



**Planning Commission Agenda
Wednesday July 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.

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/85046902869>

Zoom Call-In Information: **1 651 372 8299 or 1 301 715 8592 Webinar ID: 850 4690 2869**

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 June 28, 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**

8. DESIGN REVIEW AND LAND USE PUBLIC HEARINGS

9. DISCUSSION / DIRECTION

9.1 2023 Community Plan Review

9.1.1 Chapter 7

9.1.2 Chapter 8

10. STAFF REPORTS

11. PLANNING COMMISSION COMMENTS

12. FUTURE MEETINGS

12.1 July 26, 2023

12.2 August 9, 2023

13. ADJOURN



**Planning Commission Official Minutes
Wednesday June 28, 2023 – 6:30 PM
Minturn Town Hall / Council Chambers
302 Pine St Minturn, CO**

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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/89841716881>

Zoom Call-In Information: **1 651 372 8299 or 1 301 715 8592 Webinar ID: 898 4171 6881**

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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 p.m.

2. ROLL CALL & PLEDGE OF ALLEGIANCE

Those present at roll call: Planning Commission Chair Lynn Teach and Planning Commission Members Amanda Mire, Michael Boyd, Sage Pierson, and Jeff Armistead. Staff Members Present: Planning Director Scot Hunn, Town Manager Michelle Metteer, Town Attorney Richard Peterson-Cremer, Town Engineer Jeff Spanel, and Planner I Madison Harris.

Note: Tom Priest is excused absent.

3. APPROVAL OF MINUTES

3.1 June 14, 2023

Motion by Jeff A., second by Michael B., to approve the minutes of June 14, 2023 as presented. Motion passed 5-0.

Note: Tom P. is excused absent.

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

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

Note: Tom P. is excused absent.

5. DECLARATION OF CONFLICTS OF INTEREST

Jeff A. stated that he has a conflict of interest for Agenda Item 8.2 and sub-items 8.2.1, 8.2.2, and 8.2.3. He will be recusing himself for that agenda item. He is also the Applicant for agenda item 8.1 and will be recusing himself to speak for that agenda item.

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

8.1 987 S Main Street – Exterior Modifications to Existing Commercial Buildings

Madison H. introduced the agenda item. The plans show two commercial structures being joined together into a two-level structure with three residential apartments above a warehouse area and garage bay. The building height - measured to the midpoint of the roof from finished grade – is about 22 feet well within the maximum 28-foot allowable height limit within the South Town Commercial Zone District. Parking is adequate, with four off-street spaces able to fit in the garage, five spaces proposed in the driveway, and eleven spaces across the private street. The warehouse requires thirteen spaces, and the three dwelling units require six. As a reminder, these are all existing uses. Staff believes that the design and scale of the structure is appropriate for the zone district and character on nearby parcels. Proposed roof forms and pitches, materials and textures are compatible and complimentary to the surrounding built and natural environments. The Applicant has created an interesting façade with changes in materials and windows at regular intervals.

Lynn T. asked if this was ok to have a hearing on prior to the Midtown Village PUD being heard.

- Scot H. said that this is an existing building in land that is already zoned so since this is a separate process, they can continue in this process.
- Richard P.-C. said that the outcome of the PUD does not change how the code would apply to this application.

Lynn T. asked if HPC notice had gone out.

- Madison H. confirmed that it had.

Jeff Armistead, 1003 Main Street, Applicant

Showed a slide show of pictures relating to what is there now, renderings of what it will look like, and the materials being used. Bringing up the interior to code currently, now focusing on the outside. Would like to put a commercial garage door in the bridge joining the two buildings. Getting rid of the portion of the building that doesn't have a foundation under it. Apartments are for SteamMaster employees. Combination metal and asphalt

roofing. Grays with white trim for color palettes.

Public comment opened.

No public comment.

Public comment closed.

Michael B. asked if he needs any additional taps.

- Mr. Armistead said they are good on water. It is sprinkled now. Might need to increase the main as they come to doing the upper level.
- Michael B. asked if they are going to eliminate the lot line.
- Mr. Armistead said that they are going to address that at the PUD time, not proposing to address that now.
- Michael B. asked if they need an easement for their current access across Lot 9.
- Richard P.-C. said that the lots are in common ownership so this does not need an easement.
- Mr. Armistead said that there are easements on the lot that ERWSD is a beneficiary of that will need to move.

Motion by Michael B., second by Amanda M., to approve 987 S Main Street – exterior Modifications to Existing Commercial Buildings. Motion passed 4-0.

Note: Tom P. is excused absent and Jeff A. has recused himself.

Note: Jeff A. has unrecused himself.

8.2 Minturn North PUD – Railroad Planned Unit Development Review

8.2.1 Preliminary Plan

8.2.2 Preliminary Plat

8.2.3 Amendment to the Character Area and Zone District Map

Richard P.-C. stated that this is a quasi-judicial hearing. The Planning Commission is sitting like a judge and reviewing presentations by staff, applicant, and the public. It is very important that people focus on the application and the standards in the code. We would like a clean record. One of the common issues is conflicts of interest. Given how long this application has been active, ex parte contact is likely. He went one by one to each Planning Commissioner asking them to disclose any ex parte contact.

Note: Jeff A. recused himself and left the meeting.

- Amanda M. asked Scot H. questions about his staff report but will ask those tonight.
- Lynn T. has discussed with staff as she is the Chair. People have approached her, but she directs them to staff or to come to the meeting.
- Michael B. has not had any ex parte contact except for directing people to come to the meeting.
- Sage P. said that 2-2.5 years ago that when the project came to fruition it would be 140 units. She started a petition, and while she does not feel that way anymore she believes she should recuse herself.

Note: Sage P. recused herself and left the meeting.

Scot H. gave a presentation. A PUD is a master planned/designed community that allows more flexibility than standard zoning. There are three phases of approval: conceptual/sketch plan, preliminary plan, and final plan. This particular application has been in the process for a while. Conceptual was applied for in late 2019, got approval in early 2020. Preliminary plan was applied for in March 2020. Planning Commission hearings were held April-August 2021, Council hearings were held in Spring 2022. Initial review by Planning Commission resulted in recommendation for denial based on concerns over density and impacts. Applicant revised plans before presenting Council. Council remanded plans back to the Planning Commission to address comments in May 2022. We went through two rounds of internal review starting in December 2022 before sending out the application for referral. The updated plans are 11 acres instead of 19 acres. This is a 100% residential PUD. 39 single family residential lots and units. One phase being built by the developer. There is open-space and land dedication to the Town. There are public and private road, ECO trail, sidewalks, pedestrian improvements and infrastructure. Updated HOA covenants, PUD Guide, Design Guidelines, impact reports, finalized agreements/easements with UPRR for access and construction. The purpose of the PUD Overlay Zone District is to allow flexibility for landowners to creatively plan for the overall development of their land and to achieve the purpose and objectives of the Code and the Community Plan. An applicant for a PUD must demonstrate that departure from existing ordinances is warranted and that the proposed PUD significantly contributes to: provide for new technology and promote innovative and efficient land use patterns, permit the integration of land uses and contribute to trails and pedestrian circulation; preserves valued environments and natural resources and achieves a more desirable environment; maintains or improves air and water quality; provides for a wide range of housing opportunities; improves the overall design character and quality of new development; permits the integration rather than separation of uses, so that necessary facilities are conveniently located in relation to each other; establishes land use patterns that promote and expand opportunities for public transportation and trails and for safe, efficient, compact street and utility networks that lower development and maintenance costs and conserve energy; preserves valued environmental, historic or mineral resource lands and avoids development in natural hazard areas; maintains and enhances surface and ground water quality and quantity; provides applicants the opportunity to contribute to the Town's multi-use trail system; to provide and maintain access to public lands and rivers; establishes incentives for applicants to encourage the provision of long-term affordable housing; and is consistent with the purposes and goals of the Community Plan and these Land Use Regulations.

Amanda M. asked about the applicability of the 2019 Housing Plan.

- Scot H. said that the code specifically requires conformance with the community plan, but not the 2019 Housing Plan.

Scot H. continued his presentation. Staff believes that the application conforms with

the 2009 Community Plan and the Town's growth management policies. It exhibits efficient land use patterns and extension of infrastructure informed by existing Town fabric. It ensures that areas around PUD can be planned harmoniously. It integrates pedestrian improvements and will contribute to the Town's trail system and pedestrian infrastructure. It includes single-family, custom designed and built housing options including voluntary "locals only" housing plan and transfer fee. It maintains and/or enhances access and parking for public trailheads. It exceeds the minimum required open space. The scale, mass, and character of the PUD reflects the character of the Town and the surrounding neighborhood. The applicant is requesting lot and impervious coverage variations (60-75%). There is additional natural hazards evaluation needed. Additional stormwater sizing and design details to be finalized based on Eagle River Watershed Council and Town Engineering comments. There also needs to be additional revisions to civil engineering and subdivision plat documents. There are a few minor revisions left for the PUD Guide and Design Guidelines. We also need an updated consumptive water use analysis. In summary, the updated Preliminary Plan reflects the Concept Plan and community character while responding to specific concerns and direction given by the Planning Commission and Town Council. The Updated Preliminary Plan meets a preponderance of applicable approval criteria and findings, as conditioned. The Updated Preliminary Plan is simplified and, therefore, should result in less costly infrastructure and fewer off-site impacts than previous designs. Outstanding issues and recommendations by referral agencies can and shall be addressed prior to any Final Plan/Plat approval. The Zone District Amendment and Preliminary Plat applications also meet the Town's requirements and approval criteria.

Note: 5 minute recess called at 7:39 pm.

Rick Hermes, 225 Main St Ste C-101, Edwards, Applicant.

There are improvements going on in the S-curve. Dedicating .9 acres to the Town of Minturn that could be any number of things. Lots 34-39 are dedicated to deed restricted for locals only. Lots 1-33 are deed restricted in the sense that if you are not a permanent resident there will be a 1% transfer fee. Already there is a healthy mix of young families and retirees that have reservations for these lots. The ECO Trail is being installed along the length of the property with a bridge across Game Creek. Union Pacific has agreed to allow an easement for the rest of the ECO Trail through their property. The Applicant will be paying for their portion of the ECO Trail. There is a 5' sidewalk along 4th Street that connects to the ECO Trail. All of the lots 1-33 access the lots from Miles End Ln. Will be adding parking to the trailhead. Miles End Ln is a rollover curb and gutter with 24' of drive lane. Will keep some of the trees on the property. Miles End Lane is between 4-7% grade. The lot configuration is on average .166 acres which is comparable to the .168 acre average on Taylor. Requesting a 40' lot width variation.

Michael B. asked about the paved Minturn Rd.

- Mr. Hermes said they are proposing to pave all the way to Dowd Junction with the possibility of a left hand turn lane on Hwy 24.

Mr. Hermes continued his presentation. 85% of the reservations will be full time residents. The majority of the house plans are around 3,000 sq. ft. but there are allowances up to 4,500 sq. ft. Game Creek will be preserved. People will only enter for maintenance purposes. The 100 Year Floodplain does exist well within the 30' river setback, but have allowed for a 2' berm. Have gotten rid of the Metro District and will pay for themselves. By the time building permits are applied for there will be approximately 5 million given to the Town. Houses designed to the 2021 Building Codes and have adopted waterwise landscaping standards. Low emission water heads. Temporary irrigation for the most part. CPW had comments on plants that are more friendly to wildlife that they have incorporated. Want individuality in the houses. All homes have a garage and extra storage. Aren't requesting any variations for height. Taylor will mostly just see one story and the homes sit down on the lot. All homes have conduit run to the electrical panels so that solar can be added in the future. Light fixtures are dark sky compliant. There is an HOA review, and then it goes to the Town for their review.

Public comment opened.

Sidney Harrington, 532 Taylor

Would like to see more details about the S-curve, possibly a plan. Also would like to know more about how much money the Town has put into the engineering.

- Jeff S. estimated 8,000 dollars.
- Michelle M. said that it is 5' concrete sidewalk. The fence next to the Minturn Mountain Motel will get moved into their property 5'. There will be crosswalks and speedbumps.
- Ms. Harrington asked where the 85% of the permanent resident buyers number came from
- Mr. Hermes said that they are just taking what people say when they make their reservations.

Trent Schaffler, 105 Lions Lane.

Asked if the sidewalk in the S-curve will connect past the Towne Homes. This application is a lot better than the high density homes. The corner outside of the Towne Homes (Minturn Rd. and Taylor) has been deemed a dangerous intersection. It would be nice to see that fixed. Currently it is an uncontrolled intersection. There are private roads proposed in this application and asked the applicant to explain how that would work. Asked if there are any restrictions on the roads.

- Mr. Hermes said there was no intention to limit the use of the road.

Rob Gosiewski, 560 Taylor St.

There are a lot of things on both designs that are great and things that are missed opportunities. Need to be consistent with the design and scale of the area. On the original plans he asked for setbacks to be consistent. Would ask the Commission to ask the developer to show what it would look like if the plan adhered to the standards on Taylor. There are opportunities for pedestrian connections that should be added. Don't seem to want to blend in with Minturn, and want to have their own regulations.

