagle River is a primary objective of this plan. The architectural design of the North Broadway neighborhood should create a focal point visible from Broadway that will help integrate downtown Eagle with this new neighborhood. This may be achieved through a taller, noteworthy building (e.g., clock tower) or other architectural feature. Landscape design should include a gateway element for pedestrians and vehicles entering the North Broadway neighborhood from Grand Avenue and Broadway. It is important that the design elements of the North Broadway neighborhood create visual and functional connections between the neighborhood and the existing CBD.

Along the south side of this neighborhood there is approximately 16 - 30 feet of elevation change. Therefore, it is recommended that taller buildings be allowed closer to the railroad/Grand Avenue corridor. Buildings adjacent to this corridor should be at least one or two stories above the elevation of the road in order to provide an inviting view for those traveling along Grand Avenue.

The North Broadway neighborhood will be highly visible from the interstate. The appearance of this neighborhood will play an important role in creating the desired "WOW" factor. The design of the North Broadway neighborhood should attract the attention of interstate travelers and invite them to visit.

Brooks Lane Neighborhood - In this neighborhood, which is located directly to the west of the North Broadway neighborhood, residential, commercial and mixed-use development is appropriate. The Brooks Lane neighborhood should have a higher proportion of residential to commercial development when compared to North Broadway. Apartment buildings, townhomes, and possibly small lot, single-family homes or

duplexes are appropriate types of residential development. Commercial and mixed-use development are encouraged for the portion of this neighborhood with good visibility from Grand Avenue.

The landscape design of the Brooks Lane neighborhood should create an entry statement (i.e., gateway) that provides a welcoming environment for pedestrians and vehicles entering the neighborhood from Grand Avenue. In addition, development in this neighborhood should be designed to provide an attractive appearance from Grand Avenue.

The layout of the Brooks Lane neighborhood should avoid siting taller buildings along the railroad corridor where the elevation of the neighborhood and railroad corridor are the same. Buildings should be located strategically so that they do not create a continuous visual barrier, or wall, along Grand Avenue.

LAND USE

High-Density, Multi-Family Residential - The RMU area should consist primarily of multi-family residential designed for a wide range of price points, including smaller residential units that would serve as affordable, entry level rental or for sale housing. Development of the RMU area is intended to bring more rooftops (i.e., dwelling units) within proximity to the town's Central Business District and I-70 service area. Medium and low-density single-family development is inappropriate within the RMU Area. This type of residential development is readily available in other parts of the town.

To achieve the desired vibrancy, it is recommended that the minimum residential density in the RMU area be 17 dwelling units per acre, with the highest densities encouraged in the North Broadway neighborhood.

Commercial & Mixed-Use - A mix of commercial development, either as stand-alone commercial buildings or as a component of mixed-use buildings, is appropriate in the RMU area. While mixed-use buildings are permitted throughout the RMU area, they are particularly encouraged



Boulder, Colorado



Denver, Colorado

North Broadway Development Typologies

The North Broadway neighborhood will have the most intensive development along the river corridor. Above are examples of mixed-use buildings (Boulder, Colorado) and higher-density, residential buildings (Denver, Colorado) that would be suitable for this neighborhood.



Boulder, Colorado



Eagle, Colorado

Brooks Lane Development Typologies

Above are examples of small lot, single-family homes (Boulder, Colorado) and an apartment project (Eagle, Colorado) that would be appropriate in the Brooks Lane neighborhood.



Salida, Colorado

Riverfront Dining

The Riverside Mixed-Use area will offer opportunities for residents and visitors to dine, shop and relax along the Eagle River.

along the Riverside Park. Commercial activity along the park will help activate this public space and will provide a welcoming environment along the river for the community. First floor commercial uses will be required along portions of the Riverside Park to ensure that some commercial activity is adjacent to the park. Riverside dining is strongly encouraged. The area around the International Bridge in Vail, Colorado is an example of the type of development that is appropriate adjacent to the Riverside Park.

Large format commercial development would be incompatible with the vision for the RMU area.

MOBILITY

Access -

Broadway Extension: The extension of Broadway across Grand Avenue is a key element and will provide an important vehicular and pedestrian connection from the CBD to the RMU area. The intersection of Broadway and Grand Avenue should be designed to accommodate vehicular traffic but also to provide safe, comfortable and efficient movement of pedestrians and cyclists between the CBD and the RMU area.

The town recognizes that rail operations may commence on the railroad in the future. A vehicular bridge may be required over the Eagle River to connect the RMU area to Fairgrounds Road. A potential location for this bridge has been identified on the Conceptual Development Plan (see page 13).

A new railroad crossing will be required for the Broadway extension and will require approval by the Public Utilities Commission (PUC) and the Union Pacific Railroad (UPR). The town will serve as the lead agency for the new crossing and will coordinate this process with the developer, the UPR and the PUC.

Brooks Lane & 5th Street: The Brooks Lane/5th Street intersection should be designed to facilitate safe movement of vehicles, pedestrians and bicyclists into and out of the Brooks Lane neighborhood. An existing railroad crossing at Brooks Lane will require upgrading to

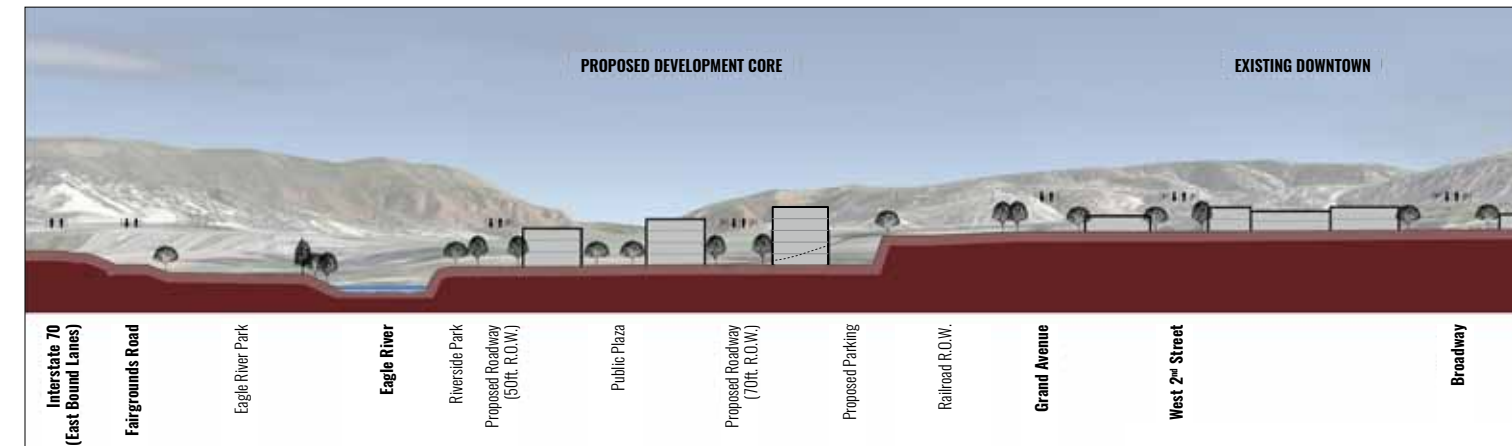
accommodate the future development of the Brooks Lane neighborhood. The upgraded crossing will require approval by the Public Utilities Commission (PUC) and the Union Pacific Railroad (UPR). The town will assist with this process.

Neighborhood Connector: A street connection between the North Broadway and Brooks Lane neighborhoods will be provided to ensure that the neighborhoods function as one larger defined riverfront development with two points of ingress and egress from Grand Avenue.

Pedestrian Bridges over Eagle River: The Plan recommends two pedestrian bridges across the Eagle River, as shown of the Conceptual Development Plan (see page 13). The bridges will provide much needed pedestrian connections across the Eagle River. The bridges will allow pedestrians to travel between the Central Business District, the RMU area, the Recreation Core, Eagle County Fairgrounds, the town's regional transit stop and the I-70 service area. By providing direct connections to the north side of the river, these bridges will facilitate increased use of the regional transit stop on Eby Creek Road. This stop is currently served by Eagle County's ECO Transit and the Colorado Department of Transportation's Bustang (a regional bus system that provides service between Glenwood Springs and Denver).

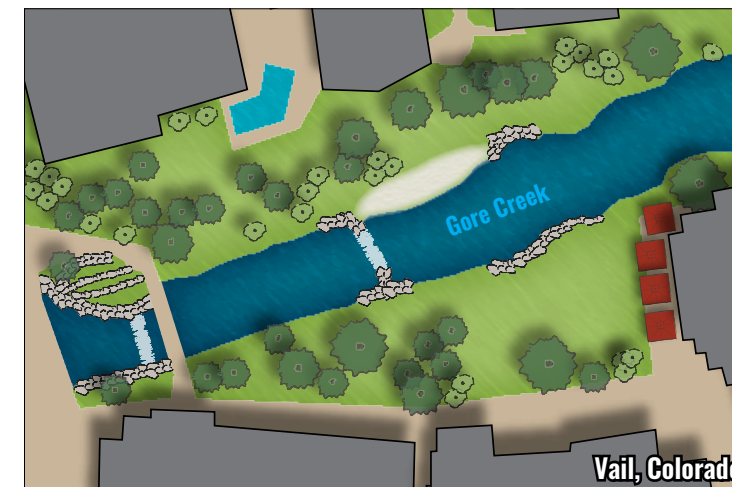
The pedestrian bridge that connects the RMU area to the Chambers Park area should be designed as a landmark feature. This bridge will provide exceptional views of the Eagle River and should be wide enough for pedestrians to gather and view the river. To address the potential resumption of train traffic along the railroad, this pedestrian bridge should be designed for use by emergency vehicles. If a vehicular bridge between Fairgrounds Road and the North Broadway neighborhood is constructed, it will not be necessary to design this pedestrian bridge to accommodate emergency vehicles.

Street Layout - The block pattern in the RMU area should generally reflect that present in downtown Eagle (i.e., a gridded street system



Variation in Building Heights

This conceptual cross section of the Development Core illustrates how taller buildings along the railroad/Grand Avenue corridor and shorter buildings along the Eagle River might appear. The topography lends itself towards taller buildings adjacent to the railroad/Grand Avenue corridor and shorter buildings adjacent to the Eagle River.



Activate Public Space/Riverfront

The International Bridge area (Vail, Colorado) is a local example of a public green space that is framed by buildings and activated by adjacent commercial uses that include restaurants and shops.



Creating a "WOW" Factor

The architecture of buildings in the North Broadway and Brooks Lane neighborhoods will play an important role in creating visual appeal that will draw visitors and residents to this area. South Main (Buena Vista, Colorado) exemplifies development that places strong emphasis on vernacular architecture and well-designed, attractive buildings.

with blocks that are approximately 265 feet by 300 feet). Given the site constraints of the RMU area, smaller blocks may be permitted. Alleys are prevalent throughout the existing CBD and are encouraged, where appropriate, in the RMU area. Where possible, streets should be oriented to create view corridors and facilitate solar exposure.

Streetscape - Streets should be designed to slow vehicular speeds. Street design should facilitate pedestrian movement by providing adequate sidewalks, pedestrian scaled street lighting, and shade trees.

Parking - To help facilitate maximum build-out and reduce the amount of off-street parking needed, on-street parking should be permitted on all streets within the RMU area. Shared parking facilities are encouraged to accommodate the parking needs for multiple buildings/uses. Tuck-under parking and structured parking are encouraged where feasible.

Large expanses of surface parking are discouraged. If surface parking lots are necessary, they should be located behind buildings or given landscape treatments to minimize their impact on the pedestrian experience along streets in the RMU area.

Trails - Four trail types have been identified in the RMU area:

1. Eagle Valley Trail (Eagle County's Regional Trail)
2. Riverside Promenade
3. Grand Avenue Trail
4. Soft-Surface Trails

The plan for Open Space Area #3 (see page 35) shows the general alignment of the proposed trail systems in the RMU area. These trails provide important connections between downtown Eagle, the Brooks Lane neighborhood, the North Broadway neighborhood, the Recreation Core, the town's regional transit stop and the I-70 service area.

Eagle Valley Trail: The proposed route for the Eagle Valley Trail will begin at the existing trail terminus at Brooks Lane/5th Street, cross the Eagle River at the "Fishing is Fun" Bridge, travel through the Eagle County Fairgrounds and Recreation Core, and tie into the newly constructed sidewalk system along Eby Creek Road. This trail connection provides a vital link between the Town of Eagle and the Eagle County Fairgrounds and should be celebrated as the major pedestrian entrance into the Fairgrounds.

Riverside Promenade: A Riverside Promenade should be constructed along the planned Riverside Park. The promenade should commence on the north side of Grand Avenue, at the extension of Broadway, and should generally follow the Riverside Park and tie into the trail network in the Brooks Lane neighborhood.

The Riverside Promenade will link to the new landmark pedestrian bridge across the Eagle River and also tie into the Eagle River Park located on the north side of the river. Generally, the promenade will have a sufficient setback from the Eagle River to allow for softer landscape treatment along the river. However, at a central location, the promenade may be constructed adjacent to the river to bring users to the river's edge. As the promenade extends to the west, it should be further removed from the river to add diversity to the promenade experience and to provide more natural open space along the river's edge. The promenade should be designed with trees, benches, pedestrian-scale lighting and occasional public gathering spaces to increase the user's enjoyment. The promenade should offer many opportunities for views of the Eagle River and the Recreation Core.

There are complexities associated with the Riverside Promenade including acquiring easements for the trail to cross private property, crossing of the railroad, and construction of the new landmark pedestrian bridge over the Eagle River. Therefore, the promenade will likely be constructed with the development of the North Broadway and Brooks Lane neighborhoods. However, if funding and access become available for the portion of the promenade that connects



Golden, Colorado



Denver, Colorado

Gateways

Unique eye-catching gateways are an important component of the RMU area. Gateways should create a sense of arrival and sense of place. The "Howdy Folks!" Arch (Golden, Colorado) and the lighting in Larimer Square (Denver, Colorado) are examples of unique gateways.



Boulder, Colorado



Denver, Colorado



Eagle, Colorado

Creative Parking Solutions

Creative approaches to parking are encouraged in the RMU area. Tuck-under parking, wrapped parking structures, and on-street parking are a few examples of appropriate parking solutions.



Eagle County, Colorado

Eagle Valley Trail

The Eagle Valley Trail will connect Glenwood Springs with Vail Pass and will result in a paved path system from Summit County to Aspen. The alignment of the Eagle Valley Trail through the RMU area will provide important connections between downtown Eagle, the Eagle County Fairgrounds, the Recreation Core, and the regional transit stop on Eby Creek Road.

Broadway with the Eagle River Park, that segment should be constructed at an earlier point in time.

Grand Avenue Trail: The Grand Avenue Trail is a paved trail along Grand Avenue that connects the existing trail terminus at Brooks Lane/5th Street with the Riverside Promenade along the new Broadway extension.

Soft-Surface Trails: A network of soft-surface trails (similar to those along Brush Creek in Eagle Ranch) should be constructed to allow for pedestrian movement closer to the river. Soft-surface trails should generally be the only type of trail constructed adjacent to the river except for the Riverside Promenade as discussed above. The objective is to prevent adverse environmental impacts, particularly to water quality, which could result from an extensive system of paved trails adjacent to the river.

PUBLIC SPACE

The RMU area will extend the fabric of downtown Eagle to the Eagle River. Neighborhood design in the RMU area should incorporate pedestrian walkways, plazas and public gathering spaces with the goal of creating an outstanding walkable neighborhood. The design of the built environment should emphasize the framing of public spaces to maximize enjoyment of the public realm. In areas where people will be invited to the river's edge, landscape treatments should be designed to accommodate more intensive use.

Riverside Park: A key component of the RMU area is the Riverside Park. The Riverside Park is a sinuous open space that parallels the south side of the Eagle River (i.e., the north side of the RMU area). The character of the Riverside Park is envisioned to transition from a developed park space in the North Broadway neighborhood to a more natural open space in the Brooks Lane neighborhood. The Riverside Promenade will be integrated with the Riverside Park.

The portions of the Riverside Park located along the east and north sides of the North Broadway neighborhood should be designed as more developed park space and invite residents and visitors to the edge of the Eagle River, where

appropriate. Streets, buildings and plazas should be located near the Riverside Park and provide convenient connections to the park. Pedestrian access to the park should be provided from adjacent development and from the pedestrian bridges that connect to the north side of the river.

A roughly 5.4-acre portion of the Riverside Park is located between the Brooks Lane and North Broadway neighborhoods. This area is well suited to be preserved as open space. Much of this land is located within the 100-year flood plain and contains a wetland area and mature tree stands. This open space is suitable for fields for informal active recreation and for passive recreation. The existing stands of trees and wetland should be preserved to enhance the natural experience of this area. This open space also offers the opportunity to incorporate a state-of-the-art stormwater filtration system for the North Broadway and Brooks Lane neighborhoods. An innovative stormwater system should be designed to ensure that runoff from the neighborhoods does not adversely impact the water quality of the Eagle River. This well-designed stormwater control system should serve as a model for other development.

The western portion of the Riverside Park, along the north side of the Brooks Lane neighborhood, has been designated as a Natural Experience open space. This open space should remain undeveloped except for a few soft-surface trails that provide limited access to the Eagle River. Trails that provide river access should be located and designed to minimize impact on existing riparian vegetation and wildlife habitat. Over time, this area should regenerate into a healthy riparian environment.



Eagle, Colorado

Soft-Surface Trails

A system of soft-surface trails will provide access to and along the Eagle River. The soft-surface trail along Brush Creek in Eagle Ranch is a type of soft-surface trail that would be appropriate along the Eagle River.



Durango, Colorado



Salida, Colorado

Riverside Promenade

The Riverside Promenade will provide a non-motorized connection between the Broadway and Brooks Lane neighborhoods. The Animas River Trail (Durango, Colorado) and the Salida Riverwalk (Salida, Colorado) are examples of riverside promenades that would be appropriate in the RMU area.



State-of-the-Art Stormwater System

A roughly 5.4-acre open space area comprises a portion of the Riverside Park. This open space offers an opportunity to create a state-of-the-art stormwater filtration and management system. This stormwater system should be designed to minimize adverse impacts on the river and to provide an attractive and functional open space.

 **TRANSIT ORIENTED MIXED-USE (TOMU)**

INTENT

The purpose of Transit Oriented Development (TOD) is to create mixed-use neighborhoods (i.e., mixture of housing, retail, office, entertainment and/or other amenities) within walking distance of public transportation hubs. TOD is intended to make public transit as convenient a transportation option as one's personal vehicle. The Transit Oriented Mixed-Use (TOMU) future land use designation has been modeled around this concept.

The properties on the west side of Eby Creek Road, adjacent to the town's regional transit stop, have been designated as Transit Oriented Mixed-Use (TOMU). The transit stop on Eby Creek Road is served by both ECO Transit (Eagle County) and Bustang (Colorado Department of Transportation). ECO Transit offers a variety of routes throughout the County and Bustang provides transportation between Glenwood Springs and Denver, with a stop in Eagle.

The current zoning of properties in the TOMU area is Commercial General (CG) and Planned Unit Development (PUD). The existing land uses include: a gas station/convenience store, a bank, restaurants, offices, a bowling alley, multi-family housing, a fly fishing guide shop and a single-family residence. Existing buildings are one or two stories. The intent of the TOMU designation is to encourage greater utilization of these properties by allowing for high density, mixed-use development. The proximity to the town's regional transit stop, connection to the Eagle Valley Trail and immediate access to the Recreation Core and RMU area (via pedestrian bridges) strongly support the evolution of this area into a high density, mixed-use neighborhood.

LAND USE

Properties in the TOMU area have developed to serve the nearby interstate traffic. Existing uses are primarily commercial with the exception of one dated multi-family development. The addition of higher density residential uses in the TOMU area is encouraged. The addition of more

housing options will diversify land uses in this part of Eagle and will provide more opportunities for residents to live within walking distance of the town's regional transit stop. The TOMU designation allows for a mix of commercial and multi-family residential uses in larger, more complex buildings than currently exist in the Town of Eagle.

The town should consider creation of a Mixed-Use Zone District to facilitate this type of development. The mixed-use zoning should permit residential uses to be located above or below ground level commercial. Residential uses should not be permitted on the ground level of buildings to ensure that this area continues to generate tax revenues for the town.

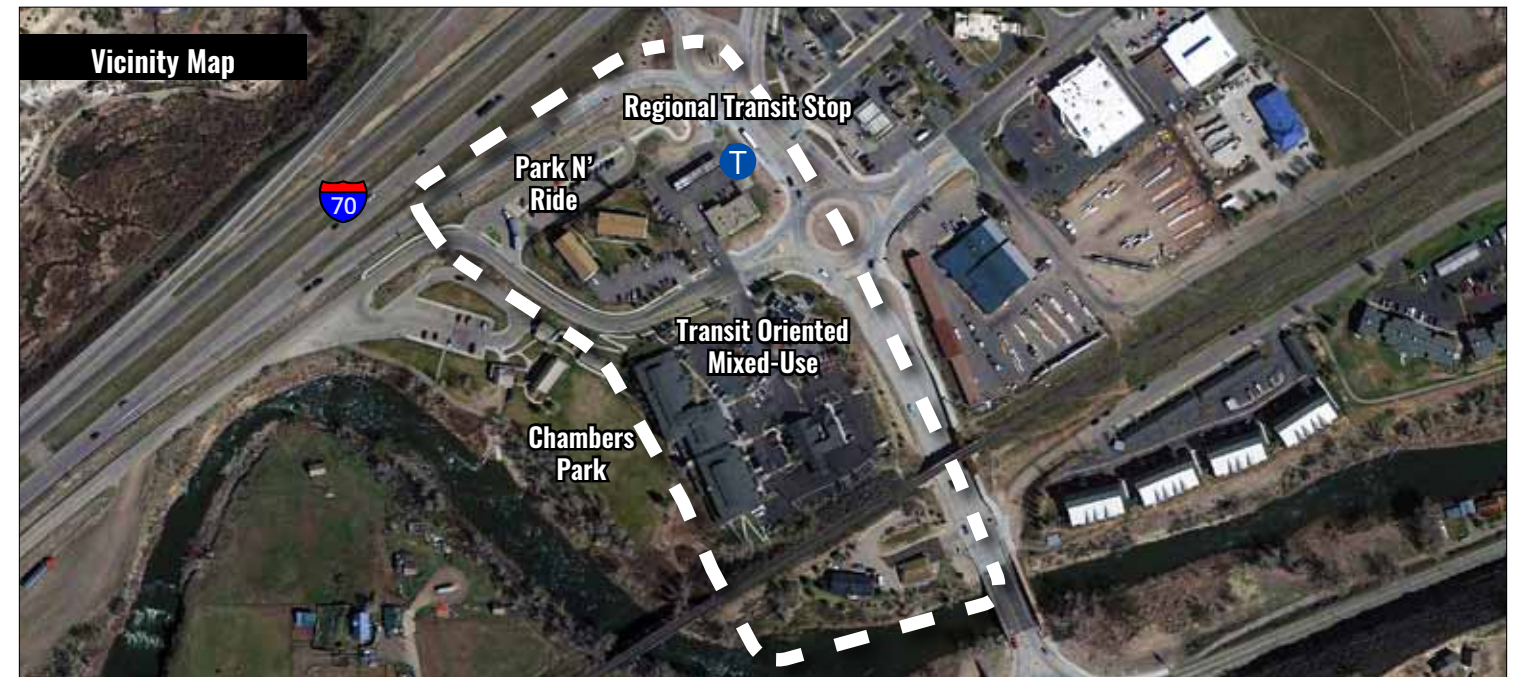
MOBILITY

Vehicular - This area has excellent access to Eby Creek Road and the interstate via Chambers Avenue and the newly-constructed Eby Creek Road roundabouts.

Future plans call for a new road in West Eagle that will connect Violet Lane to Fairgrounds Road. This connection will provide a secondary access to Fairgrounds Road, the Eagle County Fairgrounds, and the TOMU area.

Trails - Recent improvements to Eby Creek Road added a new, wider sidewalk on the east side of Eby Creek Road. This sidewalk provides connections to downtown Eagle, Chambers Avenue and Market Street (via the pedestrian bridge over I-70). However, access to this sidewalk from the TOMU area requires crossing of the Eby Creek Road roundabouts. Crossing the roundabouts on foot or bicycle is difficult when there are high traffic volumes on Eby Creek Road. The safety of pedestrians and cyclists at these crossings is essential to the walkability of this part of Eagle.

Construction of the planned trails and pedestrian bridges in the Riverside Mixed Use (RMU) area (see Open Space & Trails Plan page 29) will provide pedestrians and cyclists in the TOMU area with direct access to the RMU area and downtown Eagle.



I-70 Service Area

The town's I-70 service area consists primarily of commercial uses. The intent of the TOMU designation is to allow for integration of residential uses that will transform this area into a mixed-use neighborhood.

The Eagle Valley Trail is planned to connect from its current terminus at 5th Street through the TOMU area to the new sidewalk on the east side of Eby Creek Road. Roadway improvements should be studied to facilitate safe and convenient movement of pedestrians and cyclists across Eby Creek Road.

PUBLIC SPACE

Chambers Park (owned by the town) is located adjacent to the TOMU area. Various improvements are envisioned for Chambers Park (see page 36). Improvements to Chambers Park may include construction of additional park amenities (e.g., sand volleyball courts, shade structures, etc.), development of a historical building campus, riverside improvements, additional parking, and the construction of a new mixed-use building.

In addition to Chambers Park, the proposed Eagle River Park and Riverside Park will be located a short distance to the west of the TOMU area and will provide exceptional recreational opportunities for residents and visitors.



Eagle, Colorado



Eagle, Colorado

Eby Creek Road Regional Transit Stop

The regional transit stop along Eby Creek Road is a tremendous asset of the Town of Eagle. This plan recommends improving connections to this transit stop and creating opportunities for more Eagle residents to live within walking distance of the stop.



Eby Creek Road Crossings

Providing safe and convenient crossings of Eby Creek Road for pedestrians and cyclists is essential to the walkability of this part of Eagle. The pedestrian activated flashing lights on Grand Avenue are an example of a crosswalk improvement that the town may want to consider for Eby Creek Road.

 **MEDIUM-DENSITY RESIDENTIAL (MDR)**

INTENT

The Medium-Density Residential (MDR) designation envisions a node of residential development on the higher, flatter land adjacent to the Sylvan Lake Road roundabout. Development in this area should be designed to avoid impact to the wetlands, riparian vegetation and pond in the eastern portion of the MDR area.

Located at the western entrance to the Town of Eagle, residential development in the MDR area should be designed to be both interesting and inviting. Development should contribute to the creation of an attractive western gateway to the town. The building pattern should be varied in order to avoid the impression of a wall along either Grand Avenue or the Eagle River.

The MDR area will be connected to the Eagle Valley Trail, Eagle Ranch trail system and the trail system that meanders through the Eagle County Fairgrounds. Residents will benefit from convenient access to Sylvan Lake Road, Grand Avenue and the ECO Transit bus stop along Grand Avenue. This transit stop offers bus service to Gypsum, as well as bus service to the regional transit stop along Eby Creek Road.

LAND USE

Single-family homes, duplexes, and multi-family residential development are appropriate in the MDR area. Residential development should be arranged to minimize adverse impacts on lands with high environmental value and important wildlife habitat.

Residential densities in the MDR area should be approximately 10-12 dwelling units per acre. This is density similar to areas adjacent to the Eagle Ranch Neighborhood Center including the Gamble Street Townhomes, West Village Condos, and duplexes along Founders Avenue.

MOBILITY

Vehicular - The MDR area is currently accessed from Grand Avenue via the Sylvan Lake Road roundabout and Violet Lane. Violet Lane crosses the railroad, and increased development in this area may require improvements to the existing railroad crossing. If crossing improvements are necessary, they will require approval from the Public Utility Commission (PUC) and Union Pacific Railroad (UPR). The town will assist in this process.

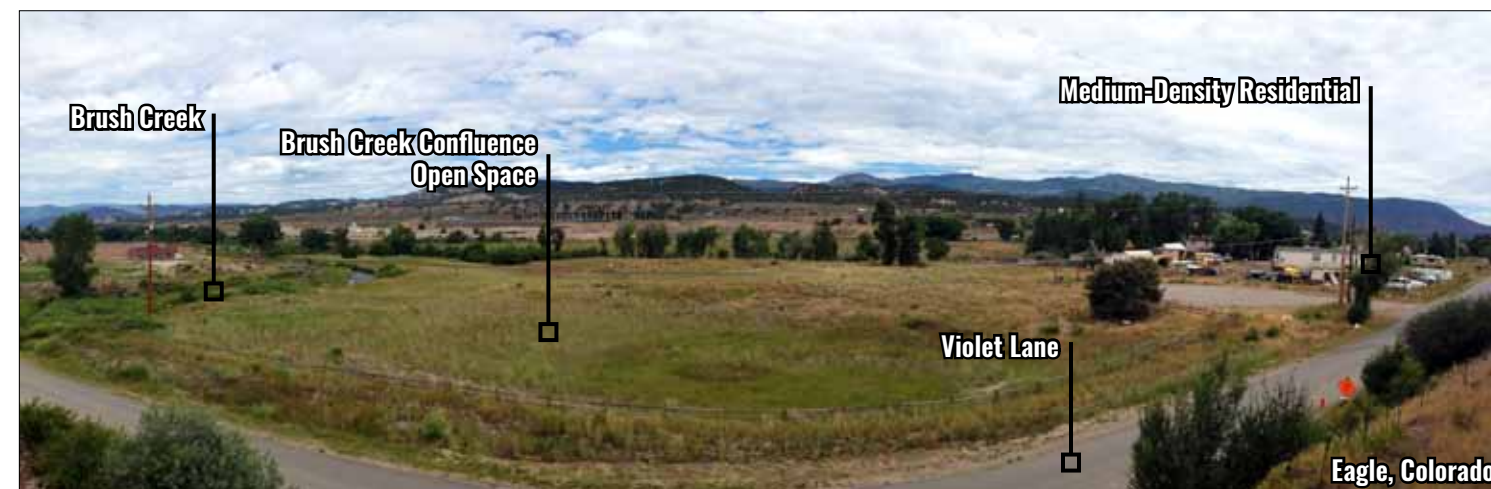
Eagle County has prepared a conceptual plan for a secondary vehicular access to the Eagle County Fairgrounds. The proposed alignment is from Violet Lane, north across the Eagle River, tying into Fairgrounds Road. The general location across the Eagle River is shown on the Concept Plan (see page 10). Development in the MDR area should be coordinated with Eagle County to accommodate the future construction of this road.

