

# MINTURN



## COMMUNITY PLAN

*-Imagine Minturn-*



JANUARY 2023

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# Table of Contents



INTRODUCTION ..... 5

CHAPTER 1 *Smart Land Use & Practical Zoning* ..... 11

CHAPTER 2 *A Thriving 100 Block* ..... 33

CHAPTER 3 *An Economically Vibrant Community: Commercial Development & Industry* ..... 47

CHAPTER 4 *Attainable Housing & Historic Character: Housing Barriers, Trends & Policies* ..... 57

CHAPTER 5 *Water Infrastructure, Hazard Mitigation & Sustainability* ..... 73

CHAPTER 6 *Intuitive Mobility, Circulation & Connectivity.* ..... 87

CHAPTER 7 *Quality of Life, Recreation & An Inviting Public Realm: Parks, Trails & Community Gathering Spaces.* ..... 107

CHAPTER 8 *A Collaborative & Resilient Future: Implementation, Governance & Continued Visioning* ..... 119

APPENDICES ..... 131

*A: Map Set*

*B: Plan Foundation Memos*

*C: Steering Committee Memos*

*D: Engagement Boards*

*E: Minturn Prototype Analysis*

*F: Minturn Parking Study*

*G: 100 Block Workshop Results*

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# INTRODUCTION





## ABOUT MINTURN

Minturn is an iconic Colorado mountain community. Surrounded by distinctive cliffs and intersected by the scenic Eagle River, the Town of Minturn is known for its stunning natural environment and excellent access to the White River National Forest. Residents choose to live in Minturn for its high quality of life, quaint downtown, strong sense of community, and inspiring setting.

### MINTURN’S HISTORY

The narrow valley that contains present-day Minturn was first inhabited by the Ute tribe, who used the area as summer hunting grounds. The Arapaho entered the area in 1849, and the two tribes fought on what is now known as Battle Mountain. In 1904, Minturn was incorporated as a railroad and mining town. Though the railroad and mine are currently inactive, several other industries have found success in Minturn’s history. In the early 20th century, for example, Minturn became a top producer of greens and was known as the “Lettuce Capital of the United States.”

Though the Town’s agricultural and industrial economies both cycled through periods of boom and bust, Minturn remained resilient. When old industries died, new ones always formed in their place. At the same time, the community sometimes had to deal with the unpleasant remnants of bygone industries. After the mines closed, the Eagle River ran orange, and the Town had to undergo significant environmental cleanups related to mining waste. Minturn’s history as a railroad town is still honored and preserved in its name: The town itself is named after Robert Bowne Minturn, Jr., vice president of the Denver and Rio Grande Western Railroad. Other places throughout town also bear historical names. For example, “Everkrisp” was the name of the company that grew lettuce in Minturn in the 1920s; today, it’s the name of a popular mountain bike trail near town. Just as these names have persisted through time, several families have been in Minturn for generations, testaments to both the past and the future of the community.

The Minturn community takes immense pride in the unique character of their town compared to neighboring communities: unlike some other communities, which were incorporated only a few decades ago as skiing destinations, Minturn’s past extends far beyond the history of ski resort development in Colorado. The Minturn Saloon, for example, has been in business for over a century. Minturn is also a hidden gem, tucked away in a steep and stunning valley. A person walking through

Minturn’s Old Town, with its historic facades, vibrantly colored buildings, and small-town charm, might never suspect that one of the world’s most prominent mountain resorts and resort communities lies just a few miles away. Minturn offers residents and visitors a different experience from a master-planned ski village – an authentic place to dine, recreate, and attend community events.



*The Minturn Market is the oldest market in the valley and is still going strong.*

### MINTURN TODAY

Today, Minturn’s largest industries are construction and retail. Minturn’s local economy and character are decidedly different from those of its neighbors, which have a stronger emphasis on tourism and function as gateways to major ski resorts.

In recent years, the Town of Minturn has worked diligently to plan for the future of the community. Since 2009, when the last *Community Plan* was updated, the Town has produced several plans, including an *Economic Development Strategic Plan*, a *Housing Action Plan*, an *Energy Action Plan*, a *Snow Removal Plan*, *Water Capital Improvement Plan*, and a *2021-2023 Strategic Plan*. At the time of writing, the Town is currently engaged in a *Little Beach Park Area Plan* and an effort to update design standards for the 100 Block. In addition to its investments in planning, the Town has also made several improvements to its recreational offerings. The newly opened Minturn Bike Park has provided an opportunity for residents and biking enthusiasts of all ages to practice their skills. The Bike Park complements Minturn’s other recreational assets, including the Mini-Mile and Little Beach Park.

New construction in Minturn has been limited by several factors, including moratoriums on various forms of development. In 2020, in response to a lack of water resources in Minturn, the Town placed a moratorium on the issuance of new taps. In 2021, the Town placed two moratoriums on development in the 100 Block Commercial Zone District that prevented demolition while also limiting new development applications until such time that the Town could complete a comprehensive update of the 100-Block Commercial Design Guidelines and Standards and form a Historic Preservation Commission. These efforts were intended to maintain and enhance the Town’s tax base and character in the “core” of the Town’s downtown area. At the same time, Minturn’s population has been stagnating and the town lacks sufficient housing inventory to meet demand. Median home prices and valuations have increased in recent years, with the average price per square foot of residential space in Minturn increasing 4.5% per year since 2015, or \$126 in total.

At the time of writing, there are proposals to create about 261 new units in Minturn. For a town of Minturn’s size, this degree of change may be substantial, impacting transportation, economic activity, and social life in the town. Because many of these projects are still in preliminary planning phases, their exact number of units (and associated impacts) are subject to change. In addition, these projects will develop slowly and in phases, largely due to the Town’s water capacity limitations. Though the exact impacts of the new units cannot be predicted in this plan, this plan offers several goals and actions that are intended to balance growth and preservation. Like all the goals and actions of this plan, recommendations related to growth and development have been informed by public input.

There is a lack of community consensus regarding future development in Minturn, specifically in the 100 Block. A segment of the Minturn community would like to limit future residential development and/or changes to development in the 100 Block. Others in the community are open to providing new housing opportunities and see the 100 Block area as a critical opportunity to provide new retail spaces and residential units. The current water moratoria on development do not address these essential disagreements on development. This plan provides an overview of all viewpoints and offers an in-depth examination of the consequences of different land use policies for the Minturn community.

Minturn residents recognize the main strengths of their community, such as its small-town charm and superior access to the outdoors. Residents also recognize the primary issues within their community, including water

scarcity and the urgent need to mitigate and adapt to climate change. This planning effort is intended to address Minturn’s most pressing problems and provide a framework for future decision-making.

## ABOUT THE COMMUNITY PLAN UPDATE

### THE 2009 MINTURN COMMUNITY PLAN

Minturn’s previous *Community Plan* was adopted in 2009. The 2009 plan was developed by Town staff over a period of three years and was shaped by public input gathered during that period. This plan, *Imagine Minturn*, was initiated in 2021 and involved an interdisciplinary team of Colorado-based consultants.

### WHAT IS A COMMUNITY PLAN?

A community plan, also known as a comprehensive plan or general plan, is a document that guides land use policy for a community over several years. The community planning process involves a combination of public engagement and analysis. The process is designed to draw out public priorities for housing, transportation, economic development, and public works. The plan document represents the final phase of the planning process, after which the municipality may implement the recommendations of the plan.

### LEGAL FOUNDATION

A comprehensive plan is described in the Colorado State Statutes Section 31-23-206 as an “advisory document to guide land development decisions.” The statute provides that “it is the duty of the [planning] commission to make and adopt a master plan for the physical development of the municipality, including any areas outside its boundaries, subject to the approval of the governmental body having jurisdiction thereof [Town Council].” Following adoption of the community plan or comprehensive plan, it is the task of the Town Council to update zoning and other local policy to align with the adopted community plan.

### THE PLANNING PROCESS

To update the community plan, the planning team conducted a robust existing conditions assessment that included a review of existing planning, land use and zoning, transportation and connectivity, economic development, housing, and infrastructure. The planning process incorporated in-depth design and land use analysis of the 100 Block; the community plan process was coordinated alongside an effort to provide a set of design guidelines for the 100 Block.





# Plan Vision

*Minturn is an authentic mountain community known for its small-town charm and world-class recreational opportunities.*

*Residents and visitors appreciate what makes Minturn “Minturn,” including the Town’s vibrant and historic downtown and its well-connected system of multi-use paths and parks.*

*The Town prioritizes the environmental, economic, and social sustainability of the community through thoughtful new development and careful resource planning.*

The planning process involved a 17-member Steering Committee made up of Minturn residents who volunteered to guide the planning process. This group provided feedback on the vision, goals, and recommendations developed for this plan. The planning team also organized two open houses that solicited input on the concepts and recommendations of the plan.

The Vision Statement above was crafted in collaboration with the Community Plan Steering Committee. The vision statement is intended to guide the *Community Plan* and complement the Town of Minturn’s existing vision statement contained in the *2021-2023 Strategic Plan*.

## PLAN THEMES & STRUCTURE

The *Minturn Community Plan* centers on eight main themes:

1. Smart Land Use & Practical Zoning
2. A Thriving 100 Block
3. An Economically Vibrant Community
4. Attainable Housing & Historic Character
5. Water Infrastructure, Hazard Mitigation & Sustainability
6. Intuitive Mobility, Circulation & Connectivity
7. Quality of Life, Recreation & An Inviting Public Realm
8. A Collaborative & Resilient Future

The following chapters of the plan focus on these eight themes. Each chapter contains a discussion of existing conditions, public input on the topic(s) discussed, central concepts and recommendations and goal statements. The final themed chapter, **A Collaborative & Resilient Future**, provides a roadmap for implementation of the recommendations of the plan.

## SUSTAINABILITY IN THE COMMUNITY PLAN

Sustainability is a guiding principle of this plan and is woven into all chapters. “Sustainability” or “sustainable development” can be understood through three primary lenses: environmental sustainability, economic sustainability, and social sustainability. **Chapter 5: Water Infrastructure, Hazard Mitigation, & Sustainability** focuses on facets of environmental sustainability, including renewable energy, emissions reductions, low-impact building standards, wildfire mitigation, drought, water usage, and air quality. **Chapter 6: Intuitive Mobility, Circulation & Connectivity** and **Chapter 7: Quality of Life, Recreation & An Inviting Public Realm** also focus on environmental sustainability, particularly addressing the public health dimensions of sustainability. Chapter 6 provides several recommendations that support low-carbon and no-carbon transportation in Minturn, and Chapter 7 provides recommendations that support local food systems and environmental stewardship within Minturn. **Chapter 1: Smart Land Use & Practical Zoning**,

**Chapter 2: A Thriving 100 Block**, **Chapter 3: An Economically Vibrant Community**, and **Chapter 4: Attainable Housing & Historic Character** all address social and economic sustainability in Minturn.



*Historic Minturn in the 1900s (Burnett).*



*Local residents and visitors alike enjoy Minturn’s Summer Concert Series.*





MAIN IDEAS

The following table summarizes the main ideas of each thematic chapter.


Table 1: Chapter Ideas

Chapter	Main Ideas
Chapter 1: Smart Land Use & Practical Zoning	<ul style="list-style-type: none"><li>• Provide a new zoning scheme that is clear and usable</li><li>• Promote more housing types and mixed-use environments</li><li>• Ensure that PUDs support community goals</li></ul>
Chapter 2: A Thriving 100 Block	<ul style="list-style-type: none"><li>• Summarize the community vision for the 100 Block</li><li>• Ensure that future changes to the area remain compatible with the community’s design priorities as summarized in the <i>Minturn Design Standards and Guidelines Appendix B insert</i> (adopted in October 2022)</li></ul>
Chapter 3: An Economically Vibrant Community	<ul style="list-style-type: none"><li>• Provide a snapshot of industry and employment in Minturn</li><li>• Discuss new economic development frameworks (e.g., DDA) and discuss the role of new mixed-use developments in Minturn’s economy</li></ul>
Chapter 4: Attainable Housing & Historic Character	<ul style="list-style-type: none"><li>• Provide a snapshot of existing housing opportunities, PUDs, and historic character in Minturn</li><li>• Discuss policy incentives for providing attainable housing throughout the Minturn community</li></ul>
Chapter 5: Water Infrastructure, Hazard Mitigation & Sustainability	<ul style="list-style-type: none"><li>• Provide an overview of Minturn’s water infrastructure needs</li><li>• Identify future planning and assessment needs for hazard mitigation, resiliency, and environmental sustainability</li></ul>
Chapter 6: Intuitive Mobility, Circulation & Connectivity	<ul style="list-style-type: none"><li>• Provide an overview of parking and transportation infrastructure in Minturn; discuss the findings of recent parking study</li><li>• Identify multimodal transportation needs, particularly related to downtown and transit-oriented development at Dowd Junction</li></ul>
Chapter 7: Quality of Life, Recreation & An Inviting Public Realm	<ul style="list-style-type: none"><li>• Discuss main quality of life assets in Minturn</li><li>• Provide a set of recommendations to promote stewardship, public health, and a vibrant public realm in Minturn</li></ul>




Fishing on the Eagle River. Minturn offers a wide variety of recreation opportunities.

CHAPTER 1



Smart Land Use and Practical Zoning





# INTRODUCTION

The Town of Minturn has an opportunity to shape its built environment through zoning and land use designations. Zoning and land use policies dictate where commercial, residential or other uses can be located, the size and location of buildings on a lot, and other specifications for parking and landscaping. These designations affect both vacant lots and those that are already occupied by a building or a use. On any lot, zoning can dictate whether one can subdivide a lot, expand a building footprint, add a story or unit, or add a new use. For properties that do not conform with the zoning, there can be limits to the property modifications allowed. It is important that zoning and land use changes reflect the development that currently exists and allow for the implementation of the desired future conditions.

This chapter makes recommendations about the Town’s zoning map and districts, allowable uses, and dimensional standards. To take effect, an official rezoning and land use code update process to incorporate these changes is necessary. This would take place following the adoption of this plan and involve further evaluation and review of detailed elements.

# EXISTING CONDITIONS & ISSUES

At this time, the Town is relatively built-out with few vacant parcels and opportunities for large scale redevelopment beyond the PUDs currently under review or being discussed – including Minturn North, Midtown Village, Dowd Junction, and other Forest Service administrative parcels. Further, the Town is very geographically constrained by steep hillsides and federal land. Therefore, zoning within town boundaries and for existing lots must account for all of the development that the Town needs to support community vibrancy and economic opportunity for years to come. The land use and zoning recommendations contained herein are critical for the Town to realize the vision of this plan.

See **Existing Town Zoning Overview Map** and **Existing Town Zoning Detail Map** on the following pages.

## CHARACTER AREAS AND COMPLEXITY

The existing zoning system is built around 12 “character areas” – designated areas with an intended design and list of uses – resulting in a unique set of zoning restrictions. Within each character area, there are one

or more zoning designations that further describe allowed uses and dimensional standards. This results in 27 different zoning designations or unique development standards, a confusing configuration that is difficult to depict on a map legible to residents and potential developers. Overall, this is a complicated system that has been hard for Town staff to interpret and administer. The original intention of this system was to promote the unique character of different areas of Town. This plan recommends a more traditional zoning system as well as policies and actions that promote community character in Minturn.

## SPOT ZONING

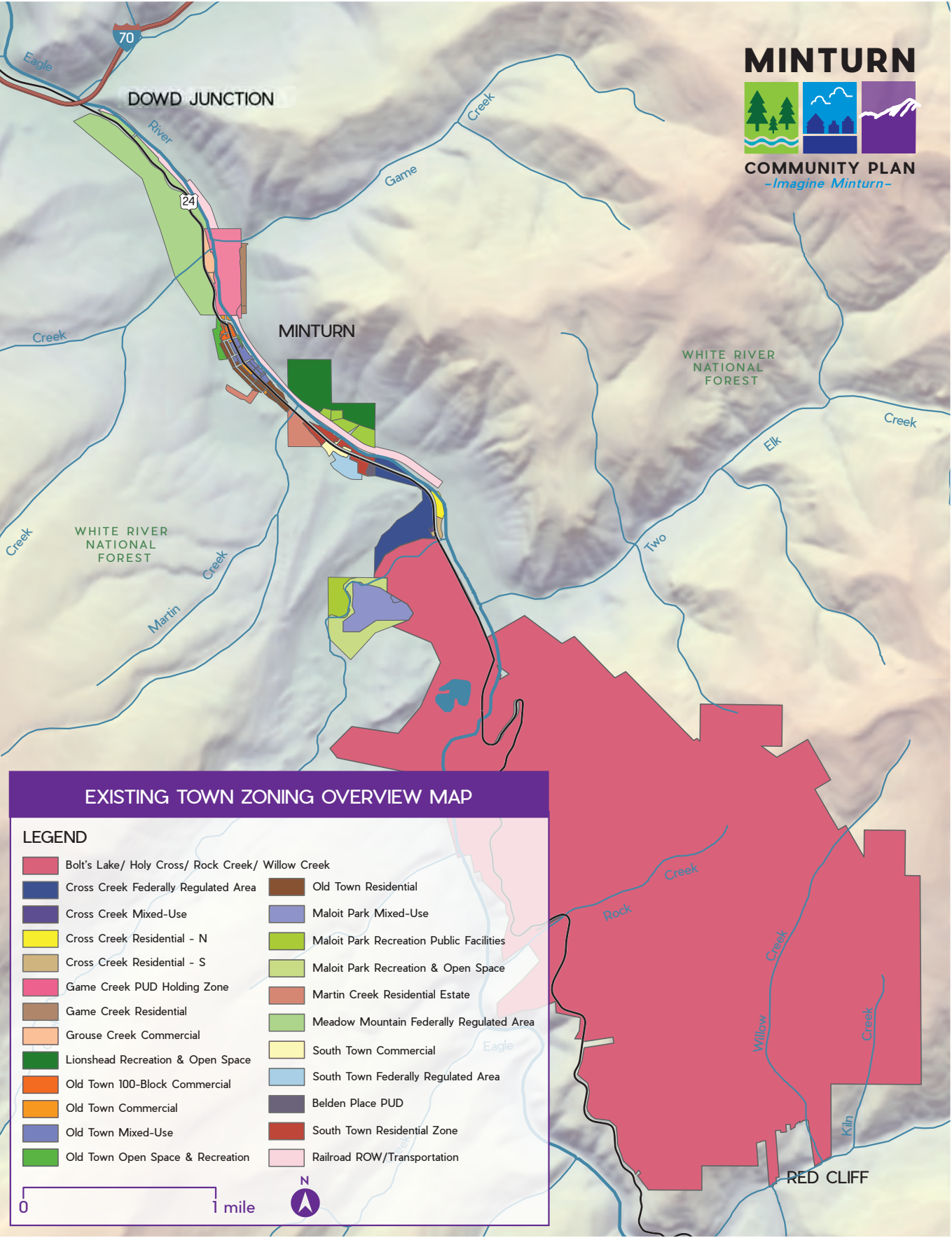
The existing zoning includes several instances that could be considered “spot zoning,” where different zoning is applied to a specific parcel or parcels within a larger area. There are several instances where a zoning designation only applies to a single parcel, or one parcel has been rezoned to a different designation than that of any surrounding parcel. Spot zoning is problematic as it is not legally defensible (it is viewed as conferring a benefit to a particular property owner) and may not support broader land use goals.

## EXISTING LAND USE PATTERN

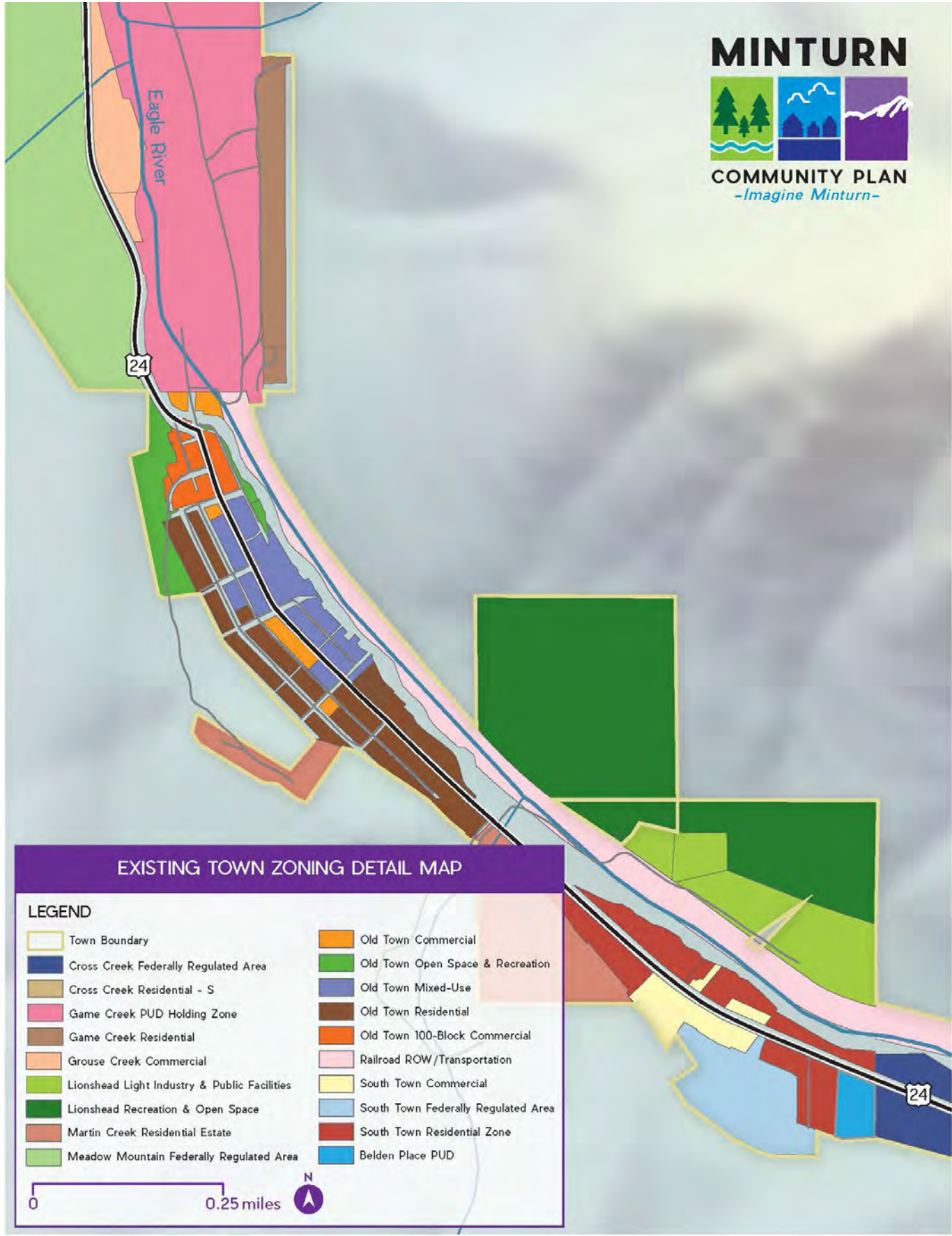
Despite its relatively small size, Minturn has a full spectrum of existing land uses that are well-established. There are light industrial/small business park areas to the north, the historic small-lot Old Town area, and mixed commercial and residential areas to the south. There are few existing lots that are “mixed-use,” including commercial and residential uses on the same lot. These few mixed-use buildings are not concentrated in any one area of Minturn. The plan recommendations should support these different areas largely as they exist but allow flexibility to evolve and meet Town goals.

## NON-CONFORMITIES

There are several instances of lots that do not conform to the uses or standards set out by the current zoning. Primarily, this involves structures built too close to the property line but also includes lots that have more units than allowed or lot coverages exceeding the allowance. The Town’s existing rules regarding non-conformities can preclude the property owner from making desired upgrades. To address this, the Town can revise the zoning to bring more lots into conformance and/or establish policies to grant the property owner more flexibility to update non-conforming lots and structures.









PUD

In the Town’s current zoning, there are a few Planned Unit Development (PUD) holding zone districts. These areas effectively have no development standards at present; the dimensional standards and densities have to be determined during the PUD process. In this plan, zoning and land use recommendations will be made for each area of the town, which will help provide guardrails to future processes. This will also provide clarity on development standards for an area if PUD processes fail to reach implementation.

SINGLE-FAMILY HOMES

Single-family homes are the predominant housing type in Minturn. This is consistent with the existing zoning, where many residential zones do not allow a housing type other than single-family homes. Single-family homes tend to carry a higher price point than other housing types (i.e., duplexes, multi-family housing) and their proliferation may limit the Town’s ability to provide attainable housing.

LOT SIZES AND COVERAGE

The minimum lot size is the primary varying factor between different zone districts currently. Minimum lot sizes tend to reflect the character and development style (i.e., small lots are allowed in Old Town, larger lots are allowed south of Old Town). At this point, with the town largely built out, minimum lot sizes primarily influence whether or not a lot can be subdivided. Subdividing existing lots can be an important tool to support additional units in town, but this practice can also have an impact of the character of the community. Lot coverages, or the percent of the lot that the structure occupies, vary by zone district but are sufficiently high in general. Of the smaller lots in town, few lots are built to their maximum coverage, even though property owners are maximizing their buildable area up to setbacks whenever possible. Relatedly, for many zone districts, there is a misalignment between the allowable lot size, coverage, and required setbacks. In these cases, it would be impossible to build to allowable coverage while abiding by setbacks on smaller lots.

PARKING

The Town has relatively generous parking minimums for both residential and commercial development. For commercial development in particular, this policy may preclude a project from proceeding, as developers may not be able to find ample space for parking to make some projects meet the minimum requirement. Presently, parking minimums are related to uses, square footage, and units, and are otherwise consistent across zone districts.

100 BLOCK

In recent years, the Town has recognized that the current allowable uses and dimensional standards of the 100 Block do not align with the community vision for the area. The Town has also recognized that the 100 Block area represents a critical opportunity to encourage mixed-use development to support the Town’s economic sustainability. The Town initiated a process to establish new zoning and design standards for that area, which is covered in **Chapter 2: A Thriving 100 Block.**

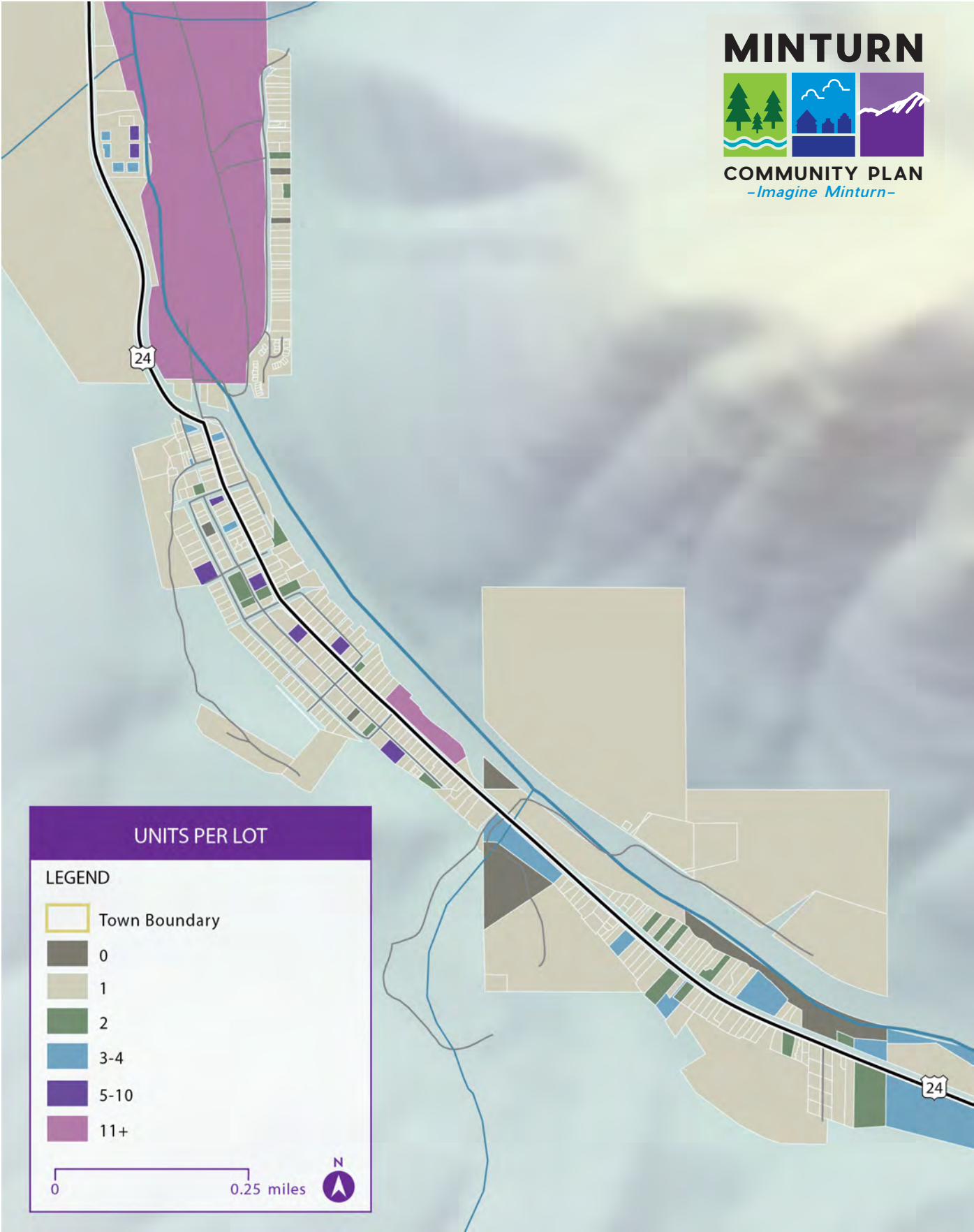
PAST REZONING EFFORTS

In 2019, the Planning Commission began the process of updating the zoning map and consolidating districts. The recommended zoning map in this chapter builds off that effort. Further recommended revisions to the existing map are based on community input gathered during this plan process and are informed by the professional opinion of the planning team.

Further analysis of the existing zoning code and land use is included in Appendix B: Plan Foundation Memos.

BALANCING GROWTH & PRESERVATION

One of the most prominent challenges to planning & community development is the balance between preserving what the community loves – in this case small town character and way/pace of life – with natural growth and associated demand for development to meet local and regional needs, such as housing, jobs, services, etc. The development projects currently being discussed could eventually produce at least 250 units. This would be a significant increase for this small town and would inevitably impact the Town’s operations and physical conditions. However, it is important to note that these projects are a) still in planning phases and are subject to change; b) will be developed in phases over time (10+years), largely due to the Town’s water capacity limitations; and c) that this plan puts forward a guiding path for the Town to strike an appropriate balance between growth and preservation – to allow for much-needed development while also regulating that development in a strategic way to help preserve what makes Minturn “Minturn.”





## COMMUNITY INPUT

This section describes community input around land use and zoning. Community input on topics such as housing and economic development has implications for zoning and land use. For example, community interest in attainable housing requires a multi-pronged approach that involves zoning to allow certain housing types.

During the plan public engagement process, residents and the Steering Committee highlighted the importance of ensuring the availability of housing for long-term residents and finding new sources of tax revenue through new or expanded commercial areas. With these points, residents stressed the importance of balancing commercial and residential uses and allowing a density that continues to support the character and quality of life of Minturn. Other topics that came up include providing resources for citizens to better understand zoning, incentivizing Accessory Dwelling Units (ADUs), appropriate uses of the Dowd Junction area, and continued short-term rental regulation.

The *2022 Town Community Survey*, a statistically valid survey that is representative of the Town’s population, highlighted some of the priorities to address through zoning and land use. Most important attributes of Minturn include sense of community, wildfire mitigation, small town atmosphere, and appearance of town. Economic development and housing for

locals were relatively modest priorities, but housing for locals was ranked as the focus area in which the Town is least meeting expectations. The Town has been challenged in providing and approving housing for residents, as there has been significant public pushback on several residential projects in recent years. The Town’s zoning and water moratoriums have also precluded approval of large-scale residential development.

At the first Community Plan Open House held as a part of this planning process, participants expressed interest in tools that would help them understand Minturn’s zoning, such as a *Citizen’s Guide to Zoning in Minturn* and/or an interactive map. The second Community Plan Open House offered attendees the opportunity to comment on the draft zoning recommendations. Attendees provided several points of feedback: some attendees shared that the zoning recommendations should emphasize and support locally owned businesses. Some attendees stated that they liked that the recommendations solidified mixed-use opportunities and promoted a “Main Street” feel. Some expressed a desire to place further limits on short-term rentals in Minturn and to emphasize housing for full-time residents. Some attendees expressed that current zoning regulations achieve the vision articulated for this plan, and that the proposed regulations do not support the character of Minturn. There was also a desire to emphasize and incentivize improvements to existing buildings, not new land development.

Table 2: Community Input on Minturn’s Present and Future

Values	Concerns	Opportunities
<ul style="list-style-type: none"><li>• Small-town environment</li><li>• Funkiness</li><li>• Providing housing for long-term residents</li><li>• 100 Block as the heart of Minturn</li><li>• Balance of residential and commercial uses</li></ul>	<ul style="list-style-type: none"><li>• Short-term rental and second homeowner proliferation</li><li>• Loss of character</li><li>• Density levels that could impact character</li></ul>	<ul style="list-style-type: none"><li>• Simplifying zoning</li><li>• Commercial development in Dowd Junction</li><li>• Greater flexibility around non-conformities</li><li>• Incentivizing ADUs</li></ul>



Minturn as seen from the water tower.

## CENTRAL CONCEPTS

Zoning and land use – the mechanisms by which a municipality controls development – can have a critical role in shaping the character and economic development of a place. This section outlines the key changes to zoning that will promote land use practices that align with Minturn’s broader goals for vibrancy and economic sustainability.

### A NEED FOR CHANGE

Presently, Minturn’s zoning map and accompanying code make it challenging for development and redevelopment to occur, even for projects that align with established community goals. The Town needs to have a legible and administrable map so that residents and developers can understand the rules that apply to them. The zones should promote fairness and equity within Minturn. For example, the Town’s zoning districts should not “spot zone” particular parcels for the gain of a particular individual or group. Further, elements of the code preclude the Town from working towards its aims as they relate to attainable housing and economic development. These elements include allowing exclusively single-family homes in areas, high parking requirements, and limited allowance for residential/commercial multi-use buildings.

### CONSOLIDATE DISTRICTS

The Town has 27 zone districts under its current zoning, an unreasonable figure for a town of Minturn’s size. By reducing the number of zone districts and consolidating some districts by use and level of density, the Town has the opportunity to make the code increasingly legible and comprehensible, while also supporting some design flexibility and creativity. This approach will also reduce the need to review changes on a case-by-case basis (e.g. variances) and allow the Town to address development proposals more holistically and consistently. The Town will be able to review development proposals relative to the uses proposed (e.g. mixed-use development), not just the location in which it is proposed.

### ZONING THAT SUPPORTS THE TOWN’S VISION

Zoning is one of the most effective policy tools the Town has to implement its vision for the built environment and the community that lives and does business here. The recommendations outlined here set the Town on a proactive course, explicitly stating what the standards are for each area of Town. Then, when developers approach the Town about a PUD or other project, the Town can share its vision that the

developer must support, rather than the other way around.

### SUPPORT VIBRANCY

Minturn residents treasure the vibrancy of their community. Activity and social cohesion are important on neighborhood streets and in commercial areas, where people run into their neighbors and people are out and about supporting local businesses. Land use policies to address vibrancy can include short-term rental policies, and regulations for mixed-use buildings, connectivity and mobility, and residential density.

### TAKING NON-CONFORMITIES INTO ACCOUNT

Minturn, as a community with historic structures, invariably has many non-conforming uses and structures. At this time, under the current provisions, these non-conforming uses (important sources of community housing) could not be preserved should redevelopment or major property improvements occur, and many residents with non-conforming structures cannot make enhancements to their property. Further, some of these dimensional non-conformities support the character and sense of funkiness around Minturn. The recommendations in this chapter support property owners in making sensible upgrades to their homes, which may be non-conforming structures. The intention of this recommendation is to preserve (at a minimum) existing residential density. Since much of Minturn’s housing stock is older, upgrades and maintenance are critical to preserving existing units. A central theme throughout the recommendations is the need to preserve community character in Minturn, which is cherished by residents and visitors alike.



Wintery Minturn, viewed from above.



RECOMMENDATIONS

OBJECTIVE 1.1 PROVIDE AND FOLLOW A COHESIVE, FORWARD-THINKING LAND USE PLAN FOR THE TOWN.

The recommended zoning maps on pages 23 and 24, consolidate districts, support new attainable housing and economic development, and preserve community character. While increases in unit count may be allowed in some areas, it is anticipated that any such changes would be relatively limited and occur slowly as the town is nearing full build-out, particularly along Highway 24 from the 100 Block south. Should significant redevelopment occur, and as the Town is approaching its water tap/SFE limit, the Town should update the allowable uses by right. It is recommended that the Town of Minturn expediently begin the rezoning and code update process.

- **Action 1.1.1** Adopt future zoning map (page 23/24) and associated recommended zoning districts and requirements, as stated in this section.
- **Action 1.1.2** Implement the adopted *100 Block Design Standards and Guidelines Appendix B insert*.
- **Action 1.1.3** Consider establishing minimum and maximum setbacks in mixed-use and residential districts. This requirement is intended to encourage a visually pleasing development pattern with slightly varied setbacks and to address a current misalignment between lot coverage and setback requirements on several lots in town.

The following new and existing zone districts are recommended. These recommendations get rid of character areas and are applied more broadly across town, bringing the 27 existing zone districts down to 13. The mps and categories presented in this plan are aspirational, sometimes ascribing desired development types rather than what currently exists.

MIXED-USE 1

This district is recommended along Highway 24 through the 400 Block (not including the 100 Block) and on Railroad land opposite downtown north of the river, across Bellm Bridge. The intent for this area is to contain a mix of residential and commercial uses, in a pedestrian-oriented environment in keeping with Minturn’s historic character. Mixed-use development, such as commercial on the ground floor and residential on an upper floor, is encouraged within this area. Or alternatively, a block could contain some commercial

uses next to residential uses. It is recommended that the commercial uses allowed as a use by right be in line with those of the existing Old Town Commercial District (i.e., restaurants, liquor stores, banks, accommodations, drugstores, and specialty stores). Residentially, single-family homes, duplexes, accessory dwelling units, or one- to- two-units above commercial should be allowed on all lots, with multifamily only allowed on lots greater than 7,500 square feet. Minimum lot size in this zone should be 2,500 square feet, with 80% maximum lot coverage for mixed-use and commercial structures, and 50% for purely residential structures. Building heights of up to 28-35 feet should be allowed. Property owners should be able to gain an additional half-floor by meeting identified requirements.

MIXED-USE 2

This district is recommended along Highway 24 starting at the 800 Block. This district is intended to combine residential and commercial uses similar to Mixed-Use 1, but this area would have larger lots and would not have the same consolidated feel of the Mixed-Use 1 district. It could have industrial/service-style uses that would not be appropriate in Mixed-Use 1 (i.e., automotive parts shops, appliance repair shops). Mixed-use buildings here could be live-work light industrial spaces. For residential uses, single-family homes, duplexes, and multifamily should be allowed. Minimum lot size should be 5,000 SF with up to 60% lot coverage allowed and maximum building height of 28 feet. Multifamily (3+ units) should be allowed on lots over 7,500 square feet.

MIXED-USE 3

This district is recommended along Highway 24 between the 500 and 800 Blocks. This district is intended to provide for residential uses and low-impact commercial uses. Other commercial uses, such as restaurants, could be allowed as conditional uses. Residential uses in this area should consist of single-family homes, duplexes, and multifamily homes. Minimum lot size should be 5,000 square feet, and multifamily housing should be allowed on lots over 7,500 square feet. Lot coverage of up to 60% should be allowed with a maximum building height of 28 feet.

See graphic set on pages 28-30 to view a rendering of example MU1, MU2, and MU3 blocks.

R1

This district is recommended in the Old Town area one block off of Highway 24 and portions of Cross Creek. The intent of this district is to support residential uses on small lots and support smaller scale residential uses on those lots. The only allowable uses would be single-family homes, duplexes, accessory dwelling units, home occupations, and civic uses. Minimum lot size should be 2,500 square feet, with up to 50% lot coverage allowed and a maximum building height of 28 feet.

R2

This district is recommended in other residential areas of town with small to medium size lots. The intent of this district is to support the eclectic mix of housing types found in Minturn. Single-family homes, duplexes, and accessory dwelling units should be allowed on all lots, with multifamily only allowed on lots greater than 7,500 square feet. Minimum lot size should be 5,000 square feet, with up to 50% lot coverage allowed and a maximum building height of 28 feet.

R3

This district is recommended for large lots on the edge of town. The intent of this district is to support low density residential in a few areas where that is

the existing development pattern. Only single-family homes, duplexes, and accessory dwelling units would be allowed in this district, at a minimum lot size of 2 acres.

100 BLOCK

This district was updated concurrent to the *Community Plan* update and includes two subareas: 100 Block A (properties fronting onto Main Street) and 100 Block B (properties to the west of Main along Williams). The intent of this district is to incentivize sales-tax generating uses and the reuse of existing structures, while new construction is required to fit in with the rest of the 100 Block through new design standards and guidelines.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

This district is recommended for Dowd Junction, to allow a mix of uses and higher densities oriented around ECO Transit. TOD represents smart growth as it supports use of transit and the coordination of transportation and land use. This area should continue to support recreational access, allow for commercial uses, and support attainable housing for long-term residents.



Minturn’s 100 Block - the heart of downtown.



LIGHT INDUSTRY AND PUBLIC FACILITIES

This zone district is recommended for the Lionshead and Maloit Park areas where it currently exists, accommodating a range of low-impact light industrial uses and public uses. Since these areas are adjacent to existing public lands and recreational facilities, conservation and recreation uses should also be allowed in this district, keeping in mind health and safety considerations.

INDUSTRIAL/BUSINESS PARK

This district is recommended for the Grouse Creek area, allowing a broad range of commercial services. This district has been extended from its current footprint to include industrial uses along the railroad as well. Dimensional standards are recommended to remain consistent with that of the existing Grouse Creek Commercial Zone.