Does not know how this fits in with the small town. Let's keep the consistency with the 2009 Community Plan. There used to be snow storage along the sides of Taylor St, but those have vanished. The Town should get agreements between Taylor and the property.

Katie Tucholke, 530 Taylor St

The speeders on Taylor are the people who visit the trailhead, not the people who live there. Ok with the development of 39 homes. The applicant is being considerate compared to other iterations of the plan. Likes that the houses sit down lower. Likes the proportion of the lots. Thinks it needs to be more hashed out, but this is preliminary plan. This beats the 180 cars times 2 that would be going around the S-curve. Doesn't have a problem with this, and don't need this property/project to be passed onto other developers that might want a pop-up city. Would like some more perks for the residents on Taylor for putting up with the building for 5 years.

Paul Gotthelf, 1337 Lake Creek, Edwards.

On behalf of his daughter and her husband. Would like to speak on employee housing. The Town of Vail has done a great job putting towards employee housing. 6 units being for employees housing isn't enough. The price range for a first time home buyer is not realistic. It should be \$500-600k not the 1.4 million that it could be. We need more employee housing. Deed restriction is ridiculous and a 1% transfer fee is too low and should be increased significantly. We don't want a Singletree in Minturn. The community is perfect for first time homebuyers.

Nathan LaCross, 322 Taylor St.

Against any construction in front of his house. That being said, a lot of his concerns have answers for them. Any development will have impact on the residents of Taylor. Is there a timeline for building?

Jen Babcock, 1106 Crazy Horse, Edwards

Been in the valley since 2005 and looking forward to moving back to Minturn. Supports the project.

Carrie Keiser, Vail

On the list to purchase a home. A long term local, grew up here in the 70s. Went to Minturn Middle School and Battle Mountain Highschool. Plan on being in the home for the rest of her life. Is an artist and plans to bring more things to Minturn. This development will attract the people that the Town wants. Everyone she has talked to are mostly younger families, and don't think there is a big chance of a lot of second homeowners.

Bill Hoblitzell, 262 Taylor St

Kristin Thomas, 262 Taylor pooled time with Bill Hoblitzell.

People are comfortable with the density, but this project is not reflective of the Town. This project should have been reverted back to Conceptual. There should have been a charrette. Believes we have violated our own code. People need a lot more time and

the Commission needs to continue the hearing. This is a misuse of the PUD process. A private POA is not needed. Disagrees with a lot of the covenants. Disagrees with Scot H.'s representation of Taylor's issues with the former proposal concerning Taylor St. Within 1-2 overturns of homeowners, this will be majority 2nd homeowner. Nobody has brought up water even though we are heading into a water crisis. There is a lot of irrigation. Cul-de-sacs dis-invite people down the street, so while people can go down it, it isn't inviting. This is more in line with a resort suburb. This is not the same project. Private governance isn't needed. We should slow down and think about this. The applicant needs to meet the Town a lot closer to the Town's goals.

David Clapp, 392 Taylor St

With everything in the last couple of years, it is nothing like what we have planned with the Community Plans. Didn't envision 180 homes. Disagrees with the thought that 85% will be full time home owners. Would like to allow single family homes with ADUs and Duplexes.

Andrea Middleton, 382 Taylor St.

Supports this. Thinks people are struggling with the change. This won't be consistent with Minturn just because this is a whole street of new houses when there are a lot of old structures in Town. Appreciates that the Planning Commission and the Applicant has taken into account everyone's comments.

Gretchen Polis, Eagle Vail.

Proposed owner. Prior resident in 1962. Is one of the retired people. Hopes her children can take over her house as they cannot afford to live here. Change is inevitable. Hopes this project goes through.

Hany Malek, 498 Taylor St.

Retired civil engineer. Been involved in this project from day 1. Helps organize Taylor St. Would welcome the new owners as they want to be one community. Supports this development, however, snow storage along Taylor and parking along Taylor are still an issue. The previous issues were intersections and road alignment of Taylor. Now proposed is a subpar drainage system via ditches instead of below ground pipes. Should go back to the underground drainage system. Before, the snow storage was about 37,000 sq. ft., now there is less than half. The snow storage proposed along Taylor isn't there anymore. It comes down to drainage. Need a 5' easement along Taylor St for snow storage. There were curb and gutters, parking, and lights. Taylor was supposed to be paved, and now that isn't mentioned. There were five access points from Taylor to Minturn Rd. now we have 2. A sidewalk that connects Taylor to Minturn Rd would be appreciated. Has an issue with private roads.

Michael Gottino president of Towne Homes, Jessica cover 492 Taylor, Kim Malek 498 Taylor.

Pooled time to 15 minutes for Mr. Gottino to speak.

A charrette is needed. Is mostly for this, however Bill Hoblitzell brings up a lot of good points and they should be given the consideration they deserve. A continuance

of this process due to the time is the right choice. Acknowledged Michelle M.'s efforts with the S-curve. Thanked Mr. Hermes for being here. Liked that the Applicant dedicated the open space, but it feels like a punt so that they don't have to deal with it. The Town should employ more firm description of what the space is used for. Is advocating for a children's park, not affordable housing as that isn't the place for density. Appreciates the consideration of more integration. Likes that they have addressed a lot of the dynamics. Would like to highlight the drainage. The Planning Commission and the developer should give serious consideration to Mr. Malek's concerns. The Minturn Mile is increasing every year and the mountain bikers have doubled this year. 20 parking spaces is great, but it will be overparked. Significant traffic at the trailhead will only increase in that portion of Town. Encouraged at the progress that has come. Not interested in Singletree and Arrowhead. Change is inevitable, and the Applicant has an opportunity to shine. This has potential to be a crown jewel for Minturn. It is the objective of the Town to redevelop the railyard in a way that is compatible with the Town. There needs to be more open public discussion, there needs to be a charrette. Encouraged by those people who considered the possibilities of what can go on this parcel. There is further improvement needed.

Darin Tucholke, 530 Taylor

There is a drainage problem. It is about 15-20 days a year which is pretty heavy. Leery of the ditches that are proposed. Wants to see the drainage improved. This is a high-scale development with a low-budget drainage system. There should be an agreement between the east side of the development and Taylor for snow storage on the 10-20' east side of the development. This feels like private land, and doesn't want people to harass his kids. There should be sidewalks across the property so that there isn't just the one cross down to Minturn Rd. The land dedication should remain a park, not more buildings. Snow storage should be contemplated on this parcel. We should be keeping a ledger of what the developer owes us. We need the \$5,000,000. We don't live in an affordable area, so affordable housing should not be in this area. We should approve this with conditions and not run the developer off.

Kristin Thomas, 262 Taylor, Linda Osterburger

Pooled time to 5 minutes for Ms. Thomas.

1% transfer fee needs to be increased. Has concerns about pedestrian connectivity.

Dan Armistead, 1003 Main St.

Has a PUD in the process. Trying to do 50% deed restricted units. Would hate to see Planning Commission make a hasty decision and there is due diligence that should be taken into account. Recommends a continuance. There is a water moratorium and would like Mr. Hermes to comment on why 39 single family homes need all 70 taps. There should only be one tap for every house. The Town needs those 31 taps. Stated I hope P&Z and the Town Council don't make a second mistake here or you might just get another lawsuit.

Linda Beer, 1010 Main St.

Right now doesn't see Minturn being her forever home, but would like it to be.

Public comment closed.

Note: 5 minute recess called at 9:20 pm.

Rick Hermes responded to the comments.

Drainage – the original plan had 5 crossings from Taylor to Minturn Rd but it needed 100,000 cubic yards of fill. There was also a lot of density so it had to be taken underground. Surface drainage is best because there aren't pipes to clog and the ditches can be used to store snow. The 25' easement along Taylor can certainly have snow storage added to the uses. Ditches are way better than pipes. There is complex modeling that starts above Taylor, and that study tells what the depth of the ditch needs to be.

Small town atmosphere – Grew up in a small town and the atmosphere is generated by the people. The people with reservations have great intentions. This is a neighborhood that is a part of the Town. There is a lot of customization allowed to encourage individual homes.

Covenants – required by the PUD requirements

Timeline – the people that have the 39 lots are very eager to start construction. The goal is to have foundations laid by next year. It is important that they move forward from where they are. Continuance is not a good situation and might kill the project. Some of the homes will go up in 8-9 months, but the construction industry is unpredictable. Each home will take 9-14 months most likely. From today a realistic build out is 2-3 years.

Water – The water that is in the PUD came from the Town water attorney, and they have given the number that is required. There is no plans for 6,000 sq. ft. homes in discussion, most people want 2,000-3,000 sq. ft. homes. They aren't trying to hang on to taps, if they don't use taps, they go back to the Town.

Cul-de-sacs – The roadway aligns with the topography just like Taylor Street as Taylor is also a dead-end street. So this does not make a resort neighborhood, this is better for fire access and is safer for kids.

Continuance – They have gone above and beyond to address all topics, and have addressed all referral comments that can be addressed.

Visibility – There was concern which is why they dedicated that corner to the Town so that visibility is maintained.

ADUs – this is a matter of water, nothing more.

Bigger footprint – This is due to garages.

Higher transfer tax rate – Typically a 1% transfer tax is what is required of them and believes this is a fair amount.

Covenants – Resort Concepts does not prefer to be embedded in the HOA, on Day 1 they will be turning this over to the board. They just need 75% ownership to be transferred, which has not happened yet.

Engineering for S-curve – This will be included in the \$85,000 Resort Concepts agreed to pay towards improvements.

Scot H. said that the snow storage he believes is adequate. The issue of snow storage

on the dedication parcel has been discussed. Concerning the public process, staff has followed the process laid out in the code. The Town does not have a provision for Town staff to halt the process for the Applicant to do a charrette.

Mr. Hermes said that this is a lengthy process and they have some to go. He has an open door policy for any members of the public who might want to come and talk to him.

Scot H. said that the code requires that the zoning on this parcel be reviewed under a PUD.

Michael B. clarified that the land dedicated would allow people to walk on it.

- Richard P.-C. said that discussion would happen after approvals and would be a public conversation.
- Michael B. clarified if the land could be used for snow storage.
- Scot H. said that was a potential use that the Town Council would need to decide.

Michael B. asked about drainage.

- Jeff S. said that there is nothing wrong with designing an open channel rather than a pipe. It will help filter out some of the sediment that comes down off the hillside.
- Michael B. clarified if there was a sidewalk area on Railroad Ave.
- Jeff S. said yes.

Amanda M. asked the Applicant to elaborate on the School District impacts.

- Scot H. said we don't have school land dedications, so anything done is voluntary.
- Rick H. said they offered \$50,000 and the school district accepted and they will decide how to allocate it.
- Amanda M. clarified if it was based on the kids that would be permanent residents.
- Mr. Hermes said that it isn't, just an agreed upon number.

Amanda M. asked about what was outstanding with the consumptive use analysis.

- Mr. Hermes said that there is some confusion in what the amount is.
- Richard P.-C. said the calculation for SFE requirements is based on Chapter 13 of the MMC, the definition is tied with our water rights decree. Outstanding issues: temporary irrigation which can most likely be addressed in the Subdivision Improvement Agreement.
- Mr. Hermes said that they will not be irrigating more than 50,000 sq. ft. of irrigation at a time.

Amanda M. asked if the land that is dedicated to Minturn would taps be dedicated along with that.

- Richard P.-C. said that as the use is unknown and they would not be touching

the dirt when it is dedicated to the Town, temporary irrigation might not be needed and taps won't be dedicated.

Amanda M. asked about the transfer tax.

- Mr. Hermes said that it is an arbitrary number.
- Richard P.-C. clarified that we already have a 1% transfer tax so this will be on top of that.

Amanda M. clarified if there was a reason for the locals only housing being in one location.

- Mr. Hermes said that as that is where the land tapers so the smaller lots fit better right there. Those lots only pay 1 HOA fee between the six of them and get 1 vote.

Amanda M. asked about the size of the homes.

- Mr. Hermes said that the smaller lots are limited to 3,000 sq. ft., and while according to the water limitation the larger lots can go up to 6,000 sq. ft., but with the dimensional limitations it would be very difficult to get to.

Amanda M. asked Scot H. about the 75' recommended stream setback.

- Scot H. said the Commission can pass along a recommendation if that is their decision, however it would be a significant departure from other Town policies where everyone else has the 30' river setback.
- Mr. Hermes said that the lot lines do not go up to the river and people are supposed to stay out of there.

Amanda M. asked about the 5' width of the sidewalk at the S-curve

- Michelle M. said that it is a good average of sidewalk widths in Town.
- Jeff S. said that it comes from the Minturn Municipal Code and is ADA compliant.

Lynn T. asked if this 40' variation is for the smaller locals lots.

- Mr. Hermes said yes.

Lynn T. said she is a big believer in as much pervious surface as possible and thinks that the requested variation might be a little much.

- Mr. Hermes said that they have to look at the worst case scenario, the smallest lots with the biggest house. Can look into pervious options for patios and things like that. It was important to put together garages and storage for these lots as people have a lot of gear up here.
- Lynn T. said that even coming down 5% in impervious coverage would be appreciated.