Trails - The Eagle Valley Trail runs along the south side of the MDR area. This section of the Eagle Valley Trail connects Gypsum (to the west) with Brooks Lane/5th Street (to the east). With construction of the new segments of the Eagle Valley Trail depicted in this plan, the MDR area will be connected to the Eagle County Fairgrounds, the Recreation Core and the TOMU area.

This plan envisions construction of a paved trail that will connect the existing Eagle Ranch trail system to the Eagle County Fairgrounds trail system (see the Open Space & Trails Plan on page 29). Connection of this paved trail between the Brush Creek Confluence Open Space and the Fairgrounds will require construction of a new pedestrian bridge over the Eagle River.

PUBLIC SPACE

The Brush Creek Confluence Open Space is located along the western side of the MDR area and provides opportunities for passive recreation. Previously used as an auto salvage yard, this land has been re-vegetated with native grasses and improved with the installation of a split rail fence and gravel parking lot. This plan



Creating an Activity Node around the Sylvan Lake Roundabout

The MDR designation envisions a node of residential development around the Sylvan Lake Road roundabout. More intensive residential development in West Eagle has the potential to catalyze additional redevelopment.

proposes additional improvements to this area including:

- Improved riparian habitat along the east bank of Brush Creek.
- Further enhancement of dryland grass revegetation.
- Planting of additional trees to provide shade.
- Provision of additional seating areas.

The lowlands on the east side of the MDR area contain both wetlands and high-quality riparian areas. In order to maintain the high ecological value of this area these lowlands have been identified as a Preservation area (see Chapter 3).



Densities Similar to Eagle Ranch Multi-Family

The MDR designation allows for densities of 10-12 dwelling units per acre. Those residential densities are similar to the Gamble Street Townhomes (11 dwelling units per acre), located adjacent to the Eagle Ranch Neighborhood Center.



Connecting the Eagle Ranch Trail System to Eagle County Fairgrounds & Ball Fields

The Open Space & Trails Plan shows a conceptual alignment for a trail connection between Eagle Ranch and the Eagle County Fairgrounds and ball field complex. A section of this new trail would travel beneath the highway bridge and railroad bridge that cross Brush Creek.

 **CLUSTER RESIDENTIAL (CR)**

INTENT

The Cluster Residential (CR) designation has been identified for two primary areas:

1. Land between the Highway 6 bridge over the Eagle River and the eastern boundary of the planning area (i.e., Eastern CR Area).
2. Small area between the RMU and MDR area (i.e., Western CR Area).

The Eastern CR designation is intended to allow for a series of neighborhoods generally consisting of smaller single-family homes or duplexes arranged around common open space (i.e., clustered residential development). It is recommended that these neighborhoods consist of small, sustainable homes that fit into the landscape and do not overwhelm the site. Pocket Neighborhoods: Creating Small-Scale Community in a Large-Scale World, by Ross Chapin, is a good reference for the type of development pattern envisioned for this area. A higher-density multi-family neighborhood is appropriate in the western portion of this area, closer to the developed portions of the town. Residential densities should feather out at the eastern edge of this area.

Development of this CR area should provide for a network of public open space located in generally undisturbed habitat between Highway 6 and the Eagle River. Several significant areas on the south side of the river have also been identified as public open space. The open space areas identified for this area are discussed in detail in Chapter 3. These open space areas function to protect lands with higher environmental value. A large open space area is identified in the eastern portion of this CR area (between Highway 6 and the river) that will provide permanent protection of important wildlife habitat and environmentally sensitive lands. Public access to the Eagle River and a hierarchy of public open space areas are key concepts for the future growth of the town in this area.

A soft-surface trail system along the Eagle River will offer opportunities for the public to enjoy the river environment. This trail system will connect

the various neighborhoods to the public open space network along the river. This trail system should also provide connections to the Eagle Valley Trail and the soft-surface trail system to the west. These trails will give residents and visitors opportunities to enjoy the river and will provide signage that offers information about the river's ecosystem and the cultural history of the area.

The Western CR area has been identified for environmentally sensitive land generally located between the RMU and MDR areas. A single-family home is currently located on this property (see Future Land Use Plan on page 11). The CR designation for this property is intended to allow for a limited number of additional single-family homes.

LAND USE

Most of the residential development in the Eastern CR area is envisioned to be smaller single-family homes and duplexes, all located on the north side of the Eagle River. Clustering of residential units will allow for the creation of open space areas similar to those depicted on the Open Space & Trails Plan (see page 29). Multi-family development is also appropriate and should be located in the western portion of this area closer to the Red Canyon Townhomes. It is estimated that the land on the north side of the river is large enough to accommodate 120-150 homes.

Development on the south side of the Eagle River is incompatible with the vision for the Eastern CR area. The private lands on the south side of the Eagle River border Bureau of Land Management (BLM) lands and should be preserved in their natural state in order to protect riparian environments and wildlife habitat.

The Western CR area is land of high environmental value that includes five ponds fed by natural springs. As previously mentioned, there is one single-family home located in this area. This plan allows for a limited number of additional single-family homes to be constructed. These homes must be strategically located to minimize environmental impacts.



Cluster Residential

The Eastern CR area is located between the Highway 6 bridge (commonly referred to as the "Green Bridge") and the eastern end of the town's growth boundary. A smaller CR area (i.e., Western CR area) is located to the west of the RMU area.



Cluster Development to Preserve Open Space

Cluster development concentrates development on a portion of a parcel to preserve the remainder as open space. These diagrams depict two development scenarios: 1) Conventional development (left); and 2) Cluster development (right). The cluster approach uses a smaller portion of the parcel for development leaving a greater portion as open space.

MOBILITY

Vehicular - Vehicular access to the Eastern CR area will be limited to several access points along Highway 6. These access points should be coordinated with existing and planned connections on the north side of Highway 6. With the future development of properties on the north and south side of this portion of Highway 6, the speed limit along this stretch of Highway 6 should be lowered. Streets within the eastern CR area should be designed to encourage slower speeds compatible with a pedestrian environment.

Future development in the Western CR area will have access from the Brooks Lane neighborhood. The access road to the home sites will cross sensitive land and will require careful construction and maintenance to mitigate impacts.

Trails - The Eastern CR area has an extensive riverfront, much of which has been designated as public open space (see Chapter 3). A system of soft-surface trails will provide public access to the Natural Experience and Active Recreation open space areas that have been identified. To limit impact on more sensitive land, trails should not be constructed in Preservation Areas. Construction of a soft-surface trail along the river is recommended and will serve as the eastern portion of the Discovery Trail.

Paved trails in the Eastern CR area must be located and designed to avoid adverse impacts on the water quality of the Eagle River.

The proposed alignment of the Eagle Valley Trail is north of Highway 6. Existing highway and railroad underpasses offer opportunities to connect the Eagle Valley Trail to the trail system in the Eastern CR area.

In the Western CR area, the existing single-family home and surrounding landscape make this area unsuitable for public trails or public open space.

PUBLIC SPACE

Approximately 45 acres of public open space have been identified in the Eastern CR area. The open space network identified in this area is a signature element of this plan. The open space network includes several Natural Experience and Preservation areas interspersed throughout the clustered development. In addition, a new town park has been identified at the eastern end of the open space network.

The new town park is intended primarily for passive recreation. This park will serve as a community destination at the eastern end of the Discovery Trail. The park should be designed to offer public gathering spaces, a boat ramp and related amenities. A boat ramp in this location will allow river users to do a short river run within town (i.e., a "Town Run").

A small Cluster Residential area is identified between Highway 6 and the Eagle River, immediately east of the Eby Creek Road bridge. Due to physical constraints, the open space overlay has been placed over the CR designation identified for these properties.



Cluster Homes around Common Open Space

This diagram depicts a development concept that clusters homes around central, common open space. This development was designed to protect the native growth areas surrounding the project. This development is located in Redmond, Washington.



Keator Grove

Keator Grove in Carbondale, Colorado exemplifies development that clusters housing around common open space. Unique elements of this project include: 1) Homes that front onto a central, common open space; 2) Garages that are accessed via a narrow road (similar to an alley) that runs around the perimeter of the housing cluster; and 3) A network of sidewalks that connect neighboring clusters.

 **OPEN SPACE (OS)**

INTENT

The Open Space (OS) designation is an overlay and is shown on the Future Land Use Plan as a hatch and not a solid color. Each Future Land Use designation includes some area designated as open space.

Publically owned properties are designated as OS and do not have an underlying designation. An exception of this occurs at the western end of the planning area, where a portion of publically owned land has been designated as MDR.

The OS designation delineates those portions of the underlying Future Land Use designations that are envisioned to be set aside as open space. The open space areas identified on the Future Land Use Plan are further detailed in Chapter 3.

LAND USE

The OS designation is intended to allow for a variety of uses related to open space and parkland. Where appropriate (e.g., Active Recreation areas), the following uses may be permitted:

- Active and passive recreation
- River related uses
- Paved and soft surface trails
- Camping
- Parking areas
- Concessions
- Food and beverage service (e.g., restaurants)
- Restrooms

 **UTILITY CAMPUS (UC)**

INTENT

The Utility Campus (UC) designation is for property owned by the Town of Eagle located at the western end of the planning area. This property houses the town's sewer treatment facility and is the future location for the Lower Basin water treatment facility.

Given the proximity of this property to the confluence of Brush Creek and the Eagle River, the town should ensure that these facilities do not adversely impact the water quality of these important waterways to the greatest degree practical.

LAND USE

The UC designation is generally intended for municipal uses that are associated with the provision of sewer and water service to the Town of Eagle. However, other public uses may be appropriate in this area.

The riparian vegetation along Brush Creek and the Eagle River should be maintained and improved to the greatest degree practical.



Public Open Space Network along the Eagle River

This plan identifies an extensive network of open space areas along the Eagle River. Open space areas are depicted on the Future Land Use Plan and Open Space & Trails Plan. Chapter 3 provides a detailed discussion of open space.



Utility Campus (UC)

The UC designation allows for municipal uses, such as water and sewer treatment facilities. Other public uses, such as the town's yard waste facility or a public solar array, may also be appropriate in this area.

“Building a river park and giving residents and visitors access to one of our most vital resources will be a legacy project for Eagle. It is incredibly exciting to have the opportunity to make this vision a reality.”

- Yuri Kostick, Mayor • Town of Eagle



CHAPTER 3



OPEN SPACE & TRAILS



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INTRODUCTION

Preservation of ecologically sensitive lands and wildlife habitat is central to this plan. Natural features offer permanence and character that help create the much desired but often elusive quality referred to as “sense of place.” Preservation of natural features contributes to the long-term health of the natural environment and the community.

Approximately 105.46 acres (34.29% of the total 307.59 acres within the planning area) have been designated as open space. Portions of this open space will be traversed by trails, and others will be preserved in their natural condition. This plan furthers the goals of the 2010 Eagle Area Community Plan, which designates much of the property planned herein as Conservation Oriented Development. This open space plan fulfills the recommendation of the Eagle Area Open Lands Conservation Plan to protect land with high environmental value. The open space designation protects the river and its riparian habitat, which is consistent with the goals of the Eagle River Watershed Plan.

Listed below are comments from the Visioning Workshop directly related to open space and trails:

“Create a mix of recreational opportunities for different user groups.”

“Looped trail and recreation access.”

“Construct meandering paths, some for pedestrians only.”

“Riparian preservation/maintain natural areas.”

“Differentiate experiences within character areas along the corridor.”

“Create amenities/activities that draw people to Eagle.”

As referenced in Chapter 2, this chapter provides a detailed description of open space and trails within the planning area. This chapter further details the Open Space (OS) overlay shown on the Future Land Use Plan into the following types

of open space:

- Preservation areas
- Natural Experience areas
- Active Recreation areas

The Open Space & Trails Plan (see page 29) depicts the three open space typologies, the alignment for the Eagle Valley Trail (Eagle County’s regional trail system) and alignments for the local paved trails. Alignments for the proposed soft-surface trails have been purposely omitted from the overall Open Space & Trails Plan but have been provided on the plans for the seven open space areas.

The Open Space & Trails Plan includes seven distinct open space areas. These open space areas are discussed in detail later in this chapter.

It is important to note that the proposed open space areas, trail alignments, and in-stream improvements shown on the plans in this chapter are conceptual. Final delineation of the open space areas, location of in-stream improvements and alignment of trails should be similar to those shown but may be adjusted in the field as necessary. Any adjustments should continue to achieve the overall objectives of this Plan.

OPEN SPACE

Open space is recommended for active recreation, passive recreation, or to be protected in its natural condition. This chapter identifies areas along the river corridor that are best suited for various levels of recreational activity and areas that should be preserved in their natural state. In the delineation of the open space areas, GIS data for floodplains, wetlands, riparian vegetation and wildlife areas were studied. In addition, town staff walked the planning area to observe and document these areas.

Preservation Areas - The most environmentally sensitive lands are identified as Preservation Areas. These lands were selected because of their outstanding environmental characteristics. These lands should be protected in their natural condition without development of any kind and without the intrusion of trails. Areas that have



Three Types of Open Space

Open space areas along the river corridor are designated as Preservation, Natural Experience, or Active Recreation depending on the area’s susceptibility to human impacts.

been negatively impacted should be restored to their natural condition.

Natural Experience Areas - This is open space where visitors are encouraged to experience the area via soft-surface trails. These areas are often located near development and may have already been impacted by human activity. These areas should offer protection of natural resources while allowing limited human visitation. Soft-surface trails should be routed to avoid environmentally sensitive areas and private property. Limited improvements (e.g., benches) may be appropriate in Natural Experience areas.

Kiosks and other signage are encouraged to provide information about the river's ecosystem.

Active Recreation Areas - These open space areas are intended to be developed with amenities for active recreation including paved trails, in-stream improvements, and riverside improvements, where appropriate. This type of open space is often located adjacent to areas planned for development and should be dedicated to the town as public parks, when applicable.

TRAILS

Three trail types are identified in this chapter:

- Eagle Valley Trail
- Paved Trails
- Soft Surface Trails

Eagle Valley Trail - The Eagle Valley Trail is Eagle County's (ECO Trails) regional trail. This plan envisions an extension of the Eagle Valley Trail from its existing terminus at Brooks Lane/5th Street to the eastern end of the planning area.

Paved Trails - Paved trails are intended to serve as pedestrian and bicycle routes within the more developed portions of the planning area. Two key sections of paved trail are:

1. *Grand Avenue Trail:* New trail connection between Brooks Lane/5th Street and Broadway.
2. *Eagle Ranch Trail Extension:* An extension of the Eagle Ranch trail system that will connect Eagle Ranch and West Eagle to

the Fairground's trail system. This trail connection will require pedestrian bridges over Brush Creek and the Eagle River.

Soft-Surface Trails - Soft-surface trails are appropriate in environmentally sensitive areas closer to the Eagle River. These trails should provide occasional access to the river's edge. Soft-surface trails and designated river access points should be located and designed to minimize erosion and diminishment of the ecological value of adjacent lands. The soft-surface trail system in Eagle Ranch is an example of the type trail that is appropriate along the river.

Looped soft-surface trail systems are encouraged with interconnected destinations and opportunities along the way to relax and enjoy the natural scenery. Connections between the soft-surface trails along the river and the trails on BLM lands are encouraged.

The soft-surface trail along the entire length of the Eagle River should be designed as a "Discovery Trail." Discoveries that might be available along the trail include:

- Surprise views of the river
- Unusual natural features
- Historic sites and structures
- Informational signage
- Spaces for active recreation
- Public gathering spaces and small shelters

INFORMATIONAL SIGNAGE

Informational signage (designed to interact with portable technology) should be provided along trails to help trail users understand the ecology of the river and its surrounding environs. The river corridor has a rich cultural history and signage should be provided that discusses important historical sites. The Barnes Family Ranch, Nogal Homestead, and the Eagle Railroad Station are three important historical sites that should be identified.

Protection of private property must be considered in the design of the trails, and signage shall be provided as necessary.



Eagle, Colorado



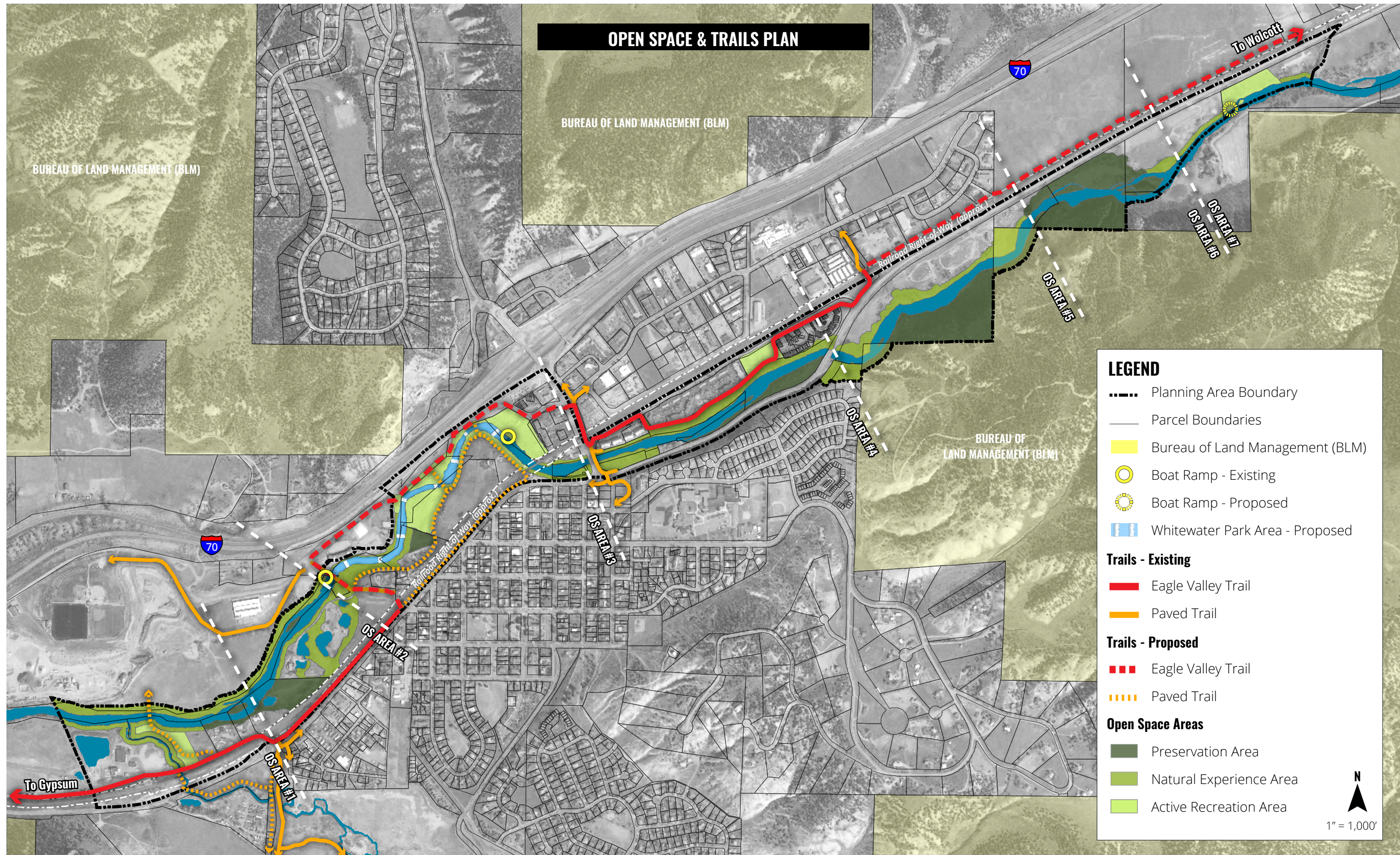
Eagle, Colorado



Eagle, Colorado

Three Types of Trails

Trails are an important aspect of the Town of Eagle - River Corridor Plan. The Plan calls for the extension of the Eagle Valley Trail through town, a system of paved trails that provide access to development areas, and a soft-surface Discovery Trail that provides access along and to the Eagle River.



OPEN SPACE AREA #1

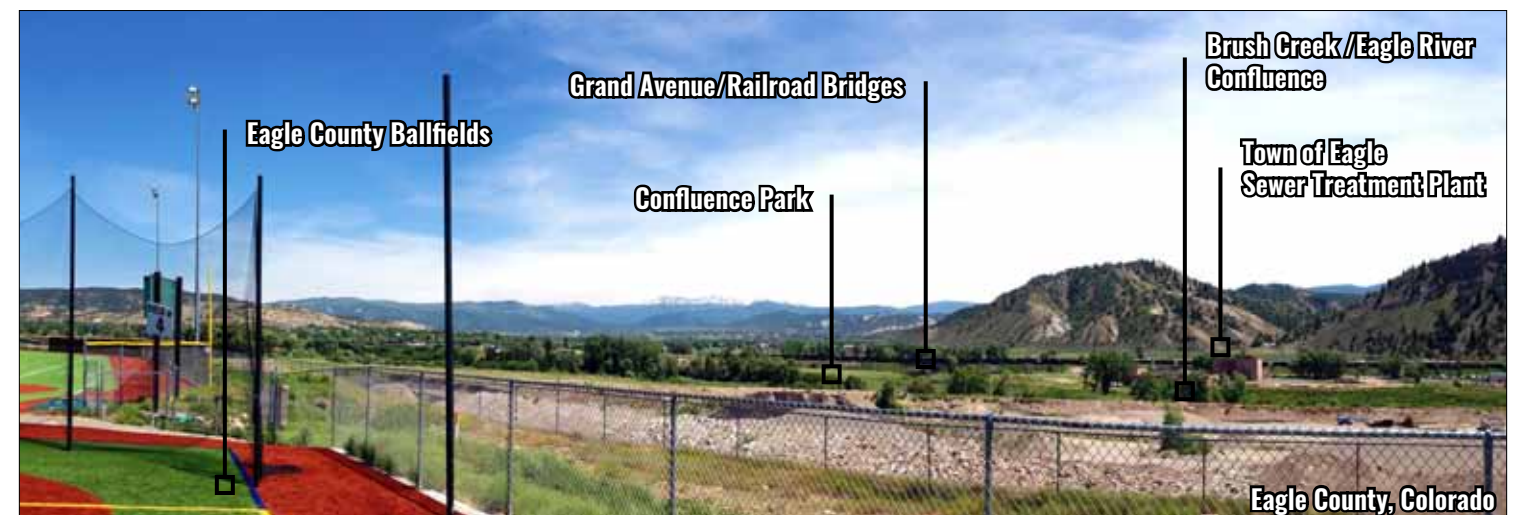
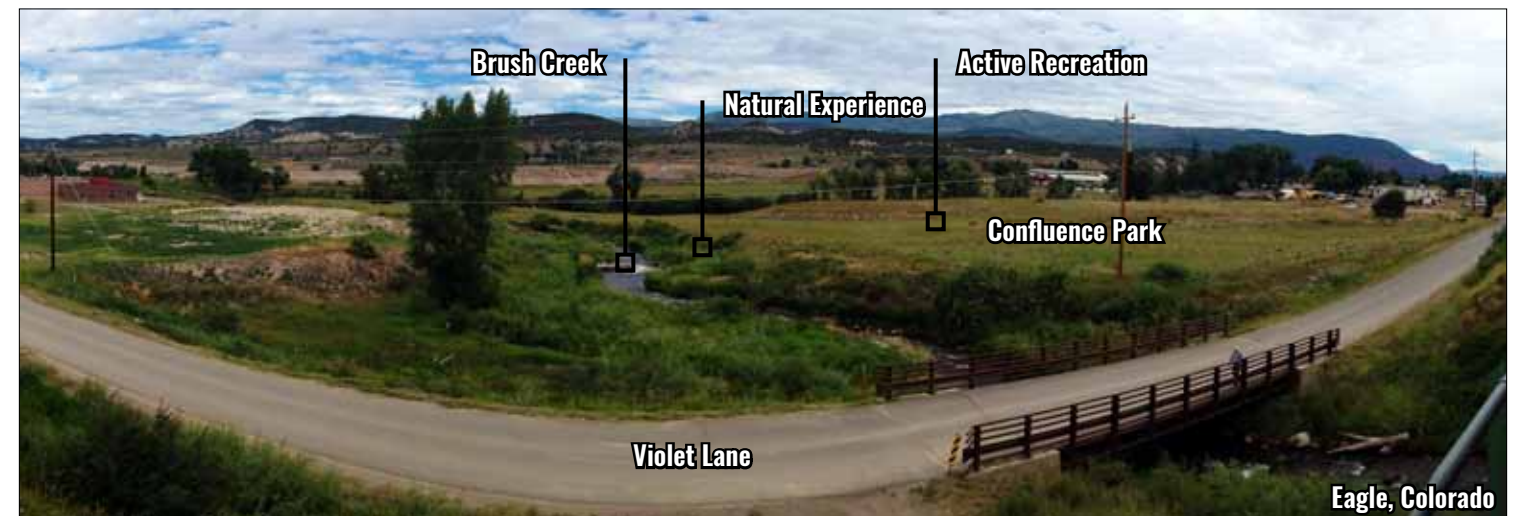
Open Space Area #1 contains all three types of open space. This open space area is located on the western end of the planning area at the confluence of the Eagle River and Brush Creek. The land to the east of Brush Creek, commonly referred to as Confluence Park, was recently purchased by Eagle County as open space with participation from the town. Prior to the county's acquisition, the property was used as an automobile salvage yard. Since its purchase, the land has been reclaimed and re-vegetated with natural grasses. Fractured and diminished riparian habitat exists along the banks of Brush Creek.

This area has good access to and from Grand Avenue via the Sylvan Lake Road roundabout and Violet Lane. As discussed in Chapter 2, Eagle County has discussed constructing a secondary vehicular access to Fairgrounds Road that would cross a portion of this open space area. The county's proposed vehicular connection is conceptual at this time.

The Brush Creek Confluence Open Space (i.e., Confluence Park) has few improvements other than a public parking area. Future improvements to Confluence Park should include:

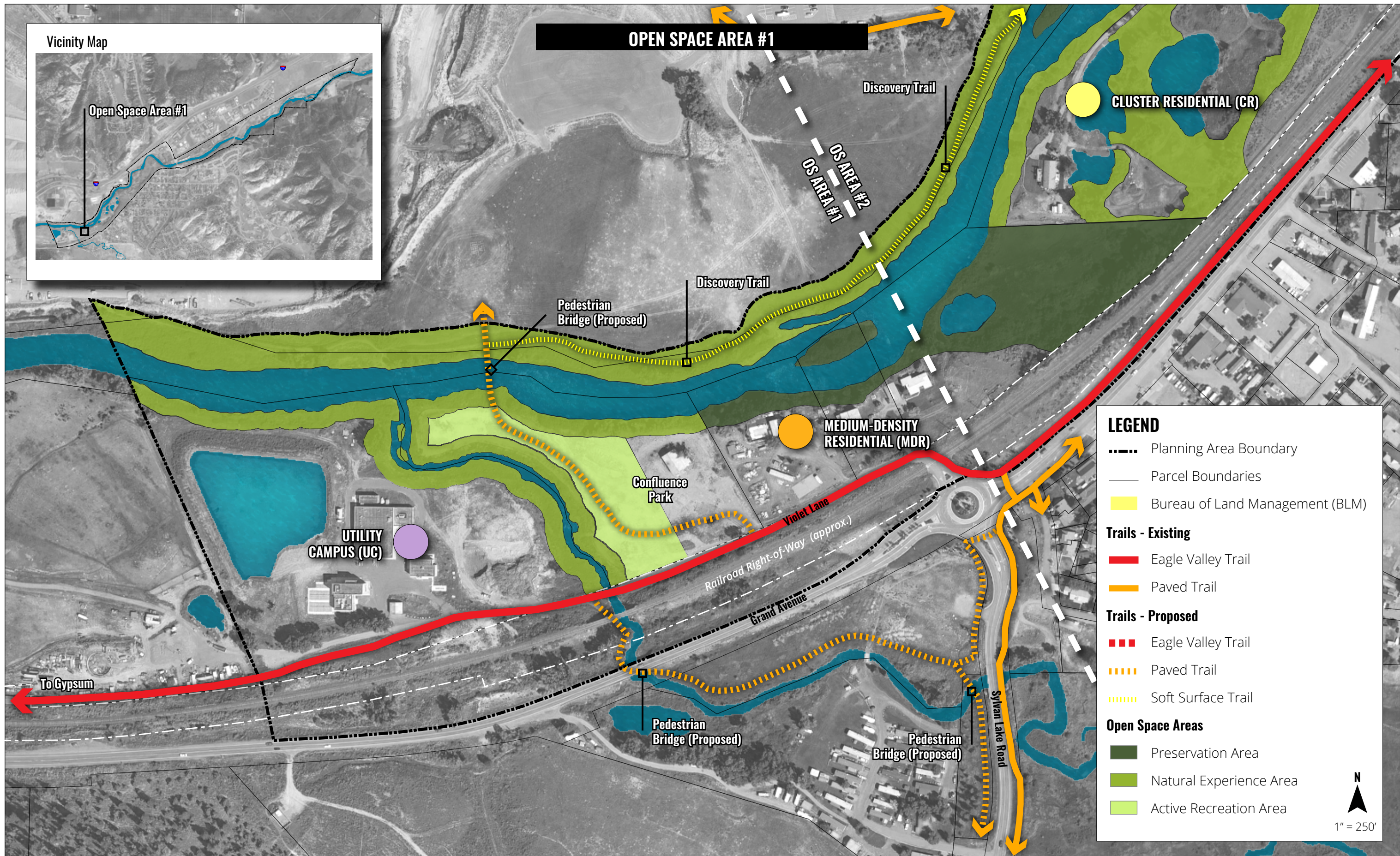
- Riparian vegetation improvements along Brush Creek.
- A more complete reclamation effort including placement of additional topsoil.
- The provision of additional seating and the planting of shade trees.
- An extension of the Eagle Ranch trail system (to include pedestrian bridges over Brush Creek and the Eagle River) that will connect Eagle Ranch and West Eagle to the Fairground's trail system.

