



**Planning Commission Agenda  
Wednesday April 12, 2023 – 6:30 PM  
Minturn Town Hall / Council Chambers  
302 Pine St Minturn, CO**

The agenda is subject to change, including the addition of items 24 hours in advance or the deletion of items at any time. The order and times of agenda items listed are approximate. This agenda and meetings can be viewed at [www.minturn.org](http://www.minturn.org).

**MEETING ACCESS INFORMATION AND PUBLIC PARTICIPATION**

This will be an in-person meeting with access for the public to attend in person or via the Zoom link included. Zoom Link: <https://us02web.zoom.us/j/83450478497>

Zoom Call-In Information: **1 651 372 8299 or 1 301 715 8592 Webinar ID: 834 5047 8497**

Please note: all virtual participants are muted. In order to be called upon and be unmuted, you will need to use the “raise hand” feature in the Zoom platform. When it’s your turn to speak, the moderator will unmute your line and you will have five (5) minutes for public comment.

**PUBLIC COMMENTS:** If you are unable to attend, public comments regarding any items on the agenda can be submitted to Madison Harris, Planner I, prior to the meeting and will be included as part of the record.

- 1. CALL TO ORDER – 6:30 PM**
- 2. ROLL CALL & PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF MINUTES**  
3.1 March 22, 2023
- 4. APPROVAL OF AGENDA** *Opportunity for amendment or deletions to the agenda.*
- 5. DECLARATION OF CONFLICTS OF INTEREST**
- 6. PUBLIC COMMENT** *Citizens are invited to comment on any item not on the regular Agenda subject to a public hearing. Please limit your comments to five (5) minutes per person unless arrangements have been made for a presentation with the Town Planner. Those who are speaking are requested to state their name and address for the record.*
- 7. SPECIAL PRESENTATIONS**  
7.1 Planning Commissioner Training

**8. DESIGN REVIEW AND LAND USE PUBLIC HEARINGS**

8.1 Appointment of the Planning Chair

8.2 Ordinance TBD – Series 2023 amending Section 16-16-130 Snow Storage Requirements of the Minturn Municipal Code

**9. DISCUSSION / DIRECTION**

9.1 2023 Community Plan Review – Chapter 3

**10. STAFF REPORTS**

**11. PLANNING COMMISSION COMMENTS**

**12. FUTURE MEETINGS**

12.1 April 26, 2023

12.2 May 10, 2023

**13. ADJOURN**



**Planning Commission Official Minutes  
Wednesday March 22, 2023 – 6:30 PM  
Minturn Town Hall / Council Chambers  
302 Pine St Minturn, CO**

The agenda is subject to change, including the addition of items 24 hours in advance or the deletion of items at any time. The order and times of agenda items listed are approximate. This agenda and meetings can be viewed at [www.minturn.org](http://www.minturn.org).

**MEETING ACCESS INFORMATION AND PUBLIC PARTICIPATION**

This will be an in-person meeting with access for the public to attend in person or via the Zoom link included. Zoom Link: <https://us02web.zoom.us/j/84199443701>

Zoom Call-In Information: **1 651 372 8299 or 1 301 715 8592 Webinar ID: 841 9944 3701**

Please note: all virtual participants are muted. In order to be called upon and be unmuted, you will need to use the “raise hand” feature in the Zoom platform. When it’s your turn to speak, the moderator will unmute your line and you will have five (5) minutes for public comment.

**PUBLIC COMMENTS:** If you are unable to attend, public comments regarding any items on the agenda can be submitted to Madison Harris, Planner I, prior to the meeting and will be included as part of the record.

**1. CALL TO ORDER – 6:30 PM**

Lynn Teach called the meeting to order at 6:30 pm.

**2. ROLL CALL & PLEDGE OF ALLEGIANCE**

Those present at roll call: Planning Commission Chair Lynn Teach and Planning Commission Members Michael Boyd, Elliot Hovey, Tom Priest, and Sage Pierson.