Lynn T. said that conversations about the land dedication should be continued.

Motion by Michael B., second by Amanda M., to forward a recommendation of

approval with conditions for the Minturn North Preliminary Development Plan to the Town Council.

1. The Applicant shall work with the Town Engineer prior to or concurrent with any Final Plan/Plat application to address referral comments related to further evaluation of hazards that may impact final design of all civil engineering and/or subdivision design(s).
2. The Applicant shall work with the Town Engineer prior to or concurrent with any Final Plan/Plat application to adequately address all remaining technical plat and/or civil engineering details and suggested revisions outlined in letters from Intermountain Engineering dated May 22, 2023, and June 20, 2023.
3. The Applicant shall work with the Town to finalize any/all outstanding issues related to the draft Subdivision Improvements Agreement and associated 100% construction level plans prior to or concurrent with Final Plan/Plat application submittal.
4. The Minturn Town Council further evaluate and consider the Lot (Building) and Impervious Materials Coverage Limits proposed within the Updated Preliminary Plan for consistency with the Town's goals, policies and regulations, as well as to further evaluate and consider potential public uses of the Minturn North PUD Tract C, "Dedication Parcel."
5. The Applicant shall work with the Town's Water Legal Counsel to resolve all final consumptive use calculations prior to Final Plan/Final Plat applications.
6. The Applicant shall continue dialogue with the Town Engineer about potential improvements to Taylor Avenue in line with potential capital improvements.

Motion by Michael B., second by Amanda M. to amend the motion on the table with the added conditions of 5 and 6. Motion passed 3-0.

Note: Jeff A. and Sage P. have recused themselves and left the meeting. Tom P. is excused absent.

Motion by Michael B., second by Amanda M. to continue the meeting to 11 o'clock. Motion passed 3-0.

Note: Jeff A. and Sage P. have recused themselves and left the meeting. Tom P. is excused absent.

Motion by Michael B., second by Amanda M. to forward a recommendation of approval with conditions for the Minturn North Preliminary Plat to the Town Council.

1. The Applicant shall work with Town staff to update the Updated Preliminary Plat prior to or concurrent with any Final Plan/Plat application to address any/all outstanding technical and/or legal requirements as noted in previous staff and consultant referral comments.
2. The Applicant revise the Updated Preliminary Plat to add language specific to Tracts B and E, "Open Space," as well as Tract C, "Dedication Parcel," to reference and provide for snow storage uses.
3. The Applicant revise the Updated Preliminary Plat to add language and/or easements permitting public access on, over and through Tract D "R-O-W" for

Miles End Lane, as well as Tract G “Right of Way,” and associated “Access, Utility and Drainage” easement for Silver Star Trail.

Motion by Michael B., second by Amanda M. to amend the motion to include the three conditions. Motion passed 3-0.

Note: Jeff A. and Sage P. have recused themselves and left the meeting. Tom P. is excused absent.

Motion by Michael B., second by Amanda M. to forward a recommendation of approval for the Minturn North Zone District Amendment without conditions to the Town Council. Motion passed 3-0.

Note: Jeff A. and Sage P. have recused themselves and left the meeting. Tom P. is excused absent.

9. DISCUSSION / DIRECTION

10. STAFF REPORTS

11. PLANNING COMMISSION COMMENTS

Lynn T. stated that on July 1 we start our full market, people please come.

12. FUTURE MEETINGS

12.1 July 12, 2023

12.2 July 26, 2023

13. ADJOURN

Motion by Michael B., second by Amanda M., to adjourn the regular meeting of June 28, 2023 at 10:33 p.m. Motion passed 3-0.

Note: Jeff A. and Sage P. have recused themselves and left the meeting. Tom P. is excused absent.

Lynn Teach, Commission Chair

ATTEST:

Scot Hunn, Planning Director

Bill Hoblitzell and Kristin Thomas
262 Taylor Street
970-471-6216
billhoblitzell@yahoo.com

June 28, 2023

Minturn Planning and Zoning Committee
Minturn Town Council
Minturn Town Staff

**Re: Minturn North PUD document review comments for:
Appendix C (PUD Guide), Appendix K (Design Guidelines and DRB powers), Appendix X
(Consumptive Use Analysis), Appendix J (POA Covenants)**

Dear Members of the Planning and Zoning Committee, Minturn Town Council, and Town Staff,

Thank you for the opportunity to provide both technical and conceptual feedback on the proposed Minturn North PUD development, which if approved will be the most significant new development that will occur in the Minturn downtown area in the last few decades and likely also for decades to come. This parcel comprises over 60% of the land area of the exiting Hollywood Heights/Taylor Street neighborhood and over 10% of the total town households (reported in the 2020 census at 365).

These comments makes up my partial review and public input of the new Minturn North PUD project and associated documents. It is not exhaustive, it only covers the subset of documents that I have had reasonable time to carefully review so far. I hope that P&Z will not rush review and approval/denial votes without providing ample time for all town residents to fully review, explore, and understand the implications of the proposed development.

This will take more time.

Additional comments may be forthcoming if I am able to review the rest. In general, black text is copied directly from the PUD documents themselves, and blue text represents my comments or analysis of issues or concerns in those texts. Italic or yellow highlighted text is formatted by me for emphasis.

Upon review of the selected PUD documents so far,, I have identified aspects of the development that remain deeply troubling in terms of requested variances to build what is essentially large-lot large-home SFR R1 private neighborhood development. Additionally, internal private governance aspects of this project and its drive to establish its own private quasi-municipal government that supersedes many aspects of the Town of Minturn's authority over its residents is deeply troubling in terms of its anti-community and anti-town tendencies.

Additionally, this project seeks to squander the remaining currently-available drinking water to facilitate development of a few large homes that will likely become non-resident second homes after a number of years and ownership turnover.

Overarching comments

Town Planning Staff has failed to substantially comply with 16-12-3, which describes the intent and purposes of the Railroad PUD, as well the types of public processes that should facilitate its development, in Minturn's existing Municipal Code.

Section 16-12-3- Game Creek PUD Holding Zone

(b) It is an objective of the Town to plan and redevelop the rail yard as a master planned development that is compatible with the existing Town character. Future development and land use decisions for this area *need to incorporate community input and involve an open public process* [Emphasis added]

The process for Minturn North review has violated both the spirit and likely the letter of this portion of town code. Since the purchase of the project and transfer to a new developer, with subsequent substantial changes to the size, character, and goals of the project effectively creating a new project indistinguishable from the original, Minturn residents have been completely shut out of community input by the decision of town planning staff to shield this project under the initial application approvals of the earlier Minturn North project. No communication with elected town leadership regarding important aspects of the project have been allowed, and no public review of initial project concepts prior to the now fairly-complete application design was allowed to occur.

No open public process and no community input has occurred. Examples of open public processes include the design charette exercises conducted for the 100 block of Main in Minturn, and the 10-20% design concept public reviews and feedback charrettes that occur for large proposed developments in other communities, such as the North Broadway Project in Eagle. Up until the initial P&Z review of the new project occurring on June 29, no public input has been taken, no public process has occurred, and an effective public gage order has existed with elected town leadership.

Town residents, P&Z, or Town Staff should direct town's legal staff to make a determination whether Planning Staff has potentially acted negligently in failing to apply 16-12-3 to the PUD application while simultaneously and unilaterally moving the application for the new and different project through the approval process for nearly the last year without public input or feedback.

APPENDIX C: PUD GUIDE

SECTION 2 GENERAL INFORMATION

2.3 Property Owners Association

Property Owners Association(s) (“POA’s”) or other similar governing organizations and governing documents including Declaration of Covenants, Conditions and Restrictions (“CCR’s”) may impose additional restrictions and limitations on individual and/or collective land use areas within the Minturn North PUD.

2.5 Governance

This PUD Guide shall be referred to as the Minturn North PUD (“PUD Guide”). The PUD Guide is intended to replace and supersede the Minturn Town Code as amended from time to time. Where the PUD Guide is silent as to regulation, the provisions of the Minturn Town Code shall apply. If there is any conflict between the provisions of this PUD Guide and the provisions of the Minturn Town Code or any other ordinances, resolutions or regulations of the Town of Minturn, the provisions of this PUD Guide shall prevail and govern the development of the PUD.

These two sections (2.3 and 2.5) carve out the POA as an additional quasi-municipal government that will exercise various land use authorities and governance in lieu of the existing town government. This is a huge mistake. This development is a single-type development (R1 SFR) which does not functionally require a PUD vehicle or an ongoing POA entity to be established after build completion and transfer of parcel and home ownership to buyers. POAs serve valid and useful purposes in multi-family residential structure settings with shared assets and maintenance needs such as roofs and exteriors.

Existing Minturn Town Code is already sufficient to regulate and govern Single Family Residential (SFR) homeowners on a fair and equitable footing throughout the town. Establishment of a covenanted neighborhood with a controlling POA that exercises additional restrictive or controlling authorities over its internal residents is an undercutting of town governance, unnecessary, and unfair to these home buyers.

This provision is about enforcing the developer’s own personal preferences for neighborhood aesthetics and homeowner behavior within the fiefdom of their private designer neighborhood. It serves no other functional purpose after buildout, and actually interferes or prohibits the free exercise of property rights and personal residential behaviors available to the rest of town residents. It sold on the premise of neighborhood upkeep but is actually about ‘keeping out the Joneses’, or at least ‘making sure Jonese live up to my vaguely defined and snobbish personal social standard’. It is a low key way

to enforce internal socioeconomic redlining. Despicable and completely unnecessary governance structure for a development that is covered by an existing municipal government. POA entities like this should be banned in Minturn or only allowed under very specific and tightly controlled circumstances and criteria that are rarely met.

2.10 Vested Rights

The Minturn PUD shall be granted vested rights for a period of ten (10) years following the Town of Minturn Town Council approval of the PUD Preliminary Development Plan.

Vested rights should be granted for a shorter time period and preferably only after approval of the Final Plan and Final Plat; this is a sneaky way to lock in their claim and rights to develop the property even if they have not achieved a final plan that is agreeable and acceptable to the community. This is VERY IMPORTANT to prevent plans that are speculative in nature or to prevent developers from bulldozing planning processes and making an end-run around the community to secure development rights for an undesirable project on a parcel in town.

SECTION 3 DEFINITIONS

Declarant: Declarant of the Minturn North PUD is Minturn Crossing, LLC, and/or assign. Declarant reserves all rights, authority and privileges granted by the PUD, *including ownership of remaining or excess SFE's, if any, that have been purchased by Declarant from the Town of Minturn. [Emphasis added]*

Why does the proponent claim ownership on SFEs not being used by completed houses? And even more troubling, why is this language claiming permanent ownership of unused water taps buried/hidden in the *Definitions* section of the PUD guide? Under the definition of 'Declarant', it should only require the simple definition in the first sentence. Inserting a clause about water ownership here is an awfully sneaky and disingenuous move. Utterly dishonest strategy.

In the PUD Guide definition of **Building Lot Coverage**, it declares:

“Additionally, fifty percent (50%) of the total area of second- and third-level decks shall be counted towards the allowable building lot coverage.”

Current Minturn Town Code 16-2-50 *Specific lot requirements and dimensional standards* reads as follows: “(j) All cantilevered building elements and areas count toward maximum building lot coverage and maximum impervious lot coverage.”

This seems to be implying that the PUD is seeking to only be required to count half (50%) of non-ground supported upper level decks towards total lot coverage and

impervious coverage, whereas the rest of the town has to count the full deck. Essentially, the PUD is exempting itself from similar building coverage definitions as the rest of the town so that it can build out to a larger lot coverage.

This is coupled with its claim later in the documents of for a variance to itself to allow variance to build 60% lot coverage, when the rest of the Game Creek Character Area (i.e. Taylor St) remains limited to 50% lot coverage. If this interpretation is correct, this is *yet another self-serving carve-out from existing town design standards to facilitate larger home construction.*

Fences: Fences of any kind are specifically prohibited except along the boundary of PA-3. Fencing, if any, shall conform to the CPW Wildlife Friendly fencing guidelines. Fencing of lots and/or the property boundary is prohibited.

Fences serve real and valuable functions for full-time residential families, especially those with children and/or pets. They provide outdoor spaces for pets to restrain them from entering streets or chasing other animals, and keep young/small kids from accidentally entering streets during play. There is no conceivable reason residents in this development should be disallowed from having fences while residents elsewhere in town and on Taylor Street can. This provision is about enforcing the developer's personal preferences for clean and minimalistic aesthetics in their designer neighborhood, it serves no other social purpose and actually interferes or prohibits the very useful social purposes that fences behind or between houses currently provide to all other town residents

2.11 Signage and Illumination

Signage identifying the neighborhood is allowed within the privately owned interior roadway R.O.W. subject to approval by the Minturn North and Town of Minturn Design Review Boards.

This permission for interior neighborhood signage should be removed. Individual neighborhood signage does not exist elsewhere in Minturn and is not needed here. Such signage seeks to establish 'communities within the community' and highlight the separate, elitence of semi-private neighborhoods. Along with privately run neighborhoods and privately run streets themselves, this should be avoided in Minturn as against our community values. Further evidence that this private development has no desire to integrate naturally and harmoniously with town and existing residences on Taylor Street; it wishes to highlight itself as set-apart from the rest.