The northern portions of this open space area, along the Eagle River, contain a well-established band of riparian habitat that should be protected to the maximum extent feasible, recognizing the need for pedestrian and vehicular connections to the Fairgrounds from this open space area.



Improving on Existing Amenities

This plan envisions improved connections between Eagle's neighborhoods and existing recreation amenities via new trails.



OPEN SPACE AREA #2

Open Space Area #2 contains approximately 10.68 acres of Natural Experience areas and approximately 4.46 acres of Preservation areas.

The Natural Experience area on the south side of the Eagle River includes six ponds fed by natural springs. Historically, the area surrounding the ponds was used as a mink farm. The farm was abandoned and the land neglected for many years. The current owner has improved the natural landscape significantly and constructed a single family home on the property.

The Natural Experience area on the north side of the Eagle River is approximately 100 feet wide and provides an opportunity to construct a portion of the Discovery Trail along the north bank of the river.

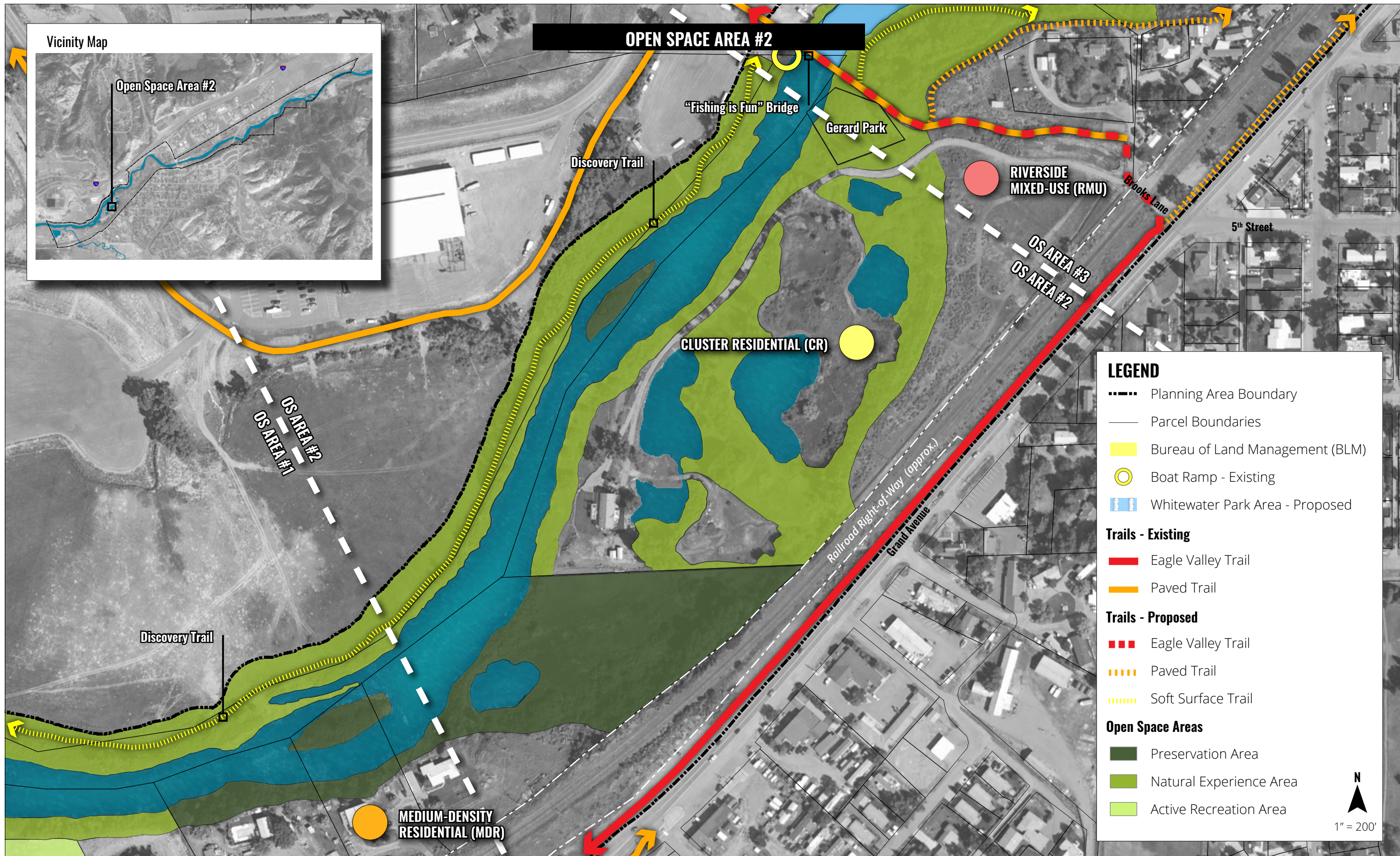
The Preservation area located in the western portion of Open Space Area #2 includes lowlands with a pond and wetlands. The topography gives this Preservation area a greater degree of isolation than exists on the adjacent open space to the east.

Public access is not recommended for the Natural Experience and Preservation areas on the south side of the river.



Preserving Natural Beauty

Open Space Area #2 contains both Natural Experience and Preservation areas. The Eagle Valley Trail is planned to cross the Eagle River at the "Fishing is Fun" bridge, which is located just to the north of Open Space Area #2.



OPEN SPACE AREA #3

Open Space Area #3 is adjacent to the town’s CBD, the Eagle County Fairgrounds and the town’s I-70 service area. This area has direct access to Broadway, Brooks Lane/5th Street and Fairgrounds Road/Chambers Avenue. This open space area comprises Active Recreation, Natural Experience, and Preservation areas. Chambers Park (owned by the town) and the tractor-trailer truck parking area (owned by Eagle County) are within this open space area. The Active Recreation component encompasses the Eagle River Park and the Riverside Park. Development of the Eagle River Park will complement the active open space (i.e., Riverside Park) along the south side of the river, which is planned to be constructed in conjunction with development of the Riverside Mixed-Use area. Open Space Area #3 includes approximately 0.65 miles of riverfront property.

Open Space Area #3 is envisioned as a key active recreation open space area within the town. The community identified the publicly-owned lands (both town and county) on the north side of the Eagle River as the location for a “Recreation Hub.” The recreation hub was described as an area that would offer numerous active recreation amenities (many of which will be related to river activities).

Eagle River Park: The Eagle River Park will be a prominent landscape feature of the town and is intended to serve as a regional recreation attraction. The location has excellent visibility from the interstate, and future improvements to this area will contribute significantly to the “Wow” factor. The Eagle River Park will include in-stream recreation amenities including a whitewater park, beaches, fishing improvements, and tubing areas. Varied recreational amenities should be provided to ensure that the park offers something for everyone.

Riverside Park: The Riverside Park will include Active Recreation, Preservation and Natural Experience areas along the south bank of the river, adjacent to the RMU area. The portion

of the Riverside Park located to the east and north of the North Broadway neighborhood is envisioned as an undulating park space and will serve as a buffer between development in this neighborhood and the Eagle River. To the west is a roughly 5.4-acre open space area (comprised of Active Recreation, Natural Experience and Preservation areas) that is situated between the North Broadway and Brooks Lane neighborhoods. As discussed in Chapter 2, this area is envisioned for active and passive recreation and should be integrated into the stormwater system for the RMU area. To the west of the 5.4-acre area are portions of the Riverside Park that have been identified for Preservation and Natural Experience. These areas include wetlands, undisturbed riparian vegetation, horse pastures and a heavily vegetated hillside adjacent to the river. An abandoned road traversing this hillside has the potential to be improved into a two-track trail for pedestrians and cyclists. This hillside has been impacted by fire and is appropriate for vegetation rehabilitation.

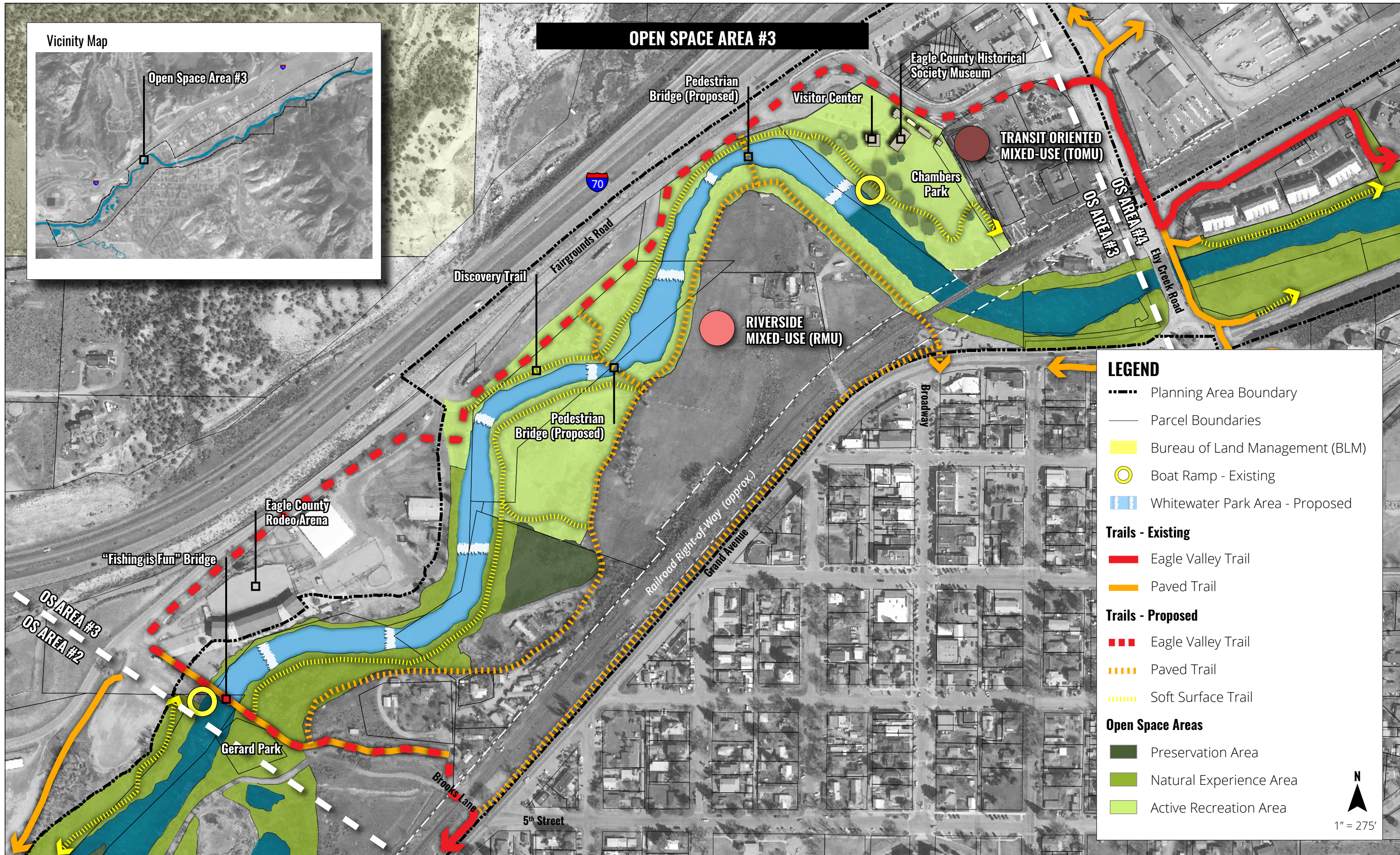
Eagle Valley Trail: The Eagle Valley Trail is planned to connect the existing trail at Brooks Lane/5th Street with the newly constructed sidewalk system on the east side of Eby Creek Road. The route identified for the trail crosses the Eagle River at the “Fishing is Fun” Bridge and integrates the trail with the Rodeo Arena and the Eagle River Park.

Riverside Promenade: The Riverside Promenade, shown on the Conceptual Development Plan (see page 13), will be a prominent feature of the RMU area and will be integrated into the Riverside Park. The promenade will provide a trail connection from the extension of Broadway to the Brooks Lane neighborhood and 5th Street. Two pedestrian bridges have been identified that will provide connections between the Riverside Promenade, the Eagle River Park, and Chambers Park.



Developing a Recreation Hub

The “Recreation Hub” in Open Space Area #3 will add to Eagle’s many attractions and will create another compelling reason to live, work and visit.



CONCEPTUAL EAGLE RIVER PARK PLAN

3 Beaches

Beaches are an important component of the Eagle River Park. These beaches may not be the traditional white, sandy beach that one might find along the coast. Instead, the beaches in the Eagle River Park are likely to be areas with terraced boulders that provide safe and convenient access to the water and offer a nice place to lounge along the Eagle River.

4 "Transition Area"

The "Transition Area" is envisioned as a soft-surface, landscaped area located between the parking area and the Eagle River Park. The intent is to create a flex space that might offer a place for rodeo participants to set up camp during the Eagle County Fair & Rodeo or a place for food trucks to park and vend from over the summer. Installation of amenities such as lighting, benches, electrical and/or water outlets should be considered in the design of this space.



LEGEND

- 1 Eagle River Park
- 2 Possible Whitewater Feature(s)
- 3 Beach
- 4 "Transition Area"
- 5 Pedestrian Bridge
- 6 Riverside Park
- 7 Chambers Park
- 8 Chambers Park Boat Ramp
- 9 Historical Campus
- 10 Mixed-Use Building
- 11 Expanded Chambers Park Parking
- 12 Eagle Valley Trail
- 13 Soft-Surface Trail
- 14 Regional Transit Stop
- 15 Eby Creek Outlet





Eagle River Park

This conceptual illustration of the Eagle River Park shows the many exciting uses envisioned for the public properties located along the Eagle River. While parking for tractor-trailer trucks will still be available during extreme weather events, the Plan envisions a far greater future for this area.

OPEN SPACE AREA #4

Open Space Area #4 is located between the Eby Creek Road bridge and the Highway 6 bridge over the Eagle River. This open space area includes both Natural Experience and Preservation areas.

The land on the south side of the river, east of the Crabtree Residence & Studio, is designated as a Preservation area and is owned by the town. Mature cottonwood trees and dense thickets of willows are present in this area. This vegetation is mostly undisturbed and continuous, with the exception of an area that was impacted during the widening of the Highway 6 bridge. This disturbed area, on the west side of the bridge, should be planted with riparian vegetation.

The land to the west of the Crabtree property and the town-owned lands on the north side of the river are designated as Natural Experience areas. Both areas have been disturbed by human activity. These Natural Experience areas are well suited for limited improvements (e.g., benches and shade trees) that will create places for residents and visitors to enjoy the river. Kiosks should be provided to educate the public about the importance of maintaining and protecting riparian environments.

The north side of the river has an existing network of social trails that provide access to the river from the adjacent multifamily residential neighborhood. Many of these trails have been worn in over time as residents have forged routes to the river. The social trails should be consolidated into a few designated trails that are located and designed to limit impacts to riparian vegetation and wildlife habitat. Signage should be installed to inform the public that this is town-owned open space.

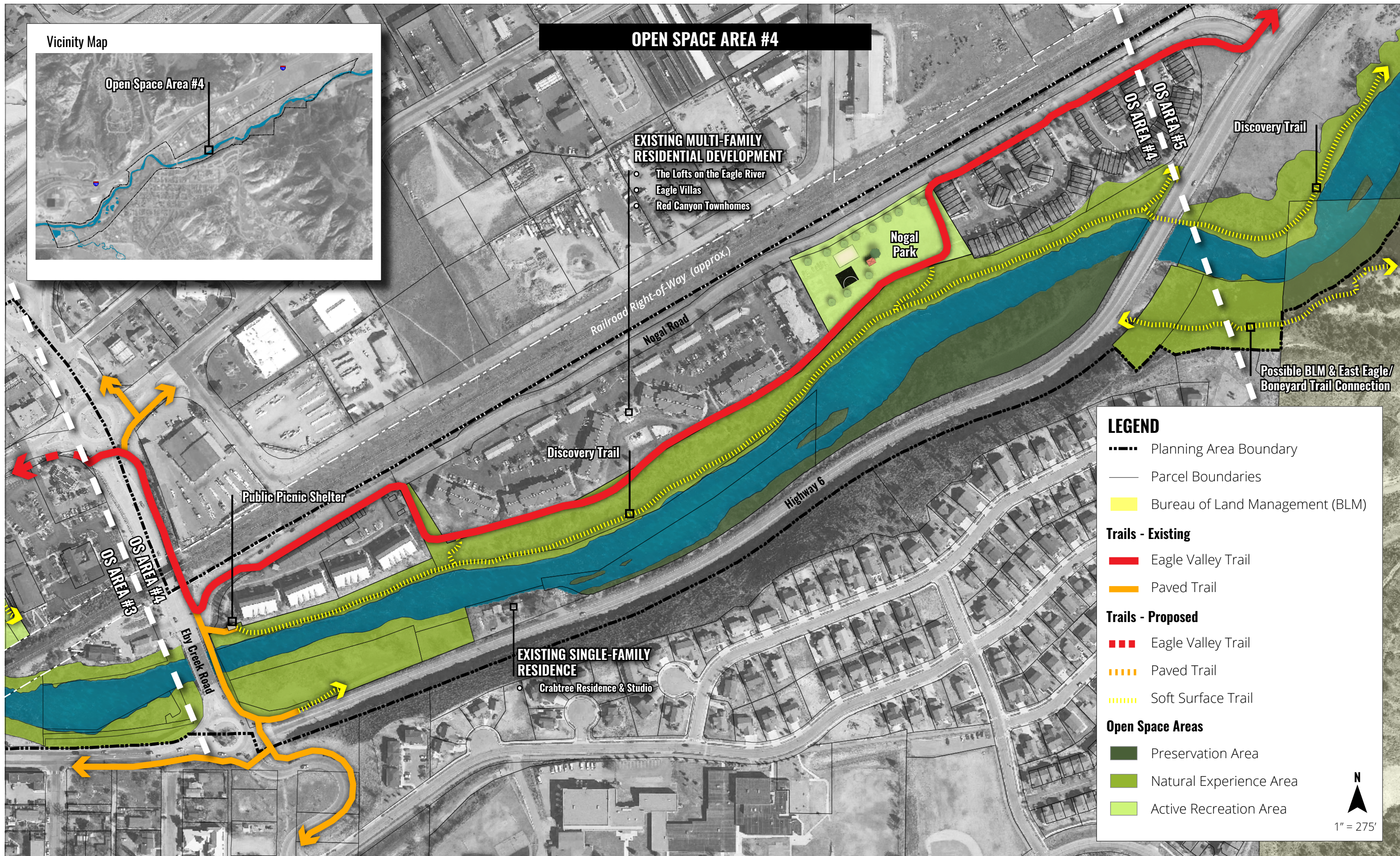
The Discovery Trail is planned to be located along the river's edge through the Natural Experience area on the north bank of the river. This trail will provide continuous access along the river. Informational signage should be integrated with this segment of the Discovery Trail, where appropriate.

Nogal Park (owned by the town) is located between the Eagle Villas and Red Canyon Townhomes. This park is located just to the north of the Natural Experience area on the north bank of the river. Improved integration of Nogal Park with this Natural Experience area is encouraged.



Education & Preservation

Open Space Area #4 is comprised of Preservation and Natural Experience areas. The Discovery Trail is planned along the north bank of the river through this area. Integration of informational signage along this section of the Discovery Trail is recommended.



OPEN SPACE AREA #5

Open Space Area #5 comprises a Natural Experience area on the north side of the river and a Preservation area on the south side of the river. These areas are approximately 6.96 acres and 13.46 acres, respectively.

The Natural Experience area immediately east of the Highway 6 Bridge is approximately 150 feet wide. It contains mature stands of cottonwood trees and riparian vegetation offering excellent passive recreation opportunities. The heavily vegetated steep slopes and cliff on the south side of the river create a unique opportunity to be close to town but feel isolated. With the existing and planned multifamily development in the vicinity of this open space area, this relatively flat area should be designed to accommodate a significant number of visitors.

The river bends sharply as it approaches the western edge of Open Space Area #5 and sediment (e.g., sand) is deposited on the north bank. Sediment deposition in this location provides an opportunity to create a small beach. The beach area should include benches and limited hardscape features to accommodate more intensive use. The beach will be an activity node along the Discovery Trail.

There is a remarkable geological formation directly across from the beach site. It is recommended that a kiosk be installed to provide information about the geology of this area.

The Highway 6 bridge has sufficient space underneath to construct a low water trail connection. This connection would tie together the soft-surface trails in Open Space Area #4 with the soft-surface trails in this open space area.

On the south side of Highway 6, there is an existing soft-surface trail that traverses property owned by the Colorado Department of Transportation (CDOT) and the town. This trail begins at the edge of Highway 6 and travels up the hillside towards the Bluffs neighborhood. Improvements should be made to this trail to create a hiking and mountain biking connection

between Highway 6/Eagle River and the East Eagle/Boneyard trail system (located on the BLM lands to the east).



Low Water Trail Connection

Beneath the Highway 6 bridge there is an opportunity to create a low water trail connection between Open Space Area #4 and Open Space Area #5.

Note on Discovery Trail: In Open Space Area #5 (see page 41), the final alignment of the Discovery Trail may meander away from the Eagle River provided that the objectives of the trail are met and there is a public benefit to routing the trail away from the river.



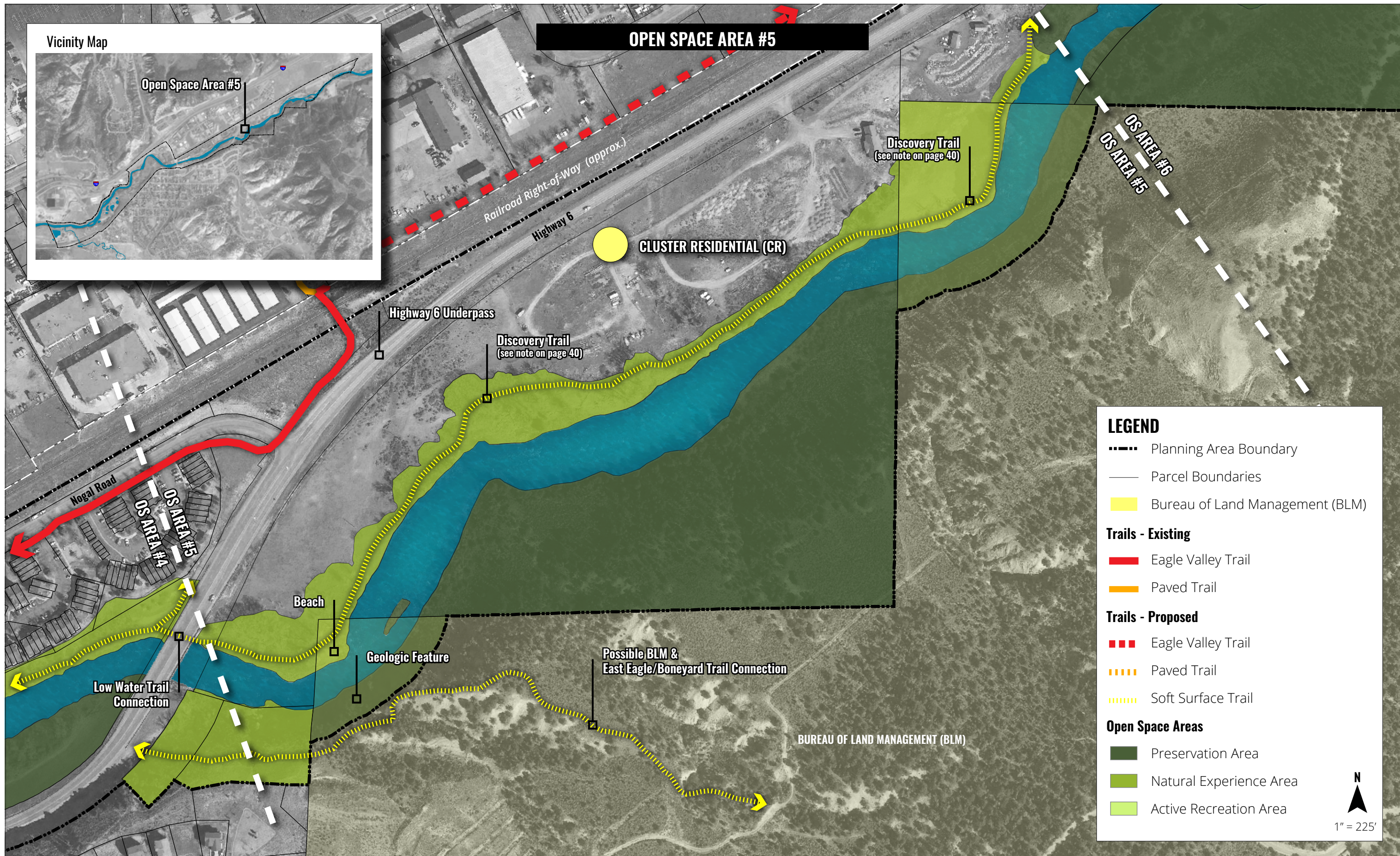
Highlight Unique Natural Features along the River

Informational signage should be provided at locations along the river corridor where unique natural features exist.



Eagle River - BLM Trail Connections

Connections between trails along the Eagle River and trails on BLM lands are encouraged.



OPEN SPACE AREA #6

Open Space Area #6 is comprised of Preservation areas on both the north and south side of the river. In total, these areas contain approximately 15.86 acres. The Preservation areas in this location set aside an important area along the Eagle River for wildlife habitat protection. The width of the Preservation area located between Highway 6 and the Eagle River approaches 400 feet, which in combination with the width of the Eagle River and land on the south side of the river measures approximately 1,000 feet.

The Preservation area on the north side of the river consists primarily of lower elevation land, including a small island in the Eagle River with trees along its eastern side. This area is heavily vegetated and is separated from surrounding land to the east and north by steep slopes. It contains wetlands and riparian vegetation in the lower elevations, and sagebrush, cottonwood, and some smaller deciduous understory in the higher elevations. Several areas of wetlands with cattails and willow thickets are located in the lower portion of this Preservation area. Remnants of various braids of the Eagle River are evident. There are also large collections of deadfall and several large cottonwood tree snags. A significant portion of this lower area is located within the 100-year floodplain.

The south side of the river is a steep, heavily vegetated hillside with small areas of wetlands and riparian vegetation adjacent to the river. Because of the surrounding topography, the Preservation area on the south side of the river has a higher degree of isolation for wildlife than elsewhere within the planning area.

A Colorado Department of Parks and Wildlife (CPW) fishing easement is located in a portion of Open Space Area #6. The full extent of this easement is shown on the Regional Context Map (see page 58).

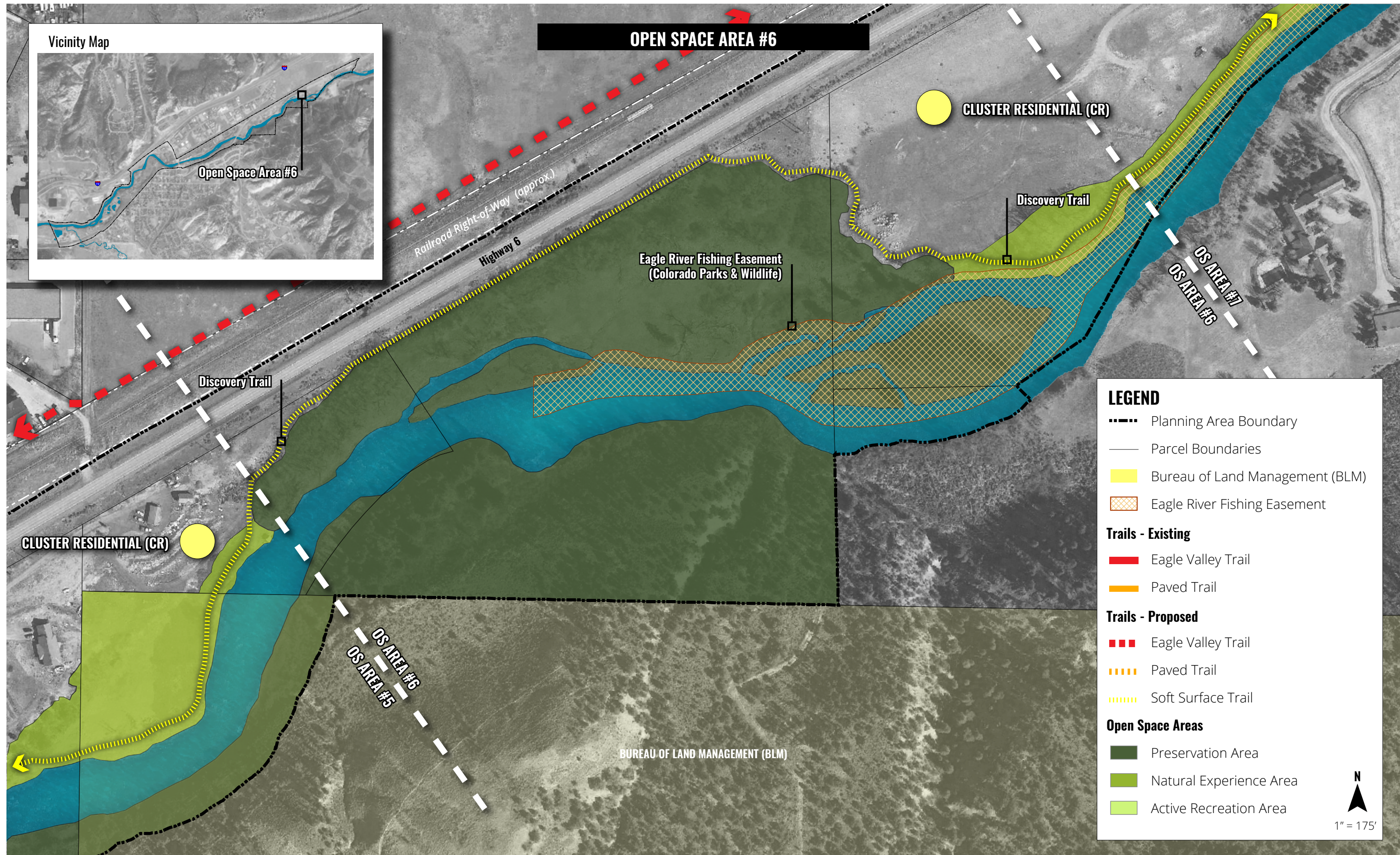
The Discovery Trail is planned along the north side of the Preservation area. No trails are to be constructed within the Preservation area. Signage on either side of the Preservation area should

be provided to inform trail users and fishermen of the importance of this land for wildlife habitat protection.