FEDERAL LANDS, RECREATION, AND OPEN SPACE

This district combines federal lands, recreation areas, and town open space within the Town of Minturn boundary. Management of or development on lands in these areas should be in accordance with any conservation easements and direction of the land manager. In all such areas, use should be consistent with the need to protect life and property from flood damage.

RAILROAD ROW/TRANSPORTATION

This district is recommended to remain unchanged from the current zoning. If an agreement can be reached in the future with property owners, this district has potential for public use as a multi-use trail, transit line, or other recreational amenity. The Rio Grande trail in Aspen is a popular rails-to-trails project that could serve as a case study for this process. However, it is important to note that Union Pacific Railroad policies currently oppose rails-to-trails.

*Note: Civic uses should be permitted in all districts.*

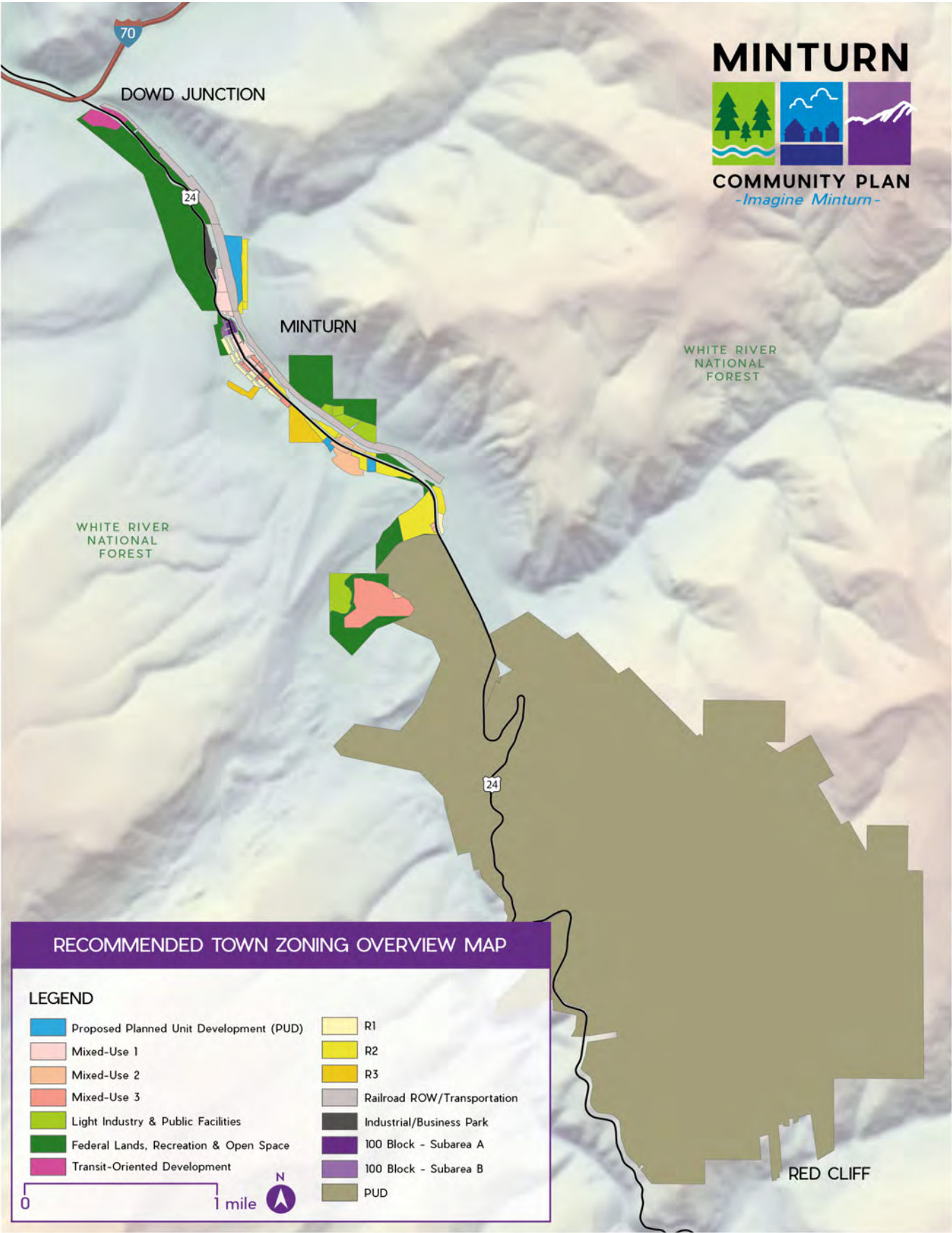
The following recommended zoning maps (pages 23 and 24) illustrate the geographic arrangement of the recommended zoning districts and their associated development regulations. The future land use maps on pages 25 and 26 illustrate the different general regions of use types that this recommended zoning scheme would produce. These use regions largely blend current conditions on the ground today with important future priorities, such as transit-oriented development at Dowd Junction. During future rezoning processes, the Town Planning Commission and Council should use

the future land use map as a general guide to land use changes. For example, rezoning processes should attempt to cultivate a mixed-use core of Town with a variety of uses extending south along Main Street, as shown in the future land use maps.

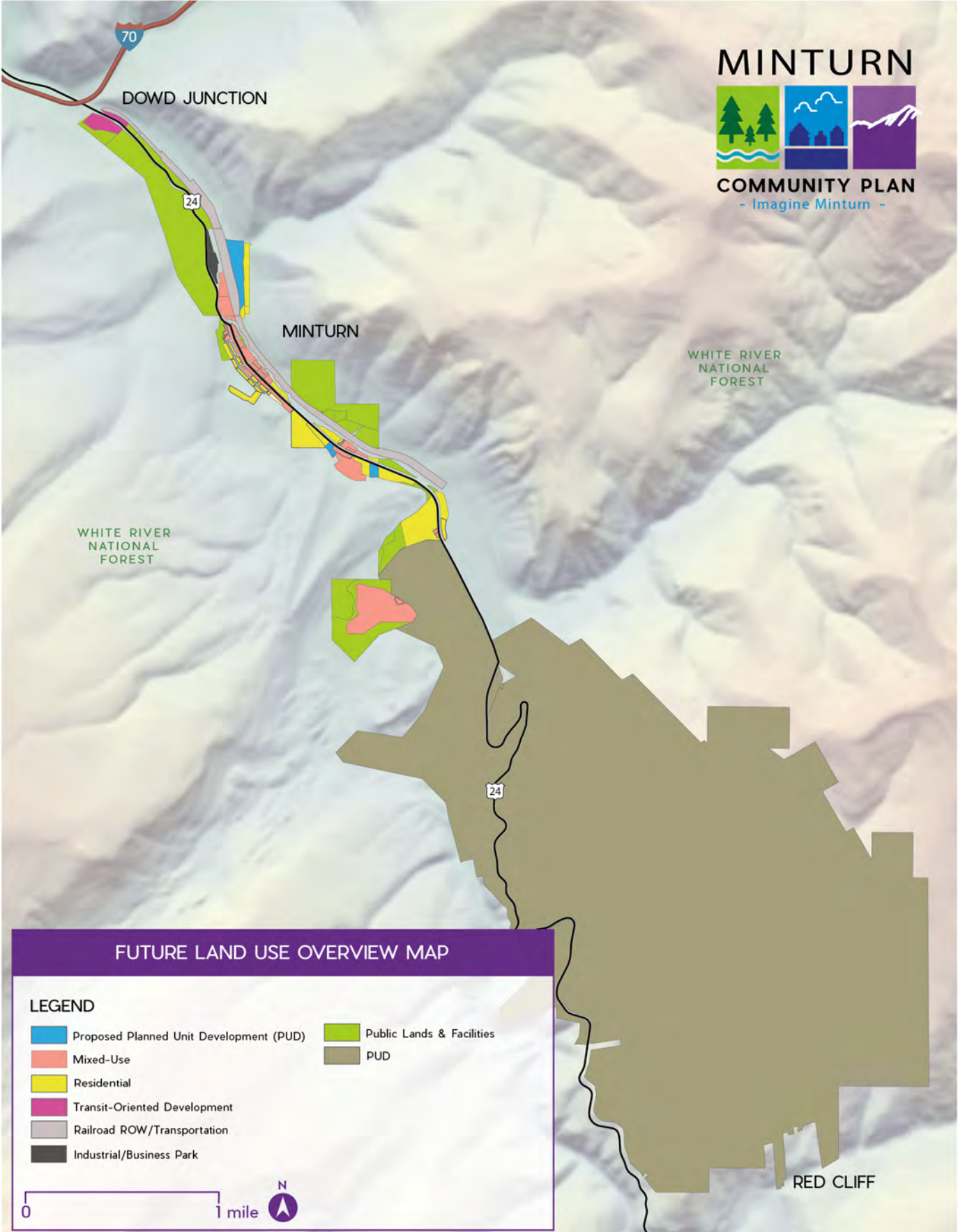
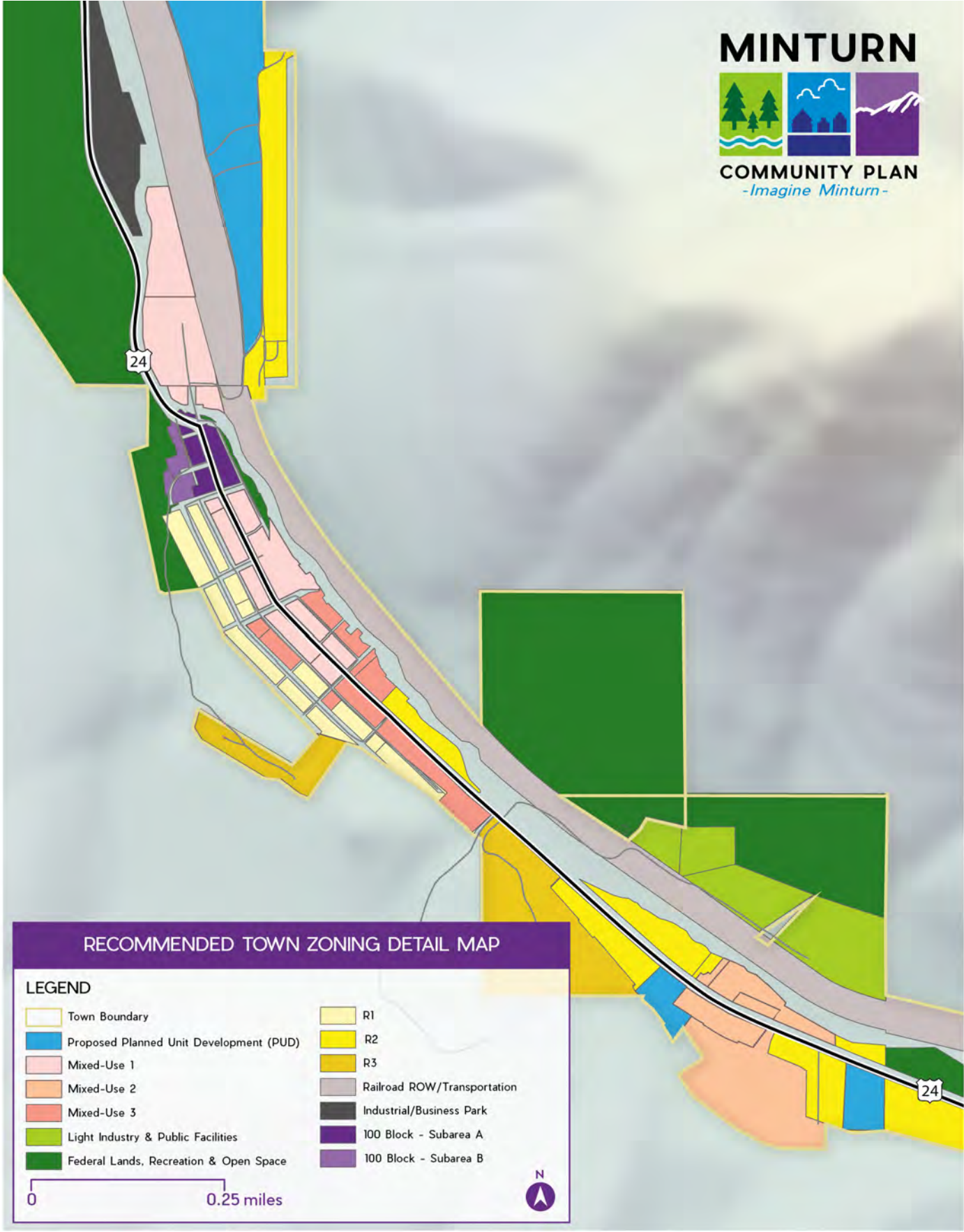
OBJECTIVE 1.2 PROMOTE A FAIRER, SIMPLIFIED DEVELOPMENT PROCESS IN MINTURN.

In the development process, it is important to limit unnecessary barriers while still undergoing a rigorous review. Barriers can be related to the process that the developer or landowner must undergo or site requirements.

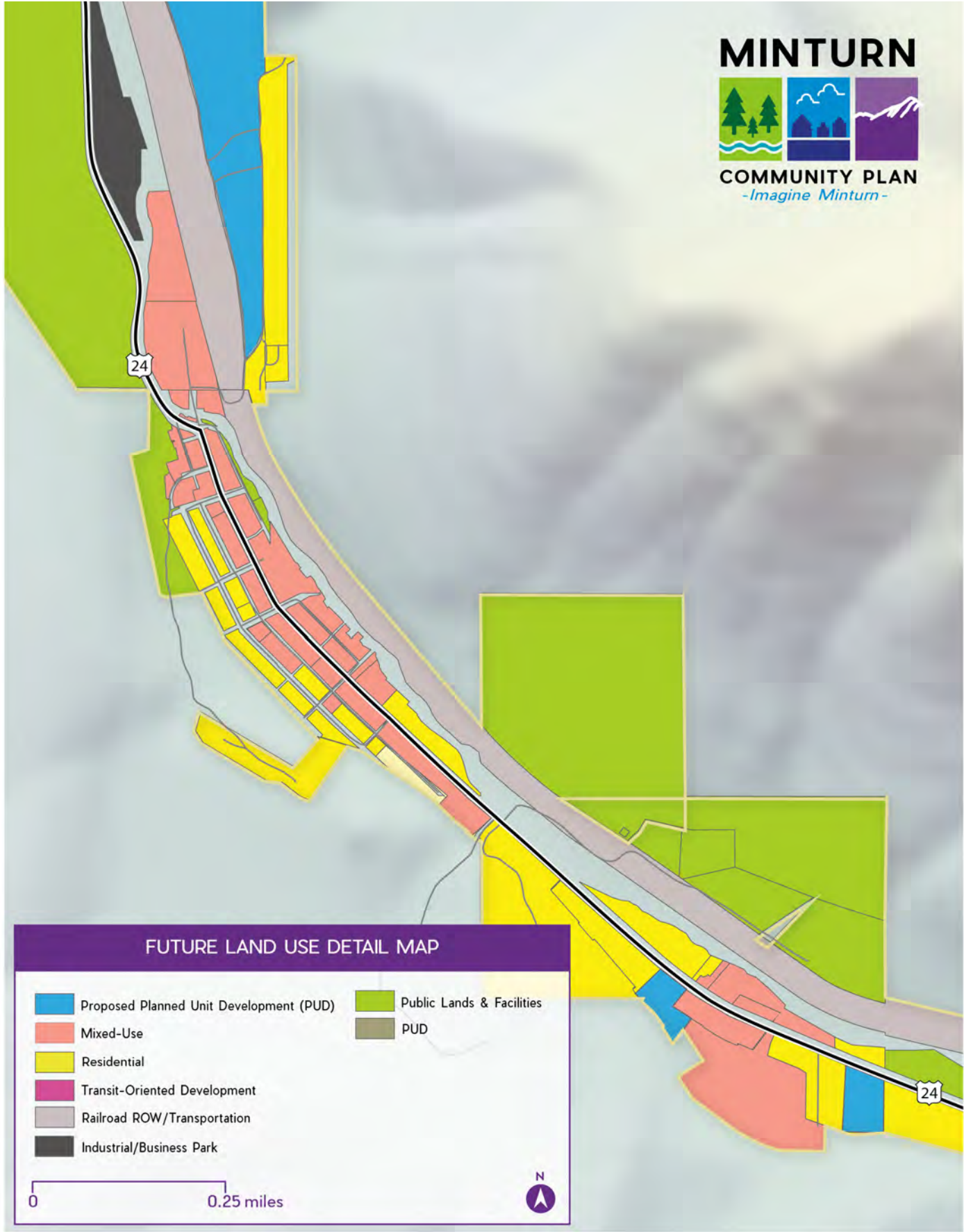
- **Action 1.2.1** Across all zone districts where multifamily is allowed as a use by right, at or above 15 total units, the project would need to go through the PUD process. However, if the project is a redevelopment of a lot already at or above 15 total units, it should not need to go through the PUD process. This allows smaller projects in which local impacts would be minor to proceed efficiently and at a lower cost to the developer, which allows these projects to provide the housing at more attainable prices. With a higher threshold for the number of units, the PUD process would allow for greater design flexibility, assurance of property planning, and further scrutiny of potential impacts, such as access and impacts to neighboring properties.
- **Action 1.2.2** Explore reducing parking requirements for both commercial and residential uses. Focus efforts on areas with good connectivity to transit or with ample on-street parking.
- **Action 1.2.3** Resume efforts to revisit the Article 22 nonconformities section to encourage flexibility and appropriate expansions. The goals of this update should be to maintain historic resources, incentivize reinvestment in older properties, increase accessibility of the property, and promote community character. Specific updates to nonconformity standards should be reviewed by the Town Council and Planning Commission.
- **Action 1.2.4** Consider implementing a lot coverage bonus of 15% for the development of deed-restricted ADUs in residential and/or mixed-use districts.











OBJECTIVE 1.3 INCREASE RESIDENT ACCESSIBILITY TO ZONING AND LAND USE INFORMATION.

It is important that the future code and zoning map be accessible to residents so that they understand what they are allowed to do with their properties.

- **Action 1.3.1** Provide clear and user-friendly resources for the public that explain Minturn’s zoning, such as a citizen’s guide or interactive zoning map.
- **Action 1.3.2** Clarify that residents are allowed to make upgrades to non-conforming structures, with limitations.
- **Action 1.3.3** Increase access to and awareness of educational and financial resources (e.g., grants, tax credits) available to support historic preservation (federal and state).
- **Action 1.3.4** Continue to work with local fire mitigation entities and property owners to address any areas with increased fire risk; direct density to appropriate areas away from hazards such as wildfires and flooding.
- **Action 1.3.5** Establish a walkable, cohesive development pattern that enables residents and visitors to access parks and the riverfront from Minturn’s Old Town and surrounding neighborhoods.

MIXED-USE ZONING GRAPHICS

The following graphics help explain and show the three recommended mixed-use districts (MU1, MU2, and MU3). As explained in the accompanying text, these graphics show the differences in purpose and form between the three MU districts. The graphics show a hypothetical set of four lots of standard sizes (2500, 5000, 7500, and 10000 sf), each with a depth of 100’. Each graphic shows examples of the variety of allowed building forms for residential and commercial uses in each district. For example, the MU3 graphic shows a low-impact commercial use in a building that has been converted from a residential home. As a point of clarification, the 100 Block district is also recommended in this plan as a mixed-use area, reflecting recent Town Council decisions. The graphics presented here focus on MU1, MU2, and MU3; they do not show dimensional standards for the 100 Block.

As noted in the accompanying text on the graphics, the lot coverage allowances were developed using Minturn’s current definition of lot coverage (copied below). This definition largely refers to building area, not just impervious surfaces.

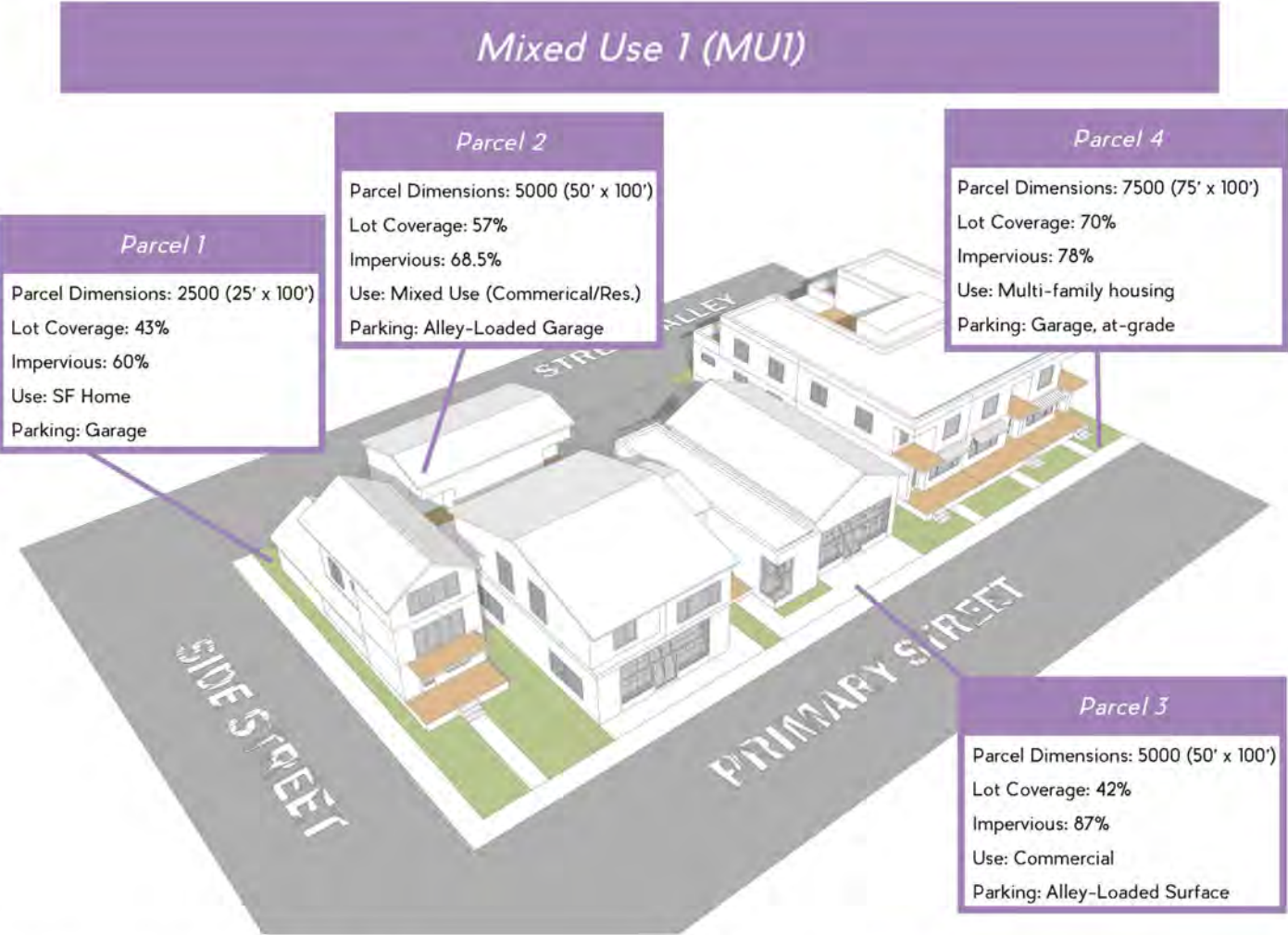
*Building lot coverage means the portion of a lot that is covered by buildings, including all interior space including garages, and all enclosed cantilevered portions of a building, covered porches, covered walkways and similar covered areas. Buildings are measured at the outside exterior wall. Additionally, fifty percent (50%) of the total area of second- and third-level decks shall be counted towards the allowable building lot coverage. Second- and third-level decks that cover a portion of a building that has already been counted towards the allowable lot coverage shall not count towards the total lot coverage. Second- and third-level decks that are structurally supported from the ground level shall have their entire area counted towards the allowable lot coverage. (See Illustration No. 16-3.)*

These graphics are intended for informational purposes; the parking and snow storage allocations as shown are hypothetical in nature. In implementing this *Community Plan*, the Town Planning Commission and Town Council should determine the specific dimensional standards appropriate for each district. Regarding lot coverage, the Town Planning Commission and Town Council should consider allowing higher lot coverage for multifamily structures, as a limitation of 50% lot coverage precludes a desirable type of multifamily housing (e.g. 2-story buildings with 3-4 units and tuck-under parking).



Retail shops in Minturn’s 100 Block.



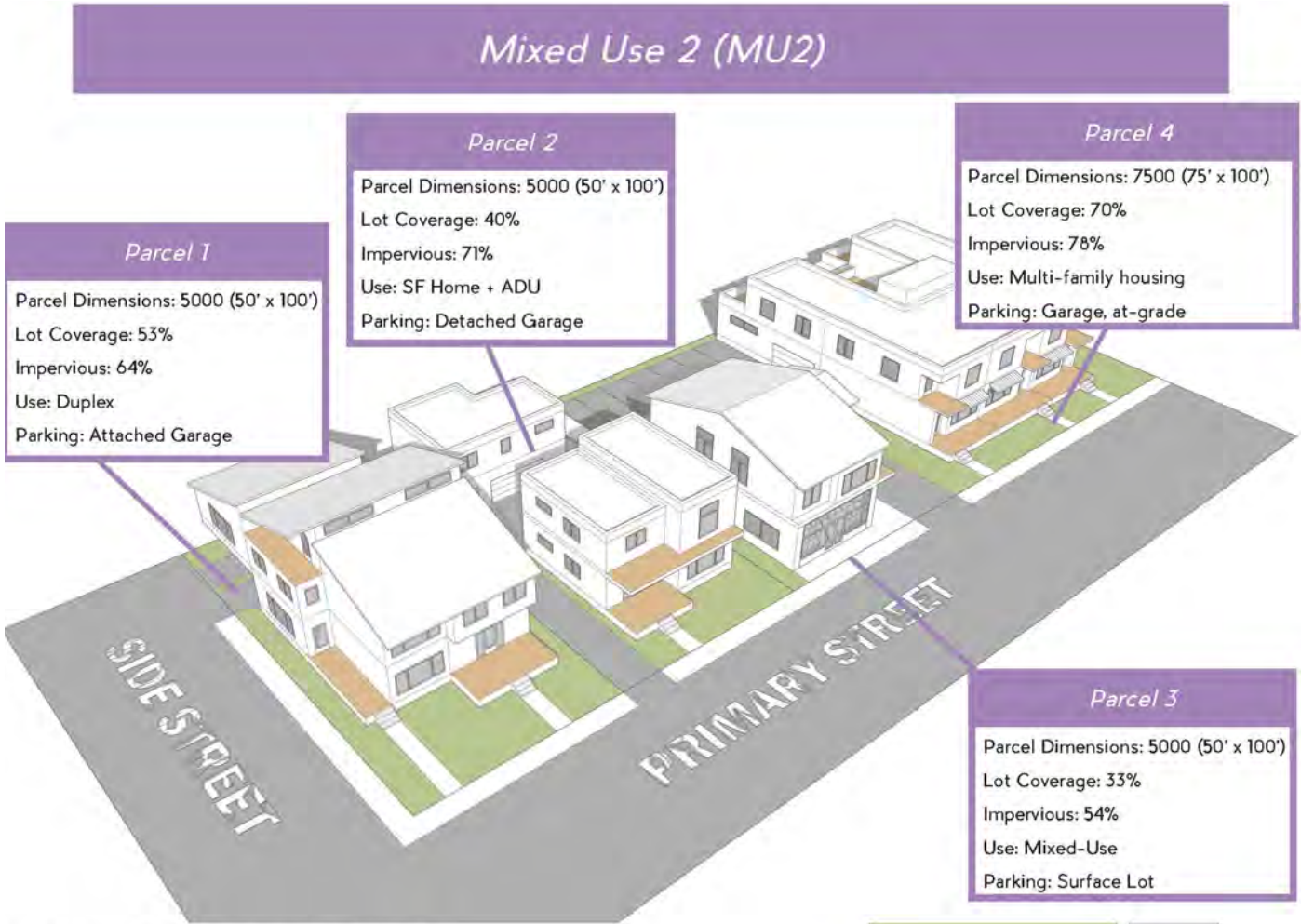
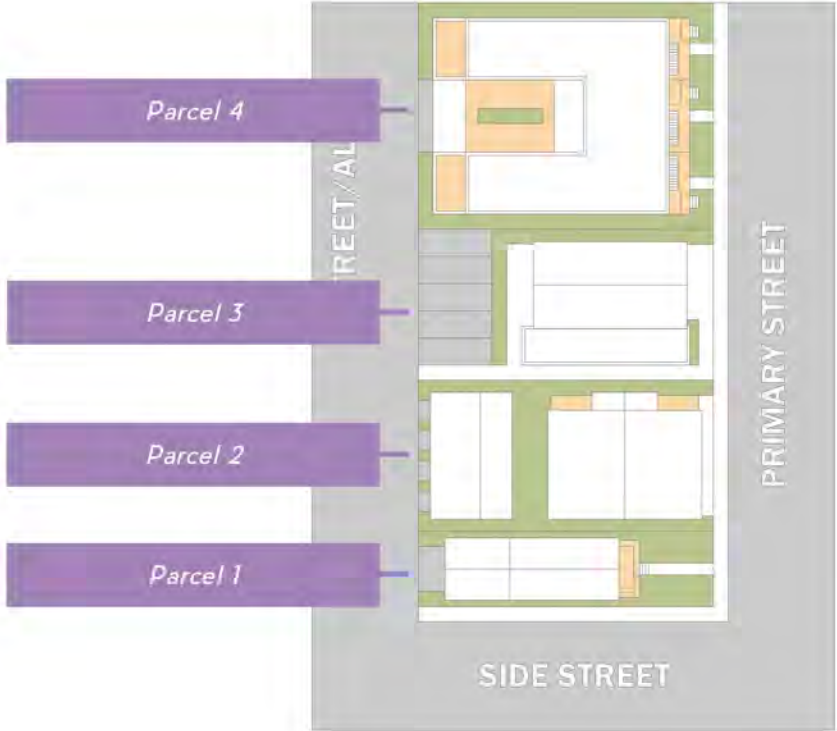


As shown in this massing, Mixed Use 1 (MU1) allows for a variety of uses, including single-family homes, duplexes, commercial uses, mixed-use commercial and residential buildings, and multifamily housing. The result is a dense, walkable neighborhood.

This massing assumes a minimum of 5' setbacks on all sides for all properties. This massing also assumes parking standards of 1 space per residential unit and 1 space per 450-500 sf of commercial space. The massing assumes a shared parking agreement for the mixed-use parcel.

\*Note: This rendering considers lot coverage as it is currently defined in the Town Code. Minturn's definition of "building lot coverage" generally includes building footprints and not all impervious surfaces.

- Recommended District Standards:**
- Min. Lot Size (SF & Duplex): 2500 sf
  - Min. Lot Size (MF): 7500 sf
  - Max. Lot Coverage (Commercial or MU): 80%
  - Max. Lot Coverage (Residential): 50%
  - Height limit: 28-35'



As shown in this massing, Mixed Use 2 (MU2) allows for a variety of uses, including single-family homes, duplexes, commercial uses, mixed-use buildings and lots, and multifamily housing. The intent of this district is to encourage mixed-use lots and more land-intensive commercial uses that may not be appropriate for the dense, walkable pattern intended for MU1.

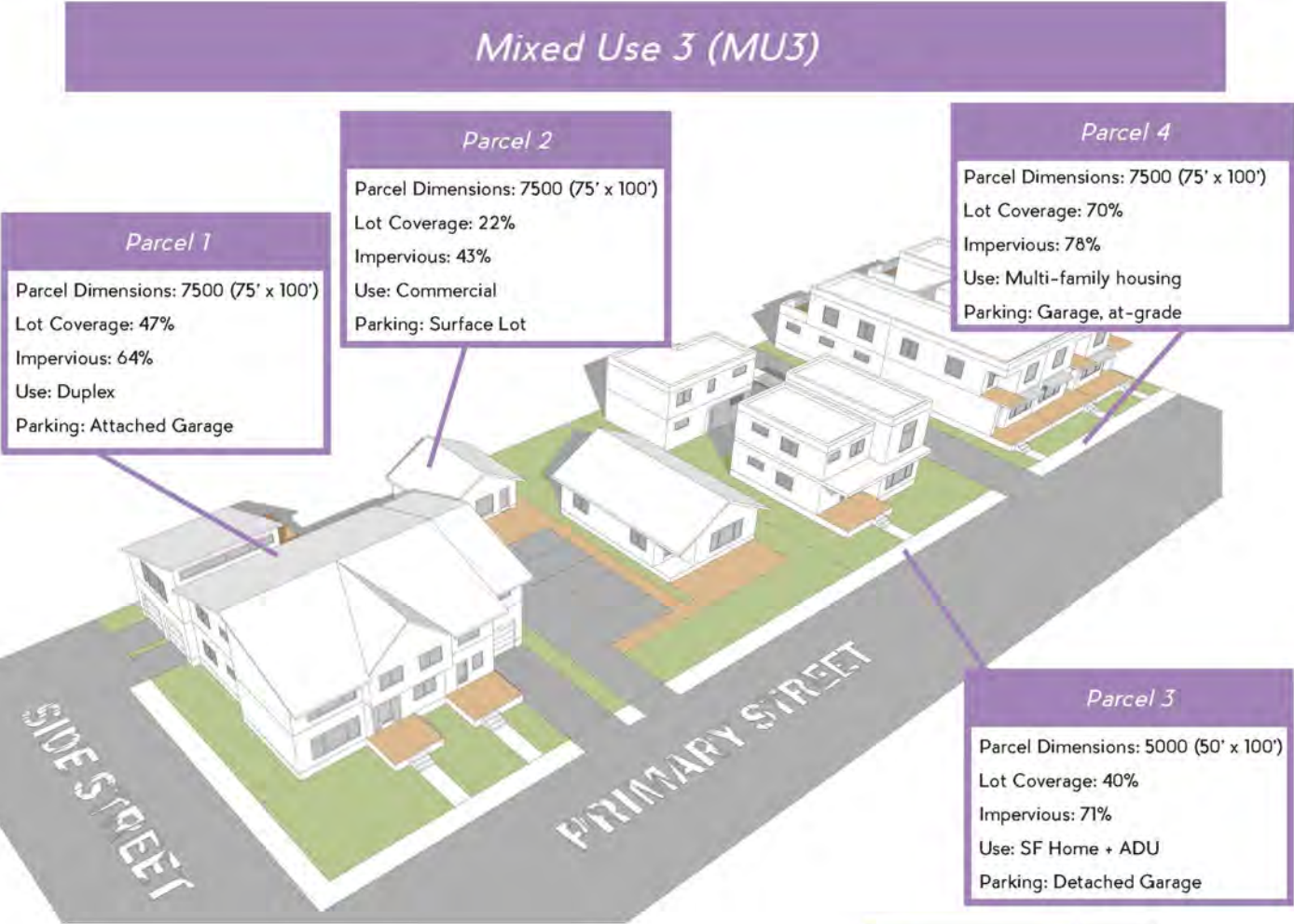
This massing assumes a minimum of 5' setbacks on all sides for all properties. This massing also assumes parking standards of 1 space per residential unit and 1 space per 450-500 sf of commercial space. The massing assumes a shared parking agreement for the mixed-use parcel.

\*Note: This rendering considers lot coverage as it is currently defined in the Town Code. Minturn's definition of "building lot coverage" generally includes building footprints and not all impervious surfaces.

- Recommended District Standards:**
- Min. Lot Size (SF & Duplex): 5000 sf
  - Min. Lot Size (MF): 7500 sf
  - Max. Lot Coverage (Residential): 60%
  - Height limit: 28'





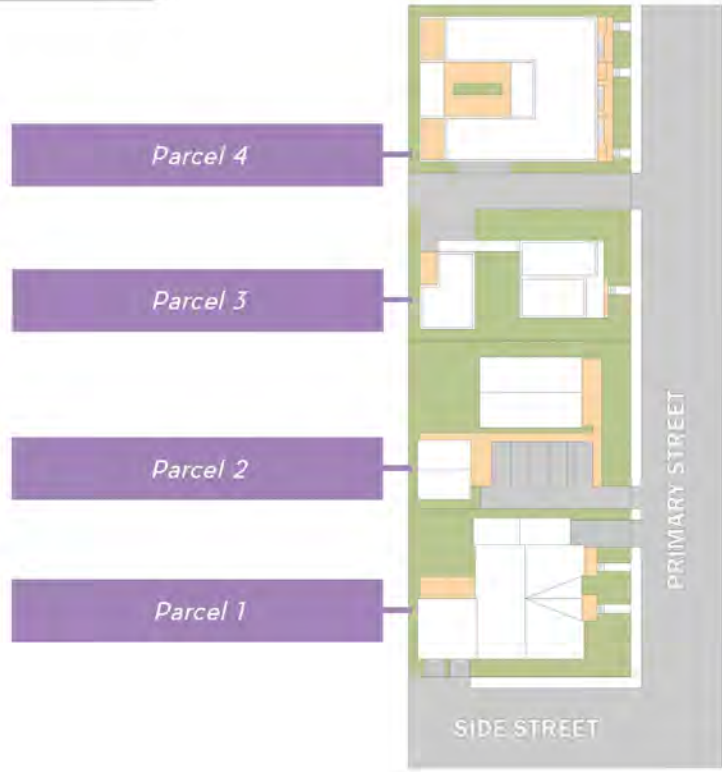


As shown in this massing, Mixed Use 3 (MU3) allows for a variety of uses, including single-family homes, duplexes, commercial uses, mixed-use commercial and residential buildings, and multifamily housing. The intent of this district is to include residential and low-impact commercial uses in an area that is currently residential in character.

This massing assumes 5' minimum setbacks on all sides for all properties. This massing also assumes parking standards of 1 space per residential unit and 1 space per 450-500 sf of commercial space. The massing assumes a shared parking agreement for the mixed-use parcel.

\*Note: This rendering considers lot coverage as it is currently defined in the Town Code. Minturn's definition of "building lot coverage" generally includes building footprints and not all impervious surfaces.

**Recommended District Standards:**  
Min. Lot Size (SF & Duplex): 5000 sf  
Min. Lot Size (MF): 7500 sf  
Max. Lot Coverage (Residential): 60%  
Height limit: 28'



## FURTHER CONSIDERATIONS FOR DIMENSIONAL STANDARDS

In this chapter's zoning recommendations, multifamily housing is currently listed as an allowed use in MU1, MU2, MU3 and R2. The mixed-use graphics above show a multifamily structure in each of the mixed-use districts. This multifamily prototype contains tuck-under garage spaces – this type of building form requires a lot coverage of 70%. This type of multifamily housing provides parking for residents in an efficient manner and reduces potential pressure on street parking.

At present, the recommendations for lot coverage in this chapter do not differentiate between single-family/duplex and multifamily structures. In order to provide this type of multifamily housing, the Planning Commission and Town Council should consider creating separate lot coverage provisions for single-family/duplex and multifamily structures. In addition, the current recommended dimensional standards for MU2 and MU3 do not specify allowable lot coverage for commercial/mixed-use structures. See the table below for an example of possible dimensional standards that would effectively facilitate multifamily housing in the three recommended MU districts:

Table 3: Example Dimensional Standards for New MF Housing Regulations in Minturn

District	Min. Lot Size (SF & duplex)	Min. Lot Size (MF)	Max. Lot Coverage - Commercial or Mixed-Use	Max. Lot Coverage - Residential (SF, duplex)	Max. Lot Coverage - Residential (MF)	Height Limit
MU1	2500 sf	7500 sf	80%	50%	70-80%*	28-35'
MU2	5000 sf	7500 sf	60-70%*	60%	70%*	28'
MU3	5000 sf	7500 sf	50-60%*	60%	70%*	28'

\*Not currently written into the recommended district standards above.



The Scarab is an example of an existing mixed-use building in Minturn.



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CHAPTER 2



A Thriving  
100 Block





INTRODUCTION

The 100 Block of Minturn is the Town’s historic commercial center. While it has always had a mix of residential and commercial uses, the vision is for the 100 Block to become more commercial and over time. The community has appreciated the addition of artistic businesses and gathering spaces, such as the Agora, and there is a desire to see the area embrace more shops and restaurants. The 100 Block has been built over time, resulting in an eclectic character with a variety of architectural styles. People like that it doesn’t look like other downtowns – it is uniquely “Minturn.” Recent development proposals and the single-owner acquisition of multiple properties have spurred debate, leading to a series of design discussions which have resulted in new design standards and guidelines for the 100 Block. Some residents and business owners favored stricter limitations on development, whereas others viewed new retail spaces and second-floor residential units as key to Minturn’s economic viability. Some viewed stringent design standards and historic designations as important protections for Minturn’s downtown character and charm, while others valued the opportunity for architectural creativity that comes with looser regulations. There is agreement that circulation for vehicles and pedestrians should be improved to increase safety and enhance access to Minturn’s natural assets, such as the Eagle River.

Concurrent with the writing of this *Community Plan*, Town Council issued 6-month moratoria on new development and demolition proposals in order to update the *100 Block Design Standards and Guidelines*. These regulations can be found throughout Chapter 16 of the Minturn Municipal Code and in the “Appendix B Insert,” which was approved by Town Council in October 2022 . This chapter takes the prescriptive elements of the *100 Block Design Standards and Guidelines* and contextualizes them within the plan’s broader vision for Minturn. This future vision for the 100 Block reflects community input, identifies suitable residential and commercial uses and opportunities, and seeks to find a balance between opposing viewpoints. Critically, this vision recognizes and supports the 100 Block as the heart of Minturn.

EXISTING CONDITIONS & ISSUES

Minturn’s 100 Block is bounded by Highway 24 (Main Street) to the north and Toledo Avenue to the south. The Eagle River forms the eastern edge, and the hillside with the “Minturn” water tank as a prominent feature forms the western edge of the 100 Block area.

Vehicles access the 100 Block, as well as the broader Town of Minturn, via Highway 24/Main Street. There are two limited width streets that run parallel to Main Street – Williams Street to the west and Eagle River Street to the east. Each of these streets are only 15-foot wide and currently operate as one-way streets going south. On-street parking is available for both residents and businesses, and a municipal lot north of the 100 Block provides additional parking capacity for busy days.