Staff Members Present: Town Planner Scot Hunn and Planner I Madison Harris.

*Note: Jeff Armistead is absent.*

**3. APPROVAL OF MINUTES**

3.1 March 8, 2023

Motion by Tom P., second by Michael B., to approve the minutes of March 8, 2023 as presented. Motion passed 5-0.

*Note: Jeff A. is absent.*

**4. APPROVAL OF AGENDA Opportunity for amendment or deletions to the agenda.**

Motion by Michael B., second by Elliot H., to approve the agenda as presented. Motion passed 5-0.

*Note: Jeff A. is absent.*

## **5. DECLARATION OF CONFLICTS OF INTEREST**

No conflicts of interest.

- 6. PUBLIC COMMENT** *Citizens are invited to comment on any item not on the regular Agenda subject to a public hearing. Please limit your comments to five (5) minutes per person unless arrangements have been made for a presentation with the Town Planner. Those who are speaking are requested to state their name and address for the record.*

No public comment.

## **7. SPECIAL PRESENTATIONS**

## **8. DESIGN REVIEW AND LAND USE PUBLIC HEARINGS**

## **9. DISCUSSION / DIRECTION**

### 9.1 2023 Community Plan Review – Chapter 2

- Action 2.1.1
- Action 2.1.2: 100 Block Design Standards and Guidelines have been codified and live online. When there are pre-application meetings, staff needs to direct prospective applicants to that information
- Action 2.1.3: staff
- Action 2.1.4: Ongoing
- Action 2.1.5: Addressed in Chapter 16 within the use table for the 100 Block. We need a balance of retail and lodging. If lodging pushes out retail then none of it works. Possibly by lodging on the second floor and up, and still requiring retail on the first floor. Need definition for commercial services. Tom P. would not like to restrict someone from doing something with their lot. Sage P. thinks it's important to have retail possibilities and the first floor should be retail. Elliot H. thinks we should leave the code as is as it will be dealt with in due process. Lynn T. agrees with Sage P. Michael B. likes commercial uses on the first floor, but if they want lodging on the first floor it should be a conditional use.
- Public Comment: Kelly Toon 531 Main St  
Repetition of storefronts and the commercial is very important. Asked if there could be a mandate that the front façade be commercial, but lodging in the back.
- Action 2.2.1: Currently working on this with HPC
- Action 2.2.2: No comment
- Action 2.2.3: We could also use any study on historic preservation to inform the Design Standards such as key architectural elements and roof forms.
- Action 2.2.4: Every project that comes in within the 100 Block will most likely need to address this. This could also come up if we address the non-conformities section.
- Action 2.3.1: No comment
- Action 2.3.2: This has to do with our sign code and any changes will need to come through as an ordinance to the Planning Commission for review
- Action 2.3.3: Directory map

- Action 2.4.1: to be addressed in the future
- Action 2.4.2: Bike repair station could be behind buildings
- Public Comment: Kelly Toon, 531 Main Street  
Bike Washing stations are about the size of the podium and only take up about 5 feet of space
- Action 2.4.3: No comment.
- Action 2.4.4: This needs to be a much bigger discussion. Will jam up the entrance to Minturn. If there are time limits then you need to be able to enforce it.
- Action 2.4.5: No comment
- Action 2.5.1: The code already allows this and prioritizes parking off of the street. Elliot H. said that garages are a good place for small retail or micro-manufacturing. Scot H. said that in mixed-use buildings there should be a requirement for storage.
- Action 2.5.2: This ties into our housing plan.
- Action 2.6.1: The Town has talked for a while about having passageways between buildings from Williams St all the way to the river.
- Action 2.6.2: No comment.
- Action 2.6.3: Lynn T. asked that a conversation be started with USFS to increase the parking at Grouse trailhead. Elliot H. pointed out that cycling from the 100 Block to the trailhead is dangerous and encouraging it might not be the best.
- Public Comment: Kelly Toon, 531 Main Street  
It is way quicker to walk down County Rd rather than walking down Highway 24 and is safer. Also need to address skier visitors off the Minturn Mile as they don't know where to go. There needs to be better wayfinding signage.
- Lynn T. asked that we have a coordinated sign program so that we don't have as much sign pollution.