Protection of Pristine Areas

Open Space Area #6 is comprised of a significant Preservation area. This Preservation area will protect a very scenic and relatively undisturbed section of the Eagle River.



OPEN SPACE AREA #7

Open Space Area #7 is comprised primarily of an Active Recreation area of approximately 3.11 acres. The topography in this area is relatively flat. This open space area contains two historic cabins and mature stands of cottonwood trees. The area is currently used as a horse pasture. The river gradient through this area is moderate with only one rapid located on its western side.

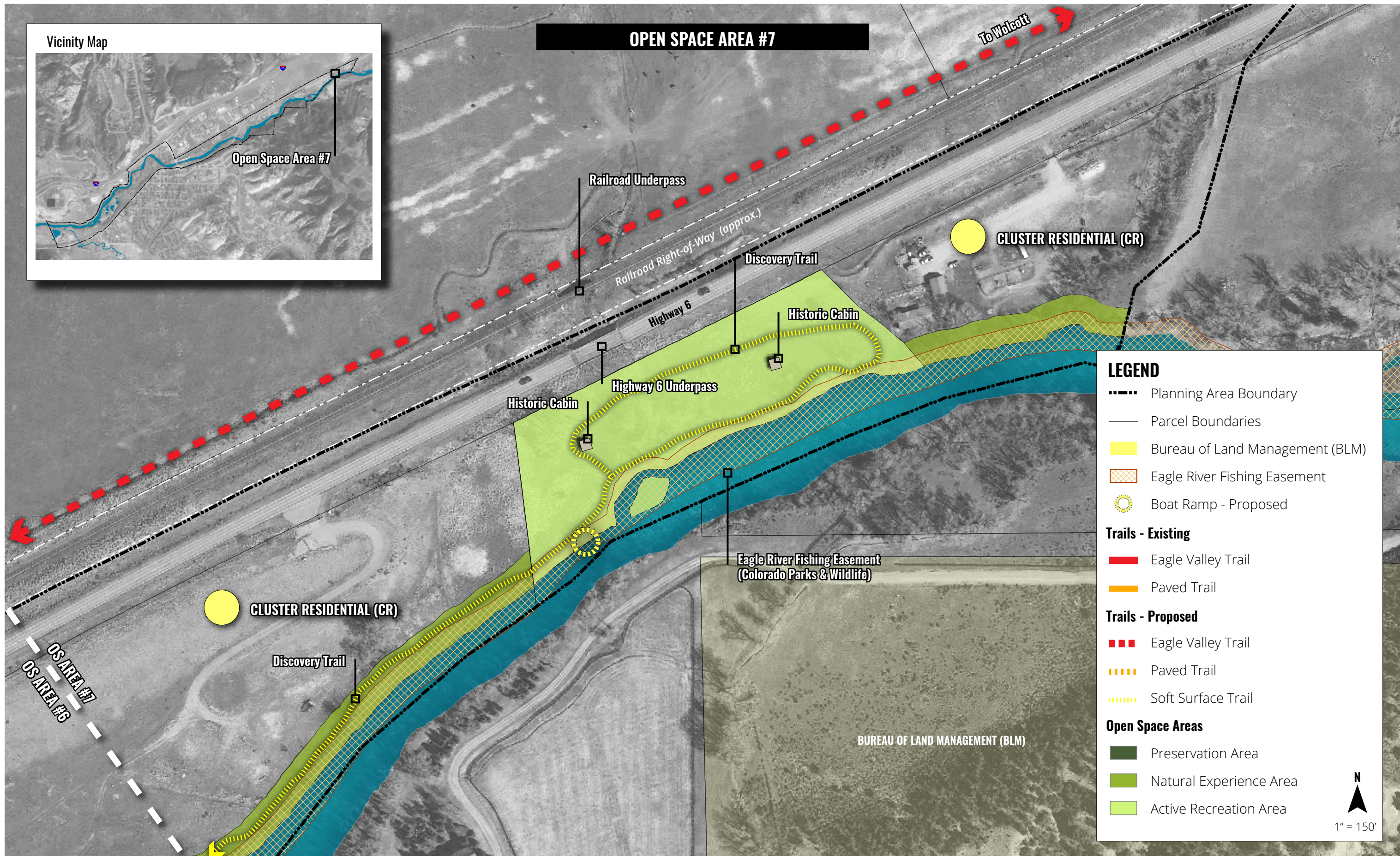
The Town Park proposed for this area will serve as a terminus for the Discovery Trail and offers a unique public space at the eastern edge of town. The Plan calls for the construction of an access road, parking improvements and a boat ramp in, or adjacent to, this park. Installation of these improvements would provide river users with the opportunity to do a short float trip within town (i.e., a “Town Run”), with options to take out at Chambers Park or further downstream at the “Fishing is Fun” Bridge.

Research into the history of the cabins in this area should be conducted and appropriate signage should be provided.



Terminus Park

The Active Recreation area at the eastern end of the planning area will serve as the terminus for the Discovery Trail. This area should be dedicated as a Town Park and maintained as a space primarily for passive recreation, with the exception of a new boat ramp.





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“Creation of the Salida Whitewater Park and riverfront trail was an integral part of transforming our downtown. Salida went from a town that happened to have a river in it to a Colorado recreation and lifestyle destination. By embracing the river, Salida was able to renew its lifeblood.”

- Dara MacDonald, City Administrator • City of Salida



CHAPTER 4



OVERVIEW & PLANNING CONTEXT



OVERVIEW

*“The care of rivers is not a question of rivers, but of the human heart”
-Tanako Shozo*

The Town of Eagle is situated at the confluence of the Brush Creek Valley and the Eagle Valley. With the construction of the Denver and Rio Grande Railroad and US Highway 6 along the south side of the Eagle River, the town historically grew to the south of these transportation routes generally in the flatter portions of the mouth of the Brush Creek Valley. The residential growth of the town that occurred in the latter part of the 20th century and into this century has also occurred primarily to the south of the railroad and Highway 6 in the adjacent Brush Creek Valley.

The Town of Eagle exists because of its river and streams. The town has always relied on the water, the soil, the flora and the fauna of the Eagle River and its tributaries. Despite this reliance, the Eagle River is unknown to many members of the community. While people may cross the river on a daily basis, they rarely touch its water, listen to its bird life, or watch the many animals that call the river’s riparian habitat home.

In January of 2014, staff from the Community Development department, the Public Works department (Engineering Division), and several representatives from the Town’s Planning and Zoning Commission and Board of Trustees participated in the “Community Builders Leadership Institute Conference,” an event sponsored by the Sonoran Institute/Community Builders. One of the primary tasks of this conference was for the group from the town to identify key land planning challenges facing Eagle. The consensus of the group was that a primary planning challenge was to connect the Town of Eagle with the Eagle River.

In the spring of 2014, the town’s Board of Trustees directed staff to engage the public and prepare a master plan to address that challenge. This Town of Eagle - River Corridor Plan is the culmination of a community-wide process to address a seemingly simple question: how can

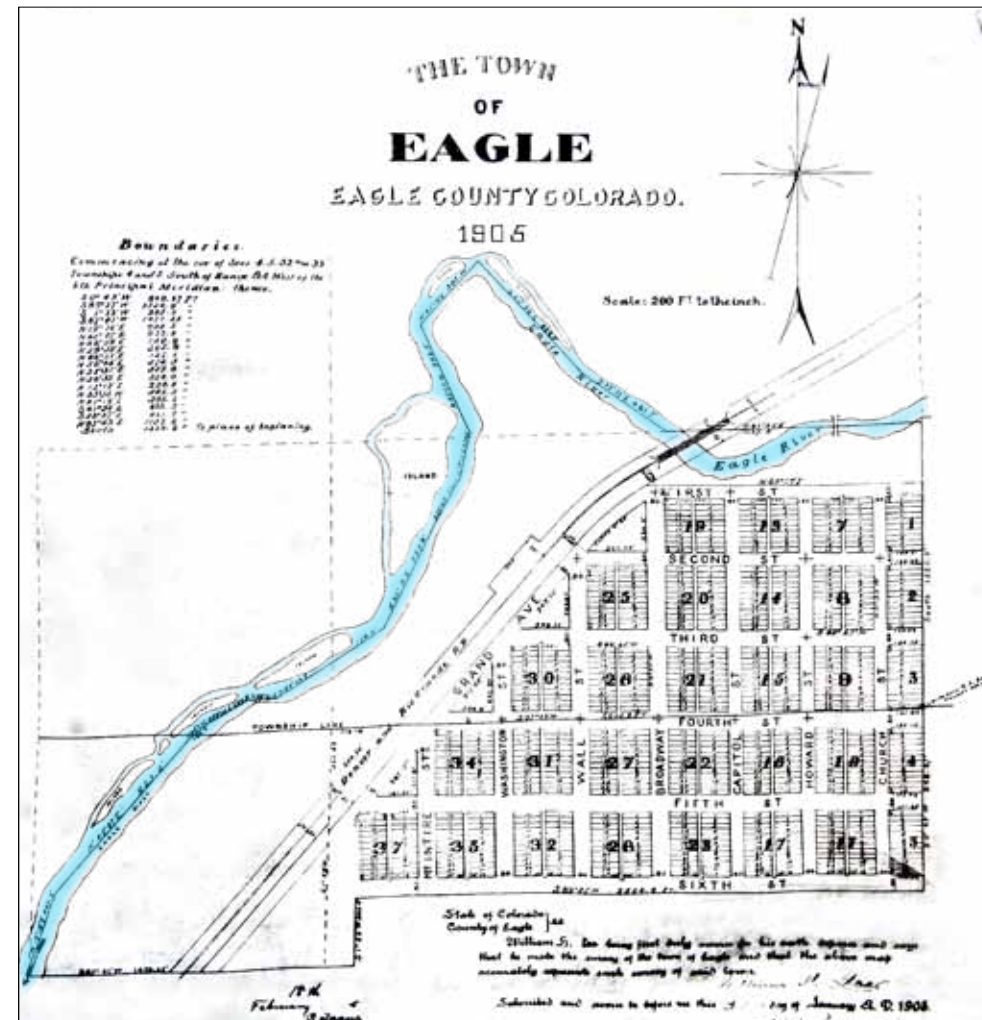
the community connect more closely to the Eagle River while preserving the quality of the river and its riparian habitat? The town’s goal, as a participant in the Community Visioning Workshop so aptly stated, is:

“To connect the heart of Eagle to the soul of the River”

The area encompassed by the Town of Eagle - River Corridor Plan includes approximately 3.4 miles of the Eagle River. The planning area extends from the eastern growth boundary (established by the 2010 Eagle Area Community Plan) to the town’s wastewater treatment plant located to the west of the Sylvan Lake Road roundabout. The total area included within the planning area is approximately 307.59 acres. With the concurrence of Eagle County, this plan overlaps a portion of the county fairgrounds property on the north side of the river. This includes a 100-foot band of land adjacent to the Eagle River and an area that is currently used for tractor-trailer parking. The decision to include this county land was made to accommodate planning of the Eagle River Park and trails along the north side of the Eagle River. The Town of Eagle appreciates Eagle County’s cooperation with this effort.

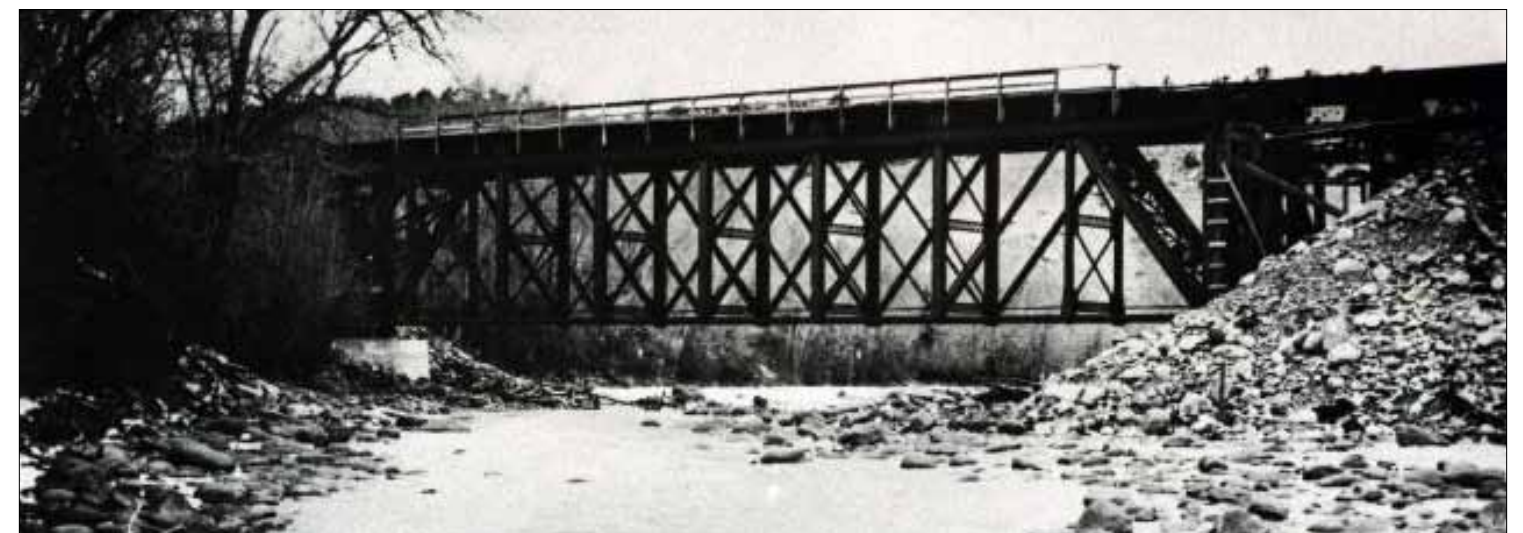
The town recognizes the importance of evaluating this plan in a broader context. Chapter 5 discusses how this plan fits into the regional context of the area from Gypsum to Wolcott. This chapter provides an overview of open space areas, river related recreation amenities and the Eagle Valley Trail between Gypsum to Wolcott.

The privately-owned properties within the planning area are generally developed at rural densities. Exceptions occur on the two blocks located on the west side of Eby Creek Road where significant commercial development has occurred, and in the Brooks Lane neighborhood where there is a mobile home park and smaller lot, single-family homes.



Growth of the Town of Eagle

This 1905 Plat of the town depicts the long-standing disconnect between downtown Eagle and the river. This plan strives to remedy that disconnect.



Celebrating Eagle’s History

The iconic railroad bridge is just one of Eagle’s historic landmarks. This plan emphasizes the importance of preserving, celebrating and identifying historical sites and structures along the Eagle River.

There have been several minor gravel pits that have lowered the elevation of the land and significantly disturbed the natural geography between Highway 6 and the Eagle River at the eastern end of the planning area.

There is a significant amount of publicly-owned land within the planning area. The public lands within the planning area include Confluence Park (located where Brush Creek joins the Eagle River), the Eagle County Fairgrounds, the tractor-trailer parking lot, Chambers Park, Gerard Park, Nogal Park, and town open space along both sides of the Eagle River between Eby Creek Road and the Highway 6 Bridge. The total amount of publicly-owned land within the corridor is approximately 65.79 acres (approximately 21.39% of the total area within the planning area).

With the under-developed character of the majority of privately-held land within the planning area and the large amount of publicly-held properties, the Town of Eagle has a unique opportunity to transform into a community that is centered on the stunning beauty of the Eagle River.

COMMUNITY SURVEY (2013)

In 2013, the town conducted a Community Survey. This survey was distributed to both registered voters in Eagle and local business owners. The survey gathered information about community values, what the town was doing well, and areas where the town could make improvements. In regards to community values, the following questions were asked:

- Which statement most accurately reflects why you live in Eagle?
- Please check the top three items from the list below that enhance "Quality of Life" for residents of the Town of Eagle.

The top response for the first question indicates that many people live in Eagle for its quality of life. In regard to the second question, the top three items that were identified by respondents include:

- Access to Parks and Open Space
- Recreation Oriented Lifestyle
- Family Oriented Community

Many of the objectives of the Town of Eagle – River Corridor Plan build upon these values that were identified by both residents and business owners of the town.

The Community Survey offered respondents an opportunity to provide write-in comments for several of the questions. Below are a select number of write-in comments that are relevant to this plan:

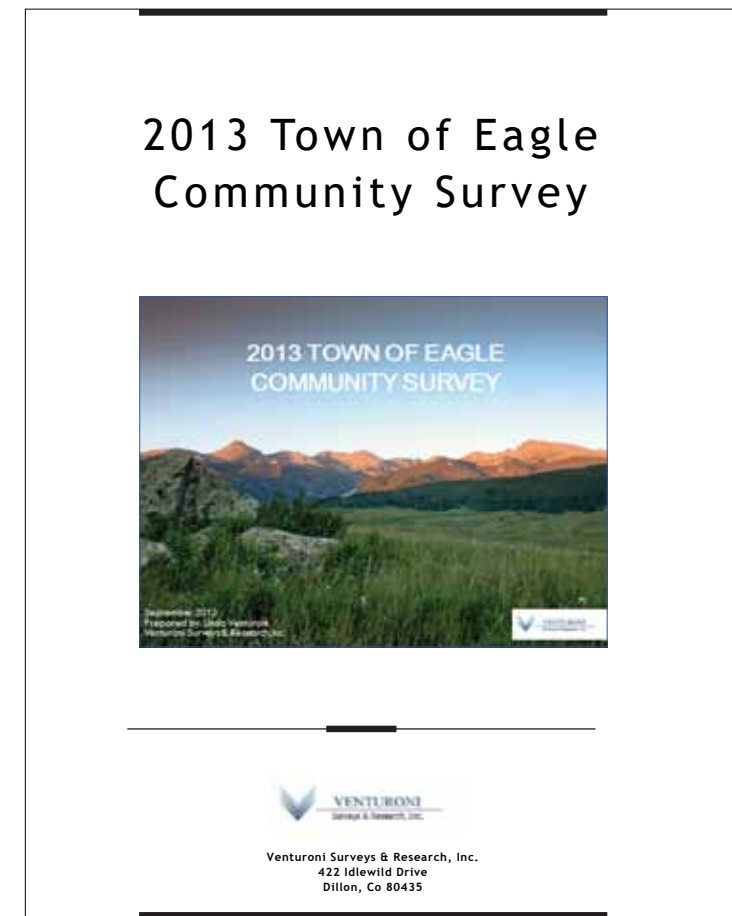
"Create a surf/kayak park near the rest center and behind the fairgrounds. This has not only been requested here, but it has been developed in other communities and become a focal point for those communities."

"I think it would be amazing if the Town and County could work together to develop a kayaking/stand up paddle park similar to Glenwood. We are not personally involved in these sports, but always go to watch the boaters in Glenwood. These are popular recreational activities in our state and I believe it would be a great amenity for the valley and a great draw of customers for the local businesses."

"Improved public access to the Eagle River with improved boat launch, river pathway, picnic areas. This is an amazing scenic amenity that is essentially walled off from the town by architecture (bowling & Pazzo's building) and the natural foliage and the landscape. Better directional signage for this and other amenities (trailheads, bike paths, pool and ice rink)."

"More connected bike and pedestrian paths in town and down Brush Creek, up Eagle River to the East and West."

"Work on economic development by creating recreation opportunities and promoting them, and working on attracting outdoor/recreation businesses and professional businesses."



2013 Town of Eagle Community Survey

In 2013 the town distributed a Community Survey to registered voters and local business owners. Quality of life was identified as the most common reason why people choose to live in Eagle. The Town of Eagle - River Corridor Plan strives to honor many of the priorities identified by the community.

	Business n=86	Voter n=535
Access to parks and open space	58.54%	71.97%
Recreation oriented lifestyle	58.54%	66.10%
Family oriented community	53.66%	50.57%
Community events	30.49%	31.63%
Local retailers—small businesses	40.24%	19.51%
Quality of education	12.20%	17.42%
Other:	14.63%	15.34%
Physical layout of the town	17.07%	13.83%
Expansion of senior housing and care services	7.32%	13.45%

Numbers reflect frequency responses

	1st choice
	2nd Choice
	3rd Choice

Quality of Life

Access to parks and open space, recreation oriented lifestyle, and a family oriented community were the top three items that both residents and business owners identified as elements of the town that enhance the quality of life for Eagle's residents.

The Town of Eagle - River Corridor Plan places a strong emphasis on both access to parks and open space and recreation oriented lifestyle.

RELATED PLANS

EAGLE AREA COMMUNITY PLAN (2010)

The most significant planning document that guides future growth and development in the Town of Eagle is the 2010 Eagle Area Community Plan (EACP).

Chapter 4 of the EACP includes a Future Land Use Map that designates all of the privately held properties adjacent to the Eagle River as “Conservation Oriented Development” and the publicly held properties such as the Eagle County Fairgrounds and Chambers Park as “Fairgrounds Mixed Use” or “Public Use/Institutional.” One of the most relevant intent statements of the Conservation Oriented Development land use designation is to balance conservation and development objectives. This plan achieves this intent through the identification of extensive areas of open space and by encouraging compact, clustered development.

The language for the Fairgrounds Mixed Use designation includes a goal of providing quality active recreational experiences and improved vehicular and pedestrian connections with the Historic Town. The EACP also references the possibility of a whitewater park adjacent to the Eagle County Fairgrounds property.

Chapter 5 of the EACP describes seven “Special Character Areas,” including an Eagle River Corridor Character Area. The Eagle River Corridor Character Area outlines nine planning principles. Listed below are five planning principles that have been fundamental in the preparation of this plan:

1. Protect and preserve wildlife habitat, riparian vegetation and sensitive lands.
2. Seek opportunities to provide better connectivity from the Town Center Character Area to the River.
3. Encourage acquisition and preservation of the river corridor and adjacent properties for open space and recreation.
4. Preserve and enhance existing public access points to the river.

5. Broaden recreational opportunities as deemed appropriate. Consider development of a white water park in the Fairgrounds area.

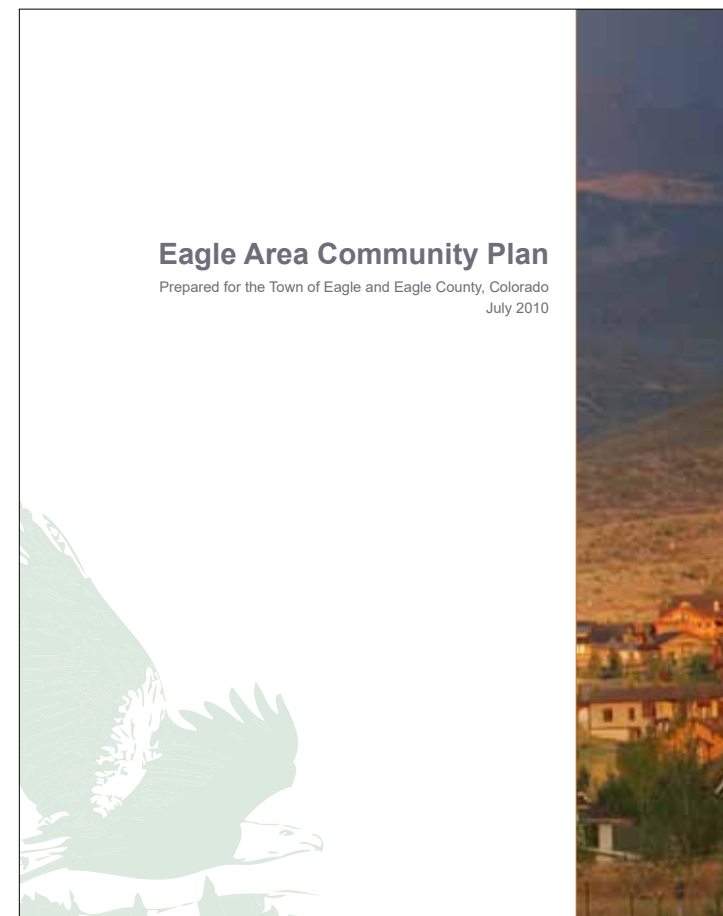
Chapter 14 of the EACP - Action Plan directs the town to prepare Sub-Area Plans that focus on encouraging infill development, particularly in the Town Core and the West Eagle Planning Area. A West Eagle Sub-Area Plan was completed in 2012. This plan also responds to the direction provided in the EACP.

EAGLE RIVER WATERSHED PLAN (2013)

The Watershed Plan outlines a collaborative local philosophy for protecting and improving water quantity, water quality, wildlife habitat, and recreational opportunities, and promotes compatible and complementary land use strategies, actions and practices. One of these strategies is to amend applicable regulations, codes, and policies and/or guidelines to assure parks, landscaped areas and open spaces are designed and positioned to protect riparian areas and to provide opportunities for passive and/or active treatment of urban run-off. The Watershed Plan directs that river access points be designed, located and maintained to minimize stream bank erosion.

The Town of Eagle - River Corridor Plan includes a significant open space program that identifies key riparian, wetland, and other environmentally sensitive land as Preservation or Natural Experience open space. Where appropriate, informational signage will be incorporated into these open space areas. The River Corridor Plan also calls for the integration of state-of-the-art stormwater management systems that will serve areas identified for development.

A primary objective of the Town of Eagle - River Corridor Plan is to provide connections to the Eagle River. The Plan identifies sites along the river corridor where residential and commercial development is appropriate. The Plan also identifies key riparian, wetland and natural areas that are to be protected. The River Corridor Plan recognizes the increasingly haphazard access to the river and calls for organized access



2010 Eagle Area Community Plan

The Town of Eagle - River Corridor Plan builds upon the vision and many of the goals described in the 2010 Eagle Area Community Plan (EACP).



2013 Eagle River Watershed Plan

The Eagle River Watershed Plan outlines a collaborative local philosophy for protecting and improving water quantity, water quality, wildlife habitat and recreational opportunities. The Plan also promotes compatible, complementary land use strategies, actions and practices.

points that are sited to avoid riparian zones, where possible, and are designed to minimize erosion and stream bank degradation. The Plan addresses access to the river and further steps to achieve this objective will be taken as development of the river corridor occurs.

The section of the Eagle River that was channelized to accommodate the construction of the interstate is incorporated into the Recreation Core. Portions of the riverbank along this stretch of river are severely degraded. This plan will facilitate the restoration and stabilization of these areas through the design and construction of the Recreation Core. Where people are invited to the edge of the river, appropriate treatment of the adjacent land will be required to maintain a healthy river environment.

EAGLE AREA OPEN LANDS CONSERVATION PLAN (1997)

The 1997 Eagle Area Open Lands Conservation Plan (EAOLCP) outlines a cooperative approach to protecting sensitive natural, scenic and cultural resources and promoting compatible land use practices on 135 square miles of land including the Town of Eagle and surrounding land in the Eagle River, Brush Creek and Eby Creek valleys.

The EAOLCP was prepared in coordination with the first Eagle Area Community Plan (1996), and has the same boundaries. A key recommendation of this plan was conservation efforts should concentrate on preserving designated high-priority lands in the Brush Creek and Eagle River valleys. It encourages the creation of a county-wide property tax for open space and makes strategic recommendations on how to use the recently approved use tax placed on lodging within the Town of Eagle. The EAOLCP encourages cooperative approaches to land conservation focused on key parcels and includes a wide range of techniques to reach the goals of the plan.

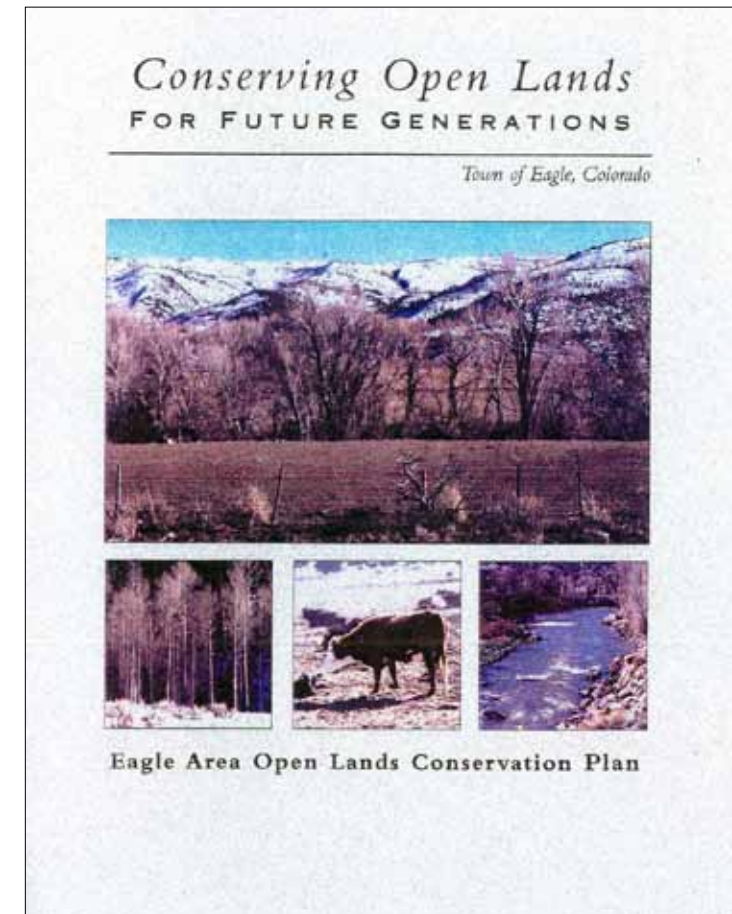
The EAOLCP recognizes that the “urban portion of the Eagle River Valley” (land along the river immediately adjacent to the town) does not possess the natural resource values that

more outlying areas do. For this land the plan encourages connecting existing town and county parks, creating open gateways, joining private acreages with a system of open spaces and coordinating path systems.