Pedestrians can navigate the 100 Block via sidewalks on Main, Williams and Eagle River Streets, which function both as pedestrian and vehicular circulation routes. East-west access is primarily available via Toledo Avenue.

Most structures in the 100 Block are one- to- two-stories tall. Williams Street contains two three-story buildings: the Molly G and the Minturn Hotel. The Molly G is the only building in downtown Minturn that provides underground parking.



Looking south on Main Street. The 100 Block serves as Minturn’s welcoming entrance.

Minturn’s 100 Block has many assets, including boutique stores, eclectic restaurants and outdoor gathering spaces, inspiring scenery, and a successful farmers’ market. From Minturn’s downtown, individuals can access world-class outdoor recreation opportunities – this quality is rare even in Colorado mountain communities. While the 100 Block is effectively Minturn’s “downtown,” it is not the Town’s only retail commercial area, as Main Street includes other commercial and mixed-use developments into the 200-400 blocks. There are additional commercial buildings into the 900 Block and 1000s, including the Battle Mountain Trading Post, Rocky Mountain Adventure Rentals, and a new yoga studio. The town also contains

a business park and several light industrial businesses. Dowd Junction and South Minturn present additional potential for commercial development and sales tax generation.



Existing land use in the 100 Block.

Over time, some commercial lots in the 100 Block area were redeveloped into single-family homes. Today, there is a mix of 12 single-family residences, 10 strictly commercial uses, 9 mixed-use properties, and 3 vacant lots (see map above). Historically, 100 Block businesses and residences have been owned by a diverse mix of Minturn residents. This has changed since 1985, when Minturn Realty acquired several properties in the 100 Block. At present, 31% of 100 Block properties are owned by a single property owner – MR Minturn. The ownership of so much of the 100 Block by a single individual has exacerbated some residents’ fears that loose development standards could enable a single architect to reshape the character of Minturn’s downtown in a way that strips the 100 Block of its current charm.

The 100 Block is experiencing specific challenges, including perceived parking issues, limited pedestrian and vehicular circulation, a lack of coordinated signage and wayfinding, and a desire to better connect to the nearby Eagle River. As described above, the 100 Block has also been the subject of ongoing public debates regarding which zoning changes will most benefit Minturn in the future. During this planning process, residents expressed that Minturn is struggling to define its identity as distinct from development in the rest of the Vail Valley. The 100 Block, as a focal point of Minturn, is a key facet of this identity and community character.

Since the 100 Block area is varied in its character and scale, it has been challenging for the Town to develop a zoning designation that encompasses the variety

of built forms in the area. Many buildings are non-conforming and historic in character. Many residents would like to preserve traditional structures, but the code does not currently permit some of them as constructed. This becomes challenging when these buildings need upgrades and changes beyond routine maintenance.

In 2021 and 2022, Minturn enacted two moratoria on demolition and new development, launched a historic preservation process, and initiated an update to its *100 Block Design Standards and Guidelines*. In May of 2020, a moratorium on the allocation of water taps was passed, limiting new construction projects to no more than three single-family equivalents above historic use on a property. In November of 2021, a moratorium on 100 Block building, alteration, and demolition permits was passed, preventing new development from occurring before Minturn’s land use and zoning code could be updated (since repealed). During January of 2022, Minturn began the process of creating a *Historic Preservation Policy*, which may be utilized to create a Historic Preservation District or identify Historic Landmarks throughout town. This policy was adopted in June of 2022. The Town has also been working with Downtown Colorado Inc. and the “Downtown Doers” Group on opportunities to organize the business community. The Town Council is currently considering forming a Downtown Development Authority (DDA).

Concurrent with the *Community Plan* update, Minturn began the process of updating its *100 Block Design Standards and Guidelines*. These standards and guidelines, adopted in October of 2022, provide a framework to guide design decisions and set site design standards for properties in the designated 100 Block. The *100 Block Design Standards and Guidelines* replace the former *100 Block Character Area* from Appendix B of the *Minturn Municipal Code*, and update the sections of Chapter 16 that relate to the 100 Block for consistency.

COMMUNITY INPUT

The 100 Block has been the subject of extensive community engagement prior to and during this community planning process. In October 2020, the Town convened the first of two Design Charettes intended to draw out community priorities and design preferences for the 100 Block. At this event, residents were asked to rank their top priorities for the 100 Block from a list of improvements and design options. In general, participants favored improvements that support the Town’s quality of life and quaint character. The top priorities included dedicated spaces for arts and culture;



improved circulation, connectivity, river access; biking amenities (bike racks, wash/repair station); landscaping (street trees, lawns, flower boxes); and public gathering spaces (plazas, pocket parks). Participants also noted their interest in preserving key views in Town, such as the view of the water tower.

In February 2022, the Town convened a second 100 Block Design Charette. This workshop was intended to confirm and refine the community priorities that were identified at the previous engagement event. Participants were again asked to rank their top design priorities for the 100 Block. The responses mirrored the results from the 2020 charette; however, parking and housing ranked among the top five priorities for 2022. This workshop helped identify two subareas of the 100 Block, which are the 100 Block: A and 100 Block: B subareas. These areas are distinct portions of Minturn’s 100 Block that warrant different design standards and guidelines. In general, the 100 Block: A encompasses the areas with frontage on Hwy 24/Main Street, and 100 Block: B generally includes the area west of Williams Street, which does not have frontage on Hwy 24. Participants in the workshop were generally supportive of the distinction between these two areas, as this framework will enable more targeted height requirements for different areas of the 100 Block.

At the second and final Plan Open House, which was held on September 27, 2022, community members were invited to rank several potential improvements to the 100 Block. Respondents expressed the most support for enhancing gathering spaces, establishing river access, and creating shared streets. They expressed the least support for creating a town gateway and downtown signage/wayfinding.

Further details are provided in Appendix G: 100 Block Workshop Results.



Steering Committee members workshop ideas.

CENTRAL CONCEPTS

The Minturn community understands the rich potential of the 100 Block to serve as a community hub that is representative of the Town’s history and spirit. Though residents and community representatives disagree about some of the specific design standards that should apply to the 100 Block, the community is united in the belief that the 100 Block is a special place. It is distinct from the rest of Minturn’s districts, and it is a unique environment compared to the downtowns of neighboring communities. The primary community values for the 100 Block include economic development, vibrancy, connectivity, and charm.

THE IDENTITY

Minturn residents have a clear idea of what the character of the 100 Block is and is not. Throughout this planning process, residents expressed that Minturn is distinct from neighboring communities, which have extensive resort-adjacent development. In contrast, the 100 Block is quaint and historic in its character and offers a different vibe and charm.

The character of the 100 Block (and Minturn as a whole) has been called “quaint” and “funky.” Several design features promote this “funky” character, including vibrant colors of downtown buildings, distinctive building facades, and variable roof heights and designs. *The 100 Block Design Standards and Guidelines* included in Appendix B of the Town Code attempt to capture and promote these key design features.

WHAT WILL CHANGE?

While change is often feared, especially in small communities, it is inevitable. Most of the structures in the 100 Block area are decades-old, and they will require updates and changes over time. Today, development pressure exists everywhere in Colorado, and Minturn is no exception. Many properties have changed hands in recent years, with several now held by the same owner. Therefore, it is important to prepare for change. The recommendations within this chapter and the *100 Block Design Standards and Guidelines* aim to preserve the essence of the 100 Block area amidst future changes and redevelopments.

The concepts for the 100 Block attempt to connect Main Street to the area’s nearby assets, such as the Eagle River, and celebrate its uniqueness and history while preparing for future change. As the historic centerpiece of town, the 100 Block has potential to serve more functionally as a “downtown” area with more complete transit opportunities, community

gathering spaces and a mix of uses including more vibrant commercial offerings like retail shops and restaurants. At present, the area primarily caters to car travel. A primary goal for the future of the 100 Block is to create a more pedestrian, bike, and transit-friendly environment while also improving connectivity for car travel and accommodating deliveries to businesses.

Goals of the 100 Block Vision & Framework:

- 1. Create a vibrant and walkable “hub” for the community with a variety of shopping, dining, events, arts, and gathering opportunities.
- 2. Celebrate the Eagle River and Minturn Water Tank as community amenities with views of and access to them.
- 3. Complement the 100 Block’s distinctive historic character and development patterns.
- 4. Improve connectivity and efficiently direct visitors to parking, prioritizing the municipal lot to the north.

THE FRAMEWORK

The Framework Diagram (page 39) describes key principles for creating a cohesive 100 Block. Improvements will require both public and private sector investment to implement. Key concepts for improving the 100 Block include:

- 1. **Gateway** – the intersection of Highway 24 with Main Street going north across the river is the primary entrance to Minturn. Recent improvements like the small plaza by Magustos, curb extensions with landscaping, gateway lighting elements, and a signalized pedestrian crossing are wonderful additions. To build on these improvements, the Town should:
  - a. Add a welcoming feature such as a “Welcome to Minturn” monument sign, public art feature, or special lighting.
  - b. Add more pedestrian scaled visibility such as bollards or pedestrian lights that could help illuminate this area at night.



Rendering depicting gateway features that would enhance downtown Minturn and improve circulation for people walking and driving.



- c. Slow down auto traffic and provide more pedestrian crosswalks that designate where pedestrians can safely cross the street. A stop sign at the gateway intersection should be explored which would require vehicles to stop, allowing them to pause and consider turning to access the municipal lot while preventing auto-pedestrian conflicts.
- d. Increase the size of the parking signage to clearly direct cars to the municipal lot. Additionally, a sign further out notifying people about the public lot would be beneficial so drivers can think ahead and prepare to turn.
- e. Make pedestrian improvements to Bellm Bridge such as adding lighting to illuminate the bridge at night and create a more pleasant and safe walk between the 100 Block and municipal parking lot. Future improvements could also include widening the sidewalk area of the bridge and include an expanded overlook area with seating.

2. **Shared Streets** – Williams and Eagle River Streets have potential to transform into unique, character-rich shared streets known as a “woonerf.” A woonerf is a street that is designed to be shared

by pedestrians and cars. Design features should include a unique paving treatment, such as concrete or brick pavers that cause vehicles to slow down, and pedestrian-scaled lighting. It is a goal that active uses would also orient to these streets to provide more vibrancy and activity along them.

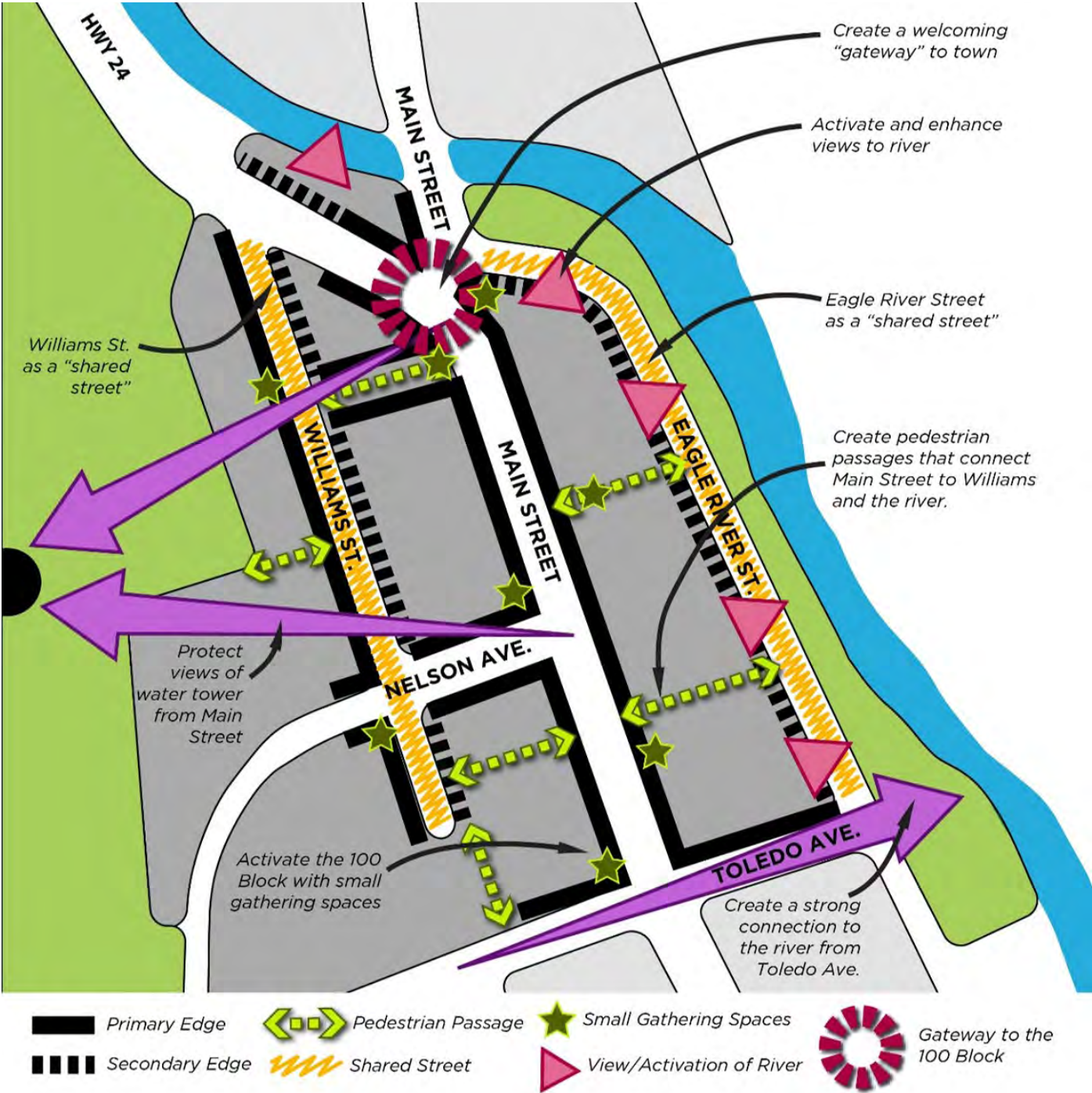
- 3. **Active Edges** – the framework diagram shows primary and secondary edges. Primary edges are desired to be very active – with shopfronts, multiple entrances to businesses, and café dining. Secondary entrances, along the “back” sides of Main Street-facing properties, are also desired to include active ground floor uses to activate the shared streets, but it is also recognized that these areas may be necessary for other “back of house” needs. Still, these building faces should not be blank walls and should be articulated in a manner similar to the rest of the building to provide visual interest.
- 4. **Pedestrian Features** – the experience to walk around the 100 Block should be unique and fun. Pedestrian passages are noted on the Framework Diagram that are intended to be quaint, side-yard passages that connect people from Main Street to the shared streets and river. Also highlighted are

“small gathering spaces” which are intended to be small “inlets” along the Main Street sidewalk and shared streets that provide areas to rest – they could include benches or outdoor dining. It should be noted that the diagram’s locations are not required, but rather indicative of the number of passages and gathering spaces desired.

- 5. **Views** – enhancing views to the Minturn Water Tower and Eagle River are also desired. Views should be experienced both within and outside of buildings.



Rendering of Williams Street as a woonerf, with unique paving treatments, landscaping, and pedestrian-scaled lighting.



Visualization of the 100 Block Framework.



THE CIRCULATION CONCEPT

This plan shows both short-term and long-term considerations for the Town to explore (diagrams shown on pages 41 and 42). In the short-term, pedestrian circulation in the 100 Block can be improved by adding pedestrian passages mentioned in the Framework and making all streets pedestrian-friendly. Auto circulation is more difficult because there are few streets and limited rights-of-way.

Auto circulation would be dramatically improved by reducing the time people spend circulating to find a parking spot and by providing designated areas for deliveries so that delivery trucks are not blocking access for others. It is recommended that Main Street have a few dedicated delivery spots where delivery trucks can park to deliver goods to businesses on either side of the street. This will demand clear signage and enforcement of the rules, as well as working with 100 Block businesses to train their distributors of the new rules. To better direct people to the municipal lot, it is recommended that new signage be added – before arriving in Minturn, and at the gateway intersection – to clearly notify drivers that there is ample parking in the municipal lot north of the 100 Block. It should also be explored with CDOT to add a stop sign at the gateway intersection to allow drivers to “pause” and consider turning to access parking as well as allow for an additional crosswalk to safely get pedestrians from the municipal lot onto Main Street.

Williams and Eagle River Streets are so narrow that they can only serve as one-way streets. Both Williams and Eagle River Streets should be designed as a “shared street,” or “woonerf,” so that cars travel at 10 miles per hour or less and share the street with pedestrians. To address concerns with increasing the load of these narrow streets, gateway signage to direct people to parking should help.

In the long-term, the Town should consider the possibility of reversing the direction of the one-ways to northbound, which would help with the “dead end” conditions that occur on Nelson and Toledo Avenues today. This plan looked at the opportunity to reverse the direction of these one-way streets to northbound, which would allow people another choice once they get further into the 100 Block to turn around and head back to the municipal lot to park. It was ultimately decided, at least for the short-term, to keep these streets as southbound one-ways. This is because CDOT would not allow a left turn from Williams Street onto Hwy 24, as this could cause additional confusion for people trying to leave Minturn. For Eagle River Street, the intersection with Main Street is so close to the three-way gateway intersection and Bellm

Bridge, that it also would have to be a right-turn only. Once improvements are made to Minturn Road that would allow it to handle additional traffic volumes, this concept could be reconsidered, as Minturn Road also allows a way “out of” Minturn and back to Hwy 24.

The long-term circulation concept also shows a potential land swap between the Town and MR Minturn that would trade the existing easement between Magustos and Minturn Country Club for a dedicated space along Nelson Avenue. This could be a long-term solution to create a permanent “town square” that could host events and serve as the centerpiece for the Minturn Market. It has a similar view of the water tower as well.

For additional information regarding the Circulation Concept, see **Chapter 6: Intuitive Mobility, Circulation, and Connectivity.**

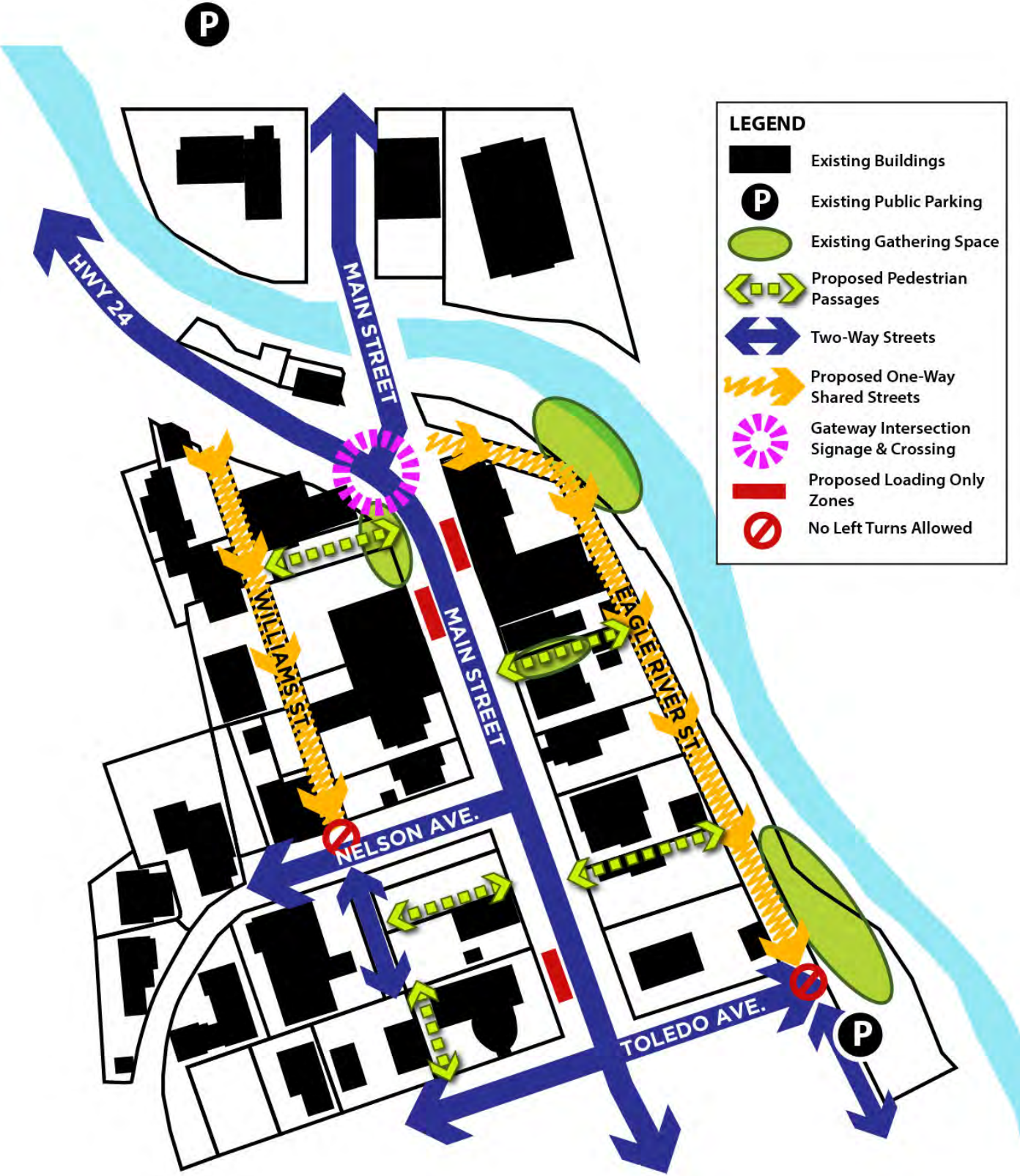
In addition to the Framework and Circulation Concept, the *Design Standards and Guidelines* provide guidance on site and building design. The purpose of these guidelines is to encourage vibrancy and authentic development in Minturn’s 100 Block, supporting the economic health and historic charm of the area.



A home in the 100 Block with varied setbacks.

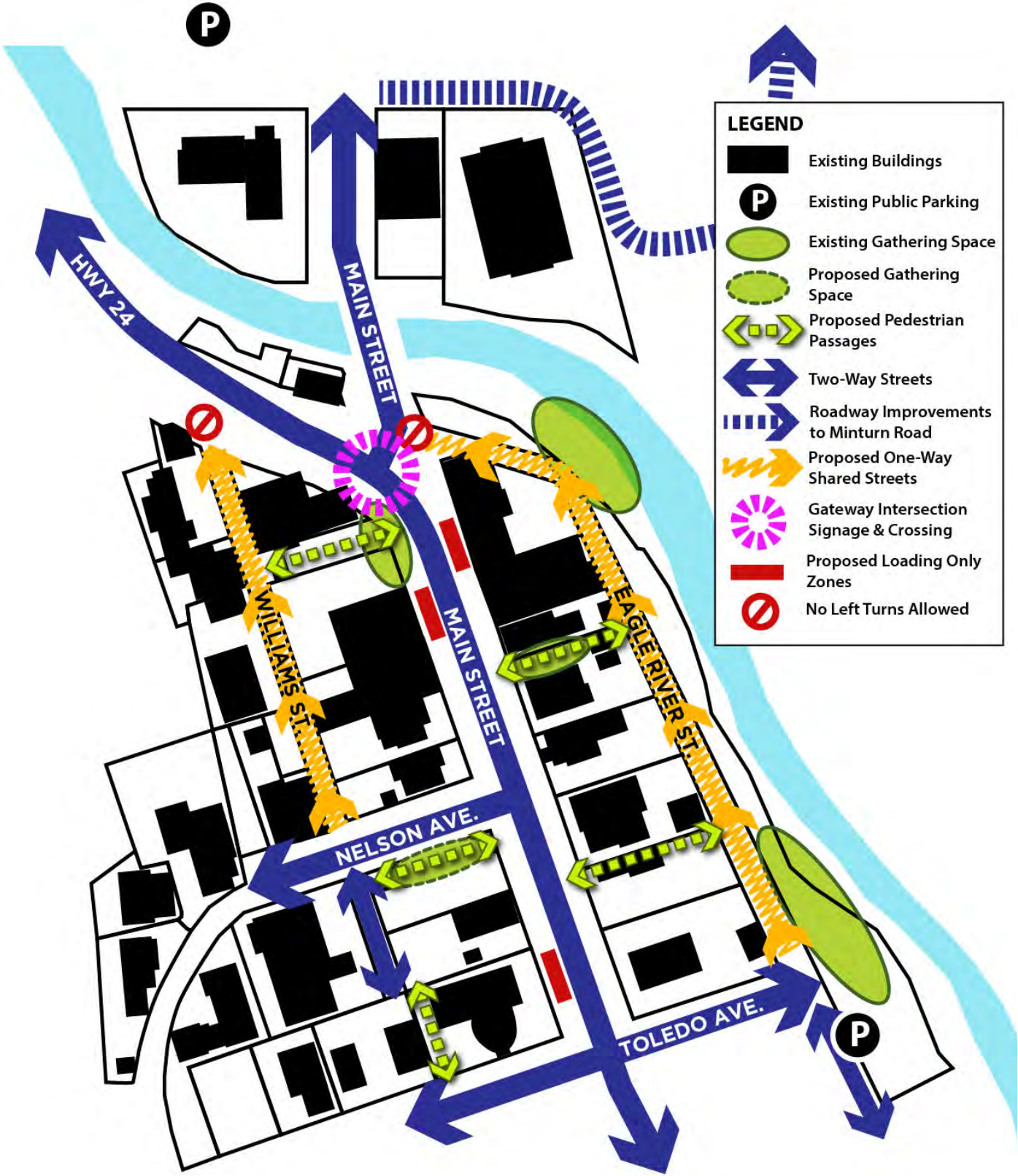
THE DESIGN STANDARDS

- 1. **Enhancing the Public Realm** – as established in the 100 Block Design Charette events in 2020 and 2022, the public realm is an important facet of the 100 Block area. The design guidelines provide a variety of methods to promote vibrant, active businesses and public spaces within the 100 Block. For example, the guidelines include a series of design considerations to help orient businesses to public spaces and to provide staggered setbacks that allow for small gathering spaces to front onto Main Street.



Short-term circulation recommendation concept





Long-term circulation recommendation concept

**2. Encouraging Compatibility with Existing Character** – the design standards describe the desired future development character of the 100 Block as a “pattern quilt.” As a “pattern quilt,” the 100 Block area is made up of distinct building forms and designs. The design guidelines encourage certain design features already present in the 100 Block, such as vibrant exterior paint colors and the use of natural materials but also encourages each project to be unique. The scale of buildings are also required to fit in with existing structures and design standards to ensure that “bulky” buildings will not be allowed. Building heights remain at a pre-established 35-foot height limit, but properties along Main Street can only go up to 35-feet if they meet certain requirements. Additionally the 3rd floor is required to be set back on all sides to reduce the perceived mass. Other design standards and guidelines ensure that new designs fit in with old ones, maximize sun access, and add to the eclectic character.

THE ALLOWED USES & DENSITY

The zoning and land use framework for the 100 Block was developed alongside the *100 Block Standards and Guidelines* document. The proposed zoning approach divides the 100 Block into the 100 Block: A and 100 Block: B subareas. The 100 Block: A subarea contains Main St., while the 100 Block: B subarea generally contains areas west of Main St.

As described in **Chapter 1: Smart Land Use & Practical Zoning**, this plan recommends that the 100 Block constitute a distinct zoning district within the Town of Minturn, replacing the existing 100 Block Commercial Zone district. Allowed uses within this district include retail commercial, lodging, and offices. Residential uses are allowed on upper floors only. This complements the Town’s strategic priority to maintain and enhance the 100 Block as the primary commercial core for sales tax-generating uses.

This plan encourages some residential to be mixed in with commercial in the 100 Block. Some residential already exists and more could be added. Mixed-use areas have the added benefit of encouraging interesting, walkable street environments. Residential units also support commercial development and may be necessary for new development to be financially feasible. See **Chapter 3: An Economically Vibrant Community** for a detailed discussion of this topic.



Gemini Gardens in the 100 Block along Main Street.



The 100 Block as seen from above.



The 100 Block is marked by historic structures and vibrant colors.



RECOMMENDATIONS

OBJECTIVE 2.1 IMPLEMENT A FRAMEWORK FOR REDEVELOPMENT AND GROWTH IN THE 100 BLOCK THAT CONTRIBUTES TO MINTURN'S CHARACTER AND ECONOMIC DEVELOPMENT.

The *Design Standards and Guidelines* within Appendix B of the Town Code outline a framework for the 100 Block that is both practical and inspiring. To achieve the vision for the 100 Block described in this chapter, the Town of Minturn should use the *Design Standards and Guidelines* to guide future development/redevelopment efforts.

- **Action 2.1.1** Ensure that future ordinances and land use practices for the 100 Block align with the framework established by the *100 Block Design Standards and Guidelines*.
- **Action 2.1.2** Distribute the *Design Standards and Guidelines* to all developers and property owners pursuing projects within the 100 Block and/or in the recommended Mixed Use 1 zoning district (See **Chapter 1: Smart Land Use & Practical Zoning**).
- **Action 2.1.3** Provide technical assistance in interpreting the *100 Block Design Standards and Guidelines* to property owners as needed and appropriate.
- **Action 2.1.4** Continue efforts to organize business and property owners around the formation of a Downtown Development Authority (DDA); see **Chapter 3: An Economically Vibrant Community** for additional details.
- **Action 2.1.5** Ensure that ground floor uses are dedicated to commercial services that generate retail sales and/or lodging tax.

OBJECTIVE 2.2 IDENTIFY AND PRESERVE KEY HISTORIC RESOURCES AND LANDMARKS IN THE 100 BLOCK AREA.

Future efforts to preserve and promote historic resources in Minturn will no doubt include properties within the 100 Block area. To ensure protection of key historic resources, the Town should establish and codify standards related to historic resources. For further information related to historic character in Minturn, see **Chapter 4: Attainable Housing & Historic Character**.

- **Action 2.2.1** Use the *100 Block Design Standards and Guidelines* as a basis for identifying key historic features and qualities in the 100 Block area.
- **Action 2.2.2** Develop an official list of historic properties and landmarks, including those in the 100 Block; collaborate with property owners to highlight these special locations with maps and signage as appropriate.
- **Action 2.2.3** Continue to explore a *Historic Preservation Policy* for Minturn; ensure that future historic preservation policies remain compatible with the *100 Block Design Standards and Guidelines*.
- **Action 2.2.4** Allow modifications to historic and traditional structures that do not conform to code standards; support the preservation of historic facades and modern improvements to properties.

OBJECTIVE 2.3 COMMUNICATE A VISION FOR THE 100 BLOCK AREA THAT IS INFORMED BY COMMUNITY INPUT AND RESONATES WITH RESIDENTS AND VISITORS ALIKE.

The Town of Minturn has invested in extensive community engagement related to the 100 Block and its design. Following these engagement efforts, the Town has identified a clear vision for the 100 Block area as a well-connected, charming and walkable centerpiece of the community. The *Design Standards and Guidelines* will enable the implementation of this vision. At this stage, the Town should enhance the branding and wayfinding of the 100 Block area as part of the implementation of the 100 Block vision. See **Chapter 6: Intuitive Mobility, Circulation, and Connectivity** for a discussion of signage related to parking and vehicle circulation in the 100 to 400 Blocks.

- **Action 2.3.1** Initiate a wayfinding plan for the 100 Block area; ensure that signage and wayfinding elements follow a consistent style that is compatible with the broader area and Minturn's heritage (e.g. mining and railroad) and highlight key locations and amenities, such as access points to the Eagle River and nearby trailheads.
- **Action 2.3.2** Codify standards for signage in the Old Town to accompany the *100 Block Design Standards and Guidelines* document.
- **Action 2.3.3** Create visitor-oriented maps and materials that illustrate the 100 Block area and the businesses and experiences it offers.

OBJECTIVE 2.4 ADDRESS PARKING AND CIRCULATION ISSUES AND PROMOTE PEDESTRIAN AND BIKE ACCESS TO AND WITHIN THE 100 BLOCK.

With many businesses, residences, and amenities in the area, the 100 Block is a popular destination within Minturn. Future planning efforts for the 100 Block should account for projected parking and transit needs. Walking and biking should be prioritized as transportation modes within the 100 Block. See **Chapter 6: Intuitive Mobility, Circulation, and Connectivity** for further detail on these topics.

- **Action 2.4.1** Establish one-way shared streets on Williams St. and Eagle River St.; initiate a redesign of these streets to meet the vision including special paving, additional lighting, and signage that conveys changes and reduces the vehicle speed limit to promote traffic safety.
- **Action 2.4.2** Provide infrastructure and amenities that support walking and biking, such as sidewalks, bollards or curb extensions, paths, benches, bike racks, and a bike wash/repair station, within the 100 Block area.
- **Action 2.4.3** Collaborate with ECO Transit on future enhancements to transit access from the 100 Block area; facilitate transit trips by publicizing bus schedules in prominent areas.
- **Action 2.4.4** Provide “loading only” areas along Main Street so deliveries to businesses can use Main Street instead of putting large truck travel onto narrow streets.
- **Action 2.4.5** Implement a “Pedestrian Priority Zone” using signage in the 100-Block area to indicate that vehicles should travel cautiously and that pedestrians have the right-of-way.

OBJECTIVE 2.5 SUPPORT THE VITALITY AND AFFORDABILITY OF THE 100 BLOCK BY INCENTIVIZING SECOND-STORY RESIDENTIAL DEVELOPMENT, ADUS AND INFILL.

The 100 Block is currently mostly built out and its 25’ lot pattern does limit the footprint of individual property development. There may be future opportunities to encourage second-story residential, Accessory Dwelling Units (ADUs) and infill development in the area. See **Chapter 4: Attainable Housing & Historic Character** for a detailed discussion of Minturn’s projected future housing needs.

- **Action 2.5.1** Allow ADUs as a use-by-right within the 100 Block; discourage garages facing the street.
- **Action 2.5.2** Provide incentives to encourage affordable residential development for long-term residents in the 100 Block area.

OBJECTIVE 2.6 INVEST IN CONTINUOUS PLACEMAKING IMPROVEMENTS TO SUPPORT THE 100 BLOCK AS A VIBRANT, CENTRAL COMMUNITY GATHERING PLACE; IMPROVE CONNECTIVITY TO THE RIVERFRONT AREA AND NEARBY AMENITIES.

Placemaking efforts can help residents and visitors feel connected to a place and to their broader community. Future enhancements to the 100 Block should include placemaking elements that support social and cultural life in Minturn and craft a distinct, special identity for the 100 Block area.

- **Action 2.6.1** Support resident-led efforts to create inviting spaces, such as courtyards, pedestrian passageways, and gardens on residential and/or commercial properties. Refer project proponents to the design examples provided in the *100 Block Design Standards and Guidelines Appendix B insert* (pages 17 and 18).
- **Action 2.6.2** Encourage the development of gathering spaces and community activities as identified in the Framework diagram.
- **Action 2.6.3** Ensure that wayfinding signage highlights the Grouse Creek and Game Creek trailheads to the north of the 100 Block; prioritize pedestrian and bicycle connectivity to these areas from the 100 Block.



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# CHAPTER 3



An Economically  
Vibrant Community:  
Commercial  
Development  
& Industry





# INTRODUCTION

This chapter addresses the Town of Minturn’s economy. The chapter contains an overview of trends and conditions and strengths, assets, and challenges derived from public input and the consultant team’s analysis. The Central Concepts section addresses the need to incentivize and strategically support commercial development to strengthen the tax base and support Town revenues and community needs.

# EXISTING CONDITIONS & ISSUES¹

There are about 400 wage and salary jobs in Minturn, a figure that has not changed significantly since 2010. The largest industry is construction with about 156 wage and salary jobs, followed by retail, leisure, and hospitality with about 115 jobs. These figures don’t include sole proprietors (self-employed individuals), which can add another 20% to 30% to these numbers, especially in construction. Over 90% of the jobs in Minturn are estimated to be filled by people who live outside the town.

Minturn’s economy is notably different than Eagle County’s as a whole, particularly in the upper Eagle River Valley, where tourism and retail driven by ski resorts are the dominant sectors. In Minturn, construction and related trades make up almost 40% of jobs in the town compared to 10% in Eagle County. In Minturn, retail, leisure, and hospitality make up approximately 30% of jobs compared to approximately 40% in Eagle County.

## Identity and Terminology

The region surrounding Minturn is referenced in a variety of ways. The Eagle River diverts from the I-70 corridor at its intersection with Highway 24 just after Eagle-Vail. The I-70 corridor from Edwards to Vail is often referred to as “Vail Valley,” particularly within the real estate and resort-tourism fields. However, local Minturn residents refer to this area, more broadly including Minturn as well, as the Eagle River Valley. Thus, this chapter and plan uses the local term of “Eagle River Valley” to reference the area.

¹ Unless otherwise noted, this information is from the Minturn Community Profile Existing Conditions Memorandum, EPS (2022), developed in the analysis phase of this planning process (Appendix B: Plan Foundation Memos).

Data from the Town’s business licenses show a diverse and entrepreneurial mix of businesses. Construction and trades again represent a large proportion of businesses, ranging from general contracting and construction businesses to heavy construction, as well as high-end custom woodworking, cabinetry, and flooring. The town is home to local manufacturing businesses, including Weston Backcountry, a ski and snowboard manufacturer, and a wooden clog manufacturer. Repair, maintenance, and restoration services also represent a significant sector, such as Steammaster restoration and cleaning services, and other businesses that offer high-end auto repair, motorcycle and snowmobile repair and rentals, and property management. In the retail and leisure sector, there are numerous independent small retailers, restaurants, and lodging businesses mostly located along Main Street and in the 100 Block.

Economic growth is constrained in Minturn despite its location in Eagle County and Eagle River Valley, which have a strong economy. The town contains few vacant commercial development sites that are development-ready. Without new commercial development opportunities, it can be challenging for a community to generate new jobs and to strengthen its tax base. In 1982, Colorado’s Gallagher Amendment established a 29% assessment rate on commercial property, much higher than the residential assessment rate of 7.15%. Commercial development therefore generates about four times the property tax on the same amount of value. The Town gets about 58% of its revenues from sales tax and 38% from property tax. Without new development, or increasing the yield from existing properties, it is difficult to grow Town revenues without voter-approved increases to tax rates.

The Dowd Junction property could be a significant opportunity for commercial development, but there are numerous issues that will need to be resolved. First, it will take time (several years, potentially) to transfer the property from the U.S. Forest Service to a public entity such as the Town, as it may require a Congressional action. Summit County acquired the Lake Hill property for workforce housing through federal legislation, a lengthy process. There may be restrictions on what can be developed on the property as well. In addition, the major infrastructure costs that will be necessary to support development at this site are currently unknown. These costs may need some public investment to help make a project attractive and financially possible for developers, which would reduce the net tax generation from commercial development there.

In 2016, the Town of Minturn adopted an *Economic Development Strategic Plan* that outlined a vision, goals

and initiatives for Minturn’s economic development. The plan offers recommendations and an action plan concentrating in three main areas: tourism, placemaking and small business support. Many of the action items recommended in the plan are still relevant today. The Town has recently engaged with Downtown Colorado, Inc. to start a strategic planning process to support downtown businesses and consider the establishment of a Downtown Development Authority (DDA), or similar entity to convene local businesses around shared needs and goals, generate revenue, and help with execution and implementation. “Downtown Doers,” a small local volunteer group that has historically supported downtown business development efforts, is conducting additional engagement on marketing and business support activities and is involved in the strategic planning process. The Central Concepts section of this chapter further describes the role of a DDA and the Recommendations section references relevant actions from the *Economic Development Strategic Plan*.

# COMMUNITY INPUT

The following summary of strengths, assets, and challenges was created with input from the Steering Committee, Town Council, and the consultant team.

## STRENGTHS AND ASSETS

- Location – Close to a large national/international visitor market. Minutes’ drive to Vail and Beaver Creek.
- Authentic Place – Historic railroad and mining town. Distinct from purpose-built resort areas. Offers a different experience than ski area towns to residents and visitors.
- Year-Round Community – Most housing is occupied by residents, rather than second homes, which adds to the authenticity of Minturn.
- Downtown Minturn – There is no other place in the Eagle River Valley like it. The historic building stock and eclectic businesses can be a large draw for visitors and residents.
- Recreation and Outdoor Access – Eagle River, National Forest, and high-quality hiking and mountain biking trail access. Minturn Bike Park is a draw. Endurance sports races and events draw customers for businesses.

- Entrepreneurial Population – Numerous small and independent businesses. Increase in knowledge workers/professionals moving to Minturn and working for remote clients.

## WEAKNESSES AND CHALLENGES

- Not Well Known – Despite being so close to major tourism draws, Minturn is not well known to visitors. More exposure is needed for businesses to thrive.
- Resources – The Town has limited financial and staff resources to work on opportunities and address challenges. The 2020 General Fund is budgeted for approximately \$2.3 million to fund Town operations and maintenance functions. The Town needs to grow the tax base to increase revenues to sustain Town services.
- Small Downtown – Interest in seeing commercial and mixed-use development allowed in a broader area along Main Street. Extending the business locations on Main Street could create more “critical mass.”
- Water System – The Town’s water system is nearly at capacity. The Town needs to find additional funding to address repairs to and expansion of the system.
- Commercial Development – The existing zoning dates back several decades. Commercial development is not financially feasible under the original zoning. There are few remaining high visibility sites for commercial development. The Dowd Junction property is an opportunity, but development is potentially many years in the future and the infrastructure costs to serve the site are not known.

## POINTS OF CONTENTION

It is important to note that not all Minturn residents, business owners, municipal staff, and elected officials agree unanimously on the strengths and weaknesses listed above. For example, many residents value the fact that Minturn is “off the beaten path” of the I-70 corridor. There is concern that greater visibility and marketing would result in negative impacts associated with increased tourism, such as traffic and parking congestion. Similarly, many residents are concerned about increasing density and impacts related to growing the local economy. However, Minturn’s small local market, and scarce development-ready land limits the viability of attracting new commercial development as well as the sustainability and health of existing businesses. Commercial activity is essential for a community’s overall longevity and success. As discussed in the Existing Conditions section above, adequate commercial tax revenue plays a significant



role in supporting the Town’s operations and services. Additionally, local businesses provide jobs as well as essential and recreational goods and services to the community. Without conditions that broadly support the success of those businesses, the Town risks losing those essential assets and the potential to attract new ones, such as a grocery store. Thus, inviting visitors and ensuring supportive land use and development regulations are critical components of sustaining Minturn. With strategic planning – such as recommendations outlined in **Chapter 6: Intuitive Circulation, Mobility & Connectivity** and in **Chapter 1: Smart Land Use & Practical Zoning** – the Town can work to balance these competing interests and mitigate potential negative impacts that concern residents.