SECTION 4.0: PLANNING AREAS, ALLOWED USES AND ZONING STANDARDS

4.1 B. Development Standards

4. Impervious Surface Area: Max 65%
5. Building Lot Coverage: Max 60%

These standards do not identify themselves as a variance, but they are in fact seeking major and significant variance from the existing R1 SFR lot and structure standards in the Game Creek Character Area, which set Max Building Lot Coverage at 40% and Max Impervious Surface Area Coverage at 50%. The developer is seeking a 20% increase to Max Building Lot Coverage and a 15% increase to Max Impervious Surface Area coverage. This serves no community purpose other than to allow for construction of larger home sizes and bulk than what are currently permitted in the Game Creek Character Area and elsewhere in town.

The original stated purpose of the Railroad PUD Holding Zone, and the purpose of PUD development vehicles in general is to allow towns to set aside their standard zoning codes in order to consider unique components and issues such as increased density for affordable housing, mixed use zones with commercial interspersed with residential, difficult site topography, or other conditions. Since this development is proposing single development type R1 SFR, and is effectively requesting an unofficial downzoning by requesting large lots and multiple provisions for increased home sizes, the need and applicability of allowing variances to existing SFR dimensional standards no longer exists. This development should be subject to exactly the same R1 SFR dimensional standards applicable to Taylor Street/Game Creek Character Area in existing town code.

These requests represent a (fairly disingenuous) misuse of the PUD process by the developer, and potentially, town planning staff. Variances should be denied outright for increases to building footprint and impervious area, large lot sizes, and deny the request to count elevated cantilevered porch and deck areas at 50% towards lot and impervious coverage, when regular town code counts them as 100%.

When does the sneakiness and repeated attempts to circumvent existing town codes to facilitate the building of large resort styles homes end? Enough is enough.

4.4 Town Dedication Parcel

A. Permitted Uses: Dark sky compliant lighting and signage, park and play structures, greenspace, trails, paths, utilities, active and passive recreation, snow storage, stormwater and drainage facilities, seating, dog park, refuse containers, **single-family, duplex, townhome and multi-family residential parking and uses determined to be similar by the Town of Minturn Town Council.**

It is completely reprehensible to allow the developer to dispose of duplex, townhome, or multifamily components in the rest of his large house, privately managed development, then set aside a portion of the dedicated community open space that is necessary for

significant snow storage and shared public open space uses such as playground for potential future town staff housing. The dedication of this parcel should specify that it will remain forever only for open space uses (playground, dogpark, snowstorage, etc) and multifamily uses be removed from consideration. Why should the community provide a 'by' to this developer to build large lot, large home, second-home non-resident owner friendly, privately-managed R1 SFR on the parcel previously identified for mixed use development, then take the remaining publicly-available open space and use it for apartment housing.

SECTION 5.0: VEHICULAR AND PEDESTRIAN CIRCULATION STANDARDS AND DIMENSIONAL LIMITATIONS

This plan is deficient in town-character neighborhood design and vehicle circulation due to its insistence on the construction of dead end cul de sac roads with no redundant connections to either Minturn Road or Taylor Street. Town code in communities like Crested Butte that are more protective of their small town development character than apparently Minturn wishes to be disallow/forbid new streets to have less than two connections to existing roadways.

As proposed, once the east-west pedestrian access parallel to Game Creek (the formerly proposed 6th street) is removed and unhindered east-west pedestrian access is no longer available across the undeveloped southern portion of the property, 4th street will become the primary cross-through thoroughfare for the majority of central and northern Taylor Street residents and visitors to the Game Creek Trailhead. 4th street will also be the primary and sole egress for all pedestrian residents of the proposed new development.

Due to this greatly increased usage, sidewalks should be instituted on *both sides of the street* and at least one lane of unrestricted public parking should be included on either the north or south side of 4th street to facilitate the shared neighborhood burden of overflow parking necessary to accommodate the ever-increasing usage of Game Creek trailhead in both summer and winter. Stop skimping on standard neighborhood design aspects common to small town development including sidewalks and unrestricted public on-street parking.

In general, Miles End Lane should not be constructed as a deadend cul-de-sac and should connect through between Taylor St and Minturn Road at the north end, and connect to either Minturn Rd or Taylor St at the south end. The northern connection will reduce the prevalence and burden of speeding visitor traffic to the Game Creek trailhead currently experienced by north Taylor St residents by allowing distributed travel patterns for vehicles and allowing trailhead users to opt for a direct egress to Minturn Road. It will also provide for better and safer circulation of both plow and EMS vehicles on the northern stub of Taylor Street and within the new development. Placing additional Game Creek trailhead parking at the west end of this connective street (old 6th street) and

construction of a sidewalk will further reduce vehicle traffic directly to the trailhead and disperse parking overflow burden evenly to Minturn Road and Miles End Lane instead of saddling only Taylor Street with the visitor use burden.






SECTION 8.0 SUSTAINABILITY AND CONSERVATION

8.2 Water Quantity Measures

Indoor water fixtures and outdoor irrigation fixtures shall use the latest technologies and be water use efficient fixtures. Residential fixtures, including but not limited to, toilets, urinals, shower heads, faucets, 16 irrigation controllers shall be certified by the EPA's Water Sense program, or have an equivalent rating. Other irrigation devices, such as spray sprinkler bodies shall be rated for efficiency and low flow. All water using residential appliances, such as dishwashers, ice machines, and washing machines, shall be certified by the Energy Star program. This will reduce water needs for the project.

This development proposes to utilize 2 taps (SFEs) for each individual SFR lot, regardless of whether the structure on the lot exceeds the 3000 sq ft equivalency to require 2 taps. In the Preliminary Landscaping Plan (Appendix W) it further proposes an average of 3500 square feet of irrigated outdoor spaces per lot, for a total of $33 * 3500 = 115,000$ sq ft = 2 football fields of outdoor irrigation.

Given these unnecessary and egregious squandering of the town's remaining residential taps and water supply, this section should be understood as nothing more than weak attempts at 'greenwashing' the development. Claims of sustainability and wise/equitable use of water resources in this resort-style large home development are pure marketing fantasy and frankly, utter BS

TYPICAL LOT LANDSCAPE ESTIMATED IRRIGATION: (LOTS 1-33 TOTAL MAX. IRRIGATION OF 4,000 SF)		SQUARE FOOTAGE OF IRRIGATION
	PERMANENT POP-UP SPRAY IRRIGATION FOR BLUEGRASS SOD	1,595 SF
	PERMANENT SPRAY OR DRIP IRRIGATION FOR PERENNIAL BEDS	25 SF
	PERMANENT DRIP IRRIGATION FOR B&B TREES	7 TREES x 4.5 SF = 32 SF
	PERMANENT DRIP IRRIGATION FOR 5 GAL SHRUBS & GRASSES	55 SHRUBS x 3 SF = 165 SF
	PERMANENT SPRAY IRRIGATION FOR NATIVE SEED	1,750 SF
TOTAL PERMANENT IRRIGATION = 3,567 SF		

(Figure above is screenshot from Appendix W describing irrigation square footage for most lots.)

SECTION 9.0: DESIGN GUIDELINES

Design Guidelines have been provided to govern all properties within the Minturn North PUD. The

Design Guidelines will supplement and complement this PUD Guide. Where any conflict may occur, the most restrictive provision shall govern. Provisions of the PUD Guide shall be administered by the Town of Minturn. Provisions of the Design Guidelines shall be administered and enforced by the applicable Minturn North Property Owners Association. Design Guidelines are subject to continued change and refinement by the Minturn North Property Owners Association Board of Directors. All home construction and renovations are subject to the Minturn North Design Review Board and the Town of Minturn Review Board. Approvals of all construction and renovations must be obtained from the Minturn North Design Review prior to submittal to the Town of Minturn Design Review Board.

SECTION 12.0: PUD AMENDMENTS AND MODIFICATIONS

It is anticipated that modifications to this PUD Guide may be necessary from time to time as the development of the PUD progresses. An amendment may be filed only with the approval of the Declarant. The amendment procedures found in the Town of Minturn Code shall govern amendments to this PUD. Subject to the provisions set forth below, Minor Modifications may be authorized by Declarant and approved at the discretion of the Town of Minturn Town Manager, Town Planning Commission or Town Council without requiring an amendment to the PUD, provided that the changes are similar in nature and, do not impact the listed permitted uses, are consistent with the intent of boundaries of a given parcel, do not adversely affect environmentally sensitive areas, or affect Game Creek stream setback requirements.

Minor Modifications shall include, without limitation, the following:

1. Internal road and sidewalk alignment alterations subject to approval by the Town Engineer;
2. Trails alignment alterations;
3. Technical and engineering considerations first discovered during actual development which could not reasonably be anticipated during the approval process, subject to approval by the Town Engineer;
4. Modifications to development standards, not including building height or perimeter setbacks or parking requirements approved as part of the PUD, which do not have a significant material impact upon the overall intent of the PUD and which allow the improvements to be developed in a safe and efficient manner;

Note that maximum lot building coverages and maximum impervious areas are not excluded here from Minor Modifications that can be approved at discretion of planning staff. This likely means that with only staff approval, the allowable building envelope (and thus allowable home size) can be arbitrarily increased at any point in the future. Disingenuous. BS.

5. Adjustments to Planning Area boundaries up to 10% where the modification does not change the overall intent of the PUD nor result in the increase in the overall density approved within the PUD;

This likely means that Planning Areas such as the snow storage buffer/margin on Taylor St (PA-5) can be arbitrarily reduced in the future at the discretion of the Minturn North POA and town planning staff without a public vote. Disingenuous. BS.

This is further evidence of the need for the project proponent to fully and completely dedicate these public areas to town ownership, not hold them within POA control.

6. Additions of land uses not previously itemized in the PUD Guide but are found to be similar, consistent, or having similar impacts to or with other uses listed in the PUD Guide;

8. Temporary uses and lay down, if determined by the Town of Minturn Town Manager to be necessary to ensure appropriate review of the proposed uses; and

9. Any other minor change that has no effect on the overall intent of the PUD.

Note again that the overall intent of the PUD as originally defined in 16-12-30 has already been summarily changed and/or abandoned by town planning staff, as the development proposes single use R1 SFR development only, which has no need for special PUD processes or special post-build governance entities such as POAs.

As a reminder, the intent of the PUD is described in 16-12-30(b) which states:

(b) It is an objective of the Town to plan and redevelop the rail yard as a master planned development that is compatible with the existing Town character. Future development and land use decisions for this area need to incorporate community input and involve an open public process. The PUD Holding Zone and the PUD review process will provide for the flexibility, innovation and public input necessary to achieve the goals and objectives of the Community Plan and this Chapter. This area has been identified in the Community Plan as an area suitable for expansion of Old Town and as a "potential Town Center" site. Development in this area needs to incorporate appropriate residential and low-impact land uses along Taylor Avenue to minimize impacts to the existing neighborhood. The rail corridor should be maintained and improved access to and across the Eagle River should be incorporated into proposed development plans.

The current proposed development reflects neither the original intent of the PUD Holding Zone, nor the character of the existing Game Creek Character Area, nor the Old Town Character Area, nor the 100 block. It in fact does not reflect the character of anywhere in town, rather it reflects the character of the semi-private large home resort developments that it seeks to emulate in Edwards, Arrowhead, and elsewhere in the county.

APPENDIX X: CONSUMPTIVE USE ANALYSIS

3.0 PROPOSED DEVELOPMENT AND WATER USES

3.1 Residences

There are two types of residences being proposed as part of the Project. There are a total of 39 lots planned for the Development. Of those lots, 33 will be allocated 2 SFEs, while the remainder will be allocated 1 SFEs. Also of total 39 lots, 33 will be limited to only 4,000 square feet of irrigation and 6 lots will be limited to 2,000 square feet of irrigation.

No reasonable explanation has yet been provided for why single home lots are requiring two water taps. The presumable obvious reason is the two taps are intended to service a preponderance of very large homes-- homes that are or one day will be well over the 3000 sq ft equivalency threshold for 1 SFE tap. Although in informal conversations, the developer has insisted that homes start at 1800 sq ft and many prospective buyers have requested only the smaller models, he has declined to provide any final breakdown of the actuality of homes in various square footage categories, and has not provided any satisfactory explanation of why the homes being proposed under 3000 sq ft still need 2 taps.

This request should be carefully considered in conjunction with assertions and claims elsewhere in the PUD Guide over full ownership of any remaining, unused taps previously promised by the town, *regardless of whether they are needed for a completed structure*. The presumable reason is that the developer wishes to pre-secure and sit on the remaining water in order to retain the business option to offer larger rebuild/remodel options to second-generation home buyers who are purchasing homes that were previously built under the 3000 sq ft SFE equivalency threshold and now wish to further expand their home size.

APPENDIX K: MINTURN NORTH DESIGN GUIDELINES

Minturn North PUD

In the event a discrepancy exists between this set of Design Guidelines and the Minturn North PUD, the Minturn North PUD shall overrule. All homes and improvements shall be approved by the Town of Minturn Design Review Board after receiving Minturn North Design Review approval.