The Town of Eagle - River Corridor Plan incorporates many of these recommendations. The Plan identifies a focused planning approach that concentrates development on lands closest to the center of the town and conserves land with sensitive natural resource values. It also specifically identifies key environmentally sensitive lands for conservation and an integrated system of open space that includes three tiers:

- Preservation areas
- Natural Experience areas
- Active Recreation areas

By concentrating development in areas close to downtown, which are already served by municipal water and sewer services, the River Corridor Plan will reduce development pressure on lands at the edge of town that form the key buffer areas between Eagle and Gypsum on the west and Eagle and Wolcott on the east. This is a key objective of the Eagle Area Open Lands Conservation Plan.



1997 Eagle Area Open Lands Conservation Plan

The Eagle Area Open Lands Conservation Plan (EAOLCP) outlines a cooperative approach to protecting sensitive natural scenic and cultural resources and promoting compatible land use practices in the area.



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“There’s something magical about a river.”

- Tom Boni, Planning Director • Town of Eagle



REGIONAL CONTEXT



REGIONAL CONTEXT

This chapter provides a regional context for the open space, trails and in-stream recreation objectives of this plan. The Town of Eagle - River Corridor Plan and other planning documents (e.g., Town of Gypsum - Eagle River Area Plan, 2010 Eagle Area Community Plan, and the ECO Trails - Eagle Valley Regional Trails Plan) delineate a network of trails and in-stream recreational opportunities from Gypsum to Wolcott. These plans also identify open space and conservation areas that encourage river access points in suitable locales and protect land that is important to the river ecosystem. Between this plan and the Town of Gypsum’s Plan there are two whitewater parks, seven boat ramps (both formal and informal) and a network of trails and open space that will create opportunities for memorable hiking, biking and river experiences for residents and visitors to the Eagle/Gypsum area.

GYPSUM - EAGLE

From the western end of the Town of Eagle’s planning area through the Town of Gypsum there are many existing and planned open space areas, trails and in-stream recreation improvements (see page 57).

In 2009, the Town of Gypsum adopted the Town of Gypsum Eagle River Area Plan. Gypsum’s plan includes areas identified as “Preserves” where environmental values are high and where land will be protected from development. Gypsum’s plan also identifies locations for a future boat ramp and whitewater park. The proposed location for the whitewater park is adjacent to an area that the Plan designates for mixed-use development south east of the Gypsum Ponds.

The Gypsum Ponds are a popular fishing area located on the north side of the Eagle River and to the northeast of the core of Gypsum. On the western side of Gypsum there is a BLM campground. A short distance downstream of this campground is a primitive boat ramp that provides access to the Eagle River.

EAGLE

The next 3.4 miles of the Eagle River, to the east of Gypsum, is the portion of the river located within the planning area for the Town of Eagle - River Corridor Plan. A primary objective of the River Corridor Plan is to provide public access and open space along a majority of this stretch of the river and to provide in-stream recreational activities, where appropriate. A detailed discussion on open space, trails and in-stream recreation for this area is provided in Chapter 3. A brief discussion is provided below.

Within this stretch there are two existing boat ramps, one at Chambers Park and another put-in/take-out located on the west side of the “Fishing is Fun Bridge.” This plan proposes a new boat ramp in the Active Recreation area located at the eastern edge of the planning area. This plan also identifies the existing boat ramp at the “Fishing is Fun Bridge” for future improvements. Public open space is provided throughout the planning area. This open space complements the public open space provided by Eagle County, BLM lands to the east of Eagle and the open space areas identified in Gypsum’s Eagle River Area Plan. An extension of the Eagle Valley Trail is shown through the planning area that will provide connections to Gypsum and Wolcott.

Providing opportunities for a variety of users, of varying skill levels, to enjoy the Eagle River is an objective this plan and was identified as a need by the community. Providing multiple put-in/take-out locations within the town creates options for shorter float trips (rafting, kayaking, tubing, fishing, etc.) on the Eagle River. The inaugural Eagle River Jam and Backyard BBQ was held in May of 2015. During this event local raft companies offered free float trips along a short section of the Eagle River. Over a roughly 4-hour period the rafting companies provided float trips to around 220 rafters. The local rafting companies have indicated a strong interest in the opportunity for shorter raft float trips in Eagle.

A major recreational improvement identified in this plan is the Eagle River Park. The Eagle River Park has been identified on land that currently



Gypsum, Colorado

Gypsum Ponds

The Gypsum Ponds are a popular fishing area for local anglers of all ages.



Gypsum, Colorado

Gypsum Campground & Boat Ramp

BLM lands west of Eagle offer camping and a primitive boat ramp that provides access to the Eagle River for fishing, tubing, rafting and other river-related activities.



Eagle, Colorado

2015 Eagle River Jam & Backyard BBQ

Hundreds of Eagle County residents took advantage of the first annual Eagle River Jam & Backyard BBQ at Chambers Park, where they enjoyed rafting, fly casting clinics, live music, food, beer, root beer floats, games and a ribbon cutting dedication for the town’s new Chambers Park boat ramp.

serves as parking area for tractor-trailer trucks. In-stream improvements to be included in the development of the Eagle River Park include whitewater features. Improvements to this portion of the river will also include stabilization of the riverbank and general rehabilitation and safety improvements of the river channel.

EAGLE - WOLCOTT

The Wolcott Campground is a Bureau of Land Management (BLM) facility located approximately 1.5 miles west of Wolcott. This is a popular camping area that includes amenities such as a boat ramp, two large climbing rocks, picnic areas and restrooms. The Wolcott Campground offers the only improved river access between Wolcott and the Town of Eagle.

Approximately 0.5 miles to the west is Horn Ranch, a portion of which was acquired by Eagle County as open space in 2013. The portion of Horn Ranch under county ownership includes public access to over one mile of the Eagle River. The county has plans to make parking and access improvements at the Horn Ranch Open Space. This location within Red Canyon provides exceptional scenery and a river experience isolated from development.

West of Horn Ranch, the Eagle River flows through approximately 1.8 miles of BLM land with access from Highway 6. From the eastern end of the BLM land to the Highway 6 bridge in the vicinity of Nogal Road, the river is bordered on both sides by private property. There is limited public access to the river through a Colorado Parks and Wildlife fishing easement on the north side of the Eagle River. This easement provides fishing access to roughly 2.5 miles of the river.



Eagle County, Colorado



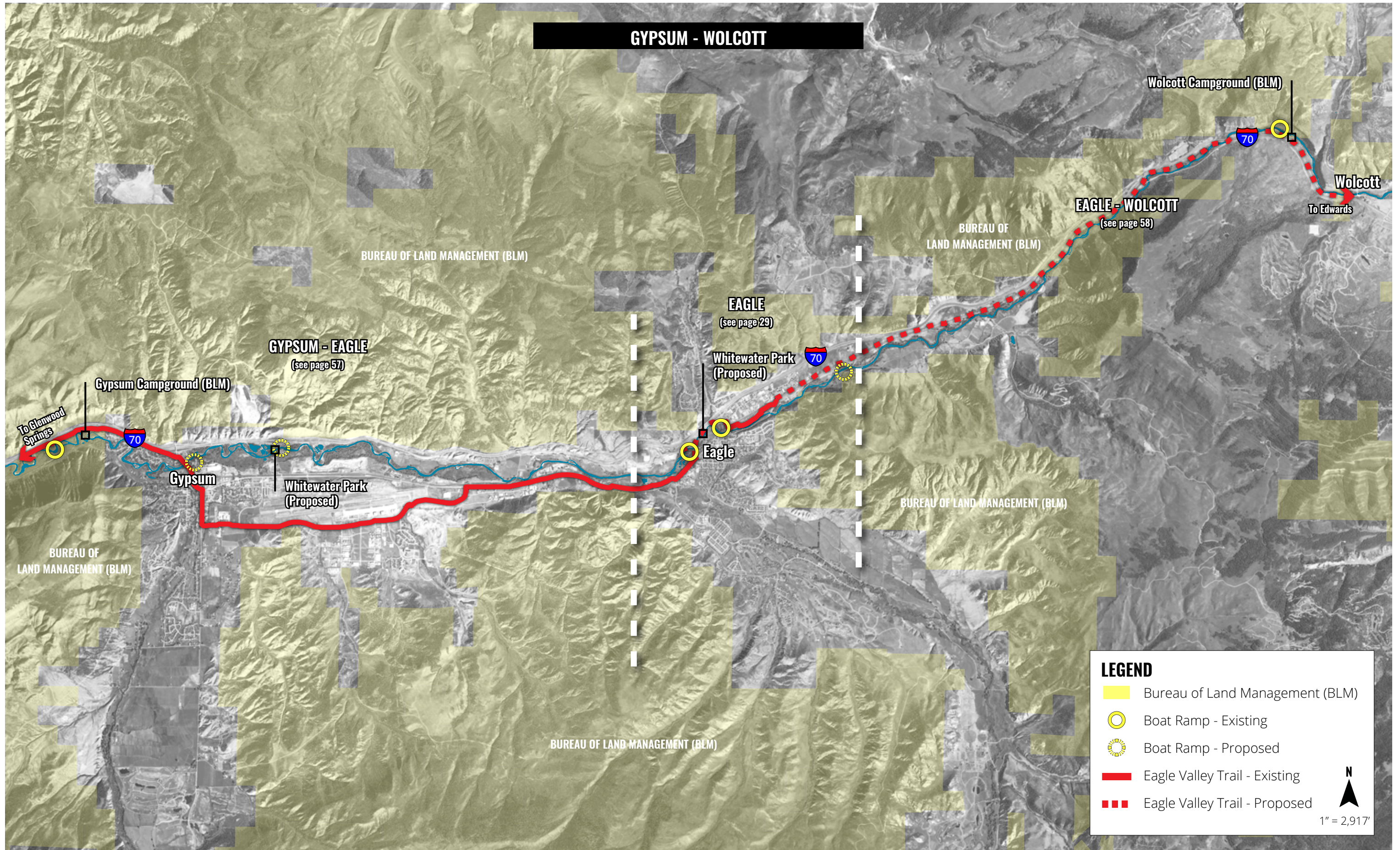
Eagle County, Colorado

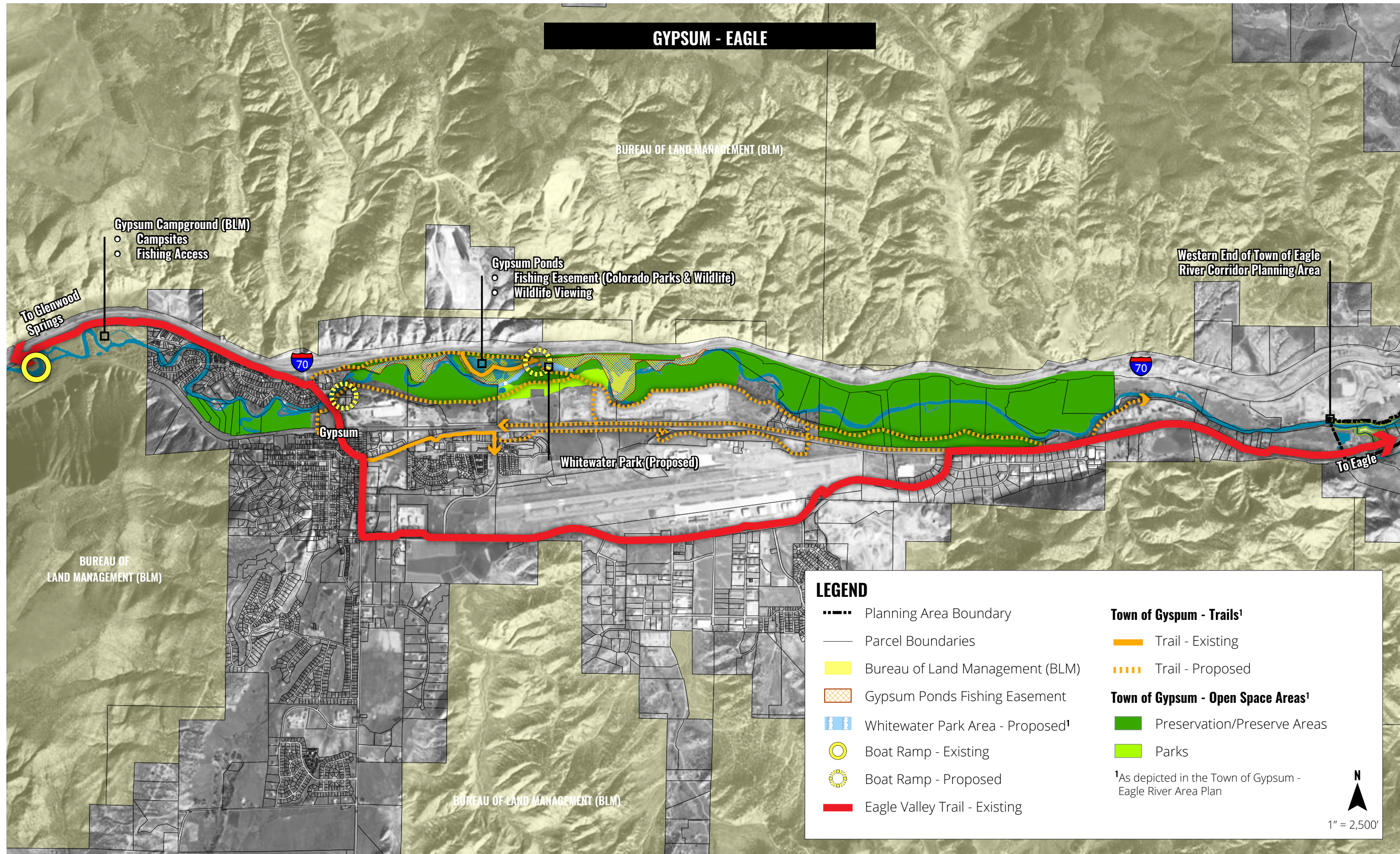


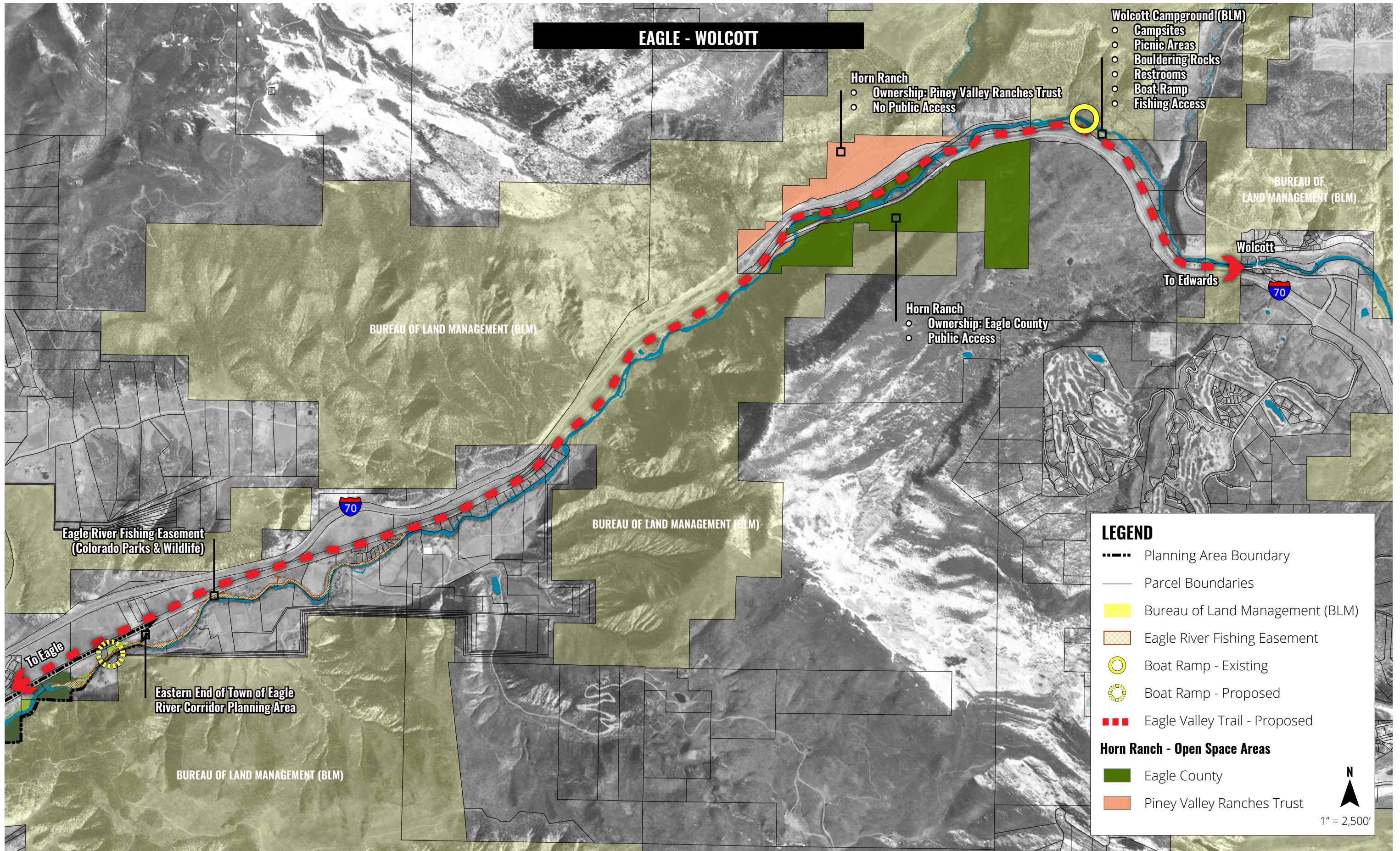
Eagle County, Colorado

Eagle - Wolcott

The stretch of river between Eagle and Wolcott is incredibly beautiful and is popular with rafters, fly fishermen, rock climbers and other outdoor enthusiasts. The area located within Red Canyon is exceptionally scenic.







“Affecting change on this level requires a commitment from, and collaboration between, many entities. The Town of Eagle can’t do this alone. We are proud of having already cultivated partnerships in this process with Eagle County, private property owners and many others, and look forward to building others, such as with Great Outdoors Colorado. When it’s all said and done, everyone stands to benefit from this project.”

- Jon Stavney, Former Town Manager • Town of Eagle



IMPLEMENTATION



ACTION PLAN

The measure of an effective planning document is the extent to which the vision of the plan is realized. The objectives set forth in the Town of Eagle River - Corridor Plan are far reaching and will take years to complete. With its limited resources, the town should pursue an incremental approach that will allow for actions to be implemented over time to achieve the community's vision for the Eagle River corridor.

This chapter provides a list of recommended implementation actions. This list is intended to be dynamic and should be updated regularly to remove actions that have been completed or to add new actions to the list. The town (i.e., the Board of Trustees and town staff) should use this list to develop annual work plans to pursue projects related to the river corridor. Implementation of these actions are investments in the long-term vitality and economic health of the Town of Eagle.

The implementation actions are organized around the six themes of the Plan. A priority level has been identified for each action, in addition to potential partners and funding sources.

1. CONSERVATION

Protect water quality of the Eagle River; Create a network of open space along the Eagle River to preserve important wetlands, riparian areas, and wildlife habitat, while allowing for active recreation in select areas.

ACTION	PRIORITY	POTENTIAL PARTNERS	FUNDING
A. Protect Preservation Areas: 1. Protect, in perpetuity, the Preservation areas described in Chapter 3. Conservation easements or land dedication to the Town of Eagle (or other appropriate entity) should be considered to ensure preservation of these lands.	Ongoing	<ul style="list-style-type: none"> Private Property Owner(s)/ Developer(s) Eagle County Eagle Valley Land Trust Eagle Ranch Wildlife Committee 	<ul style="list-style-type: none"> Town Grants Private Property Owner(s)/ Developer(s) Eagle Ranch Wildlife Fund

The priority levels are defined as follows:

Short-Term: attainable within 2 years

Mid-Term: attainable within 5 years

Long-Term: attainable within 10 years

Ongoing: action will require continuous effort

It is important to note that cultivation of partnerships will be essential to the implementation of these actions. Alone, the town is unlikely to have the capacity to implement all that is envisioned by this plan. Achieving the community's vision will require collaboration with other government agencies and private partners.

ACTION	PRIORITY	POTENTIAL PARTNERS	FUNDING
B. Ensure Public Access to Eagle River: 1. Through the town's annexation and development review process the town will require property owners to provide public access to and along the Eagle River. Public easements or land dedications to the Town of Eagle (or other appropriate entity) should be considered to ensure that access is provided to the river, and the Natural Experience and Active Recreation areas described in Chapter 3.	Ongoing	<ul style="list-style-type: none"> Private Property Owner(s)/ Developer(s) Eagle County Bureau of Land Management Colorado Parks & Wildlife Eagle Valley Land Trust 	<ul style="list-style-type: none"> Town Private Property Owner(s)/ Developer(s)
C. Protect Water Quality of the Eagle River: 1. Develop stormwater standards to ensure that development utilizes Best Management Practices (BMPs) that protect the health of the Eagle River. 2. The town will work with the Eagle River Watershed Council (or other appropriate entity) to ensure that adequate monitoring systems are in place to safeguard the water quality of the Eagle River. 3. Support efforts to reduce sedimentation of the Eagle River from upstream sources.	Ongoing	<ul style="list-style-type: none"> Private Property Owners Eagle River Watershed Council Eagle County 	<ul style="list-style-type: none"> Town Grants Donations
D. Eagle River Corridor Restoration & Improvements: 1. Encourage development within the planning area to use landscape materials that will enhance the ecosystem along the Eagle River. 2. Support efforts to improve fish habitat and fish migration routes along the Eagle River. 3. Evaluate the river corridor to identify areas along the river where the bank has become unstable. Consider options to stabilize these sections of river bank.	Ongoing	<ul style="list-style-type: none"> Private Property Owners Eagle County Great Outdoors Colorado (GOCO) Colorado Parks & Wildlife US Army Corps of Engineers Eagle River Watershed Council Trout Unlimited Eagle Valley Land Trust Eagle Ranch Wildlife Committee 	<ul style="list-style-type: none"> Town Grants Eagle Ranch Wildlife Fund

2. ECONOMIC DEVELOPMENT

Facilitate public and private sector investment within the river corridor that results in economic growth and community place-making.

ACTION	PRIORITY	POTENTIAL PARTNERS	FUNDING
A. What Can be Built Now:			
1. Prioritize projects that are easily implemented (i.e., "Low Hanging Fruit").	Ongoing	<ul style="list-style-type: none"> Dependent upon project 	<ul style="list-style-type: none"> Town Other potential funding sources are dependent upon the project
B. Review/Revise Land Use Regulations:			
1. Review and revise the town's land use regulations to ensure that zoning and other regulations facilitate implementation of this plan.	Short-Term	<ul style="list-style-type: none"> Private Property Owner(s)/ Developer(s) Eagle County Colorado Department of Local Affairs (DOLA) 	<ul style="list-style-type: none"> Town Grants
2. Evaluate whether Planned Unit Development (PUD) Zoning or land use regulations developed by the town are most appropriate for development within the planning area.			
C. Special Financing District:			
1. Evaluate options for establishing one or more Special Financing Districts. Districts to consider include: <ul style="list-style-type: none"> Urban Renewal District; General Improvement District Downtown Development District Special Financing Districts offer a financing mechanism for improvements that the town may not otherwise be able to fund.	Short-Term	<ul style="list-style-type: none"> Private Property Owner(s)/ Developer(s) 	<ul style="list-style-type: none"> Town
2. If a Special Financing District is created, the boundaries of such district should encompass the Development Core (i.e., Riverside Mixed-Use area) to help facilitate construction of the recommended public improvements.			

ACTION	PRIORITY	POTENTIAL PARTNERS	FUNDING
D. Public/Private Partnerships:			
1. The town should explore opportunities to facilitate private sector investment in the river corridor.	Mid-Term	<ul style="list-style-type: none"> Private Property Owner(s)/ Developer(s) 	<ul style="list-style-type: none"> Town Special Financing District(s) Private Property Owner(s)/ Developer(s)
2. The town should partner with the private sector to construct public improvements such as: <ul style="list-style-type: none"> Upgraded railroad crossings Pedestrian bridges Vehicular bridges Parks along the Eagle River Upgraded utility lines 			
E. River Events:			
1. Develop a series of events related to the river. Such events might include: <ul style="list-style-type: none"> Annual Events (e.g., Eagle River Jam & Backyard BBQ, FiBARK - Salida, Colorado; or Mountain Games - Vail, Colorado). Weekly or monthly competition series (e.g., kayak, stand-up paddle board, and surf competitions). Beach volleyball tournaments. River tubing events. 	Ongoing	<ul style="list-style-type: none"> Marketing & Events Advisory Committee (MEAC) Local Businesses/ Organizations 	<ul style="list-style-type: none"> Town Grants Local Businesses/ Organizations Donations

3. RECREATION

Provide high quality, river-oriented recreation amenities that allow for a wide variety of user groups to enjoy the Eagle River and its immediate environs.

ACTION	PRIORITY	POTENTIAL PARTNERS	FUNDING
A. Design & Construction of the Recreation Core:			
1. Pursue the design and construction of the Eagle River Park. Additional public input may be appropriate in the development of a specific design for the Eagle River Park.	Mid-Term	<ul style="list-style-type: none"> Private Property Owner(s)/ Developer(s) Eagle County Great Outdoors Colorado (GOCO) Colorado Parks & Wildlife US Army Corps of Engineers American Whitewater 	<ul style="list-style-type: none"> Town Eagle County Grants Donations Special Financing District(s)
2. Pursue the design and construction of improvements in Chambers Park. Additional public input may be appropriate in the consideration of improvements to Chambers Park.			
B. Public River Access (outside of Recreation Core):			
1. Pursue opportunities to improve existing public access points and to construct new public access points. Improvements to consider include: <ul style="list-style-type: none"> Evaluate options to improve existing public fishing access points. Upgrades may include parking improvements and improved signage. Study use of existing boat ramps to determine if additional improvements are needed (e.g., parking, restrooms, etc.). Evaluate siting of existing boat ramps to determine if they are located appropriately. If a new location offers more convenient access, relocation of existing boat ramps is encouraged. Pursue options to create additional public river access points. 	Ongoing	<ul style="list-style-type: none"> Private Property Owner(s)/ Developer(s) Eagle County Great Outdoors Colorado (GOCO) Colorado Parks & Wildlife US Army Corps of Engineers American Whitewater Trout Unlimited Special Financing District(s) 	<ul style="list-style-type: none"> Town Eagle County Grants Donations Special Financing District(s)

ACTION	PRIORITY	POTENTIAL PARTNERS	FUNDING
C. Create a Safer Environment along the River:			
1. Study the river corridor to identify in-stream hazards. Pursue opportunities to remove major hazards that are identified.	Ongoing	<ul style="list-style-type: none"> Eagle County Colorado Parks & Wildlife US Army Corps of Engineers Local Businesses/ Organizations 	<ul style="list-style-type: none"> Town Grants Donations
D. Trail Networks along the Eagle River:			
1. The following trail improvements are recommended: <ul style="list-style-type: none"> Complete construction of the Eagle Valley Trail through town. Construct a soft surface Discovery Trail along the Eagle River with informational signage. Opportunities to connect this trail system with local schools are strongly encouraged. Develop a system of paved trails along the river corridor. Where feasible, new paved trails should provide connections to existing local and regional trail systems. Pursue opportunities to connect trails along the river corridor with trails on BLM lands. Benches and shade trees should be installed along trails to provide shaded rest areas. 	Long-Term	<ul style="list-style-type: none"> Private Property Owners Eagle County Great Outdoors Colorado (GOCO) American Rivers Eagle Ranch Wildlife Committee Special Financing District(s) 	<ul style="list-style-type: none"> Town Eagle County Grants Donations Eagle Ranch Wildlife Fund Special Financing District(s)

4. PLACE-MAKING

Create authentic and memorable places along the Eagle River for both residents and visitors.

ACTION	PRIORITY	POTENTIAL PARTNERS	FUNDING
A. Preserve Historic Structures:			
1. Ensure that historic structures are preserved. When feasible, relocate historic structures to public parks and integrate with the Discovery Trail.	Ongoing	<ul style="list-style-type: none"> Private Property Owner(s)/ Developer(s) Eagle County Historical Society 	<ul style="list-style-type: none"> Town Grants Donations

ACTION	PRIORITY	POTENTIAL PARTNERS	FUNDING
B. Celebrate Gateways:			
1. Create unique gateways at key entry points along the river corridor. These entry points include: <ul style="list-style-type: none"> <i>West Chambers Avenue:</i> provides access to the Recreation Core and the Fairgrounds. <i>Broadway/Grand Avenue:</i> provides access to downtown Eagle and the North Broadway neighborhood. <i>Brooks Lane/5th Street:</i> provides access to downtown Eagle and the Brooks Lane neighborhood. 	Long-Term	<ul style="list-style-type: none"> Private Property Owners Eagle County Local Businesses/Organizations Special Financing District(s) 	<ul style="list-style-type: none"> Town Eagle County Grants Donations Special Financing District(s)

C. Create “Places of Discovery”:			
1. Develop activity nodes (i.e., “places of discovery”) along the Eagle River. These activity nodes should be designed in a manner that is sensitive to their context along the river corridor.	Ongoing	<ul style="list-style-type: none"> Private Property Owner(s)/ Developer(s) Eagle County 	<ul style="list-style-type: none"> Town Grants Donations
2. The Discovery Trail should be designed to link the activity nodes along the river.			

5. TRANSPORTATION & ACCESS

Provide safe and convenient public access from Eagle’s neighborhoods to the Eagle River.