*A resident gives feedback at a Community Plan open house event.*

The Strengths and Weaknesses analysis above shares several similarities with the Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis that was completed as part of the *Economic Development Strategic Plan*. The analysis contained in that plan also listed authenticity and access to recreational opportunities as strengths. The weaknesses listed included visual blight and limited commercial space. Opportunities included vacant commercial space, the Eagle River and bike path connections.

Minturn residents also shared input on the Town’s economy at th plan’s two open houses. At the first open house, which asked participants for broad input, residents indicated that they were in favor of additional commercial development further south in Old Town. Some residents favored more dispersed commercial development, while others favored a more concentrated commercial area. Participants expressed that they did not want big box stores or

chains to locate in Minturn. At the second open house, participants were invited to provide feedback on draft plan recommendations. At this open house, participants shared a concern that Dowd Junction might take away economic activity from downtown. Participants also shared their desire for a grocery store and to help people working in Minturn afford to live in Minturn.

CENTRAL CONCEPTS

Minturn will need to use several strategies to sustain and grow its economy. Major strategy areas include land use and zoning, transportation and placemaking investments, organizational strategies, and budget and tax policies.

LEVERAGE ZONING, INFILL, AND REDEVELOPMENT

The original Town zoning dates to the 1950s, subsequently revised in the 90’s and early 2000’s. The commercial districts downtown allow for one-story development with required on-site parking. The resulting allowable building sizes on a typical 5,000 square foot lot (or smaller) are not large enough to be financially feasible for two main reasons. First, the on-site parking requirement consumes a large portion of the site. Second, the rent needed to support the construction cost would be more than local tenants can pay. A proposed zoning change in the 100 Block area would allow residential on upper floor(s) of ground floor commercial. This flexibility to include residential development would generate additional value to make a commercial development or redevelopment more feasible, in addition to providing critical housing options in the downtown area. Additional recommendations in **Chapter 1: Smart Land Use & Practical Zoning** expand upon this concept in other areas of town to offer moderate flexibility to increase development opportunities.

During this planning process, analysis conducted related to this issue shows that a conceptual two-story mixed-use development could generate a nearly 9% return on investment and a three-story mixed-use development could generate a return on investment of over 20%. In addition, the two- and- three-story development concepts generate more tax revenue than development under the baseline zoning (Table 4). Development or redevelopment under existing zoning is not likely to be financially feasible because a typical site cannot create enough value within Minturn.

The complete Minturn Prototype Analysis is provided in Appendix E.

Table 4: Summary of Mixed-Use Zoning Feasibility Testing

Scenario	Annual Sales and Property Tax			Development ROI
	Residential	Commercial	Total	
Baseline Zoning	\$0	\$10,125	\$10,125	-69%
2 Stories:	\$5,336	\$15,335	\$20,671	8.9%
Ground floor mixed-use				
Upper floor residential				
3 Stories:	\$9,358	\$15,335	\$24,692	25.3%
Ground foor mixed-use				
Upper floor residential				
Upper floor residential				
Source: EPS Z:\Shared\Projects\DEN\213101-Minturn Community Plan\Models\213101 - MODEL_Minturn Test Scenarios_6-9-22.xlsx] T-SummAnnual				

These scenarios illustrate the importance of moderately increasing density to create incentives for redevelopment that can maximize the economic utilization of property. The more commercial and residential units, the more opportunities to host more jobs, generate more tax revenue, and house residents. Given that Minturn is largely built-out, strategic infill development opportunities, such as encouraging mixed-use and live-work redevelopment of low-density commercial space, would help to incrementally expand and diversify the economy for long-term sustainability. A range of land uses should be included to retain the light industrial and service commercial land uses in Minturn and to concentrate them in areas with lower real estate costs (e.g. outside of Old Town).



*Live-work development near Basalt, CO allows light industrial, professional, and residential uses.*

INVEST IN TRANSPORTATION & PLACEMAKING

One of the constraints noted through this community planning process was the perceived distance between business areas in Minturn. This perceived distance deters residents and visitors from staying longer and visiting the different areas of Main Street from north to south. While development density along Main Street from the 100 Block down to King Ranch Road is consistent, the mix of residential and commercial development breaks up businesses just enough that the distance between them can seem greater than reality from a pedestrian scale. Additionally, more noticeable breaks in development between the Meadow Mountain Business Park, central downtown area, and southern Main Street area create spatial separations between these areas of activity. In particular, the lack of pedestrian and bicycle infrastructure between these three areas requires residents and visitors to drive between them and find parking at each location that they wish to visit. If they only have an intention to visit one business on a specific trip, they are unlikely to spend time in the other two areas. These factors dictate economic habits that involve short trips to specific destinations driven by particular needs.

Alternatively, when infrastructure and development patterns encourage people to park once and walk to their target location (or walk/bike from home), they are more likely to pass by other establishments that spark impromptu visitation. Thus, improving pedestrian and bicycle infrastructure, community gathering amenities and clear wayfinding can encourage more non-vehicular circulation. This type of pedestrian activity supports a lively street environment, which adds to the draw of businesses and sense of conviviality – if people see others walking around and making



use of public areas, they will be more likely to stop and explore. Likewise, this type of environment will encourage residents to visit local businesses a few blocks away by walking or biking instead of driving farther distances to commercial areas elsewhere in the Eagle River Valley. A connected, cohesive, and thoughtfully designed streetscape and wayfinding infrastructure would unite Minturn’s business areas and public spaces within a common aesthetic to improve user experience and drive economic activity locally.

ORGANIZE IMPROVEMENT EFFORTS

Moving forward, Minturn’s economy and businesses will benefit from an organized approach to marketing and business development. The Town does not currently have the staffing capacity to take on this leadership role. Accordingly, the Town is actively considering the strongest option for a third-party entity to organize and lead ongoing efforts.

Based on progress thus far of the current strategic planning process, it is most likely that a Downtown Development Authority (DDA) will be the best option for spearheading economic development efforts in Minturn. A DDA can use tax increment financing (TIF) and/or establish a Central Business District (CBD) to generate funding/financing for infrastructure and other public improvements.

A Downtown Development Authority (DDA) is quasi-municipal corporation created to assist in the development or redevelopment of central business districts (CBDs). DDAs are established to promote development and redevelopment, and to finance improvements. Forming a DDA requires approval by a majority of electors residing, owning, or leasing property within the district. A DDA can collect and levy ad valorem tax on property (up to 5 mills) for the cost of operations. It can also impose fees or charges for services and special assessments. DDAs can also use TIF which is a powerful financing tool. TIF redirects the incremental property taxes from all taxing entities back into the DDA to help build and pay for public infrastructure. Once the infrastructure has been paid for, the property taxes then go back to the property taxing entities affected by the development. There are existing DDAs throughout Colorado, including in Colorado Springs, Glenwood Springs, Loveland, Grand Junction, and nearby Eagle.

Although the boundaries of a new DDA are yet to be determined, the community will benefit from broad inclusion and participation of local businesses to produce a cohesive economic strategy as described above regarding transportation and placemaking.

BUILD FISCAL HEALTH

The ultimate goals of downtown revitalization measures are to improve the financial status of the town and to bolster the local economy. However, these changes can require upfront costs. Pending public appetite for change, the Town could consider increases to taxes and fees to create more funding for infrastructure and other Town services. As described above, some of the financing strategies for downtown improvements can lessen the cost burden of infrastructure and/or maintenance activities associated with construction and investment.



*New planters and seating activate an alley in Glenwood Springs (DDA).*

RECOMMENDATIONS

OBJECTIVE 3.1 LEVERAGE THE TOWN'S NATURAL AND RECREATIONAL AMENITIES, HISTORY, AND ARTS AND CULTURAL ASSETS FOR ECONOMIC DEVELOPMENT.

The Town has several local and immediately adjacent recreational opportunities including the Eagle River, hiking and mountain biking trails on surrounding public lands, the Minturn Mile backcountry ski run, Maloit Park, and new addition of the Minturn Bike Park as well as anticipated extension of the paved regional ECO trail. The Town hosts regular endurance sports events and has a popular river frontage for fishing and other water recreation (kayaking, tubing). All of these amenities position Minturn as a recreation hub – potentially for a unique recreational community that is not interested in the busier, more developed resort options. These assets can attract people who will spend money at local businesses, and create the quality of life that attracts businesses and entrepreneurs.

- **Action 3.1.1.** Promote Minturn as a recreation destination by continuing to develop recreational assets and promoting events. Continue to improve pedestrian and bicycle connectivity between recreational assets (trailheads, facilities) and the town’s business districts.
- **Action 3.1.2** Sponsor “arts crawls” or other community events in the Old Town area that encourage residents and visitors to support local craftspeople and Main Street businesses; coordinate with Vail Valley Art Guild as a regional resource for collaboration and support.
- **Action 3.1.3** Continue to support the development of lodging concentrated in the 100 Block and Old Town areas as well as for future development in the Dowd Junction area.
- **Action 3.1.4** Continue to assess Minturn’s industries and demographics relative to regional economic trends; conduct an annual strategic call with the Vail Valley Partnership.

See **Chapter 7: Quality of Life, Recreation & An Inviting Public Realm** for additional strategies that can support and broaden Minturn’s recreational opportunities. The marketing strategies outlined below under Objective 3.2 are also relevant to this objective. Also see additional strategies in **Chapter 1: Smart Zoning and Practical Land Use** regarding the continued provision of light industrial opportunities in Minturn.

OBJECTIVE 3.2 IMPROVE THE VISIBILITY OF MINTURN TO VISITORS THROUGH MARKETING AND EXPANDED TRANSIT SERVICE.

Minturn offers a unique visitor experience in the Eagle River Valley that differs from the resort-centric settings of Vail and Beaver Creek. Strategic and targeted marketing on social media and in major lodging businesses and concierge services could generate more exposure and visitation for Minturn, capitalizing on Minturn’s unique assets. In addition, direct frequent transit service would enable more guests to visit Minturn for restaurants and shopping. Transit service would also benefit locals by offering other options for accessing the ski areas and surrounding communities.

- **Action 3.2.1** Actively participate in future planning within the Regional Transit Authority to advocate for increased and flexible service options to current and future retail centers within Minturn, including the 100 Block, Old Town and Dowd Junction.
- **Action 3.2.2** Prioritize future expansions and improvements for bicycle and pedestrian infrastructure and amenities to connect current and future retail centers of the community, including the 100 Block, Old Town, and Dowd Junction; encourage multimodal connectivity between destinations in Minturn.
- **Action 3.2.3** As recommended in the Town’s *Economic Development Strategic Plan*, develop a half-day itinerary for visitors to Minturn. Highlight multimodal transit options on this itinerary.
- **Action 3.2.4** Support the development and implementation of a clear and cohesive marketing strategy that capitalizes on Minturn as a unique and authentic community that serves as a gateway to a variety of recreational opportunities throughout the region. This effort can be an initiative of a new DDA.

See **Chapter 6: Intuitive Mobility, Circulation, & Connectivity** for additional information regarding transportation improvements.



OBJECTIVE 3.3 PURSUE LAND USE CHANGES THAT SUPPORT MINTURN'S TAX BASE AND ECONOMIC GROWTH; PLAN FUTURE DEVELOPMENT ON IMPORTANT CATALYST SITES, INCLUDING DOWD JUNCTION.

The approximately 15-acre Dowd Junction property is currently owned by the U.S. Forest Service (USFS), which is interested in exchanging the property with a local government as they want to consolidate administrative and maintenance facilities. The Town has been in discussions with USFS on this possibility. The site's location at the intersection of I-70 and Hwy 24 contributes to its high visibility, making it a good location for Transit-Oriented Development (TOD), including anchor retail and lodging. The site is also a gateway to nearby recreational attractions, such as the Meadow Mountain trails, which connect to other trails within the Eagle River Valley. Future development could combine retail, hospitality, and recreation elements as well as key transportation improvements to create a hub connecting Minturn and the broader region. See **Chapter 6: Intuitive Mobility, Circulation, & Connectivity** for additional information regarding transportation improvements at Dowd Junction.

Anchor Businesses

*An “anchor business” is a central establishment within a commercial district or area. The business is typically large in square footage and well known. The broader commercial area is sometimes named for the anchor business. Anchor businesses increase visitation to smaller adjacent businesses within the area as they tend to be a focal draw due to their size, reputation, and/or broader array of offerings.*

The Union Pacific Railroad owns property surrounding its right-of-way off North Main Street. If a strategic partnership or deal with U.P. can be reached in the future, this area represents a significant redevelopment opportunity. The Town should continue to engage in discussions with U.P. on these properties. It needs to be recognized that the Town has made continuous efforts to work with U.P. on this topic. Railroads are often reluctant to give up property as they value the potential for future use.

- **Action 3.3.1** Continue to pursue ownership of the Dowd Junction property and planned development of the area as Transit-Oriented Development.

- **Action 3.3.2** Consider pursuing the development of a Sub-Area Master Plan to establish the highest and best use of U.P. property for the Minturn community, particularly the area adjacent to the Minturn North PUD and current municipal lot which is leased from U.P. Seek out U.P.'s involvement in this process.

OBJECTIVE 3.4 IMPLEMENT STRATEGIES TO ESTABLISH ORGANIZED ECONOMIC DEVELOPMENT CAPACITY, ADDRESS PLACEMAKING AND INFRASTRUCTURE INVESTMENT COSTS, AND SUPPORT GRASSROOTS ECONOMIC DEVELOPMENT.

The Town of Minturn has a critical role to play in ensuring the viability and sustainability of a healthy economy. Some strategies, such as supportive zoning and land use regulations, are more obvious and feasible for municipal responsibility. Other strategies are harder to accommodate within the municipality's constrained resources and staffing capacity. Acknowledging this challenge and need, the Town can play an active role in establishing creative solutions to expand capacity and funding for broader economic development initiatives and outcomes.

- **Action 3.4.1** Support ongoing efforts to create a Downtown Development Authority (DDA) to help fund public infrastructure and placemaking projects.
- **Action 3.4.2** Consider establishing and supporting small business grant programs to help with startup or maintenance costs; even small capital grants or low/no interest loans for items like signs, equipment or fixtures can be helpful. This could be an initiative of a new DDA with the potential for supplemental support from the Town.
- **Action 3.4.3** Build on the recommendations and conclusions of the *Economic Development Strategic Plan* – including an update to the plan – to more thoroughly address the role of various economic partners in the town and in Eagle River Valley, and to establish specific and up-to-date business and organizational strategies. This could be a joint effort of the Town and a new DDA.

OBJECTIVE 3.5 EVALUATE OPTIONS TO INCREASE THE TOWN'S FINANCIAL RESOURCES AND SPECIFICALLY TO PROVIDE STABLE, ATTAINABLE HOUSING FOR MINTURN'S RESIDENTS AND WORKFORCE.

The Town's ability to follow through on important initiatives and offer community services depends on its fiscal health. Being able to keep up with infrastructure maintenance and to build new projects or amenities that businesses and residents need and would like requires funding. The Town has limited financial resources and it is difficult to keep up with these demands. In addition, the availability of housing that is attainable to town residents and workers is critical to support economic and community vitality. During the Open House conducted during this planning process, participants noted that some Minturn residents have been relocating down-valley because they cannot find housing they can afford in Minturn. This results in critical loss to the social and economic fabric of the Minturn community. Bolstering the Town's tax base through a variety of mechanisms will ensure that all these important facets of the community can adequately support one another. Additional strategy ideas for creative revenue streams can be found in other chapters in this plan, such as impact fees, short term rental fees, parking fees, local sustainability gift card programs, and others. See **Chapter 4: Attainable Housing & Historic Character** for additional housing-specific strategies.

- **Action 3.5.1** Review all user fees to ensure they are capturing the cost of the service provided, including utility rates.
- **Action 3.5.2** Consider targeted tax increases (property and/or sales tax) to be dedicated to specific functions such as housing, economic development, sustainability, or infrastructure.

By the Numbers

*The Town has approximately \$31.0 million in assessed value. Each 1.000 mill of property tax would generate about \$30,000 per year for the purpose identified. On approximately \$1.1 million in sales tax, a 0.25 percent dedicated sales tax would raise about \$70,000 per year.*

OBJECTIVE 3.6 ENSURE THAT THE TOWN'S ZONING AND DEVELOPMENT CODE SUPPORTS AND ENCOURAGES COMMERCIAL DEVELOPMENT AND REDEVELOPMENT IN KEY COMMERCIAL DISTRICTS WHILE PRESERVING HISTORIC CHARACTER.

The Town's zoning code has been identified as an impediment to re-investment and development in Minturn. There are also concerns that too much incentive for development will compromise the small town and historic character – an asset of its own – that distinguishes Minturn from other places. The Town should continue working on zoning and design options that balance development incentives with community character.

The Town should also consider broadening zoning to allow commercial and mixed-use development further south along Main Street, as described in the zoning chapter of this plan. This could help create more space for attracting businesses and a larger critical mass of business activity along Main Street over time.

See **Chapter 1: Smart Land Use & Practical Zoning** for action items.

OBJECTIVE 3.7 CONTINUE INVESTING IN STREET DESIGN, STREETScape, AND SAFETY PROJECTS THAT CONTRIBUTE TO THE APPEAL OF COMMERCIAL AREAS IN MINTURN.

As discussed in the Central Concepts section above and in **Chapter 2: A Thriving 100 Block**, streetscape improvements and novel ideas such as shared streets can improve an area's overall appeal, sense of place, and business activity. Increasing pedestrian activity and safety in the Old Town area and throughout town – a desirable goal in and of itself – will help encourage foot traffic and spending at local businesses. Planned multi-use path connections, wayfinding signage, and additional bicycle infrastructure will help to reduce the perceived distances between neighborhoods and businesses. The resulting system will foster economic and social activity in downtown Minturn, benefitting businesses, residents, and visitors.

See **Chapter 6: Intuitive Mobility, Circulation, & Connectivity** for action items.





OBJECTIVE 3.8 CONTINUE WORKING TO ADDRESS THE CAPACITY OF THE TOWN'S WATER SYSTEM AND NEED FOR CRITICAL MAINTENANCE.

As noted in **Chapter 5: Water Infrastructure, Hazard Mitigation & Sustainability**, the Town's water system needs more than \$20 million in infrastructure investment to make repairs to the system and increase capacity. The future of development in Minturn (both commercial and residential) hinges on a sustainable supply of water to the town. At present, the Town has a moratorium on most development due to these needs. Expansions to the water supply may involve the execution of the *2019 Water Capital Improvement Plan* combined with the acquisition of new water rights. The Town needs to prioritize these critical investments and continuously manage its water supply to support economic growth.

See **Chapter 5: Water Infrastructure, Hazard Mitigation & Sustainability** for action items.



*Minturn's iconic water tank, tucked into the hillside (Uncover Colorado).*

CHAPTER 4



Attainable Housing  
& Historic Character:  
Housing Barriers,  
Trends & Policies





## INTRODUCTION

Housing is a foundational component of any community. Many factors impact the amount, price, and quality of housing available in a given community. The housing element of this plan addresses central questions regarding Minturn’s housing stock:

- What housing stock already exists?
- How much does housing cost, and how does that compare to local and regional wages?
- What amenities and qualities do current or prospective residents look for in terms of housing?
- What are the available opportunities for new housing development?
- How will the community’s current and future housing stock shape the community’s aesthetics, character, and quality of life?

A community’s development pattern and supply of housing are physical manifestations of that community’s history. The housing stock is characterized by the factors that shaped the community’s development over time, such as population, industries, and natural resources. These factors can shape the physical and cultural fabric of a community and may or may not remain relevant today. In a small community like Minturn, the addition or removal of a single building can make a notable difference in the community’s overall development pattern and supply of housing. In this way, the community’s development decisions can be impactful – and contentious – on a community-wide scale.

The following pages will provide an overview of existing conditions and current issues, input from the community on housing, a graphical overview of the central concepts for housing and historic character goals and objectives in Minturn, a detailed description of objectives and recommendations, and an implementation matrix detailing how the Town will achieve the recommendations.

## EXISTING CONDITIONS & ISSUES

### POPULATION & HOUSEHOLD TRENDS<sup>2</sup>

The Minturn community is holding a relatively steady year-round population of between 1,000 and 1,100 residents. Minturn’s population has grown by less than 1 percent annually since 2010. The median age in Minturn is just under 40, having increased slightly since 2010, indicating an aging population.

There are about 450 households in Minturn, correlating to an average household size of 2.43. Just under two-thirds of Minturn households are families (related individuals), with just 8% including children – a lower proportion than many surrounding communities in Eagle County. Twenty four percent of households are roommate groups – a higher proportion than surrounding communities – and 17% are single individual households – a lower proportion than many surrounding communities. Larger households and single-person households are more likely to be renters in Minturn, with 23% of renter households comprising more than 2 people and 21% comprising single-person households. For ownership households these stats are 16% and 12% respectively. A slight majority of households in Minturn are owner-occupied (59%).

### HOUSING SUPPLY

Minturn has approximately 560 housing units, with an average increase of only 3 per year since 2010. 12 new building permits were issued by the Town between 2019 and 2021. The majority (68%) of homes in Minturn are single-family structures. Almost all owned units in Minturn are single-family and about half of rental units are single-family as well. Just under 30% of rental units in Minturn are in duplex, triplex, or fourplex structures, with a limited number of larger housing complexes and mobile homes (about 5% each). Compared to nearby communities, Minturn has a larger proportion of older housing stock with 28% of units built before 1940. Most other homes were built between 1970 and 2009. The vacancy rate in Minturn hovers around 20%, much of which is made up of second/seasonal homes and about 20 short term vacation rentals.

<sup>2</sup> Unless otherwise noted, this information is from the Minturn Community Profile Existing Conditions Memorandum, EPS (2022), developed in the analysis phase of this planning process (Appendix B: Plan Foundation Memos).

### HOUSING COSTS & AFFORDABILITY

Minturn’s median household income in 2021 was \$87,901, lower than the County as a whole and with fewer outlier high-income earners compared to nearby communities. The 2021 average home price in Minturn in 2021 was \$767,000. Since 2015, Minturn has seen a drastic increase in the proportion of homes priced above \$1.0 million and the average price per square foot has increased by 33%. The Minturn housing market generally sees about 20-30 sales per year with 2021 experiencing minimal sales, another indicator that the market is tightening due to a lack of inventory for-sale or for rent. Median gross rent in Minturn is \$1,818, increasing 58% since 2015. About half of Minturn households are paying 30% or more of their income towards housing (both renters and owners), making that group housing “cost burdened.”

### HOUSING DEVELOPMENT CONDITIONS, CONSTRAINTS, AND OPPORTUNITIES

Due to the Town’s small geographic area and location in the Eagle River Valley with steep slopes on either side, available land for development is sparse in Minturn, especially considering the current context of infrastructure and zoning. In the central part of Minturn (excluding Bolts Lake, Maloit Park, Battle Mountain, and Dowd Junction) only 11 land parcels are undeveloped (no structures) and not zoned as open space. As illustrated in the maps on pages 61 and 62, six of these lots are small enough that they could only accommodate a small number of residential units. The current zoning for the other lots does not allow for the scale of residential or commercial development that is needed and desired in Minturn.

Town staff have identified a few other areas (full parcels or portions of larger parcels) that may have potential for development in Minturn, dependent on land swaps or other agreements with current landowners as well as zoning changes. These sites include land surrounding the municipal parking lot currently owned by Union Pacific Railroad; the land between the proposed Midtown Village and Belden Place PUDs in the South Town area, as well as land south of the proposed Belden Place PUD project, both currently owned by the U.S. Forest Service; and land at Dowd’s Junction/Meadow Mountain, also currently owned by the U.S. Forest Service. While Bolts Lake & Battle Mountain have previously been explored for development, there are no current plans for development in these areas and any future propositions would require significant planning, infrastructure

investment, and detailed consideration. Steep slopes and other environmental conditions in these areas would likely limit development potential for residential and commercial activity.

Water supply constraints also affect future development. To manage limited water supplies, the Town recently implemented a moratorium on any development requiring three or more Single Family Equivalents (SFEs) in annual water use, which will be in place for the foreseeable future. Further discussion on this topic is covered in **5: Water Infrastructure, Hazard Mitigation & Sustainability**

Minturn’s complex zoning code also poses challenges for housing development. Minturn’s zoning is oriented toward low-density single-family development, which limits opportunities for different and potentially lower cost housing types, such as duplexes, triplexes, fourplexes, or mixed-use structures. These are considered “missing middle” housing options that provide a variety of size, location, and price variations to meet needs and preferences while also strategically developing under land limitations. Zoning and Land Use are discussed in more detail in **Chapter 1: Smart Land Use & Practical Zoning**.



Existing housing in Minturn.



PLANNED UNIT DEVELOPMENT (PUDS)

Minturn has proposed Planned Unit Development (PUD) sites – three that are active; two that are inactive (previously explored PUD project areas); and two that have potential and are in discussion for PUD/ Master Plan development. Development of these proposed PUDs is constrained by available water service. Development plans are in flux and subject to change as they move through planning, permitting, and implementation over time.

**Belden Place** would result in 42 units (mix of single-family, duplex, condo, and an ADU as well as ownership and rental). Twenty units would be deed restricted to prioritize year-round Eagle County residents and 4 units would be deed restricted to households earning 200% Area Median Income (AMI) or lower. With only 18 available SFE water taps secured, this project would be completed in phases with a timeline of 5-10+ years depending on the timeline for remaining 24 water taps. Land Use approvals for this PUD have stopped due to pending litigation.

Plans at **Minturn North** have fluctuated during the review process. As of November 2022, discussions between the Town and the developer indicate that this project would include 39 units (scaled back from an original plan for 193). Six units would be deed restricted to prioritize year-round Town of Minturn residents.. The Town has designated 70 available SFEs to this project, which should allow for the planned development to occur without further water capacity expansion.

**Midtown Village** would result in 42 units (mix of single-family, cottages, townhomes, and apartments as well as ownership and rental) and 3,000 sf of commercial space. Twenty-seven of these units would be deed restricted to prioritize year-round Town of Minturn residents . This site has approximately 20 existing SFEs, requiring an additional 23 taps to fulfil the development as planned.

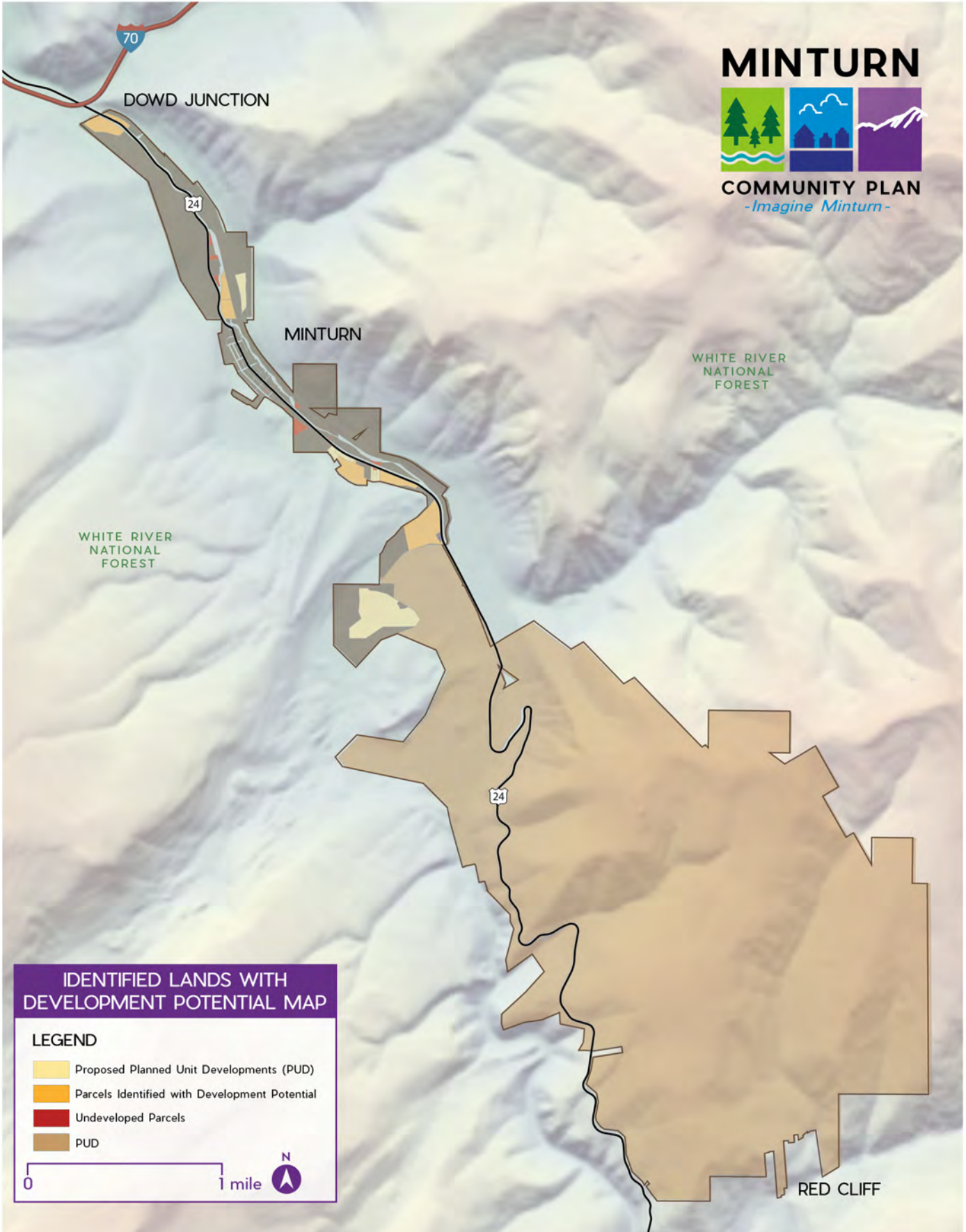
**Battle Mountain** and **Bolts Lake** are large land areas in southern Minturn which have been previously explored for development. The area was first explored through a PUD as a ski resort in the mid-2000’s. More recently, plans for residential development of the Bolts Lake area have circulated but nothing has been approved. The zoning code currently addresses these properties as follows:



Newer construction in Minturn.

*Except as otherwise provided in Section 16-10-30, uses within the Bolt’s Lake, Gilman, Willow Creek, Rock Creek and Holy Cross Character Areas shall be set forth on an approved final development plan for those areas. Until such time as a final development plan is approved, property within the Bolt’s Lake, Gilman, Willow Creek, Rock Creek, and Holy Cross Character Areas shall be used only for the following purposes:*

- (1) Environmental response activities for superfund sites consistent with EPA and CDPHE process and approvals and this Article.*
- (2) Forestry management and maintenance, including without limitation measures to address the infestation of pine beetles and abatement of noxious weeds.*
- (3) Passive recreation activities consistent with historic practice.*
- (4) Management and maintenance of the property as open space, greenbelt and wildlife habitat.*
- (5) Investigation and monitoring of soils, watersheds and other components of the property and other appropriate activities in connection with the management and maintenance of the property and the preparation of the application for the final development plan for the project.*
- (6) Operation, maintenance and use of water rights, water resources, water diversion structures, ditches, pipeline structures, ponds, water impoundments and associated facilities consistent with the decreed uses but subject to these restrictions.*
- (7) Hunting.*







**Dowd Junction**

The Town is interested in redeveloping the Dowd Junction area, one of the Town’s most viable and strategic opportunities for development. Town Council sees three main goals at this site:

- To generate sales tax and commercial property tax revenue
- To maintain public access to recreational opportunities at Meadow Mountain; and
- Serve as a regional transit hub and gateway to Minturn.

Additionally, discussions about development potential at this site include workforce housing but visioning and market analysis are still in progress to determine the best use for the site to move forward with proposals. Development at Dowd Junction will need to balance the opportunity for non-residential development with residential development. The Town has limited sites where significant non-residential development can occur to increase the Town’s tax base, but the site represents a unique opportunity to add residential units, commercial space, and transportation infrastructure. Dowd Junction is the current location of a USFS office and is owned by the agency which wants to consolidate administrative operations and properties in the region. Thus, the Town of Minturn has discussed acquiring the site from the agency. Another agency-owned parcel, Martin Creek, may be another opportunity for residential development in the future following a land swap or equivalent agreement.

**Eagle County School District Parcel**

The Eagle County School District owns property near Maloit Park, where there is housing for District staff. The District is interested in further subdividing the area or using a PUD to expand and improve housing in this area for District staff. Current concepts envision up to 138 units (mix of single-family, duplex, townhomes, and multifamily as well as ownership and rental) in addition to the existing recreational and institutional uses within this broader area. Plans are still developing and could ultimately include public-private partnerships for market-rate or other deed-restricted housing.

**HOUSING POLICY CONTEXT**

In 2019, Minturn adopted a *Housing Action Plan* in response to increasing pressure on housing from second homeownership, and the need for more long-term rental options for full time residents and workforce. The *Housing Action Plan* includes eight prioritized tools to implement to manage housing in Minturn. These include:

- An inclusionary housing requirement
- Policy support for ADU development
- Deed-restricted housing requirements in annexation agreements,
- A home buyer assistance program,
- A density bonus program for workforce housing,
- A housing development on vacant Town land (public-private partnership,
- A weatherization/energy efficiency program, and
- Management of short-term rentals

Residential linkage fees were also recommended for further consideration as part of the prioritized strategies in the *Housing Action Plan* but were not subsequently supported by Town Council.

In 2020, the Town adopted an inclusionary housing ordinance (No. 7 – Series 2020), which applies to any new housing or mixed-use development with 5 or more units or lots and requires 20% of units for local residents and 10% with initial sales price no greater than 200% AMI/rental no greater than 80% AMI. On a case-by-case basis, the Town Council may agree that a land dedication for community housing development is allowed in lieu of the requirements that otherwise apply within the development. The Town prefers to receive housing units over land, as there are still additional costs and time required to develop housing on any land dedicated in-lieu of a developer building affordable units on-site within the project or off-site. As it happens, the land dedication option is less likely to be pursued by developers since there is minimal land available in Minturn. The inclusionary housing regulations also prohibit the short-term rental of community housing. Only one development proposal (Midtown Village PUD) has triggered the inclusionary housing ordinance in Minturn since its adoption.

Additionally, in 2017, the Town adopted Ordinance No. 04 Series 2017 establishing new regulations for short term rentals (STRs). These regulations put in place a cap on STRs of 10% or 50 units of the total housing stock and a two-year ownership requirement prior to licensing application, among other tax and use regulations. In August 2022 the Town amended STR regulations to remove the 2 year ownership requirement for second-floor rentals above ground floor commercial in the 100-Block.

There is generally a political appetite for expanding ADU allowances within Minturn, but no formal action has yet been implemented.

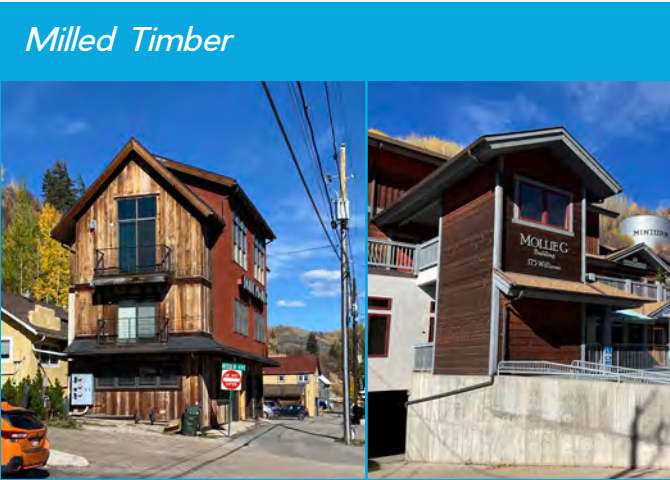


MINTURN’S HISTORIC INFLUENCE<sup>3</sup>

The development of nearby ski resorts such as Vail and Beaver Creek has brought tourism to the area, which Minturn benefits from. However, without its own resort development, constraints on growth, and reduced visibility from I-70, the community has been able to maintain its unique historic character and residential feel. Minturn’s 2016 *Economic Development Strategic Plan* highlights the importance of the community’s historic character and friendly atmosphere, tourism, placemaking, and small/local businesses. In particular, residents value Minturn’s eclectic architectural character and historic feel that is most clearly present in the 100 Block area. While this specific area is discussed in more detail in **Chapter 2: A Thriving 100 Block**, it is important to note the influence and value of this area in establishing and

maintaining Minturn’s broader community character. Preserving the small-town feel of Minturn is possible, even as the community evolves over time.

Minturn’s architectural character is varied, displaying a variety of building periods. One distinctive element is the vibrancy of the colors of residential and commercial buildings, especially in the community’s core. The colors of buildings in outlying areas are more subdued. Architectural styles present in Minturn include false-front style, pueblo, milled timber, folk victorian/national folk, gothic revival, neocolonial, modular, minimal traditional, craftsman, modern, and others. Most of the pueblo, milled timber and folk influences are concentrated in the core.



<sup>3</sup> Minturn Community Plan History & Policy Context, SE Group (2022), developed in the analysis phase of this Community Planning Process. (Appendix B: Plan Foundation Memos).

COMMUNITY INPUT

During this *Community Plan* update, the Town conducted a survey of residents. In this survey, residents of Minturn identified sense of community and appearance of the town as two of the top five attributes of the community. Of the eight “critical areas of focus” determined by the survey, three related to housing and/or character (deed-restricted housing, historic preservation, and the Town’s appearance). Fifty-three percent of survey respondents indicated strong support for the creation of more attainable housing for workers in the next 5-10 years. This project goal fell below other priorities such as water infrastructure and pedestrian and recreation infrastructure. Sixty-four percent indicated that there are not enough resident-occupied, deed restricted housing options in Minturn, and 56% said they are very or extremely supportive of adding such housing options.

Participants in the Open House held as part of this planning process expressed concern about losing residents due to high housing costs and more affordable options elsewhere. They also expressed concern about increasing second homeowners as well as tourists interested in renting STRs. Some residents also expressed that Minturn was losing residents to communities down-valley, where housing costs are cheaper. Participants were specifically asked to give feedback on multifamily housing types and locations. Responses indicated support for larger multifamily and duplex development at Dowd Junction and west of Taylor Street. Participants also favored duplexes and townhomes within Old Town and the 700-900 Blocks of southern Minturn. Townhomes were also favored in the 100 Block. Finally, residents were asked to express support for two draft vision statements, one that focused on Minturn’s historic, small-town character, vibrant downtown, and recreational assets. The other focused on adaptability and inclusivity, including affordable housing and sustainability. Respondents favored the first option, which more closely resembles the final vision statement for this plan. Additional input that relates to housing and character is summarized in **Chapter 2: A Thriving 100-Block**.

COMPETING SENTIMENTS

It is important to note that, while residents tend to indicate concern about housing costs and availability to support local residents and workforce as well as support for housing development at the conceptual phase as outlined above, there is also much opposition to proposed housing developments. Thus, there is a conflict between what residents generally say they have an appetite for or are concerned about when

asked, and what they will actually support once a more concrete proposal is in play. Anecdotally, much of the opposition is centered around development layout and design including the location of parking and circulation as well as massing and density. Additionally, residents who live adjacent to larger proposed housing projects tend to oppose them while residents who live elsewhere may support a housing concept in that area. For example, residents who participated in the Open House event indicated support for larger multifamily or duplex development west of Taylor Street but residents in this area have expressed strong opposition to this type of development at other events. Additionally some residents have elsewhere expressed opposition to higher density developments at Belden Place and Martin Creek. The Town will need to carefully navigate these local politics to balance competing needs and desires. Town staff, the Planning Commission, and Town Council will need to work closely with developers on creative design and continue to engage in conversations with the public about the importance of housing for the community and circumstances that make moderate density most viable and strategic.

The Community Plan Steering Committee also provided valuable feedback as part of this process. During facilitated meetings, the group expressed gratitude for Minturn’s neighborliness, strong base of year-round residents (especially compared to some nearby resort communities), generational families, rich history and “funky” architectural character. They reflected concern about increasing short-term rentals and second homes and their effect on housing availability and affordability for year-round residents. They also noted a local tension between the need for more attainable housing and concern over increasing density and development. This group also stressed the importance of including historic character and preservation as key topics within this plan update.

This feedback highlights some key agreements as well as inconsistencies in community perspectives and desires. First and foremost, the community values Minturn’s historic and eclectic character and small-town feel. Residents are concerned about the impacts of short-term rentals, second homeowners and increasing tourism pressures, and they want to protect year-round residents and the local workforce but are worried about increasing density and fear change. As illustrated above, support for new housing development, especially for rental housing and affordable unit options, is mixed and complex.



# CENTRAL CONCEPTS

This section outlines the important housing policy issues for the Town to continue addressing. The following Recommendations section provides more detail on the specific steps to be taken to address housing issues in Minturn.

## PRIORITIZE RESIDENT-OCCUPIED HOUSING

Today, approximately 80% of housing in Minturn is occupied by a full-time resident, compared to approximately 35% in Vail and 65% in Avon. The presence of full-time residents creates a sense of community and year-round vitality: “the lights are on” in Minturn’s neighborhoods year-round. This sets Minturn apart from mountain resort towns in which the vast majority of the housing stock is comprised of part-time homes and short-term rentals. The community would like to maintain the current level of full-time occupied housing, long-term rentals and ownership. Because some residential properties in Minturn will naturally deteriorate over time and may be demolished in the future, the Town should institute a broad set of land use regulations and community-based funding approaches to retain existing housing opportunities.

## USE SHORT & LONG-TERM APPROACHES TO GENERATE HOUSING

Many communities rely on land use regulation tools that create affordable housing units and/or fee revenue from new development. Approaches such as inclusionary housing (IH) can be effective when there is a steady pace of development. Combined, Belden Place, Minturn North, and Midtown Village have 108 available water taps for near-term development. At the time this plan was written, these projects have the potential to create 277 total units with additional water capacity. While final numbers are not secured, these projects will produce several deed-restricted units for local year-round residents and labor force as well as some reserved for lower-income households.