The power to supersede the town's existing DRB effectively renders it moot, pointless, This provision is about enforcing the developer's own personal preferences for neighborhood aesthetics and homeowner behavior within the fiefdom of their private designer neighborhood. It serves no other functional purpose after buildout, and actually interferes or prohibits the free exercise of property rights and personal residential behaviors available to the rest of town residents.

It sold on the premise of neighborhood upkeep but is actually about 'keeping out the Joneses', or at least 'making sure Joneses live up to my vaguely defined and snobbish personal social standard'. It is a low key way to enforce internal socioeconomic redlining. Despicable and completely unnecessary design governance structure for a development that is covered by an existing municipal government. POA entities like this internal DRB for SFR development should be banned in Minturn or only allowed under very specific and tightly controlled circumstances and criteria that are rarely met.

DESIGN REVIEW PROCEDURES

The contractually enforceable requirement to utilize Resort Concept staff is littered throughout nearly all the procedures and functions described in this section

An enforceable Requirement to utilize Resort Concepts staff for all aspects of DRB procedures during New Construction *as well as* Renovation effectively contractually embeds Resort Concepts into all future home decisions of residents in the private neighborhood. Given that it is a master planned real estate development, it may be somewhat understandable to require the services of Resort Concepts for initial architectural work and decisions. However, once the home is completed and the development is matured, the continued requirement to utilize Resort Concepts Staff for design preparation, review, and approval is completely reprehensible and represents little more than a greedy power grab by the project developer and an ongoing business welfare handout to his own company.

The neighborhood should not be run as a long term revenue generator for the development proponent's personal businesses. This is further evidence that the town should completely forbid private management of neighborhoods by requiring full dedication of public streets, full town dedication of public open spaces, banning internal DRBs for R1/SFR development, and banning the use of POA's in general for any social control purposes or other uses beyond necessary shared exterior maintenance functions.

These provisions are about enforcing the developer's own personal preferences for neighborhood aesthetics and homeowner behavior within the fiefdom of their private designer neighborhood, as well as ensuring long term unavoidable revenue generation for his personal businesses on the backs of local Minturn homeowners. It serves no other functional purpose after buildout, and actually interferes or prohibits the free exercise of property rights and personal residential behaviors available to the rest of town residents. Despicable. DO NOT ALLOW IN MINTURN.

APPENDIX J: POA COVENANTS

Section 15.7 Regulation of Pets.

Subject to applicable law, the Executive Board shall have full and absolute authority to adopt and enforce rules and regulations related to pets within Minturn North, including, without limitation, the prohibition of pets by tenants or of pets deemed dangerous, exotic or a threat to the well-being of people or other animals or otherwise being possessed of a disposition that is unreasonably annoying to other residents. Habitually barking, howling or yelping dogs shall be deemed a nuisance and shall be subject to permanent removal from the Community. No dogs, cats and other customary household animals are allowed to be raised, bred or maintained for any commercial purpose. Dogs must be leashed at all times. The Executive Board has the right to determine in its sole discretion whether any animals are being kept for commercial purposes or are being kept in violation of any of the rules and regulations adopted by the Executive Board with respect to pets. The Executive Board may take such action or actions as it deems reasonably necessary to correct any violation, including, after notice and the opportunity for a hearing as provided in the Responsible Governance Policies of the Association, directing permanent removal of the animal(s) from the Community and/or the imposition of fines during any period of violation.

Nuisance or unsafe animals are already provided for in existing town and county regulations and code. The ability of the private neighborhood government to fine, ban, permanently remove, or otherwise seize peoples pets is an insane level of intrusion into personal property and lives.

Section 15.8 Nuisances and Unsightliness. No noxious or offensive activity shall be carried on within the Community, nor shall anything be done or maintained thereon that may be or become an annoyance or nuisance to others, endanger the health or safety of other Owners, violate the law or any other provision of this Declaration or the governing documents of the Association, or otherwise detract from the Community's value as an attractive residential community. Subject to applicable law, the Executive Board and the Design Review Board shall each have full and absolute authority to adopt and enforce rules and regulations related to nuisances, unsightliness and/or hazardous activities or conditions within Minturn North, including, without limitation, the regulation or prohibition of storage, trash receptacles, trailers and campers, recreational vehicles, sports and playground equipment or improvements, exterior lighting and light bulb color, exterior sound devices and other activities or items deemed unsightly or a nuisance by the Executive Board. The Executive Board may take such action or actions as it deems reasonably necessary to correct any violation, including, after notice and the opportunity for a hearing as provided in the Responsible Governance Policies of the Association, directing permanent removal of the offending item(s) from the Community and/or the imposition of fines during any period of violation.

This is not about people's lives and building a great neighborhood in a great small town.
This is not about granting a POA the minimum necessary powers to maintain and run the

physical infrastructure of a neighborhood. This is about Control. Greed. Snobbishness. This is all about the \$\$ and the ability to market the real estate.

Section 15.10 Declarant's Exemption. Nothing contained in this Declaration shall be construed to prevent (i) the exercise by Declarant of any special declarant rights (as that term is defined in the Act); or (ii) **the erection or maintenance by Declarant or its duly authorized agents, of temporary structures, trailers, improvements or signs necessary or convenient to the development, marketing or sale of property within Minturn North;** provided, however, that Declarant shall comply with all applicable laws in the exercise of the rights in this Section.

Not much more to say here. All of this is an insane intrusion and imposition into personal property and behavior. It is completely unnecessary for functional neighborhood operation of streets and landscaping and snow removal, which are just about the only legitimate functions of a POA. It's about the control and the \$\$\$ and the ability to sell the neighborhood as a desirable community... 'desirable to who?' we might ask. Not full time middle class valley residents. Desirable to absentee resort home owners. Resort Concepts. Says it all. Its about the control and the \$\$\$. These covenants are among the most clear and direct statements made in the entire PUD package that this is a real estate development, not a neighborhood. This is anti-town, anti-community-, anti-neighbor. Anti-Minturn. Enough is enough.

16.4.15 Development Plans. Declarant may at its discretion at any time, and from time to time without notice, elect for whatever reasons it deems appropriate in its sole and absolute discretion to (a) notwithstanding any proposed development or site plan for the Community, **change such development plan or the style, design, size, price, materials, specifications, number of units, or any other feature or attribute of lots or residences Declarant owns or may build within the Community or in the vicinity of the Project,** (b) change the timing of its construction of any other residences or decide not to build at all any or all other residences contemplated by any development plan related to the Community, and/or (c) use any method of marketing to sell, lease or otherwise dispose of any or all of its remaining or future inventory of lots or residences within the Community, including the use of incentives, concessions, price reductions, lot sale programs, bulk sales, or other promotions and techniques without any obligation to offer any comparable benefits to Owner. **Declarant cannot be responsible for fluctuations in the market for the price of homes or for other market conditions affecting the Community, and Declarant has the absolute right to respond to market demands.**

Applicant definitely appears deeply committed to the greater community, the town, and his prospective new home buyers and future home owners. Applicant definitely does not appear to be claiming the contractual right to disown all his promises and statements to town staff and residents about the characteristics development in order to dump the property or arbitrarily build even larger homes at his discretion if it is an expedient financial decision for himself and Resort Concepts.

Closing

Upon review of the selected PUD documents, I have identified aspects of the development that remain deeply troubling in terms of requested variances to build what is essentially large-lot large-home SFR R1 private neighborhood development. Additionally, internal private governance aspects of this project and its drive to establish its own private quasi-municipal government that supersedes many aspects of the Town of Minturn's authority over its residents is deeply troubling in terms of its anti-community and anti-town tendencies. Additionally, this project seeks to squander the remaining currently-available drinking water to facilitate development of a few large homes that will likely become non-resident second homes after a number of years and ownership turnover.

Minturn North is clearly and deeply out of alignment with numerous community values and community governance frameworks. It is recommended that P&Z deny a recommendation to Town Council for plan approval and final plat in its current state.

Regards,

Bill Hoblitzell
Kristin Thomas

Bill Hoblitzell and Kristin Thomas
262 Taylor Street
Minturn CO 81645
970-471-6216
billhoblitzell@yahoo.com

June 28, 2023

Minturn Planning and Zoning Committee
Minturn Town Council
Minturn Town Staff

Dear Members of the Planning and Zoning Committee, Minturn Town Council, and Town Staff,

Please accept these public comments regarding the compliance of the proposed Minturn North PUD development with existing community plans. Although I have not yet had time to fully review the PUD proposal in the context of the 2023 Plate Update, I believe it will be found largely in non-compliance with important aspects of that plan as well.

Based on my review, Minturn North is in substantial non-alignment with over a dozen goals and strategies of the community plan, including: the Community Vision, CCGI, CS 1.4 CS 1.11, LUG1, LUS 1.5, AH G1, AHS 1.1, AHS 1.2, PFG1, PFS 1.3, EDG1, EDS 1.3, and the 2023 Future Land Use Map. I have provided an explanation of why it fails to comply with each goal or strategy below.

Review of Minturn North compliance with Minturn Community Plan

The 2009 Minturn Community Plan is the currently active comprehensive planning document until the 2023 Update is adopted by Council resolution. As stated in the plan, it's purpose is to be:

“used by staff, elected and appointed officials, and the at-large community to help direct decisions on the timing, location, type and character of growth and development (physical, economic, and cultural) in the Town of Minturn. The plan provides prioritized goals and outlines strategies against which future activities within the town will be reviewed, helping to ensure each individual project contributes in a manner envisioned by the town to the overall vision of the entire community”

“with a clear understanding of expectations, projects will be reviewed by staff to determine compliance with the community vision”

“compliance with the plan should be heavily weighted during the approval process”

Development of the plan relied upon a collaborative process of multiple resident-attended stakeholder meetings in 2008 including numerous Open Houses and Work Sessions, as well as previous community planning efforts. **The community plan therefore articulates the collective values, intents, and goals of the people of Minturn surrounding development projects.**

Regardless of the imminent replacement of the existing plan with the 2023 plan, this plan still provides a substantial articulation of community voice regarding development that remains highly relevant to the proposed Minturn North PUD.

Minturn North non-compliance with Community Plan, specific items:

COMMUNITY VISION (p9)

The Community Vision notes “funky, eclectic style”, “small lot development, diverse architectural styles, vibrant colors of buildings” as key parts of the town’s essence.

Minturn North is not in character with the community vision for diverse architectural styles and vibrant colors due to its required monoculture architecture featuring as the only allowable colors for roofs: dark gray, black, and gray brown, and the only allowable colors for exterior walls a ‘natural primary color in the white or gray to brown scale’ (See; Appendix K Minturn North Design Guidelines, p16).

It is not the application of this style per se that is out of compliance, it is the legally enforceable requirement that *all units in the development must adhere to the same style and are subject to an internal DRB control separate and more restrictive than that of the town’s existing design requirements.*

GOALS AND STRATEGIES

The Community Plan identifies ‘Goals’ as statements that articulate the future and ‘will serve as the framework for future land use decisions’. It defines ‘Strategies’ as identification of possible actions that are needed to accomplish goals’ and states that actions are not exhaustive and may need additions and refinements.

GOAL CCG1 Maintain, Build Upon, and Promote the Town’s Image as Unique, Eclectic Non-Resort Town With a Strong Sense of Community

Minturn North is substantially at odds with and in non-compliance with this goal. Permanently enforceable monoculture architectural styles shared across nearly 40 houses on a single street are the opposite of 'Unique' and 'Eclectic' and 'Non-Resort'. In addition, although the first generation of homeowner's partially inherited from Greg Sparhawk's original locals reservation list will provide a high proportion of local occupancy, this development contains an overwhelming preponderance of intrinsic characteristics that will lead to replacement by absentee second homeowners within one to two generations of ownership turnover.

Large square footage homes and high end finishes will drive costs out of local affordability ranges, displaying a long term intent not to house a full time town residents at a variety of socioeconomic levels, but instead, an intent to provide a real estate sales engine for the developer. Contractual and enforceable requirements to permanently embed the developer's personal architectural and design services staff at Resort Concepts also support this intent. POA clauses that do not target actual neighborhood maintenance and upkeep operations but instead directly target and intentionally restrict resident aesthetic expression and resident social behaviors serve no purpose other than 'keeping up appearances' to ensure the development is continually attractive to non-local real estate markets.

This is a resort development through and through, not a small town residential neighborhood.

STRATEGY CS1.2 Consider size limits for residential structures

This strategy remains yet-to-be implemented in town code. However, Minturn North is substantially out of alignment with this strategy via its clear intent to build large resort-style homes and create the legal space to rebuild/remodel even larger homes in future iterations of ownership. It establishes this context via its pursuit of multiple SFE water taps per lot, even for initial build sizes below the 3000 sqft threshold for 1 SFE, its pursuit of variances to existing R1 Game Creek Character and Old Town Lot standards to allow increased maximum allowable building coverage (60% vs existing 40% in Game Creek and Old Town Character Areas) and maximum impervious area coverage (65% vs existing 50% in Game Creek Character Area and Old Town), and additional language to allow non-ground-supported overhanging upper level structures such as second and third story decks to only count towards 50% impervious coverage, when such structures count towards 100% coverage in existing town standards.