## **10. STAFF REPORTS**

### **11. PLANNING COMMISSION COMMENTS**

Lynn T. and the Planning Commission thanked Elliot H. for his service on the Planning Commission.

### **12. FUTURE MEETINGS**

12.1 April 12, 2023

12.1.1 Tom P. might zoom

12.1.2 Michael B. will not be attending

12.1.3 Scot H. will not be attending

12.2 April 26, 2023

**13. ADJOURN**

Motion by Elliot H., second by Michael B., to adjourn the regular meeting of March 22, 2023 at 8:04 pm. Motion passed 5-0.

*Note: Jeff A. is absent.*

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Lynn Teach, Commission Chair

ATTEST:

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Scot Hunn, Planning Director

**Minturn Planning Department**  
Minturn Town Center  
301 Boulder St. #309  
Minturn, CO 81645  
970-827-5645  
[planner1@minturn.org](mailto:planner1@minturn.org)  
[www.minturn.org](http://www.minturn.org)



**Minturn Planning Commission**  
Chair – Lynn Teach  
Jeff Armistead  
Michael Boyd  
Amanda Mire  
Sage Pierson  
Tom Priest

## **Memorandum**

Date: April 7, 2023  
To: Minturn Planning Commission  
From: Madison Harris, Planner I  
Re: Planning Commissioner Training

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The Planning Commission often handles applications or topics of a quasi-judicial matter. Thus, whenever there are new people on the Planning Commission, staff considers it best practice to have the Town Attorney go over the statutes and rules that the Board has to abide by. The presentation and training will likely cover, including but not limited to, the role of the Planning Commission, an introduction to the quasi-judicial role, best practices for quasi-judicial hearings, and tips for good deliberation. This is to set the foundation for the new Commissioners' terms and give a refresher course to the Commissioners that are only half-way through their terms.

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**Minturn Planning Commission**  
Chair – Lynn Teach  
Jeff Armistead  
Michael Boyd  
Amanda Mire  
Sage Pierson  
Tom Priest

## Memorandum

Date: April 7, 2023  
To: Minturn Planning Commission  
From: Madison Harris, Planner I  
Re: Appointment of the Planning Chair

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The Planning Commission is established in Section 7.4 of the Town’s Home Rule Charter and in Sec. 16-21-40 of the Minturn Municipal Code. It is composed of five members plus one alternate. The Planning Commission shall elect its Chair from among the members. The term of the Chair shall be for one year, with eligibility for reelection.

The duties of the Chair are to adopt rules for transaction of business and keep a record of the Planning Commission’s resolutions, transactions, findings, and determinations. The duties of the Planning Commission are to serve and assist the Council in providing for the orderly development of the Town of Minturn, and specifically to:

1. To prepare or cause to be prepared a Community Plan or any element or portion thereof, for adoption by the Town Council.
2. To initiate, hear, review, consider and recommend amendments to the Community Plan, or any element or portion thereof.
3. To initiate, hear, review, consider and make recommendations to the Town Council on land use proposals concerning conformance with the Community Plan.
4. To initiate and make recommendations to the Town Council to amend the text of Chapter 16.
5. To initiate, hear, consider and make recommendations to the Town Council to approve or disapprove applications to amend the Official Zone District Map.
6. To hear, review, consider and make recommendations to the Town Council to approve or disapprove applications for concept plan and preliminary plan for a Planned Unit Development (PUD) District.
7. To hear, review, consider and make recommendations to the Town Council to approve, approve with conditions or disapprove conditional use applications.
8. To make its special knowledge and expertise available upon written request and authorization of the Town Council to any official, department, board, commission or agency of the County, a city within the County, or the State or federal government.