ACTION	PRIORITY	POTENTIAL PARTNERS	FUNDING
A. Provide Safe, Comfortable & Efficient Access to the Riverside Mixed-Use Area:			
1. Ensure that the Broadway/Grand Avenue and the Brooks Lane/Grand Avenue intersections are designed to provide safe, comfortable and efficient movement of vehicles, pedestrians and cyclists between the CBD and the RMU area.	Ongoing	<ul style="list-style-type: none"> Private Property Owner(s)/ Developer(s) Special Financing District(s) 	<ul style="list-style-type: none"> Town Private Property Owner(s)/ Developer(s) Special Financing District(s)

ACTION	PRIORITY	POTENTIAL PARTNERS	FUNDING
B. Assist with Upgraded Railroad Crossings:			
1. Work with developer(s) to acquire approval for upgraded railroad crossings.	Ongoing	<ul style="list-style-type: none"> Private Property Owner(s)/ Developer(s) Special Financing District(s) Public Utilities Commission 	<ul style="list-style-type: none"> Town Private Property Owner(s)/ Developer(s) Special Financing District(s)
C. Assist with Permitting for Bridges over the Eagle River:			
1. Work with developer(s) to obtain permits from US Army Corps of Engineers for pedestrian bridges (and vehicular bridge if necessary) across the Eagle River.	Ongoing	<ul style="list-style-type: none"> Private Property Owner(s)/ Developer(s) Special Financing District(s) US Army Corps of Engineers 	<ul style="list-style-type: none"> Town Private Property Owner(s)/ Developer(s) Special Financing District(s)

6. EDUCATION & AWARENESS

Use elements of the Eagle River and adjacent land to promote understanding of the river ecosystem and other qualities of the river corridor.

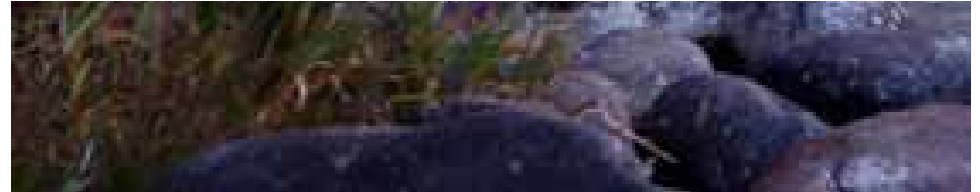
ACTION	PRIORITY	POTENTIAL PARTNERS	FUNDING
A. Provide Informational Signage:			
1. Design and install informational signage in appropriate locations along the river corridor. Signage should provide information about qualities of the corridor, such as: riparian ecosystems, wetlands, water quality, and historical sites. Signage should be designed to work with portable technology. Integration with portable technology creates an opportunity to have a self-guided tour of the river corridor.	Ongoing	<ul style="list-style-type: none"> Eagle County Eagle River Watershed Council Colorado Parks & Wildlife Eagle County Historical Society Great Outdoors Colorado (GOCO) American Rivers Eagle Ranch Wildlife Committee 	<ul style="list-style-type: none"> Town Grants Donations Eagle Ranch Wildlife Fund
B. Guide the Public to Designated River Access Points:			
1. Create and distribute informational materials that guide the public to the designated access points along the Eagle River.	Ongoing	<ul style="list-style-type: none"> Eagle County Eagle River Watershed Council Colorado Parks & Wildlife Eagle County Historical Society American Rivers 	<ul style="list-style-type: none"> Town Grants Donations
2. Landscaping should be installed in strategic locations to help guide the public to designated access points.			



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APPENDIX



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MINOR MODIFICATIONS, EXCEPTIONS TO THE PLAN & UPDATES TO THE PLAN

The Town of Eagle - River Corridor Plan is a living document that should be reviewed periodically by the town and affected stakeholders to reaffirm the applicability of the Plan and to ensure that the Plan continues to embody the community's vision for the river corridor. It is recommended that the town review the Plan and re-adopt the document as a "Sub-Area" Plan 10-years from the date of adoption.

MINOR MODIFICATIONS

Minor Modifications to the Plan may be necessary over time. These are defined as changes to the Plan which do not require significant analysis, debate or community involvement. Minor Modifications typically take the form of small technical corrections or adjustments to the text or graphics.

Proposals for minor modifications will be reviewed and approved by the Town of Eagle Planning and Zoning Commission after a public hearing as required by the Town of Eagle's Land Use and Development Code and shall follow the procedure for a Zoning Amendment with the exception that there shall be no requirement to notice landowners within 250 feet.

EXCEPTIONS TO THE PLAN

Exceptions to the Plan are possible and are required for land use proposals or actions which vary from the Plan's vision and do not generally conform to the Future Land Use Plan.

An initial determination regarding conformance with the Plan and whether an exception might be necessary will be made by town staff during the pre-application meeting for the proposed land use application. The applicant may appeal staff's decision to the Planning and Zoning Commission. This appeal shall occur at a regularly scheduled public hearing prior to the submittal of a land use application.

A request for an exception to the Plan may be approved if all of the following criteria are met:

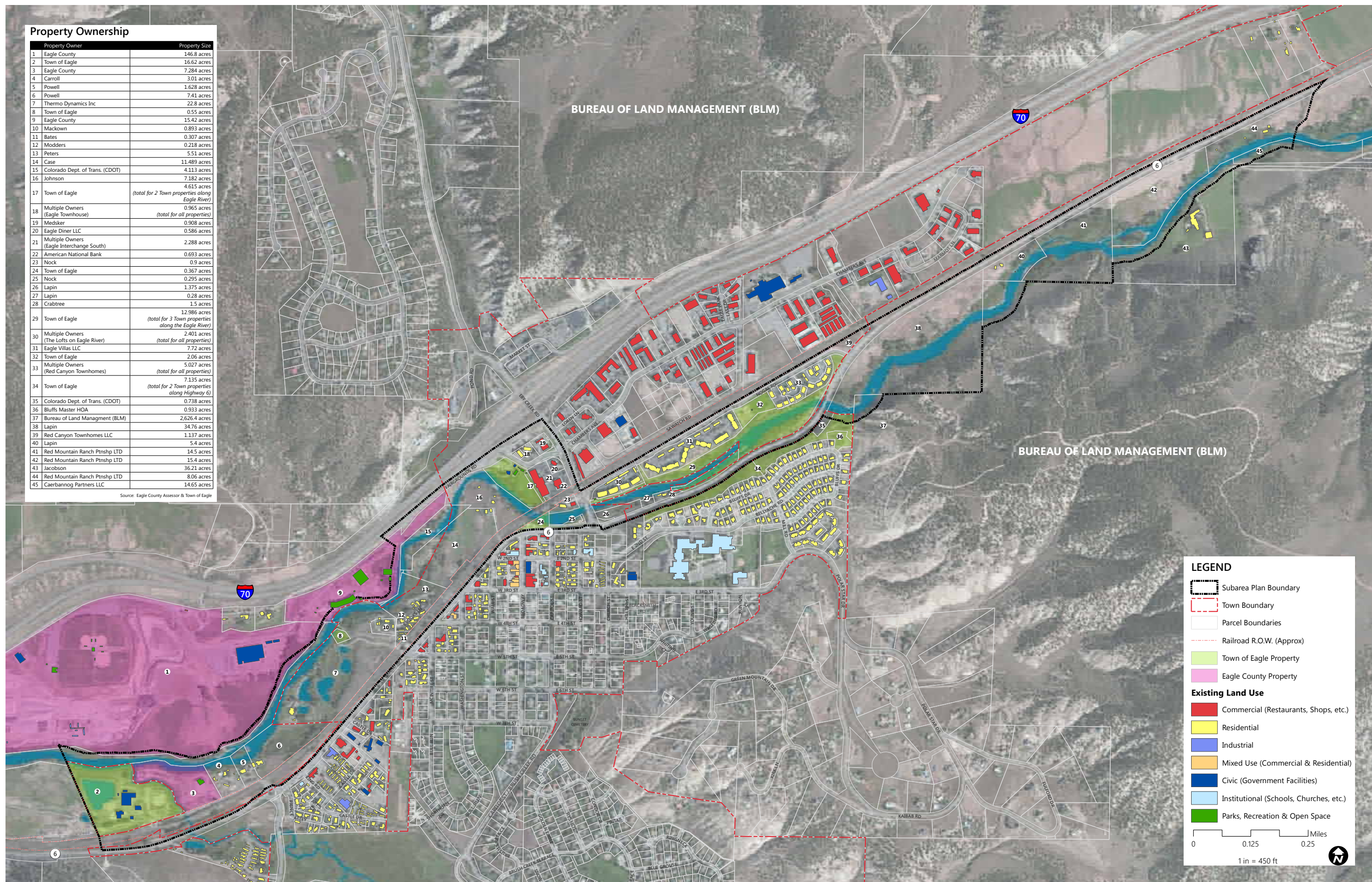
1. The proposal is the result of a unique or extraordinary situation that was not anticipated or fully vetted when the Plan was adopted;
2. The location and design of the land use application or action conform to the vision of the Plan to the greatest degree possible;
3. The land use application or action is clearly in the public interest and addresses a public need; and,
4. The proposed land use application or action is of a nature that negative impacts to natural resources, traffic, visual quality, infrastructure and recreational amenities or town services are minimal or clearly outweighed by the public benefits of the proposal.

Requests for exceptions to the Plan shall be reviewed and approved by the town's Planning and Zoning Commission.

UPDATES TO THE PLAN

Given the time frame for development activity and trends in land use and development, this plan is intended to reflect community conditions, values, and desires for a 10-year period. The Plan should be reviewed after this 10-year period and updated as necessary to reflect new conditions, new community attitudes, and/or new opportunities.

Updates to the Plan shall follow a similar public engagement and adoption process as was followed to create the Town of Eagle - River Corridor Plan (see Chapter 1).

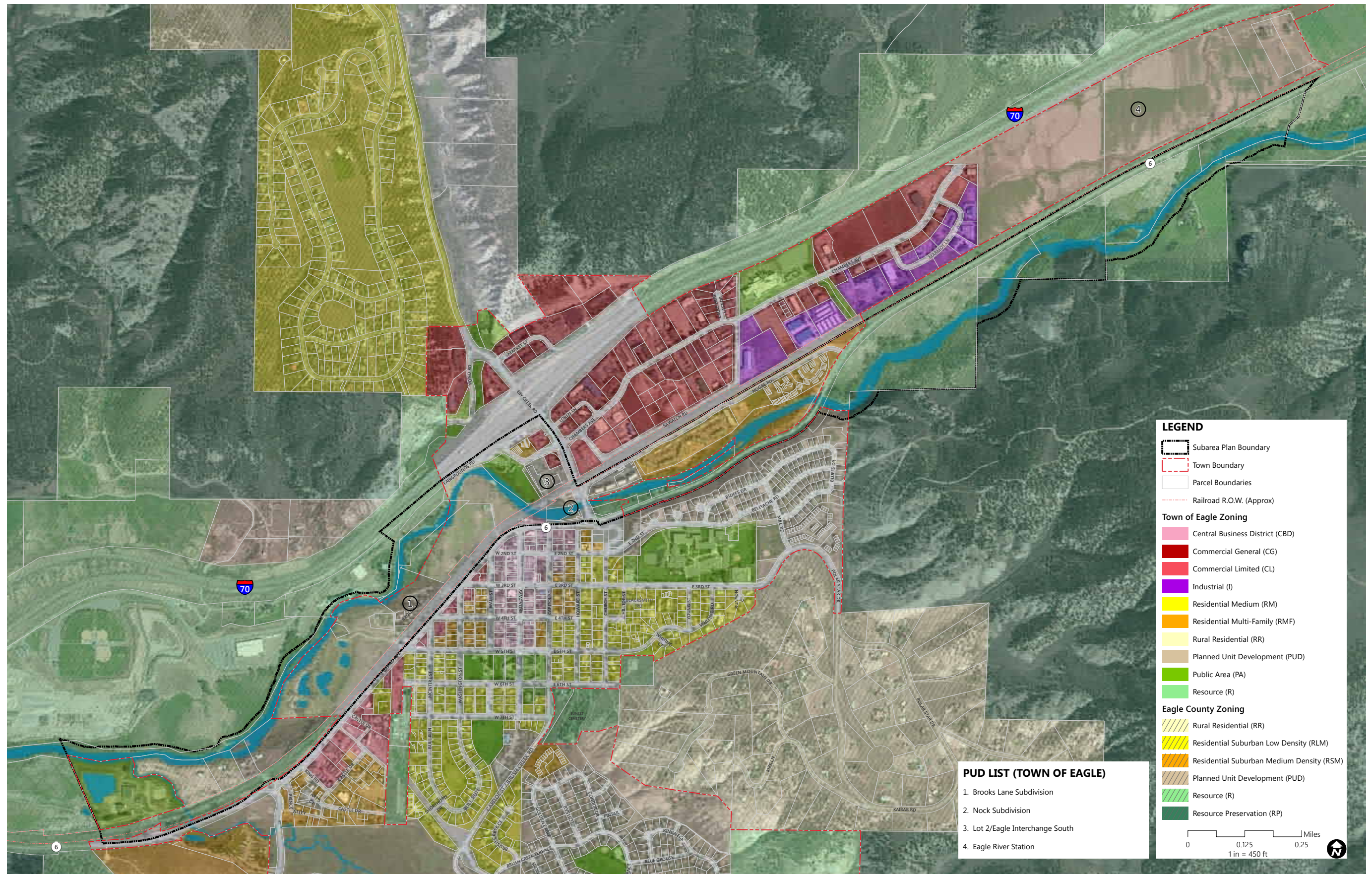


Property Owner	Property Size
1 Eagle County	146.8 acres
2 Town of Eagle	16.62 acres
3 Eagle County	7.284 acres
4 Carroll	3.01 acres
5 Powell	1.628 acres
6 Powell	7.41 acres
7 Thermo Dynamics Inc	22.8 acres
8 Town of Eagle	0.55 acres
9 Eagle County	15.42 acres
10 Mackown	0.893 acres
11 Bates	0.307 acres
12 Modders	0.218 acres
13 Peters	5.51 acres
14 Case	11.489 acres
15 Colorado Dept. of Trans. (CDOT)	4.113 acres
16 Johnson	7.182 acres
17 Town of Eagle	4.615 acres <i>(total for 2 Town properties along Eagle River)</i>
18 Multiple Owners (Eagle Townhouse)	0.965 acres <i>(total for all properties)</i>
19 Medsker	0.908 acres
20 Eagle Diner LLC	0.586 acres
21 Multiple Owners (Eagle Interchange South)	2.288 acres
22 American National Bank	0.693 acres
23 Nock	0.9 acres
24 Town of Eagle	0.367 acres
25 Nock	0.295 acres
26 Lapin	1.375 acres
27 Lapin	0.28 acres
28 Crabtree	1.5 acres
29 Town of Eagle	12.986 acres <i>(total for 3 Town properties along the Eagle River)</i>
30 Multiple Owners (The Lofts on Eagle River)	2.401 acres <i>(total for all properties)</i>
31 Eagle Villas LLC	7.72 acres
32 Town of Eagle	2.06 acres
33 Multiple Owners (Red Canyon Townhomes)	5.027 acres <i>(total for all properties)</i>
34 Town of Eagle	7.135 acres <i>(total for 2 Town properties along Highway 6)</i>
35 Colorado Dept. of Trans. (CDOT)	0.738 acres
36 Bluffs Master HOA	0.933 acres
37 Bureau of Land Management (BLM)	2,626.4 acres
38 Lapin	34.76 acres
39 Red Canyon Townhomes LLC	1.137 acres
40 Lapin	5.4 acres
41 Red Mountain Ranch Ptshp LTD	14.5 acres
42 Red Mountain Ranch Ptshp LTD	15.4 acres
43 Jacobson	36.21 acres
44 Red Mountain Ranch Ptshp LTD	8.06 acres
45 Caerbannog Partners LLC	14.65 acres

Source: Eagle County Assessor & Town of Eagle

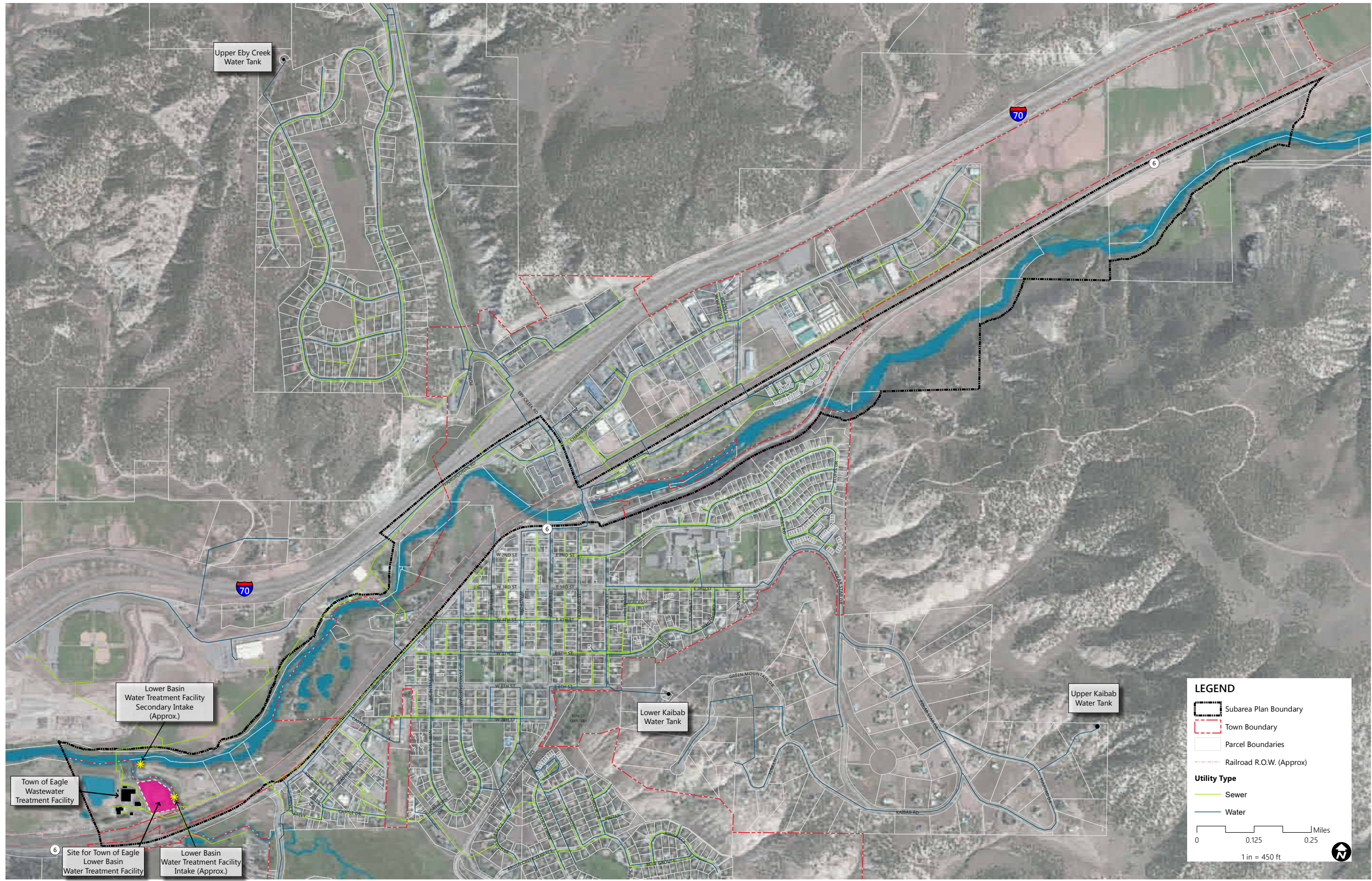
EAGLE RIVER CORRIDOR SUBAREA PLAN | PROPERTY OWNERSHIP & LAND USE

The information displayed on this map was acquired from public sources and should be used for reference purposes only.
Data Source: Eagle County & Town of Eagle







EAGLE RIVER CORRIDOR SUBAREA PLAN | ZONING



The information displayed on this map was acquired from public sources and should be used for reference purposes only.
Data Source: Eagle County & Town of Eagle




LEGEND

-  Subarea Plan Boundary
-  Town Boundary
-  Parcel Boundaries
-  Railroad R.O.W. (Approx)

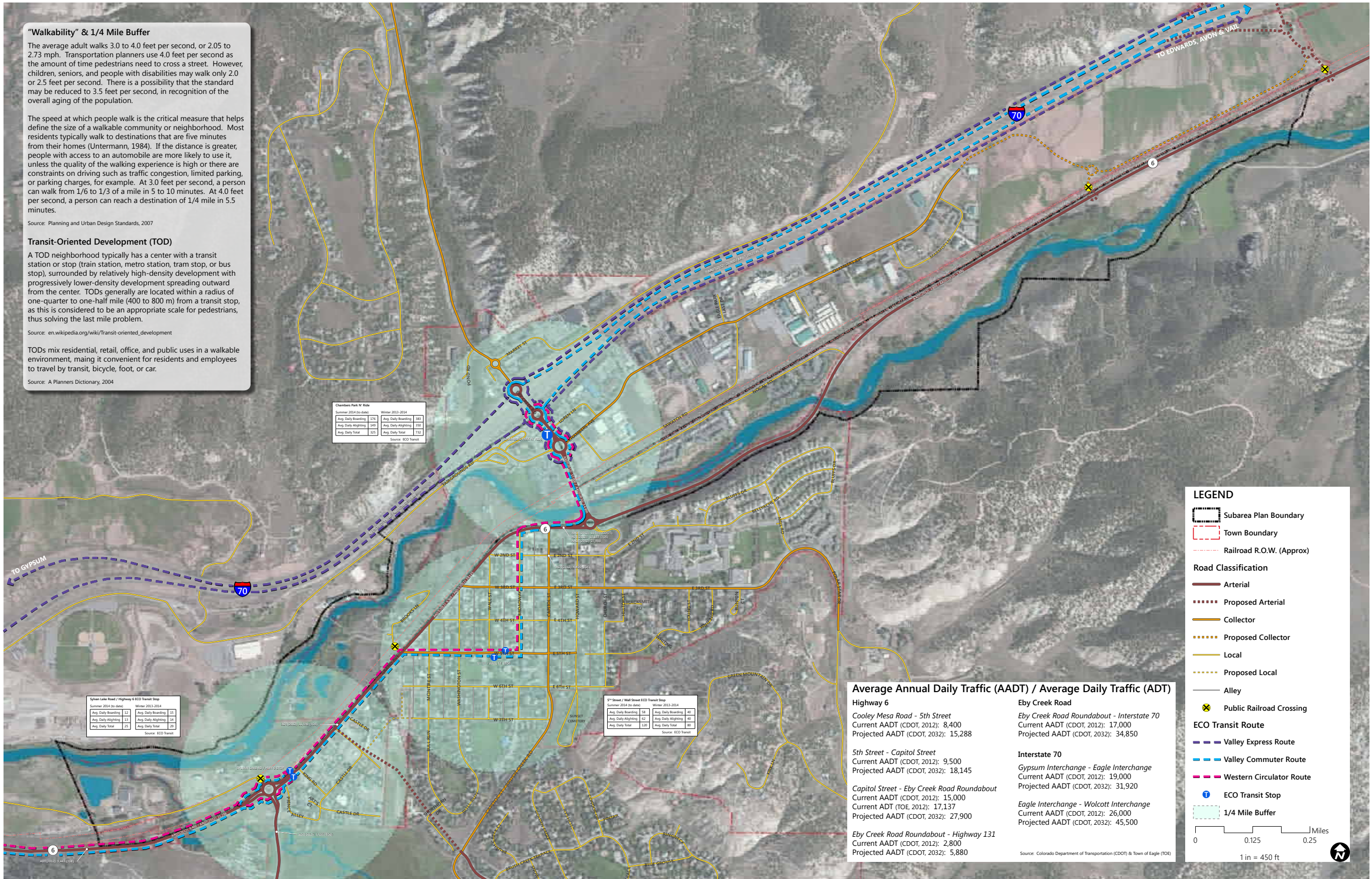
Utility Type

-  Sewer
-  Water

0 0.125 0.25 Miles
1 in = 450 ft 

 **EAGLE RIVER CORRIDOR SUBAREA PLAN | UTILITIES**

The information displayed on this map was acquired from public sources and should be used for reference purposes only.
Data Source: Town of Eagle



"Walkability" & 1/4 Mile Buffer
 The average adult walks 3.0 to 4.0 feet per second, or 2.05 to 2.73 mph. Transportation planners use 4.0 feet per second as the amount of time pedestrians need to cross a street. However, children, seniors, and people with disabilities may walk only 2.0 or 2.5 feet per second. There is a possibility that the standard may be reduced to 3.5 feet per second, in recognition of the overall aging of the population.

The speed at which people walk is the critical measure that helps define the size of a walkable community or neighborhood. Most residents typically walk to destinations that are five minutes from their homes (Untermann, 1984). If the distance is greater, people with access to an automobile are more likely to use it, unless the quality of the walking experience is high or there are constraints on driving such as traffic congestion, limited parking, or parking charges, for example. At 3.0 feet per second, a person can walk from 1/6 to 1/3 of a mile in 5 to 10 minutes. At 4.0 feet per second, a person can reach a destination of 1/4 mile in 5.5 minutes.

Source: Planning and Urban Design Standards, 2007

Transit-Oriented Development (TOD)
 A TOD neighborhood typically has a center with a transit station or stop (train station, metro station, tram stop, or bus stop), surrounded by relatively high-density development with progressively lower-density development spreading outward from the center. TODs generally are located within a radius of one-quarter to one-half mile (400 to 800 m) from a transit stop, as this is considered to be an appropriate scale for pedestrians, thus solving the last mile problem.

Source: en.wikipedia.org/wiki/Transit-oriented_development

TODs mix residential, retail, office, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot, or car.