Minturn North is seeking to build large resort-style suburban homes, not home sizes predominantly in alignment with the majority of other homes in Minturn and in alignment with Minturn's small town character identified in Goal CCG1.

Strategy CCS 1.4 - Develop and implement methods to maintain the town's eclectic architecture, scale and vibrant color palette

Minturn North is not in compliance with this strategy via its establishment of an architectural monoculture and restrictive color rules enforced via a strongly controlling internal POA and

DRB. The very establishment and use of these types of private neighborhood internal quasi-government entities is in conflict with this strategy and its parent Goal CCG1.

Strategy CCS 1.11 - Allow a variety of lot sizes (small and large lot) as appropriate to specific areas

Minturn North is not in compliance with this strategy. It seeks to plat a full street of uniform large-sized lots with additional variances to lot standards to allow large resort style homes. A small deed-restricted community housing component is included in the PUD plan, but this portion of the development is disconnected from the main development and intentionally located near existing higher density multifamily residential development at the south end of Taylor Street rather than interspersed throughout the development to intentionally build a mixed mosaic of home sizes and socioeconomic levels among downtown residents.

Goal LUG1 Enhance the Town's Status as a Walkable and Bikeable Community.

While remaining internally walkable to downtown for its own residents, Minturn North is in substantial non-compliance with this goal due to its intentional street design decision to eschew connective neighborhood street patterns typical of most well-planned smalltown core developments (i.e., connective neighborhood blocks) in favor of dead-end cul-de-sacs that intentionally discourage pedestrian use by members of the community outside of the development itself. These street patterns further discourage dispersed traffic flows, instead driving more traffic onto Taylor Street and Minturn Road rather than sharing in the typically community burden of distributed traffic flow. In addition, this street design allows the neighborhood to avoid sharing the community burden of overflow parking from community events like Market Saturdays or the ever-increasing visitation and parking use of North Taylor Street for the Game Creek Trailhead. By avoiding sharing in the dispersed flow of pedestrian and vehicle traffic by exclusively utilizing dead end private streets that don't connect redundantly and thoughtfully to the existing town road structure, Minturn North is actually pushing *increased* pedestrian, bike, and vehicle use to Taylor Street in the long term, which will *decrease walkability* and safety those existing locations.

The New Minturn North also continues to fail to address pedestrian safety concerns at the S-turns and Railroad Avenue, instead heaving the financial and engineering burden back to existing residents and town finances, even though the buildout of the development will be directly responsible for increased safety and traffic issues at that location.

Strategy LUS1.5 Promote redevelopment areas as mixed-use centers

Minturn North seeks to misuse the PUD process to build large home R1 SFR development. This is a single use type real estate development that has no functional need of PUD mechanisms or enforceable internal POA and DRB rules. Existing town code, including lot standards and design criteria, is sufficient to govern any new R1 SFR street development as-is.

Goal AHG1: Promote Affordable Housing

Minturn North is not in compliance with this goal. It has replaced smaller home styles and lot sizes contemplated under the original project with large lots and large resort-style homes. Although it proposes 6 deed restricted units geographically set apart from the main development, this is purely to meet minimum possible affordable housing requirements identified by the community. Because Minturn North proposes large, resort-style homes and the ability to aggressively market those homes to non-resident resort buyers by virtue of its internal neighborhood covenants that strongly restrict resident expression, Minturn North as proposed is actually highly likely to result in a *net loss of middle class residents* over time in town. This, along with the minimal amount of affordable housing contemplated, is in strong conflict with Goal AHG1.

Strategy AHS 1.1: Promote the development of housing opportunities for all income levels throughout all areas of town

Strategy AHS 1.2: Allow a variety of lot sizes (small and large lot) as appropriate to specific areas

Minturn North is not in compliance with these strategies for similar reasons to CS 1.11 above. It seeks to plat a full street of monolithic uniform large-sized lots with additional variances to lot standards to allow large resort style homes. A small deed-restricted community housing component is included in the PUD plan, but this portion of the development is disconnected from the main development and intentionally located near existing higher density multifamily residential development at the south end of Taylor Street rather than interspersed throughout the development to intentionally build a mixed mosaic of home sizes and socioeconomic experiences among downtown residents.

Goal PFG1: Ensure that Public Facilities are Planned and Implemented to Support New Growth and Existing Population Centers

Strategy PFS 1.3: Ensure that impacts from new development on existing infrastructure are mitigated

Minturn North is substantially in non-compliance with these goals and strategies. Attempts to implement needed safety improvements to the S-Turns and railroad avenue zone are no longer contemplated to be funded by the new development as they were by the previous. Instead the development proposes a one-time buy off gift of paving Minturn Road north of Game Creek regardless of whether a long term funding structure and O&M plan is in place with the County and the Railroad to continue paving the road in the future. Any new development of any size, large or small, will further exacerbate traffic and pedestrian safety issues in the Railroad Ave S curves zone, as well as the north Taylor Street stub leading to the Game Creek trailhead. Minturn North does not contemplate substantial funding or street/sidewalk improvements in this areas.

Minturn North's non-connective deadend cul-de-sac road structure also positions it to avoid sharing the community parking and dispersed vehicular circulation burden with Taylor Street by ensuring its private streets with no on-street parking will not be available for event, visitor, or trailhead parking.

Goal EDG 1: Diversify the Town's Economy

Strategy EDS 1.3: Attract essential services necessary to form a 'complete' community including grocery, pharmacy, hardware, entertainment.

Minturn North has intentionally positioned itself to be attractive to a higher end real estate clientele and be overtaken as a second home resort community within a few generations of initial home ownership turnover. (See comments above, noncompliance with Goal CCG1, for additional support of this assertion). This will further exacerbate the seasonal 'boom-bust' business cycle in town that is somewhat prevalent in Minturn currently and strongly entrenched in the nearby resort communities of Vail and Beaver Creek. Rather than establishing a modest increase in the number of full time year-round residents in the long term that will frequent downtown restaurants and retail, and essential service businesses in the business park, Minturn North is likely instead to produce seasonal fluxes of homeowners that further crowd downtown eating establishment at high season and holiday periods, but continue to leave them empty at other periods of the year.

Rather than creating a more modest but stable full-time residential base, establishing resort-style private communities in town will further exacerbate business owner issues with retaining under-utilized staff during 'off seasons' while struggling with insufficient staffing to meet high season demand. It is economically better and more resilient to encourage modest growth in a stable full time residential base that will support a smaller number of stable businesses in town evenly and continuously throughout the year, than it is to have a greater overall number of businesses that all experience an unpredictable boom/bust seasonal cycle due to increased second home ownership. Targeting full-time year round residential development rather than Minturn North's resort style private neighborhood development will also ensure the long term and continued viability of vital community business services such as day care, auto mechanics, etc; rather than encouraging replacement of local-oriented business types with boutique retail and other seasonal tourist-oriented business types.

While Minturn North will certainly help shore-up town government's bottom line in the short term via substantial property tax revenues, any other development will also do this without needing to implement the unnecessary and highly undesirable private resort-community aspects requested by Minturn North. In the long term, while shoring up local government revenues, Minturn North is likely to increase the speed and conversion of Minturn to a 'fake town' resort economy, not increase economic resiliency of existing and new locally-oriented businesses. Ensuring the town government's bottom line is secure while simultaneously undercutting town character and long term full time residential occupancy rates is a hollow and self-destructive strategy.

Minturn North as-proposed will not diversify the town's economy, instead, it will ever more-deeply entrench the town into the resort real-estate economy that dominates other valley communities.

Town of Minturn Community Plan 2030 Future Land Use Map

Although this future land use vision presented by the plan represents a 'hopeful' or idealized view of development patterns rather than a current reflection of option (due to such issues as the railroad continuing to avoid relinquishment of the abandoned switchyard etc), Minturn North is substantially out of compliance with community visions and goals articulated in this land use map. Regardless of the actual number and alignment of roads depicted on it, this map clearly displays an intent and vision by community residents for continued small town residential and commercial 'block' style street development on the railroad parcel, rather than dead end suburb cul-de-sacs, with a transitional zone of Low Density Residential abutting Taylor Street. Multiple east-west connections are envisioned from Taylor Street through any new neighborhood, ensuring continued build out patterns in a 'town style' rather than a resort suburb style as Minturn North contemplates.

This road structure and style facilitates the diffuse and redundant dispersal of both pedestrian and vehicular traffic circulation throughout the neighborhood, rather than dumping an increasing number of residents on dead end private streets onto a single existing arterial street, and allowing new developments to avoid the shared public burden of on-street visitor parking during community events and from increasing trailhead use.

It remains the community's hope and position that control of the switchyard property and North Main will one day be transferred from railroad ownership for town uses. Yes, this currently seems improbable, but remember: no one ever thought the triangle parcel in front of Taylor St currently slated for Minturn North would ever be sold by UP either. We need to continue to act and plan for this eventuality as a town. If and when it should occur, rather than a network of small town blocks extending from new potential commercial development on North Main, Minturn North's dead-end and disconnective suburban road style will be permanently inserted between Taylor Street and North Main, forever an oddity and blight on the smalltown urban and residential landscape.



IMPLEMENTATION STRATEGIES

IS4 Comply with and enforce the Minturn Municipal Code

Approving Minturn North with its asserted claims to variance from lot standards, town street development patterns, and internal DRB is substantially in non-compliance with this. Minturn has existing town code governing lot standards and building design on R1 SFR development types that it has recently spent several years and significant financial resources to create and

implement. Granting express permissions a new development that covers 60% of the remaining currently developable land in the Hollywood Heights/Taylor Street area and 10% of the total households in town (39 new households on top of 365 existing households) to operate outside of existing sufficient town code in order to achieve its internal real estate goals is more than substantially out of alignment with Strategy IS4.

IS5 Make Consistent Use of the Community Plan

IS9 Ensure that development applications support the applicable goals and objectives of the Community Plan.

While meeting many other goals and strategies of the community plan, the Minturn North PUD project nevertheless seeks to substantially avoid or reject significant community values articulated around housing size, development types, aesthetic freedoms, and creating a socioeconomic mosaic of lot and home sizes. This haphazard and selective application of Goals and Strategies is not a consistent use of the Community Plan

It is recommended that P&Z, Council Members, and town residents review some of the raw feedback below that was contributed by long time residents to help articulate the community values around development identified in the plan.

Appendix A - raw feedback from 2009 Community Vision Open House

'Minturn is primarily a town of primary residences'

'The Town is a community of 'year-round' lights--someone is always home.'

'We honor and celebrate our unique place in the Valley--small town character, non-resort. **We are not our neighbors'**

'Minturn is a safe, walkable community' (private dead end cul-de-sacs streets are not walkable; they are designed to exclude and discourage use by others)

'We are an affordable, family-oriented community'

'We actively promote Minturn as the unique non-resort mountain town that it is'

'We are a community of active, outdoor minded dog-people' (Bill-forbiddance of fences to create aesthetically clean development for better sales is anti-pet)

'Town has a laid-back attitude' (Bill - rigorous private POA enforcement of subjective nuisance provisions in the proposed development's covenants are designed to harass neighbors regarding supposed 'eyesores' such as rafts, trailers, camps, snowmobiles, etc)

Appendix B - raw feedback from 2009 Goals and Objectives Open House

'Encourage bright colors – people like Pope's bike shop, not the townhomes (too monochromatic)'

'Good design/eclectic'

'If you want [more] ordinances, move to Vail or Beaver Creek'

'Focus on what we want Minturn to be, not on what we don't want to be'

'Smaller lots for new housing'

'Develop plan for railroad property, create opportunity to develop benefit town'

'Tie in Railyard'

'improved sidewalks'

'Promote the development of housing opportunities for all income levels throughout the town, not just in isolated locations'

'smaller lots for single family homes of 2-3 bedrooms'

'support establishment of pocket parks, town too long to walk to one location'

'kids dont own cars so they must be able to walk to parks'

'increase/formalize parking at trailheads'

Closing

Upon review of the existing community plan (the 2023 plan has not yet been formally adopted and implemented), Minturn North is an alignment with some Goals and Strategies, but remains in substantial non-compliance with numerous Goals and Strategies outlining and articulating the collective community values around new development and town growth.

Bill Hoblitzell

Madison Harris

From: Jason Hutto <jason@biadvisors.com>
Sent: Wednesday, June 28, 2023 10:06 AM
To: Madison Harris
Cc: Minturn North Land Company, LLC
Subject: Minturn North

Hi Madison,

I'm emailing now in support of the Minturn North development. It's been our long-term plan to build there and live there full-time. We hope that soon gets to become a reality! We are out of town so can't come to the meeting tonight but do hope that our excitement and that of our fellow future neighbors encourages the town of Minturn that we and the new neighborhood will be a great addition to the community.

Regards,

Jason

C. Jason Hutto, CFA
(617) 448-5920

Disclaimer:

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Madison Harris

From: Kirsten Kunkle <kirstenkl7@gmail.com>
Sent: Tuesday, June 27, 2023 4:10 PM
To: Madison Harris
Subject: Minturn North Development Plan 569 Taylor Street Concerns

Hello!