9. To recommend to the Town Council additional or amended rules of procedure not inconsistent with Section 16-21-40 to govern the Planning Commission's proceedings.
10. To make studies of resources, possibilities and needs of the Town upon the authorization of the Town Council, and to report its findings and recommendations, with reference thereto, to the Town Council.
11. To consider any other matters pertaining to the Planning Commission as provided by law, resolution or ordinance, to act in an advisory capacity to the Town Council when so requested and to perform all other powers and duties authorized and required by ordinance or state law.
  - *Sec. 16-21-40 of the MMC*

Anyone on the Planning Commission can nominate either themselves or another person on the Commission. We will then take a verbal vote. A majority vote will establish who fills the position of the Planning Commission Chair.

**Minturn Planning Department**  
Minturn Town Center  
302 Pine Street  
Minturn, Colorado 81645



**Minturn Planning Commission**  
Chair – Lynn Teach  
Jeff Armistead  
Michael Boyd  
Amanda Mire  
Sage Pierson  
Tom Priest

**To:** Planning Commission  
**From:** Scot Hunn, Planning Director  
**Date:** April 6, 2023  
**Re:** Ordinance No. TBD, Series 2023

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The attached ordinance contains amendments to Section 16-16-130 - *Snow storage*, of the Minturn Municipal Code. This ordinance is being presented to the Minturn Planning Commission for review and comment prior to presenting the same to the Minturn Town Council for approval.

Briefly, the following amendments are proposed:

1. Updating the amount of area, expressed in square feet, of a property, from five (5%) percent of the area dedicated to parking and loading on the parcel to five (5%) percent of the **total land area** of the parcel in question.
2. Updating the requirements for the location and accessibility of proposed snow storage areas on a property to ensure and require that such areas are functionally accessible and in proximity to the areas of impervious parking and/or loading areas on the parcel in question.

This amendment is being proposed in response to concerns raised by the Planning Commission and by the Town of Minturn Public works over several years during and after the review and approval of numerous new residential developments or redevelopments in different areas of the Town, where the locations and areas of proposed snow storage, while compliant with the Town's minimum 5% requirement (of parking and loading areas including driveway areas), were questioned due to the proposed snow storage area accessibility and/or or size relative to the size of impervious surfaces and the amount of snow received in the Town of Minturn on an average annual basis.

TOWN OF MINTURN, COLORADO  
ORDINANCE NO. \_\_\_ – SERIES 2023

AN ORDINANCE OF THE TOWN OF MINTURN,  
COLORADO AMENDING SECTION 16-16-130 SNOW  
STORAGE REQUIREMENTS OF THE MINTURN  
MUNICIPAL CODE

**WHEREAS**, the Town of Minturn (“Town”) is a Colorado home rule municipality organized pursuant to Article XX of the Colorado Constitution and with the authority of the Town of Minturn Home Rule Charter for which the Minturn Town Council (“Town Council”) is authorized to act; and

**WHEREAS**, the Town of Minturn 2023-2025 Strategic Plan (hereinafter the “Strategic Plan”) seeks to “foster the authentic small town character that is Minturn,” and to “Lead Minturn to long-term viability while preserving its unique character and genuine mountain town community,” through specific strategic plan goals and policies;

**WHEREAS**, the Strategic Plan contains four key strategies for implementation including “Practice fair, transparent and communicative local government,” “Long-term stewardship of the natural beauty and health of Minturn’s environment,” “Sustain and invest in the things that define Minturn as a proud, sturdy mountain town to “Keep Minturn, Minturn,” and “Advance decisions/projects/initiatives that expand future opportunity and viability for Minturn;” and