Source: A Planners Dictionary, 2004

Chambers Park N-Ride

Summer 2013-2014	Winter 2013-2014
Summer 2014 (to date)	Winter 2014 (to date)
Avg. Daily Boarding: 276	Avg. Daily Boarding: 383
Avg. Daily Alighting: 189	Avg. Daily Alighting: 100
Avg. Daily Total: 325	Avg. Daily Total: 732

Source: ECO Transit

Splian Lake Road / Highway 6 ECD Transit Stop

Summer 2014 (to date)	Winter 2013-2014
Avg. Daily Boarding: 12	Avg. Daily Boarding: 15
Avg. Daily Alighting: 11	Avg. Daily Alighting: 14
Avg. Daily Total: 23	Avg. Daily Total: 29

Source: ECO Transit

5th Street / Main Street ECD Transit Stop

Summer 2014 (to date)	Winter 2013-2014
Avg. Daily Boarding: 18	Avg. Daily Boarding: 40
Avg. Daily Alighting: 82	Avg. Daily Alighting: 40
Avg. Daily Total: 100	Avg. Daily Total: 80

Source: ECO Transit

Average Annual Daily Traffic (AADT) / Average Daily Traffic (ADT)

Location	Current AADT (CDOT, 2012)	Projected AADT (CDOT, 2032)
Highway 6		
Cooley Mesa Road - 5th Street	8,400	15,288
5th Street - Capitol Street	9,500	18,145
Capitol Street - Eby Creek Road Roundabout	15,000	27,900
Eby Creek Road Roundabout - Highway 131	2,800	5,880
Eby Creek Road		
Eby Creek Road Roundabout - Interstate 70	17,000	34,850
Interstate 70		
Gypsum Interchange - Eagle Interchange	19,000	31,920
Eagle Interchange - Wolcott Interchange	26,000	45,500

Source: Colorado Department of Transportation (CDOT) & Town of Eagle (TOE)

LEGEND

- Subarea Plan Boundary
- Town Boundary
- Railroad R.O.W. (Approx)

Road Classification

- Arterial
- Proposed Arterial
- Collector
- Proposed Collector
- Local
- Proposed Local
- Alley

Public Railroad Crossing

- Public Railroad Crossing

ECO Transit Route

- Valley Express Route
- Valley Commuter Route
- Western Circulator Route

ECO Transit Stop

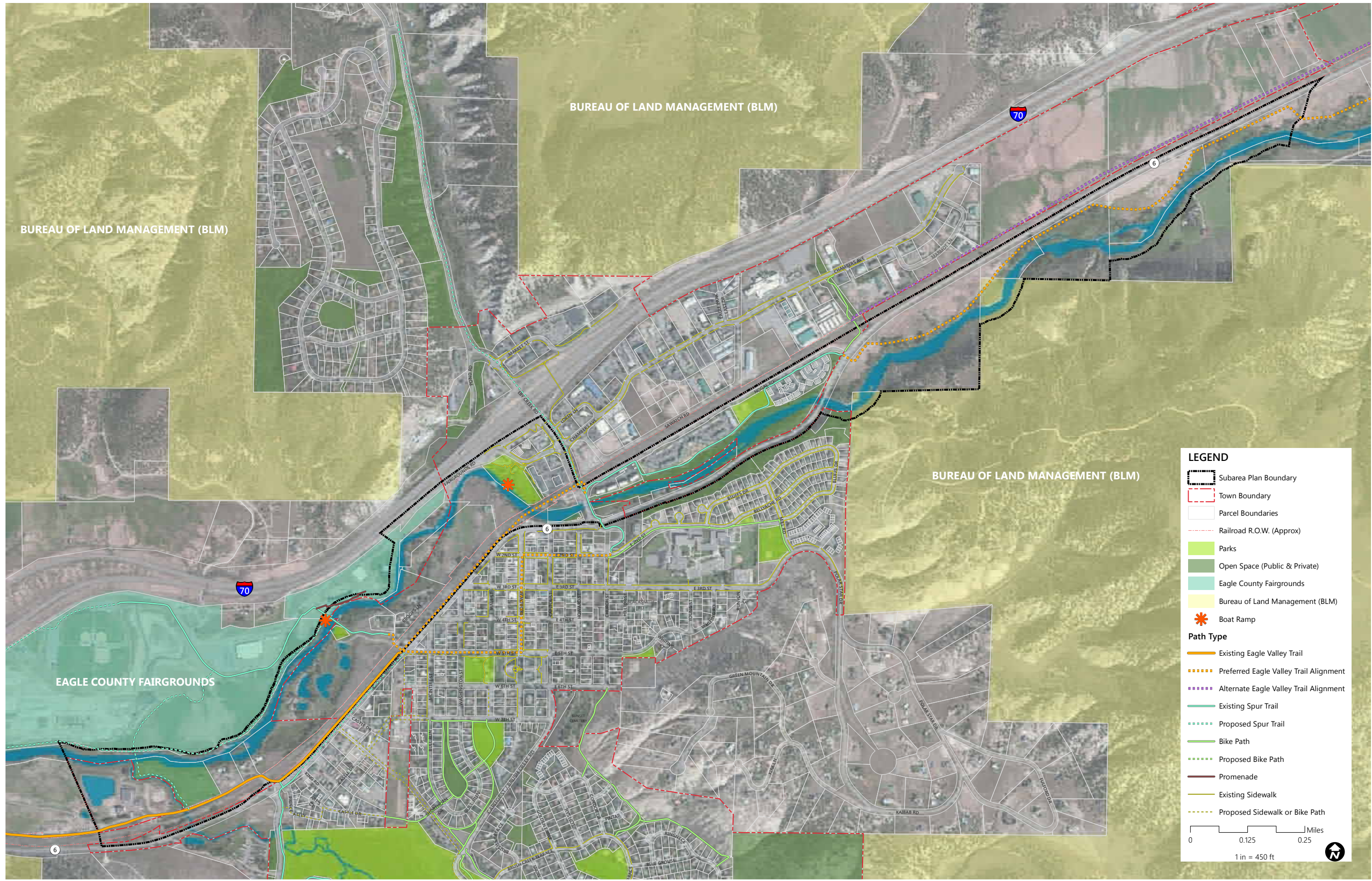
- ECO Transit Stop

1/4 Mile Buffer










Scale: 0 to 0.25 Miles
 1 in = 450 ft

EAGLE RIVER CORRIDOR SUBAREA PLAN | STREET NETWORK & PUBLIC TRANSIT











The information displayed on this map was acquired from public sources and should be used for reference purposes only.
 Data Source: Eagle County, Town of Eagle & Colorado Department of Transportation (CDOT)




LEGEND

-  Subarea Plan Boundary
-  Town Boundary
-  Parcel Boundaries
-  Railroad R.O.W. (Approx)
-  Parks
-  Open Space (Public & Private)
-  Eagle County Fairgrounds
-  Bureau of Land Management (BLM)
-  Boat Ramp

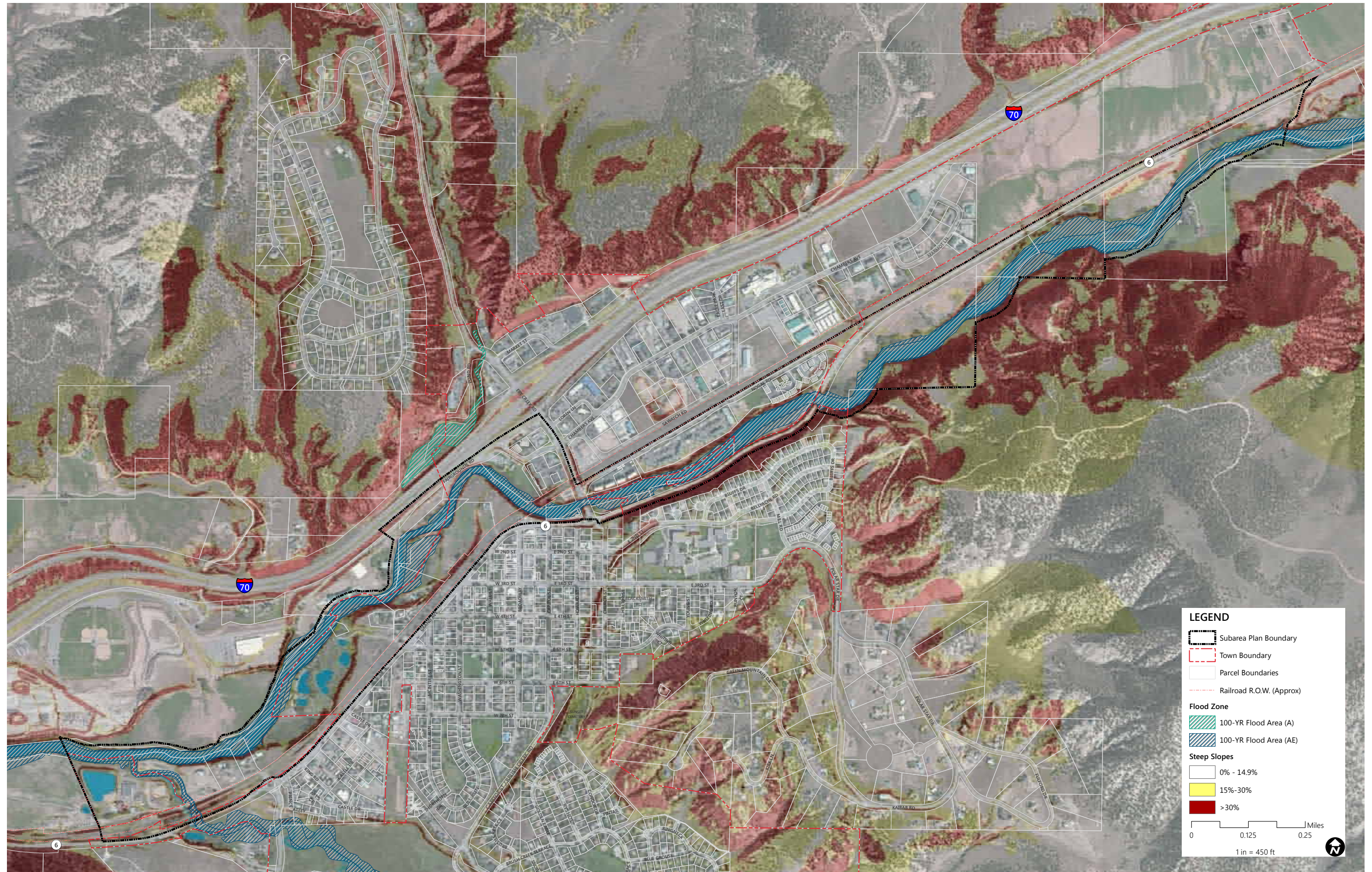
Path Type

-  Existing Eagle Valley Trail
-  Preferred Eagle Valley Trail Alignment
-  Alternate Eagle Valley Trail Alignment
-  Existing Spur Trail
-  Proposed Spur Trail
-  Bike Path
-  Proposed Bike Path
-  Promenade
-  Existing Sidewalk
-  Proposed Sidewalk or Bike Path

0 0.125 0.25 Miles
1 in = 450 ft 

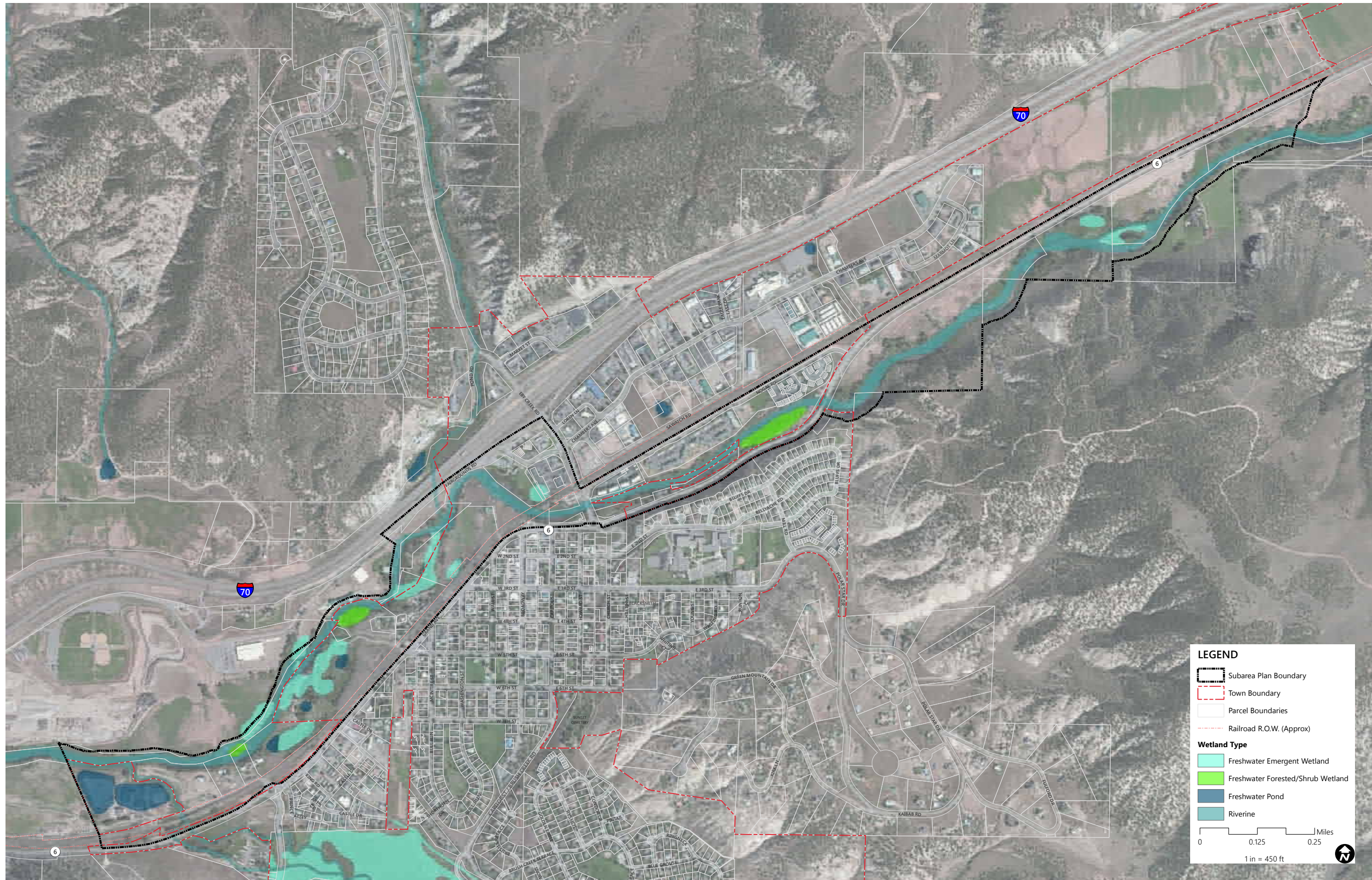
  **EAGLE RIVER CORRIDOR SUBAREA PLAN | PARKS, OPEN SPACE & TRAILS**

The information displayed on this map was acquired from public sources and should be used for reference purposes only.
Data Source: Eagle County & Town of Eagle







EAGLE RIVER CORRIDOR SUBAREA PLAN | NATURAL HAZARDS





The information displayed on this map was acquired from public sources and should be used for reference purposes only.
 Data Source: Eagle County, Town of Eagle & Federal Emergency Management Agency (FEMA)




LEGEND

-  Subarea Plan Boundary
-  Town Boundary
-  Parcel Boundaries
-  Railroad R.O.W. (Approx)

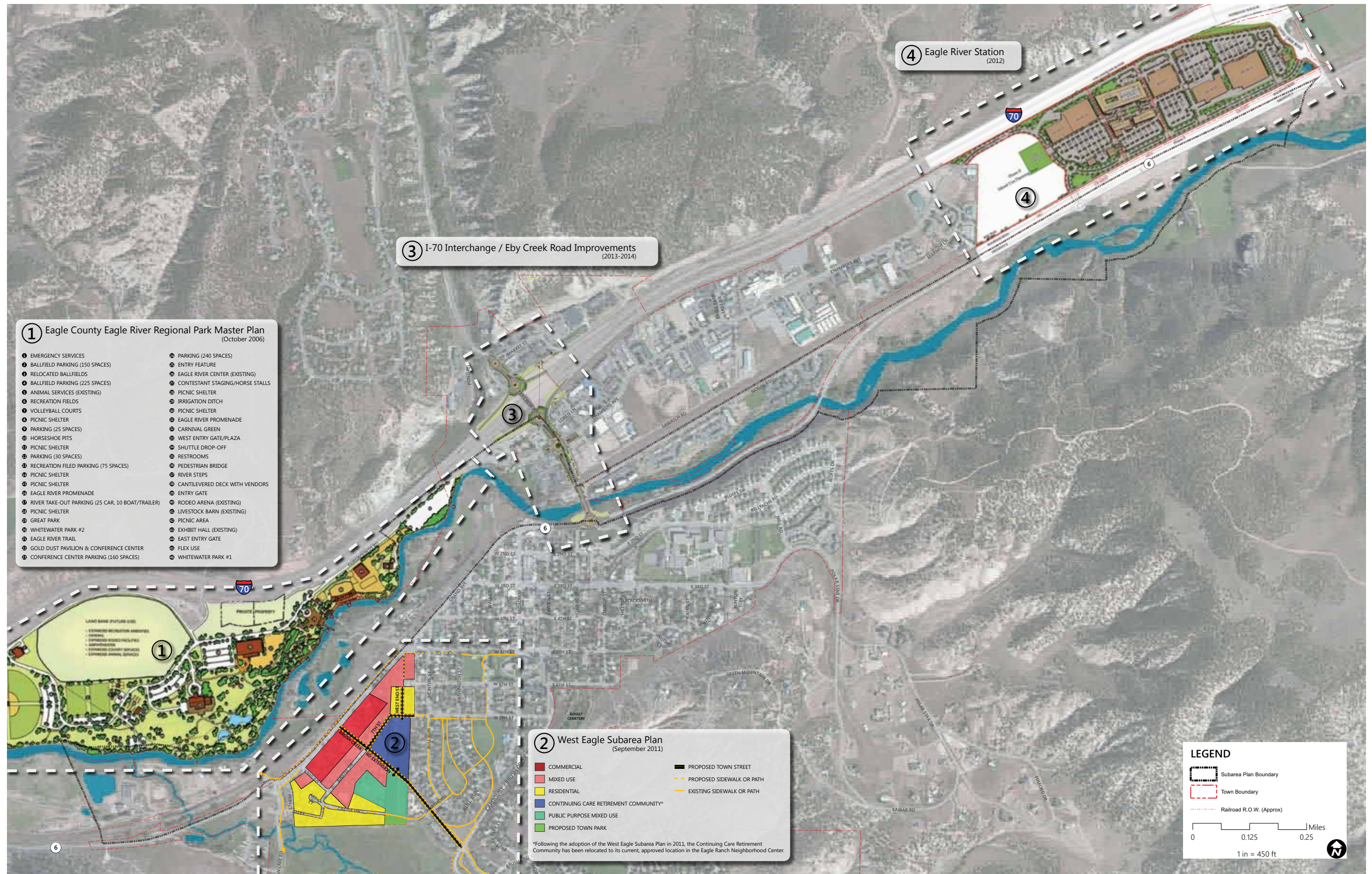
Wetland Type

-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Riverine

0 0.125 0.25 Miles
1 in = 450 ft 

 **EAGLE RIVER CORRIDOR SUBAREA PLAN | WETLANDS**

The information displayed on this map was acquired from public sources and should be used for reference purposes only.
Data Source: US Fish & Wildlife



1 Eagle County Eagle River Regional Park Master Plan
(October 2006)

- | | |
|---|------------------------------------|
| 1 EMERGENCY SERVICES | 20 PARKING (240 SPACES) |
| 2 BALLFIELD PARKING (150 SPACES) | 21 ENTRY FEATURE |
| 3 RELOCATED BALLFIELDS | 22 EAGLE RIVER CENTER (EXISTING) |
| 4 BALLFIELD PARKING (225 SPACES) | 23 CONTESTANT STAGING/HORSE STALLS |
| 5 ANIMAL SERVICES (EXISTING) | 24 PICNIC SHELTER |
| 6 RECREATION FIELDS | 25 IRRIGATION DITCH |
| 7 VOLLEYBALL COURTS | 26 PICNIC SHELTER |
| 8 PICNIC SHELTER | 27 EAGLE RIVER PROMENADE |
| 9 PARKING (25 SPACES) | 28 CARNIVAL GREEN |
| 10 HORSESHOE PITS | 29 WEST ENTRY GATE/PLAZA |
| 11 PICNIC SHELTER | 30 SHUTTLE DROP-OFF |
| 12 PARKING (30 SPACES) | 31 RESTROOMS |
| 13 RECREATION FILED PARKING (75 SPACES) | 32 PEDESTRIAN BRIDGE |
| 14 PICNIC SHELTER | 33 RIVER STEPS |
| 15 PICNIC SHELTER | 34 CANTILEVERED DECK WITH VENDORS |
| 16 EAGLE RIVER PROMENADE | 35 ENTRY GATE |
| 17 RIVER TAKE-OUT PARKING (25 CAR, 10 BOAT/TRAILER) | 36 RODEO ARENA (EXISTING) |
| 18 PICNIC SHELTER | 37 LIVESTOCK BARN (EXISTING) |
| 19 GREAT PARK | 38 PICNIC AREA |
| 20 WHITEWATER PARK #2 | 39 EXHIBIT HALL (EXISTING) |
| 21 EAGLE RIVER TRAIL | 40 EAST ENTRY GATE |
| 22 GOLD DUST PAVILION & CONFERENCE CENTER | 41 FLEX USE |
| 23 CONFERENCE CENTER PARKING (160 SPACES) | 42 WHITEWATER PARK #1 |

2 West Eagle Subarea Plan
(September 2011)

- | | |
|---|-----------------------------|
| ■ COMMERCIAL | — PROPOSED TOWN STREET |
| ■ MIXED USE | — PROPOSED SIDEWALK OR PATH |
| ■ RESIDENTIAL | — EXISTING SIDEWALK OR PATH |
| ■ CONTINUING CARE RETIREMENT COMMUNITY* | |
| ■ PUBLIC PURPOSE MIXED USE | |
| ■ PROPOSED TOWN PARK | |

*Following the adoption of the West Eagle Subarea Plan in 2011, the Continuing Care Retirement Community has been relocated to its current, approved location in the Eagle Ranch Neighborhood Center.

LEGEND

- ▭ Subarea Plan Boundary
- ▭ Town Boundary
- ▭ Railroad R.O.W. (Approx)

0 0.125 0.25 Miles

1 in = 450 ft



EAGLE RIVER CORRIDOR SUBAREA PLAN | RELATED PROJECTS & PLANNING EFFORTS

The information displayed on this map was acquired from public sources and should be used for reference purposes only.
Data Source: Eagle County & Town of Eagle

COMMUNITY VISIONING WORKSHOP
INITIAL GROUP DISCUSSION

1. Walking trail/biking trail along river (multi-use trail).
2. Public gathering space along river.
3. Maintain disc golf course along river.
4. How to keep people from trespassing on private property? – Better public access.
5. Trails/parks along river.
6. Revitalize Eagle River.
7. Shade.
 - a. Flat trail with shade
8. Accessibility to river.
9. Connect Town to river.
10. Events on river/space for events on river.
11. Conservation along river.

BREAK-OUT SESSIONS

1. Maintain and enhance the health of the river.
2. Support and add vitality to downtown.
3. Create a mix of recreational opportunities for different users.
4. Create a multi-use trail system that connects to local and regional trails.
5. Activate the riverfront north of downtown with public spaces, amenities and new land uses.
6. Add vitality to the downtown and West Eagle thru pedestrian connections to the river.
7. Create gathering and recreational opportunities at strategic nodes along the river.
8. Establish safe access points throughout the corridor and safe passage throughout.
9. Create a “wow” factor visible from I-70 eastbound.
10. Raise awareness for river safety with educational components.
 - a. River health

- b. Being a good user
- c. Respect private property rights (no trespassing)
11. Pedestrian/bike access.
12. Commercial bent to Eagle for destination visitors, tourism businesses and recreational users.
13. Preserve quality of the water and riparian habitat.
14. Strengthen relationship with river.
 - a. Physical
 - b. Visual
 - c. Auditory
 - d. Emotional
15. Strengthen/enhance/increase the number of river crossings.
16. Increase town ownership and legal access of riverfront land.
17. Strengthen and support viability of the town and downtown.
18. Protect and enhance river health.
19. Multi-use trail system – connected & looped.
20. Create amenities/activities that draw people to the area.
21. More intensive use where downtown connects to the river.
22. Connect heart of Eagle to soul of the river.
23. Places to stay and play.
24. Improve our image and appeal.
25. Be aware:
 - a. Private property
 - b. Learn from other towns, projects, etc.
 - c. Education – people are not aware of current access
 - d. Strike the balance
 - e. Feasibility and attainability
 - f. Safety
 - g. Park needs and accessibility
 - h. We’ve been railroaded by UP!

- i. Coordinate with lots of other agencies
- j. Commercial... feasibility, relationship
- k. Loving it to death
26. Big broad brushes:
 - a. River health
 - b. Civic amenity
 - c. Economic development and sense of place
 - d. Connecting to river
 - e. Multi-use places/spaces
 - f. Walking and biking opportunities but make sure both fit
 - g. Public spaces/park
 - h. Recreation – disc golf!
 - i. Trespass is a challenge
 - j. Variety of uses
 - k. Revitalize the river
 - l. Shaded spaces
 - m. Access and connection to downtown
 - n. Events
 - o. Conservation and open space
27. Flexibility – can respond to changes.
28. Focus on improving disturbed and impacted areas.
29. Work with Trout Unlimited on habitat and natural area enhancements.
30. Looped recreation access.
31. Concentrate recreation and parks to Eby Creek/Visitor Center area.
32. Connect Broadway to river and Chambers Avenue to river.
33. Create sense of place and economic vibrancy.
34. Gold medal fishing east of Eby Creek Road.
35. Improve wildlife habitat and migration across Hwy 6 and I-70.
36. Meandering bike path, some for pedestrians only.
37. Whitewater park in Rodeo rapid - west to Fishing is Fun Bridge, phased in.

38. Prioritize easy, feasible action items.
39. Connect heart of Eagle to the soul of the river.
 - a. Bike paths
 - b. In-stream inputs
 - c. Pedestrian paths
 - d. Downtown access
 - e. Commercial access
 - f. Reason to play and stay
 - g. Redefine our core
40. Create reasons to enjoy and utilize river.
 - a. Surf
 - b. Play
 - c. Camping
 - d. Beer
 - e. Picnic
 - f. Festivals/commercial
 - g. Place-making
 - h. Image quality
 - i. Income opportunities
 - j. Tourism (rafting, fishing, biking)
 - k. Dining
41. Protect, Conserve, Enhance, Revitalize.
 - a. Upstream fishing
 - b. Beer
 - c. Silt management
 - d. Parking
 - e. Future proof
42. Recreation development/connections.
 - a. Year round use
 - b. Beer
 - c. See above
43. Needs:
 - a. Connect town
 - b. Riverside path
 - c. What ties it together?
 - d. Upstream - clean/vitalize

- e. Downstream – develop/improve
- f. In-Stream and bank eco-restoration
- g. Plan upstream changes and sediment control
- h. Fairgrounds auto loop
- j. Camping proximate to town
- k. Incorporate frisbee
- l. Access/revenue
- m. Gun range
- n. Arcade
- o. Beer
- 44. Critical flaws (elsewhere):
 - a. Parking
 - b. Access
 - c. Poor flow planning (sediment build-up)
 - d. Plug in not incorporated
- 45. Create active river oriented park.
 - a. River Park near Visitor Center
 - b. Serve as an anchor/hub
 - c. Whitewater park
 - d. Pedestrian bridge
 - e. Beaches
 - f. Spectator area
 - g. Shade
 - h. Information kiosk
 - i. Amphitheater
 - j. Connection to Chambers Park n’ Ride
- 46. Concentrate more intensive uses close to downtown.
 - a. High-density residential
 - b. Small amount of mixed-use - okay
 - c. Vehicular connections to downtown
 - d. River trail buffer between development and river
- 47. Areas outside of “Concentration Area”:
 - a. Riparian preservation/maintain natural areas

- b. Trails along river. Pedestrian/bike connections across river, as well as Hwy 6 and railroad corridor.
- c. Create primary trail loop
 - i. Connect river & river park to the rest of Eagle
- 48. Focus on overall river health.
- 49. Some trails on north side.
- 50. Countywide trails plan exists.
- 51. Work with willing landowners on acquiring key properties.
- 52. ID areas best suited to different uses & activities.
- 53. Engage downtown.
- 54. Maintain and enhance the health of the Eagle River.
- 55. Create a mix of recreation opportunities for different user types.
- 56. Support, enhance and connect to the downtown.
- 57. Create an interconnected multi-use trail system that connects to local and regional trails.
- 58. Create a realistic and feasible implementation/allow system that identifies uses, investments.

MAPPING EXERCISE

1. Restore historic rapid - “Dead Cow.”
2. Shallows and unnatural islands.
3. Fishing experience – ID & protect.
4. From Red Canyon to Eby Creek Bridge revitalize stream for (*illegible word*).
5. Different experience within 4-mile segment.
6. Wayfinding.
7. Underutilized Town Park – Nogal Park.
8. Connect CBD to river amenities.
9. Rafter facilities – shower, changing, connect to town, etc.
10. Activity areas – Farmers’ market, festivals.
11. Connect ECO Trail besides river.

12. Series of waterpark features keyed on different water levels.
13. Underutilized land – commercial & other strip.
14. Campground on river can be profitable. People might come just to be by the river.
15. Current CBD pedestrian connection remote from Broadway.
16. Dining beside river.
17. Could have gathering amenities at truck parking.
18. Connect paths for residential.
19. Remove in-stream hazards.
20. Walking trails.
21. Trail connection up into BLM.
22. Access to Eagle River Station.
23. Dog park.
24. Restore fishing access.
25. Riparian buffer.
26. Bridges driven by need to protect private property.
27. Protect, restore, and enhance riparian zone.
28. How to get continuity with public/private property. Meaningful phasing.
29. Creating more value in core sites.
30. Hwy 6 crossing at Broadway.
31. Bars and restaurants on river.
32. Access from Broadway.
33. Fish view portal at deep pool area.
34. Broadway – Chambers Park connection.
35. Historical buildings preserved and educational plaques.
36. Celebrate free flowing (almost) river. Ecology – Education & Integration.
37. Easy access from I-70.
38. Navigating grade change.
39. Need parking.
40. Boat ramps.
41. Campground.

42. Need future bridge?
43. Walking loop.
44. Road bridge.
45. Public access – condition of approval.
46. Clean up salvage yard debris.
47. Horse access from County Fairgrounds.
48. Future trail connection down valley.
49. Preserve riparian buffer/water quality.
50. Enhance appeal of parking.
51. Improve access and appeal of north side.
52. Build better trails on north side of river and connect to town trails.
53. Complete alignment/ECO Trail signage.
54. Decide appropriate uses on properties beside river.

WRAP-UP DISCUSSION

1. Nodes of access.
2. Strengthen Eagle as an overall destination.
3. Preserve water quality of river.
4. Strengthen relationship with river.
5. Increase legal access to river corridor.
6. Connect Broadway to river.
7. A continuous shady bike and pedestrian trail.
8. Create fishing access and parking areas.
9. Integrate educational component into river corridor plan.
10. River park hub.
 - a. Whitewater park
 - b. Beaches – water access for everyone
 - c. Picnic areas
 - d. Amphitheater
11. Introduce flexibility into plan.
12. Improve impacted area.
13. Contact Trout Unlimited for habitat improvement projects.
14. Create a mixed-use node.

15. Connect Broadway to the river & connect Chambers Avenue to the river.
16. Gold medal fishing east of Green Bridge (conservation area).
17. Meandering bike path provides better views.
18. "Connect heart of Eagle to soul of river."
19. Redefine our core (to include Eagle River).
20. Create reasons to enjoy river.
21. Respect private property rights.
22. Create balance between preservation and development.
23. Feasibility of plan is important.
24. Integrate safety.
25. Create adequate vehicular parking.
26. Obtain list of lessons learned from Mike Harvey (whitewater park designer).
27. Integrate railroad and CDOT into process.
28. Identify existing public access.
29. Public education.
30. Amenitize existing publically owned property/ create a map showing publicly owned property.
31. Improve accessibility from downtown to river across Hwy 6.
32. Create sustainable/supportable commercial development.
33. River health.
34. Multi recreational use.
35. Amenities to benefit civic pride.
36. Economic development thru sense of place.

PLANNING & DESIGN CHARRETTE

PUBLIC OPEN HOUSE

1. Historical Society not in favor of moving barn/ museum further from parking lot.
 - a. Already difficult to attract people to the museum
 - b. Moving barn/museum further from the parking lot will make it that much more difficult to attract visitors
2. Visitor Center building has historical character.
3. Key to protect riparian areas.
4. How can the Eagle River Corridor Plan be integrated with the West Eagle Subarea Plan?
5. How do you pay for it?
 - a. How do we ensure that riverfront development is an economic boost and not a drain/burden on taxpayers?
6. Development Core seems too dense.
7. Should be noted that this is a long-term plan.
 - a. Phased implementation
8. River access.
 - a. Can create vitality
 - b. Eagle doesn't have enough public access
 - c. How do we access river from downtown?
9. More connection to the River.
 - a. Make it easier for folks to get to the river
10. Easier access to museum.
 - a. Museum is an asset
11. Parking impacts on Visitor Center from river park.
12. Like the use of the historical grid in the Development Core.
13. Conservation through higher intensity development in the Core Area – no sprawl.
14. Don't do what Minturn allowed.
 - a. High density residential project(s)

15. Develop truck parking.
 - a. Already a degraded site
 - b. Like the concept of rehabbing of truck parking

STAKEHOLDER FEEDBACK

EAGLE COUNTY STAFF

1. Proposed river front park at truck parking area serves as entrance statement to Fairgrounds.
2. 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; and, snow event truck parking. Rough sketch of a park at this location shows potential for significant parking.
4. 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.
5. 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 riverbank 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. River Corridor Plan to be adjusted accordingly.