Minturn’s IH ordinance applies only to projects of 5 or more units so larger projects need to be developed in order for the IH to produce more affordable housing in Minturn. As noted, there is little land available for residential development under current zoning regulations, particularly of parcels large enough to trigger the Town’s IH ordinance. Dowd Junction presently offers the greatest potential for larger-scale development that would trigger the IH ordinance, while other properties could be explored. Town Council and subsequent zoning recommendations in **Chapter**

1 of this plan identify these areas for low-density development due to concerns about traffic impacts. Even at low densities, Master Plan development at these locations – as opposed to subdivision and incremental one-off development – would trigger the IH ordinance and contribute to the Town’s stock of deed-restricted units.

To create more near-term housing opportunities and resources, the Town should use multiple approaches to housing: regulatory and with broader community-based funding. Reliable funding enables the Town to use approaches such as buying market-rate units to be deed-restricted, and purchasing deed restrictions (“buy downs”) on existing homes. It can be less expensive to preserve existing housing than to construct new affordable housing.

Options for consideration are outlined below:

### Reconsider the IH Program Income Limits

The current IH program requires housing to be affordable up to 200 percent of AMI, which is a household income of approximately \$180,000 for a three person household. This income level equates to a home purchase price of over \$750,000. The IH will therefore produce housing that is close to market rate (albeit deed restricted) as the average sale price in 2021 was \$767,000. The Town should consider requiring a lower AMI target such as 120% or a range of AMI levels from below 100 percent to the current 200 percent requirement.



Housing in Minturn.

### Residential and Non-residential Linkage Fees

Linkage fees are applied to new development based on its employee generation and impacts on workforce housing demand. They function like capital impact and tap fees and can be charged at building permit. The 2019 Housing Strategy considered residential and non-residential linkage fees. There was no support for non-residential linkage fees in that effort, and moderate support for residential linkage fees, although neither were ultimately adopted. An advantage of linkage fees over IH is that linkage fees apply to all development; there is not typically a threshold of application (e.g. 5 or more units).

The Town could consider combining linkage fees with the IH program. Linkage fees would apply to small projects under five units and residential projects generating a net increase in gross residential floor area (e.g. expansion or redevelopment of a home into a larger home). Non-residential linkage fees could be considered but may run counter to the goal of increasing the tax base by attracting more non-residential development. All linkage fee revenue would be restricted to funding housing programs.

#### Defining Linkage Fees

Linkage fees are a one-time fee paid by developers for projects of a certain type or size that channels a funding source for community housing development or other specific community needs. Linkage fees are often used instead of an inclusionary zoning (IZ) regulation or to supplement the IZ for smaller projects.

### Community-based Funding

A revenue source is needed to expand housing opportunities in Minturn. Linkage fees could be one source, but the revenues are still dependent on new development. A more sustainable approach is a voter approved tax or other regulatory fees. A voter-approved mill levy or sales tax would generate an annual regular funding stream. An occupational privilege or “head tax” is another possible source; this is a tax paid by employers on the number of employees. Again, this may run counter to short-term goals to increase (and maintain) Minturn’s tax base.



Housing in Minturn.

### Short-term Rental Fees

Several mountain and resort communities in Colorado are adopting regulatory fees on short term rentals. The fees are typically higher than annual licensing fees, and the revenues are restricted to funding housing programs. For example, Telluride recently increased their short term rental licensing fees to support the creation of year-round workforce housing, and Breckenridge and Silverthorne have implemented tiered licensing fees based on the number of rooms.

## ENCOURAGE A DIVERSE MIX OF HOUSING TYPES

Approximately 68% of the homes in Minturn are single-family detached structures. This gives the Town a unique character compared to larger, more densely developed resort towns. However, attracting more types of housing and sometimes smaller units can help lower costs and provide more options for renters or people who may prefer an option besides a detached single-family home.



Minturn is constrained by topography.



LEVERAGE OPPORTUNITIES FOR HOUSING & TAX BASE EXPANSION IN FUTURE DEVELOPMENT

Given the limited number of properties with future development potential, the Town should ensure that new development balances creating full-time housing and non-residential development to grow the tax base. These strategies should apply to any potential PUD or Master Plan developments and any future annexations. The Town should employ its land use regulations and development agreements to create – not hinder – full-time housing in new developments.

ADDRESS WATER CONSTRAINTS TO CREATE MORE HOUSING OPPORTUNITIES

The current water moratorium limits the ability to increase housing opportunities and to attract non-residential development. The Town has an ongoing priority to make ongoing improvements to the Town’s water infrastructure, solidify future water sources and encourage the efficient use of existing resources. See **Chapter 5: Water Infrastructure, Hazard Mitigation & Sustainability** for additional information.



Townhomes in Minturn.



Housing in Minturn.

RECOMMENDATIONS

OBJECTIVE 4.1 CONTINUE IMPLEMENTING THE RECOMMENDATIONS OF THE 2019 HOUSING ACTION PLAN.

As indicated in the Existing Conditions & Issues Section above, the Town has already accomplished two of the nine prioritized and recommended tools laid out in the 2019 *Housing Action Plan*, one of which was identified as a “Tier One” action item. The 2019 *Housing Action Plan* contains seven remaining priority recommendations that remain relevant today. They are organized into tiers of priority:

- **Action 4.1.1** Implement remaining Tier One recommendations in the 2019 *Housing Action Plan*.

TIER ONE

- Revisit and update current ADU regulations, including:
  - Broaden areas where Accessory Dwelling Units (ADUs) are allowed
  - Streamline the permitting/review process and consider waiving or deferring fees when there will be a deed restriction
  - Loosen parking requirements where applicable and consider creative off-site or public transit alternatives
  - Consider expanding or removing the size cap as applicable and revisit dimensional requirements
  - Consider waiving water tap fees with local deed restriction on long-term rentals
  - Develop and adopt policies for negotiating deed restricted housing in annexation agreements. Although future annexation opportunities may be limited, having standards in place if they do occur will ensure that the Town can effectively use these instances to meet community needs and housing goals.
- **Action 4.1.2** Implement remaining Tier Two recommendations in the 2019 *Housing Action Plan*.

TIER TWO

- Collaborate with The Valley Home Store (TVHS), which currently offers down-payment and mortgage assistance to Eagle County residents, to ensure that Minturn residents are aware of this resource.

- Consider establishing a supplementary Minturn local assistance fund.
- Consider adopting a density or Floor Area Ratio (FAR) bonus for the inclusion of deed restricted housing in new development.
- Consider partnering with private developers to create new community housing on available Town-owned land. An inventory of such parcels is provided in the 2019 Housing Plan but further analysis and consideration is necessary.
- Partner with regional organizations such as NWCCOG and Energy Outreach Colorado at Walking Mountains and/or establish a local program to share resources and support local housing rehabilitation, weatherization, and energy efficiency projects.

OBJECTIVE 4.2 UPDATE THE 2019 HOUSING ACTION PLAN GOALS REGULARLY AND IN RESPONSE TO COUNTY-LED HOUSING NEEDS ASSESSMENTS AND CHANGES IN AMI.

Economic conditions that affect housing can change quickly and unexpectedly. While Minturn can rely on solid guidance from their 2019 *Housing Action Plan* and further guidance from this plan, it is important for officials to adapt to circumstances as they change. This adaptable approach will ensure that Minturn can adjust priorities and strategies to align with local and regional housing needs.

- **Action 4.2.1** Monitor Eagle County and Eagle County Housing & Development Authority publications and other publicly available data from sources such as HUD to stay up-to-date on regional housing needs. Use these indicators to inform changes in circumstances that may require adjustments to Minturn’s housing strategy.
- **Action 4.2.2** Update Minturn’s *Housing Action Plan* by 2025. The 2019 Plan is set to guide housing for 3-5 years.
- **Action 4.2.3** Conduct periodic development code reviews to promote innovative and smaller homes, including ADUs.
- **Action 4.2.4** Continuously support historic preservation to maintain the Town’s unique housing stock.





Housing in Minturn.

OBJECTIVE 4.3 CONSIDER NEW HOUSING STRATEGIES, SUCH AS BUY-DOWN PROGRAMS.

In a buy-down program, the Town would purchase deed restrictions from current homeowners. The Towns of Breckenridge and Vail are using this approach, and the market for a deed restriction is about one third the market value price of the home. Some homeowners take advantage of the program to get cash to pay off a mortgage, avoid foreclosure, do needed repairs, or to age in-place in their home. The Town then holds a deed restriction on the home, typically limited to full-time residents working, in this case, in Eagle County. This program may be a good match for Minturn with its older housing stock and somewhat older population than the County as a whole. With limited growth potential, a buy down program may be the most effective way to preserve and create opportunities for full-time resident housing.

- **Action 4.3.1** Investigate the viability of a buy-down program in Minturn including identifying a funding source.
- **Action 4.3.2** Broaden the application of a buy-down program to include historic preservation renovations of homes, so long as they are deed restricted to full-time residents.

OBJECTIVE 4.4 INCREASE THE AMOUNT OF LOCAL FUNDING AVAILABLE FOR FULL-TIME RESIDENT HOUSING THROUGH NEW FEES AND/OR VOTER-APPROVED TAXES.

The most successful programs for maintaining or increasing the supply of resident housing have a reliable dedicated funding source. Rather than relying on new development, a tax dedicated to housing enables a community to proactively plan and fund projects or initiatives. The Town should monitor political support for a modest mill levy or sales tax dedicated to housing. While linkage fees received moderate to low support in the 2019 *Housing Action Plan*, they should be re-considered periodically and especially before major surges in development occur if large projects, sites, or PUDs are expected to come under review. A residential linkage fee may be more appropriate for Minturn, rather than applying linkage fees to commercial development. A regulatory fee on STRs should also be considered. This is an emerging tool that several Colorado mountain towns are considering. The Town of Breckenridge adopted a regulatory fee on STRs in 2021. For planning consideration, a fee of \$500 per bedroom per year would generate about \$50,000 per year on the Town’s maximum number of 50 short term rentals.

- **Action 4.4.1** Gauge public appetite for community-funded housing.
- **Action 4.4.2** Consider instituting linkage fees and/or a regulatory fee on STRs.

OBJECTIVE 4.5 CONTINUOUSLY ADDRESS WATER AND OTHER INFRASTRUCTURE BARRIERS TO HOUSING CONSTRUCTION.

The town is nearly at full capacity for its water system, and water may continue to be a constraint on growth for the town. It should therefore carefully consider how future taps are allocated. The current moratorium on developments that require water taps greater than 3 SFEs is currently a large barrier to housing creation in Minturn. This is particularly limiting given that large-scale projects provide new units quickly and have greater potential to offer “missing middle” and affordable/attainable options such as rental units, apartments, duplexes, townhomes, etc. Multiple such projects are in the pipeline through PUDs but are significantly constrained by these conditions.

In 2019 the Council approved for a growth scenario of up to 450 SFE’s. This included 120 SFE’s for the Eagle County School District as the remainder of the designation from the 2011 Annexation Agreement, as well as 70 SFEs if the Council approves a Minturn North project. These two projects (Minturn North is only in the case of an approval) account for 42% of the 450 SFEs planned for in 2019. While moratoriums are in place, the Town should incentivize small-scale infill housing (re) development such as ADUs, duplexes and triplexes.

- **Action 4.5.1** Prioritize Town funding to support the necessary improvements outlined in Resolution 30 – Series 2020 to increase Minturn’s water system capacity.
- **Action 4.5.2** Continue to monitor water capacity and consider expanding the intended capacity improvements beyond what is currently planned.
- **Action 4.5.3** Evaluate an allocation policy along with new rate structures when capacity becomes available.

OBJECTIVE 4.6 PRIORITIZE HOUSING FOR FULL-TIME RESIDENTS; ENSURE THAT RESIDENTS OF ALL AGES AND INCOME LEVELS ARE ABLE TO FIND HOUSING.

As described above in the summary of public engagement and feedback related to housing, Minturn residents are interested in preserving and promoting “resident-occupied” housing. A healthy level of full-time residency is critical to maintaining the social and economic fabric of a community. Likewise, it is of the utmost importance to ensure that low- and middle-income residents of Minturn can afford to live in Minturn. The following regulatory tools aim to support full-time residency and affordability in Minturn:

- **Action 4.6.1** Amend the 200% AMI requirement for inclusionary housing in Minturn to promote more equitable and inclusive access to housing. Further assessment may be necessary to determine the most appropriate thresholds for the community, and many communities require units at a variety of thresholds. A 120% AMI requirement should be available for at least a portion of units.
- **Action 4.6.2** Use deed restrictions to require full-time residency in the community in homes created through housing regulations or preserved with public funding such as a buy-down program.

- **Action 4.6.3** Support a diversity of housing types in the Town Code and development guidelines; ensure that updates to PUD guidelines encourage and incentivize affordable housing.

OBJECTIVE 4.7 CONTINUE TO COLLABORATE WITH REGIONAL JURISDICTIONS AND ENTITIES IN EAGLE COUNTY TO STAY ABREAST OF HOUSING ISSUES, AND POLICIES AND TOOLS BEING USED. ALIGN BEST PRACTICES AND INCOME QUALIFICATION RANGES FOR CONSISTENCY.

Numerous communities and agencies in Eagle County are working on and administering housing programs. The Town should keep in touch with these other groups and look for areas where Minturn’s policies and regulations may need to be adjusted for consistency.

- **Action 4.7.1** Convene with the housing departments of other jurisdictions and with housing providers annually to review successes and local best practices.
- **Action 4.7.2** Routinely revisit designated AMI ranges for affordable housing to ensure that they correspond with Eagle County housing needs analyses and meaningfully contribute to the generation of affordable housing.
- **Action 4.7.3** Actively engage with regional partners to support the possibility of a new Regional Housing Authority.



Shops and second floor housing in Minturn.



OBJECTIVE 4.8 ENSURE THAT PUD REGULATIONS AND POLICIES CONTAIN PROVISIONS THAT WILL CREATE FULL-TIME RESIDENT HOUSING, PARTICULARLY AT DOWD JUNCTION AND MARTIN CREEK.

Since Minturn’s primary development area is built out, PUDs represent a singular opportunity to add substantial additional housing units. Should the potential PUDs in Minturn eventually progress into development review and eventual construction, The Town should ensure that these PUDs will provide an appropriate level of resident housing.

- **Action 4.8.1** Encourage the inclusion of affordable housing in PUDs over and above the current IH requirement; consider offering an expedited review process to incentivize this.
- **Action 4.8.4** Consider implementing “Main Street” or PUD/Master Plan design regulations for new developments that require active street frontage and rear/hidden parking or other elements to increase the likelihood that development proposals will be palatable to and supported by the community.



Housing in Minturn.

OBJECTIVE 4.9 SUPPORT HISTORIC PRESERVATION WITHIN MINTURN’S BROADER HOUSING STRATEGY.

Minturn has some of the oldest housing stock in Eagle County which gives the town its unique character. Many residents are deeply invested in preserving the town’s historic homes. Minturn residents are accustomed to smaller historic houses, creating an opportunity to promote innovative designs of smaller and less costly homes. These could include duplexes, fourplexes, eightplexes and ADUs. As an added benefit, these smaller units can help address the shortage of rental housing, and/or provide less costly ownership opportunities.

- **Action 4.9.1** Review and update Minturn’s development design guidelines to strengthen and further specify how new residential development, redevelopment, and remodels can contribute to the community’s valued architectural character and vibrancy.
- **Action 4.9.2** To preserve existing buildings to the extent possible, consider instituting a demolition delay ordinance or initiative to support adaptive redevelopment as opposed to teardowns and new builds.
- **Action 4.9.3** Foster discussion around materials and design in the early phases of development review to ensure that developers understand the importance of celebrating Minturn’s existing character.

## CHAPTER 5



### Water Infrastructure, Hazard Mitigation & Sustainability



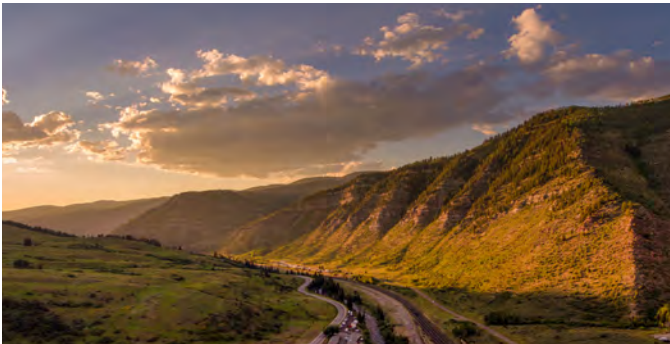


INTRODUCTION

One of Minturn’s most pressing issues as a community is the current limitations on its water system. These issues threaten Minturn’s ability to grow over time, even at its relatively low population growth rate of less than one percent per year. The community’s water challenges are exacerbated as Colorado continues to experience ongoing drought and other impacts of climate change that could directly affect available water supplies. Minturn and the surrounding region have been experiencing recent and extended periods of drought and reduced snowpack. Soils in the area are drier than they used to be, and there is less runoff because that water is staying in the soil. Elsewhere in the Colorado River Basin, downriver communities have overallocated water. Minturn and neighboring communities have started to adjust water usage.

It is essential that the Town considers these factors as it strategically and proactively approaches necessary upgrades to the local water system’s infrastructure and operations while addressing growth management strategies that balance consumption with community vitality, cost recovery over time, and stewardship. In addition, the Town must consider impacts to wastewater capacity, including stormwater, related to changing development patterns and upward trends of extreme storm events over time.

In addition to the complicated effects of drought and increasing storm events, residents of Minturn and Coloradans more broadly are acutely aware of increasing wildfire threats. Coupled with the discussion of water infrastructure, this chapter addresses how Minturn can proactively prepare for and protect against other potential natural hazards, including wildfire. In addition, this chapter discusses ongoing efforts and additional measures the Town can pursue to promote and increase environmental sustainability throughout the community.



Minturn is characterized by abundant natural beauty.

Defining Sustainability & Resiliency

For the purposes of this chapter, “sustainability” refers to actions, programs, policies, and other initiatives that aim to reduce greenhouse gas emissions, conserve scarce resources, capitalize on natural ecosystem services for environmental management, and reduce waste. Sustainability actions and policies can also support public health outcomes. This chapter focuses on Minturn’s environmental sustainability. See the plan’s **Introduction** for an overview of other dimensions of sustainability, including social and economic sustainability, and how they are covered in this plan document.

In the context of this chapter, “resiliency” refers to the ability of the community to anticipate and adapt to environmental hazards, particularly hazards and events associated with climate change. Several portions of the Minturn community are located in fire- and flood-prone areas; achieving resiliency in these areas will require substantial future planning and analysis. In addition to disaster mitigation, disaster event planning is also an important dimension of resiliency. Future planning and resource analysis is required to ensure Minturn’s readiness for disaster events. Importantly, “resiliency” applies to slow-moving environmental hazards as well as discrete disaster events. Examples of slow-moving environmental hazards include drought impacts and heat-island effects.

EXISTING CONDITIONS & ISSUES

MINTURN’S WATER SYSTEMS

The Town of Minturn has its own water utility that provides drinking water for the Town’s population of approximately 1100 people. The system includes an aging water treatment plant that is fed from a surface water diversion at Cross Creek. The water system includes two water storage tanks, and approximately 7 miles of water distribution piping.

Based on the *Water System Capital Improvement Plan* (CIP 2019) prepared by SGM dated September 2019, the Town currently serves approximately 730 Single Family Equivalents (SFEs). The existing water system maintains additional capacity for service.

What are SFEs?

An SFE (single family equivalent) is the basic unit for determination of water charges and usage for a given development, accounting for water use within the building and on the lot. The Town Code provides that one (1) SFE shall be equal to the water required to serve up to three thousand (3,000) square feet of building area as measured from the exterior dimensions of development and two thousand (2,000) square feet of outside irrigated area.

Given the limitation of the water system capacity, the Town of Minturn issued Ordinance No. 05 – Series 2020, which enacted a moratorium on the allocation of water taps for new-build construction projects requiring more than three single family equivalent units (SFEs) above historic use. This moratorium was put into place to restrict new development until improvements could be made to the water system to increase the water system capacity. All other development at this time is limited to historic use plus a maximum of 3 SFEs each until water improvements can be completed to provide additional capacity.

The Town’s existing water system does not provide water service to the nearby areas of Dowd Junction or Battle Mountain. If development were to occur in either of those areas, the developer would need to provide their own water rights, water supply and infrastructure to support the development or a fee-in-lieu of supplying water rights. However, in the case of Dowd Junction, it is important to note that the Town may need to consider supporting infrastructure costs as this could be a barrier to the financial feasibility of development. The Town will need to carefully consider priorities and trade-offs and work closely with potential developers to determine the most effective way to support projects at Dowd Junction.

Water Loss

Based on the 2019 CIP, the water distribution system has significant water loss which means the water treatment plant is producing a higher than average amount of water as compared to the water that is actually used by the customers. The water system currently is estimated to experience between 30% to 60% loss. An average municipal water system experiences losses in the range of 10% to 15%. Steps as outlined in the 2019 CIP have been implemented including the installation of a town-wide leak detection system and the replacement of all water meters. With these improvements in place, and minimal leaks to

the main distribution system experienced, water loss numbers have remained high. This has led staff to research the water metering and billing system where vast inaccuracies have been detected. With the new WaterSmart meter replacement program nearing completion and going online, the Town hopes to better understand the causes for the apparent water loss and the possibility that the data is based on accounting issues rather than infrastructure shortcomings. Planned Improvements

September 15, 2021, Resolution 30 – Series 2021 was approved and identified several improvements from the CIP 2019 that are required to improve the existing water system and to serve future development. Option B of the *Capital Improvement Plan* is included in the resolution outlining several improvements to the Town’s water system that are identified to be completed in near term, mid-term, and long-term timeframes. Some of the main elements of the water system improvements include:

- New membrane water treatment plant
- Additional water source from the Eagle River
- New water storage tank
- Replacement of water mains<sup>4</sup>

The strategy of how best to secure Minturn’s water treatment solution is constantly evolving and the components of the CIP 2019 will likely be amended. The timeframe for completion of these water infrastructure improvements will depend on Town funding, and longer-range improvements may not be complete for 10 years. A new water tank is under construction at the time of writing and is scheduled for completion by the spring of 2023, while the design for a new water treatment plant has also begun.

Future Water Capacity

If all of the improvements are completed as identified in Resolution 30 – Series 2021 the Town’s water system will have the capacity to serve an additional 450 SFEs. However, the Town could implement water system improvements that allow for more or fewer than 450 SFEs. Table 5 on the following page includes a summary of the Towns water system capacity.

<sup>4</sup> The Town is currently not replacing any water mains, as this infrastructure is in good condition. The CIP includes savings for a reserve fund for the eventual replacement of water mains when necessary. This is done so that the upgrades can be made using cash and not a loan.



Some of the additional capacity planned for the water system includes SFEs that have been allocated to specific projects including 120 SFEs reserved for the Eagle County School District and additional SFEs allocated to an under review PUD project, should they all be approved. Table 6 includes a summary of SFEs for future development.<sup>5</sup>

Table 5: Water Capacity System

System Description	SFEs
Existing water system	730
Additional capacity after CIP 2019 improvements	450
<b>Total future capacity</b>	<b>1,180</b>

Table 6: Future Development Summary

System Description	SFEs
Maloit Park/Eagle County School District	120
Belden Place	42
Allocated	19
Estimate of additional needed per plans	22.5
Minturn North	70
Midtown Village	45
Allocated	20
Estimate of additional needed per plans	25+
Total allocated & planned	276.5
Available for other development	173.5
Total additional capacity	450

Based on the improvements planned for the Town’s water system and obligations of some of this future capacity to anticipated developments, future development for other projects is limited to approximately 173 SFEs. These calculations do not specify taps needed for development at Dowd Junction or other potential development areas.

WASTEWATER SERVICE

The Eagle River Water and Sanitation District (ERWSD) provides wastewater service to the Town of Minturn. During this community planning process, the engineering firm Tetra Tech confirmed wastewater

<sup>5</sup> Information from the Status of Minturn’s Proposed PUD’s Memorandum, SE Group (2022), developed in the analysis phase of this community planning process (Appendix B: Plan Foundation Memos) and from follow-up email communication between SE Group and the Town dated November 9, 2022.

system capacity information for Minturn with Jason Cowles, the Director of Engineering and Water Resources for the ERWSD.

The existing wastewater collection system collects wastewater through a series of sanitary sewer mains within the Town of Minturn, and a single wastewater interceptor line parallels Hwy 24 to Dowd Junction. At Dowd Junction there is a wastewater lift station that pumps wastewater to the Avon Wastewater Treatment Plant. The Dowd Junction lift station is currently the limiting point for wastewater service to the Town of Minturn. ERWSD will be replacing this lift station with completion scheduled for 2023.

The new lift station has been sized to accommodate up to 1750 SFEs from the Town of Minturn, and this includes the service area of Dowd Junction area, Battle Mountain, or any other future development along the Hwy 24 corridor. Otherwise, the Avon Wastewater Treatment Plant does not have any other limitation to serve the Town of Minturn, and additional SFEs would be purchased with future development.

The ERWSD is currently working on an updated wastewater collection system master plan. The master plan update will review collection system capacity, including if upgrades may be required for the existing interceptor line along Hwy 24. Other smaller sanitary sewer mains in the Town of Minturn may need to be upsized, extended to new development areas, or replaced to reduce Inflow & Infiltration (I&I) within the Town. According to the ERWSD, there are existing I&I issues within the Town, and replacement or repairs to older sanitary sewer mains may be needed to improve capacity in the pipe system. The Town should coordinate with ERWSD to ensure that Minturn’s wastewater systems are thoroughly assessed, and needs are addressed.

WILDFIRE & OTHER NATURAL HAZARDS

Wildfire is the greatest natural hazard risk in Eagle County, followed by winter storms, avalanches and landslides, high winds and thunderstorms, drought, and flooding. Due to climate change over time, these threats are increasing for Minturn and the broader Eagle River Valley and Eagle County communities. Minturn is serviced by the Eagle River Fire District and is currently informed by Eagle County’s *Hazard Mitigation Plan*.<sup>6</sup>

<sup>6</sup> The Town website offers informational materials for residents regarding strategies to protect homes against wildfire risk, but they are not currently required by code.

SUSTAINABILITY EFFORTS

Town of Minturn

Several past planning efforts in Minturn have incorporated sustainability topics – a foundation upon which this plan builds. The 2009 *Community Plan* includes a section on sustainability and green infrastructure. The 2017 *Energy Action Plan* lays out goals and action steps for reducing building-related emissions by 5% per year and 80% total by 2050, among other targets. The 2021-23 *Strategic Plan* elevates a variety of action items from the 2009 *Community Plan* as well as new strategies that address natural hazards and sustainability, including continued cleanup of Eagle Mine Superfund site, implementation of various development practices and regulations, expansion of community composting and waste reduction, capitalizing on sustainable energy opportunities, improvements to water, stormwater, and multi-modal transportation infrastructure, etc. Among other achievements, the Town has successfully supported the implementation of two Electric Vehicle (EV) charging stations – one at Town Hall and one at the Shop & Hop/Shell gas station.

Regional Partners and Non-Profits

Regional entities and non-profits also play a role in supporting sustainability for the Minturn community. The Eagle County Sustainable Communities Department oversees County Environmental Policy and the County *Climate Action Plan*, and otherwise promotes sustainability and community resilience throughout the region. The *Climate Action Plan* was recently updated (2020), with overarching goals to reduce GHG emissions by 50% in 2030 and 80% in 2050 from 2014 levels. Minturn can use the planning efforts and resources of this Department to guide local initiatives and align goals. As described in the Recommendations section of this chapter, the Town should continuously monitor its performance in meeting its approved sustainability goals and the effectiveness of these goals.

The Walking Mountain Science Center is another vital asset for Eagle Valley communities. This organization offers a variety of educational sustainability and natural science programming for students and residents of all ages as well as programs and resources for businesses and locally organized events to implement sustainability measures. The Town of Minturn can utilize this resource and amplify the available resources and organization’s impact for local residents.

The Eagle River Foundation supports projects that support the “safety, well-being, and environment of the people within Western Eagle County.” Since 2000, the Foundation has distributed approximately \$370,000 in



Volunteers work on trail building (VVMTA).

grant funding to more than 36 organizations. Projects include Eagle River cleanup and conservation efforts, Eagle Mine Superfund site cleanup, and various educational initiatives including the Walking Mountain Science Center, among others. This is a valuable financial resource that the Town can consider for local projects. Although the Eagle River Foundation primarily serves the western portion of Eagle County, the Town should still explore potential collaborations and support from the group.

The Eagle River Watershed Council – a recipient of Eagle River Foundation grants – “monitors, advocates for, educates, and seeks to restore” the Eagle River watershed. This organization is a vital partner for the river’s health and conservation and to promote stewardship of the watershed. The Council hosts a variety of events and organized volunteer initiatives.

The Eagle Summit Wilderness Alliance (ESWA) promotes health and preservation for three regional wilderness areas, most notably Minturn’s neighboring Holy Cross Wilderness. The organization oversees volunteer field programs to maintain trails, campsites, monitor invasive species and forest health, and spread awareness of stewardship principles. The organization also conducts outreach and advocacy. Again, this organization can serve as a valuable local partner for engaging in sustainability and conservation initiatives.

The Vail Valley Mountain Trails Alliance (VVMTA) works to balance recreation opportunities with environmental health and conservation. The organization provides sustainable trail planning, design, and building, working closely with local land managers, organizes volunteer events, and oversees a Trails Ambassador Program to enforce trail closures and spread awareness of various stewardship principles and local natural science information. The Town can promote these programs and opportunities for the



community to embrace environmental stewardship, including respect for and protection of wildlife and natural ecosystems that surround recreational assets.

Healthy Communities Coalition of Eagle County conducts research and supports initiatives that serve wellness, primarily through nutrition and active living. While the organization’s mission is not explicitly about environmental sustainability, the promotion of local food production and active lifestyles have parallel benefits for sustainability. The Coalition developed the Town’s 2015 *Healthy Eating & Active Living Master Plan Policy Scan*.

The Minturn Community Fund also serves as a valuable local resource for community events and projects. The community garden is a popular gathering space and resource for locally-grown food, educational events, and more. Through collaboration and creativity, this resource could support future initiatives related to sustainability.

COMMUNITY INPUT

The Minturn Community Survey conducted during this planning process reveals that Minturn residents recognize the need for proactive planning to protect against potential threats and serve community needs. Protection against wildfire risks, emergency preparedness, and water conservation were among top focal areas reported by the community.<sup>7</sup> Environmental sustainability was also reported as an important focus area. Repairing and replacing water infrastructure was the most-supported Town project. However, only 55% of respondents indicated that they knew about the Town’s plans for improving water infrastructure and capacity and about half of respondents reported that they do not feel informed about the Town’s water system.

At the Open House event held as part of this planning process, participants had mixed sentiments about a few potential sustainability measures that other mountain communities have implemented. Rebates for solar installation received the most support, while water use reduction goals (40% reduction in use) were most contentious.

<sup>7</sup> Town of Minturn Community Survey Report (2022)



Minturn’s community garden provides a foundation for local food production.



Minturn residents give input on this plan at a Concert Series event.



Cost-saving private solar programs make solar installation more feasible (Town of Mountain Village).

CENTRAL CONCEPTS

ACHIEVING WATER SOURCE REDUNDANCY

What is redundancy?

*In engineering, “redundancy” refers to the duplication of service systems to ensure that if one infrastructure system fails, there is another system that the community can use and rely on. Redundancy increases a community’s resilience to crises and disasters. Water source redundancy means that there are multiple sources of water to draw from should one of them fail.*

Currently, the Town’s water system has a single water source, Cross Creek. It would be beneficial to have a secondary water source to provide redundancy to the Town’s water supply. Typical risks to surface water sources in the Colorado mountains include reduced stream flows, drought, contamination from a spill, or potential contamination resulting from a wildfire in the watershed. To guard against these risks, it may be wise for the Town to identify and secure a secondary water source.

The 2019 CIP indicates two alternatives to provide redundancy of the Town’s water supply. The first is developing the Town’s water rights along the Eagle River. The second is to consider an interconnect by pipeline to the Eagle River Water and Sanitation District’s (ERWSD) system near Dowd Junction. This second option has experienced public opposition and recently ERWSD stated that an interconnect was no longer an option.

Another potential segment of the Town’s water system is Bolts Lake. Bolts Lake is the site of a reservoir located south of Minturn and above the town. The lake has been dry in recent years, as the dam was determined to be unsafe and breached. Recently, ERWSD has purchased Bolts Lake and intends to evaluate it for future improvements as a raw water storage site for the District. The Town of Minturn has an intergovernmental agreement with the ERWSD and there could be benefits to the Town of Minturn from raw water storage development at Bolts Lake in the future. At this time, since plans for Bolts Lake are still being developed, the lake is not identified as part of the Town’s water system. The lake itself would not be a source of water; this would require substantial permitting and physical upgrades to the site.

INCENTIVIZE WATER CONSERVATION AND EFFICIENCY

The Town of Minturn charges customers for water use on a fixed base rate plus a water usage rate per 1,000 gallons. The Town does not currently have a tiered water rate structure that charges customers at higher rates for high water users, although the Town does have a tiered water rate structure for sprinkler and irrigation accounts. Tiered water rates are a tool that many water providers in Colorado use to help incentivize water conservation, including ERWSD and the Town of Eagle. Implementing a tiered system in Minturn could help to a) promote water conservation and b) help to pay for needed infrastructure improvements.

At the time of writing, the Town is in the process of adopting “waterwise” landscape regulations, scheduled to wrap up in the fall of 2022. These regulations update and replace the Town’s previous landscaping requirements found in the Minturn Municipal Code and are generally applicable to new development and major remodels of existing homes and landscapes. The new regulations would focus on reducing “high water use” areas and water intensive lawn areas on individual properties; designing landscapes with xeriscape and drought tolerant plant species in mind; and water efficient, “smart” irrigation systems.

THE ROLE OF WATER AND SUSTAINABILITY IN DEVELOPMENT

As laid out in the Existing Conditions section above, water is essential for future development. Though the Town’s system has not run into capacity issues yet, it may eventually. Another defining issue for water in Minturn is the Town’s consumptive use limitations. These limitations are at their greatest between August and October. If less outdoor watering took place during those months, more water would be available for additional residential units. Additionally, PUD sites that have the greatest land opportunity for future development are not currently served by the Town’s water and wastewater infrastructure. Thus, many of the recommendations that follow in this chapter are centered around the implementation of the Town’s *Capital Improvement Plan* and other action steps to improve water system capacity, efficiency, and resiliency to support strategically directed growth and development.

When considering development regulations and incentives, it is important to think about potential trade-offs and goals. Construction and building functions are large contributors to resource use and GHG emissions. In the following section, this plan recommends that



the Town promote greater sustainability in buildings and development within the community by adopting incentives (such as density bonuses or fee waivers) or regulations that encourage sustainable building practices, such as more sustainable materials, passive heating and cooling, renewable energy, water and energy efficiency and conservation, green infrastructure, etc. However, in **Chapter 4** this plan also recommends similar regulations or incentives for the development of community housing (affordable, workforce, year-round resident-occupied). Development is expensive and complex, and the Town will need to carefully consider all the trade-offs of these potential strategies. What

is the highest priority for the Town? Will additional regulations deter developers? Will incentives be attractive enough? How will the loss of revenue or additional massing/density resulting from incentives affect the Town’s operations or community appetite for a given project, and therefore its success? These trade-off considerations also apply to recommendations for dedicated funding streams for community housing or sustainability initiatives, such as impact fees, parking fees, short term rental fees, and others.



WILDFIRE & HAZARD MITIGATION

Hazard mitigation planning is a foundational step in assessing potential risks and establishing strategies and programs to prepare for and protect against potential natural hazards as well as coordinate emergency response efforts. Currently, Minturn relies on the *Eagle County Hazard Mitigation Plan*, which was most recently updated in 2018. As natural hazard risks increase over time due to climate change, the Town may want to consider developing its own, more focused *Hazard Mitigation Plan*. Additional resiliency and hazard preparedness recommendations in the following section of this chapter focus on partnerships, data sharing and monitoring, and strategic land use and development regulation tools to reduce risk impacts of wildfires – including forest fuels and wildland urban-interface (WUI) management, and fire-resistant building codes, landscaping, and development pattern regulations. In future planning and monitoring efforts, the Town should collaborate with relevant partners, including the Colorado Department of Wildlife, on stewardship efforts that support Minturn’s mountain ecosystem, including vegetation management and habitat parameters.

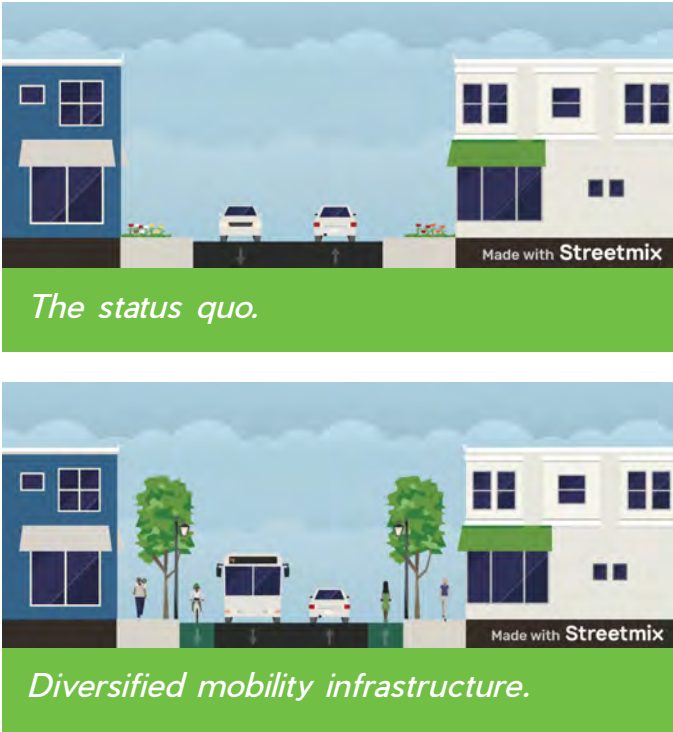
A SUSTAINABLE COMMUNITY

Environmental sustainability is increasingly becoming a critical factor in any planning initiative and is supported by the Minturn community as an important topical focus. Sustainability can and should be considered and woven into all aspects of the Town’s operations and culture wherever possible. From recycling, composting and Zero Waste events such as the Minturn Market, to water conservation, to sustainable development and landscaping practices, to renewable energy viability, to balancing recreation and development with the protection of natural resources, ecosystems, and wildlife, to alternative transportation habits. As described at the outset of this chapter, sustainability includes anything that contributes to the reduction of greenhouse gas emissions, conservation of scarce resources, strategic use of natural ecosystem services for environmental management, or reduction of waste. As a leading entity and instigator of change for the community, the Town should investigate every issue, initiative, and facet of its operations through this lens to see where it can make adjustments that support and promote sustainability.

The following concepts and case studies are central to the objectives and action items laid out in this chapter related to sustainability.

Low-and-No-Carbon Transportation

Transportation is a major contributor to GHG emissions globally, nationally, and locally. In the U.S. this is particularly salient due to the fact that government decisions and funding streams have historically prioritized single-occupancy vehicles (SOV) as the primary mode of transportation. The term SOV refers to the trend of one person per vehicle travel, each of which relies on gas or diesel, and therefore emits carbon and harmful particulates. Mass transit produces less carbon per person than SOVs, and helps to reduce congestion and parking needs, as one vehicle can carry many people. Even better, walking or cycling does not produce any carbon. The increasing viability and production of electric vehicles also promises a lower-emission option for SOV travel. When mass transit, active transportation, and electric vehicle modes are given priority over traditional gasoline SOVs, they become more attractive to users, creating more diverse mobility options, and fostering behavioral shifts that are more sustainable. By improving infrastructure and service to make walking, cycling, public transit, or an electric vehicle more safe, convenient, and affordable, the Town of Minturn can play an active role in progressing toward more sustainable transportation practices.





Another way to encourage active transportation habits and build support for bike-ped investments in infrastructure is to host organized bike/walk to work events or group rides. These events usually involve booths set up along popular routes with coffee, pastries, music, swag, and positive vibes for participants. Colorado DOT promotes an annual statewide bike to work day each summer. A study in Vancouver, Canada found a variety of strategies to broaden participation in bike to work events through activities such as friendly inter-company competition, multiple related and supportive events rather than one-offs, organized leadership, prizes and incentives, and robust/targeted advertising.<sup>8</sup> Because many Minturn residents work outside of Minturn, this initiative could be broadened to include other green transit options, such as carpooling and taking ECO Transit. This type of event could also be restyled to promote carbon-free trips within Minturn, such as walking or biking to the trailhead or to enjoy a community event in the 100 Block or at Little Beach Park.

Bikes Make Life Better is an organization that helps businesses implement programs and strategies to encourage employees to bike to work more regularly (or take other non-SOV modes). They primarily work with large companies but the same concepts can be implemented on a smaller scale. The following are some potential tactics to support biking within Minturn:<sup>9</sup>

- Provide free, safe, and convenient bike parking infrastructure on site.
- Offer Bike Commute 101 classes or events to encourage and support inexperienced riders. For small-scale businesses this could be a collaborative effort among several businesses.
- Offer paid incentives for employees who bike (or free transit passes); pair this with paid parking for other employees.
- Offer subsidized bike purchases or host a bike swap event.