**WHEREAS**, the Strategic Plan contains specific strategies in support of proposed amendments to Chapter 16, Zoning, such as “Sustain and Invest in the Things That Define Minturn as a Proud, Sturdy Mountain Town to “Keep Minturn, Minturn,” “Enforce ordinances aimed at maintaining the health, safety, welfare and aesthetic of the town – snow, trash, nuisance abatement and zoning/land use;” and

**WHEREAS**, in 2023, the Town completed a comprehensive update to the 2009 Community Plan (hereinafter “the 2023 Town of Minturn Community Plan”); and

**WHEREAS**, a key objective of the 2023 Town of Minturn Community Plan is to review and update the Town’s zoning, land use, development and design regulations and standards; and

**WHEREAS**, Town Council has directed staff to draft text amendments to Chapter 16 of the Town of Minturn Municipal Code, the Town Land Use Regulations, from time to time, in accordance with the Town’s strategic plan and the Community Plan; and

**WHEREAS**, on April 12, 2023, the Minturn Planning Commission considered and recommended approval of this ordinance; and

**WHEREAS**, on April 19, 2023, the Minturn Town Council approved this ordinance on first reading; and

**WHEREAS**, the Minturn Planning Commission and Town Council have determined that the text amendments to the Land Use Regulations Chapter 16 as provided herein are necessary and proper.

NOW THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF MINTURN, COLORADO:

SECTION 1. The foregoing recitals are incorporated herein as if set forth in full.

SECTION 2. Chapter 16 of the Minturn Municipal Code is hereby amended to read as follows, with additions shown in double underlined text and deletions shown in ~~strike through~~ text. Sections of Chapter 16 which are not expressly described in this Ordinance are deemed to continue to be in full effect without change.

### **ARTICLE 16 – Off-Street Parking and Loading**

\* \* \*

#### **Sec. 16-6-130. – Snow storage.**

Adequate, usable, and accessible space within close or direct proximity to areas subject to snow removal shall be provided for the removal, management, and storage of snow removed from pedestrian and vehicular ways, driveways, parking, and loading spaces on any property that contains commercial or industrial uses, multi-family units, single-family units, duplexes, and a common outdoor parking area.

(1) Minimum area. A designated area or areas, which shall be accessible and functional for snow removal and storage purposes, and which shall be sufficient in area to store snow for ~~the entire parking~~ all pedestrian and vehicular ways, driveways, parking, and loading spaces on any property that contains commercial or industrial uses, multi-family units, single-family units, duplexes and a common outdoor parking area, ~~area~~ shall be provided. A minimum of five percent (5%) of the total land area of the ~~required off-street parking and loading area, inclusive of driveways,~~ subject property shall be designated to serve as a snow storage area or areas.

(2) Storage in parking spaces prohibited. Snow shall not be stored within required parking spaces, except on an emergency basis for a period not to exceed forty-eight (48) hours.

(3) Storage in yards and open spaces permitted. Snow may be stored in required yards and open space, including landscaped areas properly designed for snow storage. Snow stored in a required yard or open space shall not restrict access or circulation or to obstruct views of motorists.

(4) Drainage. Adequate drainage shall be provided for the snow storage area to accommodate snowmelt and to ensure it does not drain onto adjacent property.

\* \* \*

INTRODUCED, READ BY TITLE, APPROVED ON THE FIRST READING AND ORDERED PUBLISHED BY TITLE ONLY AND POSTED IN FULL ON THE OFFICIAL TOWN WEBSITE THE \_\_\_\_ DAY OF \_\_\_\_\_ 2023. A PUBLIC HEARING ON THIS ORDINANCE SHALL BE HELD AT THE REGULAR MEETING OF THE TOWN COUNCIL OF THE TOWN OF MINTURN, COLORADO ON THE \_\_\_\_ DAY OF \_\_\_\_\_ 2023 AT \_\_\_\_ p.m. AT THE MINTURN TOWN HALL 302 PINE STREET, MINTURN COLORADO 81645.