6. Commercial development of the truck parking area is problematic.
7. 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/clothes changing building.
8. 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.

EAGLE COUNTY PLANNING COMMISSION

1. Should railroad corridor be shown as a "character area" on the Character Area Map?
2. Refine character areas to reflect amount of land taken up by railroad right-of-way.
3. Commercial in Eagle appears to be struggling.
 - a. Another commercial area in Eagle could have a negative impact
4. Mixed-use development hard to finance.
5. Commercial uses increase traffic and need for parking.
6. 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?
7. Reinforce the historical aspects of Eagle.
8. Do something different, do something unique.
9. Build off of unique amenities in Eagle (i.e., Historical Park).
 - a. Build off of what the town has
10. Create an "Eagle Solution," not an "Anywhere USA Solution."

11. Already plenty of approved development.
12. If forced to pick a location for development, the Development Core is where development should go.
13. Traffic impacts from more development.
14. Impact on quality of life with more development.
15. Opportunity to create incredible whitewater park.
16. Make whitewater park centerpiece of Core Area.
17. Residential development doesn't pay for itself.
18. Highest & best use:
 - a. Developer has their opinion on highest & best use
 - b. Community has their opinion on highest & best use
19. Opportunity to create Western Slope kayaking mecca.
20. Possibly look at opportunities for TDR (transfer of development rights).
 - a. Maybe take density from another project and transfer to Development Core
21. Already a lot of approved and stagnant development in Eagle County.
22. Maybe hold off on developing Development Core for 10-20 years.
23. Is there a demand for more development?
24. This seems like it should have been developed prior to other projects.
25. What is the absorption rate of all housing units that have already been approved?
26. Does more development make sense?
27. Short kayak season.
28. Kayak park would be great.
 - a. Is there a need with all the other whitewater parks in the State?

TOWN OF EAGLE PLANNING COMMISSION

1. Concept C least favorable alternative.
2. Plan should focus on getting people from downtown to the river.
3. Not in favor of an amphitheater (that would compete with the amphitheater in the Town Park) down by the river,
4. Park (~4-acre park on the south side of the river) along the river can serve as an educational area.
5. More emphasis on the history of Eagle in Themes/Goals.
 - a. Important component of place-making
6. River setbacks appear too tight in Development Core concepts.
 - a. Plan should establish setbacks from river
 - b. Emphasis should be placed on stormwater strategies and water quality
7. High-density residential component important to the vibrancy of Broadway.
8. In favor of terraced seating and spectating areas along whitewater park.
9. Similar to the pedestrian bridge in Glenwood Springs, a pedestrian bridge that ties the improved.
10. Truck parking area to the Development Core could serve as an anchor/attraction.
11. Commercial component to Development Core important to vibrancy.
12. Plan should provide context/background.
 - a. What is the reason for this planning effort?
13. What's the objective of the Subarea Plan? What's the end goal?
14. Photographs of corridor are needed to help provide context for discussions.
 - a. There should also be a map that shows where photographs were taken
15. Add "Partnerships" to Themes/Goals.
16. There needs to be more discussion about the property east of the green bridge.

17. There had been some discussion of an activity node near Eby Creek Road and Hwy 6, in the area labeled "Conservation Character Area."
18. For the Core Area to be vibrant, there needs to be a commercial component.
 - a. Commercial uses draw people into the Core Area and helps to make that area feel public
 - b. Not in favor of all residential in the Core Area.
19. Development Core needs to contribute to the vibrancy of Broadway.
20. 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.
21. Amphitheater near river could impact the amphitheater in the Town Park.
22. Consistency between Development Core and Recreation Core concepts (e.g., vehicular bridge shown in Development Core concepts but not in Recreation Core concept).
23. Not in favor of monolithic buildings along Hwy 6.
24. Like plaza.
25. Dislike road along river.
 - a. Concept should avoid separating development and river with a road
26. Like direct connection to Broadway (Concept A).
27. Plan should define where public spaces should be located.
 - a. Community excited about public space along the river
28. Focus more on defining public spaces.
29. Leave layout of the Development Core up to developer.
30. Strengthen connection between Broadway & Development Core.
 - a. Should be a strong pedestrian connection between Broadway and the Development Core (e.g., promenade)

31. Re-route Fairgrounds Road into truck parking; move bridge over river to the east or west.
32. Truck parking should serve as a signature park that draws people off of I-70.
 - a. No development in truck parking area
33. Further define areas for conservation.
34. Need a map that clearly defines conservation areas.
 - a. 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
35. Focus on public space.
36. Combine concepts (i.e., 5th Street/Brooks Lane neighborhood & Development Core & Recreation Core).

TOWN OF EAGLE BOARD OF TRUSTEES

1. Be conscious of property owner rights. River Corridor Plan should not result in downzoning of property.
2. RV Spaces & hookups should be integrated into plan for the Eagle River Park.
3. Provide a food truck court in the Eagle River Park.
4. Strong support for parking configured behind bowling alley building.
5. Ensure that park design provides space for rigging & de-rigging of rafts adjacent to boat ramp. This is important for river users who don't have boat trailers.
6. Provide staging area & turn-around for people with raft trailers or dorys.
7. Tiered path system with a combination of soft-surface paths and paved paths to facilitate access to and movement within the Eagle River Park.
8. Like the extension of the Eagle Valley Trail along the north side of Hwy 6 with connection to the riverside park and Chambers Park. Board interested in pursuing ECO Trail funding opportunities.

9. Support for river front restaurant with some concern noted for potential objections from restaurants in the bowling alley building.
10. Include tent camping in planning/design for the Eagle River Park. Discuss the merits of tent camping at this location vs. other locations on the County's property.
11. Appreciated the conservation areas that had been identified and the proposed trail system/public access.
12. Board supported the idea of developing beach areas along portions of the riverfront in the Eagle River Park.
13. Board questioned whether or not an amphitheater would be appropriate in Chambers Park.
14. Is there an opportunity to tie in properties along Hwy 6 into the River Corridor Plan?

EAGLE CHAMBER OF COMMERCE

1. Like the idea of having restaurants by the river.
2. Like the idea of a restaurant near the Visitor Center.
3. River park a great starting place.
 - a. Will spark further redevelopment
4. Good night lighting is important.
 - a. Lighting along Fairgrounds Road needs to be improved
5. Buildings could be taller towards Hwy 6. Looking at the roof of a building from Hwy 6 is more of a negative than a positive. 4-5 stories might create a better visual connection.
6. 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.
7. Consider a new zone district with uses and density by right and allow for even higher

residential density with a special use permit. Planned Unit Developments (PUDs) work but many developers are adverse to PUDs 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.

8. Support the concept of the Development Core area adjacent to Hwy 6 with high-density residential and mixed use opportunities. Chamber prefers higher-density versus lower.
9. It should be noted that the Plan will provide guidance for the next 10 to 30 years, unless updated, and that comments or speculation related to current market forces should not really play a significant part in the long-range planning. These plans should not be viewed as development plans as they simply provide guidance for policy-makers and landowners.

EAGLE RIVER WATERSHED COUNCIL

1. What are the priorities of the Development Core?
 - a. Should economics be a priority?
 - b. Should water quality be a priority?
2. Setback(s) from the river are important and how runoff from development is handled.
3. Important to keep impervious surfaces back from the river in order to protect water quality.
4. Build in room for stormwater filtration (e.g., Aspen).
5. Like the idea of soft-surface paths along the river and paved paths away from the river.
6. Consider "fish-friendly" whitewater drop structures.
7. Variable width buffer along the river's edge in the Development Core.

PROPERTY OWNERS

1. Important to have pedestrian connection from downtown (across Hwy 6).
2. Let developer decide where large park goes in Development Core.
3. Expand green space buffer on river bend across from Visitor Center (northeast corner)
 - a. Important that this area becoming public open space
4. Have you delineated the flood plain and other hazard areas? What effect would these have on trail, river access, or future improvements?
5. How are trails and water park improvements to be made? How will the funding be handled?
6. What kind of development in core area? Commercial/residential mix?
7. If possible, extend core development area to the west to tie in with potential Brush Creek road extension to Hwy 6 past the Bull Pasture.
8. Seems to me that an access point at 3rd Street would provide better traffic flow into town, to the fire station, school, Upper Kaibab, 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 roundabout seems to be close to the frontage road roundabout, poor sight distance, possible conflicts with railroad bridge, and physical constraints for access to and from the Core Area.
9. What concerns and input has CDOT and the railroad provided concerning access points to the Core Area?
10. It was indicated that 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 roundabout 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.

11. 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.
12. Will the town be making improvements to the existing Core Area access points, right-of-way acquisition, and physical railroad crossing? This would also generate more interest in developing the Core Area.
13. Proceed to zone property to generate strong developer interest. Design can be controlled through Development Plan/Permit.
14. Promote ground floor commercial development to create critical mass.
15. Place some commercial buildings between road and river. Look at International Bridge neighborhood development in Vail.
16. One master developer would be ideal.
17. Obtain land on south side of river in town ownership as much as possible.
18. Townhouse/lower density multi-family development in the 5th Street/Brooks Lane neighborhood.
19. No parcel by parcel development. Master developer should be required.
20. Development Core should be weighted toward residential with some commercial.
21. Broadway connection is key.
22. Integrate with other plans such as trail plan; West Eagle Sub-Area Plan, and Eagle Area Community Plan.
23. Commercial site in Development Core on corner of river.
24. Importance of pedestrian bridge connections.
25. Relate plan to the Conservation Oriented Development designation provided to this land in the Eagle Area Community Plan.

26. Require PUD development approval process.
27. Revise the Sylvan Lake Road roundabout Low Impact Development neighborhood to reflect contours.

STEERING COMMITTEE

1. The truck parking area is a key improvement area along with the historical barn, Visitor Center, park behind the bowling center, and historical D&RG bridge. This area should be a focal point for river access, parking, historical museum, flex space, being able to host events. It currently is a relatively under-utilized area that has GREAT potential! I would hope it could support more than one restaurant pad and be a pedestrian mall with opportunity for the existing building to have overlook opportunities to the mall and river. This area could be a VERY dynamic place!
2. Connect this river center to trails from downtown Broadway, up/down the river, and Chambers Avenue.
3. Make the whitewater park exceptional!
4. Connection of the river and additional commercial as contemplated will HELP downtown Broadway... not hurt it. Need to establish critical mass in the downtown area! We have a drive-by downtown... need to have a drive-to downtown!
5. Still think the Live-Work-Play aspect of the core area is IMPORTANT! (i.e., residential component).
6. Various heights of viewing to the river... and paths that go along the river then depart from the river. In-out and up and down.
7. Thinking you're spot on with the conservation areas... but would like to see residential (higher-density type) in the west roundabout area.
8. North/South orientation of the commercial area. Also keeping with the current grid pattern in downtown will make any additional development seem... "natural."
9. Access across Hwy 6 and the railroad needs to be gateways. Visible and prominent.

10. The old depot site (end of 3rd Street... right?) could also be another historical development opportunity. Restaurant pad?

PLANNING & ZONING COMMISSION REVIEW

GENERAL COMMENTS

1. River setback distance should be determined based on the lands topography.
2. 30 ft. from high water mark nothing should be allowed regardless of topography.
3. Soft path should be allowed between 30-50 ft. setback.
4. No paved path should be allowed inside the 50 ft. setback. A boat ramp would be an exception.
5. A 50 ft. setback is adequate to protect the Eagle River.
6. The river is the jewel, the centerpiece, the unpolished gem. No one activity should dominate. We need to do everything possible to enhance what is there for the benefit of all. This will and needs to take time and all interested parties need to be at the table.
7. I just wanted to drop you a written note in support of the current concept plan including the mix of residential and commercial.
8. I think the build out of this plan will provide some vibrancy and stimulate activity along the river corridor and add to the atmosphere of the town of Eagle, long-term, in a very positive way.
9. Overall, create a plan which unequivocally protects the environment/river values. A plan that has teeth. The high-density in the current plan is in opposition to this value which the citizens who contributed to this plan unanimously supported.
 - a. History shows us that every developer comes in with a plan of greater density than is acceptable. By setting lower density expectations in this plan, there is some chance that the compromises that invariably are made with developers will not also compromise the health and character

of the river corridor, or compromise the intended end product of this plan.

- b. Donna said, "I don't know what we can do about this density issue now." Clearly, the Planning Commission has the power not to approve the Plan in its current form, and to send it back to planning to change densities and other key issues. The Planning Commission's task is to ensure that this is the BEST plan possible, not to merely dot I's and cross T's.
10. High-density = BIG parking and traffic issues.
 - a. Require at least 50% of parking be underground
 - b. Limit traffic in the Core Areas by creating pedestrian only zones w/in this high-density core (not just on the periphery/promenades). Seems to work pretty well for Vail.
 - c. Medium-density area still calls for 10-12 units per acre. In our western town, that is not medium-density, that's high-density. Please consider reducing that to 6-8 units per acre.
 - d. Cluster residential – do away with them or phase them in at the very end of the plan
 11. Vision
 - a. This is not just another file number to be approved or denied. This is a guiding document for our town's, our children's future. What a wonderful opportunity for you all to add your collective vision as a legacy for Eagle's future. Sadly, I didn't see as much vision as I know this board is capable of. There are a few exceptions:
 - i. Charlie talked about including a transit area. Unfortunately, this was shot down. The reasons seemed to be that we don't know what the future will bring. Correct, but that doesn't mean the intent of accommodating growth shouldn't be included in this plan. Rail (light or standard) is certainly a possible component of future transportation needs.

ii. Jesse suggested community gardens - this got a shrug

- iii. Why not create a space for future transit area that could be used as community gardens until the necessity for a rail station (or whatever transit need) arises? They could be one in the same, saving space for future mass transit while using the land productively for the community. That's VISION. I hope you all open to your capacity for vision in this process.
12. Preservation areas. Again, Jason had the idea of fencing these and was dismissed. However, an attractive split rail fence with signage would significantly help communicate to people the importance/priority of preservation areas. As Jesse mentioned, people need education – when informed most people want to do the right thing.
 - a. Wildlife and DOGS. Folks, I love my dog too and love taking him with me. But dogs have no place in Preservation areas. That's a fact that you can check with any wildlife expert.
 - b. PLEASE make wildlife protection a priority in this planning document and mention effective dog/pet control as a requirement of any and all development that takes place here
 - c. I believe that Jesse's input on the open spaces and trails was very valuable
 13. Timing of riverfront development
 - a. It seems prudent to require in this document a demonstration of need before anything can be considered/built. If this plan was approved tomorrow, (and the current owners decided to sell) there would be a rush by developers to premature development would suck the life out of Eagle Ranch business center, and potentially downtown Eagle.

b. Today there are approximately 16,000 residential and commercial units approved in our county, including 860 at Haymeadow and 100 on Frost Creek. We must require a real need as prerequisite of more building so that we grow organically, not at the whim/desire of developers.

14. I would like to see in this planning document a very strong environmental value statement at the top of the document so that it is recognized as a guiding principle of this plan. We only have one chance at developing this property in balance and alignment with the citizen's desires. Developers need to work within the parameters of the guiding principles. We have the upper hand here and need to maintain it. There was such strong environmental concern during the public process but I don't see it reflected in this document to the degree it was discussed at all the meetings.

DEVELOPMENT & RECREATION CORE

1. Can the neighborhood extend all the way to the major street toward town and do a road diet there? That road seems quite noxious for pedestrians. It appears there may be a hill but perhaps the hill could be built on.
2. Be sure the surf waves are downstream of dining, bridges, or other major viewing points.
3. The biggest trick with urbanism is shaping coherent spaces with buildings. I would consider attaching a few buildings and wrapping entire blocks with frontage. The parking lots and many access points to them seem to break it up a bit. The main corners and blocks are excellent.
4. On the north side (I-70) of the river and park project, the Colorado Department of Transportation's ground, now a truck parking facility is a challenge. How is this area to be hopefully changed so that the riverfront portion of the park is expanded for all the obvious reasons. The old Eagle County building and that entire area needs improvement.

5. Will there be a new park area to replace the existing town park for musical events, and other uses that will in time demand more space as the entire area grows. Look how Ford Park functions. We need a town of Eagle area that functions in much the same manner; not a copy cat but a special area that replicates the ability to draw events and visitors for the economic and recreational benefit of all.
6. In conjunction with the above there needs to be the involvement of the existing ball fields and new complementary facilities nearby to attract larger athletic venues.
7. It appears that the Brooks Lane mobile home park parcel has the highest percentage of public open space and lowest density reflecting in the present sketch plan in the Riverside Mixed-Use area. It also contributes a large portion of the river frontage and access. The road connecting the parcels running through it provides critical mobility through the entire riverside mixed use area of the project, shows a large percent of the parcel dedicated to open/public space, regional stormwater system and uses a large percent of the parcel as the "wow" factor.
8. Even with all these factors being shown in the sketch plan, it does not reflect the 17 unit per acre and mixed-use discussed in the wording for the Brooks Lane neighborhood. There appears to be sufficient useable lands above, below and to the side of those indicated on the plan to carry a higher density than 17 units per acre.
9. For the reasons stated above on how the Brooks Lane mobile home park is being discussed and shown in the sketch plan, any North Broadway neighborhood buildout should be contingent on as a minimum, interconnecting the Brooks Lane neighborhood to the second access point and integrating the open space along the river.
10. Additionally, because it is critical to integrate the major parcels involved in the Plan, each major parcel involved should receive the same overall density and the developer who

purchases the parcels can then work with the town to determine the best location for paths, open/public areas, regional stormwater system, interconnecting roads, high/low density placement, etc. As a minimum the density designation for the Brooks Lane neighborhood both in the wording and sketch plan should reflect a higher density than the 17 units per acre, show mixed-use as described in the actual wording, allow a higher height limit and include commercial.

11. I live in the trailer court on Brooks Lane and lease the pasture on Ping Lane where I keep my horses. I am not educated in the process of this type of project but I do feel that after looking at the information available to me, it does not appear anywhere that anyone has addressed the multiple families that most likely will be uprooted if this project proceeds. I know that I should have voiced my concerns much earlier than this but to be honest I was not fully aware of the magnitude the project. I understand that I live on private property and the land owner can and will do whatever he wants to with his property and I have known for years that this might and most likely would happen, but the truth is that once this property is sold I will have absolutely no place to go and no options for moving the place I have called home for almost 30 years. I have no money to buy a home, especially in this area and doubt my mobile home could even be moved so I am living in a home I paid off and find that it is worth absolutely nothing. At some point I feel that the town and the other entities involved should be aware of the impact this will have on some of the citizens of Eagle and at least make the effort to engage us in the process, since the manager of the trailer park has lied to me and told me the property owner has not been contacted about selling the property, therefore setting us all up for the surprise of a lifetime when we get told we have to move and have nowhere to go.

12. There is room and slope enough for five features, but three will work... maybe we plan three in the beginning phases, but leave room for two down the line.
13. The commercial and residential sections do not allow for enough parking. Yes, it meets code and recommended guideline; however, we see first hand how tight parking is in Old Downtown. Why limit parking when we have the ability to raise the bar and deliver beyond minimum specs?

CLUSTER RESIDENTIAL

1. Due to future development, current heavy use by bikers, a senior project that will be proposed for the cluster residential and traffic from the medium-density residential off Nogal road we think this plan should state its support for the reduction of speed limit for Hwy 6 along the planning area to 35 mph.
2. The possible alternative alignment for the Eagle Valley Trail as shown is not physically feasible due to slope and environmental issues. A local soft path is planned and will provide appropriate access to the preservation areas, the river and open space areas.
3. After telling the history of Eagle River Station, state that a future proposal for the Eagle River Station land should incorporate the Eagle Valley Trail.

OPEN SPACE AREA #4

1. Change to Active Recreation area. Note that there are two lots that allow a minimum of 2 single family homesites as a use by right. Allow for density transfers.
2. Note: Parcel has sleeves for gas, water, sewer and electricity. Access is available from Hwy 6 and bike path.
3. Potential uses: urban camping, fishing beach, small cabins for carless events.

OPEN SPACE AREA #5

1. Soft path shall be adjusted to go through existing streets in the developed areas in order to protect preservation areas, areas

that frequently flood, privacy for homesites and to take into account variations in bank heights.

2. Show future access point for parcel (Nogal road).
3. Show underpass and state that it should be allowed for pedestrians and bikes.

OPEN SPACE AREA #6

1. The soft path as shown should have a bit of a different alignment.
2. Underpass for pedestrians allowed.

OPEN SPACE AREA #7

1. We would request that the Plan discuss rehabbing the historic cabins as part of a park/boat ramp project. They would be a great spot for picnics.
2. The underpass to Eagle River Station should be shown as a route for pedestrians and bikers to access local soft path/park/river from Eagle Valley Trail.
3. Add the following language, *"Density trades with the private land owners for open space, parking and the active recreation area shall be allowed."*



RESOLUTION NO. 1
(Series of 2015)

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF EAGLE, COLORADO, AMENDING THE TOWN OF EAGLE MASTER PLAN BY ADOPTING THE TOWN OF EAGLE – RIVER CORRIDOR PLAN – DECEMBER 2015

WHEREAS, pursuant to Section 31-23-206, C.R.S., it is the duty of the Town of Eagle Planning and Zoning Commission (“Commission”) to make and adopt a comprehensive plan, also known as a master plan, for the physical development of the municipality, including any areas outside its boundaries, subject to the approval of the governing body having jurisdiction thereof, which in the Commission’s judgment bears relation to the planning of the Town of Eagle; and

WHEREAS, the Commission may from time to time amend, extend or add to the master plan; and

WHEREAS, the Town of Eagle adopted the Eagle Area Community Plan (July 2010) as a component of the Town’s Master Plan; and

WHEREAS, the Eagle Area Community Plan (July 2010) recommended the preparation of more detailed sub area plans; and

WHEREAS, a Steering Committee composed of 17 members including elected officials, landowners and other key stakeholders directed a public process to prepare a draft plan for the Eagle River Corridor and submitted this plan to the Commission; and

WHEREAS, the Commission has reviewed and considered all pertinent information and public comments on the draft plan gathered at public hearings held on August 18, September 1 and 15, October 6 and 20, November 17 and December 1, 2015, including the information required by Section 31-23-206, C.R.S., and Section 31-23-207, C.R.S.; and

WHEREAS, in accordance with requirements of Section 31-23-206, C.R.S., the Commission is authorized to approve the Town of Eagle – River Corridor Plan (December 2015); and

WHEREAS, in accordance with the requirements of Section 31-23-208, C.R.S., the Commission held several public hearings on the issue of adoption of the Town of Eagle – River Corridor Plan on the dates identified above and following public notice as required by law; and

WHEREAS, the Commission finds and determines that the Town of Eagle – River Corridor Plan (December 2015) will serve the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development and redevelopment of the Eagle River Corridor through the growth boundaries of the Town of Eagle and its environs which will, in

Town of Eagle – River Corridor Plan
P&Z Commission Resolution

accordance with present and future needs, best promote the health, safety, order, convenience, prosperity and general welfare, as well as efficiency and economy in the process of development, including the promotion of a healthful and convenient distribution of population, the promotion of good civic design and arrangement, a wise and efficient expenditure of public funds, and the adequate provision of public utilities and other public requirements.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF EAGLE, COLORADO:

Section 1. The Commission hereby finds and determines that the Town of Eagle-River Corridor Plan (December, 2015), attached hereto and incorporated herein by this reference, is necessary for the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants of the Town of Eagle, Colorado, and that this plan will assist the guiding and accomplishing of coordinated, adjusted, and harmonious future development of the Eagle River Corridor and its environs.

Section 2. The Town of Eagle-River Corridor Plan (December 2015), attached hereto, is hereby approved and adopted by the Commission as a component of the Town of Eagle Master Plan.

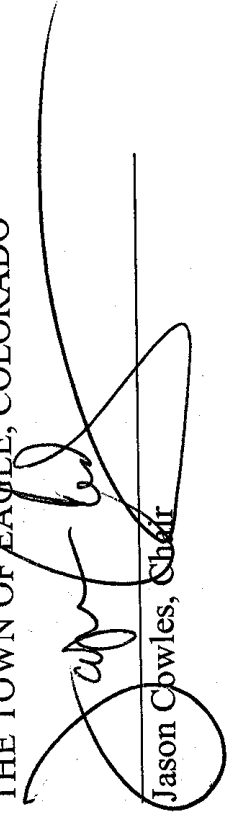
Section 3. The Town of Eagle-River Corridor Plan (December 2015) and all maps and descriptive matter related thereto is intended by the Commission to form the whole of the Plan and shall contain the date of adoption of the Plan and the identifying signature of the Chair or Secretary of the Commission.

Section 4. Town staff is hereby authorized to make minor formatting changes to the Plan that are not substantive in nature.

Section 5. An attested copy of the Town of Eagle-River Corridor Plan (December 2015) shall be certified to the Board of Trustees of the Town of Eagle, Colorado for approval and shall then be filed with the County Clerk and Recorder of Eagle County in accordance with the requirements of Section 31-23-208, C.R.S.

INTRODUCED, READ, PASSED, AND ADOPTED by the affirmative vote of not less than two-thirds (2/3) of the entire membership of the Planning and Zoning Commission at a regular meeting of the Planning and Zoning Commission of the Town of Eagle, Colorado, held on the 1st day of December, 2015.

PLANNING AND ZONING COMMISSION OF THE TOWN OF EAGLE, COLORADO

By:  Jason Cowles, Chair

Town of Eagle – River Corridor Plan
P&Z Commission Resolution



ATTEST:

Carolee Baster
Secretary

Commissioner Richards introduced, read and moved the adoption of the resolution titled,

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF EAGLE, COLORADO, AMENDING THE TOWN OF EAGLE MASTER PLAN BY ADOPTING THE TOWN OF EAGLE - RIVER CORRIDOR PLAN - DECEMBER 2015

And upon adoption that it be certified to the Board of Trustees of the Town of Eagle for approval.

Eagle Area Community Plan

P&Z Commission Resolution #1

Commissioner HARRISON seconded the motion. On roll call, the following

Commissioners voted "Aye":

Perkins, Gregg
HARRISON, Spinelli
Richards
Cowles

Commissioners voted "Nay":

Town of Eagle - River Corridor Plan
P&Z Commission Resolution

RESOLUTION NO. 58
(Series of 2015)

A RESOLUTION OF THE BOARD OF TRUSTEES OF THE TOWN OF EAGLE, COLORADO, AMENDING THE TOWN OF EAGLE MASTER PLAN BY ADOPTING OF THE TOWN OF EAGLE - RIVER CORRIDOR PLAN - DECEMBER 2015 FOR THE TOWN OF EAGLE, COLORADO

WHEREAS, pursuant to Section 31-23-206, C.R.S., it is the duty of the Town of Eagle Planning and Zoning Commission (“Commission”) to make and adopt a comprehensive plan, also known as a master plan, for the physical development of the municipality, including any areas outside its boundaries, subject to the approval of the governing body having jurisdiction thereof, which in the Commission’s judgment bears relation to the planning of the Town of Eagle; and

WHEREAS, pursuant to Section 31-23-208, C.R.S., the Commission may adopt successive parts of the plan, with said parts corresponding with major geographical sections or divisions of the municipality, and may adopt any amendments or additions thereto; and

WHEREAS, the proposed Town of Eagle - River Corridor Plan – December 2015 will serve the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development and redevelopment of the Eagle River corridor area through the growth boundaries of the Town of Eagle and its envisions; and

WHEREAS, beginning in August 2015, the Commission reviewed and considered all pertinent information and public comments gathered at numerous public hearings and meetings, including the information required by Section 31-23-206, C.R.S., and Section 31-23-207, C.R.S.; and

WHEREAS, in accordance with the requirements of Section 31-23-208, C.R.S., the Commission on December 1, 2015 approved the Town of Eagle - River Corridor Plan – December 2015; and

WHEREAS, the Town of Eagle Board of Trustees finds and determines that the proposed Town of Eagle - River Corridor Plan - December 2015 as set forth herein will serve the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development and redevelopment of the Eagle River Corridor and its environs which will, in accordance with present and future needs, best promote the health, safety, morals, order, convenience, prosperity and general welfare, as well as efficiency and economy in the process of development and redevelopment, including the promotion of a healthful and convenient distribution of population, the promotion of good civic design and arrangement, a wise and efficient expenditure of public funds, and the adequate provision of public utilities and other public requirements.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF EAGLE, COLORADO:

Section 1. The Board of Trustees hereby finds and determines that the proposed Town of Eagle – River Corridor Plan – December 2015, attached hereto and incorporated herein by this reference, is necessary for the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants of the Town of Eagle, Colorado and that the Town of Eagle – River Corridor Plan – December 2015 will assist the guiding and accomplishing of coordinated, adjusted, and harmonious future development and redevelopment of the Town and its environs.

Section 2. The Town of Eagle – River Corridor Plan – December 2015, attached hereto, is hereby ratified, approved and adopted by the Board of Trustees as a component of the Town of Eagle Master Plan.

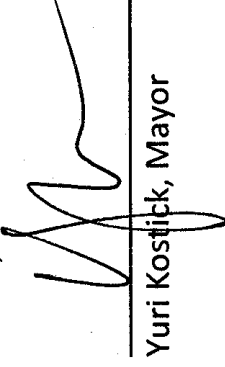
Section 3. The Town of Eagle - River Corridor Plan - December 2015 and all maps and descriptive matter related thereto intended by the Board of Trustees to form the whole of the Plan shall contain the date of adoption of the Plan and the identifying signature of the Chair of the Commission and the Mayor to the Town of Eagle.

Section 4. An attested copy of the Town of Eagle - River Corridor Plan - December 2015 shall be filed with the County Clerk and Recorder of Eagle County in accordance with the requirements of Section 31-23-208, C.R.S.

INTRODUCED, READ, PASSED, AND ADOPTED by the Board of Trustees of the Town of Eagle, Colorado at a regular meeting held on the 8th day of December, 2015.

BOARD OF TRUSTEES OF THE TOWN OF EAGLE, COLORADO

By:


Yuri Kostick, Mayor

ATTEST:


Jenny Rakowski, Clerk