<sup>8</sup> [https://www.pedbikeinfo.org/examples/example\\_details.cfm?id=4278](https://www.pedbikeinfo.org/examples/example_details.cfm?id=4278)  
<sup>9</sup> <https://actionfigure.ai/blog/conversation-with-anna-walters-from-bikes-make-life-better/>

Local Sustainability Funding Streams

Establishing a dedicated municipal fund for sustainability projects could provide valuable financial support to implement sustainable practices and projects that both improve Minturn’s sustainability and support economic development. The Truckee, CA business community has established a sustainable gift card program where 25% of card value is matched by Visit Truckee-Tahoe, the local tourism agency, to support local sustainability projects. These gift cards can be used at participating businesses who have opted into the program. A similar program could be established in Minturn, particularly if a Downtown Development Association is created. Other potential sources for a sustainability fund could come from visitor parking fees or impact fees. As the Town considers applying these additional fees, there will need to be a broader discussion about the areas of need for additional funding, including community housing. One possible scenario for the Town to consider involves using short-term rental fees to support a community housing fund, parking fees to support transportation-related sustainability initiatives, and impact fees to support both housing and sustainability. The Town already uses an Exterior Energy Offset Program that charges different fees for heated driveways, spas and hot tubs over 64 square feet, and pools. These fees are intended to subsidize residential solar projects in the Town of Minturn. This program is not well-known or well-utilized, and therefore there is an opportunity for additional sustainability funding mechanisms (e.g., sustainable gift cards) that would fund a greater variety of projects.



Many residents already choose to bike in Minturn, as evidenced at this Summer Concert series event.

RECOMMENDATIONS

OBJECTIVE 5.1 IDENTIFY PATHS TO SECURE AND MAINTAIN SUFFICIENT WATER AND WASTEWATER INFRASTRUCTURE TO SUPPORT CURRENT DEVELOPMENT AND GROWTH IN MINTURN.

From a development perspective, Minturn’s ability to respond to and accommodate growth is currently limited by the Town’s existing water system capacity. The Town has already established a preliminary plan for improving water infrastructure and capacity which it will need to implement as quickly and effectively as possible in the coming years. The following action items focus on this critical step of implementation as well as further steps the Town can take to ensure that Minturn’s water and wastewater system will support the community long into the future. While engaging in this work, it is vital that the Town address other potential threats to water supply such as climate-related drought.

- **Action 5.1.1** Prioritize Town funding and pursue all potential outside funding to support the necessary improvements outlined in Resolution 30 – Series 2021 to increase Minturn’s water system capacity, particularly to improve efficiencies and mitigate water loss.
- **Action 5.1.2** Work with the ERWSD at Bolts Lake and/or on other opportunities to improve water supply resilience through Raw Water Storage and source redundancies.
- **Action 5.1.3** Advocate for wastewater systems upgrades as needed in Minturn through coordination with ERWSD, either through the ongoing *Wastewater Collection System Master Plan* or a separate Inflow & Infiltration (I&I) Study specific to Minturn, including a prioritized implementation plan.

Inflow & Infiltration Study

An Inflow and Infiltration (I&) study includes inspections and flow monitoring to identify points where groundwater or stormwater enters the wastewater collection system. Visual inspections and closed circuit television video are completed on the sewer mains, sewer service connections and other infrastructure to identify points of clean water intrusion into the system. Potential reasons for I&I include cracks in pipes, gaps in manholes, root intrusion into service lines or mains, illegal stormwater or groundwater connections to the wastewater collection system.

OBJECTIVE 5.2 REFINE DEVELOPMENT REGULATIONS AND STANDARDS AND PURSUE OTHER INITIATIVES TO PROMOTE EFFICIENCY AND SUSTAINABLE PRACTICES IN RESIDENTIAL AND COMMERCIAL BUILDINGS.

As described in the Central Concepts above, the Town of Minturn can update development regulations, adopt incentives, or establish other programs to promote and ensure sustainability is incorporated into development, landscaping, and building operations. The action items below will serve water and energy conservation and efficiency, support renewable energy production and use, and incentivize other strategies within development and building design that are more sustainable and reduce GHG emissions.

- **Action 5.2.1** On an annual basis, monitor water and energy use in Minturn to inform efficiency and conservation initiatives.
- **Action 5.2.2** Establish a tiered water rate system to promote water conservation.
- **Action 5.2.3** Continue to implement *Energy Action Plan* strategies to incentivize commercial and residential participation in available energy efficiency and renewable source programs. Conduct a baseline study to assess the Town’s progress on its energy goals and establish whether current policies are working to increase energy efficiency.
- **Action 5.2.4** Consider implementing a solar rebate or other incentive program to support on-site solar for residential and/or commercial buildings; collaborate with the Walking Mountains Climate Action Collaborative and/or Holy Cross to connect Minturn residents with existing energy incentive programs.



- **Action 5.2.5** Establish Low Impact Development (LID) standards that promote green infrastructure and nature-based solutions to address stormwater.
- **Action 5.2.6** Adopt waterwise/xeriscape regulations, incentives, and/or educational tools to promote strategic, responsible and climate-appropriate landscaping practices that reduce water use, improve soil health, and limit maintenance needs.
- **Action 5.2.7** Consider implementing additional incentives for sustainable design and development practices in PUD regulations.
- **Action 5.2.8** Consider implementing a Smart Building Incentive Program that allows developers and property owners to waive permit fees if their project conforms to a predetermined set of sustainability standards.
- **Action 5.2.9** Refine the Town’s Exterior Energy Offset Program to ensure that the program provides an effective means of incentivizing solar energy in Minturn; provide clear guidelines for the fair and productive use of funds collected through the program fees.

The Town considered the potential for a water reclamation/recycling system but determined it would not be feasible at this time. Such a program requires a separate system with pumping equipment for gray water which would be most feasible for a major user.

OBJECTIVE 5.3 PRIORITIZE RESILIENCE BY PROACTIVELY PREPARING FOR AND MITIGATING POTENTIAL IMPACTS OF NATURAL HAZARD.

- Wildfires and flooding are the two most critical natural hazard threats for the Minturn community. As climate change contributes to a longer and more severe fire season as well as more frequent storm events, it is important for the Town to proactively prepare for potential hazardous circumstances. Through data monitoring, collaboration and coordination with regional and federal entities, and strategic planning for emergency preparedness and impact mitigation, the Town can bolster the community’s resilience.
- **Action 5.3.1** Partner with FEMA to update floodplain maps and correct inaccuracies; utilize this information to inform future infrastructure needs, landscaping, development regulations, and other potential flooding preparedness measures.
  - **Action 5.3.2** Continue to reference and implement the *Eagle County Hazard Mitigation/Pre-Disaster Mitigation Plan*; support its update due in 2024/25 and ensure that Minturn’s particular risks and needs are accounted for in the plan.
  - **Action 5.3.3** Adopt firewise guidelines in building and site planning regulations.
  - **Action 5.3.4** Work with the USFS to determine necessary steps to manage wildfire impacts in Minturn, such as possible forest fuels reduction measures.
  - **Action 5.3.5** Retain the services of an emergency preparedness consultant to assess, bolster, and test Minturn’s emergency response systems; also to establish a natural hazard monitoring system to track local and regional events to accurately assess local risks and changing trends over time.
  - **Action 5.3.6** Continue to support, proactively participate in, and implement Eagle County’s imminent update to the *Community Wildfire Protection Plan*.
  - **Action 5.3.7** Coordinate with US Forest Service to initiate planning and implement associated strategies for forest fuels health and fire mitigation on public lands surrounding Minturn.
  - **Action 5.3.8** Continue to proactively coordinate with the Eagle River Fire Protection District.

OBJECTIVE 5.4 SUPPORT THE VIABILITY OF LOW-EMISSIONS AND ZERO-EMISSIONS TRANSPORTATION OPTIONS SUCH AS WALKING, BIKING, PUBLIC TRANSIT, AND ELECTRIC VEHICLES.

- Single Occupancy Vehicle (SOV) travel is currently the status quo in Minturn – by and large residents use individual vehicles to get around town and connect to the broader region. Many areas of Minturn do not have safe sidewalks, crosswalks, bike paths, or other infrastructure that makes walking or cycling safe, efficient, convenient, and attractive. While ECO Transit, the regional transportation provider, does operate three bus routes that service Minturn, they run relatively infrequently and/or require residents to drive from town to the Dowd Junction Forest Service Park & Ride. These factors make SOV transportation the most convenient and attractive option for Minturn residents. However, SOV travel significantly contributes to GHG emissions and poor air quality, as well as a perceived parking issue in the Old Town core of Minturn. Mass transit, walking, and cycling are more environmentally friendly forms of travel and offer co-benefits of active lifestyle and health, opportunities for community interaction, fewer vehicles taking up space throughout town, and greater affordability. While electric vehicles are still considered SOV, they can be more environmentally friendly and require charging infrastructure to support their use. As electric vehicles become more common, charging infrastructure will become more critical. These action items promote investments in Minturn infrastructure and partnerships with ECO Transit that will foster a culture of low-emission and active transportation for Minturn residents and visitors.
- **Action 5.4.1** Monitor the use of Minturn’s two EV charging stations and implement additional stations as needed in strategic locations.

Also see Actions under objectives 6.2 – 6.6 in **Chapter 6: Intuitive Mobility, Circulation & Connectivity**. These action items address improved infrastructure and signage for walking and cycling, the expansion of mass transit to connect Minturn with the region and provide local transit options, and strategic integration of land use, mass transit, and bike-ped infrastructure to make non-SOV transportation options more convenient, safe, attractive, and viable.

OBJECTIVE 5.5 SUPPORT PUBLIC HEALTH BY PROACTIVELY MANAGING AIR QUALITY.

- Public health and environmental health are closely intertwined. GHG emissions contribute to and exacerbate natural air quality issues by releasing and trapping particulates and gases that can be harmful to human health and contribute to global warming. Through data monitoring, collaboration and coordination with regional entities, and strategic regulations and initiatives, the Town can work to monitor air quality and minimize emissions to protect the health of Minturn residents and visitors.
- **Action 5.5.1** Collaborate with the Eagle County Environmental Health department to discuss the development of a local air monitoring program.
  - **Action 5.5.2** Consider adopting an Idle-Free resolution to prohibit idling motor vehicles within town. For example, the Town of Crested Butte adopted an Idle-Free ordinance in 2011 that limits idling to no more than 3 minutes or 5 minutes to remove snow and ice and prohibits any idling for unattended vehicles. Engines Off! Colorado is a collaborative initiative for idling regulation in Colorado and offers additional information and resources related to this issue.
  - **Action 5.5.3** Encourage a community culture of low or zero emissions transportation habits through educational and promotional campaigns and events as well as supportive infrastructure and wayfinding. This could include organized bike/walk-to-work days, gear swaps, or programs with local businesses that incentivize employees or patrons to carpool, walk, bike, or take transit. Also see Objective 5.4 to the left.





OBJECTIVE 5.6 PRIORITIZE ENVIRONMENTAL SUSTAINABILITY THROUGH STRATEGIC MONITORING, COLLABORATION, COMMUNICATION, AND CREATIVE FUNDING STREAMS.

Minturn and the broader regional community have established and achieved numerous goals and initiatives related to environmental sustainability and many resources already exist to support future efforts, both at individual and municipal or other collective levels. Tracking successes – and challenges – as well as sharing information and fostering collaboration regarding sustainability will allow the Town and Minturn community to maximize outcomes and improve efficiency. Collaboration and information-sharing will ensure that efforts are not duplicated, that the broadest benefits possible can be reached, and that residents have access to and are aware of resources available to them. For example, the Town can more proactively advertise the valuable resources available through the Walking Mountains Science Center regarding composting, recycling, business and educational programs, and more. Additionally, the *Eagle County Climate Action Plan* includes a pledge for individual residents to commit to actions that will support the plan’s goal to reduce GHG emissions by 80% by 2050. The Town can play an active role in promoting this pledge locally.

- **Action 5.6.1** Implement an internal system to annually monitor Town goals and achievements related to environmental sustainability.
- **Action 5.6.2** Support sustainability initiatives and promote available resources of local and regional groups, non-profits, and agencies as possible; promote partnerships and collaboration to maximize capacity and share resources.
- **Action 5.6.3** Consider establishing a specific fund for sustainability and resiliency projects. This fund could be sourced from programs such as Sustainable Gift Cards with partnering businesses, parking fees, impact fees, or other creative programs. Otherwise promote available grants, programs, and resources for sustainability initiatives.

CHAPTER 6



Intuitive Mobility, Circulation & Connectivity





## INTRODUCTION

This chapter explores one of the main plan themes: Intuitive Mobility, Circulation, & Connectivity. Minturn residents value the ability to easily walk, bike, and drive throughout Minturn. Residents also value the ability to access neighboring communities via public transit. The goal of this chapter is to develop a transportation strategy in Minturn that expands the convenience and safety of multi-modal transportation options within Minturn and regionally. It explores central concepts including parking and curbside management, transit, the bicycle and pedestrian network, the transportation vision for Dowd Junction and the 100 Block of downtown Minturn, and signage and wayfinding. The chapter recommends near-term and long-term strategies for the Town to pursue as part of the long-range planning framework.

## EXISTING CONDITIONS & ISSUES

Minturn is located in a narrow valley; this topography poses spatial constraints and has concentrated the Town’s development along a single corridor, U.S. Highway 24. While the northern edge of the town abuts I-70, the downtown core is offset from the interstate. Residents value the distance from I-70, which helps maintain Minturn’s small-town feel. However, residents also rely upon the corridor to reach key destinations around Eagle County such as grocery stores, schools, employment hubs, and healthcare facilities.

One third of commute trips that start in Minturn end in Vail or Avon. Most town residents drive to work, although the regional transit provider, ECO Transit, operates three bus routes that serve Minturn. The two routes that pass through the Town along Hwy 24 operate relatively infrequently. The Highway 6 Route along I-70 that provides connections to Vail and Avon operates more frequently, but serves Minturn only at the Forest Service Park and Ride at Dowd Junction on the north side of town. Enhanced transit connections and service frequency and span could improve regional access.

For people walking, rolling, and biking in Minturn, infrastructure is limited. Sidewalks exist along most of Main Street (Hwy 24) but are largely missing elsewhere. Some sections of Pine Street and Boulder Street have sidewalks, but they are inconsistent along the east and west sides of the street and are missing

in sections between Harrison Avenue and Mann Avenue. Main Street sidewalks have been completed through the south end of town and are planned to extend to Maloit Park Road.

*Growth & Transportation*

*Highway 24 provides the only continuous vehicle transportation connection through Minturn to Interstate 70. During peak times of day (morning and evening commute hours) Hwy 24 experiences significant backups particularly in the Old Town area. Level of service for Hwy 24 is a constraining factor on future growth. Further, during Town Council meetings, residents have expressed concern about traffic speeds on Highway 24 through South Minturn. Efforts to reduce the speed limit on Hwy 24 with CDOT has been frustrating and law enforcement staffing prevents effective policing of the speed limit. Traffic levels and traffic speed are particularly problematic with development in South Minturn, Bolts Lake, Maloit Park, and Battle Mountain because commuters from these areas must travel through the entire length of Town on Hwy 24 to reach Interstate 70. As such, traffic management on Hwy 24 is a limiting factor on growth particularly in the southern portion of the town.*

*As housing units are projected to grow in Minturn, the impacts to Hwy 24 will expand. This plan cannot make firm predictions about the associated transportation impacts of proposed development projects (particularly PUDs), as the number of units associated with these projects are in flux. Once the size and nature of these developments are more accurately understood, it will be possible to make more specific conclusions about Minturn’s transportation needs and projected impacts. Growth in Minturn, and in particular the southern portion of Minturn, will be required to fully assess impacts to Hwy 24 and mitigation may be necessary including off-site traffic improvements and reductions in proposed density.*

While there are no designated on-street bicycle facilities within the Minturn town boundary, the Town has recommended a paved multiuse trail that will connect Dowd Junction to the north end of the downtown core at the intersection of Minturn Road and Taylor Street. There is also a regional paved multiuse trail, the Eagle Valley Trail, that extends along

the Eagle River west of Minturn and continues along the Gore Creek east of Vail. With the implementation of the trail connection from downtown to Dowd Junction, users can bike from Minturn to Vail continuously on trail.

In sum, Minturn has limited existing infrastructure, programs, and policies for people walking, biking, driving, and taking transit. The Town has begun laying the foundation for a comprehensive multi-modal network, with planned infrastructure that will enhance connectivity and transportation options.

## COMMUNITY INPUT

The Town of Minturn surveyed the community in March of 2020 on a variety of topics, including why residents choose to live in Minturn and what the Town government should address in the future. The survey asked residents their perception of the importance of numerous town attributes, and their satisfaction with the Town’s performance on these attributes. These included several transportation-related characteristics, including parking, traffic speed, traffic congestion, and public transit services in town. For each of these transportation attributes, respondents thought that the Town’s performance in the area did not meet expectations.

More generally, numerous residents commented that they supported the Town’s efforts to provide street improvements, including new crosswalks and sidewalks in recent years. They expressed their desire for additional bike facilities, especially the planned multiuse trail to Dowd Junction and a connection to Maloit Park at the south end of town. Residents also expressed concerns about vehicles speeding through town and their desire for improved public transit service.



*The availability of parking has been a topic of debate in Minturn.*

As part of the community planning effort for this plan to gather input on plan recommendations, the project team hosted two open houses, two Steering Committee meetings, and a charette for the design of the 100 Block. Open house participants indicated a strong interest in increasing the frequency of transit service and expanding walking and biking trails in Minturn. Steering Committee members noted their perception that traffic has increased in Minturn in the last decade. To address this increase in congestion, they expressed interest in expanding transit service and implementing a bike share program in Minturn. They suggested better connectivity to the Meadow Mountain Business Park and local trails.



*Bellm Bridge links Minturn’s 100 Block and the municipal parking lot.*

Another major theme of community engagement was parking and loading. Parking and loading ranked in the top five priorities of the second 100 Block Design Charette. In the first open house, however, attendees’ comments indicated disagreement over whether a parking problem exists in Minturn. This chapter will summarize data collected on parking occupancy in Minturn to provide clarity and recommended parking management strategies based on this data.

The Town of Minturn surveyed the community in March of 2020 on a variety of topics, including why residents choose to live in Minturn and what the Town government should address in the future. The survey asked residents their perception of the importance of numerous town attributes, and their satisfaction with the Town’s performance on these attributes. These included several transportation-related characteristics, including parking, traffic speed, traffic congestion, and public transit services in town. For each of these transportation attributes, respondents thought that the Town’s performance in the area did not meet expectations.



CENTRAL CONCEPTS

PARKING AND CURBSIDE MANAGEMENT

Parking is a limited resource in Minturn and will affect future development opportunities; therefore management of parking and other curbside demands is critical. The community considered parking a key issue during public engagement, with some residents and stakeholders concerned about insufficient parking supply. As part of this plan, transportation planning firm Fehr & Peers collected parking occupancy data in winter 2021/2022 and summer 2022. See Table 7 below.

The days and times in Table 7 were selected because they were identified by the project team as being the times of highest parking demand. Peak parking demand on summer weekends was determined by collecting counts during the Minturn Market on July 30th. This parking study focused on public parking areas and excluded privately owned areas within the downtown. The analysis of parking utilization indicated that overall, Minturn has ample parking to meet the needs of local businesses and residents but that certain locations have higher utilization and need increased management.

Average parking occupancy in the study area in the winter is 23% on weekdays and 27% on weekends, well below 85%, which is a typical industry benchmark for parking that is considered at-capacity. As seen in Figure 1, on a block-by-block level, some areas around the 100 Block of Main Street have higher utilization than the rest of town, on average between 20% and 50%. The highest occupancy blocks (between 61% and 93% occupancy) are Eagle River Street south of Toledo Avenue, Main Street between Norman and Harrison Avenues, and Main Street between Bayer and Meek Avenues. This is due in large part to property owners not providing on-site parking for long-term residential units in the 100 and 200 blocks.

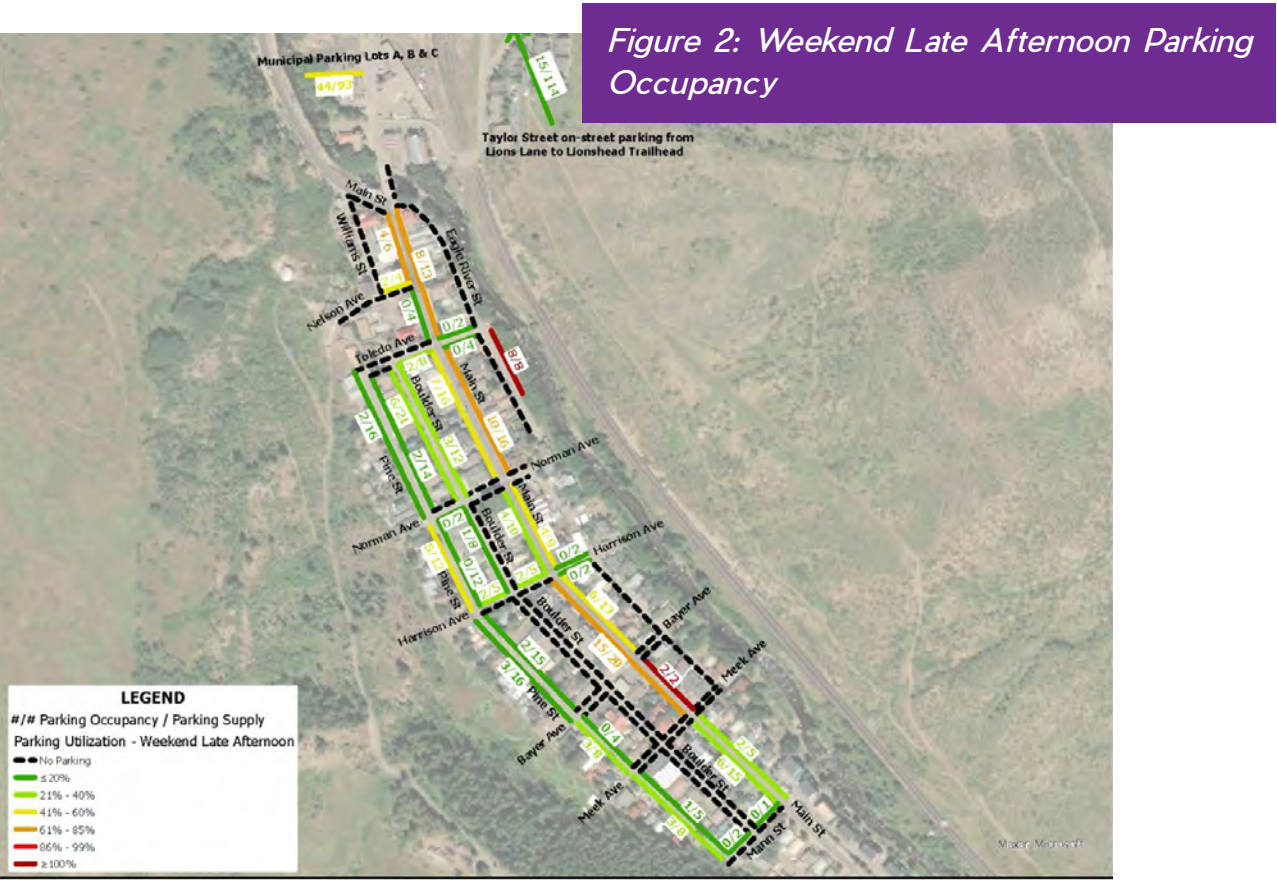
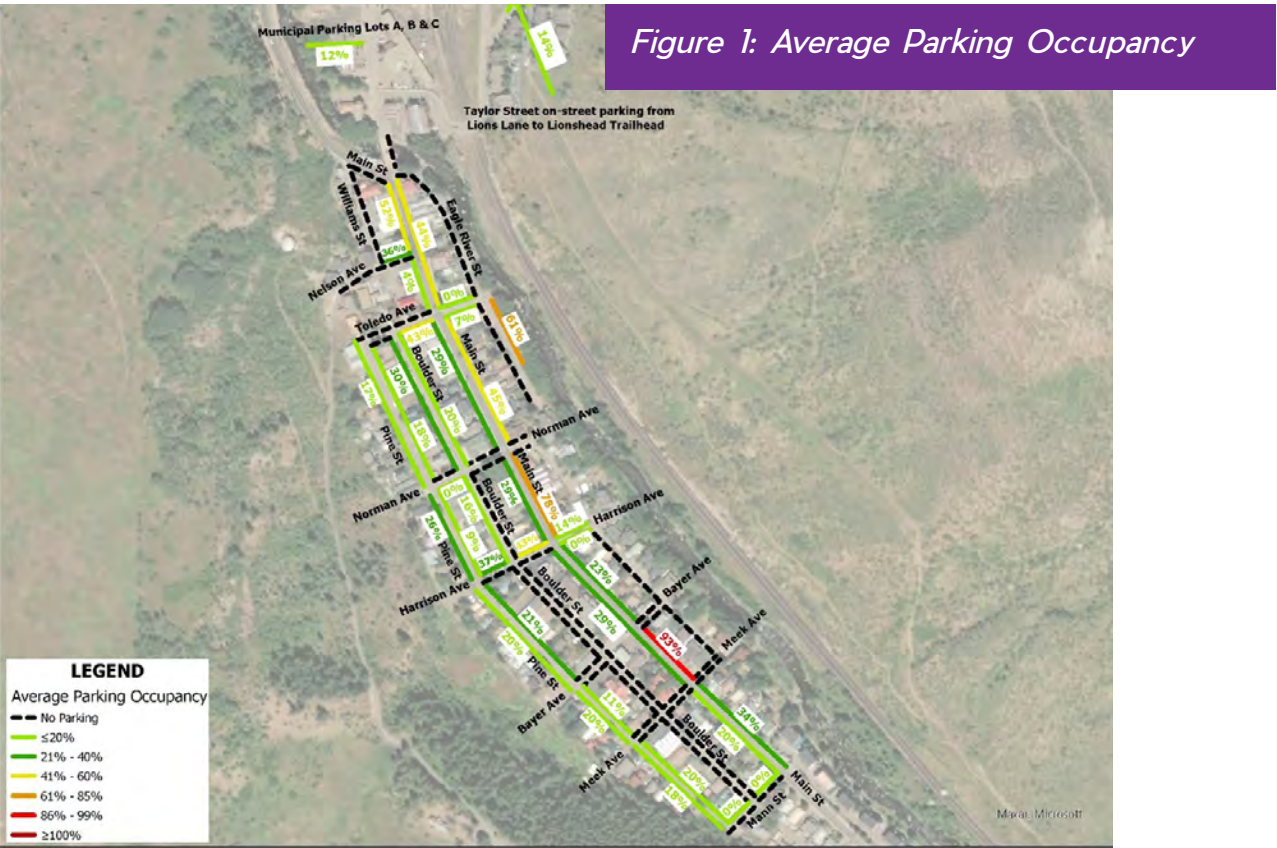
Table 7: Time Periods of Parking Data Collection

Timeframe	Winter 2021/2022		Summer 2022	
	Dates	Times	Dates	Times
Weekday	Tuesday December 7, 2021 & Thursday April 14, 2022	9:00 AM, 12:30 PM, 4:30 PM, 6:00 PM	Friday July 29, 2022	12:30 PM, 6:00 PM
Weekend	Saturday January 15, 2022 & Saturday April 16, 2022	11:00 AM, 4:30 PM, 6:00 PM	Saturday July 30, 2022	11:00 AM

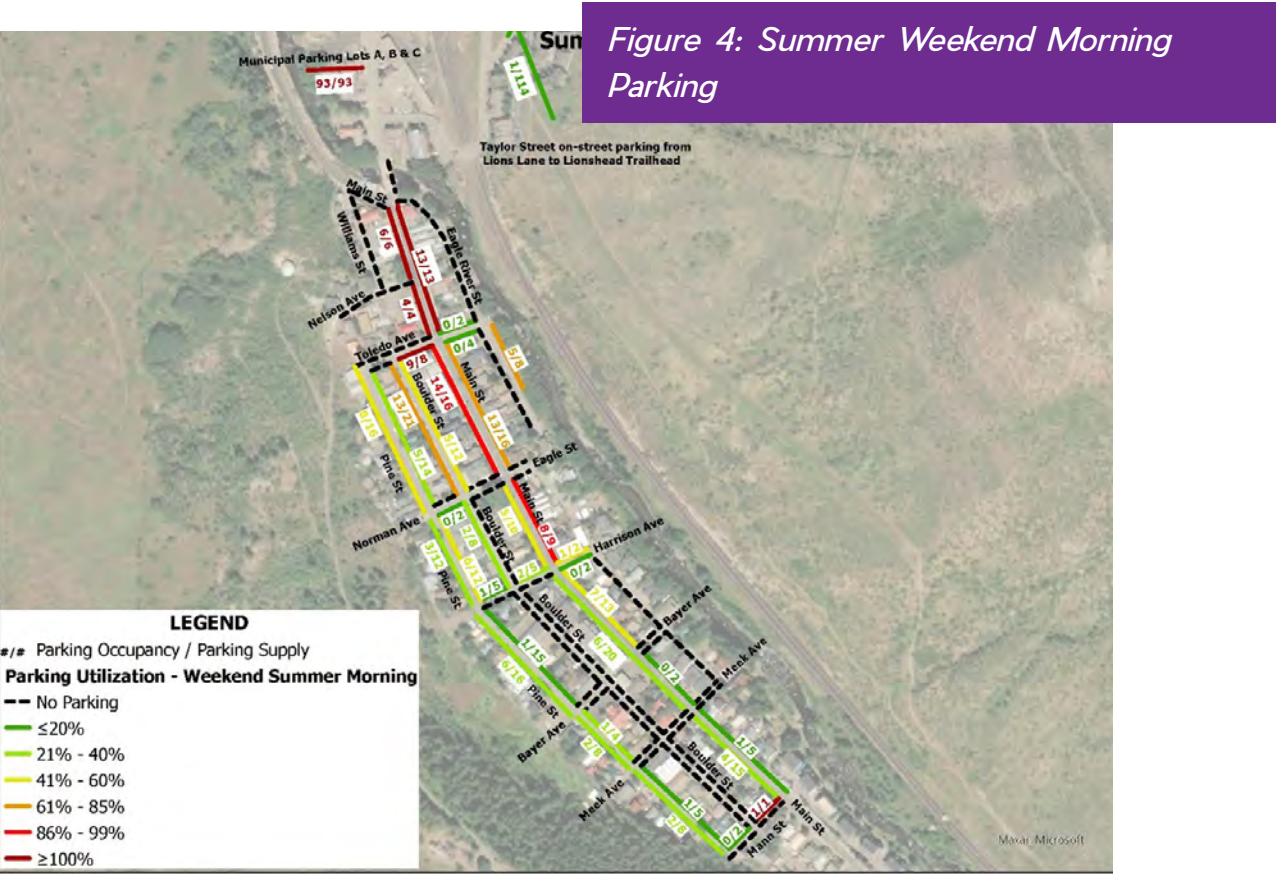
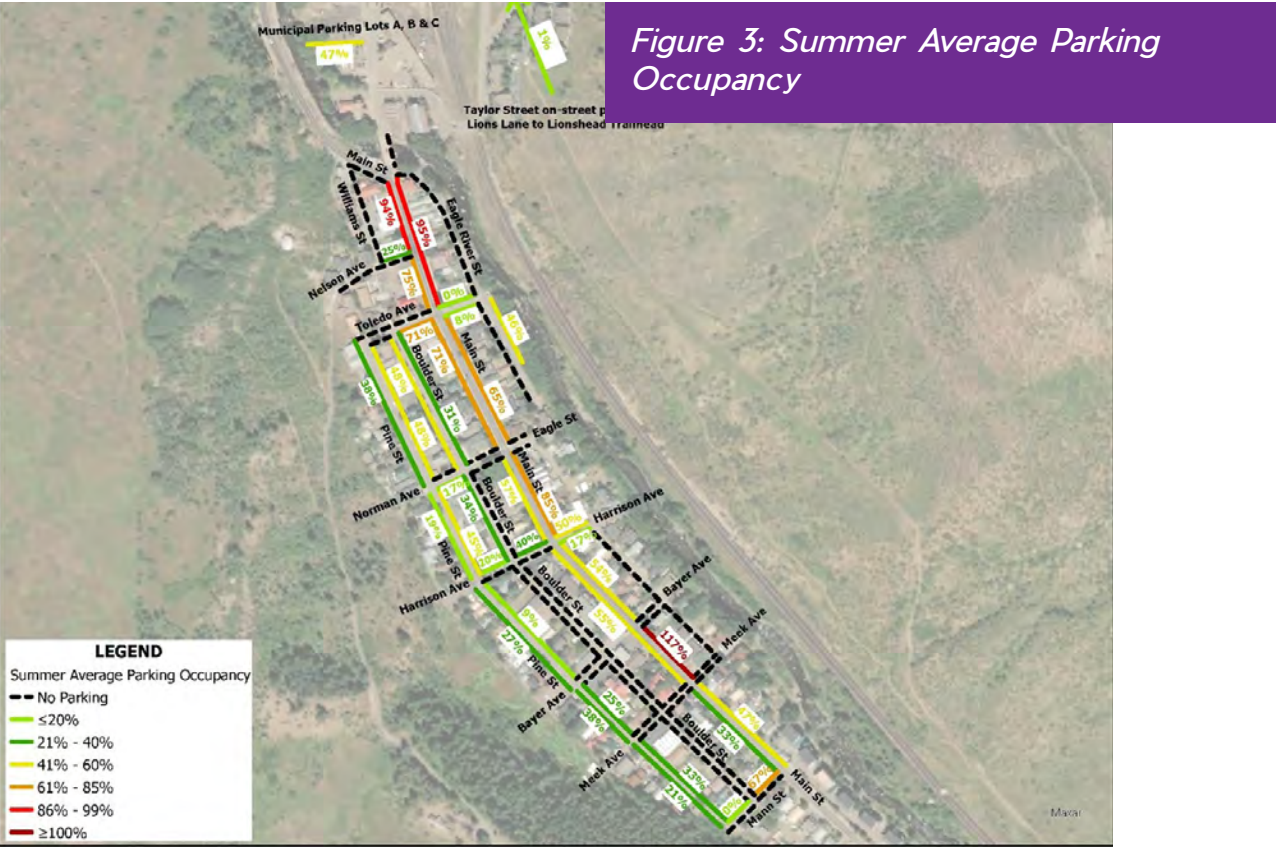
The parking study found that winter occupancy was highest in the weekend late afternoon period, when it reached 29% occupancy. As Figure 2 shows, Eagle River Street south of Toledo Avenue and Main Street between Bayer Avenue and Meek Avenue were both 100% occupied at this time. Other blocks on Main Street were between 61% and 80% occupied. While these blocks experienced higher demand, the Municipal Parking Lot on the north side of town remained less than 50% occupied. This indicates that there is parking available within a short distance of blocks that had high utilization.

While occupancy was slightly higher, summer parking counts yielded similar results. Average weekday summer parking occupancy in the study area is 38%. As shown in Figure 3, on a block-by-block level, parking occupancy exceeds the 85% occupancy threshold along the 100 Block of Main Street and on Main Street between Bayer Avenue and Meek Avenue. During most periods of the summer, parking demand can be accommodated within the Municipal Parking Lot and Taylor Street on-street parking spaces that remain fairly unoccupied.

Most of the average summer occupancy around the 100 Block can be attributed to people attending the Minturn Market that sits at 100 Main Street on the weekend. During this peak time period, parking approaches or exceeds 85% occupancy on the 100 and 200 blocks and the Municipal Parking Lot (Figure 4). However, the Taylor Street on-street parking spaces remain largely unoccupied, and there is a high amount of available parking within one or two blocks. Better signage and wayfinding can help address parking concerns by directing users to available parking.







These findings suggest that no immediate changes in parking policies or parking supply are required to address parking occupancy concerns. There is adequate parking available to meet the current parking needs in the study area. In situations where parking may not be available immediately adjacent to a desired destination, it is likely available within one to two blocks.

Though this analysis concludes that Minturn does not currently have a parking supply problem, this long-range planning effort suggests future parking strategies for the Town to consider as needed. Readers can find more information on these strategies in the full Parking Study (Appendix F).

The parking study found that parking and loading are not clear and intuitive to users, based on field observations, citizen and business complaints, and staff knowledge. Drivers searching for parking often cannot determine if parking is public, private, or allowed based on signage and striping. Delivery vehicles often load or unload goods in the travel lane, parking lane, or sidewalk, which can be unsafe and inefficient. In the near-term, the Town should consider updating curbside signage to clarify messaging of parking regulations.

Other near-term recommendations for the next five years to improve parking management pertain to density and diversity of land uses, urban design and wayfinding, curbside management, snow maintenance, traffic circulation, shared parking, changes to parking requirements, time restrictions, and increased enforcement. Some of these strategies are parking-adjacent policies that do not directly change parking supply but would influence parking demand.

For example, increasing the mix of land uses within close proximity to the 100 Block can create a more walkable core and allow people to “park once” and explore on foot. Wayfinding signage, discussed later in this chapter, can direct drivers quickly and efficiently to available parking spaces. The Town should ensure the existing parking and snow removal policy retains on-street parking and ADA-accessible parking. The 100 Block circulation concept, also detailed later in the chapter, can improve intuitive and efficient access to parking by reducing cruising for parking.

Curbside management strategies like formalizing locations for passenger and truck loading can reduce instances of loading taking place in on-street parking spaces, the sidewalk, or travel lane. The Town should consider eliminating loading berth requirements for redeveloped properties with a Main Street frontage and identify dedicated locations for loading.

The *Minturn 100 Block Transportation Study* by Stolfus & Associates suggested three possible loading locations which could be further explored – 1) on Main Street, north of Nelson Avenue; 2) on Main Street, south of Nelson Avenue; and 3) on Williams Street, in the public right-of-way. The Williams Street location will be less suitable given this plan’s recommendation to reimagine the area as a one-way shared street, in which pedestrians have the right-of-way. The Town also has an existing 15-minute pick-up and drop-off zone on the northwest side of the 100 Block, adjacent to the Minturn Country Club. This zone should be extended and converted to a 24-hour flexible passenger and goods loading zone.

Minturn currently allows shared parking only between buildings within 100 feet of each other whose operating hours do not overlap. The parking study recommends expanding this shared parking shed to 1,000 feet and allowing shared parking between uses with complementary demand rather than implementing restrictions based on operating hours.

Changing parking requirements to require land uses to adhere to parking maximums rather than minimums will promote a better alignment of parking supply and demand. Parking maximums outline the maximum parking that a developer may build, rather than stipulating the minimum number of spaces required. This change will help limit the number of parking lots that are larger than necessary. The Town has also considered (but rejected) instituting a fee-in-lieu, which allows landowners and developers to pay a fee into a municipal fund instead of providing on-site parking spaces required per the zoning code. Importantly, this plan does not recommend changing residential parking requirements. See Appendix F: Minturn Parking Study for additional discussion of residential and commercial parking in Minturn.

As seen in Table 8, similar communities to Minturn including Buena Vista, CO; Jackson, WY; Crested Butte, CO; Breckenridge, CO; Eagle, CO; and Dillon, CO have instituted fee-in-lieu policies. These communities charge a range of one-time rates per required single parking space, which vary based on characteristics of the downtown business core and anticipated revenues to offset costs.

Finally, Minturn can consider expanding the number of blocks with a 2-hour parking time restriction to increase parking turnover in front of businesses. This should be supplemented with increased enforcement of parking restrictions and increasing fines for violations. Minturn should continue to monitor parking occupancy and implement this recommendation when observed parking occupancy is nearing 85%.



**Table 8: Peer Community One-Time Parking Fee-In-Lieu Rates for Single Parking**

Community	Fee-In-Lieu
Buena Vista, CO	\$1,200
Jackson, WY	\$8,500
Crested Butte, CO	\$13,000
Breckenridge, CO	\$19,000
Eagle, CO	\$23,000
Dillon, CO	Space 1-3, \$2,000 Space 4-6 \$5,000

In the long-term over the next 8 to 10 years, Minturn can implement additional parking management strategies including improved transit access, paid parking, regular data collection, and evaluation of increasing parking supply. As discussed in the Transit section below, the Town can work with ECO Transit to develop a shuttle to downtown from Dowd Junction, improve the frequency of existing bus routes, and expand first-and-last mile connections to bus stops.

Eventually, the Town may wish to explore paid parking as a tool to manage demand and encourage the use of alternate transportation modes. Other Colorado towns including Idaho Springs and Manitou Springs have begun charging for parking to manage demand.

Collecting regular data can help the Town determine how these near- and long-term strategies affect parking occupancy over time and demonstrate success to the community. If all of the previously suggested policies fail to effectively manage parking supply or parking demand increases significantly over time, the Town may explore opportunities to increase the parking supply by constructing additional parking. This should be evaluated cautiously, as new parking structures are expensive. Adding supply will also make it more convenient to drive and park in Minturn, which could contribute to additional traffic congestion.

TRANSIT

Minturn residents are served by three bus routes (Minturn Route, Leadville Route, and Highway 6 Route) provided by ECO Transit, the regional transit provider. The Minturn Route and the Leadville Route operate north-south through town and serve stops in Minturn’s core.

The Minturn Route operates between Maloit Park in south Minturn and the Vail Transportation Center. During the summer, there are two morning buses from Minturn and two evening buses from Vail. In the winter, there are five morning buses and five evening buses.

The Leadville Route operates between the Leadville Bus Barn and the Vail Transportation Center, with stops in Minturn. During the summer, there is one morning bus from Leadville and one evening bus from Vail. During the winter, there are two buses in the morning and evening. The Highway 6 Route provides more frequent 30-minute service between Edwards and Vail but stops at Dowd Junction on the north side of town and does not route through downtown Minturn.

While the Town of Minturn has limited ability to modify ECO Transit service on its own, there is a concurrent effort to this plan to form a new Regional Transportation Authority (RTA). This is a coordinated effort among the Eagle County business community, local governments, and nonprofit organizations. The proposed Eagle Valley Transportation Authority (EVTA) would enhance and expand ECO Transit service and multimodal infrastructure by forming an intergovernmental agreement and special taxing district. The formation committee have discussed funding opportunities that include a 0.5% sales and use tax, 0.5% transportation sales tax, member contributions, and federal and state grants.

This new EVTA would operate the same ECO Transit routes but would improve service span and frequency on many existing routes and could create new routes. The RTA Formation Committee is evaluating the possibility of developing a fare-free zone that would allow users in some or all of the service area to ride free of cost. This zone will likely include Minturn. The committee is also considering increasing the service span for the Minturn Route and improving service frequency on the Leadville and Highway 6 Routes.

The formation of an EVTA could also include upgrades to transit facilities and infrastructure such as bus stops and first-and-last mile improvements including park and rides, enhanced pedestrian crossings, microtransit, community vanpool, e-bike share, and trail planning, construction, and maintenance. Ultimately, the EVTA could help more riders reach transit and better connect Minturn to the Eagle Valley region.

The Town of Minturn will play a role in the formation of the EVTA and can improve the transit experience for riders through additional strategies at the local level. First, coordinating land use planning with the transportation system by locating new development near bus stops allows more residents and visitors to choose transit as a convenient option. It also increases the efficiency of transit service by improving ridership and making more frequent service cost-effective.

Expansion in transit service should be coordinated with the Town’s plans for a mixed-use development at Dowd Junction and expansion of the Forest Service Park and Ride into a new transit center and mobility hub. Making Dowd Junction a transit hub will connect more people in Minturn to the Highway 6 Route, as discussed in detail in the section on Dowd Junction.

At the Dowd Junction transit hub and other bus stops in Minturn, the Town can enhance first-and-last mile connections that improve access to transit. Infrastructure such as wayfinding signage to key destinations, enhanced crossings of Hwy 24, complete sidewalks, trails, bike racks, lighting, landscaping, and other amenities make it easier and more convenient for users to access transit service. At bus stops that lack seating and shelter, Minturn can work with local businesses and the community to install and maintain these amenities, which improve comfort for those waiting for the bus.

BICYCLE AND PEDESTRIAN NETWORK

Sidewalks are incomplete in downtown Minturn and missing between neighborhoods on the outskirts of town and downtown. There are no on-street bicycle facilities; bike facilities are limited to soft surface hiking and biking trails around Minturn. The bicycle and pedestrian projects proposed as a part of this plan, shown in the map on page 96 will create a more connected and comfortable environment for Minturn travelers who choose to walk, roll, and bicycle.

Sidewalks on Main Street have been completed through the south end of town to the bus stop at US-24/996 Main as part of CDOT’s US-24 Improvements project. The Town has been awarded a \$1.4 million grant to complete Phase 2 of this project, which will extend the sidewalks on both sides of Hwy 24 from where they end at the U-24/996 Main bus stop to the Boneyard Open Space. Phase 3 of the project will complete the pedestrian connection between Boneyard Open Space and Maloit Park Road. Completing Phases 2 and 3 of this project should be a near-term priority project for the Town, as the infrastructure will provide a continuous facility for people walking and biking through the core of Minturn and further south along Hwy 24.

Other near-term priority sidewalk projects should include those that provide missing connections to downtown so that Minturn travelers can comfortably walk to key destinations including bus stops, as shown in Table 9. Projects that complete gaps in the sidewalk network downtown and that are within close proximity

of a key destination should also be given additional focus. The sidewalk projects that most satisfy these goals include the following:

- **Forest Service Park and Ride and Dowd Junction:** completion of sidewalks at this transit hub of Minturn will enhance first-and-last mile connections and comfort for those walking to the bus
- **Harrison Avenue between Boulder Street and Eagle River Street:** completion of sidewalk gap at a key bus stop downtown
- **Main Street by the Municipal Parking Lot:** completion of sidewalk gap between the Municipal Parking Lot and downtown
- **Meek Avenue between Boulder Street and River Street:** completion of sidewalk gap at a bus stop downtown
- **Toledo Avenue between Main Street and Eagle River Street (both sides):** completion of sidewalk gap at a bus stop downtown
- **US-24 and Meadow Mountain Business Park:** completion of sidewalk gaps between key bus stops, commercial area, and Grouse Creek Trailhead
- **Railroad Avenue:** completion of sidewalk gap in area with safety concerns including limited line of sight, poor nighttime lighting, and speeding vehicles
- **Taylor Avenue:** completion of sidewalk gap between Minturn neighborhoods and the town core, improved access between area with on-street parking and downtown

In the longer term, the Town can continue to complete the sidewalk network downtown and fill in gaps between neighborhoods with additional projects, as shown in Table 9. Completing sidewalk projects in the downtown street grid will require collaboration between the Town and downtown residents and businesses and a shared commitment to creating a safe, comfortable pedestrian environment.

Community feedback indicates broad support for the Town’s efforts to improve sidewalks and crosswalks. Dedicating space in the public right-of-way to develop new sidewalks along residential frontages may require tradeoffs with on-street parking. Other long-term sidewalk projects not shown in Table 9 will include the completion or upgrade of sidewalks with new development or redevelopment, which the Town should require as a part of the Municipal Code.





Table 9: Sidewalk Projects Prioritized

Priority	Location	Missing Connection to Downtown (Weighted X2)	Within a Block of Bus Stop (Weighted X2)	Missing Connection Within Downtown	Within a Block of Key Destination	Miles
Near-Term	US-24 sidewalks phase II	X	X			.29
Near-Term	US-24 sidewalks phase III	X	X			.58
Near-Term	Forest Service Park and Ride		X		X	.09
Near-Term	Harrison Ave between Boulder St and Eagle River St		X	X		.06
Near-Term	Main St by Municipal Parking Lot	X			X	1.00
Near-Term	Meek Ave between Boulder St and Eagle River St		X	X		.08
Near-Term	Toledo Ave between Main St and Eagle River St		X	X		.06
Near-Term	US-24 and Meadow Mountain Business Park		X		X	.09
Near-Term	Railroad Ave	X				.19
Near-Term	Taylor Ave	X				.4
Long-Term	Boulder St			X	X	.82
Long-Term	Norman Ave			X	X	.06
Long-Term	Pine St			X	X	.51
Long-Term	Harrison Ave west of Boulder St			X		.02
Long-Term	Mann Ave			X		.07
Long-Term	Meek Ave west of Boulder St			X		.08
Long-Term	Nelson Ave west of Boulder St			X		.02
Long-Term	Eagle River St			X		.23
Long-Term	Toledo Ave west of Boulder St			X		.01

In tandem with sidewalk projects, the Town should incorporate crossing improvements that also reduce the speeds of traffic entering and traveling through Minturn. During community engagement, residents expressed frustration with the prevalence of drivers on Hwy 24 speeding through the town core. The addition of curb extensions at intersections along Main Street (noted in Table 10) can reduce crossing distances,

provide a comfortable place for people walking and shopping to linger while waiting to cross the street, and narrow the roadway at these locations, which has the potential to lower speeds of people driving.

The Main Street intersections at Harrison Avenue and Toledo Avenue are adjacent to bus stops in the Minturn core. The *Eagle County First/Last*



*Mile Strategy Study* identified Harrison Avenue as a high-priority bus stop for bicycle and pedestrian infrastructure improvements based on the nearby population density, income, connectivity within the transportation network, and public input. Marked crosswalks exist on the south side of Harrison Avenue and the north side of Toledo Avenue. Completing crosswalks on the remaining legs of these intersections will improve comfort for pedestrians and highlight these key pedestrian crossings to people driving along Main Street.

Outside of the Minturn core, two other intersections along Hwy 24 will benefit from crossing improvements—at the Forest Service Park and Ride and adjacent to the Meadow Mountain Business Park.

Pairing the addition of sidewalks along Hwy 24 adjacent to the Meadow Mountain Business Park with a formalized curb at the entrance to the commercial area and bus stop improvements would further signal the presence of pedestrians to people driving.

Also, as the Town considers new mixed-use development and a future mobility hub at the Forest Service Park and Ride (Dowd Junction), as well as a new multiuse trail on the east side of Hwy 24, this will become a future crossing location. The crossing, just south of Dowd Junction, will require more significant crossing treatments, given the high speed of vehicles entering and exiting Highway 6 and I-70.

Minturn currently lacks designated on-street bicycle facilities. During community engagement, residents expressed support for additional bike facilities, especially the planned multiuse trail to Dowd Junction and a connection to Maloit Park at the south end of town. The Hwy 24 sidewalks project will better connect downtown to the fitness center and Vail Ski and Snowboard Academy in Maloit Park.



*Curb extension in Portland, OR (Greenworks)*

In the near-term, the planned paved multiuse ECO Trail that will connect Dowd Junction to the north end of Minturn at the intersection of Minturn Road and Taylor Street is an important connection that closes a key gap in the active transportation network. People traveling to the Forest Service Park and Ride to board the Highway 6 Route currently must drive or bike along Hwy 24. The shoulder along Hwy 24 is not comfortable for people biking and does not support riders of all ages and abilities. The addition of the north-south trail connecting the north end of town with the core would improve first-and-last mile connections for transit riders and offer a new recreational amenity for Minturn residents and visitors.

This trail would also close a key gap in the Eagle Valley Trail, which will connect the Vail Pass and Glenwood Canyon trails. Once completed, this system will allow someone to ride a bike over 140 miles from Breckenridge to Aspen. Missing trail segments total

12 miles, with the 1.3 mile connection in Minturn, estimated to cost \$1.5 million, according to ECO Trails. Funds will come from local government agencies, private foundation grants, state and federal programs, individual donors, and a fundraising campaign.

The 2019 *ECO Transit First/Last Mile Strategy Study* explored on-street bicycle facilities on Hwy 24 through Minturn. That study determined that an on-street bicycle lane on US-24/Main Street, which is managed by the Colorado Department of Transportation (CDOT) would not be feasible, but that “sharrow” lane markings and additional bicycle route signage should be added. Sharrows are shared lane markings that demarcate bike routes and alert drivers to people bicycling. The Town should partner with CDOT and continue to advocate for adding sharrows on Main Street through town to draw attention to people bicycling.

DOWD JUNCTION

Dowd Junction, located at the confluence of US-6, I-70, and US-24 at the north side of town, occupies an important location in Minturn. Currently, the site hosts a US Forest Service (USFS) administrative facility, an ECO Transit bus transfer station, the Meadow Mountain Parking Lot, and a boat ramp for Eagle River recreation across Hwy 24. The Town of Minturn envisions that the bus transfer station and Park and Ride that is currently owned by USFS will likely become town property and developed as a mixed-use Planned Unit Development (PUD). This site is the ideal location for a mobility hub that brings together Minturn’s transportation alternatives in one place, with parking, transit, and active transportation connections via the proposed multiuse trail. Through this development, Dowd Junction could also become a gateway signaling the entrance to Minturn.

As suggested in the *Eagle County First/Last Mile Strategy Study*, creating mixed-use development at Dowd Junction and expanding the Forest Service Park and Ride into a new transit center and mobility hub could connect more people in Minturn to the Highway 6 Route. Residents of Dowd Junction would gain convenient access to Avon and Vail via transit service along I-70. The incorporation of features such as wayfinding signage to downtown and other key destinations, an enhanced crosswalk across Hwy 24, complete sidewalks, bike racks, priority carpool/vanpool parking, lighting, and other amenities would create a mobility hub at Dowd Junction. These features would make it possible for users south of Dowd Junction to more easily access frequent east-west transit service by walking, biking, and carpool.

In the future, the Town should explore the potential for the Meadow Mountain Parking Lot to serve as overflow parking for visitors during local events, weekends, and other busy days. During these times, digital signage at Dowd Junction could alert driving visitors that they may park in the lot. The signage could convey in real-time if the Municipal Parking Lot is full. The overflow parking at Dowd Junction should be paired with a microtransit shuttle that connects visitors between Dowd Junction and the Minturn core. The Town could develop such a shuttle in tandem with ECO Transit/the EVTA or independently.

100 BLOCK CIRCULATION CONCEPT

*Note: There are two circulation concepts presented in Chapter 2: A Thriving 100 Block.*

As the heart of town, the 100 Block sees high daily volumes of vehicles and pedestrians. The area also has several circulation challenges; for instance, drivers entering Minturn headed south who miss the left turn toward the Municipal Parking Lot have limited options for turning around. Williams Street and Eagle River Street are both southbound one-ways. Drivers headed south on Main Street attempt to turn right onto Nelson Avenue to make another right on Williams Street to head north back to the Municipal Parking Lot, discover it’s a one way, and “get stuck” turning around on Nelson Avenue. The street points up a steep hill and there is little room to perform a U-turn. Drivers who turn left on Toledo Avenue must travel south on Eagle River Street and turn around at the dead end.

Converting Eagle River Street from one-way southbound to one-way northbound would address this issue by allowing drivers to loop north to reach the Municipal Parking Lot. This conversion would also reduce confusion for Minturn visitors. This analysis also considered the possibility of converting the direction of Williams Street. Due to sight distance issues resulting from northbound drivers turning left onto Main Street from Williams Street, this option is recommended only if left turns are prohibited. In the future, the town might consider creating a one-way loop around the lot south of Nelson Avenue, which could eventually serve as a turnaround for cars and trucks.

This plan also envisions that both Eagle River Street and Williams Street will become “shared streets” that give walking and rolling right-of-way, while people driving and bicycling must yield. Generally, these streets lack curbs to eliminate the distinction between the pedestrian and car realm, signaling to drivers that the area is a shared space. Street features calm traffic so that vehicles operate at speeds low enough to prioritize pedestrian safety.

Table 10: Crossing Improvements Prioritized

Priority	Location	Description
Near-Term	US-24 and Meadow Mountain Business Park	Formalize curb with bus stops
Near-Term	Main St and Harrison Ave	Complete crosswalk on north/east/west side and add curb extensions to calm traffic entering town
Near-Term	Main St and Toledo Ave	Complete crosswalk on south/east/west side and add curb extensions to calm traffic through town
Near-Term	Main St and Norman Ave	Add curb extensions to calm traffic through town
Near-Term	Main St and Meek Ave	Add curb extensions to calm traffic through town
Long-Term	US-24 and Forest Service Park and Ride	Future crossing location, treatment determined by PUD
Long-Term	Main St and Mann Ave	Add curb extensions to calm traffic entering town



Given the narrow 15’ wide right-of-way on these streets, they are natural candidates for this configuration. The narrow space does not allow enough room for a travel lane, parking lane, and a sidewalk. Alternating parallel parking, staggered on either side of the street, could effectively create chicanes (or offset curb extensions that narrow the street) that slow people driving. The street enclosure, alongside other features such as planters/landscaping, street furniture, and tactile paving, will reduce vehicle speeds and allow people walking, biking, and driving to share the road more comfortably. The Town should update their snow removal policy to plan for winter maintenance of any shared streets. These streets should be plowed frequently. The Town should consider a snowmelt system for these streets and other priority pedestrian corridors.

Lastly, the Town should work with Union Pacific Railroad to improve parking in the Municipal Parking Lot, in both the short and long-term. In the near-term, the Town should consider reconfiguring the Municipal Parking Lot to allow for better circulation of vehicles, more parking spaces, and improved safety through additional lighting. In advance of planning and implementing these recommendations, an assessment of the level of investment considering the Town’s short-term lease of this lot should be considered. In the near-term, the Town should also continue working with the railroad for the Town of Minturn purchase this land. If it is determined that Town ownership of this land is not feasible, a longer-term lease from the railroad should be considered and a parking program to fund acquisition and improvements should be initiated. A potential subarea master plan in this area is discussed in Chapter 3.



Cady's Alley, a shared street in Georgetown, VA (Martinez & Johnson Architecture)

SIGNAGE AND WAYFINDING

Signage is a practical component of a community’s transportation system, directing users to key destinations. However, it also offers an opportunity for the Town to create a sense of place and cohesive, artistic system for orienting visitors and bringing people into the Minturn core to explore shops and restaurants. In this way, wayfinding can simultaneously act as an economic development driver and unite transportation and land use.

Signage plays an important role in facilitating multimodal circulation. While missing or confusing signage may irritate visitors and cause unnecessary circling in the car, clear and simple signage placed correctly enables people to explore and enjoy a downtown area on foot or by bicycle. Additionally, standardized features like light bollards, consistent pedestrian-scale lamp posts, and signs can signal that one has entered the town. Signage and wayfinding in Minturn should communicate four main messages: 1) when you’re entering town; 2) where you’re going; 3) where you’re allowed to park; and 4) where you can walk, bike, and take transit.

The first type of wayfinding is gateway signage. This type of sign (as shown in the map to the right) signals to visitors and residents that they are entering town and highlights the town core. Minturn currently has welcome signs at the north end of town near the Meadow Mountain Business Park and at the south end of town near Notch Mountain Road. Additional gateway signage could be placed entering the historic area of Minturn on Main Street just north of Williams Street and just south of Meek Avenue. With the development of Dowd Junction, this type of signage could also be appropriate north of the mobility hub.



Gateway signage in New Haven, CT (Wikimedia Commons)





The second type of signage indicates where to find key destinations, such as public parking lots, downtown Minturn shopping and dining, the Minturn Town Hall and post office, trailheads, and more. Wayfinding signage should be placed throughout the town core between Williams Street and Mann Street, but specifically adjacent to bus stops, parking lots, the Town Hall/post office, trailheads, and hotels, as shown in the map on the previous page. All signs not immediately next to a bus stop should point toward the nearest stop. This will remind residents and visitors of the local transit system and promote ease of use.

Thoughtful design and placement of this signage can help visitors and residents orient themselves downtown and easily locate key destinations. The top image to the right shows how simple this kind of signage can be, while remaining aesthetically pleasing. The pedestrian scale of this signage caters to people walking downtown, but it can also be read by those on a bike or in a car. This signage could also include estimated walking time to each destination listed to further highlight ease of pedestrian access.

While wayfinding signage will direct visitors to public parking lots, the third type of signage, parking signage, will communicate on-street and lot parking regulations to the public. This type of signage already exists in Minturn but should be updated with any change in parking regulations described previously.

Finally, signage of walking and biking routes can communicate safe places to choose active transportation and recreate. This can include signage on the Hwy 24 corridor, shared streets, and pedestrian passages within the 100 Block.

As suggested in the *Eagle County First/Last Mile Strategy Study*, this plan recommends placing Share the Road signs throughout the Hwy 24 corridor between I-70 and the Minturn core and studying a reduction in the speed limit from 40 mph to 30 mph, alongside the installation of sharrow markings.

The entrances to shared streets on Williams Street and Eagle River Street should also be clearly signed to inform incoming drivers of the street configuration and speed change, similar to the signage shown in the middle image to the right.

Minturn can also use signage to highlight new and future pedestrian passages in the 100 Block that connect the downtown to nearby scenic and recreational amenities like the Eagle River and White River National Forest. As seen in the bottom image to the right, the same kind of signage can concisely show multiple walking routes.



Wayfinding signage in South Bend, IN  
(Corbin Design)



Shared street signage (Planetizen)



Walking path signage (Madison Schmidt, Cincinnati People)

MULTI-MODAL INFRASTRUCTURE

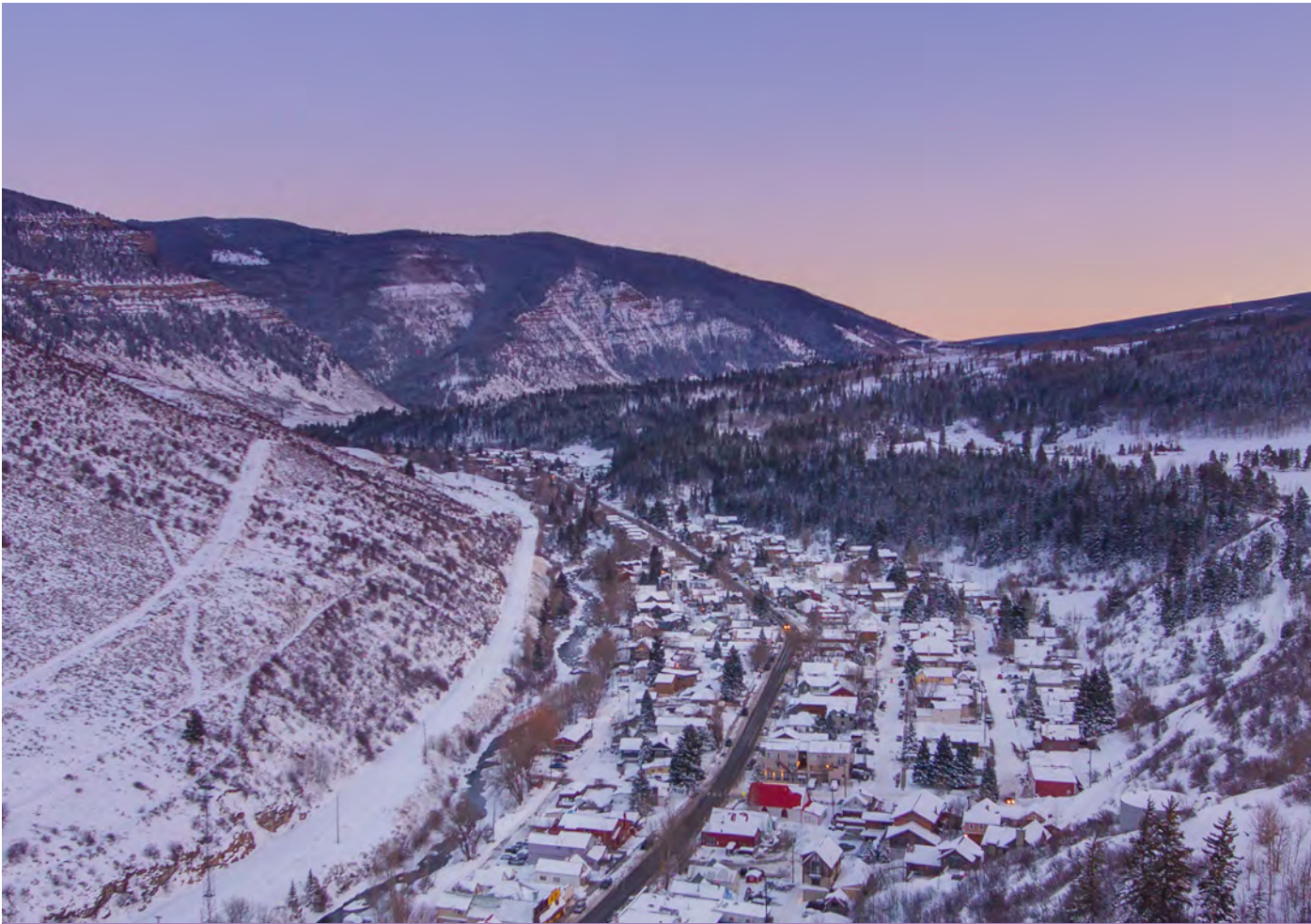
The introduction of multi-modal infrastructure such as electric bike share, bike racks, bike wash/repair stations, and bus shelters and seating would reinforce the availability of transportation alternatives in Minturn.

Neighboring communities in Eagle County including Avon, EagleVail, and Vail launched an e-bike share program called Shift Bike in June 2022. This program offers seasonal, monthly, and pay-as-you-go rentals and maintains 90 bikes and 20 stations. As the ECO Trail connection from Dowd Junction to Minturn is constructed, the town should partner with these neighboring communities to explore expanding the Shift Bike program to Minturn.

The town should collaborate with ECO Transit/the EVTA and commercial businesses to install bike racks near bus stops, the Town Hall/post office, trailheads, and hotels. Installing at least one bike rack on each block in the Minturn core that hosts commercial land

uses will support people that choose to bike downtown by providing a safe place to store and lock their bikes. Additionally, during community engagement, the public indicated a desire for a bike wash/repair station in the 100 Block. This should be installed at a central, convenient location.

Currently, the only bus stops in Minturn with seating and shelter are the Forest Service Park and Ride stop and the US-24/472 Main stop. Other stops are only marked with a signpost, and some lack ADA landing pads. Minturn should work with ECO Transit and the eventual EVTA to formalize bus stops, making them ADA accessible and installing seating and shelter.



A winter sunset in Minturn.



RECOMMENDATIONS

OBJECTIVE 6.1 DEVELOP SHARED PARKING AND CURBSIDE MANAGEMENT STRATEGIES IN THE 100 BLOCK AREA BASED ON PARKING MANAGEMENT STUDY.

- **Action 6.1.1:** In the near-term, consider updating curbside signage to clarify messaging of parking regulations.
- **Action 6.1.2:** Increase the mix of land uses within close proximity of the 100 Block to create a more walkable core and allow people to “park once” and explore on foot.
- **Action 6.1.3:** Ensure the existing parking and snow removal policy retains on-street parking and ADA-accessible parking. Update this policy to plan for winter maintenance of shared streets.
- **Action 6.1.4:** Formalize locations for passenger and truck loading downtown.
- **Action 6.1.5:** Expand the shared parking shed from 100 ft to 1,000 ft and consider allowing uses with complementary demand to share parking rather than restricting based on operating hours.
- **Action 6.1.6:** Consider changing parking requirements to require land uses to adhere to parking maximums rather than minimums and instituting a fee-in-lieu policy.
- **Action 6.1.7:** Following an increase in commercial uses or parking occupancy on a block, consider expanding the blocks with a 2-hour time restriction to increase parking turnover in front of businesses
- **Action 6.1.8:** Explore paid parking as a tool to manage demand, encourage the use of alternate transportation modes, and generate revenue.
- **Action: 6.1.9:** To increase the effectiveness of parking management strategies and promote compliance, increase enforcement of parking restrictions by increasing fines for violations.
- **Action 6.1.10:** Collect regular parking count data to determine how these near- and long-term strategies affect parking occupancy over time and demonstrate success to the community.

- **Action 6.1.11:** Work with Union Pacific Railroad to explore opportunities to purchase the land containing the Municipal Parking Lot. If that is not feasible, consider extending the current short-term lease or reconfiguring the Municipal Parking Lot.
- **Action 6.1.12:** If all of the previously suggested policies fail to reduce occupancy to the goal of 85%, explore opportunities to increase the parking supply by constructing additional parking.

OBJECTIVE 6.2 IDENTIFY MINTURN’S ROLE IN A REGIONAL TRANSIT AUTHORITY AND IN FACILITATING EXPANSIONS TO ECO TRANSIT SERVICE AND/OR TOWN OF VAIL TRANSIT SERVICE; CAPITALIZE ON THE GROWTH OF MASS TRANSIT INFRASTRUCTURE AND RIDERSHIP TO SUPPORT INFILL AND/OR TRANSIT-ORIENTED DEVELOPMENT IN MINTURN.

- **Action 6.2.1:** Coordinate land use planning with the transportation system by locating new development near bus stops.
- **Action 6.2.2:** Enhance first-and-last mile connections that enable people located outside of walking distance from a bus stop to reach transit by installing features such as printed wayfinding to key destinations, enhanced crossings of Hwy 24, complete sidewalks, trails, bike racks, lighting, landscaping, and other amenities.

OBJECTIVE 6.3 ENVISION AN INTERCONNECTED NETWORK OF SIDEWALKS AND TRAILS FOR WALKING AND BIKING THAT CONNECTS MINTURN’S NEIGHBORHOODS, COMMERCIAL AREAS, AND RECREATIONAL OPPORTUNITIES.

- **Action 6.3.1:** Complete near-term priority sidewalk projects that provide missing connections to downtown so that Minturn residents can comfortably walk to key destinations and those within close proximity of a bus stop.
- **Action 6.3.2:** Complete long-term priority projects that fill in the sidewalk network downtown and gaps between neighborhoods.

- **Action 6.3.3:** Update the Municipal Code to require the completion or upgrade of sidewalks with new development or redevelopment.
- **Action 6.3.4:** Install curb extensions at key intersections along Main Street to reduce crossing distances, provide a comfortable place for people walking and shopping to linger while waiting to cross the street, and slow traffic.
- **Action 6.3.5:** Complete crosswalks on the remaining legs of Harrison Avenue and Toledo Avenue to draw attention to crossing pedestrians.
- **Action 6.3.6:** Construct the planned paved multiuse ECO Trail that will connect Dowd Junction to the north end of Minturn at the intersection of Minturn Road and Taylor Street.
- **Action 6.3.7:** Partner with CDOT and advocate for the effort to add sharrows on Main Street through town to draw attention to people bicycling.

OBJECTIVE 6.4 ADDRESS MULTI-MODAL CONNECTIVITY NEEDS AT DOWD JUNCTION AND ENCOURAGE GREATER CONNECTIVITY TO THE REST OF EAGLE COUNTY.

- **Action 6.4.1:** Expand the Forest Service Park and Ride into a new transit center and mobility hub to connect more people in Minturn to the ECO Transit Highway 6 Route.
- **Action 6.4.2:** Explore the potential for the Meadow Mountain Parking Lot to serve as overflow parking for visitors during high demand times, paired with digital signage and a shuttle that transports visitors between Dowd Junction and downtown Minturn.

OBJECTIVE 6.5 ADD SIGNAGE IN KEY LOCATIONS THROUGHOUT TOWN TO CLARIFY PARKING, DESTINATIONS, AND TRANSPORTATION OPTIONS.

- **Action 6.5.1:** Develop gateway signage on the north and south end of the town core (and eventually at Dowd Junction).
- **Action 6.5.2:** Place wayfinding signage throughout the town core between Williams Street and Mann Street; specifically adjacent to bus stops, parking lots, the town hall/post office, trailheads, and hotels.

Design signs not immediately next to a bus stop to point toward the nearest stop to remind residents and visitors of the local transit system and promote ease of use.

- **Action 6.5.3:** Update parking signage with any changes to parking regulations.
- **Action 6.5.4:** Communicate safe places to choose active transportation and recreate by placing Share the Road signage on the Hwy 24 corridor and other wayfinding at the entrances to shared streets and pedestrian passages within the 100 Block.

OBJECTIVE 6.6 FACILITATE MULTI-MODAL TRIPS BY ADDING INFRASTRUCTURE, SUCH AS BIKE RACKS AND BUS SHELTERS.

- **Action 6.6.1:** Consider participating and partnering with neighboring communities in Eagle County in a regional or neighboring bike share program, such as the ShiftBike program in Vail, Eagle Vail, and Avon; promote service at Dowd Junction.
- **Action 6.6.2:** Collaborate with ECO Transit/the EVTA and commercial businesses to install bike racks near bus stops, the Town Hall/post office, trailheads, and hotels. Place at least one bike rack on each block in the Minturn core that hosts commercial land uses and install a bike wash/repair station at a central, convenient location in the 100 Block.
- **Action 6.6.3:** Work with ECO Transit and the EVTA to formalize bus stops, making them ADA accessible and installing seating and shelter.

OBJECTIVE 6.7 MONITOR IMPACTS TO HIGHWAY 24.

- **Action 6.7.1:** Partner with CDOT to monitor and collect information regarding traffic levels, level of service, and traffic speeds on Hwy 24.
- **Action 6.7.2:** Require all new major development proposals to include traffic studies with particular focus on potential impacts to Hwy 24 resulting from all phases of proposed development.
- **Action 6.7.3:** Require all new major development proposals to fund off-site traffic improvements, limit density, or both.



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CHAPTER 7



Quality of Life, Recreation  
& An Inviting Public  
Realm: Parks, Trails &  
Community Gathering  
Spaces





# INTRODUCTION

A community with a good quality of life enables residents to live in ways that support their physical, mental, and social wellbeing. Within community planning, “quality of life” refers primarily to spaces and activities that foster public health and vibrancy. Assets that support quality of life, which can include walkable streets, scenic views, parks, and community events, help to build community character and identity. These spaces and events bring people together and provide opportunities for relaxation, rejuvenation, connection to nature, and physical activity.

The purpose of this chapter is to recognize the great amenities, programs, and events that help make Minturn, “Minturn” and to lay out steps the Town can take to preserve and expand upon these opportunities.

# EXISTING CONDITIONS & ISSUES

Minturn already supports a high quality of life, with its myriad of outdoor recreation opportunities, breathtaking vistas, and lively community events.

Table 11: Recreational Assets – East Side of Valley

Name	Uses & Activities	Trail Connections & Access Points
Minturn Mile (winter)/Game Creek Trail (summer)	Backcountry skiing, mountain biking, horseback riding, and hiking	Connects to Vail Mountain trails
Lionshead/Cougar Ridge Trail	Hiking, mountain biking	Connects to additional Vail Mountain trails; accessed via the Game Creek Trail
Eagle River Access Points (3)	Fishing, scenic and wildlife viewing, picnicking	Two are ADA accessible
Little Beach Park	Playground, picnic area, concerts at the amphitheater beside the Eagle River	Connects to Minturn Bike Park and Mini Mile
Minturn Bike Park	Biking skills courses and the Minturn Mini Mile single-track trail (walking, biking)	Connects to Little Beach Park
Boneyard Open Space	Walking, river access	
Two Elk Shooting Area	Shooting	Accessed via Ed6 access road (only open to vehicles during the summer & early fall)
Two Elk Trail	Hiking, mountain biking, and horseback riding	This trail connects to the Mill Creek and additional Vail Mountain Trails. Ed6 access road is only open to vehicles during the summer and early fall.

<sup>10</sup> Town of Minturn website, USFS, COTrex, MTB Project

# NATURAL AMENITIES AND RECREATION OPPORTUNITIES<sup>10</sup>

Minturn lies within the striking Eagle River Valley, which is characterized by the steep slopes and impressive cliffs of the White River National Forest and Holy Cross Wilderness that surround the community. The Eagle River itself is a picturesque feature of town, winding past the 100 Block and providing opportunities for fishing, kayaking, rafting, and canoeing. The Town has provided benches, public bathrooms, and a small basketball hoop along the river. There is currently a social soft-surface trail suitable for walking or mountain biking that runs along the east side of the train tracks and river from Lions Lane south to Ballpark Road/Ed6. Another social soft-surface trail connects to this trail, creating a loop farther up the hillside.

Other formal trails and recreation opportunities in the immediate Minturn area are listed in Tables 11 and 12 below.

Of course, many other recreation opportunities are available for Minturn residents and visitors in the broader region, including close proximity to Vail and Beaver Creek ski areas. The Minturn Fitness Center, a membership-based gym, also offers opportunities for residents to build their fitness. In addition to an open gym environment, the fitness center offers personal training and classes.

Table 12: Recreational Assets – West Side of Valley

Name	Uses & Activities	Trail Connections & Access Points
Meadow Mountain & Everkrisp Trails	Hiking, mountain biking, snowshoeing	Meadow Mountain connects to the Grouse Creek Trail; Everkrisp connects to Whiskey Creek and Paulie’s Plunge/Stone Creek trails.
Grouse Creek/ Grouse Mountain and Grouse Lake Trails	Hiking, mountain biking, snowshoeing	Connects to the Meadow Mountain Trail and Martin Creek Trail.
Martin Creek Trail	Hiking	Two are ADA accessible
Maloit Park/Vail Ski & Snowboard Academy	Nordic skiing, snowshoeing, walking, and open field for sports or picnicking. Includes an FIS Nordic ski course (only 1 of 2 in North America).	Connects to Minturn Bike Park and Mini Mile
Cross Creek, Fall Creek, Notch Mountain, and Mountain of the Holy Cross Trails; Half Moon Campground	Hiking, backcountry skiing, tent camping	Notch Mountain Road is groomed in the winter and is closed to motor vehicles through the end of June. The lower Tigiwon Trailhead offers winter access.

The Bolts Lake area offers potential opportunity for future recreational development. An asset now owned by ERWSD with intentions to pursue its revival as an acting reservoir, this project could include recreational amenities such as hiking, boating, SUPing, and camping, similar to Homestake Reservoir near Leadville.

# COMMUNITY EVENTS<sup>11</sup>

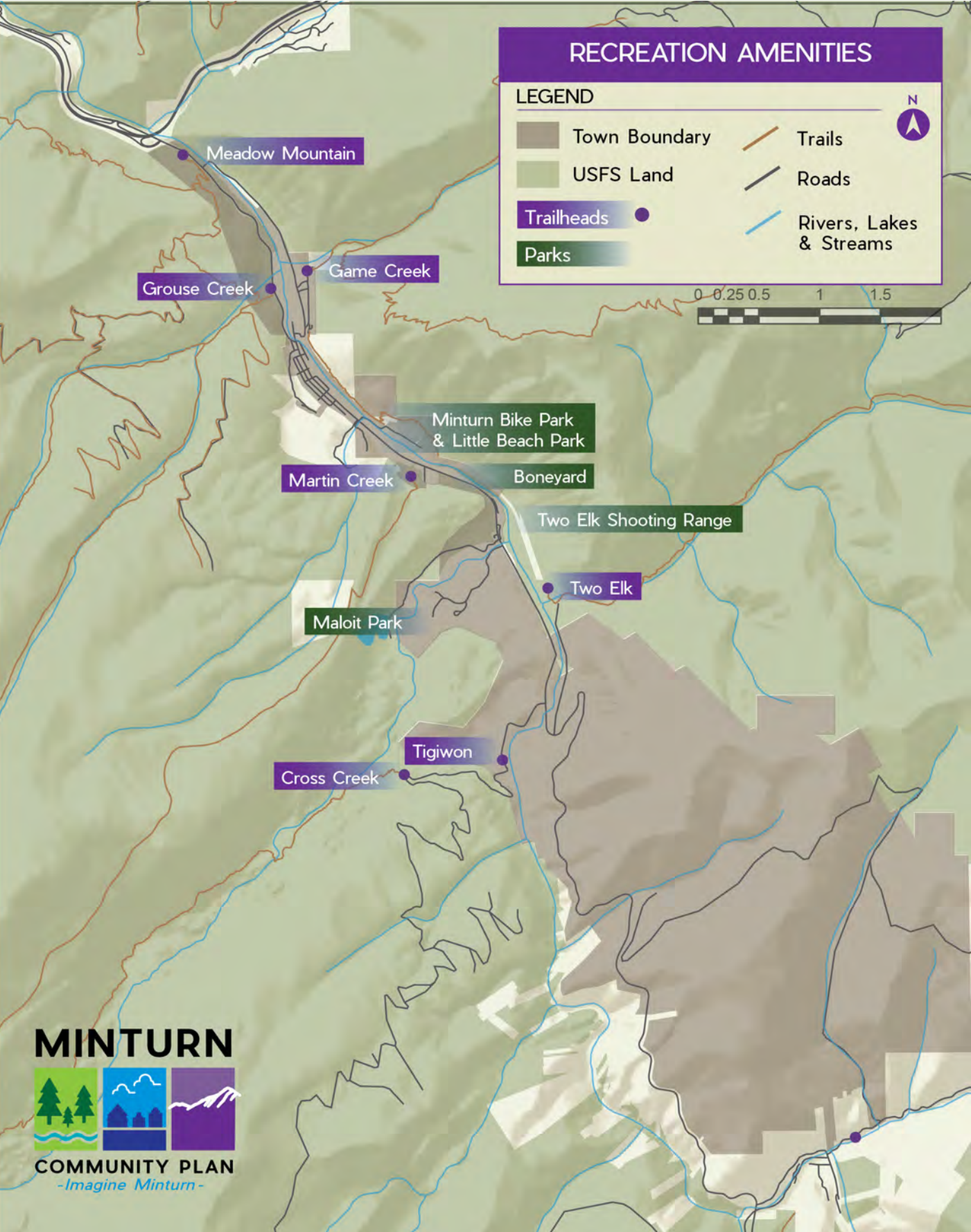
The Town of Minturn hosts several community events that are valued and attended. These regular events include:

- Minturn Summer Concert Series (free): every Thursday in July and August. Held at the Little Beach Park amphitheater.
- Minturn Market: every Saturday July through Labor Day weekend. Held along Williams Street and adjacent to the Minturn Country Club building (downtown).
- Independence Day Celebration: July 2nd. Held at Little Beach Park.
- Minturn Hometown Throwdown: collection of local music showcases at various locations around town. First Saturday in October.

- Town Tree Lighting Celebration: Includes family-friendly activities. Held in early December at the corner of Toledo Ave and Main Street.
- Christmas Tree Bonfire: community bonfire to celebrate the end of the holiday season and dispose of community Christmas trees. Held in early January at the Little Beach Park upper parking lot.
- Minturn Halloween: trick-or treating and other family-friendly activities. Town-wide event held annually on October 30th.
- Blue Starlite Drive-In Movies: typically held regularly throughout the summer at the Little Beach Park upper parking lot. These events, hosted by an outside vendor, have been discontinued for the 2022 season.
- Town Cleanup Day: opportunity for residents to properly dispose of/recycle large items and e-waste. Held each spring. Historically, resident groups have also sometimes taken this opportunity to participate in trash pick-up around town. Community dinners: typically organized monthly by the Minturn Community Fund. Held at Town Hall.
- Neighborhood Block Parties: sponsored by the Minturn Community Fund but spearheaded by local residents. These events take place as they arise based on resident interest.

<sup>11</sup> Town of Minturn website





QUALITY OF LIFE POLICY CONTEXT

The 2016 *Minturn Economic Development Plan* includes three key areas of focus, one of which is placemaking – the act of creating spaces that draw people, encourage chance encounters, and provide opportunities for formal events. This can include infrastructure and service improvements such as bathrooms, concessions, trails, seating, play equipment, parking/bike racks, etc. as well as beautification tactics such as landscaping, art installations, etc. That plan and others, such as the 2015 *Plan4Health Policy Scan* and 2009 *Community Plan* encourage new public spaces such as pocket parks and further planning regarding riverfront access and activation as well as trails and active transportation within Minturn. The *Plan4Health Policy Scan* also encourages more opportunities to bring local produce to the Minturn community.

COMMUNITY INPUT

Residents of Minturn identified sense of community and recreational amenities/programs as two of the top five attributes of the Minturn community.<sup>12</sup> When asked why they choose to live in Minturn, the top two answers by far were quality of life and recreational activities. The small town atmosphere, quality of life, scenery, and recreational amenities were also top things that residents reported enjoying about Minturn. Respondents also reported satisfaction with Town efforts regarding arts and culture amenities as well as programs and events, but that the quality, quantity, and signage for paved pathways could be improved.

Residents strongly supported the idea of adding a bike path from Dowd Junction to Maloit Park, as well as expanding recreational amenities (parks and trails) more generally. Participants also supported expanding paved sidewalks, pathways, and bikeways throughout town and improvements to the restroom facilities at Little Beach Park and amphitheater. Other than improvements to water infrastructure, recreation-related projects were top priorities for survey respondents. Sixty-four percent of respondents reported that they have been to the Minturn Fitness Center, many of which (45%) indicated that it had been more than a year since they had been, though this lower rate may be a result of COVID-19. Twenty eight percent said that they went weekly or within the last few months. When asked what would encourage more use, many respondents noted that it is far from the core of the community, that the cost/value is prohibitive, or that they prefer exercising outdoors.

<sup>12</sup> Town of Minturn Community Survey Report (2022)

The survey also asked about the positive impact of Town events on quality of life in Minturn. Respondents indicated that the Summer Concert Series, Minturn Market, and Minturn Halloween had the strongest positive impact on quality of life. Town Cleanup Day and neighborhood block parties also received significant support.

Participants in the Open House held as part of this planning process expressed a desire for new walking paths and biking trails, including increased public access to the Eagle River, trails adjacent to the river and pedestrian bridges across the river. Respondents also indicated that existing multi-modal transportation infrastructure is inadequate within Minturn, which affects residents’ and visitors’ abilities to access recreational amenities and community gathering spaces safely and comfortably without the need for a car. Participants also noted a desire for expanded recreation areas, a formal community center space, and dispersed or organized camping. However, in the past there has been documented opposition to camping in Minturn. There were mixed feelings about the shooting area; some residents believe the shooting range presents safety issues and should be closed. The Keystone Policy Center is facilitating a process to provide recommendations on the shooting range to the Forest Service from a variety of stakeholders. The community garden was noted as an asset to preserve.

The Community Plan Steering Committee also provided valuable feedback as part of this process.<sup>13</sup> During facilitated meetings they expressed gratitude for proximity and access to recreation opportunities, including the ability to walk from your front door to recreate. They noted the value of the Eagle River, the addition of the new Bike Park, Little Beach Park, and the summer concert series. The Committee expressed that working with the railroad is a challenge and limits what the Town can do with property owned by Union Pacific Railroad along Eagle River, including the municipal parking lot which is leased to the Town on an annual basis. They expressed pride in the Town’s accomplishments regarding new parks and recreation opportunities since the 2009 *Community Plan*.

<sup>13</sup> Information from Minturn Community Plan Steering Committee Meeting #1 Memorandum, SE Group (2021; Appendix C: Steering Committee Memos).



CENTRAL CONCEPTS

Many amenities in Minturn already support a high quality of life for residents. This section describes key priorities for increasing quality of life in Minturn. As stated at the beginning of this chapter, increasing quality of life means supporting existing amenities (e.g., recreation areas and trails) and working to provide amenities that are lacking (e.g., a small grocery store).

Tourism & Quality of Life in Minturn

The same amenities and attributes that support a high quality of life for residents can help create quality experiences for visitors. For example, a walkable downtown area and river access benefit both of these groups.

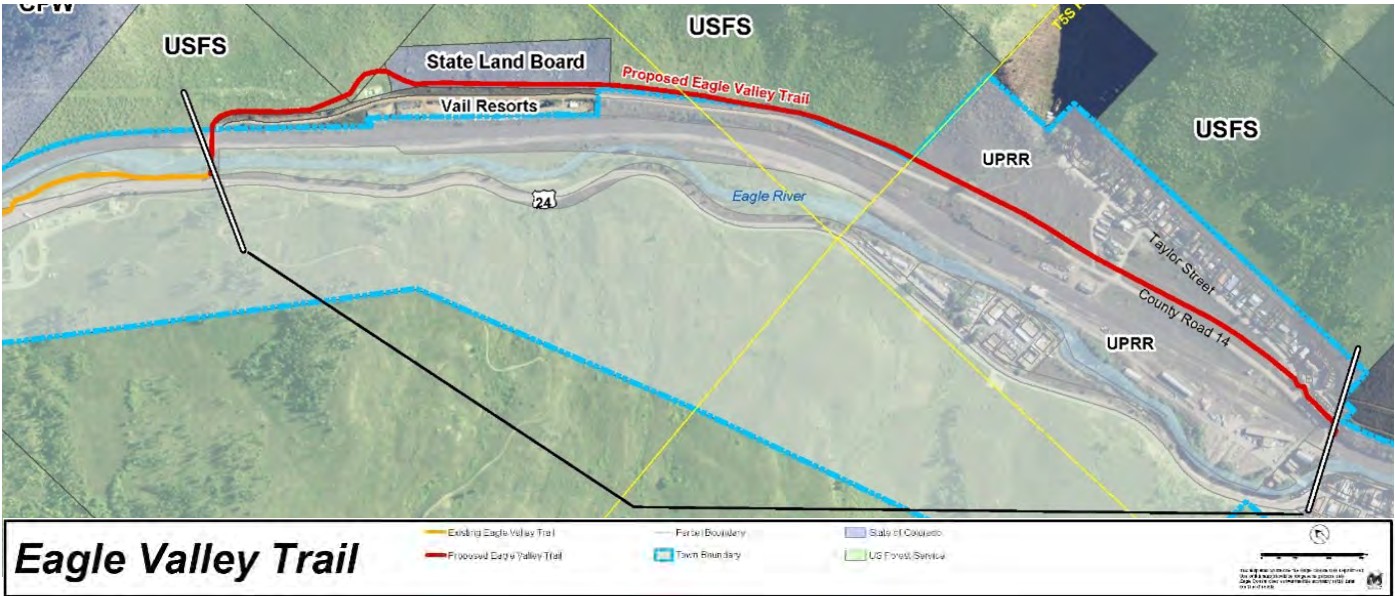
It is important to note that some Minturn residents are concerned about potential negative impacts of increasing tourism activity. As described in **Chapter 3: An Economically Vibrant Community**, Minturn’s economy is partially dependent on visitors who supplement the market for local businesses. Without ample visitation, Minturn risks losing businesses that provide essential tax revenue as well as jobs and services for the community. The recommendations in this plan are intended to acknowledge these concerns and balance them with enhancements to Minturn as a place to live and visit.

SUPPORT RECREATION ACCESS

Recreation is central to life in Minturn. Visitation to Minturn is also associated with recreation at nearby mountain resorts and increasingly at local recreation sites like Maloit Park and the Minturn Bike Park. To maximize the quality of life benefits of recreation in Minturn, the Town should continue to expand the variety of recreation opportunities that are accessible to residents and visitors of all ages and abilities. The Town should also work to complete pedestrian connections from neighborhoods and Old Town to nearby recreational opportunities.

One example of an ongoing project that will increase recreation opportunities as well as multimodal connections to the broader region is the ongoing effort to extend the regional paved ECO Trail from the I-70 and Hwy 24 intersection to Minturn. Current plans will extend the path to the municipal parking lot just north of the 100 Block, with construction anticipated for 2023. The Town intends to advocate for and support an additional extension to Maloit Park. The figure below illustrates the general trail alignment concept (red line) for planned development in 2023.

The Town should also support the stewardship and ongoing maintenance of its existing recreation opportunities. Sharing and encouraging an ethic of responsible recreation in Minturn has the potential to benefit the Town’s trails, parks, and open spaces for generations. The Town is actively pursuing grants related to responsible recreation and stewardship.



Proposed new section of the Eagle Valley Trail connecting to Minturn.

Much of Minturn’s recreation occurs on public lands (e.g. U.S. Forest Service). Often times, public lands are bordered by private lands which can restrict access. In evaluating future developments, the Town should evaluate needs associated with access public lands as part of a development proposal. Potential public land access opportunities should also be evaluated by the applicable public land agency.

PROMOTE ACCESS TO HEALTHY FOOD & ESSENTIAL SERVICES

Access to fresh food is in Minturn’s history – the Town was once a landmark producer of iceberg lettuce. At present, Minturn residents have to travel to nearby communities to complete their food shopping. The Steering Committee for this planning effort and participants in the Open House both expressed support for bringing a small grocery store to Minturn. In write-in comments, Open House participants emphasized that they did not support a chain grocery establishment. This type of small grocery store or natural foods store could be located in Minturn’s Old Town or could be specifically incorporated into the design of Dowd Junction. Dowd Junction’s location directly off I-70 would support the success of this type of business. Other essential services that are currently not present in Minturn include a bank and health clinic. Childcare options could also be expanded locally. The Town should ensure that zoning regulations support the establishment of such services and promote their development.

COMMUNITY EVENTS, ARTS, & CULTURE

Minturn’s downtown is already a point of pride for the community. As discussed in **Chapter 2: A Thriving 100 Block** and **Chapter 3: An Economically Vibrant Community**, placemaking efforts will help to elevate the 100 Block and Old Town areas as well as the broader community. Amenities such as benches, public art, pedestrian paths, and landscaping can all contribute to the aesthetics and appeal of an area. As discussed in the Existing Conditions and Community Input sections above, Minturn residents value the Town’s program of community events. Placemaking improvements will help the Town support more events in the downtown area. Additionally, the Town can actively support and build partnerships with local businesses that contribute to community culture by offering quality gathering spaces, hosting events, supporting the arts community, and more. **Chapter 3** acknowledges ongoing discussion and recommends continued efforts to establish a Downtown Development Authority (DDA) – a quasi-governmental entity that could convene local businesses and provide funding for and coordinate placemaking efforts. Neighborhood Design that



Residents gather at the Agora for food and live music.

The Role of Businesses in Building Community

The Agora is a great example of a business that actively contributes to building community in Minturn through creative gathering space, arts, events, and food. The community has expressed substantial appreciation and support for the Agora’s presence in Minturn and impacts on the community. In addition to serving as a restaurant and creative event space, the business’ owner has recently purchased the adjacent property and is working with the Town to provide a pedestrian pathway through the property from Main Street to Eagle River Street – providing essential visibility and access to the river.

SUPPORTS QUALITY OF LIFE

Neighborhood design can play a critical role in a community’s quality of life. Thoughtful neighborhood design can support residents in leading healthy lifestyles. For example, in a neighborhood that is well-connected to public transit and multi-use paths, residents may find it easier to commute to work or school, socialize, maintain an active lifestyle, and access the outdoors. A neighborhood or district that is designed around transit opportunities is called “Transit-Oriented Development” (TOD). Dowd Junction is a significant opportunity for the Town of Minturn to create new housing and commercial opportunities in coordination with multimodal and regional transportation infrastructure. Depending on future investments in bicycle and pedestrian infrastructure as well as public transport services, other areas with potential for TOD-style development include Old Town and the Maloit Park area.



QUALITY OF LIFE AND AFFORDABILITY

Quality of life improvements make a place more desirable to live in. When a place becomes more desirable to live in, property values increase. While this is a positive outcome for municipal revenues, it can have the negative consequence by pricing out residents and businesses who can no longer afford rents or ownership costs in the community. When planning and implementing improvements to quality of life, the Town should simultaneously prioritize measures to provide affordable and attainable housing in Minturn to counteract the negative impacts of increasing demand and costs and protect and preserve the local community. Many residents have indicated concern about rising housing costs that are already causing locals to move down valley in search of more affordable options. Every involuntary departure of a resident can disrupt community and social fabric and weaken the local labor pool. (See **Chapter 4: Attainable Housing and Historic Character** for specific recommendations regarding affordability). At the same time, certain quality of life improvements can also make a place more affordable to live in; with enhanced walking, biking, and transit connections, Minturn residents would not have to depend on a personal vehicle to meet their everyday needs.

LITTLE BEACH PARK RECREATION AREA PLAN

The Town of Minturn has contracted with Zehren & Associates to develop a recreation-based plan for Little Beach Park and the surrounding area, including the Cemetery, Public Works site, Minturn Bike Park, and future trail connections to other recreation areas. This planning effort is happening concurrently and in coordination with this *Community Plan*. The purpose of the plan is to “establish a long-term vision for the area as the Town’s major recreation hub” and “unify existing facilities and identify appropriate improvements to support community recreation, trails, and open space uses.”



Minturn’s new Bike Park skills course.

The project also aims to create a sense of arrival at key destinations in the Little Beach Park area, particularly at the Minturn Bike Park. In addition, the project has identified community desires for new recreational uses that could be appropriate for the area, such as a temporary ice rink and a dog park. Connectivity is also a major theme of the project; the final plan identifies possible trail connections to Two Elk and Maloit Park to expand biking and walking opportunities in Minturn. The project, which will culminate in a conceptual design for the project area, will be adopted alongside this plan as of January, 2023.



Little Beach Park project area (Zehren & Associates).

RECOMMENDATIONS

OBJECTIVE 7.1 ENCOURAGE A VIBRANT PUBLIC REALM IN MINTURN THAT EMPHASIZES ARTS, STEWARDSHIP, ACCESS TO THE EAGLE RIVER, AND OUTDOOR FUN.

Minturn has a distinct character and strong outdoor recreational influence. As a community surrounded by immense natural resources, Minturn should maintain and foster community responsibility for protecting and preserving local resources. Through new events, infrastructure upgrades, and strategic partnerships, Minturn can become even more colorful, sustainable, beautiful, and community-oriented.

- **Action 7.1.1** Sponsor additional cleanup days to maintain a healthy environment and foster a culture of responsible stewardship. This/these events could capitalize on partnerships locally and more broadly in Eagle County for organization and activities. These events should include elements of fun as well, such as live music, food, art activities, etc.
- **Action 7.1.2** Support/partner with organizations and businesses like the Agora that foster local arts and want to play a role in improving community infrastructure creatively. Support and implement the conceptual pedestrian footpath adjacent to the Agora property to allow access from Main Street to the Eagle River.
- **Action 7.1.3** To preserve Minturn’s stargazing experiences and to support wildlife, consider establishing Minturn as a Dark Sky Community per the International Dark Sky Association standards and designation process. Confer with other Dark Sky communities in Colorado, such as Westcliffe and Silver Cliff as needed.

See **Chapter 3: An Economically Vibrant Community** for additional action items related to placemaking.

OBJECTIVE 7.2 FACILITATE AND SPONSOR ADDITIONAL PROGRAMMING AND COMMUNITY EVENTS FOR CHILDREN.

While Minturn currently has fewer families than other communities in Eagle County, it is important that the Town supports families with children who do live in the community. In addition, it is important to create a welcoming and supportive environment for any future families that move to the community or current residents who choose to have children down the line. Young adults, youth, and children are the next generation to sustain the community. Especially in small towns, it is important to ensure that young people will want to stay and/or move in to sustain the local labor force, contribute to tax revenue and to the local economy, and preserve social mass.

- **Action 7.2.1** Work with Blue Starlite or other vendors to retain outdoor movie events at Little Beach Park.
- **Action 7.2.2** Support the expansion and improvement of childcare options in Minturn for families with young children.
- **Action 7.2.3** Ensure that popular community events and any new events are family-friendly, considering timing, activities, etc.
- **Action 7.2.4** Support the organization of cultural, recreational, and educational events catered towards children within Minturn.
- **Action 7.2.5** Promote the inclusion of recreational amenities in redevelopment at Maloit Park, including multi-use fields, gathering areas, etc.



Children play on the playground at Little Beach Parl.



OBJECTIVE 7.3 PROMOTE ACTIVE LIFESTYLES IN MINTURN; COMPLETE BIKE/PED CONNECTIONS AND SUPPORT THE MINTURN FITNESS CENTER AS A COMMUNITY HUB.

Active lifestyles contribute to good mental and physical health. As a mountain community with many existing recreational assets, Minturn draws residents and visitors who may already enjoy active lifestyles. However, not every resident or visitor fits this bill, and there are a variety of ways that people can or prefer to be physically active. Because Minturn is relatively small geographically, ensuring that people feel comfortable walking or cycling throughout town creates opportunities for people to use active transportation instead of vehicles, which also reduces parking needs and headaches. Additionally, ensuring that people are aware of, have access to, and feel comfortable utilizing the Minturn Fitness Center is essential for providing indoor fitness opportunities.

- **Action 7.3.1** Continue to support ongoing plans and implementation of the Minturn extension to the regional paved ECO Trail; advocate for and support further extension to Maloit Park.
- **Action 7.3.2** Formalize/pave the social trail that runs along the east side of the Eagle River. Consider adding additional bridge access points at the southern end of Minturn. This effort should be incorporated into or in conjunction with the full ECO Trail extension and would likely require coordination with property owners, including Vail Resorts, U.P. Railroad, and the Forest Service.
- **Action 7.3.3** Improve bicycle and pedestrian infrastructure to access to the Fitness Center/ Maloit Park Road and work with ECO Transit to increase awareness of and improve service to this area. Consider expanding the Center as a broader community space to accommodate other activities and uses. For example, community members have expressed interest in pickle ball, basketball, a pool, and winter ice rink. Increase community awareness of the \$10 drop in option and consider implementing other rewards programs or incentives that encourage its use and increase its accessibility to all residents.
- **Action 7.3.4** Improve bicycle and pedestrian infrastructure throughout town to improve safety, connectivity, and overall mobility and access for active transportation. Collaborate with neighboring municipalities on an electric bikeshare program. See **Chapter 6: Circulation & Mobility** for further details about infrastructure improvements.

- **Action 7.3.5** Ensure that winter plowing includes pedestrian infrastructure and recreational pathways to allow for and encourage activity in winter months, as possible. Additional information regarding diversified revenue sources to support town services, such as plowing, can be found in other chapters, particularly **Chapter 3: An Economically Vibrant Community**.

OBJECTIVE 7.4 PROMOTE ACCESS TO QUALITY, LOCALLY GROWN FOOD IN MINTURN; ENCOURAGE COMMUNITY EVENTS RELATED TO LOCAL FOOD.

The Minturn community currently doesn't have a grocery store, meaning that residents must travel to Avon, Vail or Eagle-Vail to get their groceries. Reasonable access to a variety of food choices, including healthy options and fresh produce, is an essential part of quality of life and overall health. This also means that it should not take extensive amounts of time and energy to access ingredients for meals.

- **Action 7.4.1** Support the addition of a grocery store locally in Minturn, likely as part of the potential Dowd Junction PUD development. Ensure that any new grocery option includes fresh produce.
- **Action 7.4.2** Continue to support the Minturn Market. Consider marketing to additional sources of fresh produce within the region.
- **Action 7.4.3** Continue to support the Minturn Community Garden. Work with the Minturn Community Fund or other local and regional partners to expand event offerings at the garden, such as workshops, community dinners, etc. that bring people together to showcase the garden and provide educational opportunities to learn about locally-grown foods and food preparation. Assess demand for and consider other locations that could support additional community garden space, particularly at PUD sites such as Dowd Junction.

OBJECTIVE 7.5 ENCOURAGE SAFE AND RESPONSIBLE ACCESS TO TRAILS AND RECREATION OPPORTUNITIES ON FOREST SERVICE LAND ADJACENT TO MINTURN.

Minturn's access to public lands is unique and special. From trailheads in and around Minturn, residents and visitors can access scenic and remote landscapes. Backcountry adventures can be fun and memorable experiences, but they also come with risks. The Town should help inform residents and visitors of the steps to take in an emergency and ways to minimize human impact on the landscape.

- **Action 7.5.1** Collaborate with the Forest Service, CPW, and Vail Valley Mountain Trails Alliance on a 1-to- 2-page guide to safe and responsible recreation in Minturn; publicize this guide on the Town website, social media channels, and at trailheads. Ensure that this guide includes the number of the relevant parties to call in case of an emergency.
- **Action 7.5.2** Encourage Leave No Trace principles at all parks, trails, and open spaces within the Town of Minturn. Provide stewardship information on town maps, trailhead kiosks, and web materials as appropriate.
- **Action 7.5.3** Collaborate with regional partners such as the Eagle River Watershed Council, Eagle Summit Wilderness Alliance, and Eagle Valley Land Trust, and Vail Valley Mountain Trails Alliance on stewardship education and enforcement efforts to protect and preserve natural resources and wildlife.
- **Action 7.5.4** Prepare a *Parks, Recreation & Open Space Plan* to assess and plan for access and parking needs among other management practices, particularly in the face of potential development such as Dowd Junction.
- **Action 7.5.5** Require new developments to assess the need and practicality for access to adjacent public lands, if applicable.

OBJECTIVE 7.6 SUPPORT THE GROWTH OF LITTLE BEACH PARK AND THE SURROUNDING AREA AS A HUB FOR RECREATION AND COMMUNITY EVENTS.

Little Beach Park is one of the Town's most prized assets and popular venues for community events. As laid out in the previous section, the Town is taking proactive steps to preserve, improve, and expand the opportunities of this great asset and the surrounding area through the *Little Beach Park Recreation Area Plan*.

- **Action 7.6.1** Implement recommendations from the *Little Beach Park Recreation Area Plan*.
- **Action 7.6.2** Regularly assess needs, community desires, and new ideas for the Little Beach Park Recreation Area to ensure that the 2022 plan and Town efforts are on-track.
- **Action 7.6.3** Facilitate future trail connections between recreation assets in the Little Beach Park area (e.g., Minturn Bike Park, Mini Mile) and other trailheads and recreational areas within Minturn.
- **Action 7.6.4** Support the Little Beach Park area as a hub for recreation, arts, performances, and community events in Minturn; support the adaptive reuse of storage yards and underutilized industrial portions of the area for recreation and public enjoyment.



Residents and visitors enjoy a drive-in movie (Blue Starlite/Denver Post).



OBJECTIVE 7.7 CONTINUE WORKING WITH THE EAGLE RIVER WATERSHED COUNCIL AND EAGLE VALLEY LAND TRUST TO SUPPORT STEWARDSHIP AND COMMUNITY EDUCATION INITIATIVES.

The Eagle River and its broader watershed is a valuable natural resource for the community and surrounding region. The Town should involve the community in efforts to collectively manage and protect this resource and support its longevity. Through signage and educational materials, as well as partnerships and events, the Town can promote a healthy riparian corridor and watershed

- **Action 7.7.1** Expand upon Town Cleanup Day and the Eagle River Watershed Council’s County-wide clean up to maintain a healthy environment and spread a culture of responsible stewardship. This or new events could specifically focus on the health and monitoring of Eagle River and educate residents on regulations and research techniques that inform protection of the river’s natural ecosystem, such as watershed mapping, development setbacks, and erosion control measures. Event activities should also include elements of fun, such as live music, food, art activities, etc.
- **Action 7.7.2** Coordinate with the Eagle River Watershed Council to offer citizen science training opportunities, especially for youth in the Minturn community and region.
- **Action 7.7.3** Consider implementing signage and informational materials to educate residents and visitors about stewardship and responsible human-nature interaction.
- **Action 7.7.4** Coordinate with Eagle Valley Land Trust on the continued stewardship and community enjoyment of the Boneyard Open Space area.

OBJECTIVE 7.8 CONTINUE WORKING WITH THE VAIL VALLEY MOUNTAIN TRAILS ALLIANCE TO SUPPORT STEWARDSHIP AND INITIATIVES OF CURRENT AND FUTURE TRAIL AND RECREATION OPPORTUNITIES

- **Action 7.8.1** Create and implement a *Minturn Area Recreation and Conservation Plan* that identifies recreation opportunities, connections, trailheads, and prioritized wildlife habitat and migration corridors
- **Action 7.8.2** Coordinate with the VVMTA to expand upon existing Adopt A Trail team to engage the community on additional volunteer trail maintenance or trail building days which increases stewardship of surrounding trails and public lands
- **Action 7.8.3** Continue to partner with the VVMTA to maintain the Minturn Bike Park, host volunteer maintenance events, and community events.



VVMTA seasonal crews work on bike trails (VVMTA)

CHAPTER 8



A Collaborative & Resilient Future: Implementation, Governance & Continued Visioning



INTRODUCTION

This community planning process was a collaborative effort between Town staff, the volunteer Steering Committee, Town Council, the Planning Commission, and Minturn residents. These parties have contributed substantial thought and effort into the vision, objectives and action items laid out in the previous chapters of this plan. To help realize the intended outcomes of this plan, this chapter outlines recommendations for plan implementation. Recommendations in this chapter are designed to promote effective and meaningful governance and identify the level of priority of proposed actions and highlight responsible entities, strategic partnerships, and necessary resources for the initiatives of this plan.

EXISTING CONDITIONS & ISSUES

Community development is an iterative process, requiring a constant cycle of revaluation and implementation, including analysis, community discussion, resource allocation, capacity-building and coordination, and project oversight. This plan is broad and aspirational and is intended to apply for the next decade or more. In that time and following, Minturn may need to revisit and reevaluate the relevancy and efficacy of the plan’s goals, priorities, and objectives.

Just as the development of this plan centered on community input and engagement, implementation efforts should likewise involve the Minturn community. Because Town efforts and the objectives of this plan deeply affect the Minturn community, it is essential that residents remain informed of implementation efforts and continue to have the opportunity to share their perspectives and input.

Because Minturn is a small community, it has fewer resources compared to many larger metropolitan areas. Thus, regional collaboration and resource-sharing is an essential strategy to support Minturn’s resiliency and vitality.

PLAN UPDATES AND MINOR MODIFICATIONS

This *Community Plan* is intended to reflect community conditions, values, and desires for a 10- to 15-year period. The plan captures current conditions in Minturn and the surrounding region as well as trends based on best available information, particularly with regard to potential growth scenarios over the plan horizon.

That being said, this plan is a living document that should be reviewed periodically by the Town and affected stakeholders to assure the continued appropriateness, relevancy, and applicability of the plan’s stated vision, goals, policies, implementation strategies and Future Land Use Map. The *Community Plan* should be updated every 15 years at minimum, or as necessary to reflect new conditions, new community attitudes and/or major new land use opportunities unforeseen at the time of the plan’s adoption. Changes to the document at the formal plan update level shall require the implementation of a full public planning process.

Additionally, minor modifications may be necessary over time. These are defined as changes to the document which do not require analysis or community involvement normally associated with an update. Minor modifications typically take the form of factual or technical corrections or adjustments to text or to maps. Minor Modifications may be proposed by Town staff, public agencies, interest groups, private property owners or business owners. While no formal process is prescribed for minor modifications, this plan anticipates that written comments describing the nature of the issue and/or the desired change shall be reviewed and either approved or denied by the Town of Minturn Planning Commission at a regularly scheduled and noticed public hearing.

Last, this plan includes recommendations for consideration by the Town over the next 10-15 years. Some recommendations, particularly zoning and future land use recommendations, may not be implemented or approved by the Town exactly as proposed in this plan. In such instances, failure to adhere to, approve, or enforce certain recommendations shall not, on its own, cause or necessitate a process to update the plan or to pursue minor modifications.



Town Council works diligently to ensure a bright future for Minturn.

RECOMMENDATIONS

OBJECTIVE 8.1 IMPLEMENT THE OBJECTIVES OF THIS COMMUNITY PLAN IN A THOUGHTFUL AND COLLABORATIVE MANNER.

This plan contains a variety of proposed actions – some of these are high priority actions meant to be pursued in the short-term. Others are less time-sensitive and are meant to be pursued and implemented over a longer period of time. The Implementation Matrix contained at the end of this chapter is intended to help assist with the realization of high priority and short-term actions in this plan.

- **Action 8.1.1** Use the Implementation Matrix found at the end of this chapter to guide the implementation phase of this community planning process.
- **Action 8.1.2** As applicable, develop similar implementation matrices for the remaining actions in this plan as they may grow in relevance during the life of this plan.

OBJECTIVE 8.2 INFORM & ENGAGE RESIDENTS IN COMMUNITY DEVELOPMENT.

The more involved, informed, and engaged that the Minturn community is, the more that community development efforts will reflect their concerns, desires, and needs. Celebrating community achievements, ensuring transparency, and providing frequent and varied opportunities for feedback will reduce unexpected roadblocks and build trust.

- **Action 8.2.1** Continue sharing information with the community via the Town Newsletter, municipal website, and other mechanisms. Consider implementing quarterly mailers to inform residents of key achievements, ongoing projects, engagement opportunities, etc.
- **Action 8.2.2** Work closely with elected officials and Town boards and committees to engage residents in an in-person and virtual capacity.

OBJECTIVE 8.3 PRIORITIZE PARTNERSHIPS, COLLABORATION, AND RESOURCE-SHARING AS APPLICABLE.

Many recommendations throughout this plan involve partnerships and collaboration. With every initiative, the Town should consider any opportunities that exist to expand capacity and maximize resources through partnerships.

- **Action 8.3.1** Consider a collaborative effort to establish and maintain an inventory of key partners and regular funding sources that can be easily referenced when strategizing for local or regional needs and initiatives.
- **Action 8.3.2** Highlight successful ongoing partnerships with community organizations, other municipalities, Eagle County, and state agencies on the Town website and social media platforms.

OBJECTIVE 8.4 ORGANIZE AND STREAMLINE INTERNAL PROCESSES TO MAXIMIZE EFFICIENCIES AND CAPACITY, MONITOR PROGRESS, AND COMPILE DATA.

With limited resources, it is important that the Town regularly evaluates internal processes to improve operations and efficiency.

- **Action 8.4.1** Convene annually with all departments to review operations and strategize improvements for the following year.
- **Action 8.4.2** Establish and maintain an ongoing inventory of completed town projects, initiatives and achievements.
- **Action 8.4.3** Streamline data collection efforts across Town departments to avoid duplication of efforts and promote shared knowledge.



Public participation at Open House #1



# IMPLEMENTATION MATRIX

The following tables provide further details to successfully implement the high-priority recommendations of this plan. For each action item, these tables include the following information, as applicable:

- **Action Type:**

• Internal Initiative

• Policy Change

• Capital Investment

• Partnership

• Additional Planning

• Other
- **Priority:**

• Low

• Medium

• High
- **Timeline for Implementation:**

• Short-term

• Mid-term

• Long-term
- **Cost Estimate:**

• \$

• \$\$

• \$\$\$
- **Identified Collaborators/Partners**
- **Key Location(s)**

Table 13: Implementation Matrix – Smart Land Use & Practical Zoning

Objective	Action Item	Type	Priority	Timeline	Cost	Collaborators/Partners	Location(s)
1.1: Provide and follow a cohesive, forward-thinking land use plan for the Town.	Action 1.1.1	Internal Initiative, Policy Change	High	Short-term	\$		Townwide
	Action 1.1.2	Internal Initiative, Policy Change	High	Short-term	\$	Downtown Doers Group	100-Block

Table 14: Implementation Matrix – A Thriving 100-Block

Objective	Action Item	Type	Priority	Timeline	Cost	Collaborators/Partners	Location(s)
2.1: Implement a framework for redevelopment and growth in the 100-Block that contributes to Minturn’s character and economic development.	Action 2.1.1	Internal Initiative, Policy Change	High	Long-term	\$		100-Block
2.2: Identify and preserve key historic resources and landmarks in the 100-Block area.	Action 2.2.2	Internal Initiative, Policy Change	High	Long-term	\$	Minturn Historic Preservation Committee	Townwide
	Action 2.2.3	Internal Initiative, Policy Change, Additional Planning	High	Long-term	\$	Minturn Historic Preservation Committee	Townwide

Table 14: Implementation Matrix – A Thriving 100-Block

Objective	Action Item	Type	Priority	Timeline	Cost	Collaborators/Partners	Location(s)
2.3: Communicate a vision for the 100-Block area that is informed by community input and resonates with residents and visitors alike.	Action 2.3.1	Internal Initiative, Additional Planning	High	Mid-term	\$\$	ECO transit, CDOT	100-Block, town gateway
2.4: Address parking and circulation issues and promote pedestrian and bike access to and within the 100-Block.	Action 2.4.1	Internal Initiative, Additional Planning	High	Mid-term	\$\$	CDOT	Williams & Eagle River Streets, 100-Block

Table 15: Implementation Matrix – An Economically Vibrant Community

Objective	Action Item	Type	Priority	Timeline	Cost	Collaborators/Partners	Location(s)
3.1: Leverage the Town’s natural and recreational amenities, history, and arts and cultural assets for economic development.	Action 3.1.4	Additional Planning, Partnership	High	Long-term	\$	Commercial businesses, Vail Valley Partnership	Townwide
3.2: Improve the visibility of Minturn to visitors through marketing and expanded transit service.	Action 3.2.1	Additional Planning, Partnership	High	Long-term	\$\$	Eagle County, CDOT. Public Works	Townwide, 100-Block, Old Town, Dowd Junction
	Action 3.2.2	Additional Planning, Partnership, Capital Investment	High	Mid-term	\$\$	Commercial businesses, ECO transit, Public Works	Townwide, 100-Block, Old Town, Dowd Junction



Table 15: Implementation Matrix - An Economically Vibrant Community

Objective	Action Item	Type	Priority	Timeline	Cost	Collaborators/Partners	Location(s)
3.3: Pursue land use changes that support Minturn’s tax base and economic growth; plan future development on important catalyst sites, including Dowd Junction.	Action 3.3.1	Additional Planning, Partnership	High	Mid-term	\$\$	Commercial businesses, ECO transit, Public Works	Dowd Junction
3.4: Implement strategies to establish organized economic development capacity, address placemaking and infrastructure investment costs, and support grassroots economic development.	Action 3.4.1	Additional Planning, Partnership	High	Short-term	\$	Commercial businesses, developers, Public Works	Townwide, 100-Block, Old Town
	Action 3.4.3	Additional Planning, Partnership	Medium	Mid-term	\$\$	DDA	Townwide
3.5: Evaluate options to increase the Town’s financial resources and specifically to provide stable, attainable housing for Minturn’s residents and workforce	Action 3.5.1	Internal Initiative, Policy Change	Medium	Short-term	\$		Townwide

Table 16: Implementation Matrix - Attainable Housing & Historic Character

Objective	Action Item	Type	Priority	Timeline	Cost	Collaborators/Partners	Location(s)
4.1: Continue implementing the recommendations in the 2019 Housing Action Plan.	Action 4.1.1	Internal Initiative, Policy Change	High	Short-term	\$\$	Eagle County Housing Authority	Townwide, potential annexation areas

Table 16: Implementation Matrix - Attainable Housing & Historic Character

Objective	Action Item	Type	Priority	Timeline	Cost	Collaborators/Partners	Location(s)
4.2: Update the 2019 Housing Action Plan goals regularly and in response to county-led housing needs assessments and changes in AMI.	Action 4.2.2	Additional Planning	High	Mid-term	\$\$	Eagle County Housing Authority	Townwide, potential annexation areas
4.3: Consider new housing strategies, such as buy-down programs.	Action 4.3.1	Internal Initiative, Policy Change, Additional Planning	High	Short-term	\$\$		Townwide
4.4: Increase the amount of local funding available for full-time resident housing through new fees and/or voter-approved taxes.	Action 4.4.2	Internal Initiative, Policy Change, Additional Planning	Medium	Short-term	\$		Townwide
4.6: Prioritize housing for full-time residents; ensure that residents of all ages and income levels are able to find housing.	Action 4.6.2	Internal Initiative, Policy Change, Additional Planning	High	Short-term	\$	Eagle County Housing Authority	Townwide
4.8: Ensure that PUD regulations and policies contain provisions that will create full-time resident housing, particularly at Dowd Junction and Martin Creek.	Action 4.8.1	Internal Initiative, Policy Change	High	Short-term	\$		Townwide, PUD parcels
	Action 4.8.2						
4.9: Support historic preservation within Minturn’s broader housing strategy.	Action 4.9.2	Internal Initiative, Policy Change	Medium	Mid-term	\$	Minturn Historic Preservation Committee	Townwide



Table 17: Implementation Matrix - Water Infrastructure, Hazard Mitigation & Sustainability

Objective	Action Item	Type	Priority	Timeline	Cost	Collaborators/Partners	Location(s)
5.1: Identify paths to secure and maintain sufficient water and wastewater infrastructure to support current development and growth in Minturn.	Action 5.1.1	Additional Planning, Partnership, Capital Investment	High	Long-term	\$\$\$	Public Works, Eagle County, State of Colorado	Townwide
	Action 5.1.2	Additional Planning, Partnership	High	Long-term	\$\$\$	Eagle River Water and Sanitation District	Townwide, Bolts Lake
	Action 5.1.3	Additional Planning, Partnership	High	Short-term	\$\$	Eagle River Water and Sanitation District	Townwide
5.2: Refine development regulations and standards and pursue other initiatives to promote efficiency and sustainable practices in residential and commercial buildings.	Action 5.2.3	Internal Initiative, Additional Planning, Partnership	High	Long-term	\$\$	Xcel Energy, Public Works	Townwide
	Action 5.2.4	Internal Initiative, Policy Change	High	Short-term	\$\$	Walking Mountains Climate Action Collaborative, Holy Cross, Xcel Energy	Townwide
	Action 5.2.5	Internal Initiative, Policy Change	High	Short-term	\$	Eagle River Watershed Council	Townwide, intensive development areas (PUDs, 100-Block, Old Town)
	Action 5.2.6	Internal Initiative, Policy Change	High	Short-term	\$	Eagle River Watershed Council, Public Works	Townwide
	Action 5.2.7	Internal Initiative, Policy Change	High	Short-term	\$		Townwide, PUDs
	Action 5.2.8	Internal Initiative, Policy Change	High	Short-term	\$\$		Townwide
5.3: Prioritize resiliency by proactively preparing for and mitigating potential impacts of natural hazards.	Action 5.3.1	Additional Planning, Partnership	High	Short-term	\$	FEMA	Townwide
	Action 5.3.2	Additional Planning, Partnership	High	Mid-term	\$	Eagle County	Townwide
	Action 5.3.3	Internal Initiative, Policy Change	High	Short-term	\$	Public Works	Townwide
	Action 5.3.4	Internal Initiative, Policy Change	High	Short-term	\$	USFS	Town areas bordering the White River National Forest

Table 17: Implementation Matrix - Water Infrastructure, Hazard Mitigation & Sustainability

Objective	Action Item	Type	Priority	Timeline	Cost	Collaborators/Partners	Location(s)
5.6: Prioritize environmental sustainability through strategic monitoring, collaboration, communication, and creative funding streams.	Action 5.6.1	Internal Initiative, Policy Change	High	Short-term	\$	Public Works	Townwide
	Action 5.6.3	Internal Initiative, Policy Change	Medium	Short-term	\$	Commercial businesses	Townwide

Table 18: Implementation Matrix - Intuitive Mobility, Circulation & Connectivity

Objective	Action Item	Type	Priority	Timeline	Cost	Collaborators/Partners	Location(s)
6.1: Develop shared parking and curbside management strategies in the 100-Block area based on parking management study.	Action 6.1.1	Capital Investment	High	Short-term	\$	Public Works	Town Core
	Action 6.1.2	Additional Planning, Partnership, Internal Initiative, Policy Change	High	Mid-to-Long-term	\$	Planning & Zoning	100-Block
	Action 6.1.4	Capital Investment, Internal Initiative, Policy Change	High	Short-term	\$	Public Works, Commercial businesses	Town Core
	Action 6.1.5	Internal Initiative, Policy Change	High	Short-term	\$	Planning & Zoning, Commercial businesses	Town Core
	Action 6.1.11	Additional Planning, Partnership, Capital Investment	High	Mid-term	\$\$\$	Union Pacific Railroad	Municipal Lot



Table 18: Implementation Matrix - Intuitive Mobility, Circulation & Connectivity

Objective	Action Item	Type	Priority	Timeline	Cost	Collaborators/Partners	Location(s)
6.2: Identify Minturn’s role in a regional transit authority and in facilitating expansions to Eco transit service and/or Town of Vial transit service. Capitalize on the growth of mass transit infrastructure and ridership to support infill and/or transit-oriented development in Minturn.	Action 6.2.1	Additional Planning, Partnership	High	Long-term	\$	Planning & Zoning	Near bus stops
6.3: Envision an interconnected network of side-walks and trails for walking and biking that connects Minturn’s neighborhoods, commercial areas, and recreational opportunities.	Action 6.3.1	Capital Investment	High	Short-term	\$\$\$	Public Works	Noted in Table 9 in Chpater 6
	Action 6.3.4	Capital Investment	High	Mid-term	\$\$	Public Works	Noted in Table 10 in Chpater 6)
	Action 6.3.6	Capital Investment, Partnership	High	Mid-term	\$\$\$	ECO Trails, Public Works	Trail Alignment
6.4: Address multi-modal connectivity needs at Dowd Junction and encourage greater connectivity to the rest of Eagle County.	Action 6.4.1	Capital Investment	High	Long-term	\$\$\$	Planning & Zoning, PUD, developers, ECO Transit, EVTA	Forest Service Park and Ride, Dowd Junction
6.5: Add signage in key locations throughout town to clarify parking, destinations, and transportation options.	Action 6.5.2	Capital Investment	High	Mid-term	\$\$	Public Works, Planning & Zoning	Town Core

Table 18: Implementation Matrix - Intuitive Mobility, Circulation & Connectivity

Objective	Action Item	Type	Priority	Timeline	Cost	Collaborators/Partners	Location(s)
6.6: Facilitate multi-modal trips by adding infrastructure, such as bike racks and bus shelters.	Action 6.6.2	Additional Planning, Partnership	High	Mid-term	\$\$	Commercial businesses, ECO Transit, EVTA, Public Works	Town Core
	Action 6.6.3	Additional Planning, Partnership	High	Mid-term	\$\$	ECO Transit, EVTA, Public Works	Bus stops, along US-24

Table 19: Implementation Matrix - Quality of Life, Recreation & An Inviting Public Realm

Objective	Action Item	Type	Priority	Timeline	Cost	Collaborators/Partners	Location(s)
7.1: Encourage a vibrant public realm in Minturn thatwemphasizes arts, stewardship, access to the Eagle River, and outdoor fun.	Action 7.1.2	Additional Planning, Partnership	Medi-um	Short-term	\$	The Agora, Commercial businesses	Townwide, Eagle River, 100-Block
7.3: Promote active lifestyles in Minturn; Complete bike/ped connections and support the Minturn Fitness Center as a community hub.	Action 7.3.1	Additional Planning, Partnership	High	Mid-term	\$	ECO Trails, Public Works	Townwide, Maloit Park
	Action 7.3.2	Additional Planning, Partnership	Medi-um	Long-term	\$\$	Property owners (Vail Resport, U.P. Railroad, USFS)	Eagle River, eastern portion of town
7.4: Promote access to quality, locally grown food in Minturn; Encourage community events related to local food.	Action 7.4.1	Internal Initiative, Policy Change,	High	Mid-term	\$	Healthy Communities Coalition of Eagle County, developers	Townwide, Dowd Junction
7.5: Encourage safe and responsible access to trails and recreation opportunities on Forest Service Land adjacent to Minturn.	Action 7.5.1	Additional Planning, Partnership	High	Mid-term	\$	USFS	Town trailheads, areas bordering White River National Forest



**Table 19: Implementation Matrix - Quality of Life, Recreation & An Inviting Public Realm**

Objective	Action Item	Type	Priority	Timeline	Cost	Collaborators/Partners	Location(s)
7.6: Support the growth of Little Beach Park and the surrounding area as a hub for recreation and community events.	Action 7.6.1	Internal Initiative, Policy Change, Capital Investment	High	Long-term	\$\$	Minturn Bike Park, Minturn Cemetery, Public Works, Minturn Community Fund	Little Beach Park & surrounding area