TOWN OF MINTURN, COLORADO

\_\_\_\_\_  
Earle Bidez, Mayor

ATTEST:

By: \_\_\_\_\_  
Jay Brunvand, Town Clerk

THE TOWN OF MINTURN, COLORADO, ORDAINS THIS ORDINANCE ENACTED ON SECOND READING AND ORDERED PUBLISHED BY TITLE ONLY AND POSTED IN FULL ON THE OFFICIAL TOWN WEBSITE THIS \_\_\_\_ DAY OF \_\_\_\_\_ 2023.

TOWN OF MINTURN, COLORADO

\_\_\_\_\_  
Earle Bidez, Mayor

ATTEST:

By: \_\_\_\_\_  
Jay Brunvand, Town Clerk

**Minturn Planning Department**  
Minturn Town Center  
302 Pine Street  
Minturn, Colorado 81645



**Minturn Planning Commission**  
Chair – Lynn Teach  
Jeff Armistead  
Michael Boyd  
Elliot Hovey  
Sage Pierson  
Tom Priest

**To:** Planning Commission  
**From:** Scot Hunn, Planning Director  
**Date:** February 15, 2023  
**Re:** Minturn Community Plan

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This memo is being provided to the Planning Commission as a reference and guide during future discussions with staff aimed at educating the Planning Commission and the community on the goals, policies, and recommended action items of the newly adopted 2023 Minturn Community Plan, the Town’s guiding policy document that will provide direction to Town staff, as well as elected and appointed officials when faced with land use, economic development, transportation, or other decisions in the future.

Staff realizes that the Planning Commission is familiar with the new community plan after participating in its creation and reviewing it during final adoption hearings. However, staff and the Planning Commission are now charged with using and interpreting this plan when reviewing specific land use or development proposals, or when providing direction to staff regarding projects or initiatives involving Town resources.

In short, we have a new plan and we need to start understanding how best to use it in our roles as staff and Planning Commissioners to produce the results desired by the Town’s residents, stakeholders, and decision makers alike.

This memo/guide is organized by the chapters from the Community Plan and includes each “Objective” statement (from each chapter) along with the recommended action steps that follow each objective. For ease of reference, staff has highlighted each **Objective** while also highlighting those **action steps** that have the most relevance or impact on the Planning Commission’s role and duties.

**Spoiler Alert:** There are *many* objectives and action steps that will have bearing on the Planning Commission and how it works with staff and stakeholders and, importantly, how it considers each new development proposal in the future when it comes to findings such as “conformance with the Community Plan” as a deciding factor to approve or deny new proposals.

**Reminder:** Although there may be a recommended action step for the Town to consider, this does not mean that those actions will be carried out, or that they will be achieved in the exact manner in which they were recommended. Recommendations are the result of public input, as well as input from the staff and the Planning Commission during the year-long process used to create the Community Plan. They may not reflect the values or desires of individual Planning Commissioners, staff members, or residents.

Nevertheless, they are important and based on months of analysis, gathering of input, and professional advice from qualified consultants hired by the Town to guide decision making and complete the 2023 Community Plan. Therefore, it is important to consider each in context to the overall goals and policy objectives captured in the 2023 Community Plan, and to remember that each may not be weighted the same or carry the same priority as other objectives and action steps.

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## Chapter 1: Smart Land Use & Practical Zoning

### **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.

### **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 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.

**Chapter 2: A Thriving 100 Block**

**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.

## **Chapter 3: An Economically Vibrant Community: Commercial Development & Industry**

### **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.*

*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.

**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, benefiting 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.

## Chapter 4: Attainable Housing & Historic Character: Housing Barriers, Trends & Policies

### 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.

**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.

**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 4.8.2** 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.

**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**

### **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.

### **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.

**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 gasses 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

### **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 multi-use 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.