In regards to the Minturn North Development proposal, our main concerns with the current plan are as follows:

The change in the current plan regarding both the parking for the Game Creek Trail not being redirected to Minturn Road and the lack of a planned path through the development for bikers, hikers, and skiers. It is a noise, traffic, and safety issue for Taylor Street residents.

Another concern is the potential height of the homes and obstruction of our view to Meadow Mountain.

Thank you for your time and attention to this matter,
Kirsten, Kurt, and Kyle Kunkle

Madison Harris

From: Mike and Gretchen Paules <mtn.high@comcast.net>
Sent: Wednesday, June 28, 2023 12:15 PM
To: Madison Harris
Cc: Rick Hermes
Subject: Letter of Support

To Town of Minturn Planning Department Officials,

My wife and I support the proposed development for Minturn North as we remain interested in living full time in the Eagle Valley and desire to be in a community known and cherished for its locals vibe and independence. My wife's family is one of the original Vail pioneers that started living in Vail in 1962 and she was raised in the Valley. My wife and I are Colorado residents, have owned a condo in the Valley since 2006, and currently live part-time in EagleVail. We want to reside in and support a real mountain community that shares many of our values. We believe living in a new home in Minturn North can be that community.

Minturn North is an opportunity that can benefit all parties involved. We thank the Minturn officials, residents, referral agencies and ResortConcepts for all of their time, consideration and hard work that went into advancing this proposed development to ensure that this project balances opposing needs and concerns. Residential use of this long vacant land is a reasonable and beneficial alternative that should be approved by Minturn officials. Thank you for the opportunity to share our comments.

Respectfully,

Mike and Gretchen Paules

Madison Harris

From: Contact form at Minturn CO <cmsmailer@civicplus.com>
Sent: Wednesday, June 28, 2023 10:04 AM
To: Madison Harris
Subject: [Minturn CO] Proposed 16 acre development (Sent by Robert Roschman, rjr@roschman.com)

Hello mharris,

Robert Roschman (rjr@roschman.com) has sent you a message via your contact form (<https://www.minturn.org/user/353/contact>) at Minturn CO.

If you don't want to receive such e-mails, you can change your settings at <https://www.minturn.org/user/353/edit>.

Message:

Madison I have a home at 585 Taylor st and I've been following the progress on the lower density project. I'm in support of this project. Let me know if there's anything else you need to help push through this project.

Ty. Robert 9544946384

Madison Harris

From: Ryan. Schmidt <ryansschmidt@gmail.com>
Sent: Tuesday, June 27, 2023 6:38 PM
To: Madison Harris
Cc: Kara Hasbrouck
Subject: Minturn North Development

Dear Madison Harris,

I am writing to express our sincere interest in the Minturn North housing development. Coming from a modest hard-working Midwest upbringing and having spent over ten years in the Vail Valley, the Town of Minturn has long been the apple of our eye. We've remodeled, twice, and considered opportunities to build a modest single-family home at several locations throughout the Valley and beyond; but Eagle County is home and we prefer living up-valley. This opportunity is very exciting for all involved.

No doubt this project has evolved over the last few years in effort to satisfy all stakeholders while maintaining the fabric that makes Minturn what it is. The current version looks to provide lesser density impacts on the community while providing valuable and much needed infrastructure improvements, alternative roadways in-and-out of town, a community park and access to the Eagle County Trail. Not to mention, additional tax revenue.

We are among many hard-working locals intent on investing the next 20 years or more into the historical culture of this Valley. This emotional investment into the community is what is driving our interest in Minturn. We urge you to support the Minturn North development and welcome its new members to the community!

Most respectfully and sincerely,
Ryan & Kara Schmidt
'Life's a journey, live an adventure'

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

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.

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.

Planning Commission Comments on Chapter 3

- Action 3.1.3: No comment
- Action 3.1.4: No comment
- Action 3.2.2: Goes in hand with Action 3.3.2 in connecting different areas of Town
- Action 3.3.2: Tom P. says that we need to find the solutions out there to impress the importance upon UP to allow us some form of pedestrian access as Hwy 24 is not a safe corridor for pedestrians especially in the winter.
- Objective 3.6: Already discussed in Chapter 1
- Objective 3.7: Need to continue actively pursuing connection to South Town.

Planning Commission Comments on Chapter 4

- Action 4.1.1:

Jeff A - Expansion of ADU allowance across zone districts (making ADU's uses by right), as one recommendation, is a broad stroke action which could have some advantages, but we need to be careful on how that happens (thinking about potential impacts on neighboring property owners and ensuring good standards for ADU). Need to consider individual location and surrounding uses/proximity. If an applicant can meet standards, should be allowed. If ADUs were allowed in all zone districts, it would be up to individual applications to meet standards.

Amanda M. – Stated her agreement with Jeff A. and the need to rely on standards.

Lynn T. - Believes that ADUs are already permitted in most districts now (with some restrictions/process). Need to ensure that code addresses standards (setbacks, impacts, and parking). Does not agree that fees should be waived to incentivize ADUs or deed restricted units; everyone should be treated fairly in comparison to those who have already built rental units.

Sage P. – Stated that she also does not agree with waiver of fees or incentives.

Jeff A. – We don't currently have the water to serve ADUs; so, perhaps the objective (recommendation) of the Community Plan is not relevant until such time that the Town resolves its water issues?

Lynn T. – does an ADU require a full tap?

Scot H. – Believe that ADUs require ½ tap; also based on square footage.

Amanda M. – Can an ADU in a mixed-use district be converted to commercial use?

Scot H. – Theoretically, yes. Believe there could be building and/or fire code issues involved in converting residential to commercial, but from a zoning perspective, such conversion would likely be permitted so long as standards and potential impacts are addressed.

Amanda M. – Regarding tap fees, is there a difference between residential, commercial and ADUs?

Scot H. – Yes, tap fees for residential and commercial use are calculated differently.

- Action 4.1.2: No Comments.
- Action 4.2.1: No Comments.
- Action 4.2.2: No Comments.
- Action 4.2.3: No Comments.
- Action 4.2.4: No Comments.
- Action 4.3.1: No Comments.
- Action 4.3.2: No Comments.
- Action 4.4.1:

Amanda M. – to clarify, linkage fees can be used for different types of things that the community needs, not just housing?

Jeff A. – not necessarily in favor of new taxes or fees aimed at new development may not be the best approach

Michael B. not interested in any other taxes

- Action 4.4.2: Michael B. - heads in beds better than empty
- Action 4.5.1: No Comments.
- Amanda M. - asked that Lynn read M. Boyd's comments regarding updating the community plan to reflect recently changed water tap moratorium;

Scot H. - explained that the Plan is advisory and was just adopted; it will not be updated to reflect new moratorium language at this time.

- Action 4.5.2: No Comments.
- Action 4.5.3: No Comments.
- Action 4.6.1: No Comments.
- Action 4.6.2: No Comments.
- Action 4.6.3:

Jeff A. - need to move forward in the near future and when we do revisit the AMI levels, should consider a sliding or graduated scale.

Scot H. – staff will facilitate a discussion with County Housing staff to educate Planning Commission on current AMI and other housing factors/trends.

Michael B. - Building costs are high, we should promote not incentivize.

- Action 4.7.1: No Comments.

- Action 4.7.2: No Comments.
- Action 4.7.3: No Comments.
- Action 4.8.1:

Amanda M. – asked staff to clarify what “IH” means?

Scot H. – clarified that IH is acronym for “Inclusionary Housing” as in the Town’s Inclusionary Housing ordinance.

Michael B. - Again promote not incentivize. Lot coverage should not be increased and parking and tap fees should not be decreased.

- Action 4.8.2: Michael B. - Minturn lofts is a great design with mix of commercial and residential components and parking.
- Action 4.9.1: No Comments.
- Action 4.9.2: No Comments.
- Action 4.9.3: No Comments.

Planning Commission Comments on Chapter 5

- Action 5.1.1: Tom P. said that the math with the increased water rates would take 2 decades, so what is the objective of the money. Asked that it be put out to the public what the money is going towards. Amanda M. said that it should be explained what it is going towards to date. Lynn T. said that we can talk about incentives further down the line.
- Action 5.1.2: No comment
- Action 5.1.3: No comment
- Action 5.2.1: No comment
- Action 5.2.2: No comment
- Action 5.2.3-9: Tom P. asked what the incentives would be. Madison H. explained that a lot of this is already implemented with the 2021 I-code adoptions where they have to do certain things rather than incentivize them. Michael B. wants to promote, not incentivize. Lynn T. said that people want to live here so they should have to pay. Tom P. said that developments moving forward should acknowledge that our water system might move in a direction that they don’t want as it is in flux. Contingencies need to be acknowledged.
- Action 5.3.1: Michael B. asked what was more restrictive FEMA maps and the current 30’ river setback. Scot H. said that it probably varies wildly. Amanda M. would like to see those maps together. Also are we looking at Meadow Mountain and Haymeadow when it comes to infrastructure and wildfire hazard mitigation even if portions of it aren’t within the Town limits.
- Action 5.3.2: No comment.
- Action 5.3.3: This goes hand in hand with landscape regulations, defensible space, and setbacks between buildings.
- Action 5.3.4: Currently working on this.
- Action 5.3.5: Lynn T. said that we need to look at enforcement on open fires in backyards.
- Action 5.3.6: No comment
- Action 5.3.7: No comment
- Action 5.3.8: No comment

- Action 5.4.1: No comment
- Action 5.5.1: No comment
- Action 5.5.2: No comment
- Action 5.5.3: No comment
- Action 5.6.1: No comment
- Action 5.6.2: No comment
- Action 5.6.3: No comment

Planning Commission Comments on Chapter 6

- Action 6.1.1: No comment.
- Action 6.1.2: Michael B. thinks it is a good idea. Scot H. said that the current code starts getting us to this with the changes to the use table, but with the next round of code updates – we can look at that again.
- Action 6.1.3: Lynn T. had Madison H. clarify the temporary nature of the proposed build outs.
- Action 6.1.4: Lynn T. said that we should have carts like Vail does to cart deliveries around. Tom P. asked if we have any designated loading places now. Scot H. said that we have one area outside of the Country Club, but Lynn T. clarified that it is not always used for loading. Tom P. said that the next action items to 6.1.10 go down to formalizing, and it comes down to transaction and enforcement.
- Action 6.1.5: Lynn T. asked what the shared parking shed meant. Scot H. said that if one use operates at one time, and another use operates at a different time, you can sometimes count the parking space towards both spaces.
- Action 6.1.6: Michael B. does not support this and wonders where the cash would go. Amanda M. asked what uses this would apply to. Scot H. said that it would most likely be for mixed use and commercial zone districts. Eliminating commercial parking requirements in the 100 Block is a step towards accomplishing this action item.
- Action 6.1.7: Lynn T. said that this only works if we have enforcement.
- Action 6.1.8: Michael B. said that it will come to paid parking eventually. Lynn T. said that we need to give great thought to where any meters end up.
- Action 6.1.9: No comment.
- Action 6.1.10: Tom P. said that this is already informally in process.
- Action 6.1.11: Michael B. and Lynn T. would like to emphasize this action item.
- Action 6.1.12: Michael B. said that this is a great idea, but where would the money come from?
- Action 6.2.1: No comment.
- Action 6.2.2: Tom P. asked if there has been any plans to connect from the Minturn Angler’s building up to the Meadow Mountain Business Park. Scot H. said that we haven’t had many conversations about that.
- Action 6.3.1: No comment.
- Action 6.3.2: Lynn T. said this is already in the works.
- Action 6.3.3: Tom P. said that this should be a component of SIAs moving forward.
- Action 6.3.4: No comment.
- Action 6.3.5: No comment.
- Action 6.3.6: No comment.
- Action 6.3.7: No comment.

- Action 6.4.1: Tom P. said this is part of the RTA. Lynn T. asked how this would work if the Town is trying to buy the land. Scot H. said that if we acquire the land, then we would likely sell it to a developer on the basis of a sub area master plan that has all of the Town's priorities for that site. We can't implement this action item until we acquire it though.
- Action 6.4.2: No comment.
- Action 6.5.1: No comment.
- Action 6.5.2: No comment.
- Action 6.5.3: No comment.
- Action 6.5.4: No comment.
- Action 6.6.1: No comment.
- Action 6.6.2: No comment.
- Action 6.6.3: No comment.
- Action 6.7.1: No comment.
- Action 6.7.2: This is already required.
- Action 6.7.3: No comment.

Planning Commission Comments on Chapter 7

- Action 7.1.1: No comment.
- Action 7.1.2: No comment.
- Action 7.1.3: Lynn T. would like to investigate this further not knowing what this means. Scot H. suggested that we round up the Association standards and get those to the Planning Commission. Michael B. said that the street lights in the 100 Block should be brighter, but is interested in seeing the guidelines. Lynn T. asked if there are areas where street lights can be on like the commercial areas, but everywhere else the lights have to be off. Scot H. said that there are complex and simple dark sky compliant regulations. Amanda M. does not know if the lighting component is always enforced completely, so we will need to take that into account.
- Action 7.2.1: No comment.
- Action 7.2.2: No comment.
- Action 7.2.3: No comment.
- Action 7.2.4: Lynn T. said that we should start talking to Walking Mountains about education for children.
- Action 7.2.5: Jeff A. said that since that is owned by the School District, it is up to the Planning Commission, Town Council, and staff to keep this action item in the back of our minds when talking to them about development. Michael B. agrees.
- Action 7.3.1: Lynn T. said that Tom Priest was proposing a Senior Citizen class at the Minturn Fitness Center. Jeff A. said that we should continue advocating for connecting Minturn to our neighboring communities for the bike path.
- Action 7.3.2: No comment.
- Action 7.3.3: No comment.
- Action 7.3.4: No comment.
- Action 7.3.5: No comment.
- Action 7.4.1: Lynn T. said that we have talked about hoping this happens in the future.
- Action 7.4.2: No comment.
- Action 7.4.3: Lynn T. said that we can request developers, especially .in South Town, to add something more accessible for that end of Town. Jeff A. suggested the land by the

amphitheater as it is in a rockfall zone so it can't be developed except with temporary natures such as a community garden.

- Action 7.5.1: Scot H. said that he talked with CPW about their concerns about impacts to wildlife. Lynn T. said that we can invite Devin to the next meeting to discuss this. We have noticed a diminished size of the elk herd. Amanda M. agrees that she would like to hear from Devin. Jeff A. said that the VVMT A has done a great job of educating the public, but a lot of the issues stem from people going up the trails before they are supposed to. Lynn T. asked that we approach the Forest Service to increase the parking at Grouse. Amanda M. said that 30-40% of those cars are just used as a shuttle.
- Action 7.5.2: No comment.
- Action 7.5.3: No comment.
- Action 7.5.4: No comment.
- Action 7.5.5: No comment.
- Action 7.6.1: Scot H. said that this has been adopted, and we can go through a similar process with that plan as we have with the Community Plan.
- Action 7.6.2: No comment.
- Action 7.6.3: No comment.
- Action 7.6.4: No comment.
- Action 7.7.1 : No comment.
- Action 7.7.2: Lynn T. said that this is a good place to bring the kids in again.
- Action 7.7.3: No comment.
- Action 7.7.4: Jeff A. said that CPW called him in relation to the Fishing is Fun grant at the Boneyard.
- Action 7.8.1: Scot H. said that this is something we should keep on the radar, but is not a burning priority. This might be a good plan to talk about Capital Improvements. Jeff A. said that it is important to connect Tigiwon to Dowd Junction as much as possible.
- Action 7.8.2: No comment.
- Action 7.8.3: No comment.

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CHAPTER 7



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



INTRODUCTION

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

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

EXISTING CONDITIONS & ISSUES

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

NATURAL AMENITIES AND RECREATION OPPORTUNITIES¹⁰

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

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

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

Table 11: Recreational Assets - East Side of Valley

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

¹⁰ Town of Minturn website, USFS, COTrex, MTB Project

Table 12: Recreational Assets - West Side of Valley

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

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

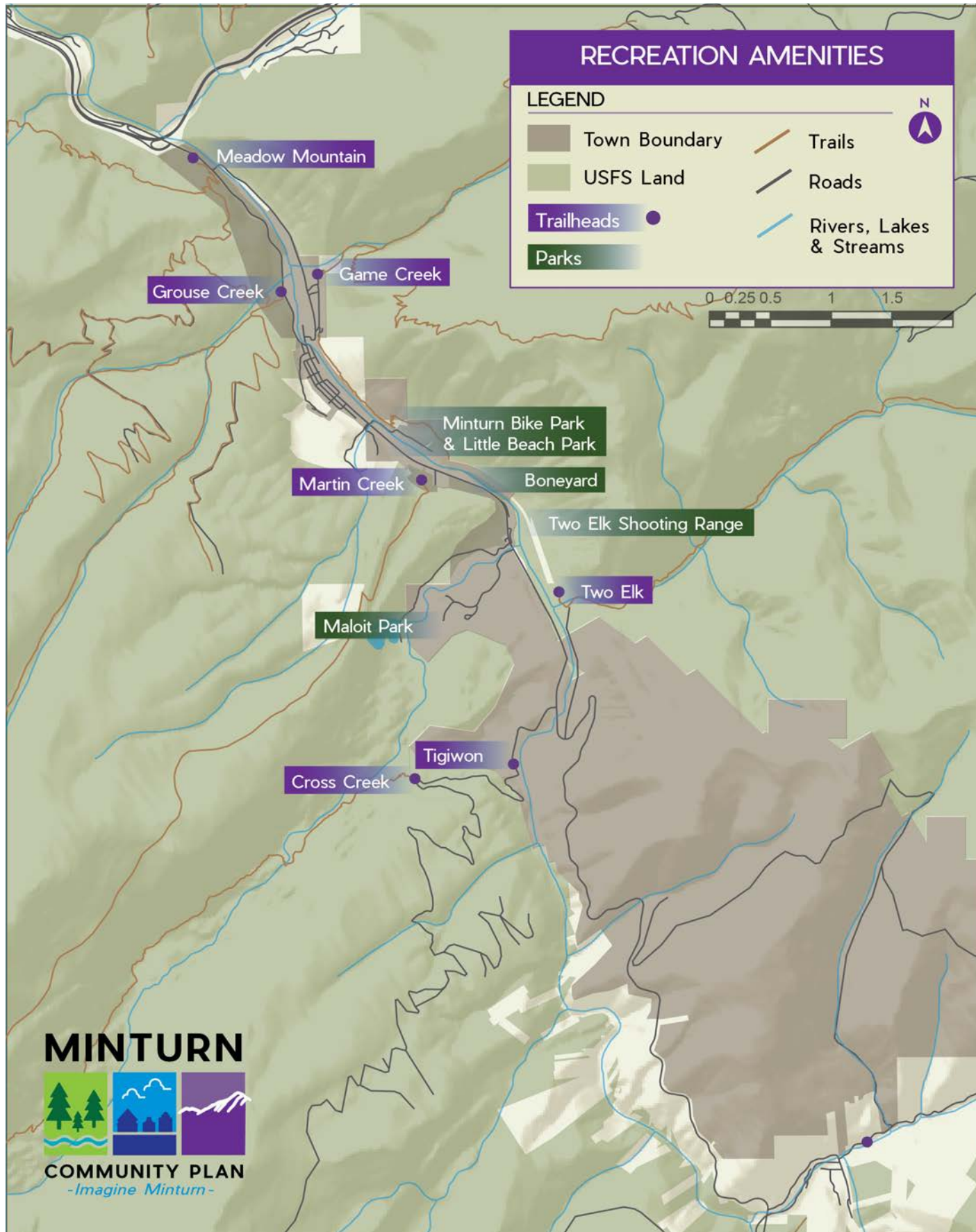
COMMUNITY EVENTS¹¹

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

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

¹¹ Town of Minturn website

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



QUALITY OF LIFE POLICY CONTEXT

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

COMMUNITY INPUT

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

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

¹² Town of Minturn Community Survey Report (2022)

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

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

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

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

CENTRAL CONCEPTS

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

Tourism & Quality of Life in Minturn

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

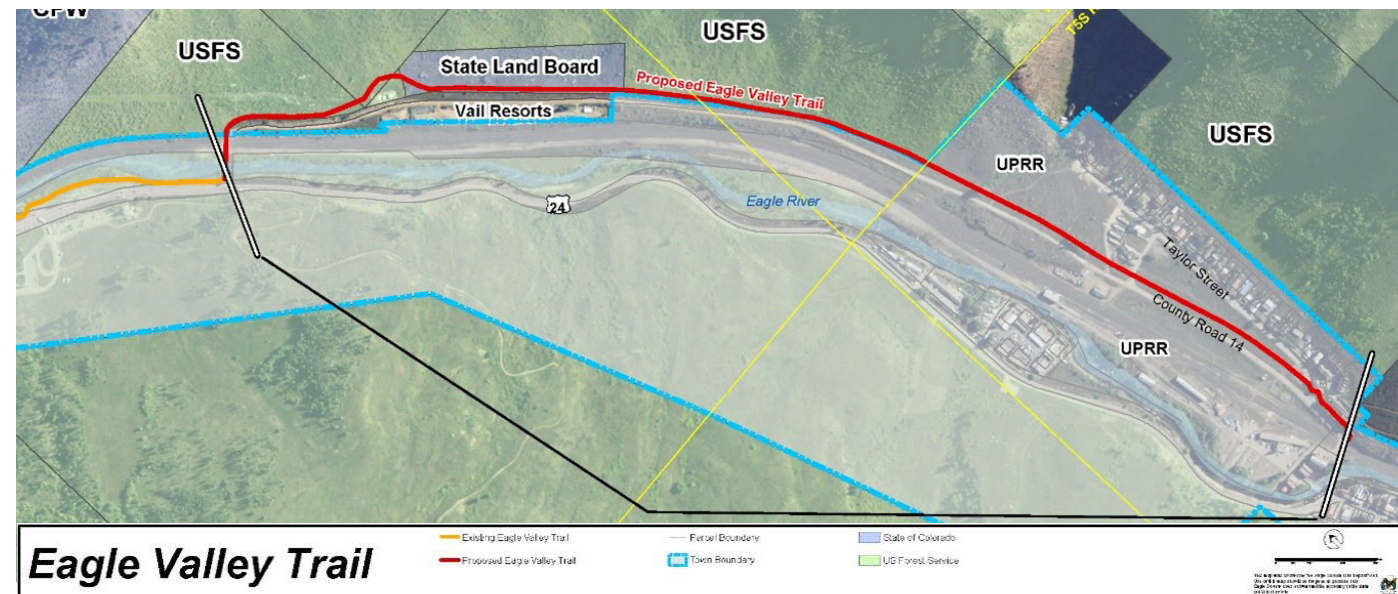
*It is important to note that some Minturn residents are concerned about potential negative impacts of increasing tourism activity. As described in **Chapter 3: An Economically Vibrant Community**, Minturn's economy is partially dependent on visitors who supplement the market for local businesses. Without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

SUPPORT RECREATION ACCESS

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

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

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



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

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

PROMOTE ACCESS TO HEALTHY FOOD & ESSENTIAL SERVICES

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

COMMUNITY EVENTS, ARTS, & CULTURE

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



Residents gather at the Agora for food and live music.

The Role of Businesses in Building Community

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

SUPPORTS QUALITY OF LIFE

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

QUALITY OF LIFE AND AFFORDABILITY

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

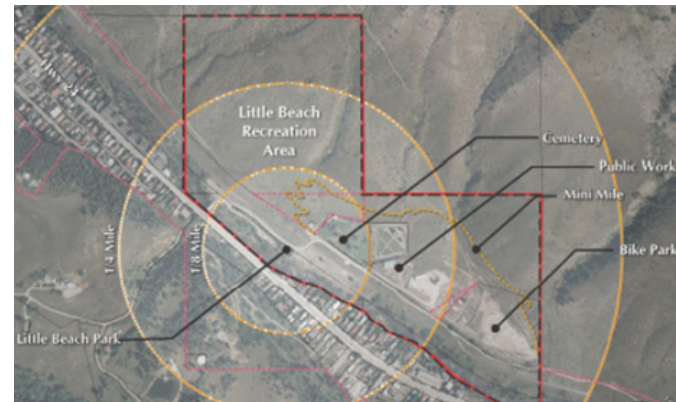
LITTLE BEACH PARK RECREATION AREA PLAN

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



Minturn’s new Bike Park skills course.

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



Little Beach Park project area (Zehren & Associates).

RECOMMENDATIONS

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

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

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

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

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

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

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



Children play on the playground at Little Beach Park.

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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



VVMTA seasonal crews work on bike trails (VVMTA)

CHAPTER 8



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



INTRODUCTION

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

EXISTING CONDITIONS & ISSUES

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

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

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

PLAN UPDATES AND MINOR MODIFICATIONS

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

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

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

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



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

RECOMMENDATIONS

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

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

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

OBJECTIVE 8.2 INFORM & ENGAGE RESIDENTS IN COMMUNITY DEVELOPMENT.

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

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

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

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

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

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

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

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



Public participation at Open House #1

IMPLEMENTATION MATRIX

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

- **Action Type:**
 - Internal Initiative
 - Policy Change
 - Capital Investment
 - Partnership
 - Additional Planning
 - Other
- **Priority:**
 - Low
 - Medium
 - High
- **Timeline for Implementation:**
 - Short-term
 - Mid-term
 - Long-term
- **Cost Estimate:**
 - \$
 - \$\$
 - \$\$\$
- **Identified Collaborators/Partners**
- **Key Location(s)**

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

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

Table 14: Implementation Matrix - A Thriving 100-Block

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

Table 14: Implementation Matrix - A Thriving 100-Block

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

Table 15: Implementation Matrix - An Economically Vibrant Community

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

Table 15: Implementation Matrix - An Economically Vibrant Community

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

Table 16: Implementation Matrix - Attainable Housing & Historic Character

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

Table 16: Implementation Matrix - Attainable Housing & Historic Character

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDICES