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

**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.

**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.

**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.

## **Chapter 8: A Collaborative & Resilient Future: Implementation, Governance & Continued Visioning**

**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.

## **Update**

### Planning Commission Comments on Chapter 1

- Action 1.1.1: will be big with our focus groups.
- Action 1.1.2: this has been accomplished.
- Action 1.1.3: this will happen when we get into the Chapter 16 update and will go hand in hand with Action 1.2.4.
- Action 1.2.1: “assurance of proper planning”, Sage P. would like a comparison of Minturn to Crested Butte, Jeff A. doesn’t know of anywhere in town that has 15 units,
- Action 1.2.2: due to snow parking requirements should not necessarily be reduced. If it is implemented, it should be more towards commercial and not residential.
- Action 1.2.3: should be talked about more.
- Action 1.2.4: should keep in mind when discussing updates to Chapter 16
- Action 1.3.4: work with fire organization
- Action 1.3.5: need to think about when discussing updates to Chapter 16

## Planning Commission Comments on Chapter 2

- Action 2.1.2: 100 Block Design Standards and Guidelines have been codified and live online. When there are pre-application meetings, staff needs to direct prospective applicants to that information
- Action 2.1.3: staff
- Action 2.1.4: Ongoing
- Action 2.1.5: Addressed in Chapter 16 within the use table for the 100 Block. We need a balance of retail and lodging. If lodging pushes out retail then none of it works. Possibly by lodging on the second floor and up, and still requiring retail on the first floor. Need definition for commercial services. Tom P. would not like to restrict someone from doing something with their lot. Sage P. thinks it's important to have retail possibilities and the first floor should be retail. Elliot H. thinks we should leave the code as is as it will be dealt with in due process. Lynn T. agrees with Sage P. Michael B. likes commercial uses on the first floor, but if they want lodging on the first floor it should be a conditional use.
  - Public Comment: Kelly Toon 531 Main St  
Repetition of storefronts and the commercial is very important. Asked if there could be a mandate that the front façade be commercial, but lodging in the back.
- Action 2.2.1: Currently working on this with HPC
- Action 2.2.2: No comment
- Action 2.2.3: We could also use any study on historic preservation to inform the Design Standards such as key architectural elements and roof forms.
- Action 2.2.4: Every project that comes in within the 100 Block will most likely need to address this. This could also come up if we address the non-conformities section.
- Action 2.3.1: No comment
- Action 2.3.2: This has to do with our sign code and any changes will need to come through as an ordinance to the Planning Commission for review
- Action 2.3.3: Directory map
- Action 2.4.1: to be addressed in the future
- Action 2.4.2: Bike repair station could be behind buildings
  - Public Comment: Kelly Toon, 531 Main Street  
Bike Washing stations are about the size of the podium and only take up about 5 feet of space
- Action 2.4.3: No comment.
- Action 2.4.4: This needs to be a much bigger discussion. Will jam up the entrance to Minturn. If there are time limits then you need to be able to enforce it.
- Action 2.4.5: No comment
- Action 2.5.1: The code already allows this and prioritizes parking off of the street. Elliot H. said that garages are a good place for small retail or micro-manufacturing. Scot H. said that in mixed-use buildings there should be a requirement for storage.
- Action 2.5.2: This ties into our housing plan.
- Action 2.6.1: The Town has talked for a while about having passageways between buildings from Williams St all the way to the river.
- Action 2.6.2: No comment.
- Action 2.6.3: Lynn T. asked that a conversation be started with USFS to increase the parking at Grouse trailhead. Elliot H. pointed out that cycling from the 100 Block to the trailhead is dangerous and encouraging it might not be the best.
  - Public Comment: Kelly Toon, 531 Main Street

It is way quicker to walk down County Rd rather than walking down Highway 24 and is safer. Also need to address skier visitors off the Minturn Mile as they don't know where to go. There needs to be better wayfinding signage.

- Lynn T. asked that we have a coordinated sign program so that we don't have as much sign pollution.



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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 & ISSUES<sup>1</sup>

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.*

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

<sup>1</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).

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.

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 floor 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).

### 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



*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



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

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

